



City of Somerville Zoning Overhaul

Mobility

Parking Requirements; Mobility Management

5.25.16

Tonight's Schedule

Presentation

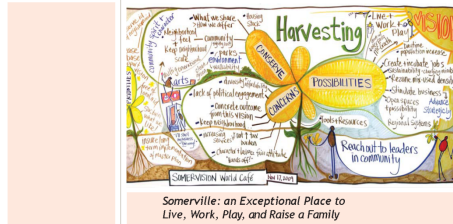
- [SomerVision Goals](#)
- Policy Context
- Transit Oriented Development
- Regulating Parking
- Mobility Management



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Zoning Overhaul

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SomerVision



Somerville: an Exceptional Place to Live, Work, Play, and Raise a Family

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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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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Policies

Transportation

- 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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Policies

Neighborhoods

- 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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Policies

Commercial Squares & Corridors

- 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**

Resources

- Use light colored pavements and increase permeable surfaces



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Policies

Housing

- 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



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Policy Context



- The daily commute is a fact of life for the majority of Somerville residents...most people travel outside of Somerville to go to work and many of those people drive.
- Private automobile ownership provides freedom and flexibility...connection to other places.



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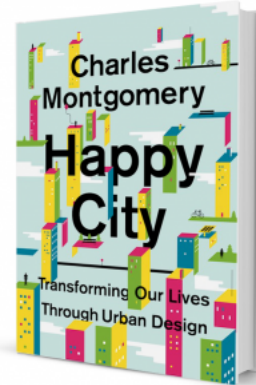
Policy Context

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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Policy Context

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SomerVision

City of Somerville, Massachusetts
Comprehensive Plan | 2010-2030

Endorsed by the
Somerville Board of Aldermen
April 12th, 2012

Adopted by the
Somerville Planning Board
April 19th, 2012



Somerville: an Exceptional Place to
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Policy Context



