



# City of Cambridge

O-19  
**IN CITY COUNCIL**  
August 10, 2015

COUNCILLOR CHEUNG

- ORDERED: That the City Council goes on record refiling as of September 16, 2015, the attached proposed amendment to the zoning ordinance to amend Article 6.000 of the zoning ordinance to create a new section 6.24 Carsharing Provisions which will create a definition and general provisions for carsharing and allow limited use of parking spaces for carsharing as a means to provide mobility options for Cambridge residents, employees and visitors; be it further
- ORDERED: That said refiled petition be referred to the Planning Board and Ordinance Committees for hearing and report.

In City Council August 10, 2015  
Adopted by the affirmative vote of nine members.  
Attest:- Donna P. Lopez, City Clerk

A true copy; 

ATTEST:-  
Donna P. Lopez, City Clerk

Attachment

## **ARTICLE 6.000 OFF STREET PARKING AND LOADING REQUIREMENTS AND NIGHTTIME CURFEW ON LARGE COMMERCIAL THROUGH TRUCKS**

- 6.10 INTENT AND APPLICABILITY**
- 6.20 OFF STREET PARKING REGULATIONS**
- 6.30 PARKING QUANTITY REQUIREMENTS**
- 6.40 DESIGN AND MAINTENANCE OF OFF STREET PARKING FACILITIES**
- 6.50 PARKING PLAN INFORMATION REQUIREMENTS**
- 6.60 PURPOSE AND INTENT OF LOADING REQUIREMENTS**
- 6.70 APPLICATION OF LOADING REQUIREMENTS**
- 6.80 REQUIRED AMOUNT OF LOADING FACILITIES**
- 6.90 LOCATION AND LAYOUT OF LOADING FACILITIES**
- 6.100 BICYCLE PARKING**

### **6.10 INTENT AND APPLICABILITY OF PARKING, BICYCLE PARKING AND LOADING REQUIREMENTS**

**6.11** *Intent.* It is the intent of this Article 6.000 to reduce traffic congestion, noise, vibrations, fumes and safety hazards caused by large commercial trucks, thereby promoting the safety, health and welfare of the public, by establishing requirements for off street parking, bicycle parking and loading and restrictions on the use of City street during the night-time by large commercial trucks with points of origin and destinations outside the City of Cambridge in order to implement the purposed of the The Zoning Act, Section 2A of Chapter 808, and Article 1.000. Section 1.30 of the Cambridge Zoning Ordinance, including:

- to lessen congestion in the streets
- to conserve health
- to conserve the value of land and buildings
- to prevent pollution of the environment
- to protect residential neighborhoods from incompatible activities, and
- to preserve and increase the amenities of the city.

The number of parking and loading spaces required herein varies according to type, location and intensity of development in the different zoning districts, and to proximity of public transit facilities. This Article 6.000 requires development of adequate parking facilities to meet the reasonable needs of all building and land users without establishing regulations which unnecessarily encourage automobile usage. The parking and bicycle parking standards contained herein are intended to encourage public transit, bicycle usage and walking in lieu of automobiles where a choice of travel mode exists. It is also the purpose of this Article to allow flexibility in providing required parking through shared or off site arrangements in order to accommodate the automobile in the urban environment in a less disruptive way. Development regulations and design standards have been established to reduce hazard to pedestrians on public sidewalks, to ensure the

usefulness of parking, bicycle parking and loading facilities, and where appropriate, to avoid potential adverse impacts on adjacent land uses, and to enhance the visual quality of the city.

**6.12** Applicability. The off street parking and loading provisions of this Article 6.000 shall apply as follows:

- (a) For new structures erected and new uses of land established or authorized after the effective date of this Article 6.000 or any amendment thereto, as well as for external additions of Gross Floor Area to existing structures for any use, accessory off street parking and loading facilities shall be provided as required by the regulations for the districts in which such structures or uses are located.

In the case of an addition of Gross Floor Area to an existing structure (lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto), which addition contains nonresidential uses, off street parking and loading facilities shall only be required when the total of such additions occurring from the effective date of this Article 6.000 or any amendment thereto increases the Gross Floor Area of the existing structure by fifteen (15) percent or more. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

- (b) When the intensity of an existing use within any existing structure (or lot in the case of 6.36.7 l and m and 6.36.8 f and g) is increased through addition of dwelling units, floor area, seating capacity or other units of measurement specified in Section 6.30 or Section 6.60 (but not including any uses in a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above), off street parking and loading facilities shall be provided as required for such increase in intensity of use.

However, a nonresidential use lawfully established prior to the effective date of this Article 6.000 or any amendment thereto shall not be required to provide off street parking and loading facilities for such increase unless and until the aggregate increase in units of measure shall equal fifteen (15) percent or more of the units of measurement existing upon said effective date. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

- (c) When the use of an existing structure (but not including the use of a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above) is changed to a new nonresidential use, off street parking and loading facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36 and the schedule of loading requirements in Subsection 6.60. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto, additional off street parking and loading facilities shall be required only to the extent that the required amount for the new

nonresidential use would exceed the amount required for the previous use if said previous use were subject to the schedule of parking and loading requirements.

In either case, the first four (4) spaces required need not be provided.

- (d) When the nonresidential use of an existing structure is changed to a residential use, off street parking facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.
- (e) *Bicycle Parking.* Bicycle parking shall be provided according to the requirements set forth in Section 6.100. Wherever the term "parking" is used in this Zoning Ordinance without specific reference to bicycles, such term shall refer to parking for motor vehicles and not bicycles.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto and the nonresidential use of the structure is proposed to be changed to an Affordable Housing Project as herein defined, additional off street parking facilities shall be required as provided above, except that for that portion of the Project consisting of Affordable Units additional off street parking shall be provided at the rate of 60% of the parking otherwise required in Section 6.36.

For purposes of this Section 6.12 (d) an Affordable Housing Project shall be a residential development in which at least fifty percent (50%) of the dwelling units are considered Affordable Units for occupancy by Eligible Households as defined in Section 11.200 of the Zoning Ordinance.

- 6.13** *Scope of Off Street Parking Regulations.* All accessory parking facilities shall conform to all regulations set forth in this Article governing the use, design and operation of such facilities. However, the provisions of this Article 6.000, notwithstanding, any special parking requirements for townhouse developments specified in Section 11.10, for planned unit developments specified in Article 13.000, for projects in the Mixed Use Development District specified in Article 14.000 or for special permits specified elsewhere in this Ordinance shall be applicable for those projects.
- 6.14** *Restoration.* When an existing structure or use is restored and resumes operation after being destroyed or damaged by fire, explosion, or other catastrophe, off street parking, bicycle parking and loading facilities shall be provided at least equivalent to that in existence at the time of such destruction or damage. If the extent of such damage is such that the cost of restoration is fifty (50) percent or more of the replacement value of the structure or use, then parking, bicycle parking and loading facilities meeting the requirements of this Article 6.000 shall be provided. However, in no case shall it be necessary to replace or continue any parking, bicycle parking or loading facilities which were in excess of those required by the schedules of parking and loading requirements for equivalent amounts of new uses or construction.
- 6.15** *Existing Parking Facilities.* Accessory off street parking facilities established after March 15, 1961, shall not hereafter be reduced below - of already less than, shall not be further reduced below - the minimum requirements under the provisions of this Article 6.000.

Accessory off street parking facilities in existence as of March 15, 1961 shall only be required if such facilities have been used to satisfy parking requirements after March 15, 1961.

