

Proposed Amendments to the Somerville Zoning Ordinance

Text to be removed is ~~crossed-out~~ and new text is underlined.

#	Pg	Article	Subsection	Change	Action/Reasoning
CORRECTIONS & CLARIFICATIONS					
1	13	2.1 Glossary		<p>Development <u>The subdivision or land platting of a development site</u>; the construction or modification of any principal building type, accessory building type, or other structure; the excavation, fill, or grading of land; and the establishment, change, or expansion of any use of any structure or land.</p>	Unintended omission
2	15	2.1 Glossary		<p>Lot, Through A lot fronting on two (2) or more thoroughfares, including parallel thoroughfares and thoroughfares that do not intersect at the boundaries of the lot.</p>	Clarification
3	17	2.1 Glossary		<p>Net Zero Ready Building Any building that 1) has no on-site combustion for HVAC system operation and cooking equipment (all electric systems), excluding floor area Eating & Drinking Establishment principal uses, and is certifiable as Zero Carbon or higher from the International Living Future Institute, or PHIUS+ from the Passive House Institute US <u>or Passive House Institute</u>.</p>	Unintended omission of the international passive house organization
4	17	2.1 Glossary		<p>Parking, Reserved A parking space for the exclusive use by a specific motor vehicle(s) and unoccupied when not in use by that specific motor vehicle(s).</p>	Remove duplicate
5	19	2.1 Glossary		<p>Reserved Parking A parking space designed, arranged, or intended to be exclusively used or occupied <u>for the exclusive use</u> by a specific motor vehicle(s) <u>or person</u> and held unoccupied when not in use by that specific motor vehicle(s) <u>or person</u>, or any parking space not made available to hourly users during the day and held unoccupied for any reason by a parking facility operator.</p>	Correction; resolve with duplicate above
6	26	2.4 Standards & Measurements	§2.4.2.b	<p>i. <u>General</u> a). <u>Lots must have a lot width and lot depth appropriate for one or more of the building type(s) permitted for the district where the lot is located.</u></p>	Insert into §2.4.2 & renumber existing subsections accordingly. Informational

#	Pg	Article	Subsection	Change	Action/Reasoning
7	27	2.4 Standards & Measurements	§2.4.3.a.iv	iv. The FACADE of a PRINCIPAL BUILDING must be built at or in front of any maximum front SETBACK for each STORY of a BUILDING. The facade of upper stories may not project forward of the facade of the ground story except through the use of Building Components and building frontages.	Relocated to 2.4.5.b.viii (#10)
8	28	2.4 Standards & Measurements	§2.4.4.a	a. General i. The upper stories of a building may not project, in any direction, beyond the plane of the exterior wall plane of the stories below, except through the use of Building Components.	Remove & renumber existing subsections accordingly Relocate to 2.4.5.b.viii (#10)
9	28	2.4 Standards & Measurements	§2.4.4.b.i.b).	b). The review boards may permit buildings in the Neighborhood Residence district may have facades that are not parallel to a front lot line for any lot where any side lot line intersects with the front lot line at an acute angle.	Relocated to Neighborhood Residence
10	29	2.4 Standards & Measurements	§2.4.5.b.viii	<u>viii. Upper Stories</u> a). <u>Each UPPER STORY of a building may only be recessed from the exterior wall plane of the story below, excluding the ground story, except through the use of building components.</u>	Relocated from Section 2.4.4.a; renumber existing subsections accordingly
11	29	2.4 Standards & Measurements	§2.4.5.b.vii	vii. Gross Floor Area per Dwelling Unit Density Factor b). When specified for a building type, the maximum number of DWELLING UNITS permitted for a building type is equal to is calculated by dividing the total gross floor area of the building, minus the gross floor area of any underground structured parking and minus the net floor area of any above ground structured parking, divided by the GFA/DU density factor indicated for each BUILDING TYPE. i). The GFA/DU density factor permitted for each BUILDING TYPE is different for buildings on different sized LOTS and NET ZERO READY BUILDINGS, and 100% affordable housing. i). The gross floor area of any underground structured parking and the net floor area of any above ground structured parking is excluded when calculating density factor. ii). Any fractional number resulting from this calculation is rounded up to the next whole number.	Clarification & renaming due to Applicant confusion Amendment includes renaming every occurrence of GFA/DU to Density Factor in the SZO