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Policy Context



Parked 95% of Time



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Policy Context

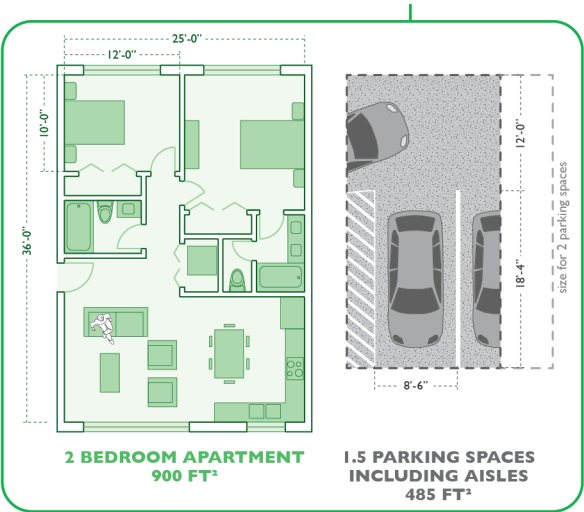


Parked 95% of Time

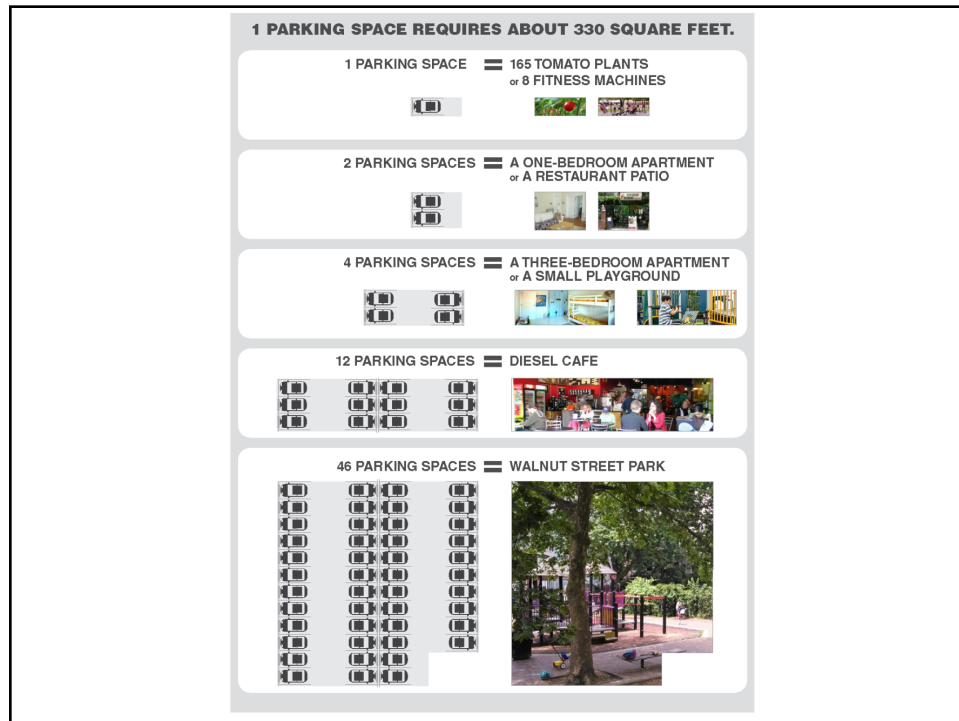


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Policy Context



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Presentation

- SomerVision Goals
- Policy Context
- **Transit Oriented Development**
- Regulating Parking
- Mobility Management



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Transit Oriented Development

What is it?

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



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Transit Oriented Development



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Social Science



DR. Robert Cervero (UC Berkeley)

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

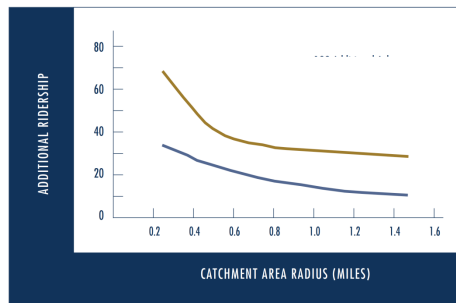


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Transit Oriented Development

Walking Distance to Transit



- The closer housing and jobs are to transit the higher probability residents and employees will use the service.
- People are generally willing to walk further to higher capacity, more frequent service and will typically walk further to rail than they will to the bus.

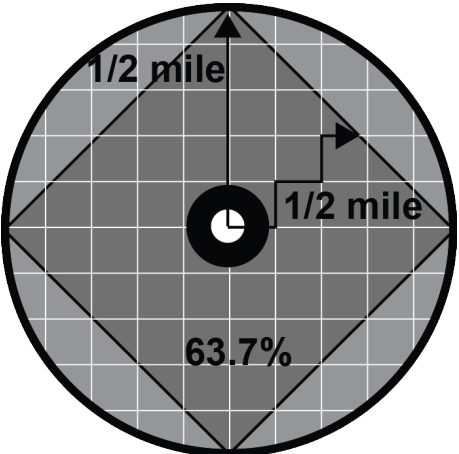


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Transit Oriented Development

