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3/22/2016



City of Somerville Zoning Overhaul

Zoning Workshop #5

Mobility

Parking Requirements; Mobility Management

3.22.16

Tonight's Schedule

Presentation

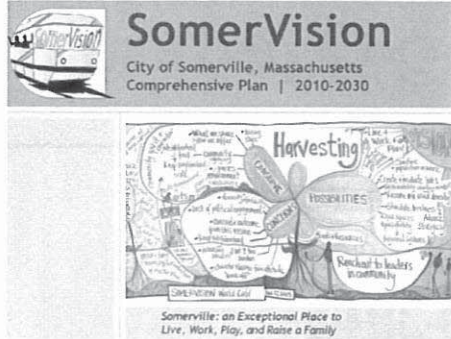
- **SomerVision Goals**
- Transit Oriented Development
- The Social Science of Parking
- Regulating Parking
- Mobility Management



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SomerVision




584
Goals, Policies & Actions

182
Implemented through
Zoning

35
Mobility



50% of New Trips via Transit, Bike, or Walking
as part of an equitable plan for access and circulation to and through the City.




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SomerVision


Goals


- Improve our shared environmental quality (**reduce pollution**)
- Increase active and alternative transportation options, **reduce congestion**, promote workplace mobility management policies
- Expand **cycling and walking** as viable options
- Balance the needs of various modes (complete streets), reduce congestions and pollution, decrease space dedicated to automobiles.
- **Manage parking supply** an demand to balance transportation, economic development, and housing goals



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<h1>SomerVision</h1>	
<h2>Policies</h2>	
<p><u>Transportation</u></p> <ul style="list-style-type: none"> • Implement policies and programs that reduce automobiles use • Encourage the establishment of Transportation Management Associations • Implement mobility management policies and programs for municipal employees • Permit and support car sharing and bike sharing • Stop requiring bicycle parking base on the number of automobile spaces • Manage traffic to reduce pollution and congestion • Manage on street parking supply and demand to meet mobility goals 	
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<h1>SomerVision</h1>	
<h2>Policies</h2>	
<p><u>Neighborhoods</u></p> <ul style="list-style-type: none"> • Establish policy/regulations that support transit-oriented development • Reduce regulations and fees for small businesses • Prohibit front yard parking and limit curb cuts • Ensure parking is not required in excess at the expense of landscaping • Encourage redevelopment of surface parking lots in commercial areas 	
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<h1 style="margin: 0;">SomerVision</h1>
<h2 style="margin: 0;">Policies</h2>
<p><u>Commercial Squares & Corridors</u></p> <ul style="list-style-type: none"> Require development to improve the public realm (under grounding of utilities, wider sidewalks, bicycle parking) Parking policies should promote rather than hinder re-use and infill development Reduce parking requirements for businesses within walking distance to transit <p><u>Resources</u></p> <ul style="list-style-type: none"> Use light colored pavements and increase permeable surfaces
<div style="display: flex; align-items: center;"> <div> <p>City of Somerville</p> <p>Zoning Overhaul</p> </div> </div> <div style="text-align: right; font-size: small;"> <p>Mayor Joseph A Curtatone Office of Strategic Planning & Community Development</p> </div>

<h1 style="margin: 0;">SomerVision</h1>
<h2 style="margin: 0;">Policies</h2>
<p><u>Housing</u></p> <ul style="list-style-type: none"> Promote and incentivize housing, especially rental and affordable housing, within walking distance to transit Stop requiring parking based on bedroom count Reduce parking requirements for residential properties within walking distance to transit, senior housing, and affordable housing Allow shared parking for mixed use development Limit paving on private lots to conserve green space
<div style="display: flex; align-items: center;"> <div> <p>City of Somerville</p> <p>Zoning Overhaul</p> </div> </div> <div style="text-align: right; font-size: small;"> <p>Mayor Joseph A Curtatone Office of Strategic Planning & Community Development</p> </div>

Tonight's Schedule

Presentation

- SomerVision Goals
- **Policy Context**
- Transit Oriented Development
- The Science of Parking
- Regulating Parking
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Policy Context

Cars Provide

- Freedom
- Flexibility



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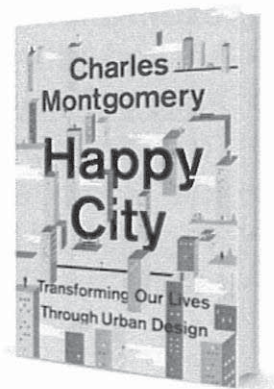
Policy Context

