



City of Somerville
ZONING OVERHAUL

www.somervillezoning.com

January 15, 2019

Day 33 of 90



City of Somerville
ZONING OVERHAUL

Mayor Joseph A Curtatone
Office of Strategic Planning
& Community Development

2019

JANUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
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FEBRUARY

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DECEMBER

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BUDGET



2019

JANUARY

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BUDGET



Version 3: PUBLIC COMMENTS



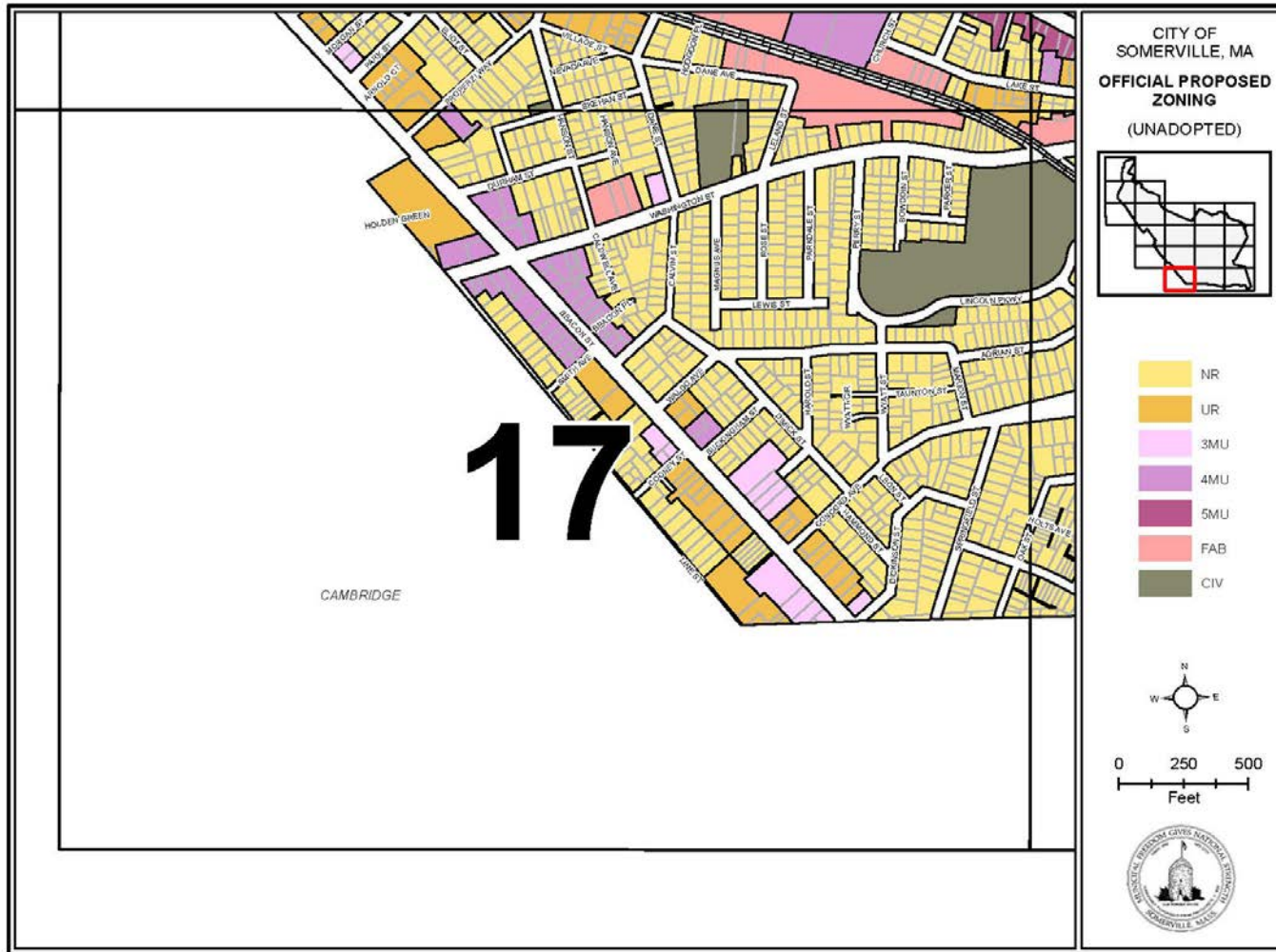
City of Somerville
ZONING OVERHAUL

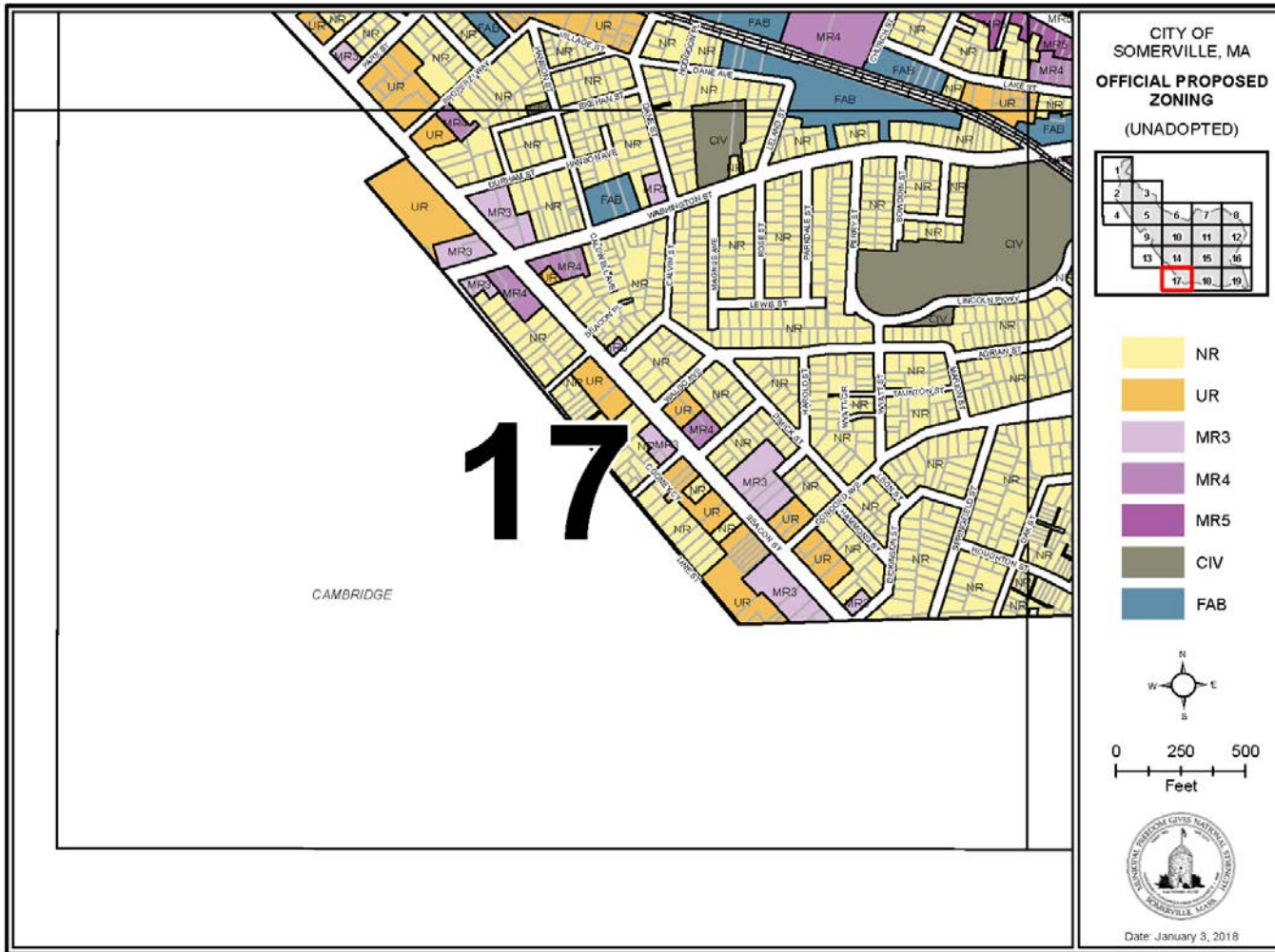
Mayor Joseph A Curtatone
Office of Strategic Planning
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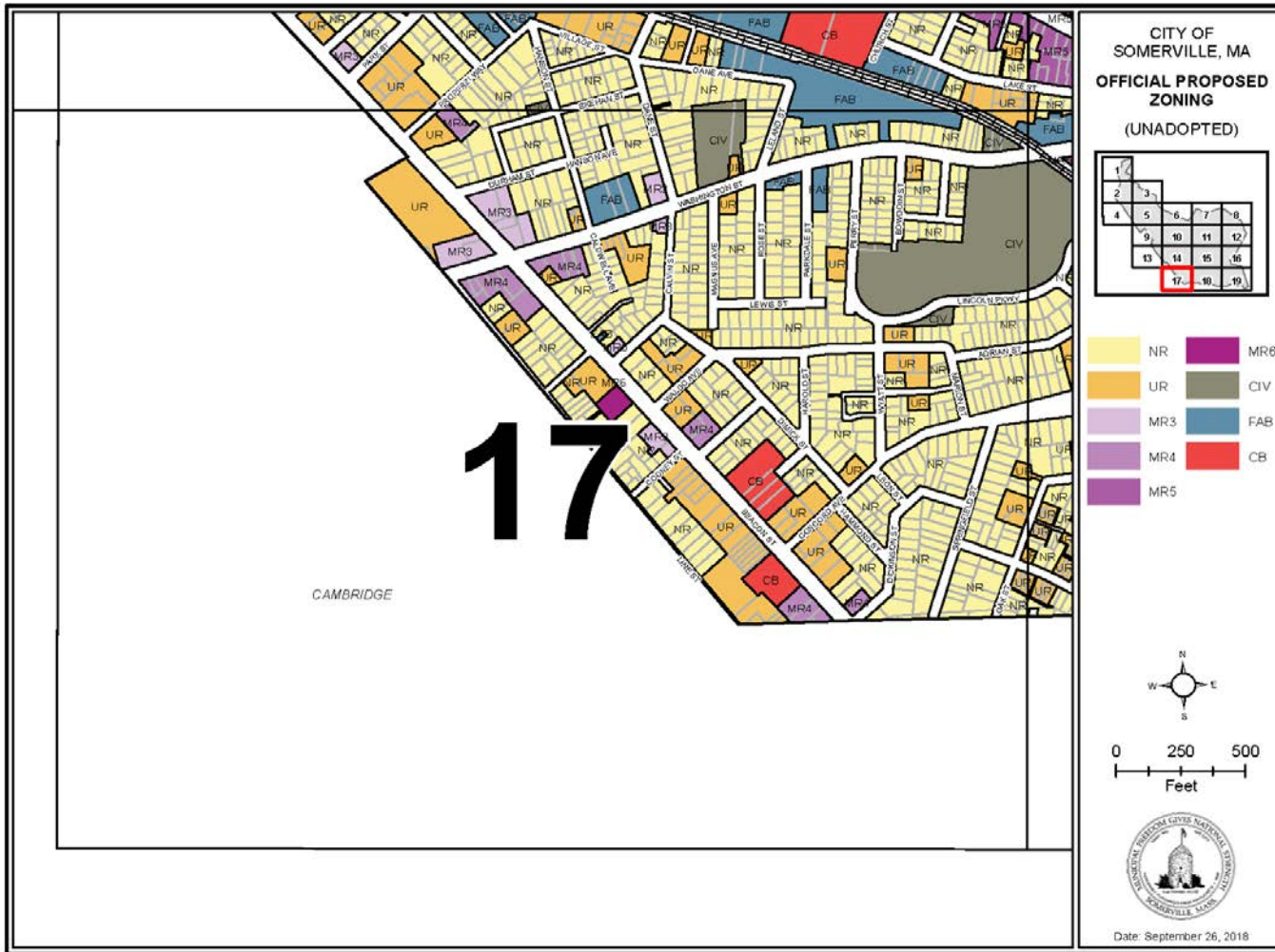
Zoning Map