- 6.16** *Dedicated Off Street Parking Facilities.* Required off street parking facilities which after development are later dedicated to and accepted by the City and maintained by the City for off street parking purposes, shall be deemed to continue to serve the structures or uses to meet the requirements for which they were originally provided.
- 6.17** *Compatibility with the E.P.A. Clean Air Regulations* In addition to the regulations contained in this Article, all off street parking facilities must comply with restrictions contained in the Transportation Control Plan for the Metropolitan Boston Interstate Air Quality Control Region as promulgated by the United State Environmental Protection Agency to the extent the same are in force and effect.
- 6.18** *Compatibility with Handicapped Access Rules.* In addition to the regulations contained in this Article 6.000, all off street parking facilities must comply with the currently applicable "Rules and Regulations of the Architectural Barriers Board of the Commonwealth of Massachusetts" to the extent the same are in force and effect.

**6.20 OFF STREET PARKING REGULATIONS**

- 6.21** *Use.* All accessory parking facilities provided in accordance with this Article shall be maintained exclusively for the parking of motor vehicles so long as the use exists which the facilities were designed to serve. Such facilities shall not be used for automobile sales, dead storage, or repair work, dismantling or servicing of any kind, with the exception of emergency service when needed. **Notwithstanding anything to the contrary in this Ordinance, parking facilities maintained in accordance with this Article 6.000 may be used by Carsharing Vehicles subject to the provisions and limitations set forth in Section 6.24 of this Zoning Ordinance.**
- 6.22** *Location.* All accessory off street parking facilities shall be located in accordance with the provisions of subsections 6.22.1, 6.22.2 and 6.22.3. For purposes of this Section 6.22 lot shall also mean the Development Parcel of any Planned Unit Development regulated by the provisions of Article 12.000 and Article 13.000 without regard to a lot or lots that may initially constitute the Development Parcel or any lot or lots created within the Development Parcel subsequent to the approval of the PUD by the Planning Board.
- 6.22.1** Accessory off street parking facilities may be located on the same lot as the use being served or on another lot that has the same or less restrictive zoning classification as the lot on which the use being served is located in accordance with the following conditions:
- (a) (1) said other lot is contiguous to the lot on which the use being served is located;  
or
  - (2) said other lot is within three hundred (300) feet of the lot on which the use being served is located and the use being served is nonresidential; or
  - (3) said lot is within three thousand (3000) feet of the lot on which the use being served is located, such use is an institutional use listed in Subsection 6.36.3b

and said use is located within a five acre area containing one or more lots, contiguous except for streets, owned by a single institution; and

- (b) said lot is not now and was not within the past five (5) years the location of a preferably preserved significant building (as defined in the General Ordinances of Cambridge) as determined by the Cambridge Historical Commission.
- (c) however, no off site accessory parking facilities shall be allowed to meet the requirements for Subsection 6.36.5h "Theatre or hall for public gatherings".

**6.22.2** The Board of Zoning Appeal may grant a special permit for off site accessory parking not allowed in Subsection 6.22.1 (a) provided that convenient and safe access from the parking facility to the use being served is provided in accordance with the following conditions:

- (a) No off site accessory parking facility may be located on a lot which has a more restrictive zoning classification than the lot on which the use being served is located.
- (b) Off site accessory parking facilities shall be located within four hundred (400) feet of the lot being served for residential uses and within one thousand (1000) feet of the lot for other uses.

**6.22.3** [PARAGRAPH DELETED]

**6.22.4** Accessory off street parking spaces required under the provisions of this Article 6.000 need not be in the City of Cambridge.

**6.22.5** Distance Measurements For Parking Facilities. In all cases where distance measurements between a lot and off site parking facilities or other specified area are specified in this Article 6.000, such distance shall be measured as a straight line from the nearest point for the lot on which the off site accessory parking is located, to the nearest transit station entrance, or to the nearest street line or other boundary of another specified area.

**6.23** *Control of Off Site Parking Facilities.* Where accessory parking facilities are allowed on land other than the lot on which the use being served is located said other land shall be in identical ownership or binding commitments shall exist to guarantee, to the reasonable satisfaction of the Superintendent of Buildings or to the special permit granting authority, that the off site parking will continue to be available for the period during which the use or uses that the parking serves may be expected to be in existence. Such commitments shall be evidenced by negotiated lease agreement, recorded covenant or comparable legal instrument. Such instrument shall be duly recorded at the Middlesex County Registry of Deeds and certification of such recording provided to the Superintendent of Buildings or the special permit granting authority.

**6.24** *Carsharing Provisions.* The provisions of this Section 6.24 shall govern the allowed use of parking spaces for carsharing. Where the provisions of this Section 6.24 may conflict with any requirements set forth elsewhere in this Ordinance, the provisions of this Section 6.24 shall control.

**6.24.1** *Intent.* This Section 6.24 is intended to allow the limited use of parking spaces for Carsharing as a means to provide mobility options for Cambridge residents, employees and visitors who may not possess a private automobile, thereby

promoting City goals by increasing mobility, reducing reliance on automobile ownership and use, and lessening the total demand for parking spaces.

**6.24.2 Definitions.** For the purpose of this Ordinance, Carsharing shall mean the use of parking spaces by Carsharing Vehicles and Carsharing Organizations, as defined below:

- (a) Carsharing Vehicle shall be defined as a private passenger motor vehicle that is made available to multiple authorized users primarily for hourly or other short-term use through a self-service fully automated reservation system, but not by means of a separate written agreement that is entered into each time a vehicle is transferred to a customer. A Carsharing Vehicle may be owned, maintained or administered by a Carsharing Organization or other entity.
- (b) Carsharing Organization shall be defined as a membership-based entity with a distributed fleet of Carsharing Vehicles that charges a use-based fee related to a specific vehicle.

**6.24.3 General Limitations**

- (a) Carsharing Vehicles shall only be allowed in parking facilities that are lawfully established and conforming to the dimensional and other requirements of Article 6.000, or, if not, are lawfully non-conforming.
- (b) A Carsharing Vehicle authorized pursuant to this Section 6.24 shall be properly registered under the appropriate jurisdictions.
- (c) A Carsharing Vehicle located within an authorized parking facility shall be maintained for active use by authorized operators and not stored for other purposes. No sales, servicing, dead storage, repair, administrative or similar functions shall occur and no personnel shall be employed on the site except for occasional short-term maintenance of vehicles (such as interior vacuuming) unless otherwise permitted by the use regulations in the zoning district.
- (d) Carsharing Vehicles administered by a Carsharing Organization shall be routinely accessed directly by users without any assistance or supervision by company personnel.
- (e) All owners of that portion of a lot accommodating a Carsharing Vehicle, or their legally authorized representative, including a condominium association where applicable, shall be required to grant permission for the operation of a Carsharing Vehicle on their property.

**6.24.4 Principal Use Parking Provisions.**

- (a) Within principal use parking facilities established under the provisions of Section 4.32 (b) (Automobile Parking Lot for Private Passenger Cars) or Commercial Parking Facilities registered with the Department of Traffic, Parking and Transportation per the provisions of Chapter 10.16 of the Cambridge Municipal Code, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.

- (b) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles for active use within a principal use or commercial parking facility in accordance with this Section 6.24 shall not cause any change in the use designation of that facility or affect any other regulation that may be applicable to that facility.

6.24.5 Accessory Parking Provisions.

- (a) Within parking facilities that are accessory to non-residential uses, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.
- (b) Within parking facilities that are accessory to residential uses, the number of parking spaces maintained for active use by Carsharing Vehicles shall not exceed thirty percent (30%) of the number of spaces located within the facility or two vehicles, whichever is greater. Carsharing Vehicles shall not be permitted in driveways of single-family residential homes.
- (c) Carsharing Vehicle parking spaces not otherwise permitted in Section 6.24.5 above shall be permitted by special permit from the Planning Board. The Board may specifically allow more principle use Carsharing Vehicle parking spaces than are allowed.
- (d) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles within an accessory parking facility in accordance with this Section 6.24 shall not cause any change in the use of that facility nor any violation of the accessory parking requirements applicable to the principal uses served by that facility, provided that such Carsharing Vehicles are available for use by any occupant of the principal use that is otherwise qualified to operate a motor vehicle. Where a Carsharing Vehicle is owned or operated by a Carsharing Organization, ordinary fees and other terms of service may apply.