#	Pg	Article	Subsection	Change	Action/Reasoning
12	36 76 112 140 168 196 230 268 286 312 330 358 360 366 372	3.1 Neighborhood Residence 3.2 Urban Residence 4.1 Mid Rise 3 4.2 Mid Rise 4 4.3 Mid Rise 5 4.4 Mid Rise 6 5.1 High Rise 6.1 Fabrication 6.2 Commercial Core 6.3 Commercial Industry 6.4 Commercial Business 7.1 Civic 7.2 Powderhouse School 7.3 Tufts University 7.4 Assembly Square	§3.1.5.b & §3.1.5.c §3.2.5.b & §3.2.5.c §4.1.5.b & §4.1.5.c §4.2.5.b & §4.2.5.c §4.3.5.b & §4.3.5.c §4.4.5.b & §4.4.5.c §5.1.5.b & §5.1.5.c §6.1.5.b & §6.1.5.c §6.2.5.b & §6.2.5.c §6.3.5.b & §6.3.5.c §6.4.5.b & §6.4.5.c §7.1.5.b & §7.1.5.c §7.2.5.b & §7.2.5.c §7.3.5.b & §7.3.5.c §7.4.5.a.ii & §7.4.5.a.iii	b. All DEVELOPMENT, excluding NORMAL MAINTENANCE, requires the submittal of a development review application to the Building Official and the issuance of a Certificate of Zoning Compliance prior to the issuance of a BUILDING Permit or Certificate of Occupancy. c. Proposed development This Ordinance may or may not necessitate the need for also require Subdivision Plan Approval, Site Plan Approval, a Special Permit, or a Hardship Variance based on the nature of the a development proposal. In such cases, additional DEVELOPMENT review is required in accordance with Article 15: Administration.	Clarification
13	36	3.1 Neighborhood Residence	§3.1.6	b. Unless otherwise specified, the following PRINCIPAL BUILDING TYPES are permitted <u>by right</u> in the Neighborhood Residence district:	Clarification
14	44	3.1 Neighborhood Residence	§3.1.8.f.iii	iii. Required ADUs must be priced as a Tier 3: <u>Moderate Income Rental ADU or a Tier 3: Middle Income Ownership ADU. See Section 12.1 Affordable Housing for more information.</u>	Additional information for Applicants
15	48	3.1 Neighborhood Residence	§3.1.9.f.iii	iii. Required ADUs must be priced as a Tier 3: <u>Moderate Income Rental ADU or a Tier 3: Middle Income Ownership ADU. See Section 12.1 Affordable Housing for more information.</u>	Additional information for Applicants
16	56	3.1 Neighborhood Residence	§3.1.11.f.iii	iii. Required ADUs must be priced as a Tier 3: <u>Moderate Income Rental ADU or a Tier 3: Middle Income Ownership ADU. See Section 12.1 Affordable Housing for more information.</u>	Additional information for Applicants
17	60	3.1 Neighborhood Residence	§3.1.12.f.iii	iii. Required ADUs must be priced as a Tier 3: <u>Moderate Income Rental ADU or a Tier 3: Middle Income Ownership ADU. See Section 12.1 Affordable Housing for more information.</u>	Additional information for Applicants
18	80	3.2 Urban Residence	§3.2.7.f.iii	iii. Required ADUs must be priced as a Tier 3: <u>Moderate Income Rental ADU or a Tier 3: Middle Income Ownership ADU. See Section 12.1 Affordable Housing for more information.</u>	Additional information for Applicants
19	68	3.1 Neighborhood Residence	§3.1.14	d. <u>Building Orientation</u> i. <u>Notwithstanding the provisions of Section 2.4.2 Massing & Height, principal buildings may have facades that are not parallel to a front lot line for any lot where any side lot line intersects with the front lot line at an acute angle.</u>	Relocated from Section 2.4.4

#	Pg	Article	Subsection	Change	Action/Reasoning																		
20	76	3.1 Urban Residence	§3.1.6	b. The following PRINCIPAL BUILDING TYPES are permitted <u>by right</u> in the Urban Residence district:	Clarification to resolve confusion																		
21	95	3.1 Urban Residence	§3.2.11.c	<table border="1"> <thead> <tr> <th colspan="2">Main Mass</th> </tr> </thead> <tbody> <tr> <td>FACADE Build Out (min)</td> <td>70%</td> </tr> <tr> <td>A Width per Row house (min/max)</td> <td>24 ft 30 ft</td> </tr> <tr> <td>B Depth (min/max)</td> <td>34 ft 60 ft</td> </tr> <tr> <td>Row houses in Sequence (min/max)</td> <td>4 10</td> </tr> <tr> <td>GROUND STORY Elevation (min)</td> <td>2 ft</td> </tr> <tr> <td>C STORY Height (min/max)</td> <td>10 ft 12 ft</td> </tr> <tr> <td>D Number of Stories (min/<u>max</u>)</td> <td>2 <u>3</u></td> </tr> <tr> <td>Roof Type</td> <td>Flat, GABLE, MANSARD</td> </tr> </tbody> </table>	Main Mass		FACADE Build Out (min)	70%	A Width per Row house (min/max)	24 ft 30 ft	B Depth (min/max)	34 ft 60 ft	Row houses in Sequence (min/max)	4 10	GROUND STORY Elevation (min)	2 ft	C STORY Height (min/max)	10 ft 12 ft	D Number of Stories (min/ <u>max</u>)	2 <u>3</u>	Roof Type	Flat, GABLE, MANSARD	Unintended omission
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22	247	5.1 High Rise	5.1.11 Block Building	A very large FLOOR PLATE, multi-STORY, PRINCIPAL BUILDING TYPE composed of a three (3) to six (6) STORY PODIUM with GROUND STORY commercial space and one (1) or more UPPER STORY TOWERS. A BLOCK building occupies either an entire block or half of a block, on a CORNER LOT that fronts onto fronting onto at least three (3) THOROUGHFARES OR CIVIC SPACES or a THROUGH LOT. Block buildings are designed to appear as an assembly of attached buildings, each with its own massing, proportions, and detailing.	Clarification Unnecessary text removed.																		
23	295	6.2 Commercial Core	6.2.9 Commercial Block Building	A very large FLOOR PLATE, multi-STORY, PRINCIPAL BUILDING TYPE composed of a three (3) to six (6) STORY PODIUM and one (1) or more UPPER STORY TOWERS with commercial USES on all stories. A BLOCK building occupies either an entire block or half of a block, on a CORNER LOT that fronts onto fronting onto at least three (3) THOROUGHFARES OR CIVIC SPACES or a THROUGH LOT. Block buildings are designed to appear as an assembly of attached buildings, each with its own massing, proportions, and detailing.	Clarification Unnecessary text removed.																		
24	388	8.3 Master Planned Development	--	See APPENDIX A	Clarifications																		
25	425	9.2 Use Definitions & Standards	§9.2.5.h	h. Public Service Essential <u>government public</u> services provided to the community at large including municipal operations of the City of Somerville, such as departmental offices, social service facilities, and public works facilities; public safety services, such as police and firefighting headquarters and substations; and <u>open CIVIC SPACES reserved for social and recreational activities or natural resource protection.</u>	Corrections																		