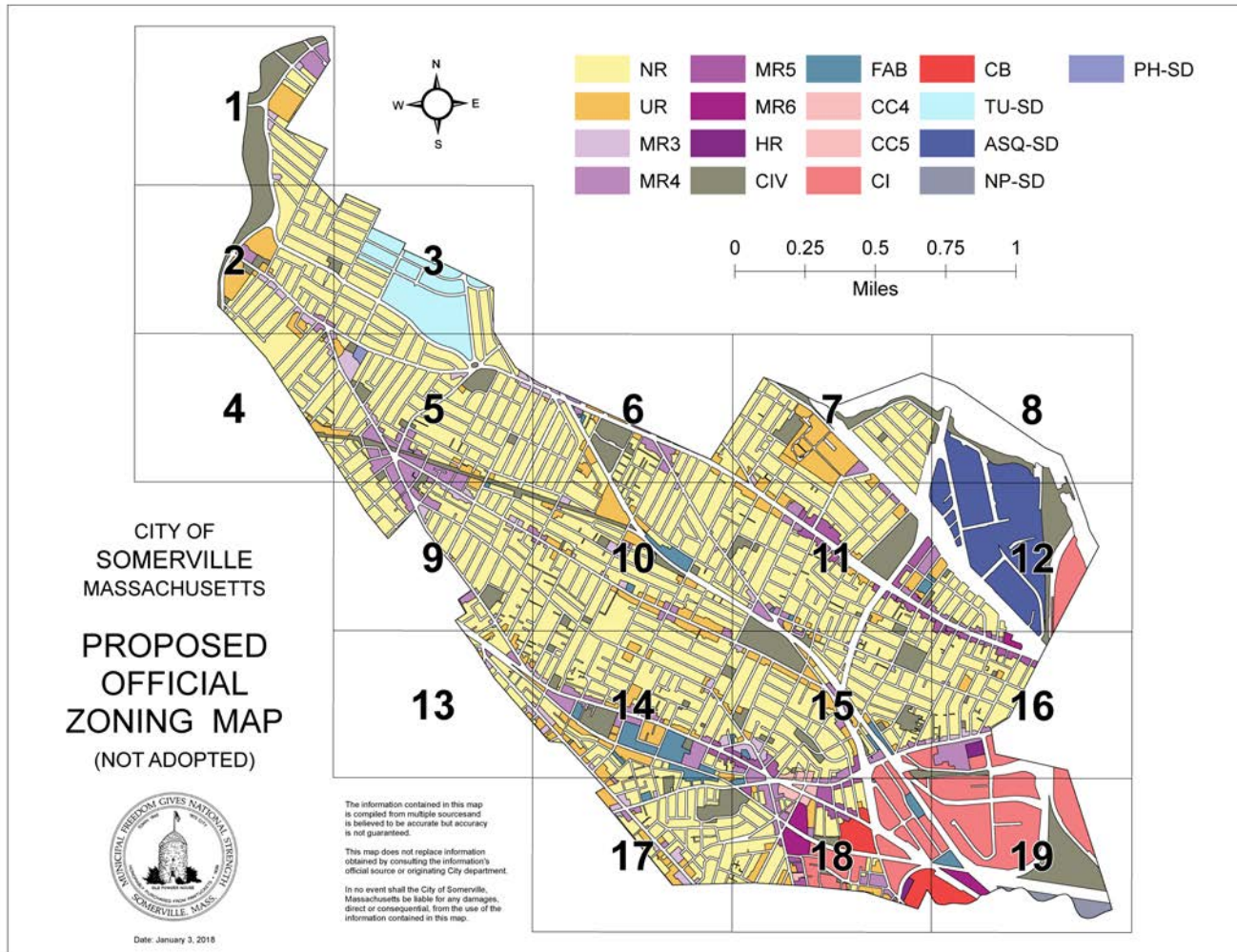
- **Upzoning/development impacts to minority and lower income areas is disproportionate**
- **Upzone Davis Square**
- Downzone Beacon Street; Upzone Beacon Street
- Upzone Somerville Avenue; Downzone Somerville Avenue
- Upzone Washington Street and Highland Avenue
- Downzone the corner of Beacon & Washington
- **Where did this confetti mapping of the UR district come from???**
- **Confusion about “Spot Zoning”**

