

ARTICLE 9: OFF-STREET PARKING AND LOADING

Section 9.1. Purpose.

The purpose of this Article is to establish standards ensuring the availability and safe use of parking areas within the City of Somerville. It is intended that any use of land involving the arrival, departure, or storage of motor vehicles, and all structures and uses requiring the delivery or shipment of goods as part of their function, be designed and operated to:

- a. promote traffic safety by assuring adequate places for storing of motor vehicles off the street, and for their orderly access and egress to and from the public street;
- b. increase the traffic-carrying capacity of streets and highways in the City and obtain a more efficient utilization of on-street curbside parking;
- c. reduce hazards to pedestrians;
- d. protect adjoining lots and the general public from nuisances and hazards such as:
 - 1) noise, glare of headlights, dust and fumes resulting from the operation of motor vehicles,
 - 2) glare and heat from parking lots,
 - 3) lack of visual relief from expanses of paving,
 - 4) accelerated run-off of surface water from land covered by impervious materials; and
- e. increase the number of locations bicycles can be safely secured in order to:
 - 1) promote bicycle use throughout the City as a means to reduce motor vehicle traffic congestion, and
 - 2) encourage more active lifestyles as a means to improve public health and welfare, and
 - 3) prevent theft and vandalism of bicycles.

NOTE: §9.1.e was established by Ordinance 2006-01, and effective on January 12, 2006.

Section 9.2. Applicability.

No building permit or certificate of occupancy shall be issued for the erection of a new building, the enlargement or increase in the net floor area of an existing building, the development of a use not located in a building, or the change from one type of use to another, unless off-street parking spaces, loading bays and bicycle parking are provided in accordance with this Article.

The requirements of Article 9 are in addition to those contained in 521 CMR 3.00, Architectural Barriers Board.

Nothing contained in this Article shall be construed to apply to the use of land or structures for religious or educational purposes if doing so would violate the applicable provisions of M.G.L. Chapter 40A, Section 3.

NOTE: §9.2 was amended by Ordinance 2001-14 on August 16, 2001, and Ordinance 2006-01 on January 12, 2006.

Section 9.3. Changes in numbers of existing parking or loading spaces.

Off-street parking spaces or loading bays that serve a building or use as of the effective date of this Ordinance shall be maintained exclusively for the building, structure, or use, which they were designed to serve, so long as the building, structure or use exists. Such off-street parking spaces or loading bays shall not be reduced in number, leased, sold or changed in location or design in a manner contrary to the

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requirements of this Article, so as to create or increase any degree of nonconformity with the requirements of this Article.

NOTE: §9.3 was amended by Ordinance 2001-14 on August 16, 2001.

Section 9.4. Nonconformity with respect to parking requirements.

9.4.1. Changes in use, with no change in floor area.

If an existing use or lot which does not have sufficient parking or loading spaces to meet the requirements of this Ordinance, including a use which has no off-street parking or loading, is changed to a different type of use for which a different number of parking spaces or loading bays is required as set forth in Sections 9.5, 9.6 and 9.7, or Section 9.15 if in the ASMD district or the PUD-A district, and there is no increase in the net floor area of said use, the methodology and rules below shall apply. The following methodology and rules shall be applied separately in calculating parking spaces and then loading bays.

- a) Calculate the number of parking spaces (or loading bays) that would be required under Sections 9.5, 9.6 and 9.7, or Section 9.15 if in the ASMD district or the PUD-A district, for:
 1. the proposed new use;
 2. the existing use. If vacant, the most recent previous use shall be used.
- b) Based on this, determine if the proposed new use requires more, less or the same number of parking spaces (or loading bays) than the existing (or previous) use. If more spaces are required, calculate the nominal increase by subtracting the requirement for the existing (or previous) use from the requirement for the proposed new use.
- c) Based on "A" and "B" above, if the new use requires less or the same number of parking spaces (or loading bays) than the existing (or previous) use, then no additional parking spaces, bicycle parking spaces, or loading bays shall be required.
- d) Based on "A" and "B" above, if the new use requires more parking spaces (or loading bays) than the existing (or previous) use, then the following standards apply:
 1. Except for residential uses and conversions to a residential use, if the new use is calculated to require one (1) more parking space or less than the existing (or previous) use, then no additional parking shall be required. If the new use is residential, and is calculated to require one (1) parking space or less (based on the calculation of "A" and "B" above), then one (1) space shall be provided.
 2. If the new use is calculated to require two (2) or more additional parking spaces or one (1) or more loading bays than the existing (or previous) use, then fifty percent (50%) of this additional requirement shall be provided, but in no case less than one (1) parking space (or loading bay). Existing parking spaces or loading bays shall not be used to satisfy this provision.
 3. Bicycle parking spaces in accordance with Section 9.15 shall be provided.

NOTE: §9.4.1 was amended by Ordinance 1991-1 on January 10, 1991, by Ordinance 2004-04 on April 22, 2004, and by Ordinance 2006-01 on January 12, 2006.

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9.4.2. Increase in net floor area.

If it is proposed to increase the net floor area of a building, whether by addition to the exterior of the building or by internal reconstruction, which building does not have sufficient off-street parking or loading, full compliance with this Article for the increase in net floor area shall be a condition of the issuance of a building permit for the construction of such increase of net floor area.

9.4.3. Destruction or damage due to natural catastrophe.

If a building, for which sufficient off-street parking spaces or loading bays is not provided, is destroyed or damaged by fire, natural cause, or other act of God, the building may be reconstructed or replaced without providing additional parking spaces or loading bays provided the new use is the same type of use that requires the same or fewer parking spaces or loading bays under this Ordinance. If parking spaces or loading bays were provided before the destruction or damage, the same number of spaces or bays shall be provided at a minimum.

If the new use is a different type of use, for which a greater number of parking spaces or loading bays is required, or if more net floor area is to be constructed than previously existed, full compliance with this Article for the entire building shall be a condition of the issuance of any building permit for the reconstruction or replacement of the building.

Section 9.5. Number of Parking Spaces.

The number of parking spaces indicated for the corresponding types of uses shall be provided in all zoning districts, except the University District, the ASMD and the PUD-A districts, and as otherwise indicated.

NOTE: §9.5 was amended by Ordinance 2004-04 on April 22, 2004.

The symbols under the column parking factor shall mean:

s.f.: square feet of net floor area, unless otherwise specified

NOTE: THE FOLLOWING TABLE IS STRUCTURED TO COINCIDE, TO THE DEGREE PRACTICAL, WITH THE FORMAT OF THE TABLE OF PERMITTED USES IN ARTICLE 7. PLEASE REFER TO SECTION 9.14 FOR PARKING REQUIREMENTS IN THE UNIVERSITY DISTRICT.

<u>TYPE OF USE</u>	<u>PARKING FACTOR</u> (Minimum number of parking spaces to be provided)
1) <u>Residential Uses:</u>	
a. Dwelling unit in: single-, two-, or three-family dwelling, townhouses, multiple dwelling building, or mobile home, unless specified differently elsewhere in this Article	1.0 per efficiency or studio unit; 1.5 per unit with 1 or 2 bedrooms; 2.0 per unit with 3 or more bedrooms; plus, in all cases: 1.0 for every 6 units (when 6 or more units) for visitors and/or service vehicles
b. Senior citizen housing	0.75 per unit,

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(including congregate)

0.40 per unit allowable by special permit

2) Special Residential Conversions:

NOTE: §9.5.2 was retitled and amended by Ordinance 1991-1, on January 10, 1991.

