

Guidelines by the Boston Transportation Department for use by the Zoning Board of Appeal

Guidelines are project specific conditions to review prior to the approval of a project and are to be administered as deemed appropriate by the Zoning Board of Appeal. These guidelines are intended to promote a more sustainable pattern of development, efficient use of land, maintain a proposed project's economic value and long-term desirability as places to live and work. The developer shall be responsible for implementing the guidelines as directed by the Zoning Board of Appeal.

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TRANSPORTATION ACCESS PLAN AGREEMENT

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1. Bicycle Parking

A. Residential Uses

Any residential project with at least nine (9) dwelling units* in a single building shall include a secure bicycle parking area that accommodates at least one (1) bicycle per three (3) dwelling units in the building. The secure bicycle area may be located inside the building or in a parking garage.

A bicycle rack shall be installed near each public entrance serving nine (9) or more residential units.

B. Non-Residential Uses

Any non-residential project shall include a bicycle rack near each public entrance. If the rack is not visible from the sidewalk, a sign directing bicyclists to the parking location shall be posted.

If a parking garage open to the public is part of the project, the garage shall provide bicycle racks in the following quantity: If the project includes retail or entertainment uses, there shall be sufficient space to accommodate one (1) bicycle per ten (10) public automobile spaces or one (1) bicycle per 10,000 square feet of retail or entertainment floor space, whichever number is greater. For other uses, the number of bicycles accommodated shall be as deemed appropriate by BTM.

For projects where a significant number of employees are expected to commute by bicycle, BTM may require a secure bicycle parking area inside the building or in the parking garage.

C. Standards

All bicycle parking racks, signs, and secure bicycle parking areas installed per these requirements shall conform to BTM standards.

* As defined by the Boston Zoning Code, a "dwelling unit" is a room or group of rooms forming a habitable unit for one family, or one group residence, with facilities used or intended to be used for living, sleeping, cooking and eating.

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2. Service and Loading

A. Curbside

Boston Transportation Department Approval – Loading Zones

Curbside truck loading zones are only for the active loading and unloading of commercial vehicles and can only be approved and permitted by the Boston Transportation Department.

If a use requires designated curbside loading, a letter of approval must be received from the Boston Transportation Department.

B. Internal

Onsite Service/Loading Requirements

Any project subject to or electing to comply with Article 80 Large or Small Project Review should accommodate associated service/loading activity onsite.

Any project seeking to accommodate off-curb loading must submit to the Boston Transportation Department for approval a loading management plan that includes, but is not limited to:

- Facilities that have bays, maneuvering areas and appropriate means of vehicular access and egress to and from a street.

- Facilities designed to not constitute a nuisance or a hazard or an unreasonable impediment to traffic.

- Loading bays that are located entirely on the site that are no less than fourteen (14) feet in width, twenty-five (25) feet in length, and fourteen (14) feet in height, exclusive of maneuvering areas and access drives. (Note: These dimensions are minimums. Actual dimensions will be determined by the Boston Transportation Department in concert with proposed land use, design vehicles, loading operations, etc. as detailed by the proponent's plans.)

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3. Driveways

A. Use of Premises Permit

Changes to driveways for either commercial or residential use requires a Use of Premises Permit approved by both the Public Works Department and the Inspectional Services Department.

B. Requirements for Curb Ramps with Flared Sides

According to the ADA Accessibility Guidelines, if a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides (Architectural Access Board, 521 CMR).

C. Agencies and Specifications Driveways shall be in Accordance With*

The Boston Transportation Department, the Department of Public Works, and Inspectional Services Department

D. Commercial Driveways – Minimum and Maximum Width

The minimum recommended distance a driveway for commercial use is permitted from an unsignalized or signalized intersection is one-hundred (100) feet.

The minimum two-way operational driveway width for a commercial use is twenty (20) feet.

The maximum two-way operational driveway width for a commercial use is twenty-four (24) feet.

E. Residential Driveways - Minimum and Maximum Width

The minimum recommended distance a driveway for residential use is permitted from an unsignalized intersection is twenty (20) feet.

The minimum distance a driveway for residential use is permitted from a signalized intersection is forty (40) feet.

The minimum driveway width for a residential use is ten (10) feet.

The maximum driveway width for a residential use is twelve (12) feet.

F. Private Driveways

New driveways added at residential dwellings need to accommodate a minimum of two (2) vehicular spaces for every one (1) public on-street parking space that will be removed as a result of the new driveway. A new driveway accommodating three (3) vehicular spaces for every one (1) public on-street parking space is the preferred ratio.