#	Pg	Article	Subsection	Change	Action/Reasoning
26	440	10.1 Land Platting	--	See APPENDIX B	Clarifications Relocate §10.1.3 & §10.1.5 to Section 13.2 Thoroughfares; renumber existing subsections accordingly.
27	441	10.2 Accessory Structures	§10.2.1	a. All DEVELOPMENT, excluding NORMAL MAINTENANCE, requires the submittal of a development review application to the Building Official and the issuance of a Certificate of Zoning Compliance prior to the issuance of a Building Permit or Certificate of Occupancy.	Clarification
28	445	10.3 Lanscaping	§10.3.3.a	i. Vegetation and other horticultural materials must be installed in accordance with the latest edition of the American Standard for Nursery Stock published by American Hort <u>American National Standards Institute (ANSI) A300 and ANSI Z60.1 Standards.</u>	Correction
29	445	10.3 Landscaping	§10.3.6.a.i	ii. Any LOT <u>in the MR, HR, FAB, CC, CI, or CB district</u> ABUTTING the side or REAR LOT LINE of a LOT in the NR district must be screened by a landscape buffer.	Clarification
30	495	12.3 Buyouts & Payments	§12.3.1	1. General a. <u>The in-lieu payments and other buyouts of this Section are prohibited unless specifically authorized elsewhere in this Ordinance.</u>	Informational Insert into §12.3 & renumber existing subsections accordingly.
31	501	13.2 Thoroughfares	--	See APPENDIX C	Clarifications Relocated from §10.1.3 & §10.1.5; renumber existinng subsections accordingly
NEW CHANGES					
32	373	7.4 Assembly Square Mixed Use (ASMD)	§7.4.6	6. In-Lieu Payments a. <u>The Planning Board may permit an in lieu payment for up to one hundred percent (100%) of the civic space required for any development site located within five hundred (500) linear feet of the centerline of Interstate 93 Northern Expressway by Special Permit in accordance with Section 12.3 Buyouts & Payments.</u>	Insert into §7.4 & renumber existing subsections accordingly.

#	Pg	Article	Subsection	Change	Action/Reasoning
33	422	9.2 Use Definitions & Standards	§9.2.3.a	<p><u>a. Recharging Station</u> <u>Uses engaged in the retail sales of electric energy for motor vehicles. The following standards apply:</u></p> <p>i. <u>Electric energy sale that is subordinate and incidental to the day-to-day operations of a Commercial Parking PRINCIPAL USE or a Vehicle Parking ACCESSORY USE is an ANCILLARY activity rather than a separate Recharging Station PRINCIPAL USE.</u></p> <p>ii. <u>Recharging Station PRINCIPAL USES are prohibited for surface parking lots.</u></p>	Insert into §9.2.3 & renumber existing subsections accordingly.
34	442	10.2 Accessory Structures	§10.2.1.j	<p><u>j. Electric Vehicle Charging Station</u> <u>A structure that supplies electric energy for the recharging of electric vehicles.</u></p>	Insert into §10.2.1 & renumber existing subsections accordingly.

APPENDIX A
ONLY REPLACEMENT TEXT SHOWN

8.3 MASTER PLANNED DEVELOPMENT (MPD)

1. Intent

- a. To implement recommendations of SomerVision for transformational REDEVELOPMENT.
- b. To implement design-based neighborhood and station area plans called for by SomerVision.

2. Purpose

- a. To require a Master Plan Special Permit for all DEVELOPMENT requiring SUBDIVISION.
- b. To require a Master Plan Special Permit for the coordinated DEVELOPMENT of two or more LOTS.
- c. To permit real property that is not subject to an approved Master Plan Special Permit to develop by Special Permit.
- d. To permit DEVELOPMENT in accordance with zoning districts or dimensional standards that would not otherwise be available to real property outside of the MPD overlay.
- e. To require that thoroughfares and CIVIC SPACES developed in each sub area are dedicated to the public.
- f. To require buildings developed in each sub area to be environmental sustainable.
- g. To require that any off-STREET motor vehicle parking be provided in underground commercial PARKING STRUCTURES.

3. Applicability

- a. This Section is applicable to all real property within the Master Planned DEVELOPMENT (MPD) overlay district as shown on the maps of the Official Zoning Atlas of the City of Somerville.
- b. The provisions of each MPD sub-area are applicable to real property as shown on the maps for each sub area.
- c. The provisions of this Section supplement or supersede the provisions of the districts upon which it is superimposed. Where the provisions of this Section conflict with those found elsewhere in this Ordinance, the provisions of this Section apply.
- d. Development entitlement under this Section is only applicable to real property following adoption of an urban design framework by the Planning Board for the sub-area where the property is located.

4. Urban Design

- a. The Planning Board shall adopt an Urban Design Framework for each sub-area specified in this Section, excluding the North Point sub-area.
- b. An Urban Design Framework may be adopted as part of a more comprehensive neighborhood plan or as a stand alone policy document.
- c. An Urban Design Framework must include, but may not be limited to, the intended alignment and connectivity of THOROUGHFARES, ideal location and type

of CIVIC SPACES, and identification of advantageous SITES for different BUILDING TYPES permitted by the regulatory maps for each sub-area.

5. Development Review

- a. General
 - i. Development entitlement under this Section requires one of the following:
 - a). Master Planned Development: A Master Plan Special Permit issued prior to and as a prerequisite to any Subdivision Plan Approval, Site Plan Approval, or Special Permit required elsewhere in this Ordinance; or
 - b). Contributing Lot: a Special Permit issued in addition to and simultaneous with the Site Plan Approval required for a building type or civic space.
- b. Master Planned Development
 - i. Proposed development involving the subdivision of a development site or the development of two (2) or more lots requires a Master Plan Special Permit.
 - ii. Previously permitted DEVELOPMENT may be included in a DEVELOPMENT SITE and proposed build out of a Master Plan, provided that the date of the first certificate of occupancy, civic space permit, or thoroughfare permit for the subject real property is within two (2) years of the decision date of the master plan special permit.
- c. Contributing LOTS
 - i. Development as a contributing lot is prohibited for any lot subject to an approved Master Plan Special Permit and may be restricted by the provisions of a specific sub area.
 - ii. In addition to the review criteria for all Special Permits specified in §15.2.1.e. Review Criteria, the review board shall make findings considering the following in its discretion to approve or deny a special permit authorizing DEVELOPMENT of a contributing LOT:
 - a). Consistency with the approved Urban Design Framework for the sub-area where the property is located.

6. In-Lieu Payments

- a. Master Planned DEVELOPMENT
 - i. The Planning Board may permit an in lieu payment for up to ten percent (10%) of the civic space required in each sub-area by Special Permit in accordance with Section 12.3 Buyouts & Payments.
- b. Contributing Lots

8. OVERLAY DISTRICTS

Master Planned Development (MPD)

- i. The Planning Board may permit an in lieu payment for up to one hundred percent (100%) of the civic space required in each sub-area by Special Permit in accordance with Section 12.3 Buyouts & Payments.