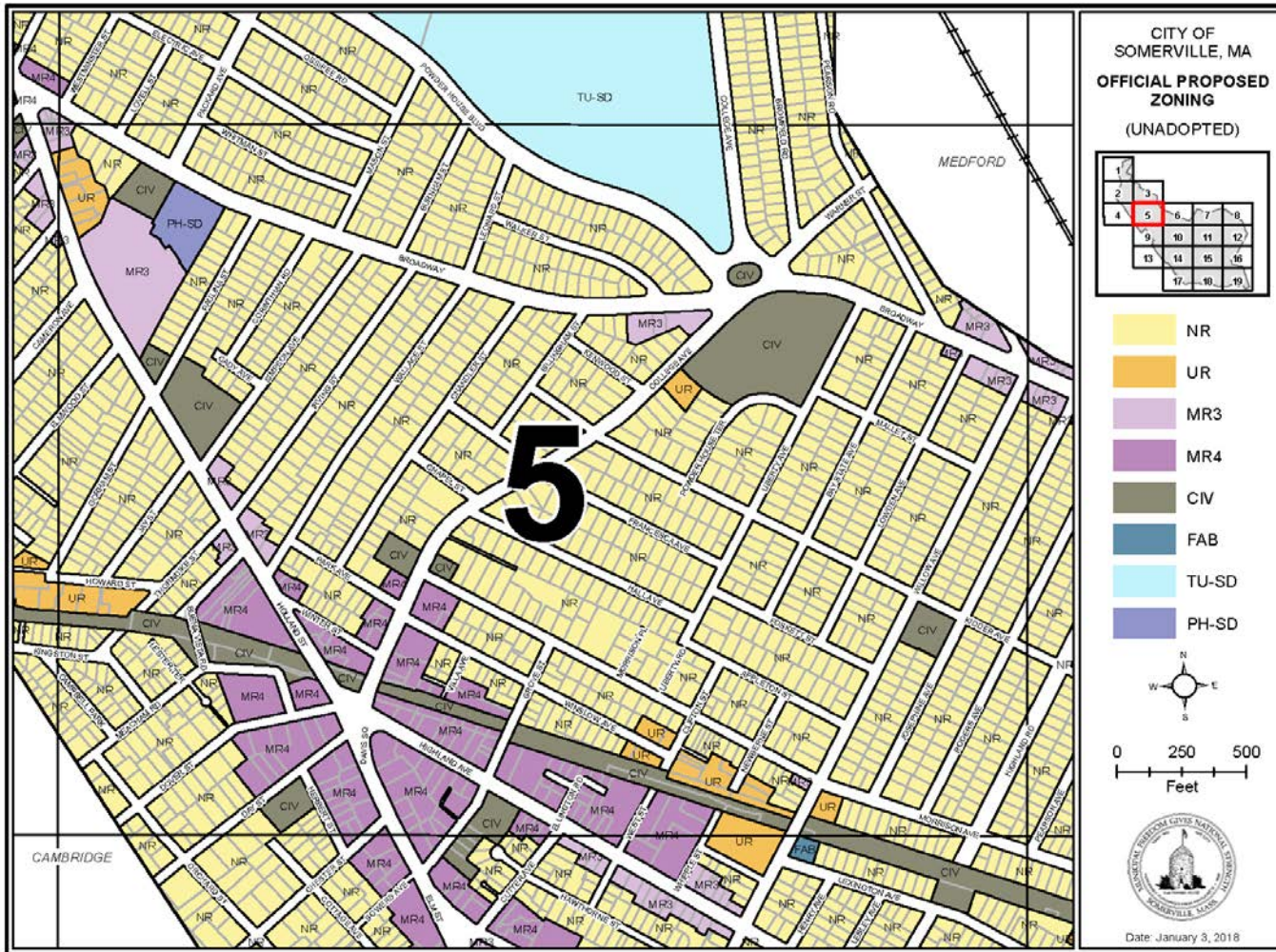




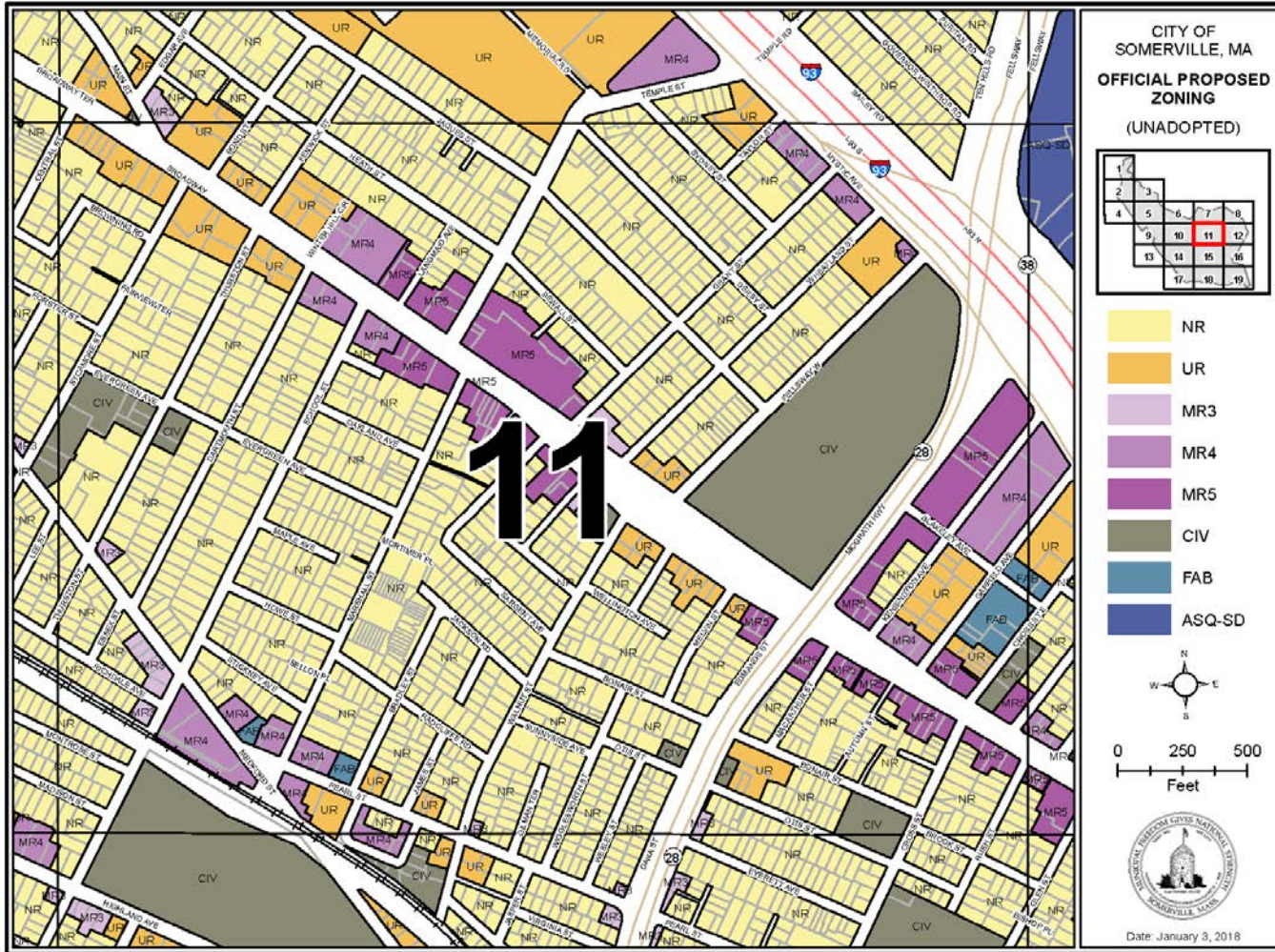






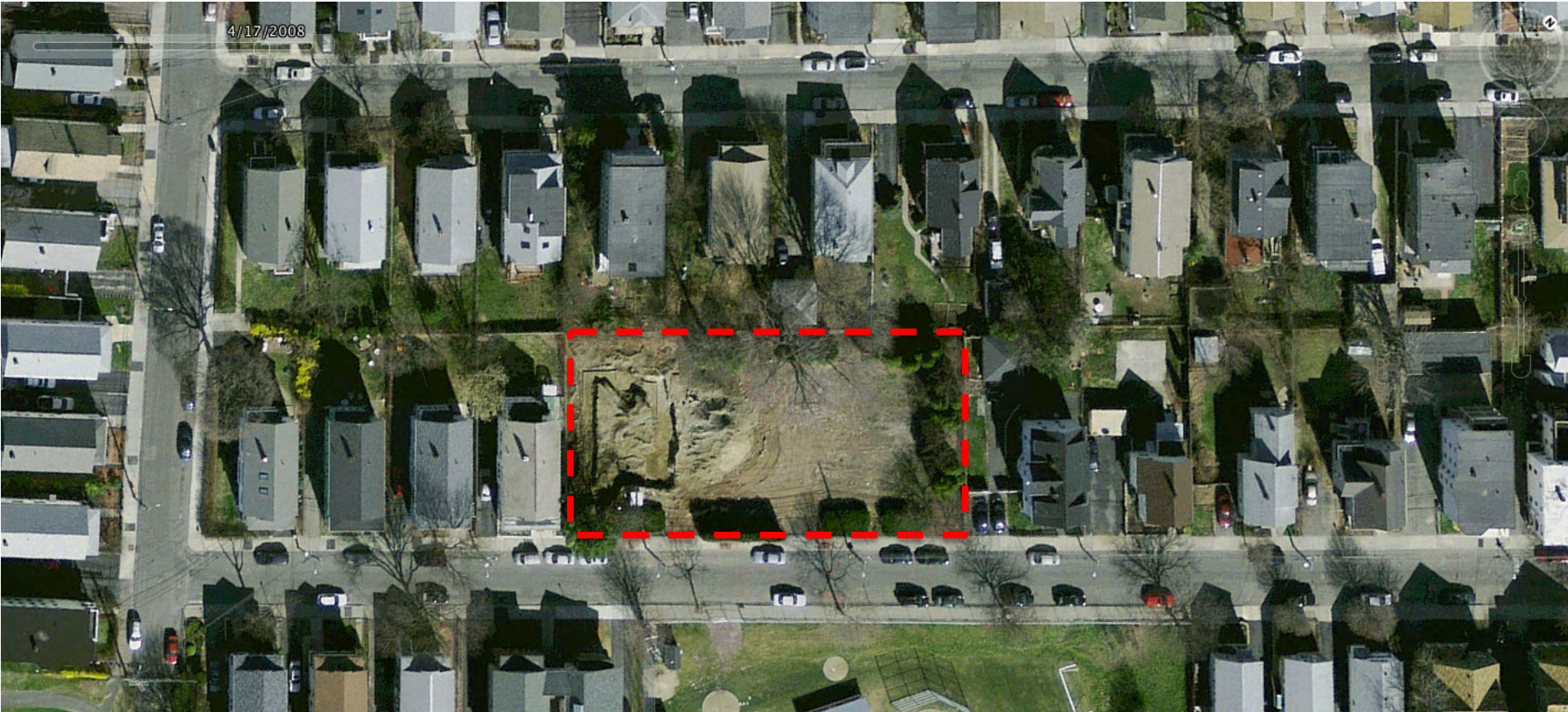








What the Existing Code allows in Neighborhoods



What the Existing Code allows in Neighborhoods

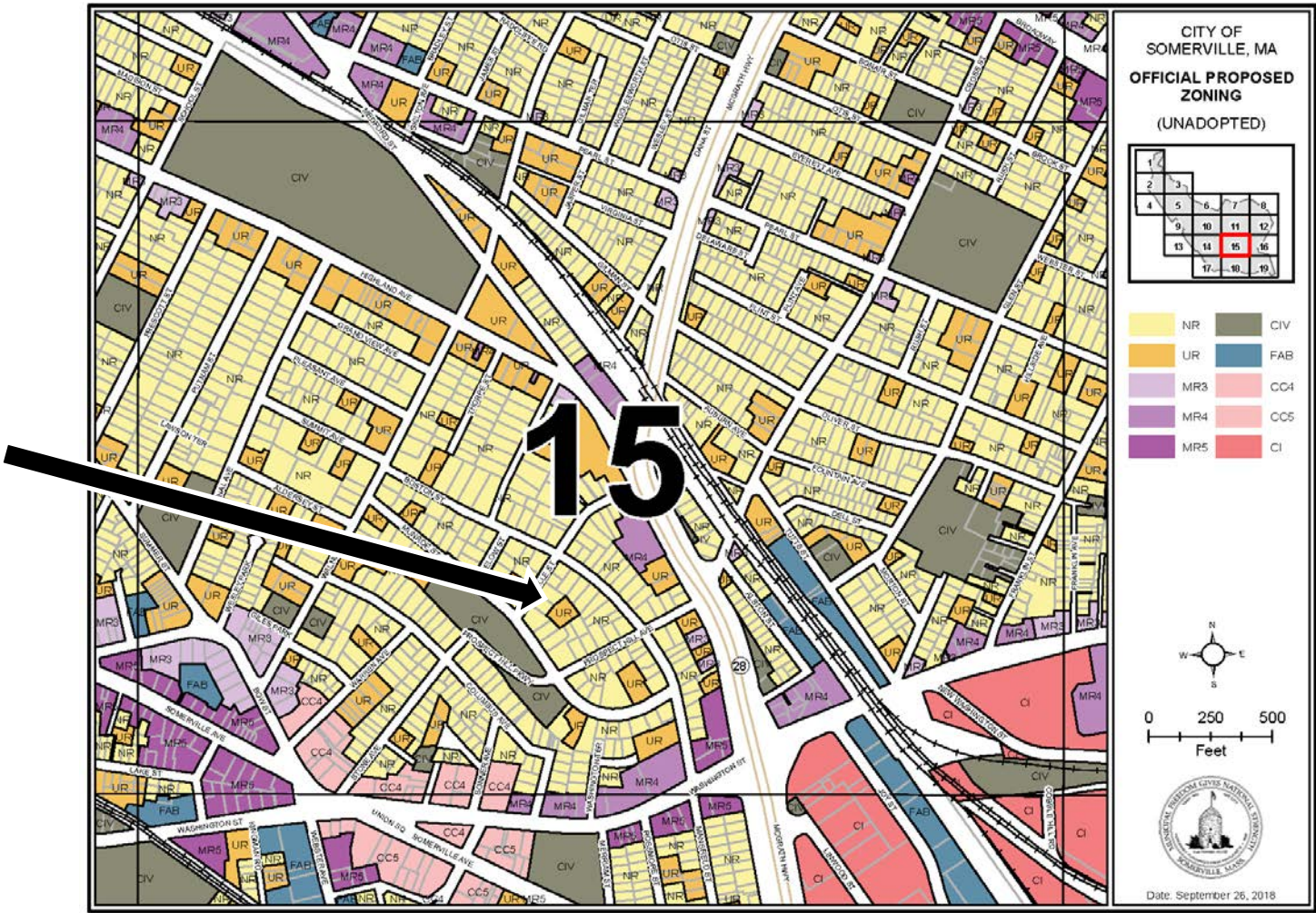


What Residents want in Neighborhoods

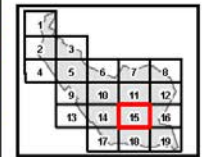


What Residents want in Neighborhoods





CITY OF
SOMERVILLE, MA
**OFFICIAL PROPOSED
ZONING**
(UNADOPTED)



- NR
- UR
- MR3
- MR4
- MR5
- CIV
- FAB
- CC4
- CC5
- CI



0 250 500
Feet



Date: September 26, 2018



The Document

- Include defined terms from state law (M.G.L.); indicate they are terms from state law; see “Parties in Interest”
- Uses are not defined

Residential Districts

- **In addition to lots abutting triple deckers or properties in UR, MR, and HR districts, Triple Deckers should be permitted adjacent to ANY lot with a nonconforming building type.**
 - **Could also permit triple deckers adjacent to properties with non compliant unit counts**
- **Triple Deckers should be permitted everywhere in NR**
- **Houses and Semi-Detached houses should be allowed to have a 3rd unit**
- Accessory Apartments should not take the place of an actual permitted dwelling unit
- Basements, attics, and carriage houses should be allowed to add a unit when it doesn't take away from the existing bedroom count of existing units
- **Accessory Apartments should be easier to permit and not have so many restrictions (owner occupied properties; etc)**