* The Manual on Uniform Traffic Control Devices (MUTCD), 2000 – Millennium Edition

American Association of State Highway and Transportation Officials' (AASHTO) Policy on Geometric Design of Highways and Streets

521 CMR (promulgated by the Architectural Access Board pursuant to authority granted by M.G.L. c. 22, § 13A)

The Americans With Disabilities Act (ADA) and the Draft Guidelines for Accessible Public Rights-of-Way (June 17, 2002) prepared by the U.S. Access Board

**Guidelines by the Boston Transportation Department
for use by the Zoning Board of Appeal**

4. Parking Garages and Surface Lots

A. Parking Garages and Surface Lots with 20 Spaces or Greater

Pedestrian warning devices (eg: signs, noise and light devices, mirrors) should be located at all entrances and exits that intersect pedestrian walkways.

B. Parking Garages and Surface Lots with 50 Spaces and Greater

Any parking garage or surface lot in excess of fifty (50) spaces must have a management plan approved by the Boston Transportation Department.

C. Boston Transportation Department – Rules and Regulations

All off-street parking must comply with the Boston Transportation Department's rules and regulations.

Guidelines by the Boston Transportation Department for use by the Zoning Board of Appeal

5. Parking Ratios

A. Onsite Parking Compliance

Any project subject to or electing to comply with Article 80 Large Project Review should accommodate associated parking activity onsite.

B. Recommended Maximum District-Based Parking Goals and Guidelines

As part of citywide efforts to reduce parking demands and better manage the overall supply, the table below provides a summary of BTB's recommended maximum district-based parking goals and guidelines. This table should be used as guidelines when reviewing proposed projects' parking plans with an understanding that each project is unique. More detailed information is in Boston Transportation Department's *Parking in Boston* (December 2001) report on pages 29-34 (Attachment A).

Summary of District-based Parking Goals/Guidelines

LOCATION	OFFICE/NON-RESIDENTIAL SPACES PER 1,000 SQUARE FEET	RESIDENTIAL SPACES PER UNIT ²	HOTEL SPACES PER UNIT
Financial District/Government Center/ Bulfinch Triangle, North End, West End/ Massachusetts General Hospital, Beacon Hill, Chinatown/Leather District, Bay Village, Back Bay, South End (west of Tremont Street)	0.4	0.5 – 1.0	0.4
South End (east of Tremont Street), Boston Medical Center, Lower Roxbury/Crosstown	0.75 – 1.0	1.0 – 1.5	0.4
Dudley Square/Mission Hill	0.75 – 1.0	0.5 – 1.0	0.4
Longwood Medical Area, West Fenway/Kenmore, East Fenway	0.75	0.75	0.4
South Boston Waterfront	Down to 0.7 ¹	1.0 – 1.5	0.4
Allston/Brighton, Charlestown, Dorchester, East Boston, Jamaica Plain, Mattapan, Roxbury, South Boston (residential neighborhood)	<u>Distant from MBTA Station</u> ³ 1.0 – 1.5 <u>Near MBTA Station</u> ⁴ 0.75 – 1.25	<u>Distant from MBTA Station</u> ³ 1.0 – 1.5 <u>Near MBTA Station</u> ⁴ 0.75 – 1.25	
Hyde Park, Roslindale, West Roxbury	1.0 – 1.5	1.0 – 1.5	

- Notes: 1. With proposed MBTA improvements in place.
 2. Lower parking ratios may be appropriate for housing types such as elderly, lodging housed, transitorial housing, and group residences.
 3. "Distant from MBTA Station" is defined as greater than 10 minute walking distance from an MBTA Station.
 4. "Near MBTA Station" is defined as within 10 minute walking distance from an MBTA Station.

Example: A 50,000 square foot office building in the Financial District with 20 parking spaces has a parking ratio of 0.4 spaces per 1,000 square feet.

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Transportation Access Plan Agreement (TAPA)

At the discretion of the Zoning Board of Appeal, any project that requires a Transportation Access Plan Agreement (TAPA) should not be approved unless an executed TAPA is provided.

An executed TAPA between the Boston Transportation Department and the developer is required for any project subject to, or electing to, comply with Article 80 Large Project Review. Large Project Review is broadly defined as erecting a structure having a gross floor area of 50,000 or more square feet. Small Project Review is broadly defined as a project adding 20,000 or more square feet or fifteen (15) or more dwelling units*. More detailed definitions can be referred to in Sections 80B-1-2 and Sections 80E-1-2 in Volume 1 of Boston's Zoning Code and Enabling Act.