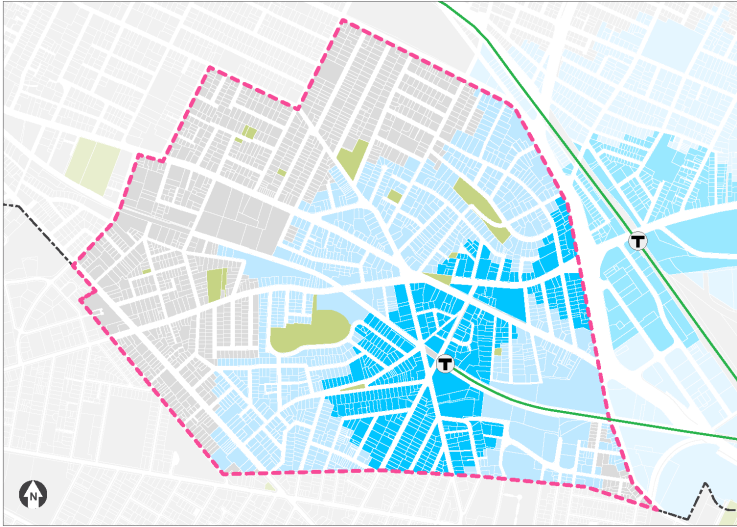
Walking Distance on Streets



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Transit Oriented Development



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Walking Distance



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Transit Oriented Development

Walking Distance

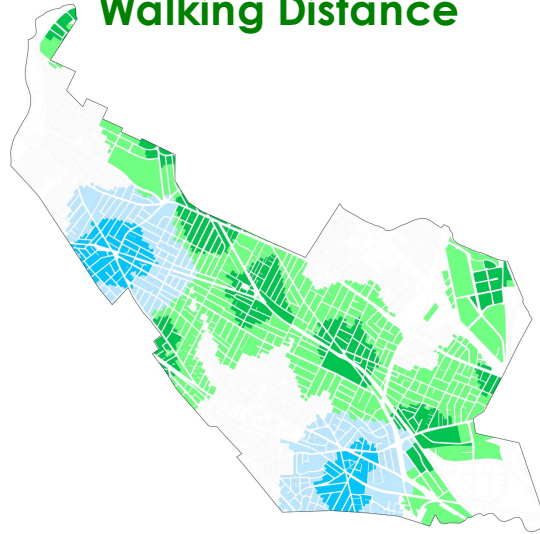


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Transit Oriented Development

Walking Distance



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Environmental Factors?



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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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Transit ~~Oriented~~ Development Adjacent

Development that includes **significant societal, economic, and personal costs** in terms of environmental impact, infrastructure costs, accidents and injuries, and the financial burden brought on by parking, gasoline, and annual maintenance for both vehicles and infrastructure.

- Increases traffic congestion
- Increases environmental pollution
- Reduces household economic mobility (financial costs)
- Reduces family and personal time
- Increases financial, emotional, and physical stress



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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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DR. Rachel Weinberger (Nelson\Nygaard)

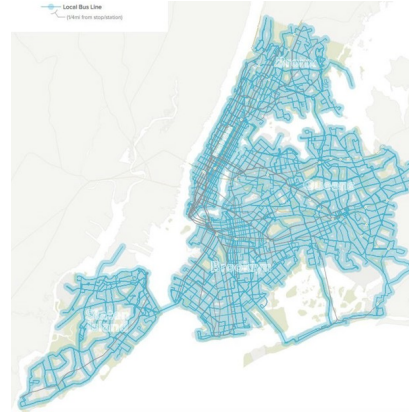
- Studied Households in Bronx, Brooklyn, & Queens, NY.
- Found a clear relationship between the availability of parking **at home** and higher rates of **driving to jobs** in the core of Manhattan, even when both the home and workplace were well served by transit
- When a guaranteed, off-street parking space is available, the ownership and use of an automobile becomes much a more attractive option - regardless of the availability of transit, highways access, or demographic differences.



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DR. Daniel Chatman (UC Berkeley)

- Studied Households near train stations in Northern NJ
- Availability of off-street parking was actually the #1 most important variable in determining automobile ownership and commuting to work
- Regardless of accessibility to a rail transit station
- When looking only at households within walking distance to a transit station, households with both low on- and off-street parking commute by automobile 60% less than households with easy access to parking.



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DR. Stephanie Pollack (MA Sec. of Tans.)

- Studied 12 Metro areas where a new rail station opened between the 1990 and 2000 Census
- Median Household Income increased more than in the surrounding metro area
- Automobile ownership increased faster than in the surrounding metro area
- Ownership of two or more automobiles increased in 57% of the study areas
- When **upper income households** move into an area, they are more likely to own motor vehicles and to use them for their commute.
- Higher income households moving into the study areas that bring and use more vehicles undermine efforts to shift commuting trips to the newly-built transit.