- Apartment House and Apartment Building types should be permitted differently than the other building types in Urban Residence



	Option 1	Option 2	Option 3	Option 4
Cottage	<u>2 DU/Lot</u> 1 DU/Principal Building 1 DU/Accessory Building	<u>2 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building (leaves a unit)	<u>2 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building (leaves a unit)	<u>2 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building (leaves a unit)
House	<u>2 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building (leaves a unit)	<u>3 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building	<u>3 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building	<u>4 DU/Lot</u> <u>3</u> DU/Principal Building 1 DU/Accessory Building
Semi-Attached House	<u>2 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building (leaves a unit)	<u>3 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building	<u>3 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building	<u>4 DU/Lot</u> 3 DU/Principal Building 1 DU/Accessory Building
Duplex	<u>2 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building	<u>2 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building (leaves a unit)	<u>3 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building	<u>3 DU/Lot</u> 2 DU/Principal Building 1 DU/Accessory Building
Triple Decker	<u>3 DU/Lot</u> 3 DU/Principal Building	<u>3 DU/Lot</u> 3 DU/Principal Building	<u>3 DU/Lot</u> 3 DU/Principal Building <u>1 DU/Accessory Building</u> (leaves a unit)	<u>4 DU/Lot</u> 3 DU/Principal Building 1 DU/Accessory Building