Key components of TAPA's include:

Transportation Demand Management (TDM) Measures

Implementation of TDM measures can include, but are not limited to:

- Subsidized MBTA Pass programs.
- Membership in the local area Transportation Management Association.
- Bicycle parking areas.
- Priority carshare, vanpool and carpool parking.

Traffic Mitigation Measures

Implementation of traffic mitigation measures can include, but are not limited to:

- Pan Tilt Zoom cameras.
- Signal equipment.
- Fiber optic cable.

Traffic Impact Model

At the discretion of BTM, a computer model needs to be executed in Synchro (most recent version) of projected traffic impacts of proposed transportation projects. The Synchro model output must be calibrated to reflect field operations and provided to BTM on a CD-ROM.

ATTACHMENT A

District-Based Parking Goals

The City uses a district-based approach to manage off-street parking. These goals provide a broad policy framework that will:

- Serve as a guide for the community in each district in planning for their neighborhoods.
- Provide developers with broad standards to adhere to when designing their projects.
- Used as a starting point for district studies and rezoning efforts.

The goals are based on the unique characteristics of each neighborhood such as existing land use, available parking supply, housing density, local street capacity, and cumulative impacts of new and proposed development. The fundamental principal, however, is based on an area's access to public transportation. Districts with good transit access require less parking spaces per square foot or per unit. Even within districts, projects on streets closer to MBTA stations should have less parking spaces than streets further away.

Table 8 summarizes the parking ratio goals for Boston's neighborhoods. Tables 9 and 10 itemize the parking ratio goals for each city district, the minimum requirements in existing zoning, and the existing public transportation access.

Traditionally zoning laws included only minimum parking requirements for projects. This requirement is changing as awareness has increased about the economic and land use disadvantages of requiring parking spaces. As a result, minimum required parking spaces are being reviewed and potentially supplemented with maximum parking spaces. For any project subject to or electing to comply with Article 80 Large Project Review, required off-street parking spaces shall be determined through such review based on the parking ratio goals shown below.

Additional parking principles include the following:

- All development should accommodate associated parking and loading activity *onsite*.
- shares the existing parking supply between different users at different times.
- Make provisions for bicycle, car and vanpool sharing.

Table 8 – Summary of District-based Parking Goals/Guidelines

LOCATION	OFFICE/NON-RESIDENTIAL SPACES PER 1,000 SQUARE FEET	RESIDENTIAL SPACES PER UNIT ²	HOTEL SPACES PER UNIT
Financial District/Government Center/ Bullfinch Triangle, North End, West End/ Massachusetts General Hospital, Beacon Hill, Chinatown/Leather District, Bay Village, Back Bay, South End (west of Tremont Street)	0.4	0.5-1.0	0.4
South End (east of Tremont Street), Boston Medical Center, Lower Roxbury/Crosstown	0.75-1.0	1.0-1.5	0.4
Dudley Square, Mission Hill	0.75-1.0	0.5-1.0	0.4
Longwood Medical Area, West Fenway/Kenmore, East Fenway	0.75	0.75	0.4
South Boston Waterfront	Down to 0.7 ¹	1.0-1.5	0.4
Allston/Brighton, Charlestown, Dorchester, East Boston, Jamaica Plain, Mattapan, Roxbury, South Boston (residential neighborhood)	<u>DISTANT FROM MBTA STATION</u> 1.0-1.5	<u>DISTANT FROM MBTA STATION</u> 1.0-1.5	
	<u>NEAR MBTA STATION</u> 0.75-1.25	<u>NEAR MBTA STATION</u> 0.75-1.25	
Hyde Park, Roslindale, West Roxbury	1.0-1.5	1.0-1.5	

- Notes: 1. With proposed MBTA improvements in place.
 2. Lower parking ratios may be appropriate for housing types such as elderly, lodging housed, transitorial housing, and group residences.

