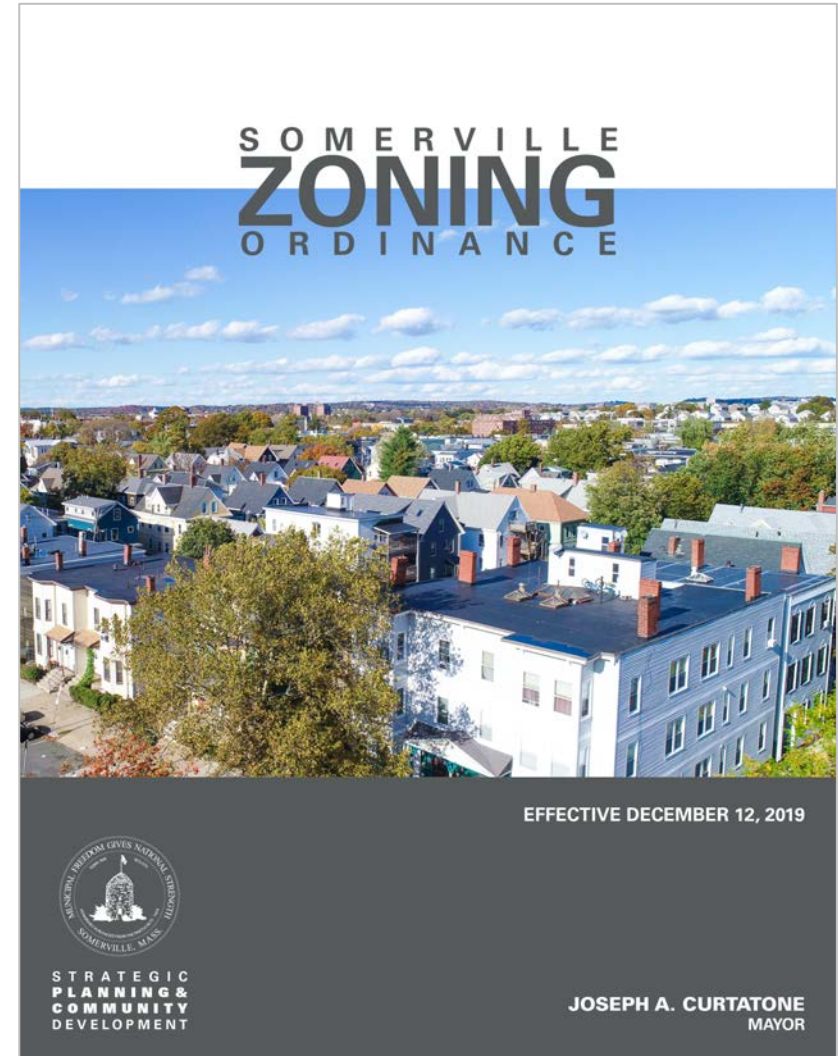


# LAND USE COMMITTEE

June 2, 2020

[www.somervillezoning.com](http://www.somervillezoning.com)



# ITEMS ADDRESSED

1. 209478: That the Director of SPCD present recommendations for an "**Affordable Housing Overlay District**" to this Council's Committee on Land Use, to facilitate the construction of new affordable housing.

# BARRIERS TO (AFFORDABLE) HOUSING IN ZONING

- |  |                                     |
|--|-------------------------------------|
| 1. Density Restrictions                | Dwelling Units, GFA/DU, Lot Area/DU |
| 2. Height Limitations                  | Stories, Building Height            |
| 3. Dwelling Unit Requirements          | Tenure, Bedroom Count, Square Feet  |
| 4. <u>Minimum</u> Parking Requirements |                                     |
| 5. Required Permits                    | Special Permits, Site Plan Approval |

# BARRIERS TO (AFFORDABLE) HOUSING IN ZONING

- |  |                        |
|--|------------------------|
| 1. Stop Regulating Density, Permit Higher Density      | ✗ Density is regulated |
| 2. Stop Regulating Height, Permit Additional Height    | ✗ Height is regulated  |
| 3. Do Not Regulate Dwelling Unit Characteristics       | ✗ 3 bed ADUs if 30+DUs |
| 4. Do Not Require Parking                              | ✓ Transit Areas        |
| 5. Permit Development By-Right, Remove Special Permits | ✗ SP in MR3-6, HR      |

# INCLUDED IN PROPOSAL

1. ~~Stop Regulating Density~~, Permit Higher Density ✓
2. ~~Stop Regulating Height~~, Permit Additional Height ✓
3. Do Not Regulate Dwelling Unit Characteristics ✓
4. Do Not Require Parking ✓ Transit Areas
5. Permit Development By-Right, Remove Special Permits ✓

# NOT INCLUDED IN PROPOSAL

1. Regulations on tenure type (ownership vs rental)
2. Required mix of units by unit size (bedroom count)\*
3. Additional ADU Price Tiers (ex. "ELI" or others)
4. Calibrate ADU Price Tiers by Building Type
5. Predetermination of ADU Price Tier by ADU size
6. Negotiated ADU Price Tiers & Minimum Base Subsidy
7. Demand based delivery of ADUs (by bedroom count)
8. 100% General Buildings in Commercial Core
9. Need for additional Staff