Cars Provide

- Freedom
- Flexibility

Commuting Stress

- Financial
- Emotional
- Physical



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Policy Context

Cars Provide

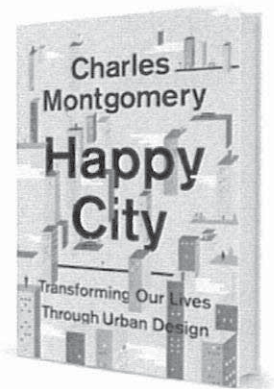
- Freedom
- Flexibility

Commuting Stress

- Financial
- Emotional
- Physical

Societal Costs

- Environmental Impact
- Infrastructure Maintenance Costs
- Healthcare Costs (Collision Injuries)
- Financial Costs (parking, gasoline, maintenance)



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Policy Context



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Policy Context

High Transit Ridership can alleviate the societal, economic, and personal impacts caused by automobile dependence.

- Reduces congestion as an alternative to driving
- Reduces emissions of pollutants and greenhouse gases that would otherwise have been generated if transit riders drive cars instead
- Reduces the amount of household income that must be spent on gasoline and other costs of frequent auto use
- Can even reduce the outright need for a car (saving additional money)
- Gives people back their time (either on transit or by having a faster trip)
- Increases employment access
- Etc.
- ...in general, reduces the per capita impact of transportation because people are sharing.



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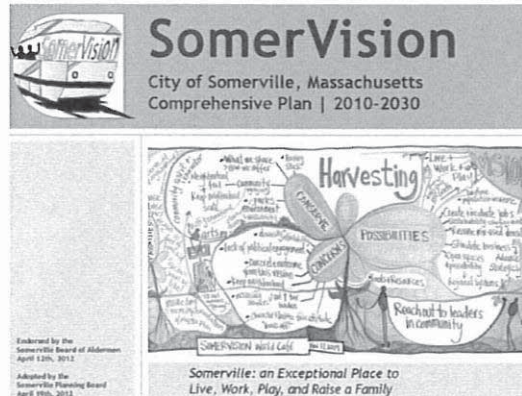
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Policy Context

High Transit R
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Policy Context




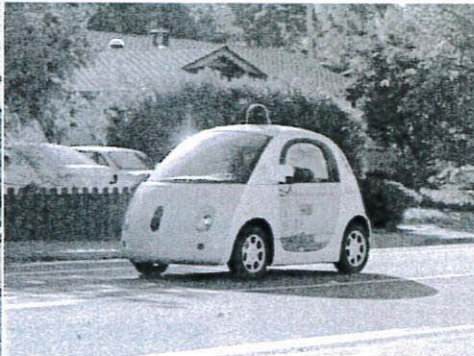
Parked 95% of Time




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Policy Context





Parked 95% of Time



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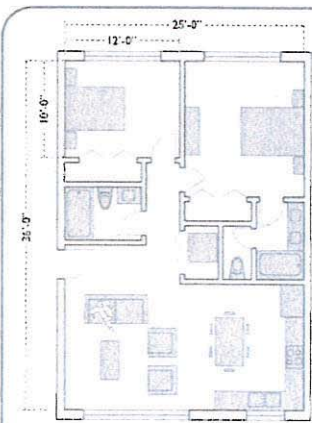
Google