# Supporting Carsharing in Cambridge: Proposed Zoning Changes



Community Development Department  
November 18, 2015

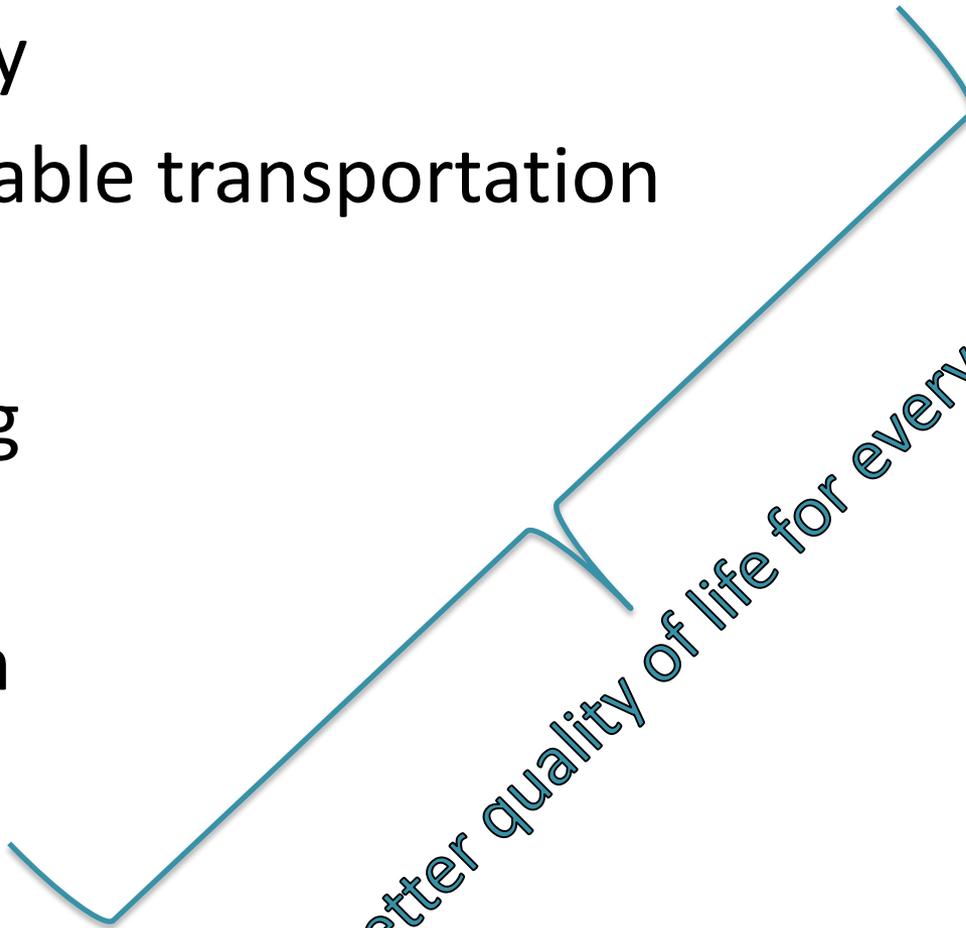
# What is Carsharing?

- More people sharing use of fewer vehicles
- Hourly or daily use
- Membership-based organization (no per-use contract)
- Web/phone reservation (no office visit)



# Why Is Carsharing Important to Cambridge?

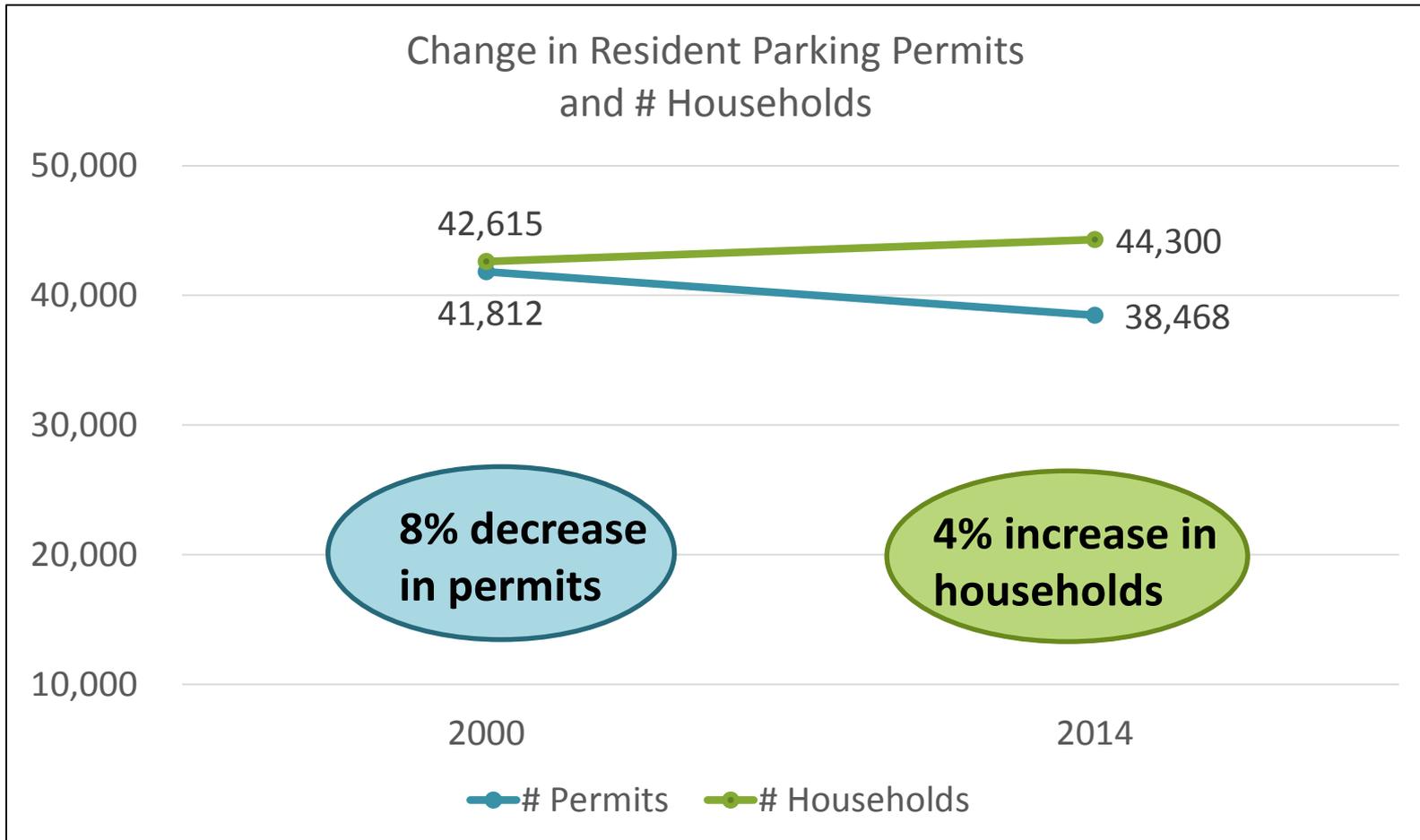
- More mobility
- More sustainable transportation
- Fewer cars
- Easier parking
- Less traffic
- Less pollution