PARKING IN BOSTON

Table 9 – Parking Goals by Sections of the City within Boston Proper

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
BACK BAY		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange and Green Lines • Commuter rail (Back Bay Station) • Express and local bus • Private commuter/shuttle services • Back Bay TMA programs
BAY VILLAGE		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Hotel: 0.7 spaces/hotel room • Residential: 0.7 spaces/unit 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange and Green Lines • Local MBTA bus routes
BEACON HILL		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Residential: 0.7 spaces/unit 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Red Line • Local MBTA bus routes
CHINATOWN/LEATHER DISTRICT		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Office: Maximum 1/1,500 square feet (Planned Development Area only) • Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange and Red Lines • Commuter rail (South Station) • Express and local MBTA bus routes • Private commuter/shuttle services • Silver Line (under construction)
FINANCIAL DISTRICT/GOVERNMENT CENTER/BULFINCH TRIANGLE		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Parking requirements range from no parking required for any project to parking required for residential projects based on project location. 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • All rapid transit lines • Commuter rail (North and South Stations) • Express and local MBTA bus routes • Water transportation • Private commuter/shuttle services • Silver Line (under construction) • Artery Business Committee TMA programs
NORTH END		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Residential: 0.2-1.0 spaces/unit based on housing type or Floor Area Ratio 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange, Green and Blue Lines • Commuter rail (North Station) • Express and local MBTA bus routes • Water transportation • Private commuter/shuttle services
SOUTH END (EAST OF TREMONT STREET)		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Hotel: 0.7 spaces/hotel room • Residential: 0.7 spaces/unit 	<ul style="list-style-type: none"> • Non-residential: 0.75-1.0 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 1.0-1.5 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange Line (north side of area) • Local and CT MBTA bus routes • Silver Line (under construction) • Proposed Urban Ring • Interinstitutional TMA programs

Table 9 (Continued) – Parking Goals by Sections of the City within Boston Proper

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
SOUTH END (WEST OF TREMONT STREET)		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Hotel: 0.7 spaces/hotel room • Residential: 0.7 spaces/unit 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange Line • Commuter rail (Back Bay Station) • Local and CT MBTA bus routes • Back Bay TMA programs
SOUTH END (BOSTON MEDICAL CENTER)		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Hotel: 0.7 spaces/hotel room • Residential: 0.7 spaces/unit 	<ul style="list-style-type: none"> • Non-residential: 0.75-1.0 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 1.0-1.5 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Local and CT MBTA bus routes • Silver Line (under construction) • Proposed Urban Ring • Interinstitutional TMA programs
WEST END/MASSACHUSETTS GENERAL HOSPITAL		
<ul style="list-style-type: none"> • Restricted Parking District • Part of Boston Proper Parking Freeze • Residential: 0.5-0.6 spaces/unit 	<ul style="list-style-type: none"> • Office: 0.4 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange, Green and Red Lines • Commuter rail (North Station) • Express and local MBTA bus routes • Water transportation • Private commuter/shuttle services • Artery Business Committee TMA programs

Table 10 – Parking Goals by Section of the City outside Boston Proper

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
ALLSTON/BRIGHTON		
<ul style="list-style-type: none"> • Office/Retail: 2.0 spaces/1,000 square feet • Residential: 0.5-2.0 spaces/unit based on housing type • Ongoing North Allston Neighborhood Strategic Plan 	<p><u>Distant from MBTA Station</u></p> <ul style="list-style-type: none"> • Non-residential: 1.0-1.5 spaces/ 1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type <p><u>Near MBTA Station</u></p> <ul style="list-style-type: none"> • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Green Line • Local MBTA bus routes
CHARLESTOWN		
<ul style="list-style-type: none"> • Office: 0.4-2.0 spaces/1,000 square feet based on Floor Area Ratio • Retail: 2.0 spaces/1,000 square feet • Residential: None-2.0 spaces/unit based on housing type, Floor Area Ratio or location 	<p><u>Distant from MBTA Station</u></p> <ul style="list-style-type: none"> • Non-residential: 1.0-1.5 spaces/1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type <p><u>Near MBTA Station</u></p> <ul style="list-style-type: none"> • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/1,000 square feet • Residential: 0.75-1.25 spaces/unit 	<ul style="list-style-type: none"> • Orange Line • Local MBTA bus routes • Proposed Urban Ring • Water transportation (Navy Yard)