- a. Existing 1 and 2 family residences converting to 2 or 3 family residences shall provide one (1) parking space per additional (e.g. newly created) dwelling unit. Also note that the provisions of Section 9.4 as to nonconformity with respect to parking are likely to apply in many instances.

EXAMPLE: A single family home is converting to a 2 family residence. One (1) space is required for each new dwelling unit created in the conversion. If the single-family home is converting to a 3 family residence, then two (2) parking spaces are required for the conversion -- one (1) for each new unit.

Note that this is the parking required for the newly converted unit(s) and is additional parking above what is required for the existing site. However, if the existing lot is nonconforming with respect to parking, then please refer to the special considerations under Section 9.4.1.

- b. For other special residential conversions, see the appropriate parking requirement for the type of use that will result from the conversion. Also note that the provisions of Section 9.4 may apply in those situations where there was a prior nonconformity with respect to parking.

TYPE OF USE

PARKING FACTOR
(Minimum number of parking spaces to be provided)

3) Other Residential Uses:

NOTE: §9.5.3 was amended by Ordinance 1991-10 on August 22, 1991.

- | | |
|---|--|
| a. Boarding house | 1 for each 3 bedrooms |
| b. Homeless shelter | 1 for each employee on the largest shift |
| c. Community or group residence | 2.0 per dwelling unit |
| d. For those uses not listed here, refer to Categories 1 and 5 of this Section. | |

4) Accessory Residential Uses:

- | | |
|------------------------|--------------------------------------|
| a. Tourist home rooms | 1 for each 3 rooms (units) for lease |
| b. Professional office | see Office (Category 7) |
| c. Daycare center | see Institutional (Category 5) |

5) Institutional and Educational Uses:

NOTE: §9.5.5 was amended by Ordinance 1991-10 on August 22, 1991.

- | | |
|---------------------------------|------------------|
| a. Elementary, secondary school | 1.0 per employee |
|---------------------------------|------------------|

SOMERVILLE ZONING ORDINANCE (SZO)

Adopted March 23, 1990

As amended through January 26, 2006

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- | | |
|---|--|
| b. College, technical school | 0.4 per student |
| c. Dormitory, fraternities or sororities | 0.5 per bed |
| d. Church, temple, auditorium, club, lodge, community center | 1 per 6 seats in the main auditorium or assembly area, based on design occupancy |
| e. Public library, art gallery, museum and other non-recreational public facilities | 1 per each 600 s.f. of floor area open to the public |

TYPE OF USE

PARKING FACTOR

(Minimum number of parking spaces to be provided)

- | | |
|--|--|
| f. Daycare center | 1 per employee when a principal use, 0.5 per employee when accessory use |
| g. Hospital | 0.75 per employee plus 1 per bed |
| h. Nursing Home | 1 for each 6 patient beds |
| 6) <u>Recreational Uses:</u> | |
| a. Gymnasium, stadium, field house | 1 per each 10 seats |
| b. Athletic fields, pool facilities recreational centers, and related uses | as needed |
| c. Tennis/racquetball | 1 per court unless an accessory use, then none required |
| d. Recreational centers and health clubs | whichever is higher:
1 space/ 500 s.f. gross building area, or 1 space per 4 persons based on occupancy capacity of the largest assembly area |
| e. Marinas and dry boat storage | 1 per each 3 wet slips and 1 per each 5 dry storage bays, plus 1 per employee on the site |
| f. Parks/passive recreational | as needed |
| g. Theater, other public assembly | 1 per 6 seats |
| h. Bowling alley | 1 per employee plus 1 per alley |
| i. Other commercial amusement | 1 per 3 persons, based on design capacity of facility, plus 1 per employee |

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NOTE: PARKING REQUIREMENTS FOR USE CATEGORIES 7, 8, AND 9 BELOW
SHALL BE KEYED AS FOLLOWS --

"A" shall indicate the requirement for zoning districts RA, RB, RC, BA, IA, IB, IP & OS

"B" shall indicate the requirement for zoning districts BB, BPA & IPA

"C" shall indicate the requirement for zoning districts CBD & NB

	A	B	C
7) <u>Office Uses:</u>			
a. Office other than medical	1/500 s.f.	1/350 s.f.	1/575 s.f.
b. Medical/dental/veterinarian office, outpatient clinic	1/400 s.f.	1/300 s.f.	1/500 s.f.
8) <u>Business Service Uses:</u>			
Business service uses as listed in Part 8 of the Table of Permitted Uses (see Article 7), unless a more specific parking requirement is otherwise noted in Part 7 or Part 15 of this Section 9.5 for a specific use	1/450 s.f.	1/300 s.f.	1/550 s.f.
9) <u>Retail Sales/Rental Uses:</u>			
Retail sales/rental uses as listed in Part 9 of the Table of Permitted Uses (see Article 7), unless a more specific parking requirement is otherwise noted in Part 15 of this Section 9.5 for a specific use	1/425 s.f. street level --- 1/1000 s.f. all other floors ---	1/250 s.f. street level	1/500 s.f. street level

Up to 5,000 gross s.f. of unfinished storage space, accessory to the primary retail floor area, in a Neighborhood Business (NB) District does not require any additional parking spaces, in order to encourage less frequent deliveries.

NOTE: §9.5.9 was amended by Ordinance 2002-6 on August 8, 2002.

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TYPE OF USE

PARKING FACTOR

(Minimum number of parking spaces to be provided)

10) Eating/Drinking/Transient Accommodations:

- | | |
|--|--|
| a. Restaurants, other eating or food service use, and bar/tavern without dance floor or staging area | whichever is greater:
- 0.75 per employee
plus 1 per 4 seats, or
- 1 per 110 gross s.f. |
| b. Take-out food service (when there is no seating) | 0.75 per employee
plus 1 per 50 s.f. of customer waiting area |
| c. Caterer | whichever is greater:
1 per employee or 1 per 450 s.f. |
| d. Hotel, motel | 0.5 per employee on peak shift,
plus 0.8 per guest room,
plus 1/4 the normal requirement for any other use (both principal and accessory) within the hotel |
| e. Convention center | 1 per 4 seats in the largest assembly area, based on design capacity |
| f. Nightclub, bar/tavern with dance floor or staging area | 0.75 per employee,
plus 1 per 4 persons based on building design capacity |

11) Motor Vehicle Sales/Service Uses:

- | | |
|-------------------------------|---|
| a. Motor vehicle service uses | 2 per first bay,
plus 1 per each additional bay,
plus 1 per business vehicle stored on-site |
| b. Motor vehicle rental uses | 1/ 1,000 s.f. of customer receiving area,
plus 0.50 per employee,
plus sufficient space for storage of full rental pool of vehicles |
| c. Motor vehicle sales | 1 per 500 s.f. |
| d. Vehicle parts sales | see Retail Sales (Category 9) or Wholesale (Category 13), as applicable |