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Tonight's Schedule

Presentation

- SomerVision Goals
- Policy Context
- Transit Oriented Development
- Regulating Parking
- Mobility Management



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Regulating Parking

Customize the Standards

	Conventional Minimum Parking Requirements	Tailored Minimum Parking Requirements	No Parking Requirements	Maximum Parking Requirements
Typical Tools	- Requirement > average demand - Hides all parking costs	Adjust for: - density - transit - mixed use - on-street spaces ...etc.	- Market decides - Garages funded by parking revenues - Manage on-street parking - Residential parking permits allowed by vote	- Limit parking based on road capacity or transit goals - Manage on-street parking - Market rate fees encouraged/ required
Traffic	High	←		→ Low
Housing Costs	High	←		→ Low
Transit Ridership	Low	←		→ High

Figure 6 – Conceptual Approaches to Setting Parking Requirements




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Regulating Parking

Motor Vehicle Parking




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Regulating Parking

Motor Vehicle Parking

- Calibrated to Proximity



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Regulating Parking

Motor Vehicle Parking

- Calibrated to Proximity
- Customized Standards for Different Places and Uses



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Regulating Parking

Motor Vehicle Parking

- Calibrated to Proximity
- Customized Standards for Different Places and Uses

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Traffic	High			Low
Housing Costs	High			Low
Transit Ridership	Low			High

Figure 6 – Conceptual Approaches to Setting Parking Requirements



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Regulating Parking

Motor Vehicle Parking

- Calibrated to Proximity
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Figure 6 – Conceptual Approaches to Setting Parking Requirements



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Regulating Parking

Customized Standards

Motor Vehicle Parking

Article 7: Parking, Service, & Mobility

TABLE 7.2 Motor Vehicle Parking Standards

SQ.FT. - Gross Leasable Square Footage DU - Dwelling Unit	Urban Square TOD (max)	Neighborhood Square TOD (max)	Non-TOD Areas (min)
ARTS & CREATIVE ENTERPRISE			
Artisan Production	1.0 / 800 sq. ft.	1.0 / 800 sq. ft.	1.0 / 1000 sq. ft.
Arts Education & Shared Workspaces	1.0 / 800 sq. ft.	1.0 / 600 sq. ft.	1.0 / 650 sq. ft.
Arts Exhibition	1.0 / 800 sq. ft.	1.0 / 800 sq. ft.	1.0 / 650 sq. ft.
Arts Sales & Services	1.0 / 200 sq. ft.	1.0 / 375 sq. ft.	1.0 / 1000 sq. ft.
Creative Studio	1.0 / 800 sq. ft.	1.0 / 600 sq. ft.	1.0 / 650 sq. ft.
Design Services	1.0 / 800 sq. ft.	1.0 / 800 sq. ft.	1.0 / 1000 sq. ft.
Work/Live Creative Studio	0.33 / DU	0.50 / DU	1.0 / DU



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Regulating Parking

Customized Standards

Motor Vehicle Parking

Article 7: Parking, Service, & Mobility

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Regulating Parking

Customized Standards

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Article 7: Parking, Service, & Mobility