*Better quality of life for everyone*

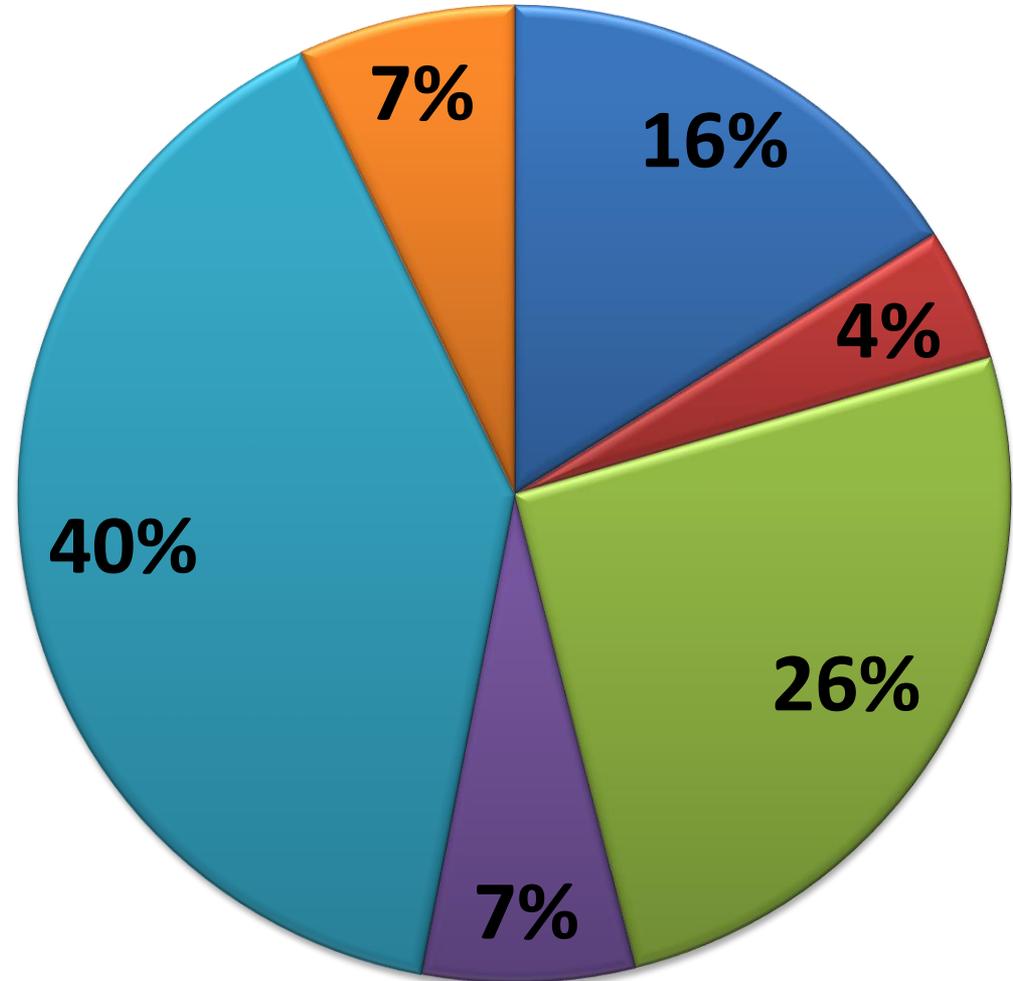
# Less Competition for Parking

- 1 carshare car = 9 to 13 private cars



**Survey: If you ARE a carshare member now or WERE a carshare member in the past, how has carsharing affected your car ownership?  
After I became a member:**

- I got rid of my only car
- I got rid of my second car
- I didn't buy a car (or second car) when I otherwise would have
- I kept my car, but use carsharing for special purposes (such as van rental)
- I didn't have a car before I joined and I still don't
- I had no change in my car ownership



**From:** Cambridge Residents  
**Responses:** 977

*City of Cambridge Survey, January 2015*

# How Often Zipcars Are Used, Average

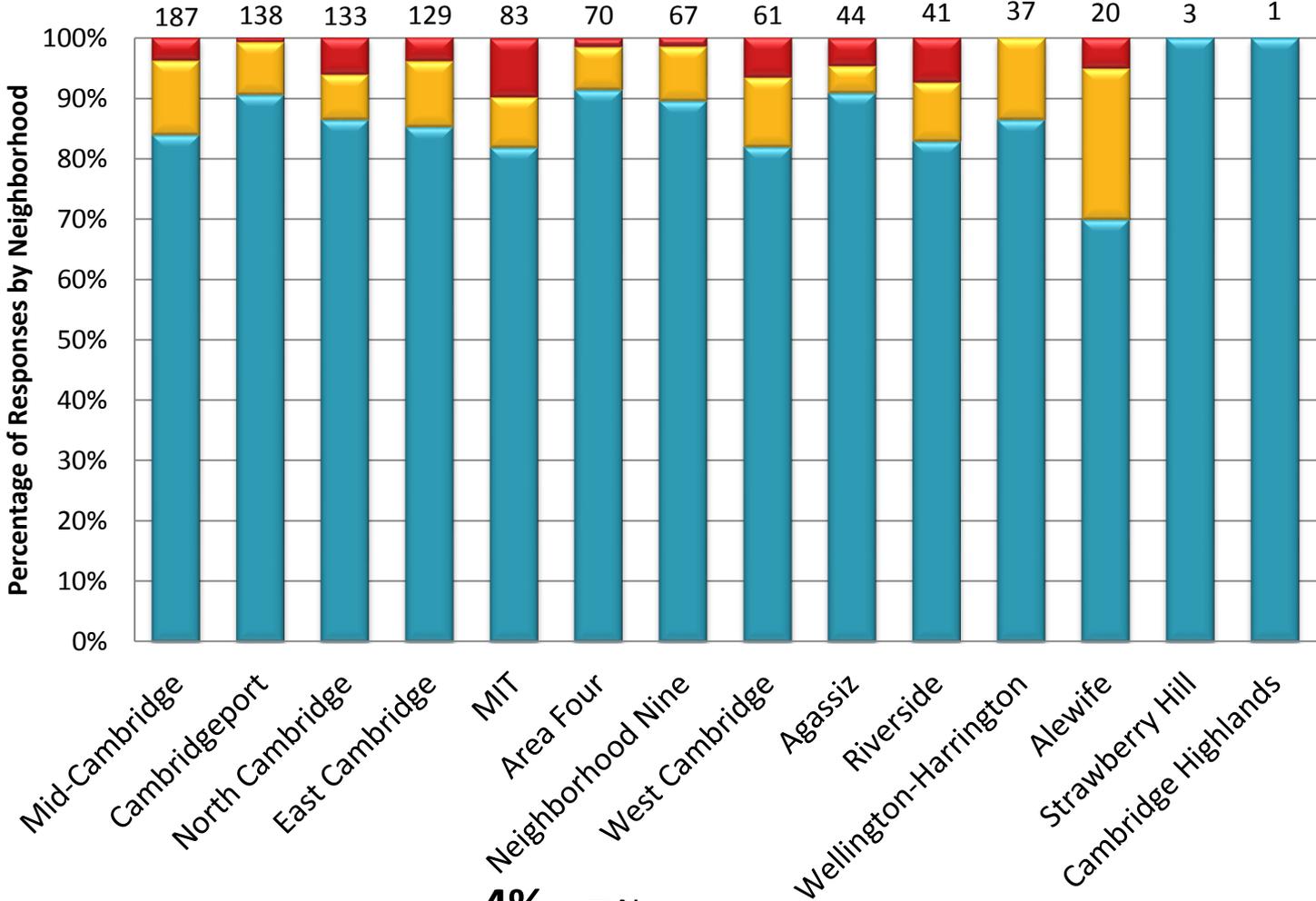
- Turnover = 1.7 reservations per day
- Vehicles are in active use 9 to 11 hrs per day
- 89% of reservations are made between 6 am and 10 pm
- 36 out of 300 cars reserved 10 pm to 5 am, including full-day reservations