\* No new proposal

| 10. DEVELOPMENT STANDARDS<br>Green Score  |  |  |
|---|--|--|
| <p><b>10.4 GREEN SCORE</b></p> <p><b>1. Purpose</b></p> <p>a. To incentive urban landscape elements that manage storm water, filter pollutants, reduce the urban heat island, provide habitat, sequester carbon dioxide, and improve air quality.</p> <p><b>2. Overview</b></p> <p>a. Green Score is an annual performance standard.</p> <p>b. Green Score is means value of all landscape land area of a lot.</p> <p>c. Landscaped areas that contribute to a higher score than earn a lower score.</p> <p><b>3. Applicability</b></p> <p>a. This section is applicable to new principal buildings, principal buildings.</p> <p><b>4. Compliance &amp; Enforcement</b></p> <p>a. Real property must be indicated for each lot for each building type information.</p> <p>b. The Building Official administration of this section.</p> <p><b>5. Calculation</b></p> <p>a. Green Score is calculated as follows:</p> <ol style="list-style-type: none"> <li>Determine total area of landscape element for each column of Table 10.4.1.</li> <li>Use the number of equivalent square feet of landscape element for each column of Table 10.4.1 plus any other weighted score.</li> <li>Multiply the actual equivalent square feet of landscape element by the number of equivalent square feet of landscape element for each column of Table 10.4.1.</li> <li>Add the weighted scores together.</li> <li>Divide the result by the total area of landscape element to achieve the final score.</li> <li>If necessary, round the score to the nearest whole number.</li> </ol> <p>b. Review Boards may not issue a special permit, Site Plan Approval, or Hardship Variance, and the Building Official may not issue a zoning compliance certificate, Building Permit, certificate of occupancy, or any other permit, until the Director of Mobility has approved the proposed mobility management plan.</p> <p><b>4. Review Authority</b></p> <p>a. The Director of Mobility, or their designee, is responsible for reviewing, conditioning, approving, and denying mobility management plans and annual reports.</p> <p><b>5. Procedure</b></p> <p>a. Mobility management plans must be submitted to the Director of Mobility prior to or simultaneously with development review applications.</p> <p>b. The Director of Mobility shall issue a written preliminary decision within thirty (30) days of receipt of the mobility management plan indicating approval, approval with conditions, or denial of the proposed plan. The final decision of the Director of Mobility must be posted on the City website.</p> <p>c. The Director of Mobility shall issue a written final decision within sixty (60) days of receipt of the mobility management plan indicating approval, approval with conditions, or denial of the proposed plan. The final decision of the Director of Mobility must be posted on the City website.</p> <p>d. Upon mutual agreement between the applicant and the Director of Mobility, the time limits required of the Director to issue a preliminary and final decision may be extended. Mutual agreement of extended time limits must be recorded in writing.</p> <p>e. Failure by the Director of Mobility to issue a written final decision within sixty (60) days or any extended time period, if applicable, is deemed to be constructive approval of the proposed mobility management plan.</p> <p>f. The comments and obligations of an approved mobility management plan are automatically transferred to the new property owner when real property subject to the provisions of this Section is exchanged between private parties.</p> <p>g. The Director of Mobility shall issue a reconciliation letter to address any conditions applied by the review boards to a discretionary or administrative permit approval required for development subject to the provisions of this Section.</p> <p><b>6. Mobility Management Plans</b></p> <p>a. The Director of Mobility shall establish submittal requirements for MMPs. The Director shall make the submittal requirements available to the public on the City website.</p> <p>b. MMPs for buildings or lots must include, but may not</p> |  |  |
| <p><b>10.11 SUSTAINABLE DEVELOPMENT</b></p> <p><b>1. Green Buildings</b></p> <p>a. New construction or renovation of any principal building type greater than twenty five thousand (25,000) square feet in gross floor area must be LEED Gold certifiable.</p> <p>b. New construction or building type greater than square feet in gross floor area must be LEED Silver certifiable.</p> <p>c. Development subject to this section must meet the standards of the LEED rating system, time period after the date of LEED permit application demonstrating compliance previously or newly adding rating system.</p> <p>d. Development review subject to the provided LEED rating system.</p> <p>e. A completed LEED rating system standards of this section.</p> <p>f. A narrative report to achieve each of the appropriate demonstrating the compliance with it will be achieved.</p> <p>g. An affidavit by a LEED AP or LEED AP Accredited Professional (LEED AP) to certify that the project achieves the stated level of certification.</p> <p>h. Prior to the issuance of a permit for the issuance of Occupancy, the LEED description, including level required by this section, shall be identified in the design plan.</p> <p>i. The design plan shall be accompanied by an affidavit of the Manager or appropriate staff to certify that the project achieves the stated level of certification.</p> <p><b>2. Green Roofs &amp; Storm Water</b></p> <p>a. To every extent practicable, new construction or renovation of any principal building type greater than twenty five thousand (25,000) square feet in gross floor area must include a green roof or storm water management practice.</p>  |  |  |
| <p><b>11. PARKING &amp; MOBILITY<br/>Mobility Management</b></p> <p><b>11.4 MOBILITY MANAGEMENT</b></p> <p><b>1. Purpose</b></p> <p>a. To improve transportation options available to travelers, provide the use of efficient travel modes, and reduce the need to travel.</p> <p>b. To decrease vehicular air pollutant emissions, conserve energy resources, and reduce ambient noise levels by reducing vehicular trips, total vehicle miles traveled, and traffic congestion within the city.</p> <p>c. To reduce automobile dependence and the associated costs of owning, operating, and maintaining an automobile.</p> <p>d. To decrease costs associated with the construction, repair, maintenance, and improvement of city infrastructure and parking facilities.</p> <p>e. To decrease the cost of traffic enforcement and promote traffic safety.</p> <p>f. To reduce the demand for parking facilities and increase the capacity and efficiency of existing transportation infrastructure.</p> <p>g. To support a fiscal return on federal, state, and local financial investment made in public transportation infrastructure by increasing ridership of public transportation services.</p> <p>h. To incorporate transportation planning considerations into development review.</p> <p>i. To encourage the establishment of agencies or associations to manage mobility management programs and services implemented within the city.</p> <p><b>2. Applicability</b></p> <p>a. This Section is applicable to the following:</p> <ol style="list-style-type: none"> <li>Development of any building type with fifty thousand (50,000) gross square feet or more of commercial floor area.</li> <li>Development of any multi-unit building that has non-residential use with a combined total of fifty (50) or more employees.</li> <li>Non-residential lots with fifty (50) or more employees.</li> <li>Development of any building with twenty (20) or more total dwelling units.</li> <li>Multi-unit buildings with fifty (50) or more rooms or beds.</li> <li>Commercial parking lots.</li> </ol> <p><b>3. Mobility Management Plan Required</b></p> <p>a. A mobility management plan (MMP) is required for all development and for Master Plan, Special Permits.</p> <p>b. Development review applications are not considered complete and will not be scheduled for a public hearing until the Director of Mobility has approved the</p>  |  |  |

# SZO INTENT (what)

- To [provide a range of housing types, unit sizes, and price points](#) to accommodate the diverse household sizes and life stages of Somerville residents at all income levels,
- To [provide and protect housing that is affordable](#) to households with low and moderate incomes.
- To [preserve and enhance the existing character of Somerville's traditional housing](#) and respect existing built form and development patterns.

## NR DISTRICT PURPOSE (how)

- To create dwelling unit types, sizes, and bedroom counts ideal for [larger households in houses, semi-attached houses, duplexes, and triple deckers](#).
- To create dwelling unit types, sizes, and bedroom counts ideal for [smaller households in cottages and backyard cottages](#).

## UR DISTRICT PURPOSE (how)

- To create dwelling unit types, sizes, and bedroom counts ideal for both [large and small households in permitted building types](#).

## MR/HR DISTRICT PURPOSE (how)

- To create dwelling unit types, sizes, and bedroom counts ideal for [larger households in apartment buildings](#).
- To create dwelling unit types, sizes, and bedroom counts ideal for [smaller households in general buildings](#).

# AH OVERLAY

## INTENT (what)

1. To implement SomerVision
2. To increase the supply of deed-restricted affordable housing in the City
3. To located housing within walking distance of the activities customary to daily life.
4. To reduce transportation costs & increase access to employment options for future residents