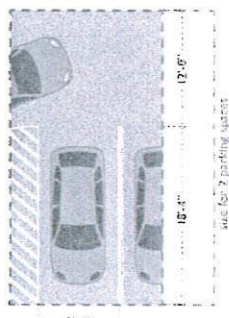
UBER

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Policy Context



2 BEDROOM APARTMENT
900 FT²

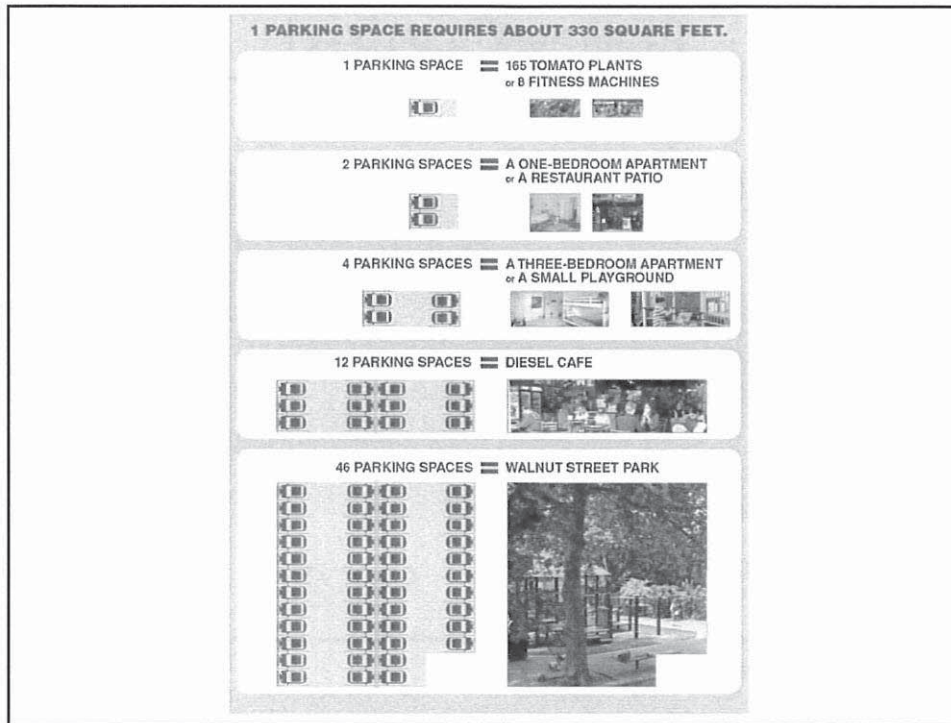


**1.5 PARKING SPACES
INCLUDING AISLES**
485 FT²



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- The Science of Parking
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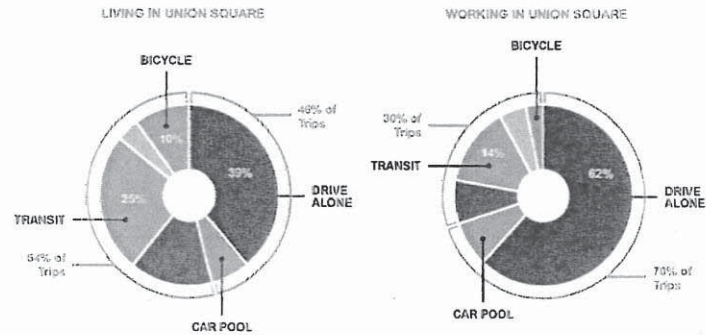
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Transit Oriented Development

Definition

Development that **maximize access** to public transportation, and incorporates features to **induce transit ridership**.

Mode of Travel to Work

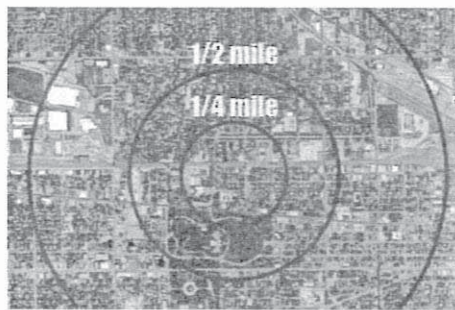


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Transit Oriented Development

Walking Distance to Transit



2013 Study of 1,450 U.S. Transit Stations

- ¼ mile is the distance people are willing to walk when traveling to/from work
- ½ mile is the distance people are willing to walk when traveling to/from home

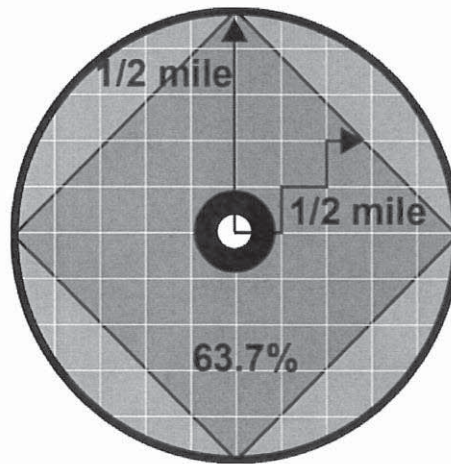


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Transit Oriented Development