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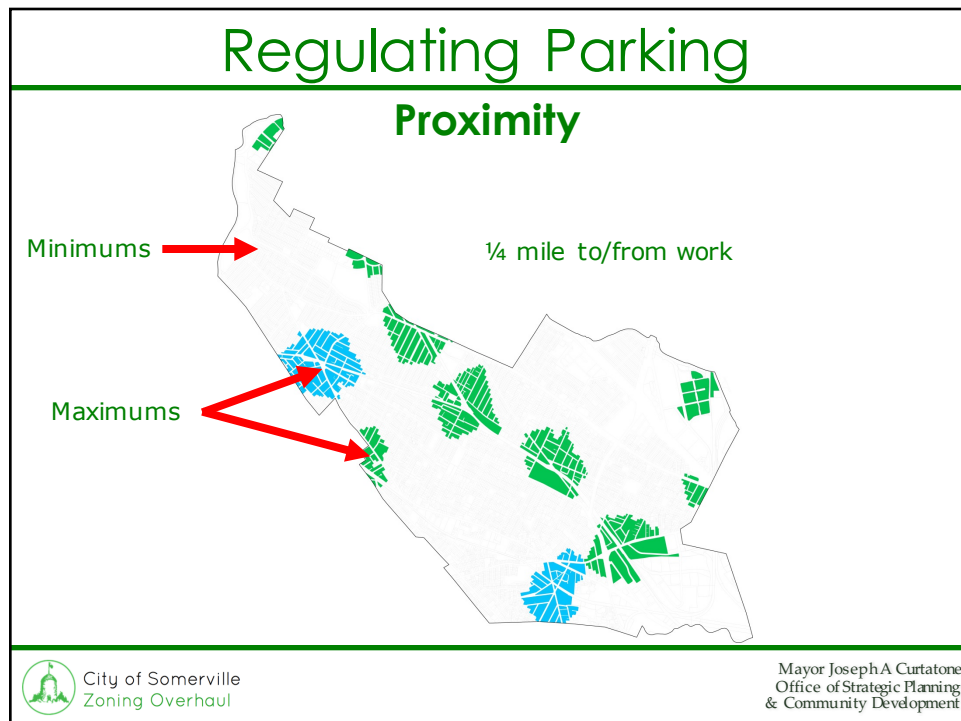
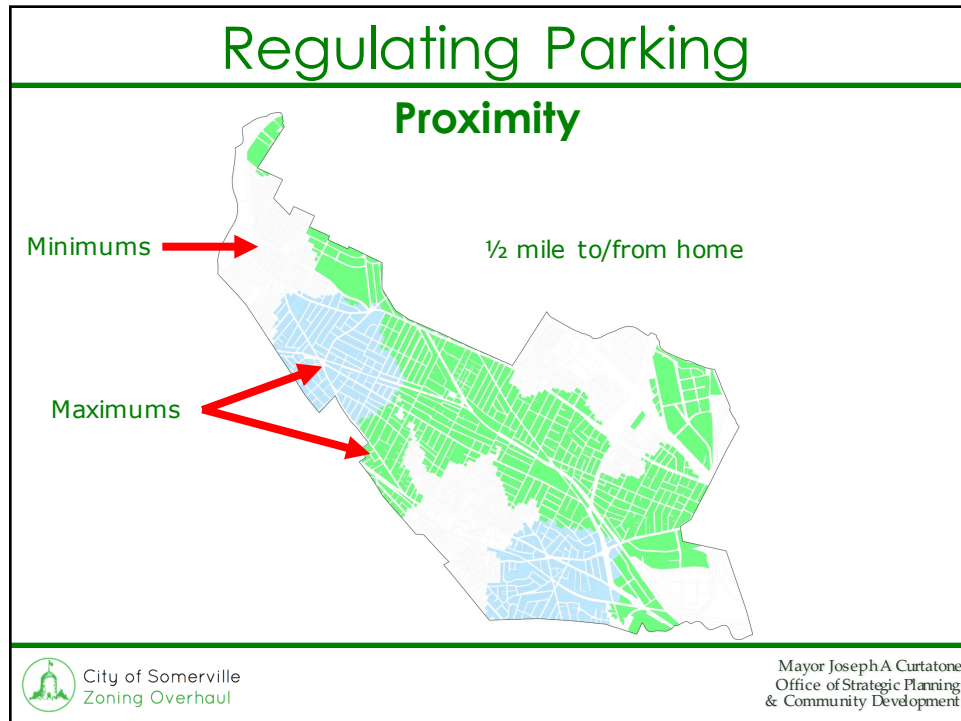
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Regulating Parking