PARKING IN BOSTON

Table 10 (Continued)– Parking Goals by Section of the City outside Boston Proper

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
DORCHESTER		
<ul style="list-style-type: none"> • Restricted Parking District in the Savin Hill area • Ongoing rezoning • Office/Retail: 1.0-2.0 spaces/1,000 square feet • Residential: 0.5-1.0 spaces/unit based on housing type and Floor Area Ratio • Restaurant: 4.0 spaces/1,000 square feet 	<ul style="list-style-type: none"> • <u>Distant from MBTA Station</u> • Non-residential: 1.0-1.5 spaces/1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type • <u>Near MBTA Station</u> • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Red Line • Commuter Rail at JFK/UMass • Local MBTA bus routes • Proposed Urban Ring • Proposed improved Fairmount Line
EAST BOSTON		
<ul style="list-style-type: none"> • East Boston Parking Freeze • Municipal Harbor Planning initiative • Office/Retail: 2.0 spaces/1,000 square feet • Residential: 0.5-2.0 spaces/unit based on housing type • Restaurant: 4.0 spaces/1,000 square feet 	<ul style="list-style-type: none"> • <u>Distant from MBTA Station</u> • Non-residential: 1.0-1.5 spaces/1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type • <u>Near MBTA Station</u> • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Blue Line • Local MBTA bus routes • Proposed Urban Ring
EAST FENWAY		
<ul style="list-style-type: none"> • Restricted Parking District • Ongoing East Fenway Neighborhood Strategic Plan rezoning process • Residential: 0.7 spaces/unit 	<ul style="list-style-type: none"> • Non residential including institutional research and development: 0.75 spaces/1,000 square feet • Residential: 0.75 spaces/unit 	<ul style="list-style-type: none"> • Orange and Green Lines • Commuter Rail at Ruggles Station • Local and CT MBTA bus routes • Proposed Urban Ring
HYDE PARK		
<ul style="list-style-type: none"> • Office/Retail: Based on Floor Area Ratio • Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio 	<ul style="list-style-type: none"> • Non-residential: 1.0-1.5 spaces/1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type • Near MBTA stations, cost of parking for employees should be equal to or greater than transit cost 	<ul style="list-style-type: none"> • Commuter Rail • Local MBTA Bus routes • Proposed improved Fairmount Line
JAMAICA PLAIN		
<ul style="list-style-type: none"> • Ongoing Jackson Square planning initiative • Office/Retail: 2.0 spaces/1,000 square feet • Residential: 0.2-1.5 space/unit based on housing type • Hotel: 0.7 spaces/hotel room 	<ul style="list-style-type: none"> • <u>Distant from MBTA Station</u> • Non-residential: 1.0-1.5 spaces/1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type • <u>Near MBTA Station</u> • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange Line and Green Line (E Branch) • Local MBTA bus routes • Proposed Urban Ring

Table 10 (Continued) – Parking Goals by Section of the City outside Boston Proper

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
LONGWOOD MEDICAL AREA		
<ul style="list-style-type: none"> • Restricted Parking District • Institutional Overlay District • Residential: 0.6-0.9 spaces/unit based on Floor Area Ratio 	<ul style="list-style-type: none"> • Non residential including institutional research and development: 0.75 spaces/1,000 square feet • Residential: 0.75 spaces/unit 	<ul style="list-style-type: none"> • Green Line • Commuter Rail at Ruggles and Yawkey Stations • Local and CT MBTA bus routes • Private shuttle services • Proposed Urban Ring • MASCO Commute Works TMA programs
LOWER ROXBURY/CROSSTOWN		
<ul style="list-style-type: none"> • Ongoing Roxbury Master Plan and rezoning • Office: 0.5 spaces/1,000 square feet • Residential: 0.2-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Non residential: 0.75-1.0 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 1.0-1.5 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Local and CT MBTA bus routes • Silver Line (under construction) • Proposed Urban Ring
MISSION HILL		
<ul style="list-style-type: none"> • Ongoing planning initiative • Office/Retail: 2.0 spaces /1,000 square feet • Residential: 0.2-1.0 spaces/unit based on housing type • Hotel: 0.7 spaces/hotel room 	<ul style="list-style-type: none"> • Non residential: 0.75-1.0 spaces/1,000 square feet • Hotel: 0.4 spaces/hotel room • Residential: 0.5-1.0 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Orange and Green Lines • Local and CT MBTA bus routes • Mission Link Bus
MATTAPAN		
<ul style="list-style-type: none"> • Office/Retail: 2.0 spaces /1,000 square feet • Residential: 0.2-1.0 spaces/unit based on housing type • Hotel: 0.7 spaces/hotel room 	<p><u>Distant from MBTA Station</u></p> <ul style="list-style-type: none"> • Non-residential: 1.0-1.5 spaces/1,000 square feet. • Residential: 1.0-1.5 spaces/unit based on housing type <p><u>Near MBTA Station</u></p> <ul style="list-style-type: none"> • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> • Red Line and Mattapan High Speed Trolley • Local MBTA bus routes • Commuter Rail at Morton Street Station • Proposed Silver Line extension • Proposed improved Fairmount Line
ROSLINDALE		
<ul style="list-style-type: none"> • Office/Retail: Based on Floor Area Ratio • Residential: 0.4-1.0/unit based on Floor Area Ratio 	<ul style="list-style-type: none"> • Non-residential: 1.0-1.5 spaces/1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type • Near MBTA stations, cost of parking for employees should be equal to or greater than transit cost 	<ul style="list-style-type: none"> • Commuter Rail • Local MBTA Bus routes