Walking Distance on Streets



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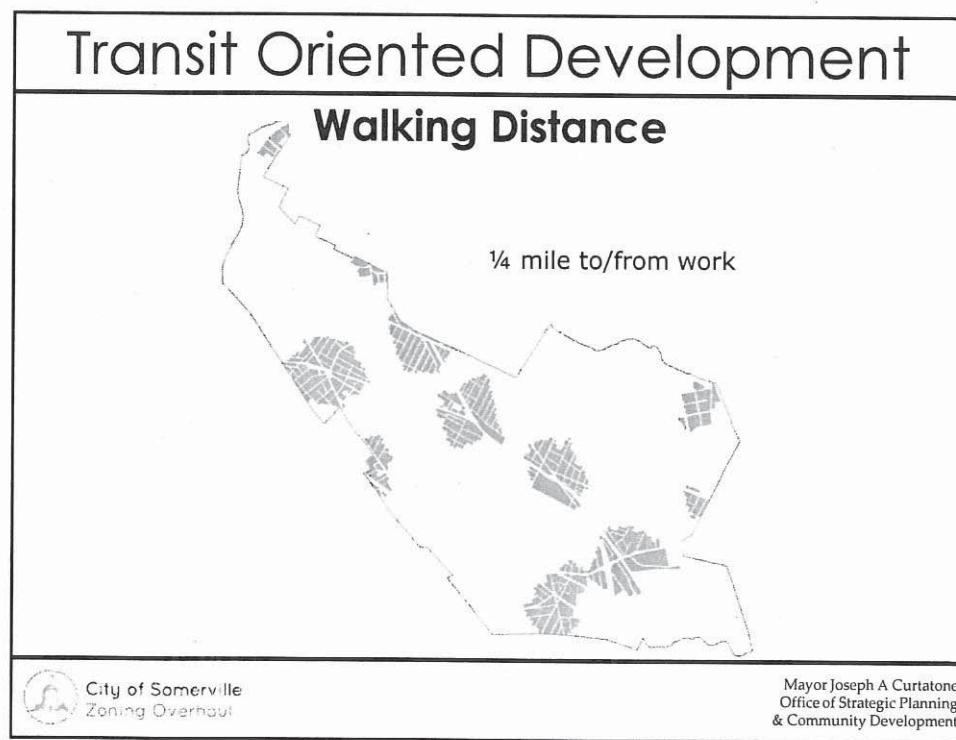
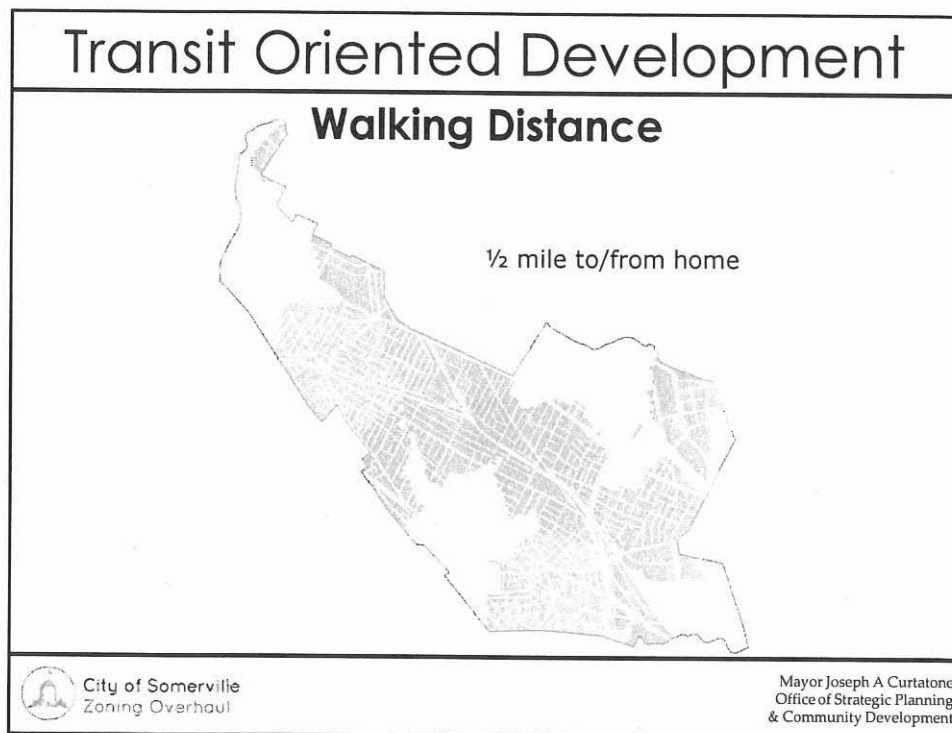
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Transit Oriented Development



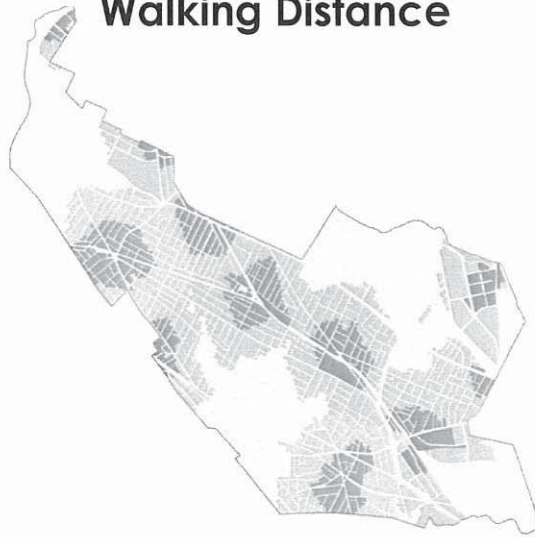
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Transit Oriented Development