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<u>TYPE OF USE</u>	<u>PARKING FACTOR</u> (Minimum number of parking spaces to be provided)
12) <u>Commercial/Industrial Services:</u>	
a. Research/laboratory	1 per 750 gross s.f. building area
b. Warehouse/distribution	1 per 1,500 gross s.f. building area, plus 1 per business vehicle stored on-site
c. All other commercial/ industrial services	1 per 650 s.f., plus 1 per business vehicle stored on-site
13) <u>Wholesale Business Use:</u>	1 per 800 s.f., plus 1 per business vehicle stored on-site
14) <u>Industrial Use:</u>	1 per 1,000 gross s.f. building area, plus 1 per business vehicle stored on-site
15) <u>Other Business Uses:</u>	
a. Funeral parlors	1 per 4 seats in the largest assembly area, based on design occupancy capacity, plus 1 per business vehicle stored on site
b. Kennels	1 per employee, plus 1 per 6 boarding units
c. Greenhouse, nursery, roadside stand	1 per 1,000 s.f. of display/sales area, indoors or outdoors
16) <u>All Other Permitted Uses:</u>	As needed, usually 1 per employee and 0.3 per visitor

For specific uses not on the above schedule, the Inspectional Services Superintendent, in consultation with the Traffic and Parking Director, shall determine and apply the unit of measurement in the schedule deemed most similar to the proposed use, or the Superintendent may require parking based on the best available, documentable data.

Section 9.6. Special Provisions and Rules for Interpretation of Sections 9.5 and 9.7.

9.6.1. General.

- a. Where the number of spaces is expressed as a ratio to dwelling units, floor area, beds, employees, etc., any fraction thereof shall require one parking space, but after the first such parking space or loading bay, only a fraction of one half or greater shall require an additional space or bay.
- b. Where the requirement is stated "as needed", the applicant for a permit shall estimate the number of parking spaces or loading bays required to serve the use and shall provide such number; the Inspectional Services Superintendent, in consultation with the Traffic and Parking Director, shall verify that the number is adequate and shall, if necessary, order that additional spaces or bays be provided.

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- c. Where the requirement is based on the number of employees, the number of spaces shall be based on the number of employees in the peak period.
- d. Where fixed seats are not used in a place of assembly, each fifteen (15) square feet of floor area in the largest assembly area shall equal one seat.
- e. Where uses are of the open-air type and are not enclosed in a structure, each square foot of lot devoted to such use shall be considered to be equivalent to one fifth of a square foot of gross floor area.
- f. Where development of a site results in the loss of on-street parking spaces, the number of on street parking spaces lost shall be provided on the site, in addition to the number of spaces required by Section 9.5.

9.6.2. Application to Principal and Accessory Uses.

The units of measurement presented in Sections 9.5 and 9.7 should be applied on the basis of the principal use(s) on a parcel. The appropriate unit, if based on square footage, shall be applied to the square footage of the principal structure(s). Unless specifically stated otherwise in Sections 9.5 or 9.7, the parking ratios are not intended to be applied separately to those uses clearly integral and accessory to the permitted principal use(s), and meeting the definition of accessory use under Article 2 of this Ordinance.

Unless specified otherwise in Sections 9.5 or 9.7, where off-street parking or loading serves two or more different principal uses, whether located on the same parcel or not, the number of spaces or bays provided shall be the sum of the requirements for the various individual uses. This shall be determined by separately computing the number of parking spaces and loading bays required for each individual principal use and then adding those numbers, including any fractional number. Parking spaces or loading bays for one principal use or activity shall not be considered to provide the required parking or loading bays for any other use, except as provided in Section 9.13.

9.6.3. Proximity to Rapid Transit or Public Parking.

All uses, other than residential, located in proximity to rapid transit and/or municipal parking facilities shall be entitled to a reduced parking requirement (but not a reduced loading bay requirement) based on the following criteria:

- a. Uses within 650 feet of municipal parking garages or lots shall be entitled to a ten percent (10%) reduction in required parking. This shall be computed by application of the normal unit(s) of parking measurement of Section 9.5 to determine the normal requirement, including any fractional requirement, and then multiplying this number by a factor of 0.90.
- b. Uses within one thousand (1000) feet of a rapid transit station shall be entitled to a twenty percent (20%) reduction in required parking. This shall be computed by application of the normal unit(s) of parking measurement of Section 9.5 to determine the normal requirement, including any fractional requirement, and then multiplying this number by a factor of 0.80.

When a use is located so as to be both within 650 feet of a municipal parking garage or lot and within 1000 feet of a rapid transit station, said use shall be entitled to a twenty percent (20%) reduction only. In no case shall parking requirements be reduced by more than twenty percent (20%) unless specifically authorized by special permit under another provision of this Article.

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Within a PUD, the requirement for parking spaces and loading bays are intended to apply to the entire PUD lot as a whole, not individual parcels or uses within the PUD. These requirements may be met anywhere in the PUD.

NOTE: §9.6.4 was established and effective by Ordinance 2000-8 on May 25, 2000.

Section 9.7. Numbers of Required Loading Bays.

The number of off-street loading bays indicated in the following Table for the corresponding types of uses shall be provided in all zoning districts, except the University District and except as otherwise indicated. The symbols under the column loading factor shall mean:

s.f.: square feet of net floor area

<u>TYPE OF USE</u>	<u>LOADING REQUIREMENT</u> (Total number of loading bays to be provided)
1) Residential Uses: Long-term or group care facility	0 - 30 beds: 0 31 - 100 beds: 1 each addl. 100 beds: 1
2) Institutional Uses: (school, college, church, club, library, gallery, daycare)	0 - 10,000 s.f.: 0 10,001 - 50,000 s.f.: 1 50,001 - 100,000 s.f.: 2 each addl. 150,000 sf: 1
3) Office and Research Uses:	0 - 10,000 s.f.: 0 10,001 - 100,000 s.f.: 1 each addl. 150,000 s.f.: 1
4) Retail Business:	0 - 5,000 s.f.: 0 5,001 - 20,000 s.f.: 1 20,001 - 35,000 s.f.: 2 35,001 - 50,000 s.f.: 3 each addl. 50,000 s.f.: 1
5) Restaurants:	0 - 4,000 s.f.: 0 4,001 - 6000 s.f.: 1 6,001 - 16,000 s.f.: 2 16,001 - 40,000 s.f.: 3 each addl. 40,000 s.f.: 1
6) Manufacturing and Industrial Uses:	0 - 10,000 s.f.: 1 10,001 - 50,000 s.f.: 2 50,001 - 90,000 s.f.: 3 each addl. 70,000 s.f.: 1
7) All other permitted uses:	As needed

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Section 9.8. Location of Off-Street Parking, Loading Bays.