## PURPOSE (how)

1. Permit higher density in Transit Areas
2. Require more ADUs than in base zoning districts



# TRANSIT AREAS

## CURRENTLY REGULATES PARKING

- No minimum parking requirement
- Various parking maximums



# MBTA's Green Line Extension project reaching halfway point

35  
Shares



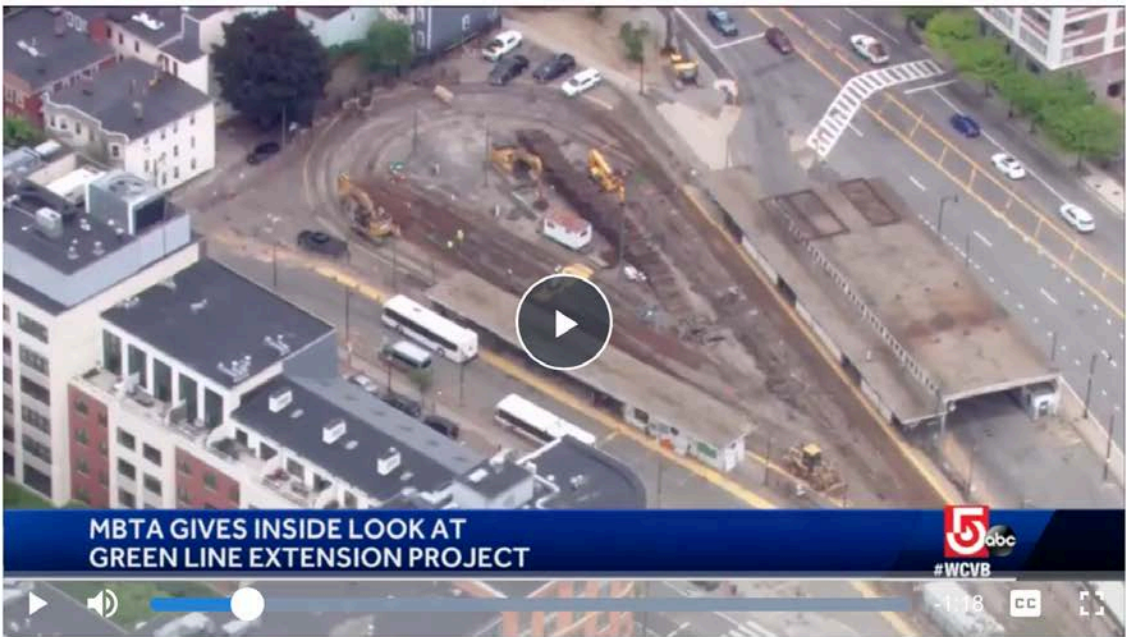
WCVB 5 abc

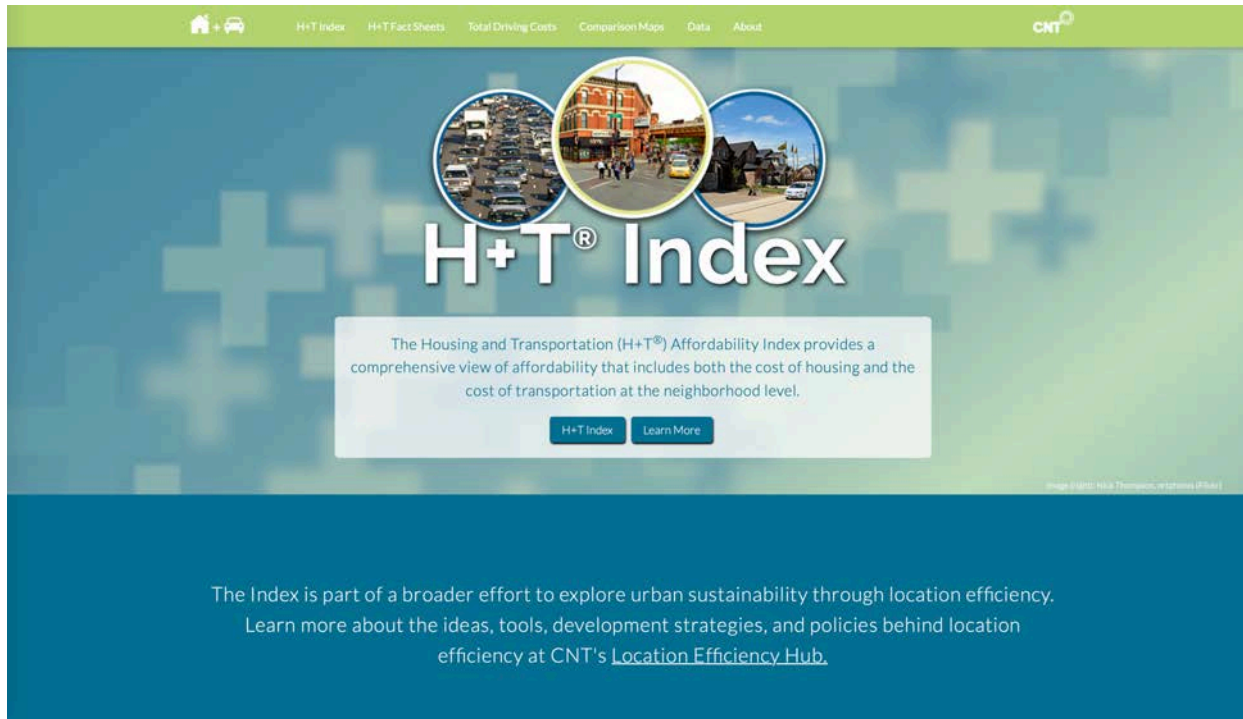
Updated: 5:11 PM EDT Jun 1, 2020



**Katie Thompson** f t e

Traffic Anchor & Transportation Specialist



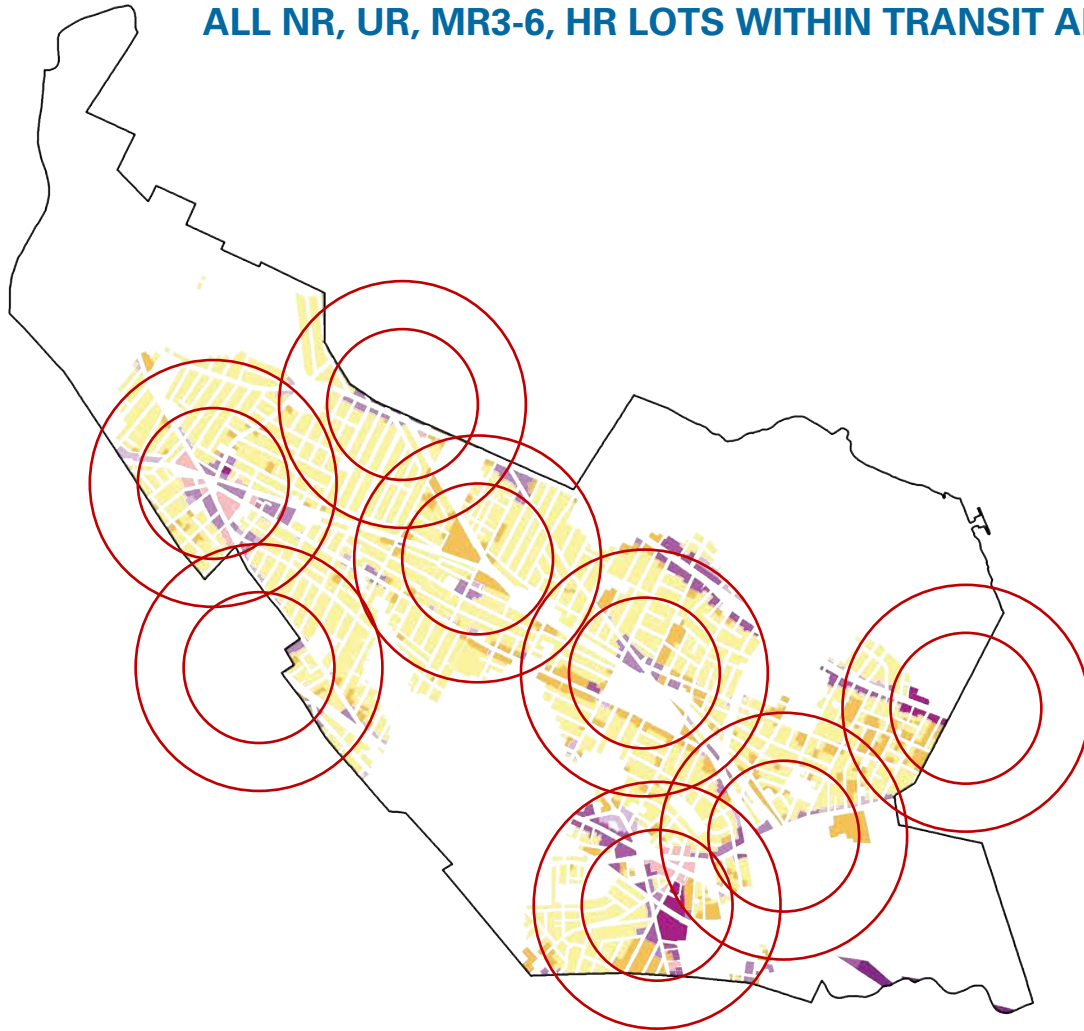