7. Master Plan Standards

- a. Submitted master plans must include a sustainability component that details the following:
 - i. Identification of all master plan scale efforts to mitigate climate change impacts identified in Somerville's Climate Change Vulnerability Assessment in relation to the design, construction, and occupancy or use of all thoroughfares, civic spaces, and buildings.
 - ii. A carbon neutral pathway assessment.
 - iii. A storm water management and green infrastructure plan.
- b. Submitted master plans must include development phasing commitments and proposed contingencies as a basis of a performance bond.

8. Thoroughfares & Civic Spaces

- a. Required and recommended THOROUGHFARES and CIVIC SPACES are shown on the regulating maps for each sub-area.
 - i. Required THOROUGHFARES and CIVIC SPACES are mandatory and necessary to implement the approved plan for each sub-area.
 - ii. Recommended THOROUGHFARES and CIVIC SPACES are ideal, but not mandatory.
- b. THOROUGHFARES and CIVIC SPACES are subject to the provisions of Article 13: PUBLIC REALM of this Ordinance.
- c. All THOROUGHFARES, excluding ALLEYS, and all CIVIC SPACES must be dedicated to the public in perpetuity by a covenant or other deed restriction.
- d. CIVIC SPACE created through EASEMENT or decommissioning of an existing THOROUGHFARE or other ABUTTING right-of-way may be counted toward the required amount of CIVIC SPACE.

9. Development Standards

- a. Sustainable DEVELOPMENT
 - i. Laboratory buildings must be LEED Platinum certifiable.
 - ii. All other building types must meet the following:
 - a). No on-site combustion for HVAC system operation;
 - b). No on-site combustion for cooking equipment, excluding Eating & Drinking Establishment principal uses; and
 - c). Be certifiable as:

- i). Zero Carbon or higher from the International Living Future Institute; or
- ii). PHIUS+ from the Passive House Institute US or Passive House Institute.
- iii. All new principal building types must include a green roof, photovoltaic (PV) devices, or both for 100% of the roof area not occupied by building systems equipment or required outdoor amenity spaces.

10. Parking & Mobility

- a. Type
 - i. Unless otherwise specified, MOTOR VEHICLE PARKING must be provided as underground STRUCTURED PARKING. All other types of parking are prohibited.
- b. Parking Maximums
 - i. The maximum number of OFF-STREET PARKING SPACES and RESERVED PARKING spaces permitted for each sub-area is specified in the provisions for each sub-area.
 - ii. The maximum number of OFF-STREET PARKING SPACES and RESERVED PARKING spaces permitted in each sub-area is reduced by the number of OFF-STREET PARKING SPACES and RESERVED PARKING spaces provided on any LOT in each sub-area.
- c. Parking Relief
 - i. The maximum number of OFF-STREET PARKING SPACES in each sub-area may be exceeded by Special Permit.
 - a). In addition to the review criteria for all Special Permits specified in §15.2.1.e. Review Criteria, the review board shall make findings considering the following in its discretion to approve or deny a special permit authorizing an increase in the maximum number of OFF-STREET PARKING SPACES serving DEVELOPMENT within the MPD overlay district:
 - i). That the amount of commercial floor space included in the proposal has resulted in an increase in the estimated parking demand necessary for the full build out of DEVELOPMENT.
 - b). The Planning Board shall USE a demand model provided by the Director of Mobility to determine the appropriate number of parking spaces necessary to meet the increased demand.
 - c). The Planning Board shall require a MOBILITY MANAGEMENT ASSOCIATION (i.e. Transportation Management Agency) to be constituted by a date of its choosing as a condition of the Special Permit approval.
 - i). The MOBILITY MANAGEMENT ASSOCIATION must be empowered to set the prices and policies for the rent or lease of any vehicular

- parking operated as a commercial service
USE within each sub-area.
- ii. The maximum number of RESERVED PARKING SPACES may be exceeded with the payment of a fee.
 - a). The Planning Board shall establish and annually update a fee schedule based on the recommendations of the Director of Mobility in relation to the estimated cost to build STRUCTURED PARKING and the cost of offsetting the impact of UNSHARED PARKING.
- iii. The Planning Board shall establish an expiration date for any parking spaces approved but not built within a particular time frame as a condition of the approved Special Permit.
- d. Parking ACCESS
 - i. ACCESS for motor vehicles, loading, and service to new BLOCKS and individual LOTS must be from an ALLEY. The configuration of ALLEYS internal to a BLOCK must conform to §10.1.5 Alley Access.