# Community Process

- 9 Neighborhood Meetings: Sept – January
- Presentation, then group discussion
- Online survey



# Survey: Would you like carshare vehicles to be located in private off-street parking spaces in residential areas?

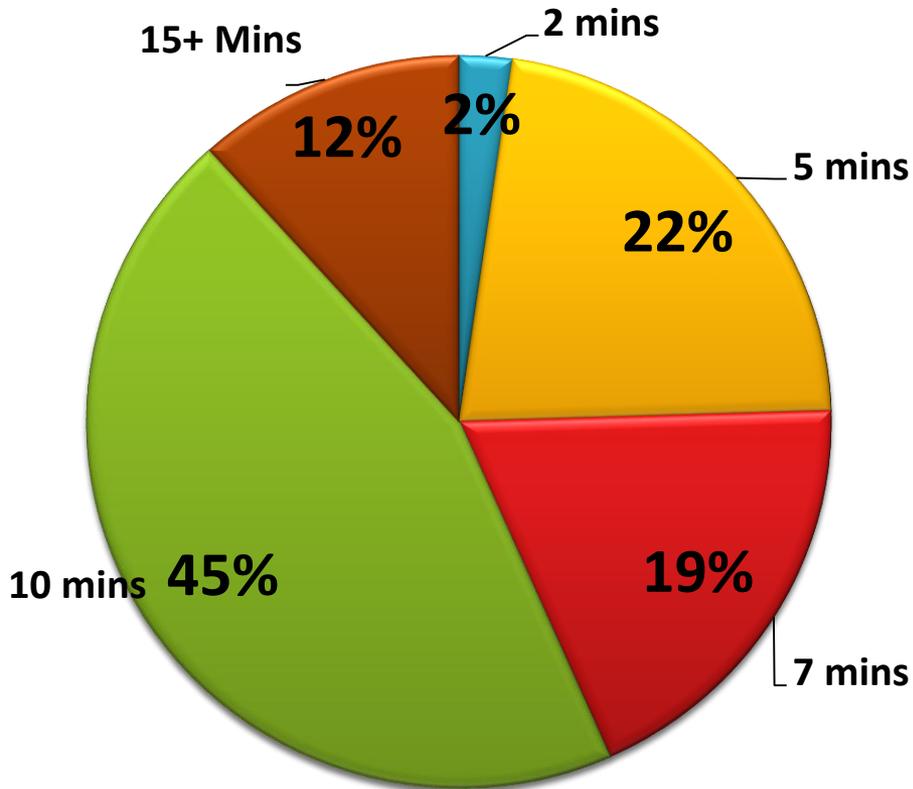


From: Cambridge Residents Only  
 Responses: 1014

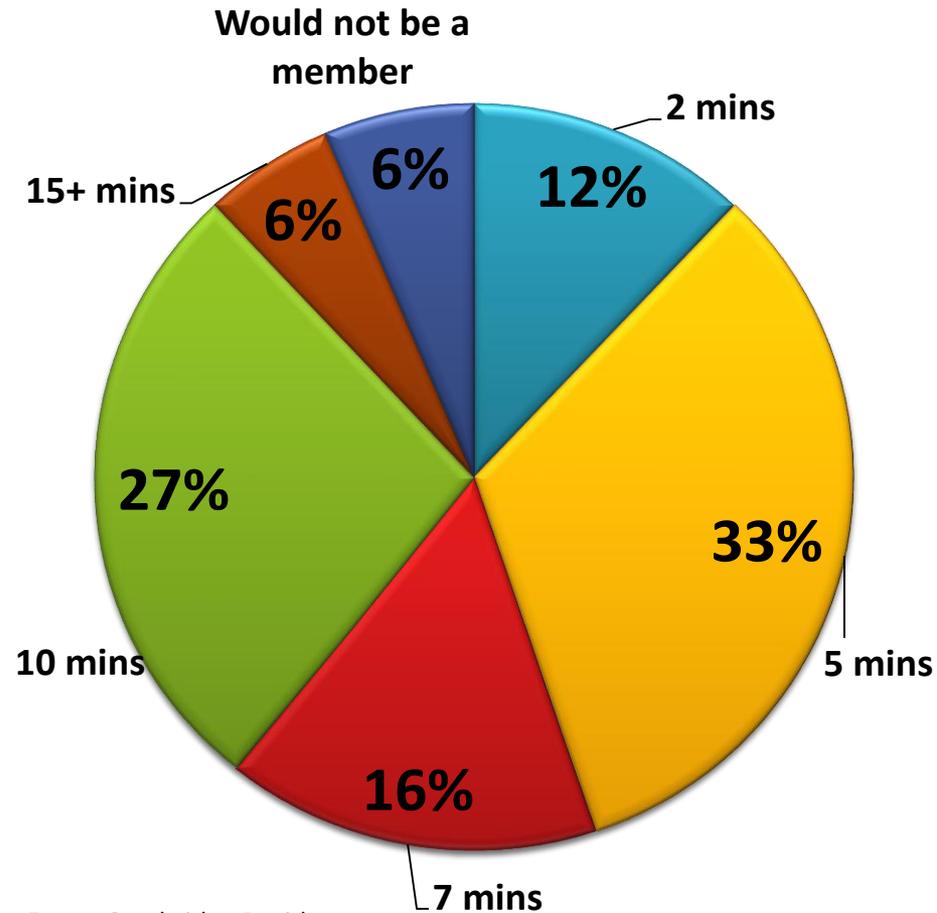
**4%** No  
**11%** Maybe, if  
**85%** Yes

# Survey: What is the farthest you would walk to use a carshare vehicle?

## Current Members



## Non-Members



From: Cambridge residents  
Responses: 945

From: Cambridge Residents  
Responses: 125

# Why Are Zoning Changes Needed?

- Carsharing is not clearly defined or regulated
- Unclear regulations have impeded growth of carsharing
- Especially restrictive in areas where it would be most convenient to residents

# Zoning Petition Overview

*Petition approach:*

- **Parking is parking.**
- **Parking can be used for carsharing**, to serve residents without requiring car ownership
- **General and specific limitations** apply, depending on the type of parking facility.