Required off-street parking spaces and loading bays shall comply with the following:

- a. **Parking to be on Same Lot.** Required off-street parking spaces and loading bays shall be provided on the same lot as the principal or accessory use they are required to serve, except that some parking spaces may be provided on a separate lot as provided in section 9.13, and except as otherwise provided in Section 9.14.
- b. **Parking and Loading Areas Separated.** No area may be utilized and counted as both a required parking space and a required loading bay. However, maneuvering aisles and driveways may serve both required parking and loading bays if they meet the design standards of each. Existing areas used for both parking and loading shall be counted for loading purposes.
- c. **Parking in Structures.** Required off-street parking spaces or loading bays may be wholly or partly enclosed in a structure. When partly enclosed in a structure, such as in a building on "stilts", all sides of such a building facing streets must be fully enclosed with fixed building materials so as to screen the parking areas from the streets.
- d. **Restricted Front Yard Parking and Loading in Residence "A" and "B" Districts.** Within the Residence "A" and "B" zoning districts, no off-street parking space or loading bay shall be located within that portion of a lot's front yard located between the front building wall of the principal structure and the front lot line, and bounded on the sides by the linear extension of the side building walls of the principal structure as projected beyond the front building wall out to and intercepting the front lot line. Off-street parking of motor vehicles is encouraged to be located in the rear or side areas of the property.

NOTE: §9.8.d above was established by Ordinance 1991-10 and effective August 22, 1991.

Section 9.9. Driveways, Access, and Lighting Requirements.

Required parking and loading facilities shall comply with the following:

- a. **Access Via Driveway and Maneuvering Aisle.** Each parking space and loading bay shall be connected by a maneuvering aisle and driveway to a street. Parts of a driveway may be partly on another lot or may straddle a lot line where there is a recorded easement or lease allowing such right of use and provided the SPGA grants a special permit under Section 9.13. This requirement shall not be applicable in the University District.
- b. **Driveway Dimensions.** The width of a driveway for a one-way use shall be a minimum of eight (8) feet and for two-way use shall be a minimum of eighteen (18) feet and a maximum of thirty (30) feet. Driveways serving parking for up to three (3) dwelling units shall be a minimum of eight (8) feet and a maximum of twelve (12) feet in width, provided the driveway has direct access to a public way. See the provisions of Section 9.11, particularly Sec. 9.11(e), for parking bay, circulation and maneuverability considerations influencing the need for one-way or two-way directional driveways.

NOTE: §9.9.b was amended by Ordinance 1991-1 on January 10, 1991 and was amended again by Ordinance 1991-10 on August 22, 1991.

- c. **Driveway/Curbcut Location.** In all districts except Residence "A", Residence "B", and the University District, the number of driveways permitting entrance to and exit from a lot shall be limited to two per

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street line. For lots in Residence "A" and "B" districts, only one (1) driveway curbcut shall be permitted per street line. In all districts, driveways shall be located so as to minimize conflict with traffic on public streets and where good visibility and sight distances are available to observe approaching pedestrian and vehicular traffic.

NOTE: §9.9.c was amended by Ordinance 1991-10 on August 22, 1991.

- d. **Lighting of Parking Areas.** All artificial lighting used to specifically illuminate any parking space, loading bay, maneuvering space or driveway shall be so arranged that all direct rays from such lighting fall entirely within the parking or loading area and shall be shielded so as not to shine upon abutting properties or streets. The level of illumination of lighting for parking and loading areas shall be low so as to reduce the flow of ambient lighting perceptible at nearby properties or streets, unless abutting neighbors request otherwise.
- e. **Emergency Access.** Each building on a lot shall have an easement of access at least twelve (12) feet wide unoccupied to a street for the purpose of accessibility by emergency and fire prevention vehicles.

Section 9.10. Landscaping and Screening.

See Article 10 for landscaping and screening requirements.

Section 9.11. Dimensions of Parking Spaces and Maneuvering Aisles.

All required parking areas shall have minimum dimensions as follows:

- a. **Dimensions.** On any lot in any district, parking spaces and maneuvering aisles shall have the minimum dimensions set forth in the following table and elsewhere in this subsection, unless the Traffic and Parking Director recommends otherwise.

Minimum Parking Space and Aisle Dimensions
for Parking Lots (in feet)

Angle of Parking	Stall Width	Stall Depth	Maneuvering Aisle Width	
			<u>One way</u>	<u>Two way</u>
61-90 degrees	9	18	20	20
46-60 degrees	9	18	16	
45 degrees	9	18	14	
Parallel	8	22	12	

NOTE: See Figure 9A and 9B.

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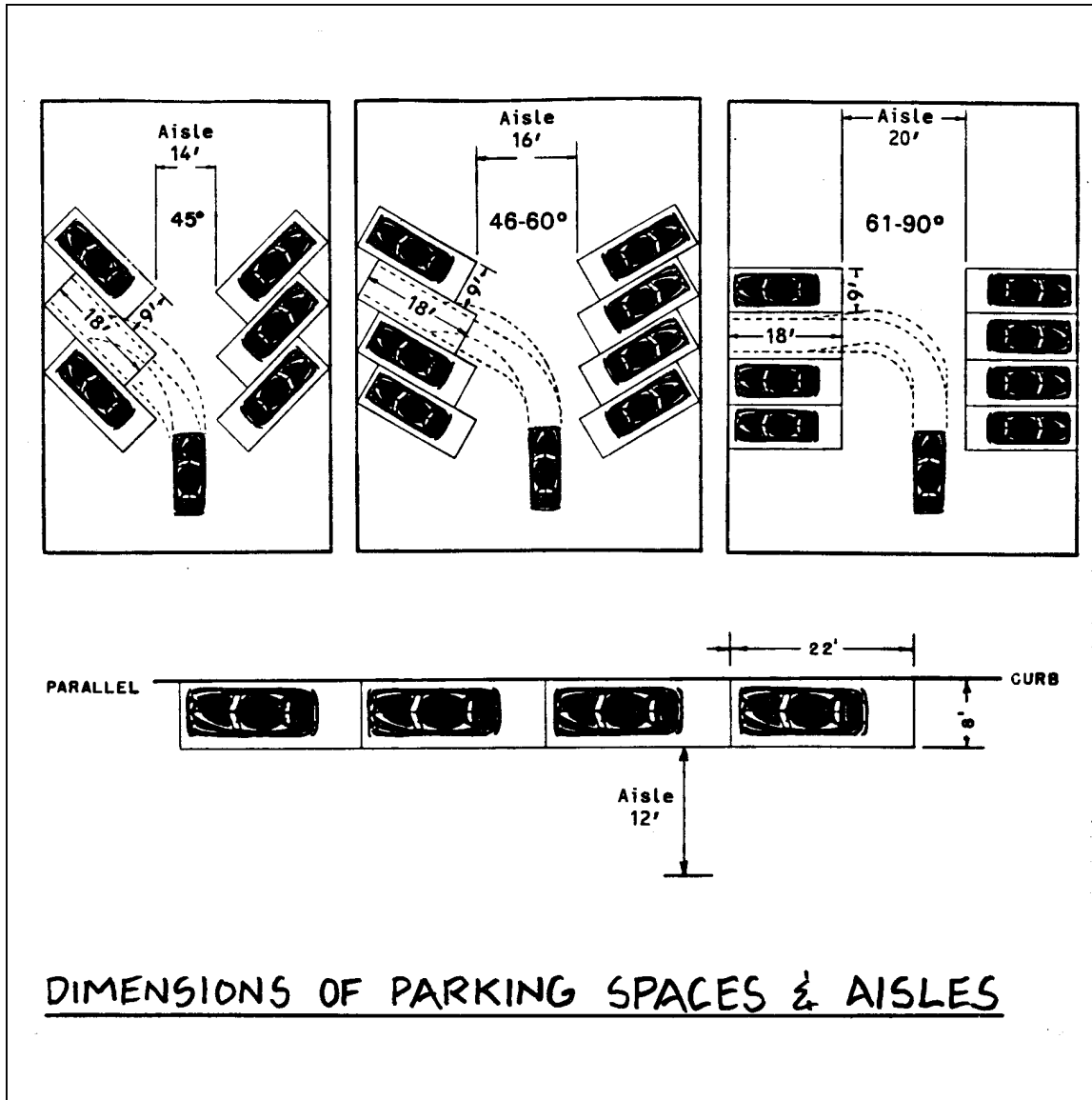


Figure 9A.