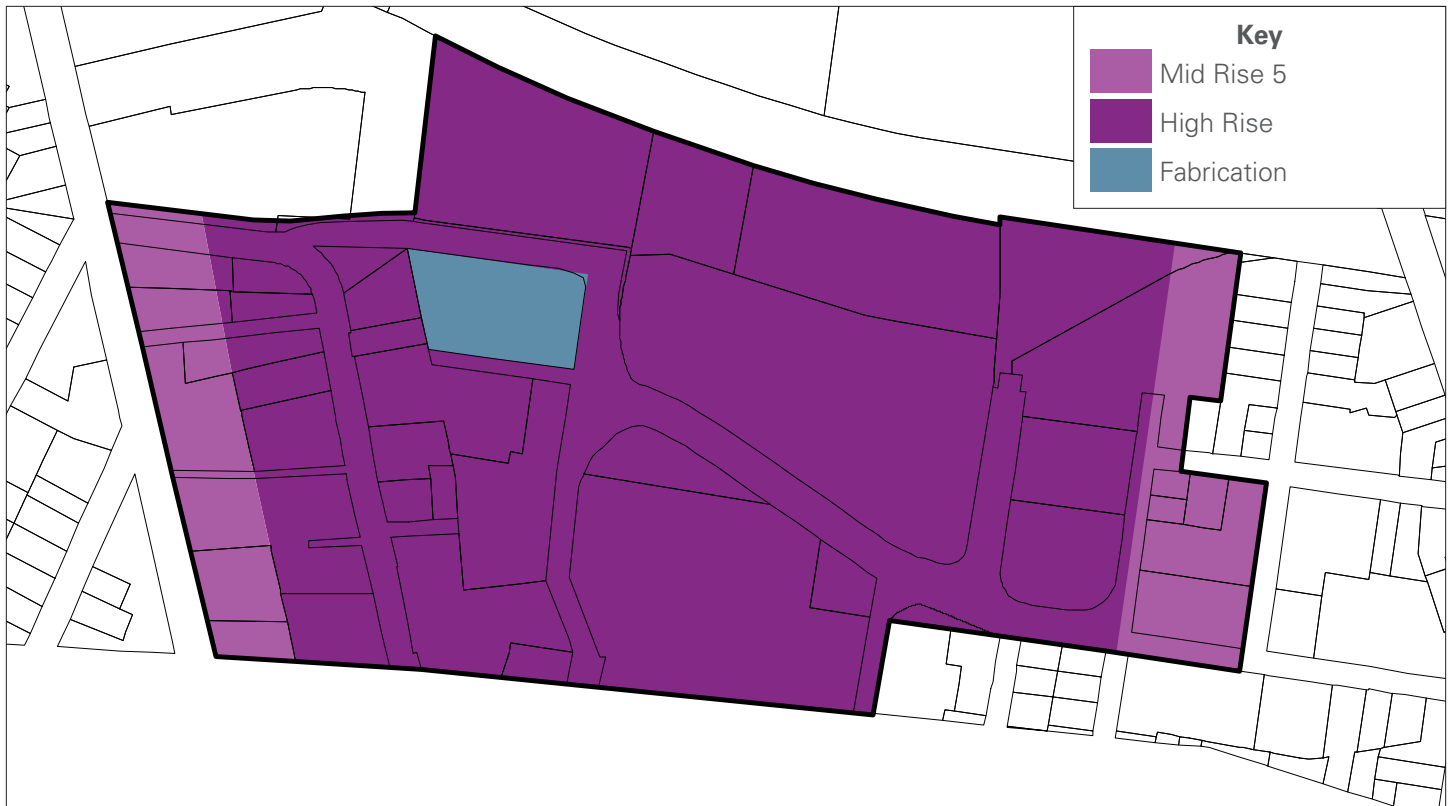
Figure 8.3 An Example Master Plan Illustration



12. Boynton Yards (BY) Sub-Area

- a. Intent
 - i. To implement the Boynton Yards Urban Design Framework adopted by the Planning Board.
- b. Purpose
 - i. To permit denser DEVELOPMENT than would otherwise be permitted in the Mid-Rise district.
 - ii. To permit taller and denser DEVELOPMENT than would otherwise be permitted in the HIGH-RISE district.
 - iii. To require a minimum percentage of developed floor space to be set aside for occupancy by non-residential PRINCIPAL USES.
 - iv. To constrain the supply of motor vehicle parking spaces to encourage the USE of public transit, bicycles, and walking in lieu of driving.
- c. Applicability
 - i. This section is applicable to all real property shown on Map 8.3.12 (a).
 - ii. Zoning districts shown on map 8.3.12 (a) supersede those shown on the maps of the Official Zoning Atlas of the City of Somerville for DEVELOPMENT complying with the provisions of the BY sub-area.
- d. Development Review
 - i. In addition to the review criteria for all Site Plan Approval specified in §15.3.2.e. Review Criteria, the review board shall make findings considering the following:
 - a). Consistency with the approved Urban Design Framework for the sub-area where the subject property is located.
 - b). Conformance with any approved Master Plan Special Permit and any other Special Permits applicable to the subject lot.
- e. Master Planned Development
 - i. At least twenty percent (20%) of the DEVELOPMENT SITE, excluding THOROUGHFARES, must be provided as one or more CIVIC SPACES.
 - ii. At least seventy-five percent (75%) of the total proposed gross floor area must be reserved for non-residential uses.
 - a). At least ten percent (10%) of the total proposed non-residential gross floor area must be reserved for Arts & Creative Enterprise principal uses.
 - b). At least five percent (5%) of the total proposed non-residential gross floor area, but not more than twenty thousand (20,000) gross square feet and no less than ten thousand (10,000) gross square feet, must be reserved for a Community Center principal use.