Motor Vehicle Parking

- Calibrated to Proximity
- Customized Standards for Different Places and Uses
- Reduction to Minimum Standards for Affordable Housing, Senior Housing, and Housing for the Disabled



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Regulating Parking

Motor Vehicle Parking

- Calibrated to Proximity
- Customized Standards for Different Places and Uses
- Reduction to Minimum Standards for Affordable Housing, Senior Housing, and Housing for the Disabled
- Special Permit available to adjust minimum or maximum requirements



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Public Feedback

Motor Vehicle Parking

- Better mechanisms for **shared parking** should be included in the proposal
- Parking requirements for mixed-use buildings should be lower than the sum of all uses because they will use parking at different times of the day
- All properties should be required to unbundle the price of parking from the price for a dwelling across the city
- Various parking configurations exist between underground and surface parking. Parking definitions should be clarified to address this diversity.
- Electric car charging station should be mandatory when new parking is provided
- A maximum of one car per dwelling unit should not be imposed city-wide
- On street parking policy should be coordinated with the parking standards in the zoning ordinance



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Public Feedback

Motor Vehicle Parking

- Car free housing should be allowed in some areas of the city
- Car free development should not have access to on street parking permits
- A market rate should be charged for on street parking spaces to support objectives of the proposed zoning
- Shared driveways should be encouraged wherever they would result in fewer curb cuts
- Car share parking should be permitted in the neighborhood Residential district
- Implementation of new parking standards should be correlated to the construction and operation of the Green Line Extension...as the city transform from auto-oriented to transit oriented.
- Removal of parking minimums is the most important thing this does



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Public Feedback

Parking Access

- How does access to a new development on a Pedestrian Street work?
- Access should be from a public alley, not a private alley
- Curb cuts should only provide access from side streets and alleys rather than main streets. We want minimal interruptions to people walking due to driveways and parking access.



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- **Mobility Management**



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<h1>Mobility Management</h1>	
<h2>Definition</h2>	
<p>A program of information and incentives provided by organizations to encourage and help people use transportation modes such as transit, walking, and bicycling instead of private motor vehicles</p>	
 <p>City of Somerville Zoning Overhaul</p>	<p>Mayor Joseph A. Curtatone Office of Strategic Planning & Community Development</p>

<h1>Mobility Management</h1>	
<h2>Definition</h2>	
<p>A program of information and incentives provided by organizations to encourage and help people use transportation modes such as transit, walking, and bicycling instead of private motor vehicles</p>	
<p><u>Thresholds for Participation</u></p> <ul style="list-style-type: none"> • Non-Residential Development over 20,000 sq. ft. • Businesses with 20 or more employees and multi-tenant buildings with businesses that combine to have 20 or more employees or students • Residential development with 20 or more units • Any project that increases parking • The establishment of any commercial parking facility 	
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Mobility Management

Requirements:

- Submit a Mobility Management Plan for Approval as part of the permitting process
- Submit an Annual Performance Review
- Provide Minimum Programs & Services



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Mobility Management

Minimum Programs & Services:

Non-Residential

- Annual Mobility Meeting for Employees/Students
- Posted & Distributed Information
- Guaranteed Ride Home Program
- On-Site Coordinator
- Preferred Parking
- Qualified Transportation Fringe Benefits

Residential

- Posted & Distribute Information
- Unbundled Parking



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Public Feedback

Mobility Management

- The Mobility Management Section should have more predictable, less subjective standards as to what complies and what does not
- Mobility Management needs a benchmark for enforcement and goals to reduce automobile use and parking demand
- This creates disincentives to improve buildings and open businesses
- The thresholds for participation (20,000 sq.ft. and 20 employees) are too low and will unfairly burden small businesses
- None of this should be adopted until after the mobility plan is complete



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