## 30% Housing + 10% Transportation

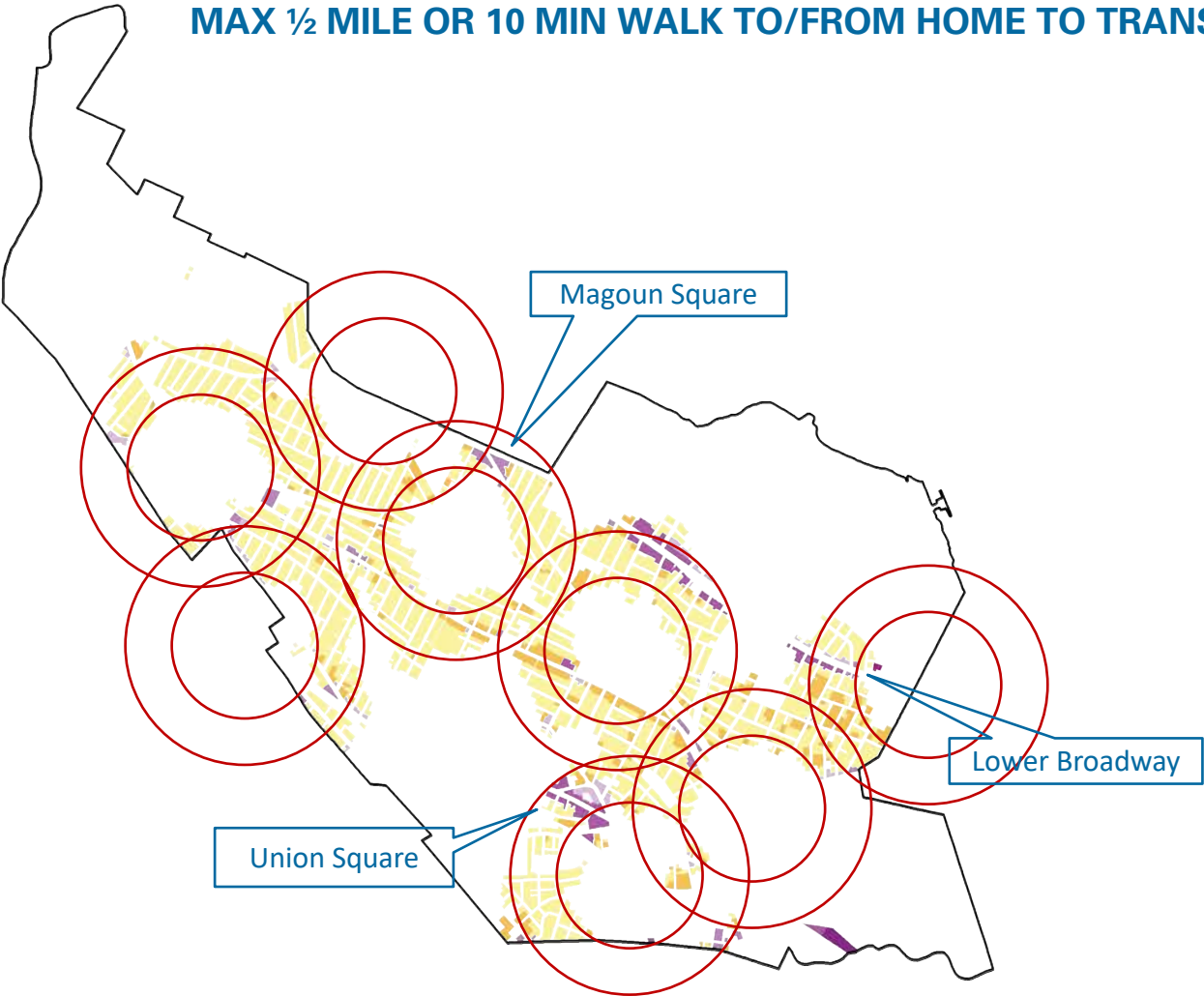
The Housing and Transportation Affordability Index provides a comprehensive view of affordability that includes both the cost of housing and the cost of transportation at the neighborhood level.

<https://htaindex.cnt.org>

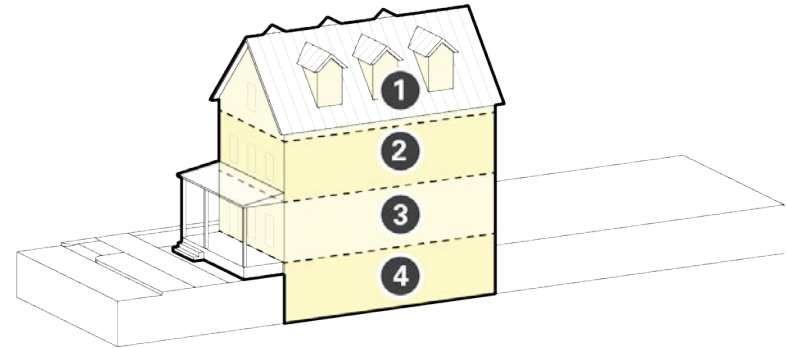
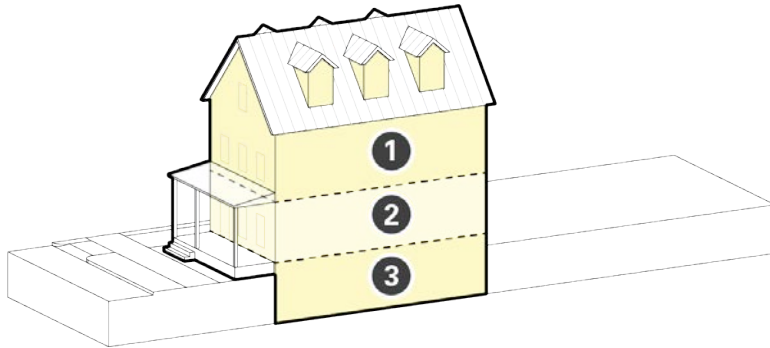
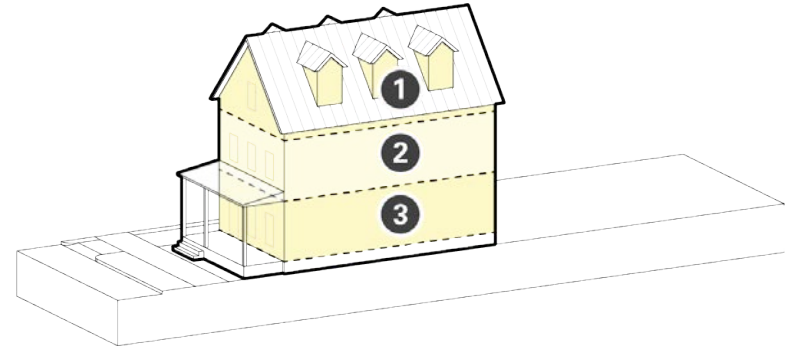
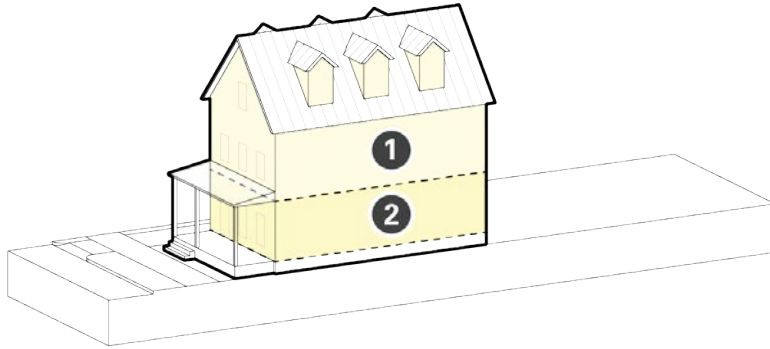
## ALL NR, UR, MR3-6, HR LOTS WITHIN TRANSIT AREAS