Map 8.3.12 (a) Sub-Area Boundary and Superseding Zoning Districts

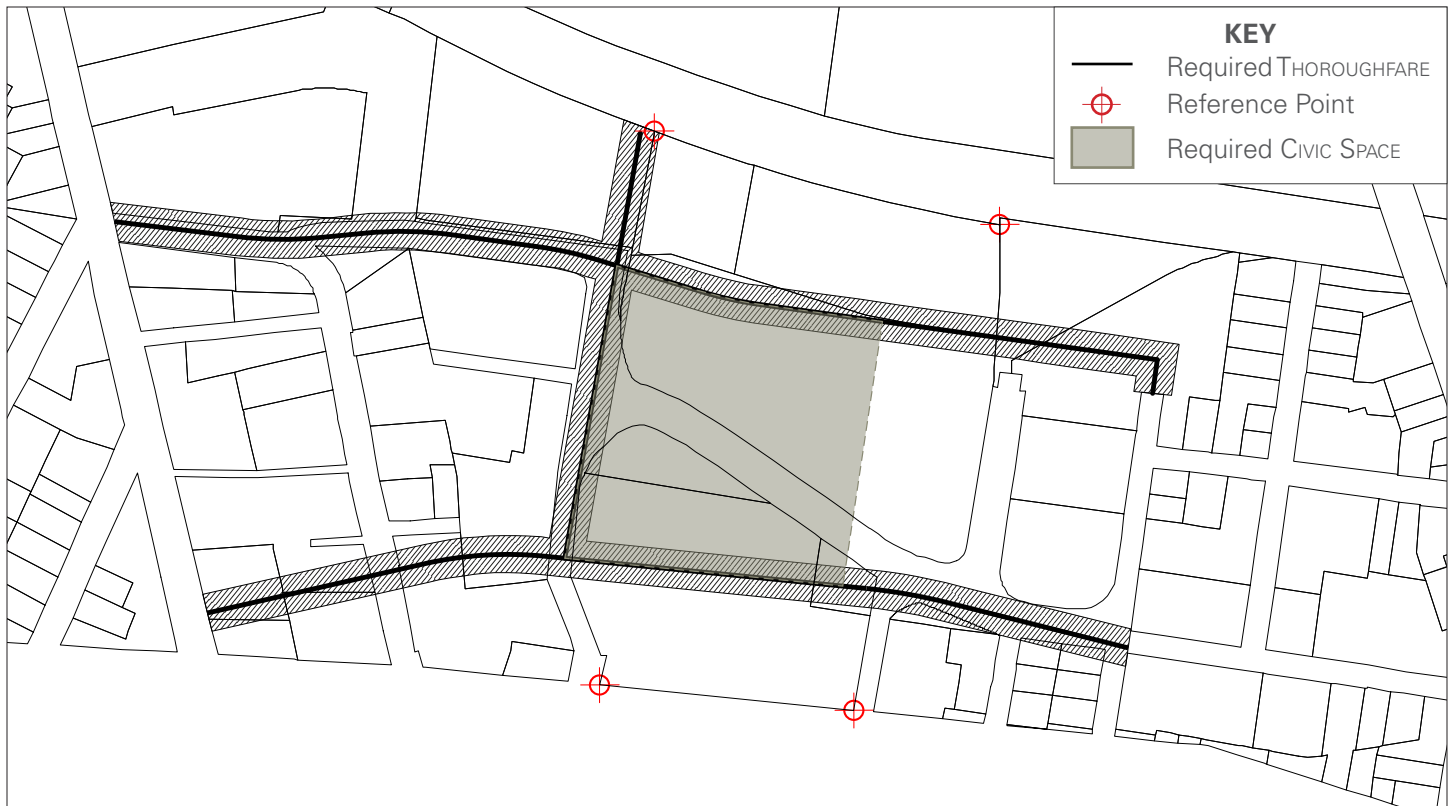


8. OVERLAY DISTRICTS

Master Planned Development (MPD)

- iii. The total proposed non-residential gross floor area must equal at least three hundred and seventy five (375) square feet of non-residential gross floor area for each proposed dwelling unit.
- iv. Any development site that includes lot MBL 96/A/6 must reserve at least one hundred thousand (100,000) square feet of leasable floor area for Arts & Creative Enterprise principal uses.
- f. Contributing Lot
 - i. At least twenty percent (20%) of the DEVELOPMENT SITE, excluding THOROUGHFARES, must be provided as one or more CIVIC SPACES.
 - ii. At least seventy-five percent (75%) of the gross floor area of any building type must be reserved for non-residential uses.
 - a). At least ten percent (10%) of the total proposed non-residential gross floor area must be reserved for Arts & Creative Enterprise principal uses.
 - iii. At least three hundred and seventy five (375) square feet of non-residential gross floor area must be provided for each proposed dwelling unit.
 - iv. Any development site that includes lot MBL 96/A/6 must reserve at least one hundred thousand (100,000) square feet of leasable floor area for Arts & Creative Enterprise principal uses.
- g. THOROUGHFARE Network
 - i. Required and recommended THOROUGHFARES are shown on Map 8.3.12 (b).
 - ii. The center line of any required THOROUGHFARE may be moved up to twenty (25) feet, so long as:
 - a). the center line of West Ward STREET is at least one hundred and forty (140) feet from both reference points along the MBTA right-of-way;
 - b). West Ward STREET intersects with Webster Avenue in the west and Harding STREET in the east;
 - c). the center line of South STREET is at least one hundred and forty (140) feet from both reference points along the municipal boundary with Cambridge;
 - d). South STREET intersects with Webster Avenue in the west;
 - e). all required THOROUGHFARES intersect with other THOROUGHFARES, forming a network; and
 - f). all intersections are at least one hundred (100) feet from any other intersection, unless granted a WAIVER by the Planning Board.
- h. Civic Space
 - i. A public common or public square civic space type must be provided within the required civic space area indicated on Map 8.3.12 (b).

Map 8.3.12 (b) Thoroughfares & Civic Spaces



8. OVERLAY DISTRICTS

Master Planned Development (MPD)

Table 8.3.12 (a) Superseding Dimensional Standards

	MR5	HR
LOT Standards		
OPEN SPACE (min)	none	none
Massing & Height		
Building Height, Stories (min)	--	6 stories
Building Height, Stories & Feet (max)	--	--
General Building	--	none
Commercial Building	--	none
Lab Building	--	none
Mid-Rise Podium Tower	--	--
POINT TOWER	--	none
BLOCK Building	--	--
TOWER(s)	--	none
Building Height, Feet (max)	--	--
General Building	--	none
Commercial Building	--	none
Lab Building	--	none
Mid-Rise PODIUM TOWER	--	--
POINT TOWER	--	none
BLOCK Building	--	--
PODIUM	--	--
TOWER(s)	--	none
USES & FEATURES		
GROSS FLOOR AREA per DU (min)	none	none

Table 8.3.12 (b) Superseding Permitted Uses

Use Category Specific Use	HR
Industrial	
Dry Cleaning or Laundry Services	SP
Manufacturing	SP

P - Permitted SP - Special Permit Required N - Not Permitted

- a). [The public common or public square provided must be at least fifty-two thousand \(52,000\) square feet and abut both West Ward Street and South Street, See Article 11 Public Realm for more information.](#)
 - b). [Development sites including only a portion of the civic space area indicated on Map 8.3.12 \(b\) may propose to provide only a portion of the required civic space provided that the subsequent development of other site\(s\) in the civic space area can combine to produce the total required fifty-two thousand \(52,000\) square feet of civic space.](#)
- i. Building Standards
 - i. The standards of Table 8.3.12 (a) supersede specific dimensional standards for BUILDING TYPES permitted by the zoning district shown on the regulating maps of this Section.
 - j. Use Provisions
 - i. The standards of Table 8.3.12 (b) supersede the table of permitted uses for the High-Rise district for development subject to an approved Master Plan Special Permit.
 - ii. Accessory motor vehicle parking for customers of retail sales or food & beverage service USES is prohibited for real property in any MR district shown on Map 8.3.12 (a), but may be provided for employees.
 - iii. In addition to the review criteria for all Special Permits specified in §15.2.1.e. Review Criteria, the review board shall make findings considering the following in its discretion to approve or deny a special permit authorizing a manufacturing PRINCIPAL USE:
 - a). Capacity of the local THOROUGHFARE network providing ACCESS to the SITE and impact on pedestrian, bicycle, and vehicular traffic and circulation patterns in the neighborhood.
 - b). Methods or techniques for noise mitigation to limit noise for other USERS of the building and ABUTTING properties.