# Zoning Petition Overview

	<i>Petition Details</i>	<i>Planning Board Rec.</i>
6.24.1 Intent	<ul style="list-style-type: none"> <li>• Increasing mobility options for Cambridge residents, employees and visitors</li> <li>• Reducing reliance on automobile ownership and use</li> <li>• Lessening total demand for parking spaces</li> </ul>	
6.24.2 Definitions	<ul style="list-style-type: none"> <li>• Carsharing Vehicle and Carsharing Organization</li> <li>• Consistent with M.G.L. Chapter 90</li> <li>• Distinguishes between carsharing and traditional rental car agency</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Clarifying edits</i></li> </ul>

# Zoning Petition Overview

	<i>Petition Details</i>	<i>Planning Board Rec.</i>
6.24.3 General Limitations	<ul style="list-style-type: none"> <li>• Parking facility must be lawful</li> <li>• Carsharing Vehicles must be registered</li> <li>• No sales, servicing, dead storage, repair, &amp;c.</li> <li>• No on-site personnel (unless office allowed as a principal use)</li> <li>• All owners must agree (e.g., condos)</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Spaces must be registered with Cambridge TP&amp;T</i></li> <li>• <i>Full-size parking spaces only</i></li> <li>• <i>At least 10 feet from a residential building on an abutting lot in lower-density residential district</i></li> </ul>

# Zoning Petition Overview

	<i>Petition Details</i>	<i>Planning Board Rec.</i>
6.24.4 Principal Use Parking	<ul style="list-style-type: none"> <li>No limitations on carsharing</li> </ul>	
6.24.5 Accessory Parking	<ul style="list-style-type: none"> <li>Carsharing can use required accessory parking, provided all occupants can access (subject to terms of membership)</li> <li><u>Non-residential lots</u>: no limitation on number</li> </ul>	<ul style="list-style-type: none"> <li><u>Non-residential lots</u>: Carsharing can occupy any spaces above 75% of the number required by zoning or special permit, <u>or up to 4 spaces, whichever is less</u></li> </ul>

# Zoning Petition Overview

	<i>Petition Details</i>	<i>Planning Board Rec.</i>
6.24.5 Accessory Parking	<ul style="list-style-type: none"> <li>• <u>Residential lots:</u> <ul style="list-style-type: none"> <li>• No more than 30% of total number of spaces, PB can modify by special permit</li> <li>• Not allowed on single-family residential lots</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <u>Residential lots:</u> <i>Carsharing limited to lots with 4 spaces or more; <u>and</u> carsharing can occupy any spaces above 75% of the number required by zoning or special permit</i></li> </ul>

# Zoning Petition Overview

	<i>Petition Details</i>	<i>Planning Board Rec.</i>
6.24.5 Accessory Parking	<ul style="list-style-type: none"> <li>• <u>Residential lots:</u> <ul style="list-style-type: none"> <li>• No more than 30% of total number of spaces, PB can modify by special permit</li> <li>• Not allowed on single-family residential lots</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <u>Residential lots:</u> <i>Carsharing limited to lots with 4 spaces or more; <u>and</u> carsharing can occupy any spaces above 75% of the number required by zoning or special permit</i></li> </ul>

# Zoning Petition Overview

	<i>Petition Details</i>	<i>Planning Board Rec.</i>
6.24.6 Modifications	[not in initial petition]	<ul style="list-style-type: none"><li>• <i>Grandfathering of Existing Spaces (Must register with TP&amp;T within 6 months)</i></li><li>• <i>Other Modifications by Special Permit (Required public hearing and notification to abutters)</i></li></ul>