- b. **Parallel Parking.** To be counted as a required parking space, a parallel parking space shall have maneuvering space at least twenty (20) feet deep in front of it in an aisle parallel to and abutting such parking space.

NOTE: See Figure 9B.

- c. **Compact Parking Spaces.** Where a minimum of twenty (20) spaces is required under Article 9, up to twenty percent (20%) of those required spaces may be designed for compact cars. These parking spaces for compact cars shall have dimensions of eight (8) feet for stall width and sixteen (16) feet for stall depth, and shall be clearly marked, both on the pavement and with signage. Compact parking spaces shall not be used for parallel spaces.

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- d. **Structural Obstructions.** Where columns of a building or structure are located in a parking lot, such as a parking garage under a building, no part of a column may be within one (1) foot of a maneuvering aisle or within the minimum dimensions of a parking space as set forth in 9.11.a.

NOTE: See Figure 9C.

- e. **Ingress/Egress to be in Forward Direction.** Where access or egress is provided for a parking lot (6 or more spaces), or 1 or more loading bays, such access or egress shall be so arranged to provide a circulation system or maneuvering space on the lot so that all vehicles may exit from and enter onto a public street by being driven in a forward direction and no vehicle shall be required to enter or leave by backing and no vehicle shall have to stand within a street right-of-way waiting to enter the lot.
- f. **No Obstruction of Sidewalks.** Parking areas shall be designed so that vehicles do not overhang or block sidewalks, and the design should consider the landscaping requirements of Article 10 (especially Sections 10.4, 10.5.1, 10.6.1 and 10.6.3).

NOTE: §9.11.f above was established by Ordinance 1991-1 and effective January 10, 1991. §9.11.f was retitled by Ordinance 1991-10 on August 22, 1991.

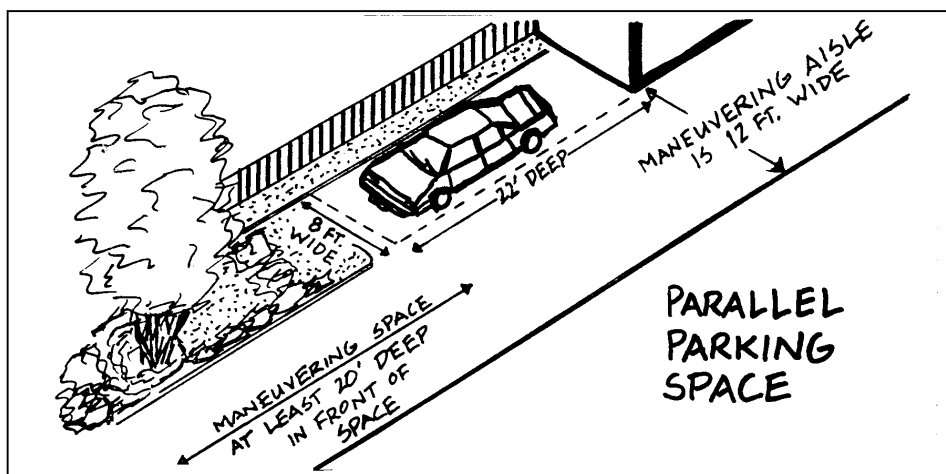


Figure 9B.

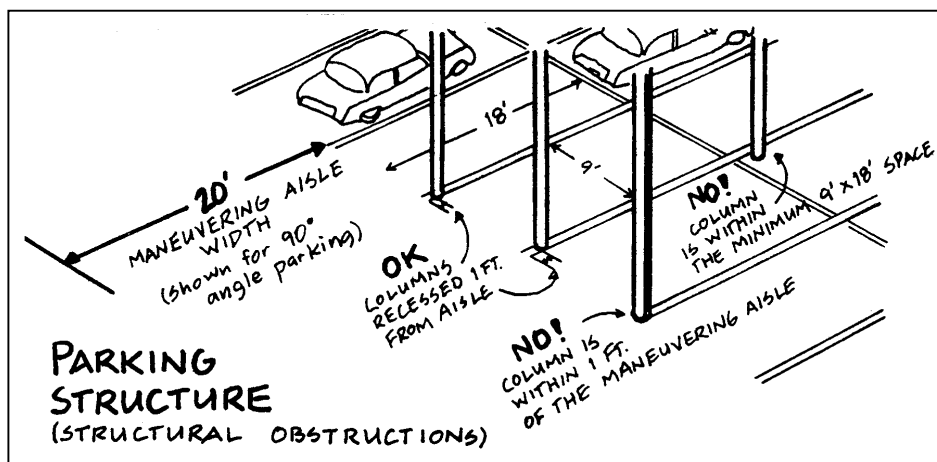


Figure 9C.

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Section 9.12. Dimensions of Loading Bays.

All required loading bays shall have minimum dimensions as follows:

Length: 30 feet

Width: 12 feet

Height: 14 feet

Each loading bay shall have a maneuvering space equal to its length. Where the long portion of a loading bay abuts a wall, column or other obstacle, or in other cases where the Inspectional Services Superintendent, in consultation with the Traffic and Parking Director, requests, evidence shall be provided that the loading bay and its maneuvering space is adequate to accommodate large motor vehicles and trailers.

Section 9.13. Exceptions, Special Permits.

NOTE: §9.13 was amended by Ordinance 1991-1 on January 10, 1991.

The SPGA may grant a special permit modifying certain parking/loading standards of this Article 9, but only in those specific cases itemized as "a" through "f" below. The SPGA may grant such a special permit only when consistent with the purposes set forth in Section 9.1, and upon reaching the findings and determinations set forth in Section 5.1.4, with finding "b" of said Section 5.1.4 being based upon an analysis that the requested modification of parking/loading standards of this Article 9 complies with the specific, stated standards as may be set forth for the specific relief requested (any of cases "a" through "f" below), and also upon a determination that the relief does not cause detriment to the surrounding neighborhood through any of the following applicable criteria:

- 1) increase in traffic volumes;
- 2) increased traffic congestion or queuing of vehicles;
- 3) change in the type(s) of traffic;
- 4) change in traffic patterns and access to the site;
- 5) reduction in on-street parking;
- 6) unsafe conflict of motor vehicle and pedestrian traffic.