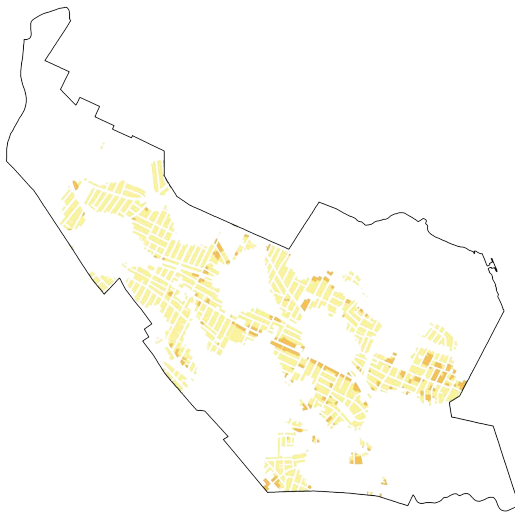
MAX ½ MILE OR 10 MIN WALK TO/FROM HOME TO TRANSIT



# "GENTLE DENSITY"







### NR in ½ MILE TRANSIT AREA

- House: 4 ADU, 4 DU/Lot
- Semi-Detached House: 4 ADU, 4 DU/Lot
- Triple Decker: **by right**, 4 ADU, 4 DU/Lot
- Backyard Cottage: **by right**, 1 ADU

## 3. RESIDENTIAL DISTRICTS

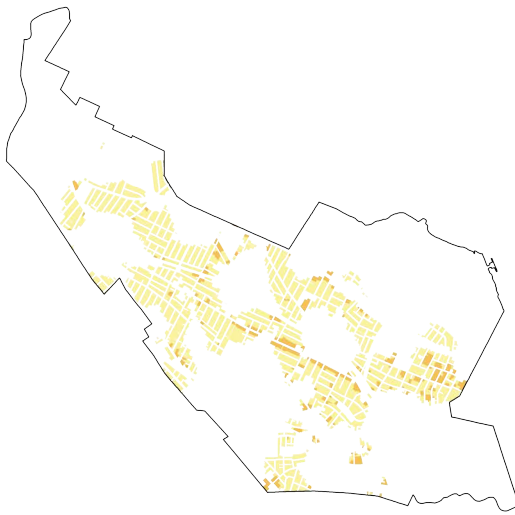
Neighborhood Residence (NR)

### 3.1 NEIGHBORHOOD RESIDENCE (NR)

#### 1. Character Description

The Neighborhood Residence district is characterized by a variety of small and moderate FLOOR PLATE, one-, two-, and three-unit PRINCIPAL BUILDINGS with minimal front and side SETBACKS to help prioritize rear yard space. The district is almost entirely residential, with occasional neighborhood stores, schools, places of worship, and arts related USES and on advantageous SITES.





### UR in ½ MILE TRANSIT AREA

- Semi-Det. 3 Decker: 4 ADU, 4 DU/Lot
- Multiplex: 8 ADU
- *Existing apartment houses and apartment buildings provide ADUs only for additional DU provided over existing*

## 3. RESIDENTIAL DISTRICTS

Urban Residence (UR)

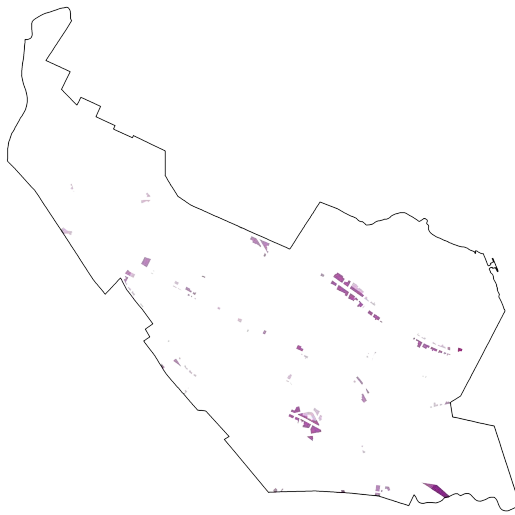
### 3.2 URBAN RESIDENCE (UR)

#### 1. Character Description

The Urban Residence district is characterized by a variety of moderate floor plate, multi-unit buildings where outdoor amenity space is typically shared between the residents of a building. The district is almost entirely residential, with occasional neighborhood stores, schools, places of worship, and arts related uses on advantageous sites. This district can provide a transition between Neighborhood Residence and the Mid-Rise, High-Rise, and Commercial Districts when mapped accordingly.