Building Types

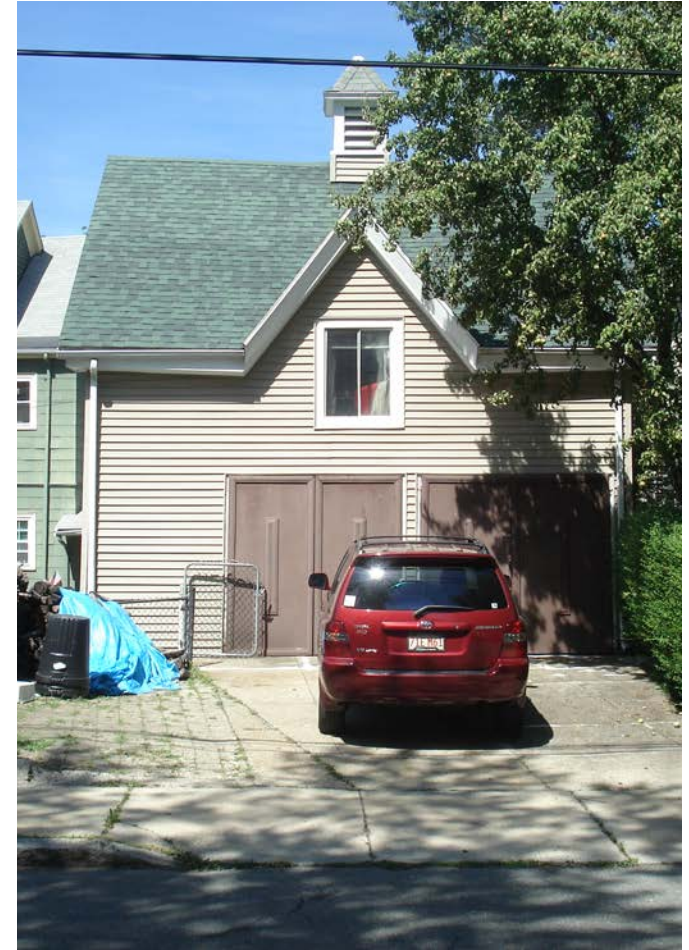
- MR & HR building types should not have a cap on density (ie. no Lot Area/DU)
- Buildings in more intense districts should have a step backs from buildings in abutting lower intensity districts
- Increase the allowance that HVAC systems may encroach into setbacks
- Buildings with towers (>70 feet) should be designed to mitigate bird collisions
- Densities permitted should understand commercial and government lending thresholds (4 units)
- Height permitted should understand inexpensive construction permitted by the building code (6 stories; wood over concrete/steel podium)
- **Permitted densities should be higher in Transit Areas**



CARRIAGE HOUSE

An “accessory” building type permitted BY RIGHT

- One (1) permitted per lot, excluding triple deckers
- Similar size to a Cottage “principle” building type
- Only 1 or 2 stories in height
- Must be setback 60 ft from the front lot line
- Must be separated from Principal Building by 10 ft
- Site planned and constructed with life safety considerations



Uses

- Community Gardens should be a permitted accessory use in NR and UR districts
- **Restrictions on the number of unrelated individuals should be removed**
 - **Restricts the use of existing housing in creative ways**
 - **Requires intrusive monitoring of living arrangements**
 - **Monitoring end enforcement is burdensome on city resources**
 - **Inappropriate to insert municipal government into personal relationships**
 - **Increases prices**
 - **Penalizes people that want to share their home with others**



Development Standards

- Are the accessory structures listed in Article 10 a definitive list?
- Minimum plant sizes for buffers should be reconsidered; larger plants do not mean healthier plants
- Need more green roof incentives
- Air quality sensors should be install near highly trafficked roadways, train activity, and other areas people are encouraged to gather
- LEED Silver should be required for smaller buildings
 - 15,000 gsf – 1 story building in MR3
- LEED Gold should be required to buildings larger than 25,000 gsf
- **Include incentives for brownfield remediation**



Parking

- Electric vehicle charging station requirements should be increased to 35-40% in residential and 25% in commercial
- **Accessory apartments should not be eligible for residential parking permits**
- Minimum visibility sightlines should be required for driveways
- **On-street residential parking permits (RPP) should not be issued for properties that are intended to be Transit Oriented**



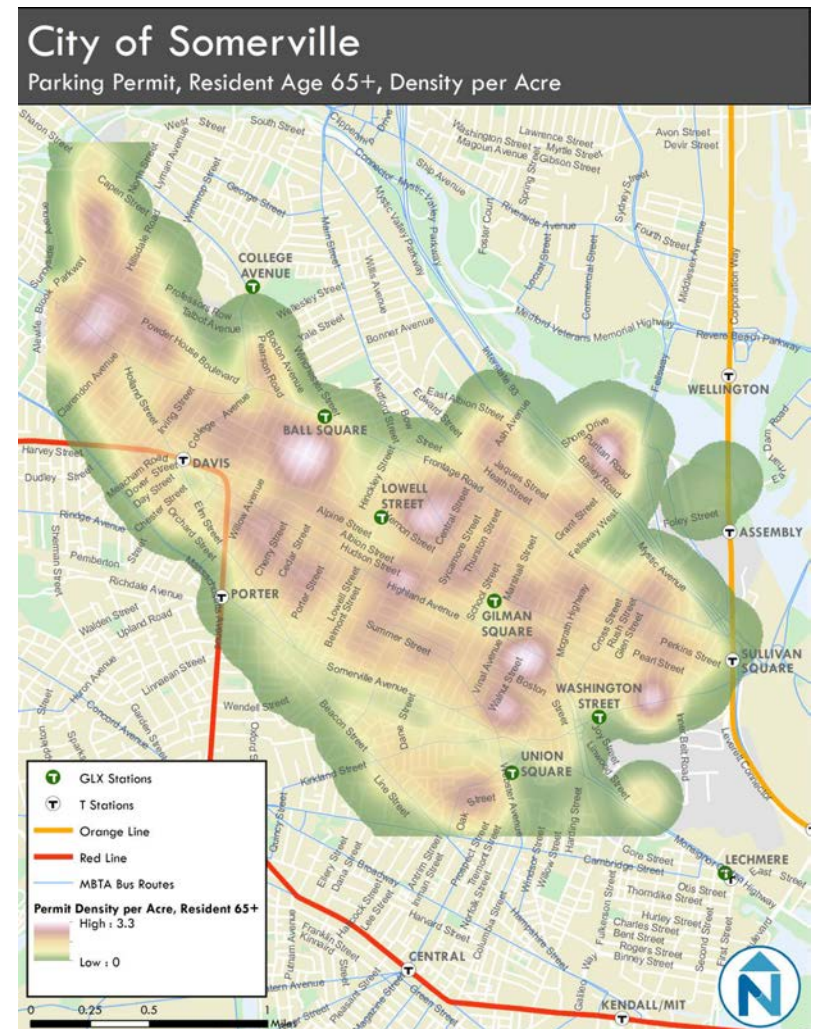
Parking Working Group

Phase One

- Recommend RPP (on-street permits) Policy for Transit Oriented Buildings

Phase Two

- Review all Somerville parking policies, meter and permit fees, permit types offered, demand for parking, etc.
- Recommend potential improvements to the entire parking program