8. OVERLAY DISTRICTS

Master Planned Development (MPD)

- k. Parking & Mobility
 - i. The maximum number of OFF-STREET PARKING SPACES in the BY sub-area may not exceed one thousand five hundred (1,500) spaces.
 - ii. Up to three hundred (300) OFF-STREET PARKING SPACES may be provided as RESERVED PARKING SPACES.
 - a). CAR-SHARE PARKING spaces are exempt.
 - iii. Off-STREET motor vehicle parking spaces may be provided as SURFACE PARKING on a revolving two (2) year basis for real property in any HR district shown on Map 8.3.12 (a) by Special Permit.
 - a). In addition to the review criteria for all Special Permits specified in §15.2.1.e. Review Criteria, the review board shall make findings considering the following in its discretion to approve or deny a special permit authorizing an interim SURFACE PARKING LOT:
 - i). Documented un-met demand for parking;
 - ii). The DEVELOPMENT schedule and phasing for DEVELOPMENT subject to a Master Plan Special Permit;
 - iii). The capacity of the local THOROUGHFARE network providing ACCESS to the SITE; and
 - iv). The impact of the PARKING LOT on pedestrian, bicycle, and motor vehicle traffic and circulation patterns in the neighborhood.

APPENDIX B

10.1 LAND PLATTING

1. Development Review

- a. Development review is subject to the provisions of Article 15: Administration of this Ordinance.
- b. ~~Unless otherwise specified~~, All land platting, including SUBDIVISION, LOT SPLITS, LOT MERGERS, and LOT LINE ADJUSTMENTS, requires ~~the submittal of a development review application to the Building Official and the issuance of a Certificate of Zoning Compliance prior to any other development review~~.

2. General

- c. The SUBDIVISION of land requires SUBDIVISION Plan Approval ~~prior to the issuance of a Certificate of Zoning Compliance~~. See §15.3.1 SUBDIVISION Plan Approval for more information.
- d. ~~Unless otherwise specified, development sites over four (4) acres in land area must be subdivided with thoroughfares to create blocks and lots conforming to the provisions of this Section.~~
- e. LOT SPLITS, LOT MERGERS, and LOT LINE ADJUSTMENTS require Site Plan Approval ~~prior to the issuance of a Certificate of Zoning Compliance~~. See §15.3.2 Site Plan Approval for more information.
- f. LOT SPLITS, LOT MERGERS, and LOT LINE ADJUSTMENTS to any LOT designated as a LOCAL HISTORIC DISTRICT or identified on the Massachusetts or National Registers of Historic Places require a Special Permit.
 - i. In addition to the review criteria for all Special Permits specified in §15.2.1.e. Review Criteria, the review board shall make findings considering the following in its discretion to approve or deny a Special Permit authorizing the LOT SPLIT, LOT MERGER, OR LOT LINE ADJUSTMENT of a LOT designated as a LOCAL HISTORIC DISTRICT or identified on the Massachusetts or National Registers of Historic Places:
 - a). The recommendations of the Somerville Historic Commission.

2. General

- a. Land platting, including subdivision, lot splits, lot mergers, and lot line adjustments, may establish rights of way intended for thoroughfares or lots intended for buildings, civic spaces, or permitted land uses.
- b. Unless otherwise specified, development sites over four (4) acres in land area must be subdivided with thoroughfares to create additional block frontage and lots conforming to the provisions of this Section.

3. Thoroughfare Network

- a. ~~The general location of all proposed thoroughfares must conform with official maps and existing policy plans of the City of Somerville.~~
- b. ~~All thoroughfares must intersect with other~~

~~thoroughfares, forming a network.~~

- c. ~~Where a development site adjoins unsubdivided land, new thoroughfares must extend to or along site boundaries to ensure future thoroughfare connections to the unsubdivided land in the event of its development.~~
- d. ~~Thoroughfares within a development site must connect to any existing or proposed thoroughfares on adjoining sites.~~
- e. ~~Termination of a thoroughfare at a "T" intersection is permitted, provided that the overall connectivity of the thoroughfare network is maintained and intersections are adequately spaced subject to the approval by the Director of Mobility.~~
- f. ~~To every extent practicable, proposed thoroughfares should align with intersections on adjacent sites to provide for the continuation of thoroughfares from adjoining areas.~~
- g. ~~Cul-de-sacs and other dead-end thoroughfares are prohibited.~~
- h. ~~Thoroughfares must be permanently open and provide public access as part of an overall connected thoroughfare network.~~
- i. ~~The Planning Board may waive the intersection requirements of §10.1.3.b on a case-by-case basis to accommodate specific site conditions.~~

4. Blocks

- a. Unless otherwise specified, BLOCKS may have individual BLOCK FACES up to five-hundred (500) feet in width and a total perimeter up to sixteen-hundred (1,600) feet.
- b. BLOCK FACES are measured as the aggregate of all FRONT LOT LINES and the width of ALLEYS, if present, on one side of a BLOCK.
- c. BLOCK perimeter is measured as the aggregate of all BLOCK FACE lengths of an individual BLOCK.
- d. BLOCKS should be rectangular in shape, but are expected to respond to natural features.
- e. The Planning Board Review Boards may waive BLOCK size requirements for portions of DEVELOPMENT SITES ABUTTING areas of undeveloped land, areas unsuitable for DEVELOPMENT, pre-existing incomplete BLOCKS, or RAIL RIGHTS-OF-WAY.
- f. BLOCK dimensions may be calculated at a reduced BLOCK FACE or perimeter length where a mid-block passage connecting opposite sides of a BLOCK are interconnected for pedestrians by a mid-block passage or civic space is installed as a dedicated right-of-way or reserved with a permanent ACCESS EASEMENT.