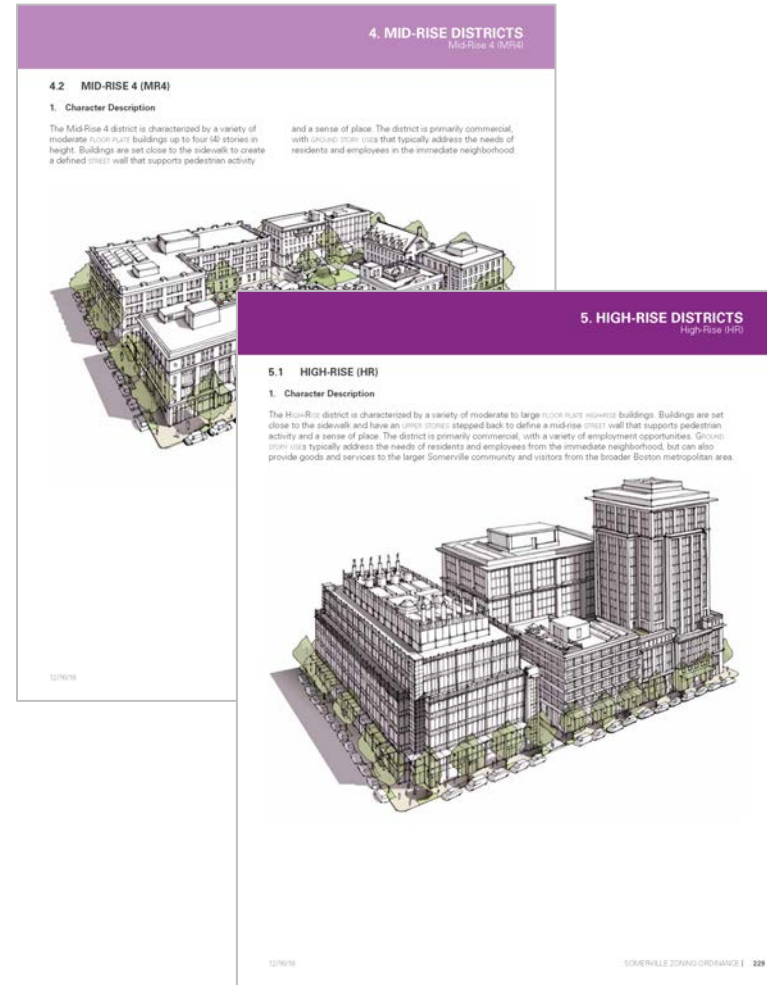




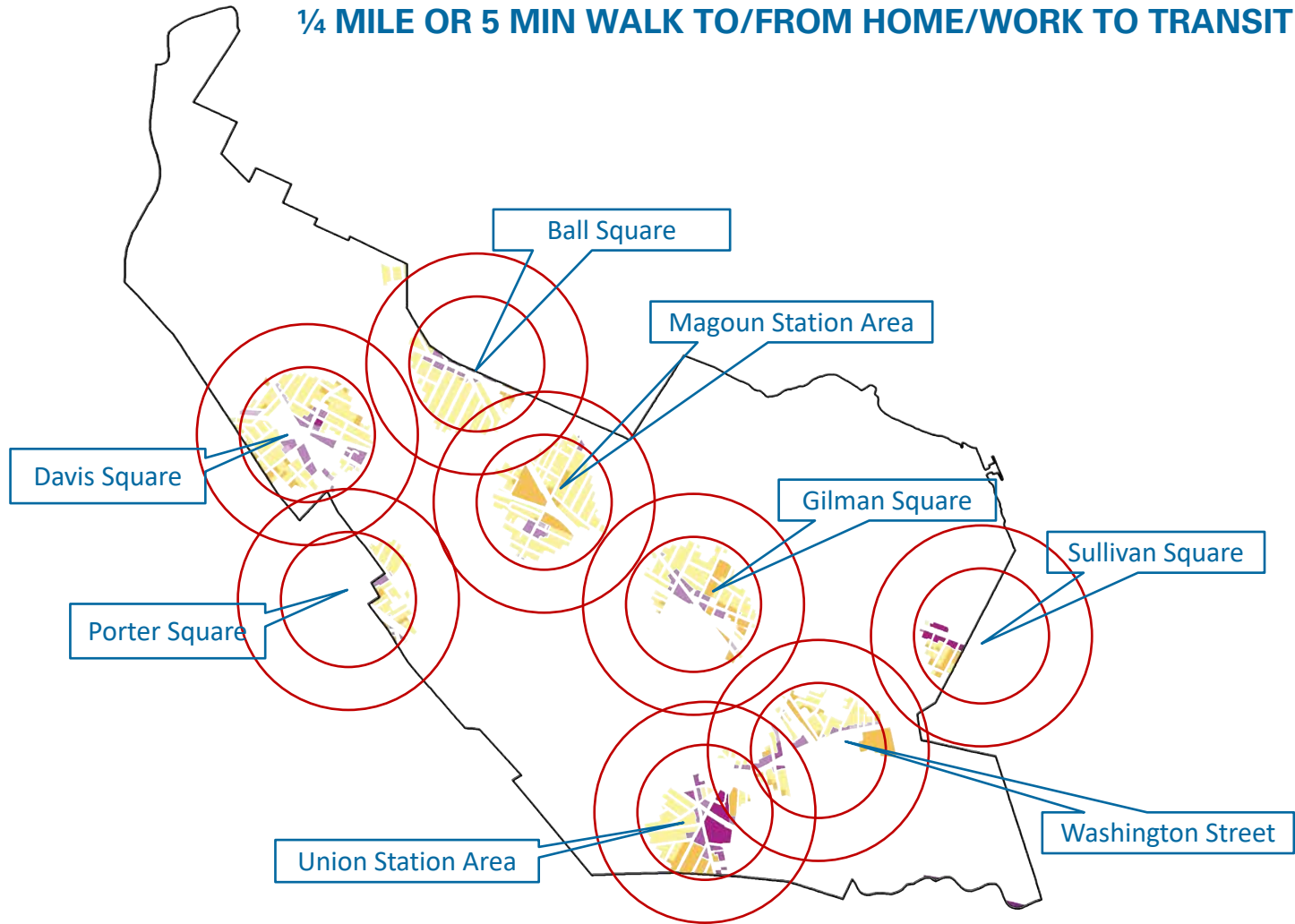


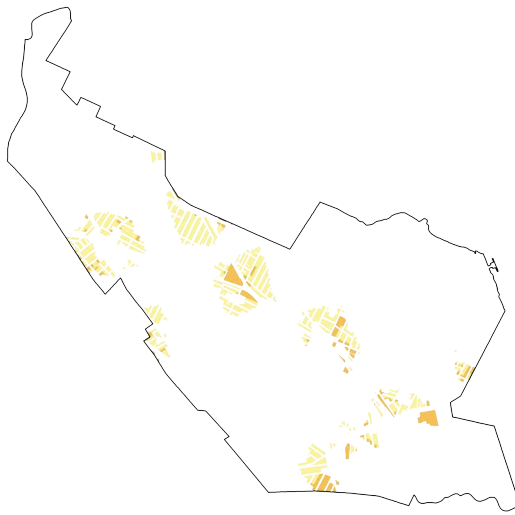
### MR/HR in ½ MILE TRANIST AREA

- Dwelling Units:
  - Apartment Building: Unlimited **DUs**
  - General Building: Unlimited **DUs**
- ADUs:
  - MR3: 50%
  - MR4: 66.25%
  - MR5: 82.5%
  - MR6/HR: 100%
- Household Living: **by-right**
- *Existing apartment & general buildings provide ADUs only for additional DU provided over existing*



## ¼ MILE OR 5 MIN WALK TO/FROM HOME/WORK TO TRANSIT





#### NR in ¼ MILE TRANSIT AREA

- House: 4 ADU, 4 DU/Lot
- Semi-Detached House: 4 ADU, 4 DU/Lot
- Triple Decker: **by right**, 4 ADU, 4 DU/Lot
- Backyard Cottage: **by right**, 1 ADU
- **Some UR types permitted**
  - Semi-Det. 3 Decker: 4 ADU, 4 DU/Lot
  - Multiplex: 8 ADU

### 3. RESIDENTIAL DISTRICTS

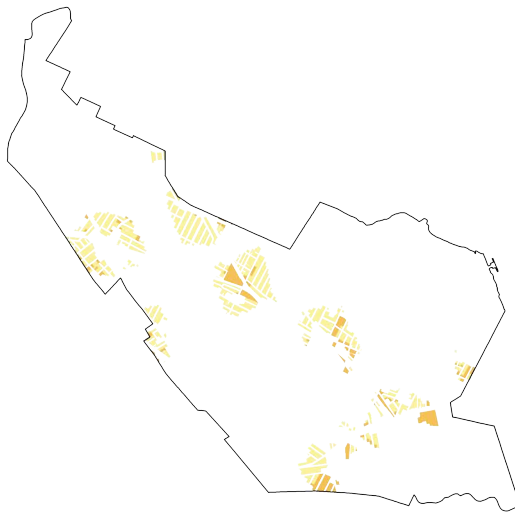
Neighborhood Residence (NR)

#### 3.1 NEIGHBORHOOD RESIDENCE (NR)

##### 1. Character Description

The Neighborhood Residence district is characterized by a variety of small and moderate FLOOR PLATE, one-, two-, and three-unit PRINCIPAL BUILDINGS with minimal front and side SETBACKS to help prioritize rear yard space. The district is almost entirely residential, with occasional neighborhood stores, schools, places of worship, and arts related USES and on advantageous SITES.





### UR in ¼ MILE TRANSIT AREA

- Semi-Det. 3 Decker: 4 ADU, 4 DU/Lot
- Multiplex: 8 ADU
- Row Houses: 2 ADU each (4-10)
- Apartment House: Unlimited ADUs
- Apartment Building: Unlimited ADUs
- *Existing apartment houses and apartment buildings provide ADUs only for additional DU provided over existing*

## 3. RESIDENTIAL DISTRICTS

Urban Residence (UR)