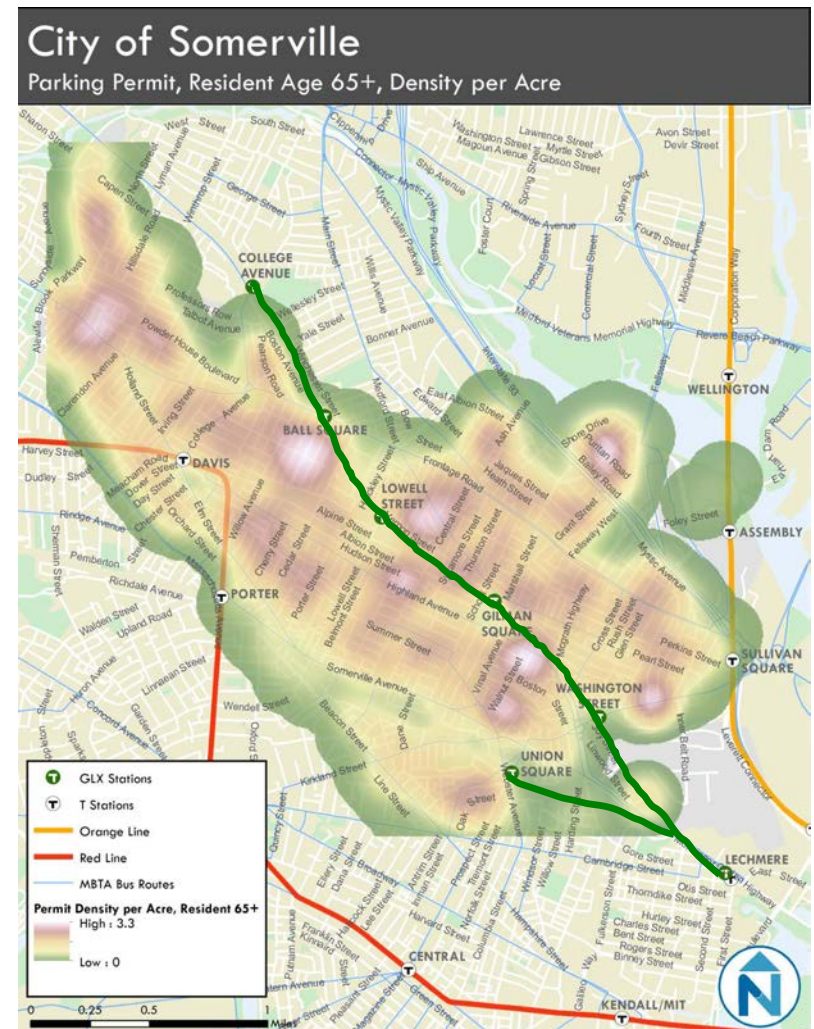
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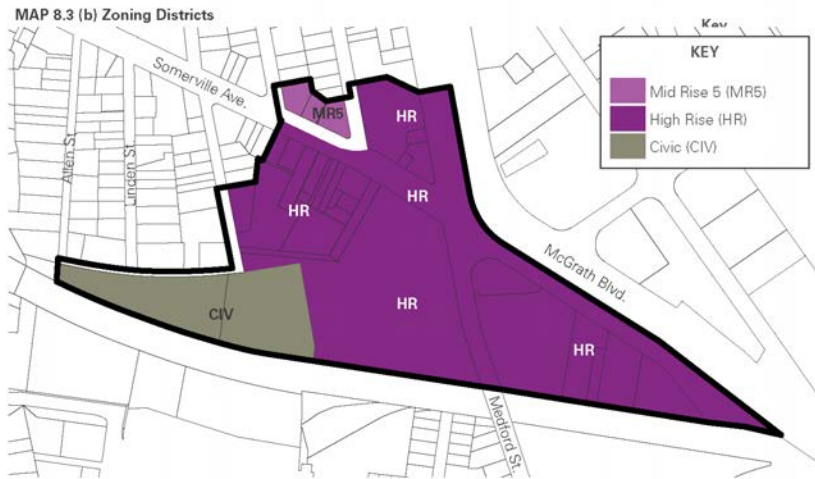


Overlay Districts

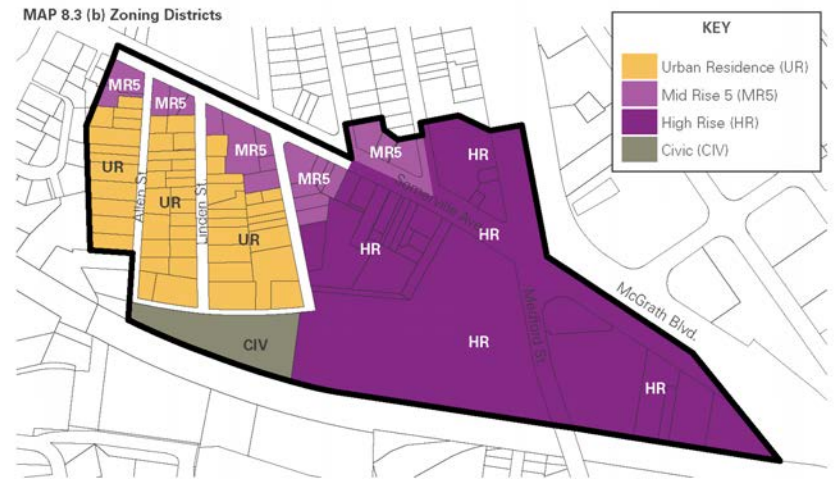
- Increase the commercial build out requirement to 70% of floor space
- **Increase the civic space requirement to 40% of land area**
- Require LEED ND certification for Master Plans
- Union Square East overlay district should include Allen, Linden, and Merriam Streets within its boundaries



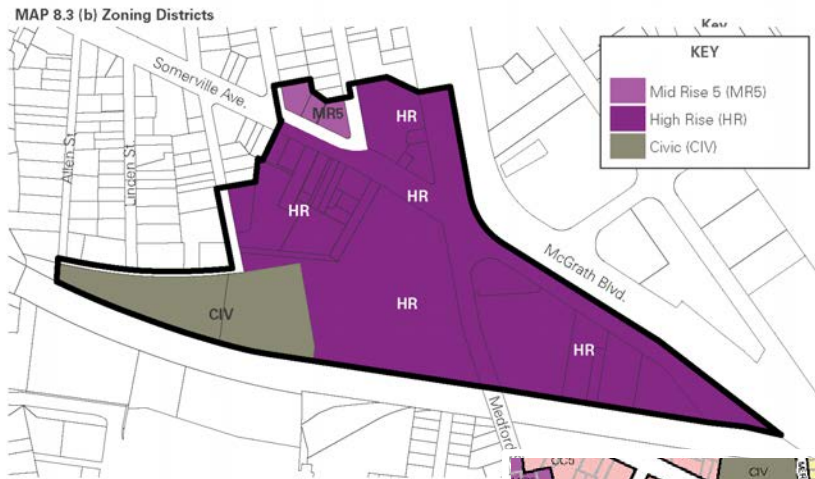
Version 3



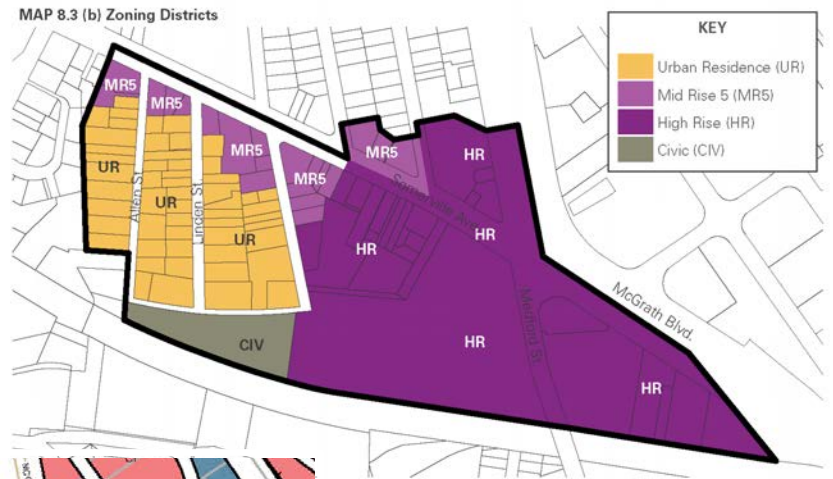
Version 4?



Version 3



Version 4?