The cases where this form of relief may apply are as follows:

- a. **Modification of Parking Requirement for Nonconforming Structures and Lots.** Where the total number of parking spaces required by this Ordinance is six (6) or fewer, the requirements for lots or sites that are nonconforming with respect to parking as specified in Section 9.4 may be modified.
- b. **Modification of Parking/Loading Area Design Standards.** Where the design of a parking lot or loading area differs from the provisions of Sections 9.9, 9.11, and 9.12, provided such design is prepared by a professional engineer or architect in the case of a parking garage or other structure, or by a professional engineer, architect or landscape architect in the case of a parking lot, and further provided such design is approved in writing by the City Traffic and Parking Director.
- c. **Shared Driveways/Access Easements.** To allow a driveway on one lot to lead to a parking space or loading bay on another lot; or to allow a driveway to straddle the lot line and serve a parking space or a loading bay on two or more lots; or to allow two or more uses to share a common driveway, in each case provided a binding agreement, satisfactory in form to the SPGA and the City Solicitor, is executed and is filed in the Registry of Deeds of Middlesex County.

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- d. **Parking on a Separate Lot.** In any residence district, up to twenty (20) parking spaces may be located on a lot separate from the lot where the principal use is located, provided that said parking serves as an accessory use only and the lot developed with accessory parking is contiguous to and under the same ownership as the lot containing the primary use. All vehicular access to such accessory parking (e.g. the driveways and curb cuts to the street system) shall be made only via the lot where the principal permitted use is located. Parking lots shall be landscaped and screened from view of residential properties.

In any business, commercial or industrial district, required parking spaces may be located on a separate lot, which may be in separate ownership, within a zoning district in which the principal use served by the remote parking is a permitted use, provided that:

- 1) All such parking spaces are within 500 feet walking distance of an entrance to the building which they serve; and
- 2) Where such lot is not in the same ownership, a lease and/or easement guaranteeing long term use of such lot, and satisfactory in form to the SPGA and the City Solicitor, is executed and filed in the Registry of Deeds of Middlesex County.

In the ASMD, required parking spaces may be located on a separate lot located within 1000 feet of the principal use served by such parking spaces.

NOTE: §9.13.d was amended by Ordinance 2004-04 on April 22, 2004.

- e. **Shared Parking/Loading.** Notwithstanding the normal provisions of Sections 9.5, 9.6 and 9.7, where two or more activities or uses provide the required parking or loading in a common parking facility or loading area, the number of parking spaces or loading bays ordinarily required may be reduced below the sum of the spaces or bays required for the separate activities or uses, if it can be demonstrated that the hours, days, or peak parking or loading demand for the uses are so different that a lower total will provide adequately for all uses or activities served by the parking facility or loading bay, and that the location of the parking facility in relation to the uses proposed to be served by it is appropriate. A special permit authorizing such deviation from the normal standard shall only be granted upon the submission of calculated parking demand for combined land uses based on methodologies and indices of the Institute of Transportation Engineers, Urban Land Institute, or other recognized methodology approved in writing by the Director of Traffic and Parking.
- f. **Reduction of Required Parking for Specific Use.** Where it can be demonstrated that a use or establishment needs a lesser number of parking spaces or loading bays than is required by Sections 9.5, 9.6 and 9.7, such as housing for the handicapped or where there is an instance of low rate of car ownership or use, the number of such parking spaces or bays may be reduced by not more than twenty percent (20%). An applicant shall submit documentary evidence satisfactory to the Director of Traffic and Parking that the parking or loading experience of the specific use justifies a lesser number of spaces or bays. A special permit granted under this authority shall lapse upon change to a different type of use and shall not be considered to constitute a legal nonconformity with respect to parking for any new use.

**Section 9.14. Parking Space and Loading Area Requirements
in the University District.**

9.14.1. Special Applicability Provisions.

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- A. The University District is comprised principally of the portion in the City of Somerville of the campus of Tufts University (the "Tufts Campus") which extends also into the City of Medford. The requirements for parking spaces therein are determined primarily by the number of persons in the Tufts Campus population, including faculty, staff and students, and visitors, who use motor vehicles. The requirements for loading areas are determined primarily by the function and size of various buildings comprised in the Tufts Campus. Consequently, it is provided that the parking space and loading area requirements herein set forth shall be construed as if they were applicable to the Tufts Campus as a whole, and may be fulfilled by facilities serving the Tufts Campus located in either Somerville or Medford. Properties owned by Tufts University which are not within the University District but are located within 500 feet thereof shall be governed by the provisions of this Section 9.14 insofar as appropriate in lieu of provisions otherwise applicable.
- B. For purposes hereof Tufts Parking shall comprise all parking facilities within the Tufts Campus which are owned or controlled by Tufts University, including off-street facilities, parking spaces on private ways subject to such control, such parking spaces on public ways as are subject to such control, and parking spaces on premises of fraternities or sororities located within the Tufts Campus which are limited to use by persons included in Groups A through E hereinafter specified. Tufts Parking shall be available for use only by persons to whom a Parking Permit has been issued by Tufts University. Such Permits shall be issued only to members of the University faculty, staff or student body, or to persons having a need for access to Tufts Parking for temporary use, and may be issued for general use of Tufts Parking or for use limited to specified areas of Tufts Parking or for limited time periods. For purposes hereof the persons entitled to use Tufts Parking shall be classified as follows:
- Group A: faculty and staff engaged on a full-time basis.
Group B: faculty and staff engaged on a part-time basis.
Group C: students who are resident on the Tufts Campus.
Group D: students who are not resident on the Tufts Campus.
Group E: other entitled users.
- C. Tufts University shall annually, within sixty days after September 1 in each year, certify in writing to the Traffic and Parking Director of the City of Somerville as of that date (i) the number of parking spaces comprised in Tufts Parking, (ii) specification in reasonable detail of the locations thereof, (iii) the average number of persons in each of Groups A through D as specified during the preceding twelve month period, and ten percent of the sum of Groups A and B as constituting Group E, (iv) the average of the number of persons holding Parking Permits, of the specified classifications, during the preceding twelve month period, and (v) the incidence of use of Tufts Parking by persons not holding Parking Permits, insofar as known to the police staff of Tufts University. If and whenever such a certification shall indicate a deficiency of the number of parking spaces comprised in Tufts Parking to meet the requirements of this Section, Tufts University shall also submit therewith a proposed plan for the interim and long term correction and elimination of such deficiency. With respect to the period from the date of adoption of this Ordinance to the submission of the first parking and traffic study required by the following sentence, such deficiency as exists in Tufts Parking shall be dealt with and corrected by the implementation by Tufts University of the provisions of the Tufts Parking Plan dated June 6, 1989, submitted by Tufts University to the Traffic and Parking Director. Tufts University shall, beginning in 1995, and thereafter every three years or such longer period as shall be approved by the Traffic and Parking Director, submit to the Director a parking and traffic study, prepared by a qualified professional consultant, which shall in light of experience and the data contained in the University's annual certifications evaluate the reasonableness of the Parking Factors set forth below, and if appropriate, make recommendation for increase or decrease in the number of parking spaces required pursuant to paragraph 9.14.2.