### 3.2 URBAN RESIDENCE (UR)

#### 1. Character Description

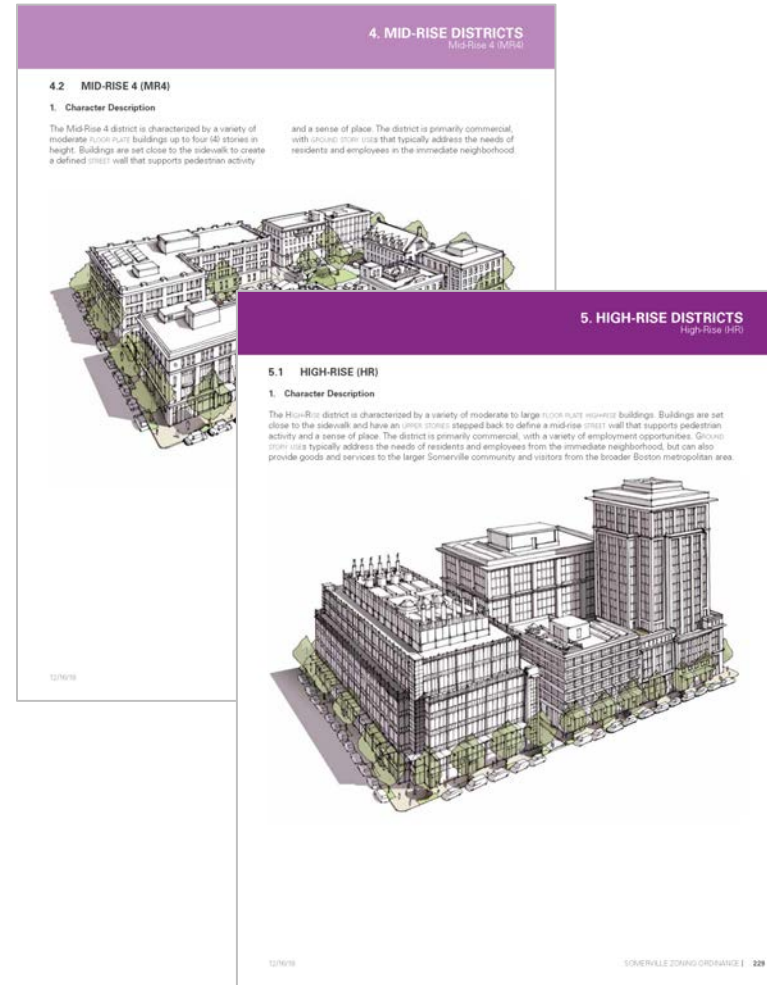
The Urban Residence district is characterized by a variety of moderate floor plate, multi-unit buildings where outdoor amenity space is typically shared between the residents of a building. The district is almost entirely residential, with occasional neighborhood stores, schools, places of worship, and arts related uses on advantageous sites. This district can provide a transition between Neighborhood Residence and the Mid-Rise, High-Rise, and Commercial Districts when mapped accordingly.



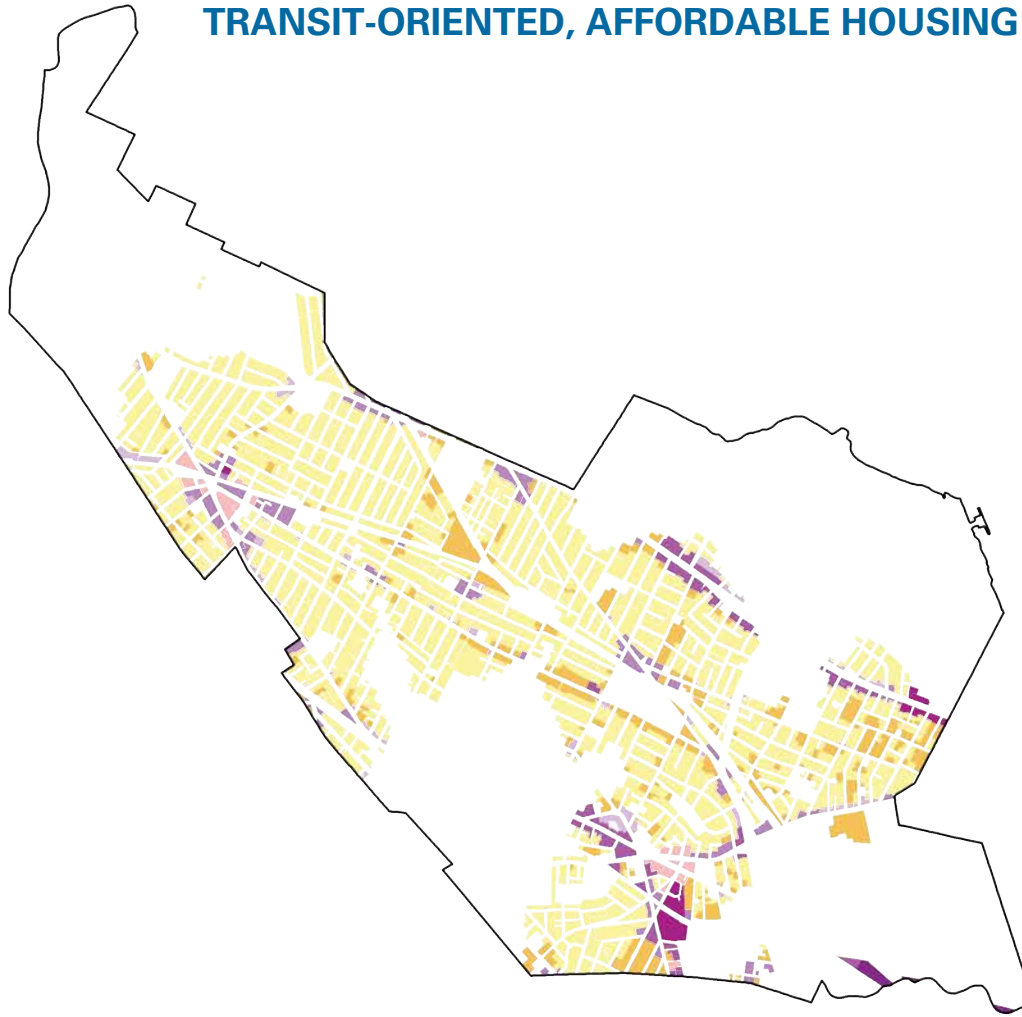


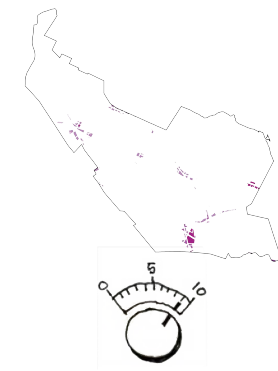
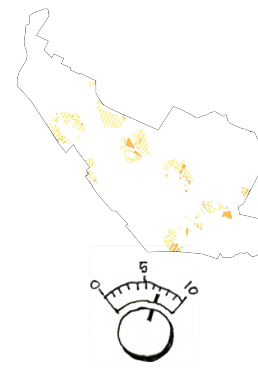
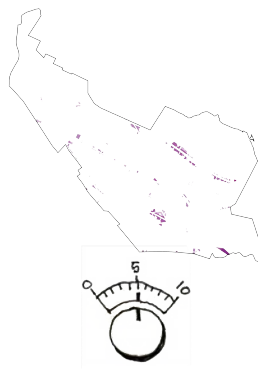
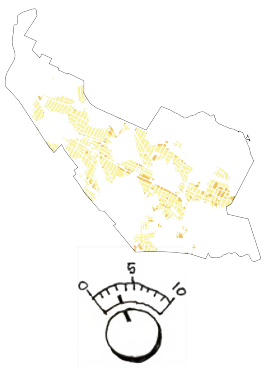
### MR/HR in ¼ MILE TRANIST AREA

- Dwelling Units:
  - Apartment Building: Unlimited **DUs**
  - General Building: Unlimited **DUs**
- ADUs:
  - MR3: 50%
  - MR4: 66.25%
  - MR5: 82.5%
  - MR6/HR: 100%
- +1 Story/additional 16.5% ADUs
- Household Living: **by-right**
- *Existing apartment & general buildings provide ADUs only for additional DU provided over existing*



## TRANSIT-ORIENTED, AFFORDABLE HOUSING OVERLAY DISTRICT





#### NR in ½ MILE TRANSIT AREA

- House: 4 ADU
- Semi-Detached House: 4 ADU
- Triple Decker: **by right**, 4 ADU
- Backyard Cottage: **by right**, 1 ADU