5. Alley Access

- a. ~~Blocks may be accessed by alleys in one of the~~

10. DEVELOPMENT STANDARDS

Land Platting

configurations defined below:

- i. ~~Common Block: A block where parking and service areas internal to the block are shared among several lots and buildings.~~
 - ii. ~~H-Block: A block with three alleys that intersect to form an "H"; allowing development to front on four block faces.~~
 - iii. ~~T-Block: A block with two perpendicular alleys that intersect to form a "T"; allowing development to front on three block faces.~~
 - iv. ~~I-Block: A block with one alley servicing lots on either side of a block, allowing development to front on two block faces.~~
- b. ~~To every extent possible, alley access into blocks should be aligned on opposite block faces as well as with alleys on opposite sides the street.~~

6. Lots

- a. All LOTS must have frontage on a CIVIC SPACE OR a THOROUGHFARE, excluding ALLEYS.
 - i. LOTS ABUTTING only a CIVIC SPACE at the FRONT LOT LINE must also ABUT an ALLEY at the rear or side.
- b. LOTS must ~~have a lot width and lot depth dimensions~~ appropriate for one or more of the BUILDING TYPE(S) or civic space types permitted for the district where the lot is located.
 - i. ~~Unless otherwise specified, lots may be platted to create a~~ CORNER, INTERIOR, and KEY LOTS are permitted.
 - ii. FLAG LOTS are prohibited.
 - iii. THROUGH LOTS are prohibited, ~~except for lots intended as a Through Block Plaza civic space type or a Block Building building type in the Neighborhood Residence and Urban Residence districts.~~
- c. To avoid creating irregular LOT shapes, LOTS must be platted to be generally rectilinear, where the SIDE LOT LINES are within 45 degrees of perpendicular to the FRONT LOT LINE OR to the tangent of a curved FRONT LOT LINE, and generally straight throughout their length.

APPENDIX C

13.2 THOROUGHFARES

1. Development Review

- a. The DEVELOPMENT of any new THOROUGHFARE requires Site Plan Approval followed by a Thoroughfare Permit, in accordance with Chapter 15: Administration.
- b. All DEVELOPMENT, excluding NORMAL MAINTENANCE, requires ~~the submittal of a development review application to the Building Official and~~ the issuance of a Certificate of Zoning Compliance prior to the issuance of a Thoroughfare Permit.

2. Thoroughfare Network

- a. The general location of all proposed thoroughfares must conform with official maps and existing policy plans of the City of Somerville.
- b. All thoroughfares must intersect with other thoroughfares, forming a network.
- c. Where a development site adjoins unsubdivided land, new thoroughfares must extend to or along site boundaries to ensure future thoroughfare connections to the unsubdivided land in the event of its development.
- d. Thoroughfares within a development site must connect to any existing or proposed thoroughfares on adjoining sites.
- e. Termination of a thoroughfare at a "T" intersection is permitted, provided that the overall connectivity of the thoroughfare network is maintained and intersections are adequately spaced subject to the approval by the Director of Mobility.
- f. To every extent practicable, proposed thoroughfares should align with intersections on adjacent sites to provide for the continuation of thoroughfares from adjoining areas.
- g. Cul-de-sacs and other dead-end thoroughfares are prohibited.
- h. Thoroughfares must be permanently open and provide public access as part of an overall connected thoroughfare network.
- i. The Planning Board may waive the intersection requirements of §13.2.2.b on a case-by-case basis to accommodate specific site conditions.

3. Alley Access

- a. Blocks may be accessed by alleys in one of the configurations defined below:
 - i. Common Block: A block where parking and service areas internal to the block are shared among several lots and buildings.
 - ii. H - Block: A block with three alleys that intersect to form an "H," allowing development to front on four block faces.
 - iii. T - Block: A block with two perpendicular alleys that

intersect to form a "T," allowing development to front on three block faces.

- iv. I - Block: A block with one alley servicing lots on either side of a block, allowing development to front on two block faces.
- b. To every extent possible, alley access into blocks should be aligned on opposite block faces as well as with alleys on opposite sides the street.

4. Standards for all Thoroughfare Types

- a. THOROUGHFARES, excluding ALLEYS, must include travel lanes and sidewalks.
- b. THOROUGHFARES must be designed in accordance with the current edition of the National Association of City Transportation Officials (NACTO) STREET design guidelines:
 - i. The Urban STREET Design Guide
 - ii. The Transit STREET Design Guide
 - iii. Urban Bikeway Design Guide
 - iv. Urban STREET Storm water Guide
- c. THOROUGHFARES must be engineered and constructed as required by the City Engineer, in consultation with the Director of Public Space & Urban Forestry.
- d. All water and sewer utilities, storm water management infrastructure, public lighting, and public furniture must be designed and constructed in accordance with all standards established by relevant City Departments.

5. Standards for Specific Thoroughfare Types

- a. Commercial STREET
 - i. The commercial STREET THOROUGHFARE type is referred to as the Downtown 2-Way STREET by NACTO.
 - ii. The total right-of-way width must be a minimum of seventy-four (74) feet.
 - a). If protected bike lanes are provided, the minimum right-of-way width is increased to eighty (80) feet.
 - iii. Commercial STREETS must include bicycle lanes in each direction.
 - iv. Total right of way width may be reduced by seven (7) feet for each parking lane that is not provided.
- b. Local STREET
 - i. The local STREET THOROUGHFARE type is referred to as a Neighborhood STREET by NACTO.
 - ii. The total local STREET right-of-way width must be a minimum of sixty (60) feet.
 - iii. Total right of way width may be reduced by seven (7) feet for each parking lane that is not provided.
- c. Commercial Shared STREET
 - i. The commercial shared STREET THOROUGHFARE type is referred to as a Commercial Shared STREET by NACTO.