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9.14.2. Number of Parking Spaces.

- A. The number of parking spaces required to be comprised in Tufts Parking shall, unless otherwise determined pursuant to provisions of the following paragraph b., be equal to the sum of the products of the Parking Factor specified below times the number of persons, as set forth in the most recent certification by the University, in each of the Groups specified below, to wit:

<u>Group</u>	<u>Parking Factor</u>
A	.47
B	.37
C	.12
D	.24
E	.44

- B. If and whenever any parking and traffic study required by the foregoing paragraph 9.14.1.c shall indicate that a greater or lesser number of parking spaces is reasonably required for the uses and activities of Tufts University than is set forth in the preceding paragraph a. with respect to any or all of the categories therein specified, the Traffic and Parking Director may (i) require the University to submit and implement a plan for interim or long term correction of any deficiency in parking spaces for any of said categories, or (ii) upon application of the University, permit a reduction in the required number of parking spaces by not more than 25 percent. A reserve area, sufficient to accommodate at least one half of the amount of reduction in number of parking spaces required and otherwise reasonably satisfactory to the Traffic and Parking Director, shall be provided and specified in the application. Permission granted for such reduction shall remain in effect for an initial period of not more than three years, but may subsequently be extended or granted for a longer period upon reasonable verification that the parking is adequate.

9.14.3. Location of Parking Spaces.

In order that Tufts Parking shall be reasonably distributed through the Tufts Campus and related to the various uses and needs, it is provided that the following minimum and maximum percentages of Tufts Parking shall be located in the specified portions of the Tufts Campus:

Area between Professors Row - Dearborn Road in Somerville and Boston Avenue in Medford:
minimum - 25%; maximum - 75%

Area southwesterly of Professors Row in Somerville:
minimum - 10%; maximum - 50%

Area easterly of Boston Avenue in Medford:
minimum - 10%; maximum - 60%

9.14.4. Parking Lot Landscaping Requirements.

Where the provision of off-street parking for six (6) or more cars is placed within the Blue Band defined in Section 8.7.2 of this Ordinance, there shall be landscape screening within the perimeter of said parking area(s) adjacent to the perimeter of the University District in the minimum width of three (3) feet. Such screening shall consist of densely planted shrubs and/or trees, and/or walls or fences no less than 5 feet nor more than 12 feet above finished grade.

9.14.5. Loading Area Requirements.

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Loading areas shall be provided in such buildings, and shall be of such sizes, as shall be reasonably needed for and adapted to the loading requirements of various University buildings, taking into account the functions and sizes thereof. Buildings having functions which require delivery of materials in large size trucks shall have at least one loading bay, as specified in Section 9.12, for each 50,000 square feet of net floor area for which loading is required. Buildings or portions of buildings having functions which require delivery of materials in smaller size trucks, in smaller quantities or on infrequent occasions shall be served by appropriate smaller loading areas or facilities which are adapted to the particular need and consistent with pedestrian and vehicular traffic and safety. Tufts University shall submit with each application for a building permit documentary evidence reasonably satisfactory to the Inspectional Services Superintendent that the loading areas and facilities proposed in such application are in accordance with the foregoing requirements and guidelines.

9.14.6. Incorporated Provisions.

- A. The provisions of Section 9.11 with respect to dimensions of parking spaces and aisles shall apply to the University District; provided, however, that not more than thirty percent of the required parking spaces may be designed and specified for use only by compact cars, and may have dimensions of 8 foot width and 17 foot depth for angle parking or 7 2 foot width and 20 foot depth for parallel parking. It is further provided that any parking facilities situated in whole or in part in the City of Medford which comply with the applicable dimensional requirements thereof shall be deemed to meet the requirements of this Section 9.14 applicable to the Tufts Campus.
- B. The provisions of Section 9.13 with respect to exceptions and special permits shall apply to the University District insofar as pertinent thereto.

Section 9.15. Bicycle Access and Parking.

9.15.1. Amount of Bicycle Parking.

1. For residential uses with seven (7) dwelling units, one (1) unit of bicycle parking shall be provided. For residential uses with more than seven (7) dwelling units, bicycle parking will then be provided at a ratio of one (1) bicycle parking space for every three (3) additional residential units. Any fraction of one half or greater shall require one (1) additional parking space.
2. All other uses: bicycle parking shall be provided in proportion to the number of off-street parking spaces required by this Article, according to the following table:

Table 1 – Bicycle Parking Requirements

Motor Vehicle Parking Spaces Required* (including existing and new)	Amount of Bicycle Parking Required*
From 1 to 3	0
From 4 to 14	1
From 15 to 200	1 for Every 10 Parking Spaces
201 and above	20 plus 1 for Every 20 Parking Spaces above 200

*Any fraction of one half or greater shall require one additional parking space.

9.15.2. Bicycle Parking Requirements.

Bicycle parking shall conform to the following requirements:

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1. A bicycle rack, post or bicycle storage fixture or structure shall accommodate a bicycle six feet (6') in length and two feet (2') in width. Bicycle racks, posts or storage fixtures must be secured against theft by attachment to a permanent surface that has a foundation. Bicycle parking apparatus shall be installed in a manner that will not obstruct pedestrian or motor vehicle traffic.

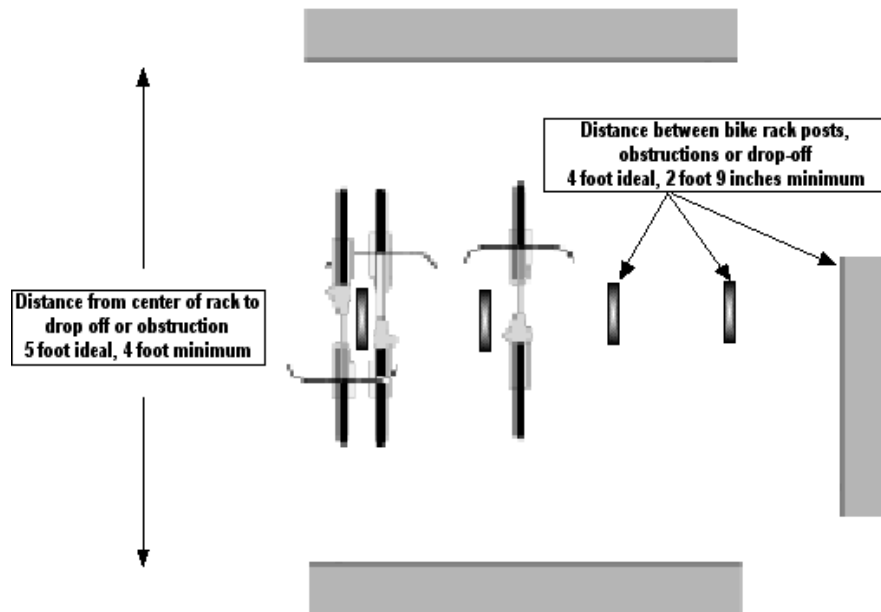


Figure 1: Sufficient Bicycle Parking Dimensions

2. To the extent feasible, bicycle parking shall be separated from motor vehicle parking to minimize the possibility of bicycle or auto damage.
3. Bicycle racks or posts shall be capable of securing a standard bicycle frame and one wheel using a common U-type security lock without the need to remove either wheel. Bicycle racks designed to hold a bicycle by its front wheel alone shall not be considered to meet the bicycle parking requirements of this Ordinance.