Open Space

- 125 acres of new open space must be required by zoning
- 125 acres of new open space must come from new land not already owned by the city or state
- Open space created from decommissioned streets, improvements to accessibility, and roof top spaces should not be counted toward the 125 acres
- New playing fields should be created on the roofs of parking structures and commercial buildings
- City must use property it owns to increase open space
- **There needs to be a plan for where new open spaces should be located**
- How will the City pay of any new open spaces it is responsible for creating
- **There should be an open space linkage fee**



	Share of Responsibility	Developer % City %	Existing Zoning	Future Zoning								
			Required %	Possible % Land Area Required								
			Various	22.89%	25.0%	27.5%	30.0%	32.5%	35.0%	40.0%	45.0%	45.77%
			10%	50%	55%	60%	66%	71%	76%	87%	98%	100%
		90%	50%	45%	40%	34%	29%	24%	13%	2%	0%	
Boynton Yards	15.73		1.77	3.60	3.93	4.33	4.72	5.11	5.51	6.29	7.08	7.20
Union East	8.27		0.61	1.89	2.07	2.27	2.48	2.69	2.89	3.31	3.72	3.79
Grand Junction	22.68		0.93	5.19	5.67	6.24	6.80	7.37	7.94	9.07	10.21	10.38
Brickbottom	20.66		0.00	4.73	5.17	5.68	6.20	6.71	7.23	8.26	9.30	9.46
Inner Belt	81.74		0.00	18.71	20.44	22.48	24.52	26.57	28.61	32.70	36.78	37.41
Assembly Square	43.73		5.47	10.01	10.93	12.03	13.12	14.21	15.31	17.49	19.68	20.02
Total	192.81		8.77	44.13	48.20	53.02	57.84	62.66	67.48	77.12	86.76	88.25
Remaining Acres Needed			79.48	44.11	40.05	35.23	30.41	25.59	20.77	11.13	1.48	0.00
Estimated Cost of Remaining Acres			\$ 492,746,039	\$ 273,512,554	\$ 248,289,149	\$ 218,403,599	\$ 188,518,049	\$ 158,632,499	\$ 128,746,949	\$ 68,975,849	\$ 9,204,749	\$ -

Affordable Housing

- Affordable housing should be calculated on a continuous scale rather than kicking in at a certain number of units
- Substantial rehabilitation should trigger affordable housing requirements
- **Increase the % of affordable units provided as 3 bed units**
- Off site compliance should provide 150% of the value of the on site units that off site units would replace
- Adopt the preference standards for ADU's recommended by the Sustainable Neighborhoods Working Group
- In-lieu payments should be paid before a building permit beyond foundation is issued
- Price tiering should be applied to 3 bedroom units separately using the same table (non-family sized units and family sized units cycle through the price tiers as two separate groups)
- Rental ADU's converted to condo should be rented to existing tenants if they cannot purchase the unit
- Affordable housing overlay – near transit, more height & units, no parking



Housing Needs & Financial Feasibility Consultant

Housing Needs Assessment

- Update data (rents, sales prices, demographics,
- Supply of Affordable Units
- Demand for Affordable Units

Financial Feasibility Analysis

- Review all Affordable Housing requirements
- Survey impacts to creation of for-sale units, if any
- Analysis of impacts to different building types

Estimated time line: **June 2019**



JUDY BARRETT

Barrett Planning Group, LLC

Permitting

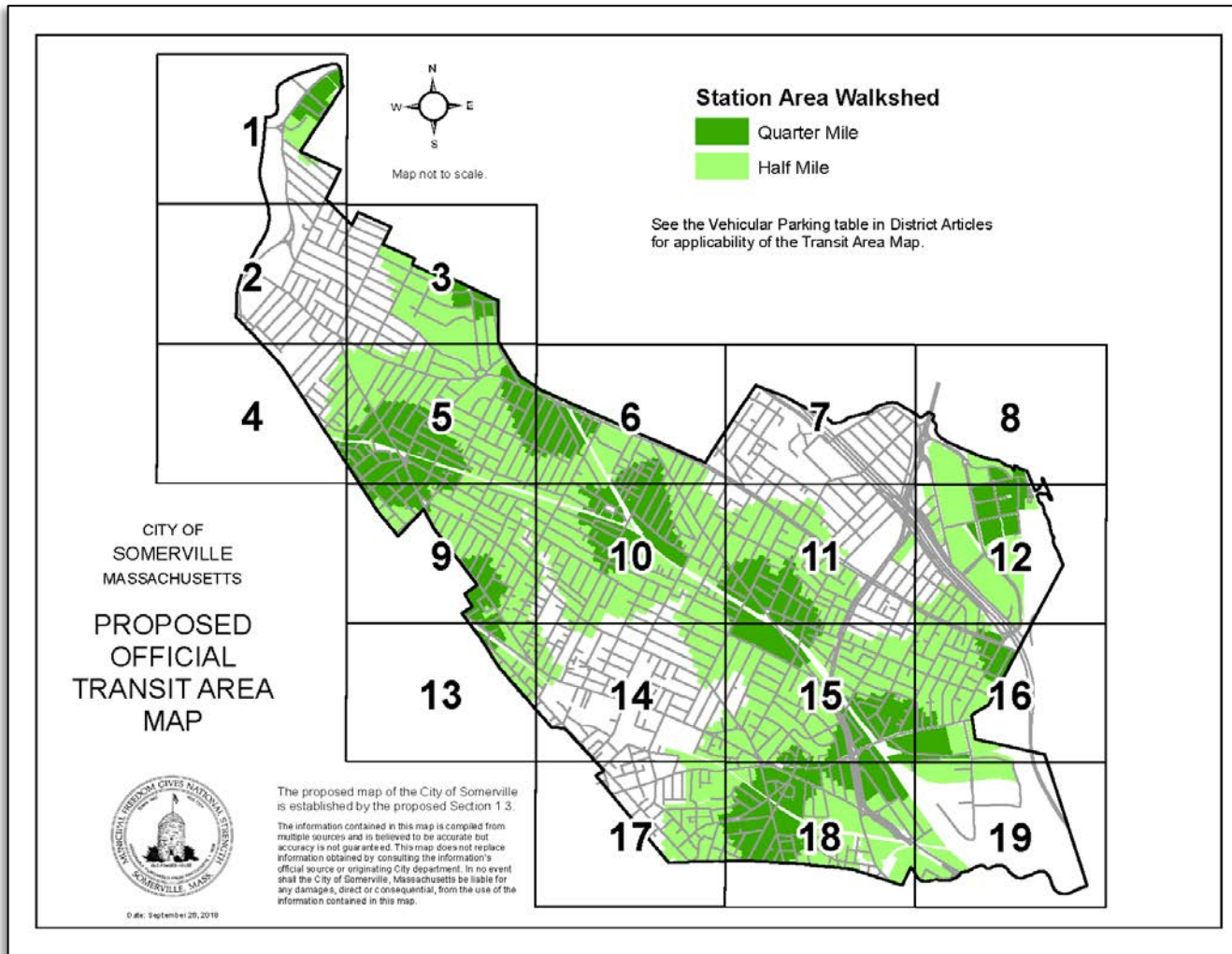
- There should be specific guidelines on how the boards make their decisions; especially when it comes to community feedback & fulfilling the vision & objectives of SomerVision
- Building height variances should only be granted for 100% affordable housing and brownfield remediation
- Should the City of Somerville be exempt from zoning?



What Else?

- Overlay districts are being rewritten:
 - Boynton Yards
 - Union Square East
- Continuously improving graphics and photos
- Formatting all defined words to **SMALL CAPS**
- Reviewing sign standards
- Explore the creation of district that allows commercial uses in buildings that maintain a more “residential character”
- Companion regulations/policies
 - Air Quality Protection
 - Tree Protection
 - Open Space Conservation
 - On-street Parking Permits
- Transit Areas Maps
- Neighborhood Meetings
- Design Review