Walking Distance

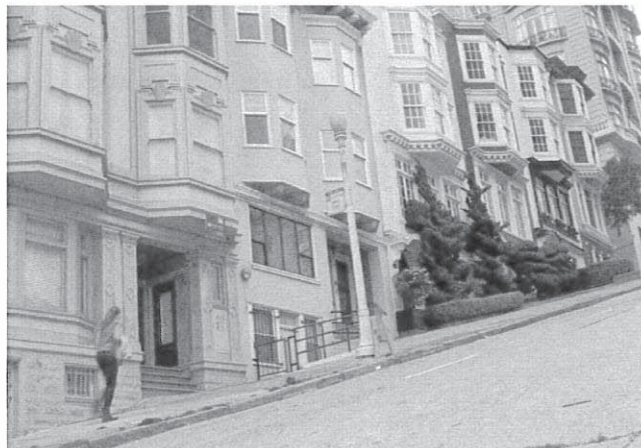


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Transit Oriented Development

Environmental Factors?



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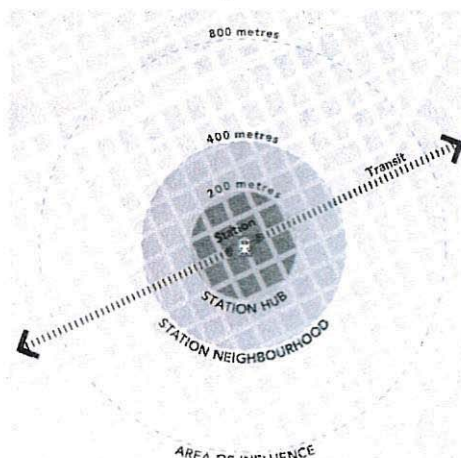
Transit Oriented Development Environmental Factors?



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Transit Oriented Development Focus Development Intensity



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Transit Oriented Development Adjacent



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Transit Oriented Development Adjacent

What is it?

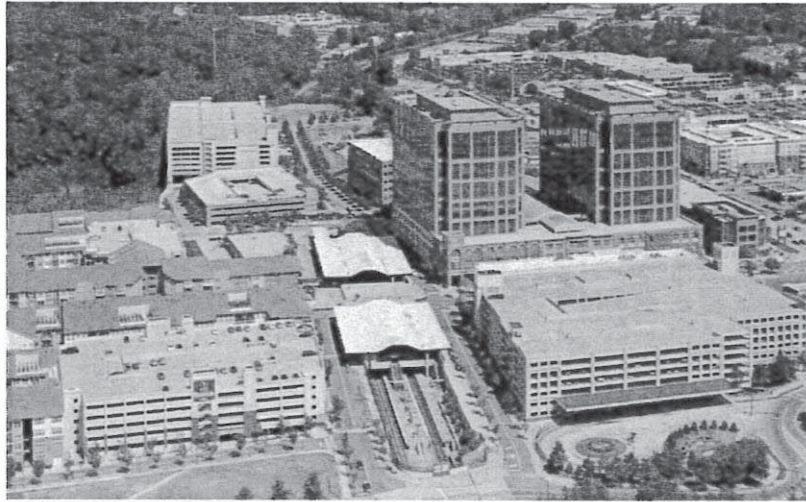
Development near public transportation with **high parking availability** and a lack of supporting policies and programs to induce transit ridership.



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Transit Oriented Development Adjacent



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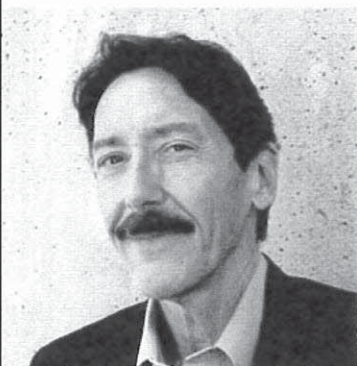
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Social Science of Parking



DR. Robert Cervero (UC Berkeley)

Office workers more likely to use transit when...

- Feeder bus service at beginning of trip
- Company shuttle from train station to work
- Employee incentives for T pass

..and less likely when

- Lots of free parking at work



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