PARKING IN BOSTON

Table 10 (Continued) – Parking Goals/Guidelines by Section of the City outside Boston Proper

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
ROXBURY		
<ul style="list-style-type: none"> On-going Roxbury Master Plan and rezoning Office: 0.5 spaces/1,000 square feet Hotel: 0.7 spaces/hotel room Residential: 0.2-1.0 spaces/unit based on housing type 	<p><u>Distant from MBTA Station</u></p> <ul style="list-style-type: none"> Non-residential: 1.0-1.5 spaces/1,000 square feet Residential: 1.0-1.5 spaces/unit based on housing type <p><u>Near MBTA Station</u></p> <ul style="list-style-type: none"> Cost of parking for employees should be equal to or greater than transit cost Non-residential: 0.75-1.25 spaces/1,000 square feet Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> Orange Line Local MBTA bus routes Proposed Urban Ring Proposed Silver Line extension Proposed improved Fairmount Line
ROXBURY (DUDLEY SQUARE)		
<ul style="list-style-type: none"> Ongoing Dudley Square Transportation and Air Quality Study process Office: 0.5 spaces/1,000 square feet Residential: 0.2-1.0 spaces/unit 	<ul style="list-style-type: none"> Non-residential: 0.75-1.0 spaces/1,000 square feet Hotel: 0.4 spaces/hotel room Residential: 0.5-1.0 spaces/unit 	<ul style="list-style-type: none"> Local and CT3 MBTA bus routes Silver Line (under construction) Proposed Urban Ring
SOUTH BOSTON (RESIDENTIAL NEIGHBORHOOD)		
<ul style="list-style-type: none"> Restricted Parking District Residential: 0.2-1.5 spaces/unit based on housing type or Floor Area Ratio 	<p><u>Distant from MBTA Station</u></p> <ul style="list-style-type: none"> Non-residential: 1.0-1.5 spaces/1,000 square feet Residential: 1.0-1.5 spaces/unit based on housing type <p><u>Near MBTA Station</u></p> <ul style="list-style-type: none"> Cost of parking for employees should be equal to or greater than transit cost Non-residential: 0.75-1.25 spaces/1,000 square feet Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> Red Line (west of area) Local MBTA bus routes
SOUTH BOSTON (WATERFRONT AND FORT POINT)		
<ul style="list-style-type: none"> Restricted Parking District Ongoing planning and rezoning Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio 	<ul style="list-style-type: none"> South Boston Parking Freeze Non-residential: Gradually decrease parking ratio to 0.7 spaces/1,000 square feet Hotel: 0.4 spaces/hotel room Residential: 1.0-1.5 spaces/unit 	<ul style="list-style-type: none"> Local and CT3 MBTA bus routes Water transportation Silver Line (under construction) Proposed Urban Ring South Boston Seaport District TMA programs
WEST FENWAY/KENMORE		
<ul style="list-style-type: none"> Restricted Parking District On-going planning and rezoning Residential: 0.7 spaces/unit 	<ul style="list-style-type: none"> Parking Restricted Overlay District Non residential including institutional research and development: 0.75 spaces/1,000 square feet (max.) Residential: 0.75 spaces/unit (min. and max.) 	<ul style="list-style-type: none"> Green Line Commuter Rail at Yawkey Station Local and CT MBTA bus routes Proposed Urban Ring service
WEST ROXBURY		
<ul style="list-style-type: none"> Office/Retail: 2.0 spaces/1,000 square feet Residential: 0.2-1.5 spaces/unit based on housing type Hotel: 0.7 spaces/hotel room 	<ul style="list-style-type: none"> Non-residential: 1.0-1.5 spaces/1,000 square feet Residential: 1.0-1.5 spaces/unit based on housing type Near MBTA stations, cost of parking for employees should be equal to or greater than transit cost 	<ul style="list-style-type: none"> Commuter Rail Local MBTA Bus Routes