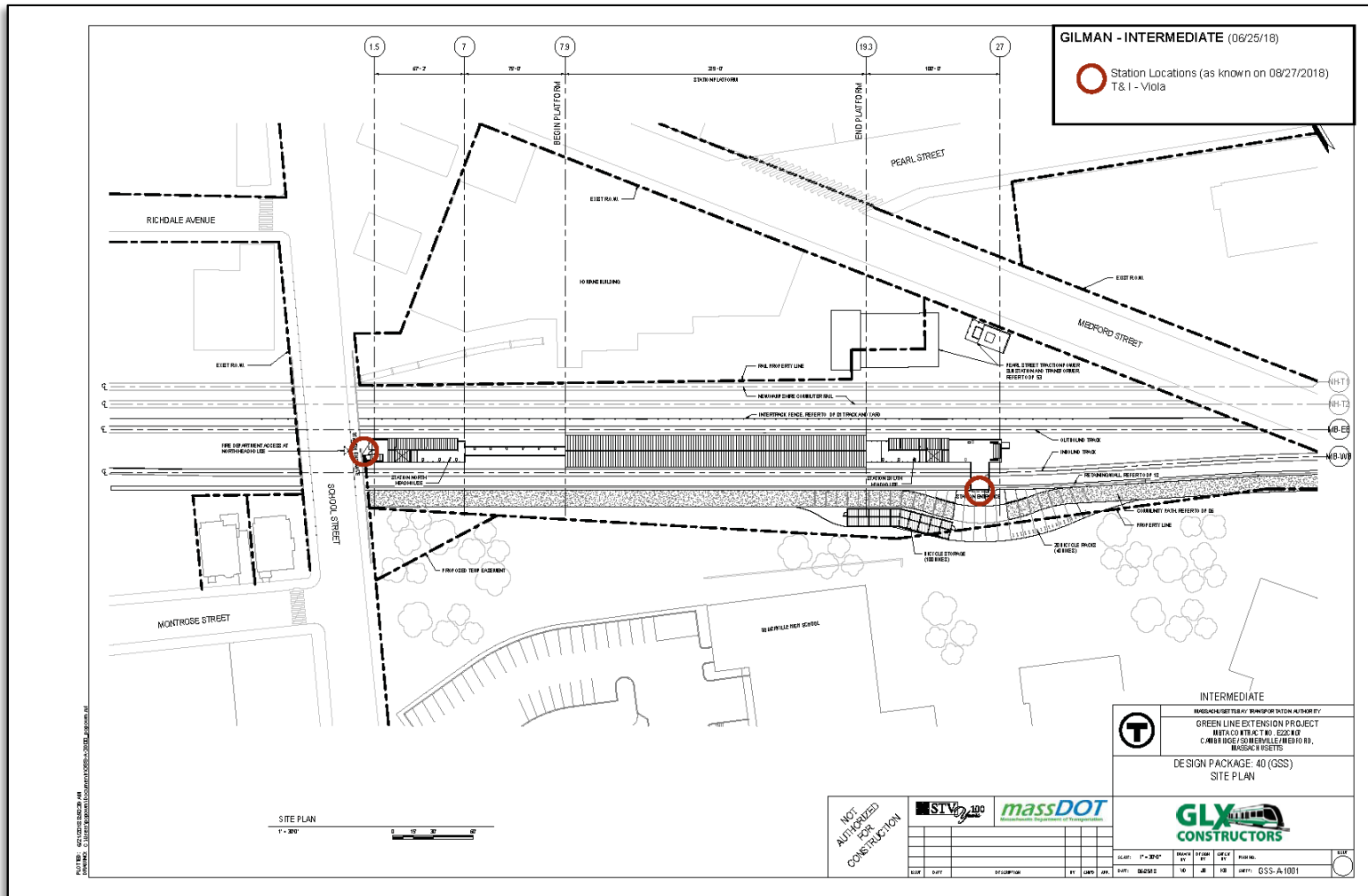
M.G.L. 40R

760 CMR 59.00 SMART GROWTH ZONING DISTRICTS AND STARTER HOME ZONING DISTRICTS

Substantial Transit Access Area

A location that comprises:

1. In the case of a Smart Growth Zoning District, part or all of the land located within ½ mile distance of any rapid transit or commuter rail station, bus or ferry terminal (**measured from the entry point(s) to the passenger platforms**); and
2. In the case of a Starter Home Zoning District, part or all of the land located within a one mile distance of any rapid transit or commuter rail station, bus or ferry terminal (measured from the entry point(s) to the passenger platforms).



DESIGN REVIEW: EARLY DESIGN GUIDANCE PROPOSAL PACKET CHECKLIST

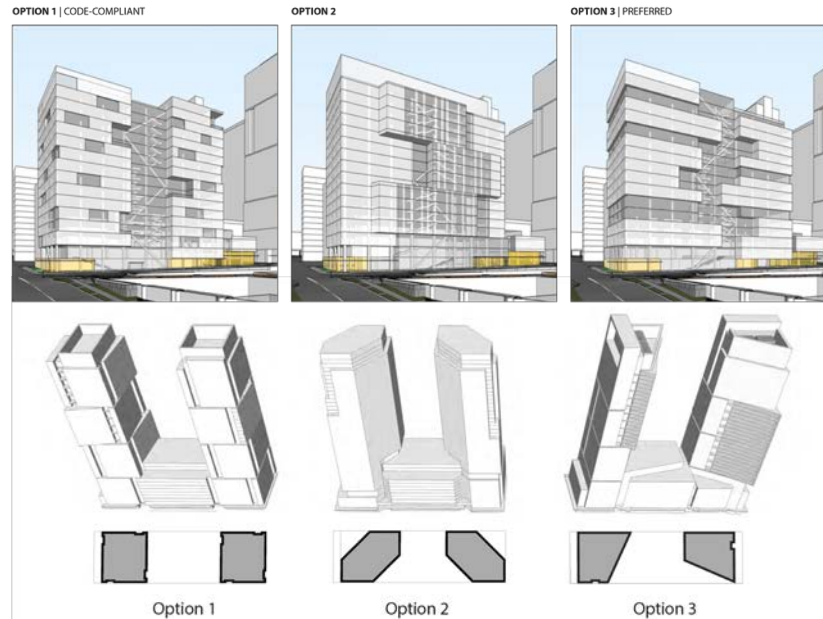


Section	Information to be included in each Section
8.0 Architectural Massing Concept(s)	<ul style="list-style-type: none"> <input type="checkbox"/> 8.1: Three <u>viable</u> alternative architectural massing concepts showing your design thinking process and how the designs respond to the context and design guidelines. Include a code complying scheme with no departures. Graphics for all options should be comparable and generally show the same development objectives. Include proposed site plan/ground floor plan in context showing the proposed structure(s) footprint. Composite ground floor plan desired. Include property lines and dimensions. Indicate preferred massing. <input type="checkbox"/> 8.2: If Exceptional Tree(s) is on-site, at least one option must show retention of all those trees and any related departures. If Exceptional Tree(s) are confirmed to be on-site <u>after</u> an EDG meeting, a second EDG is may be required so that massing alternatives preserving the trees may be considered with the other massing options. <input type="checkbox"/> 8.3: Include one sheet that compares these options side by side. For each concept, list opportunities and constraints of each option. Express how the urban design analysis has informed these concepts. <input type="checkbox"/> 8.4: Include conceptual floor plans, using color to differentiate uses in context with property lines and abutting properties. <input type="checkbox"/> 8.5: Show siting, massing, open space, façade treatments, and access. <input type="checkbox"/> 8.6: One or more color renderings adequate to depict the overall massing of structures and the design concept. Street level perspectives preferred. <input type="checkbox"/> 8.7: Three dimensional studies and sketches (including those at the street level), are optional to better assist the planner and Board in evaluating the design proposal. <input type="checkbox"/> 8.8: Include precedent images from the neighborhood or beyond that will inform the design development of the proposed development. Clearly caption each and note the specific relevance of the image to the proposed development. <input type="checkbox"/> 8.9: Basic sun/shadow graphical analysis at following times*: March/Sept 21 (combined); June 21; Dec 21; at 9am; noon; 3pm; equinox should be bigger; shadow cast by proposal should be differentiated from existing ones, by darker tone or color. *Show/label any impacts on public parks, plazas or similar; more detailed analysis may be required.
9.0 Departures	<ul style="list-style-type: none"> <input type="checkbox"/> 9.1: Departure summary table for <u>all anticipated</u> development standard departures, including the following: <ul style="list-style-type: none"> <input type="checkbox"/> Code citation; <input type="checkbox"/> Code requirement; <input type="checkbox"/> Proposed design departure; <input type="checkbox"/> Rationale explaining how the departure results in a project which better meets the intent of specific design guidelines; <input type="checkbox"/> 9.2: Graphics, as needed, to clearly explain the departure(s) showing code compliant dimension/area and the requested departure with dimensions/ sq. ft./% of difference.

DESIGN REVIEW: EARLY DESIGN GUIDANCE PROPOSAL PACKET CHECKLIST



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8.0 Architectural Massing Concept(s)	<ul style="list-style-type: none"> <input type="checkbox"/> 8.1: Three <u>viable</u> alternative architectural massing concepts showing your design thinking process and how the designs respond to the context and design guidelines. Include a code complying scheme with no departures. Graphics for all options should be comparable and generally show the same development objectives. Include proposed site plan/ground floor plan in context showing the proposed structure(s) footprint. Composite ground floor plan desired. Include property lines and dimensions. Indicate preferred massing.



Near Highway Air Pollution



City of Somerville
ZONING OVERHAUL

Mayor Joseph A Curtatone
Office of Strategic Planning
& Community Development



Tree Protection



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Overlay District Civic Space



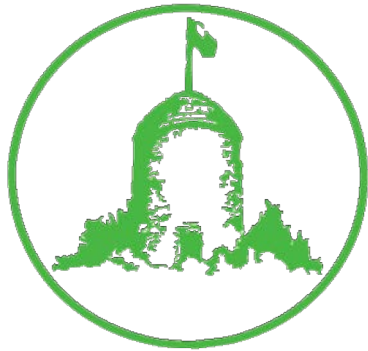
Up Next?

January 29th, 2018
Useable Open Space
Public Hearing



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January 15, 2019