9.15.3. Location of Bike Parking.

1. Bicycle parking shall be located on the property where off-street parking is located, except where the SPGA is agreeable to allowing required bicycle parking on City-owned property through its bicycle ring program. Any outdoor bicycle parking located on site shall not be included as part of a lot's minimum landscaping requirement.
2. When covered off-street parking is provided for more than four (4) vehicles, or when off-street parking is provided in a secured lot or garage, covered bicycle parking or bicycle parking in the secured lot or garage, or inside a building, shall be provided in proportion to the number of covered or garaged off-street parking spaces as determined by Section 9.15.1.
3. For commercial uses requiring bicycle parking for less than ten (10) bicycles, the bicycle parking shall be provided no further away from the main egress of the building than the nearest motor vehicle parking space.

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4. For commercial uses requiring bicycle parking for ten (10) or more bicycles, at least ten percent of the bicycle parking shall be provided within fifty feet (50') of the main egress point of the building.

9.15.4.

The requirements of Section 9.15 may be modified by special permit where there is a finding by the special permit granting authority that for the use and location, a modification is appropriate and consistent with the purposes set forth in Section 9.1.

Section 9.16. Parking Space and Loading Area Requirements in the Assembly Square Mixed-Use District (ASMD) and the PUD-A District.

The following parking space and loading space requirements shall supersede the parking space and loading space requirements in Sections 9.5, 9.7 and 9.8 in the ASMD District and PUD-A Overlay District. All other requirements of this Article 9 shall apply to those districts. For the purposes of this Section, all definitions in Section 6.4. shall apply and replace, if applicable, those in Article 2.

9.16.1. Purpose.

These parking requirements are designed to implement the objectives of the ASD Plan as set forth in Section 6.4. It is an objective of the ASD Plan to limit both the amount and type of parking in Assembly Square in order to move toward a transit-oriented, urban development pattern in the ASMD.

9.16.2. Number of Parking Spaces.

Except as provided below, all new Buildings in the ASMD District and PUD-A Overlay District shall meet the following standards for minimum and maximum parking spaces. Any new uses in the ASMD that are permitted By Right must meet the minimum parking requirements but do not have to meet the maximum parking requirements.

	<u>Minimum Spaces</u>	<u>Maximum Spaces</u>
1. Residential Uses	1 per unit	1.5 per unit
2. Other Residential Uses	1 per 1000 square feet	1 per 500 square feet
3. Institutional Uses	1 per 1000 square feet	1 per 500 square feet
4. Educational Uses	0.5 per employee	1 per employee
5. Office Uses	1 per 1000 square feet	1 per 500 square feet
6. Business Service Uses	1 per 1000 square feet	1 per 500 square feet
7. Retail/Rental Uses	1 per 1000 square feet	1 per 500 square feet
8. Restaurants	1 per 500 net square feet	1 per 250 square feet
9. Hotel/Motel Uses	0.5 per guest room	1 per guest room
10. Research and Development	1 per 1000 square feet	1 per 500 square feet
11. Warehouse/Distribution	1 per 1500 square feet	1 per 1000 square feet
12. Wholesale Business	1 per 1500 square feet	1 per 1000 square feet
13. Industrial Uses	1 per 1500 square feet	1 per 1000 square feet
14. All Other Permitted Uses	As needed, not to exceed 1 per 500 square feet	

NOTE: Square feet refers to net floor area unless otherwise indicated.

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The minimum parking requirements may be reduced by the SPGA for a Development upon submission by the Applicant of a TDM Plan demonstrating that such reduction will not have adverse community impacts.

The maximum parking requirements shall not apply unless and until a new MBTA Station is constructed and open and also shall not apply to Buildings or Uses in existence at the time of such opening. For Developments that receive a Building Permit after such opening, the SPGA may waive or modify such requirements if the SPGA determines that the economic benefits of such a waiver or modification exceed any adverse transportation impacts. In making its determination, the SPGA shall consider the Applicant's TDM Plan. For Approved PUD's, the parking requirements outlined in the Approved PUD shall govern.

Parking spaces may be shared among different uses for which peak parking periods differ, pursuant to a Special Permit under Section 9.13.e.

9.16.3. Number of Required Loading Spaces.

Each Development shall be required to include the number of Loading spaces required in Section 9.7 unless a lesser number is approved by the SPGA. In all cases, shared Loading spaces and a reduced number of Loading spaces will be encouraged. However, the Applicant shall be required to submit to the Director of Traffic & Parking a utilization plan that demonstrates the adequacy of the reduced number of Loading spaces based on the proposed uses, operational considerations, and the allocation of Loading spaces across the various Uses and Buildings. The Director of Traffic & Parking, after consulting the Executive Director of the Planning Department, shall make a recommendation to the Planning Board regarding any request for a reduced Loading space requirement.

9.16.4. Use of On-Street Parking.

Where on-street parking is proposed on a way within the control of the Traffic Commission, and the on-street parking will be counted towards the parking requirements of the Development, then the Applicant shall have the plan pre-approved by the Traffic Commission prior to receiving Special Permits for the Development.

Where on-street parking is proposed on a private way, the Applicant shall secure covenants or easements from all parties having an interest in the title of the Property. The easement or covenant shall vest in the project Applicant and the City the right to regulate parking on the affected private way. The easement or covenant shall run with the land and shall be in a form suitable for recording at the Registry of Deeds. Prior to recording of any such instrument, the Director of Traffic & Parking and the City Solicitor shall each approve the form and content of the instrument.

9.16.5. Parking in Structures.

All new parking serving an entirely new Building in the ASMD and PUD-A overlay district shall be located in structures that are entirely below grade or extend at least one level above grade except (a) as outlined below, (b) for interim surface parking pending completion of mass transit facilities and related parking garages, or (c) if waived by the SPGA due to market or environmental conditions. Notwithstanding the foregoing, any new building under 50,000 square feet in size constructed in an area of existing surface parking and along an existing or proposed street as envisioned by the ASD Plan shall not be required to provide parking in structures and shall not be subject to the maximum parking requirements. In addition, the SPGA may waive both the structured parking requirement and the maximum parking requirement for any such building over 50,000 square feet based on market conditions or undue burden on the Applicant.

At grade parking shall be permitted in the following instances:

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1. Up to 10 percent of the overall parking provided in a Development may be located in surface lots in order to provide short-term or temporary parking spaces;
2. Parking spaces may be provided on-street and will not count towards the 10 percent listed in item 1 above; and
3. If an Approved PUD as defined in Section 6.4. has surface parking spaces in excess of those permitted in this Section, but in no case more than 50 percent of its parking at-grade, the Approved PUD shall not be required to provide additional parking in structures.

In cases where at-grade parking is provided, it must comply with the requirements of Section 9.9 and Article 10.