#### MR/HR in ½ MILE TRANSIT AREA

- Dwelling Units:
  - Apartment Building: Unlimited **DUs**
  - General Building: Unlimited **DUs**
- ADUs:
  - MR3: 50%
  - MR4: 66.25%
  - MR5: 82.5%
  - MR6/HR: 100%
- Household Living: **by-right**
- *Existing apartment & general buildings provide ADUs only for additional DU provided over existing*

#### UR in ½ MILE TRANSIT AREA

- Semi-Detached 3 Decker: 4 ADU
- Multiplex: 8 ADU
- *Existing apartment houses and apartment buildings provide ADUs only for additional DU provided over existing*

#### NR in ¼ MILE TRANSIT AREA

- House: 4 ADU
- Semi-Detached House: 4 ADU
- Triple Decker: **by right**, 4 ADU
- Backyard Cottage: **by right**, 1 ADU
- **Some UR types permitted**
  - Semi-Detached 3 Decker: 4 ADU
  - Multiplex: 8 ADU

#### UR in ¼ MILE TRANSIT AREA

- Semi-Detached 3 Decker: 4 ADU
- Multiplex: 8 ADU
- Row Houses: 2 ADU each (4-10)
- **Apartment House: Unlimited ADUs**
- **Apartment Building: Unlimited ADUs**
- *Existing apartment houses and apartment buildings provide ADUs only for additional DU provided over existing*

#### MR/HR in ¼ MILE TRANSIT AREA

- Dwelling Units:
  - Apartment Building: Unlimited **DUs**
  - General Building: Unlimited **DUs**
- ADUs:
  - MR3: 50%
  - MR4: 66.25%
  - MR5: 82.5%
  - MR6/HR: 100%
- **+1 Story/additional 16.5% ADUs**
- Household Living: **by-right**
- *Existing apartment & general buildings provide ADUs only for additional DU provided over existing*



## 8. OVERLAY DISTRICTS Affordable Housing (AH)

### 8.1 AFFORDABLE HOUSING (AH)

#### 1. Intent

- To implement recommendations of SomerVision for affordable housing.
- To increase the supply of affordable dwelling units in the City of Somerville.

#### 2. Purpose

- To permit additional residential density within walking distance of rapid transit stations.
- To require development to provide a significant number of affordable dwelling units.

#### 3. Applicability

- The section is applicable to all real property within a Transit Area as shown on the maps of the Official Zoning Atlas of the City of Somerville.
- The provisions of this Section supplement or supersede the provisions of the districts upon which it is superimposed. Applicants may choose to comply with all of the applicable provisions of this Section in lieu of complying with those same provisions of the underlying zoning district.
- Where the provisions of this Section conflict with those found elsewhere in this Ordinance, the provisions of this Section apply.

#### 4. Within 1/2 Mile Transit Area

- Neighborhood Residence
  - The following building types are permitted:
    - Detached Triple Decker (§3.1.11)
    - Backyard Cottage (§3.1.12)
  - Development must provide all dwelling units as AFFORDABLE DWELLING UNITS.
  - The dwelling units per lot and dwelling units permitted for each building type is specified on Table 8.1.4.a.

#### b. Urban Residence

- Development of a semi-detached triple decker or multiplex must provide all dwelling units as AFFORDABLE DWELLING UNITS.
- The dwelling units per lot and dwelling units permitted for a semi-detached triple decker or multiplex is specified on Table 8.1.4.b.
- Existing apartment houses and apartment buildings may be modified to increase the number of dwelling units.
  - Required affordable dwelling units are calculated based on the number of new dwelling units provided rather than the total dwelling units in the building, excluding substantial renovations which must provide affordable dwelling units based on the total number of dwelling units in the building.
- Mid-Rise & High-Rise Districts
  - Development is exempt from the gross floor area per dwelling unit and maximum dwelling unit standards for each building type.
  - Household Living uses are permitted.
  - Existing apartment buildings or general buildings may be modified to increase the number of dwelling units.
    - Required affordable dwelling units are calculated based on the number of new dwelling units provided rather than the total dwelling units in the building, excluding substantial renovations which must provide affordable dwelling units based on the total number of dwelling units in the building.
  - New construction must provide AFFORDABLE DWELLING UNITS as specified on Table 8.1.4.c.

Table 8.1.4.a

|                      | Detached House | Semi-Detached House | Detached Triple Decker | Backyard Cottage |
|----------------------|----------------|---------------------|------------------------|------------------|
| DU per Lot (max)     | 4              | 4                   | 4                      | -                |
| Dwelling Units (max) | 4              | 4                   | 4                      | 1                |

Table 8.1.4.b

|                      | Semi-Detached Triple Decker | Multiplex |
|----------------------|-----------------------------|-----------|
| DU per Lot (max)     | 4                           | 8         |
| Dwelling Units (max) | 4                           | 8         |

## 8. OVERLAY DISTRICTS Affordable Housing (AH)

Table 8.1.4.c

|                          | MR3 | MR4 | MR5 | MR6  | HR   |
|--------------------------|-----|-----|-----|------|------|
| Apartment Building (min) | 50% | 67% | 83% | 100% | 100% |
| General Building (min)   | 50% | 67% | 83% | 100% | 100% |

#### 5. Within 1/4 Mile Transit Area

- Neighborhood Residence
  - The following building types are permitted:
    - Detached Triple Decker (§3.1.11)
    - Backyard Cottage (§3.1.12)
    - Semi-Detached Triple Decker (§3.2.8)
    - Multi-Plex (§3.2.8)
  - Development must provide all dwelling units as AFFORDABLE DWELLING UNITS.
  - The dwelling units per lot and dwelling units permitted for each building type is specified on Table 8.1.5.a.
- Urban Residence
  - Development must provide all dwelling units as AFFORDABLE DWELLING UNITS.
  - The dwelling units per lot and dwelling units permitted for each building type is specified on Table 8.1.5.b.
  - Existing apartment houses and apartment buildings may be modified to increase the number of dwelling units.
    - Required affordable dwelling units are calculated based on the number of new

Table 8.1.5.b

|                      | Semi-Detached Triple Decker | Multiplex | Rowhouses |
|----------------------|-----------------------------|-----------|-----------|
| DU per Lot (max)     | 4                           | -         | -         |
| Dwelling Units (max) | 4                           | 8         | 2         |

- Development is exempt from the gross floor area per dwelling unit and maximum dwelling unit standards for each building type.
- Household Living uses are permitted.
- Existing apartment buildings or general buildings may be modified to increase the number of dwelling units.
  - Required affordable dwelling units are calculated based on the number of new dwelling units provided rather than the total dwelling units in the building, excluding substantial renovations which must provide affordable dwelling units based on the total number of dwelling units in the building.
- New construction must provide AFFORDABLE DWELLING UNITS as specified on Table 8.1.5.c.
  - One (1) additional story is permitted over the maximum number of stories specified for each building type for each additional sixteen and one quarter percent (16.25%) affordable dwelling units that are provided.

Table 8.1.5.a

|                      | Detached House | Semi-Detached House | Detached Triple Decker | Semi-Detached Triple Decker | Multiplex | Backyard Cottage |
|----------------------|----------------|---------------------|------------------------|-----------------------------|-----------|------------------|
| DU per Lot (max)     | 4              | 4                   | 4                      | 4                           | 8         | -                |
| Dwelling Units (max) | 4              | 4                   | 4                      | 4                           | 8         | 1                |

Table 8.1.5.c

|                          | MR3 | MR4 | MR5 | MR6  | HR   |
|--------------------------|-----|-----|-----|------|------|
| Apartment Building (min) | 50% | 67% | 83% | 100% | 100% |
| General Building (min)   | 50% | 67% | 83% | 100% | 100% |



# NEXT STEPS?