# Discussion

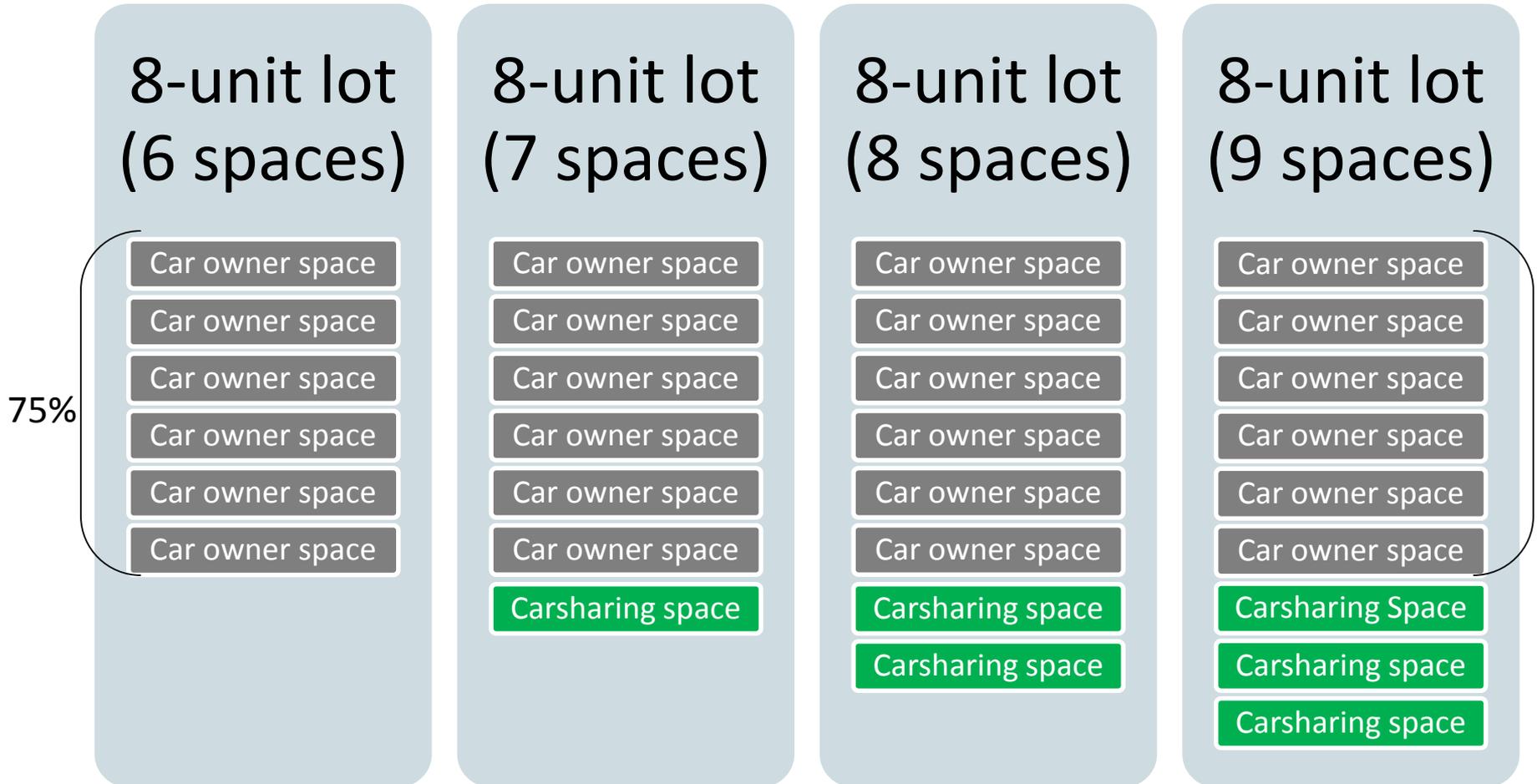


Photos: Gretchen Ertl

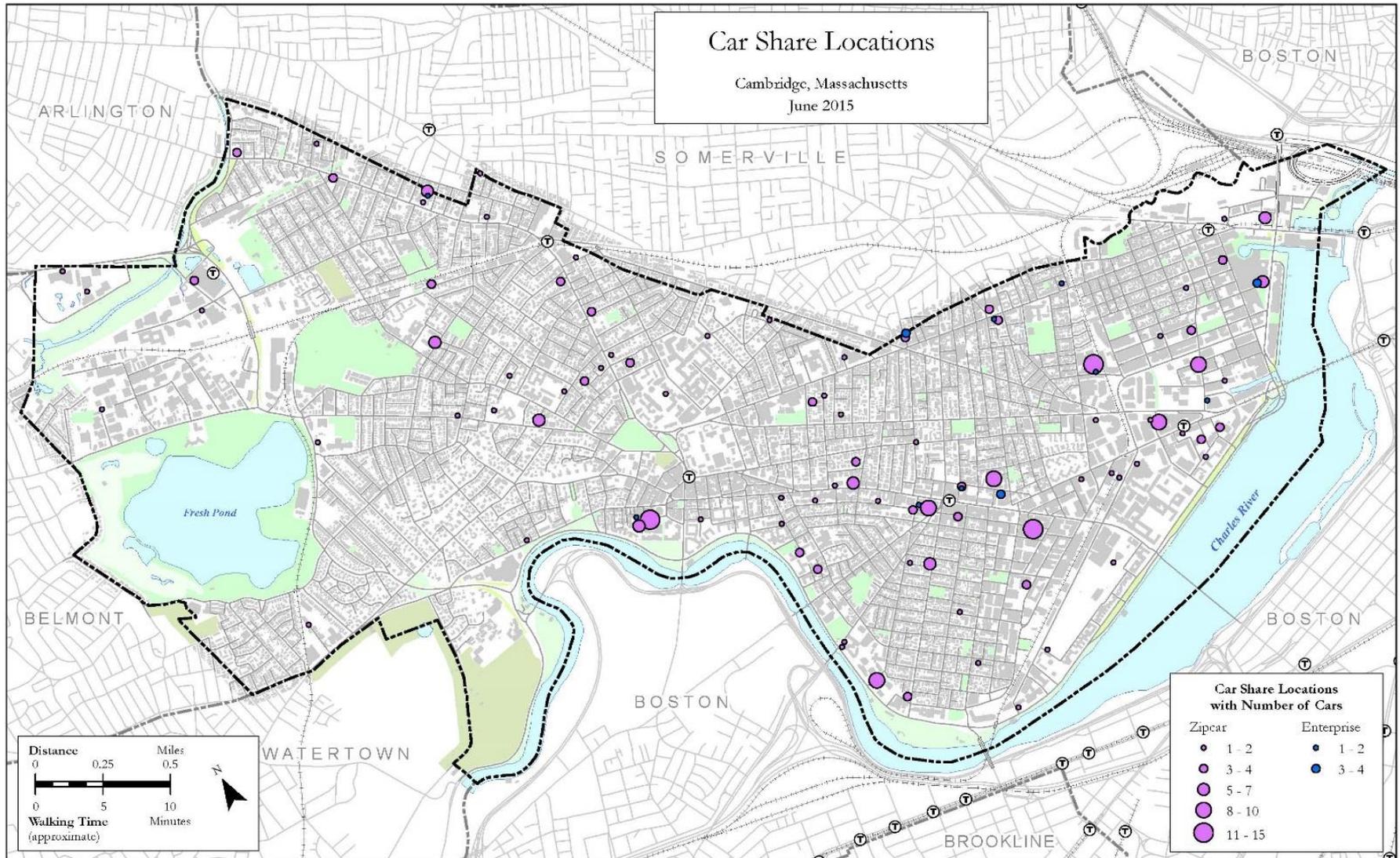


# Zoning Petition Overview

*Examples (assuming one space per unit required):*

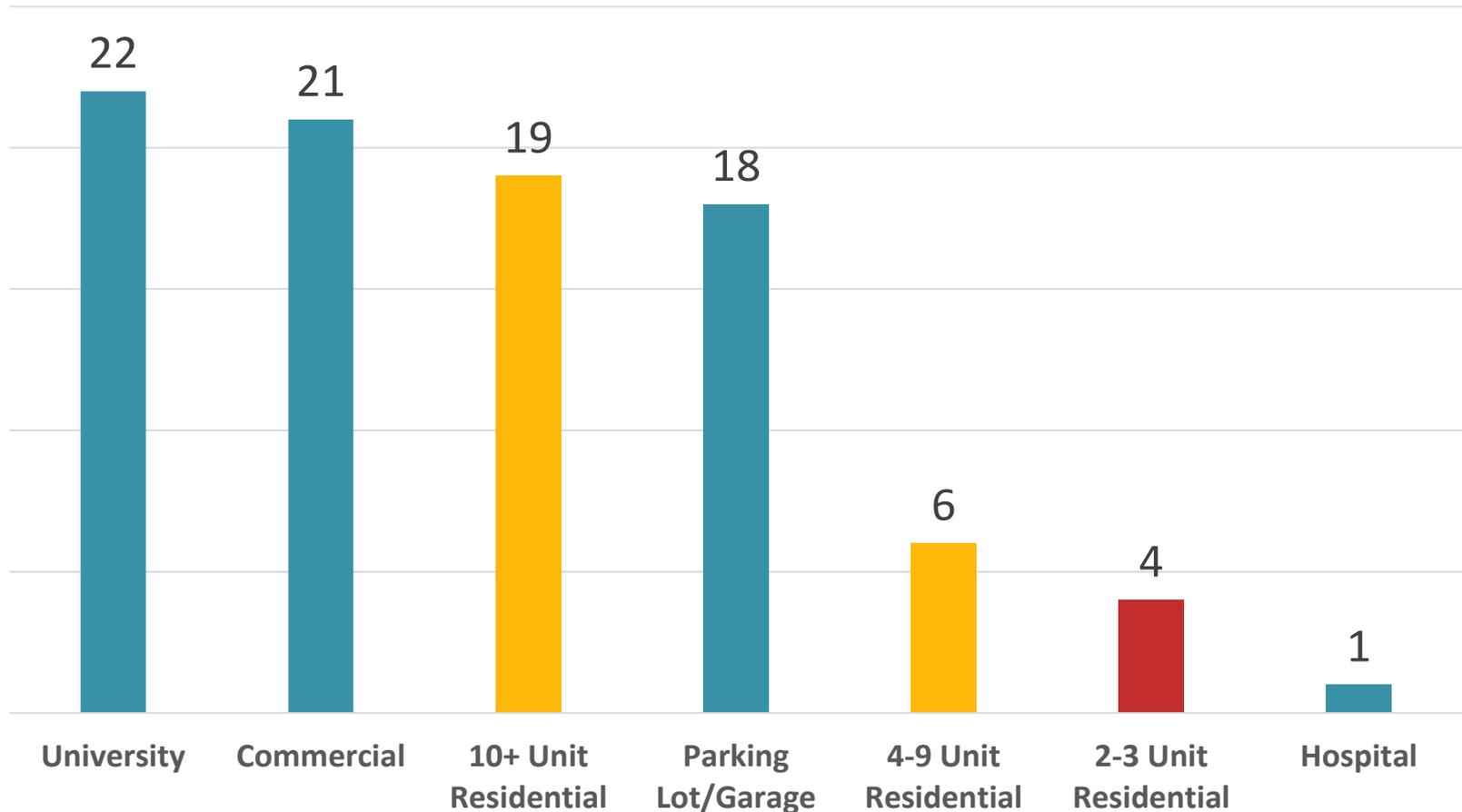


# Cambridge has 321 shared cars in 91 Locations



# Existing Carsharing in Cambridge

Existing Carsharing Locations by Principal Land Use

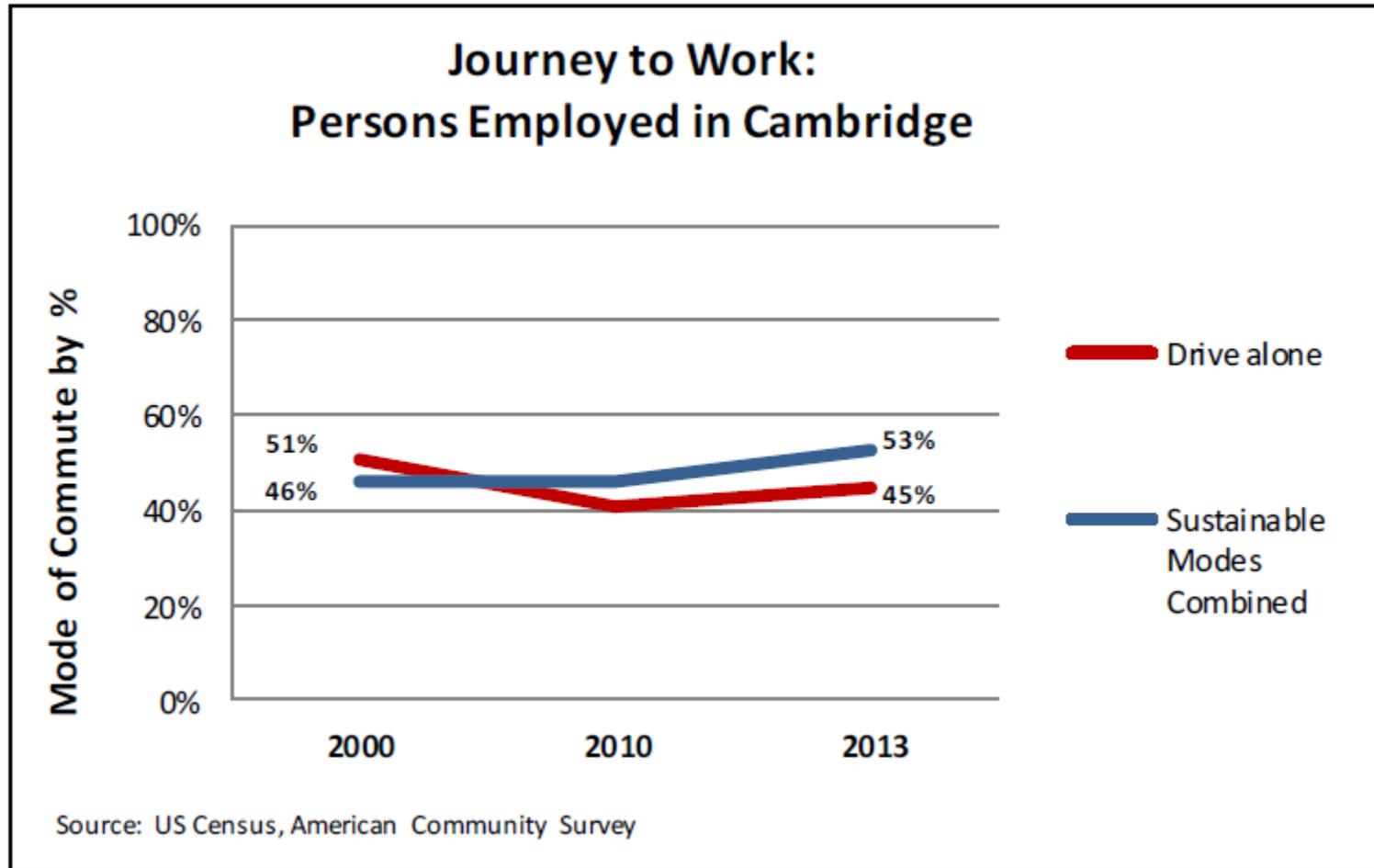


# Existing Carsharing in Cambridge

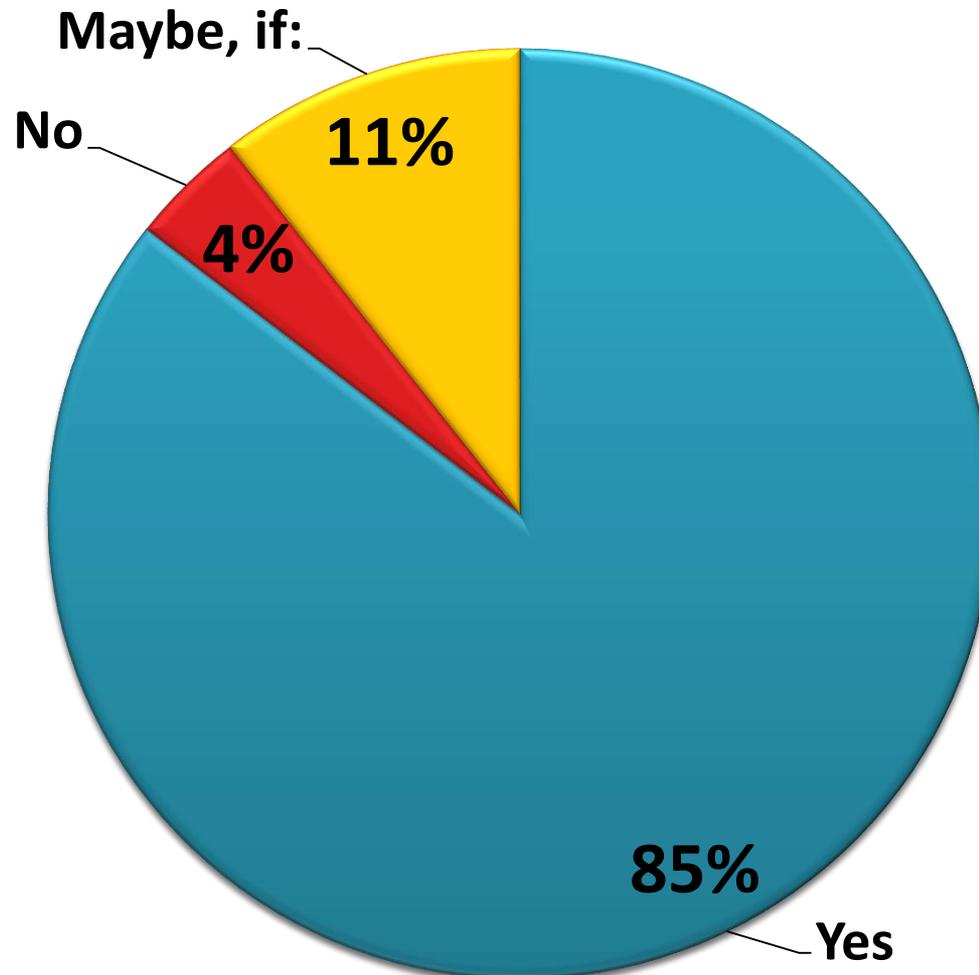
<b><i>Total Existing Carsharing Locations:</i></b>	<b>91</b>
Residential sites with fewer than 4 parking spaces:	<b>4</b>
Residential sites where less than 75% of the required parking is provided:	<b>4</b>
Sites where a parking space <u>might</u> be within 10 feet of a residential building in an A-1, A-2, B, C or C-1 district:	<b>7</b>
<i>Spaces that meet zoning dimensions for a regular (non-compact) parking space</i>	<b>???</b>

**ALL FIGURES APPROXIMATE.** Sources: Cambridge GIS, Assessing Database, visual observation.

# More Sustainable Commutes



# Survey: Would you like carshare vehicles to be located in residential areas in Private off-street parking spaces?



Cambridge Residents Only  
Responses: 1070

# Issues in Current Zoning

## *Where does carsharing fit in current zoning?*

<b>Parking?</b>	<b>Auto Sales and Rentals?</b>
<ul style="list-style-type: none"><li>• Serves residents, employees, retail patrons, visitors *</li><li>• Does not allow “automobile sales,” “dead storage,” “repair work,” “dismantling or servicing”</li><li>• Requirements for design and access of spaces (Article 6.000)</li><li>• Allowed and (in most cases) required by zoning</li></ul>	<ul style="list-style-type: none"><li>• Includes a variety of functions including storage, sales, office functions</li><li>• Limited to very few zoning districts</li></ul>

\* With their own cars.

# Issues in Current Zoning

## *Intent of Parking Regulations*

*(current Article 6.000, emphasis added):*

“... The parking and bicycle parking standards contained herein are intended to **encourage public transit, bicycle usage** and **walking** in lieu of automobiles where a **choice of travel mode** exists. It is also the purpose of this Article to allow **flexibility in providing required parking** through shared or off site arrangements in order to **accommodate the automobile in the urban environment in a less disruptive way.**”

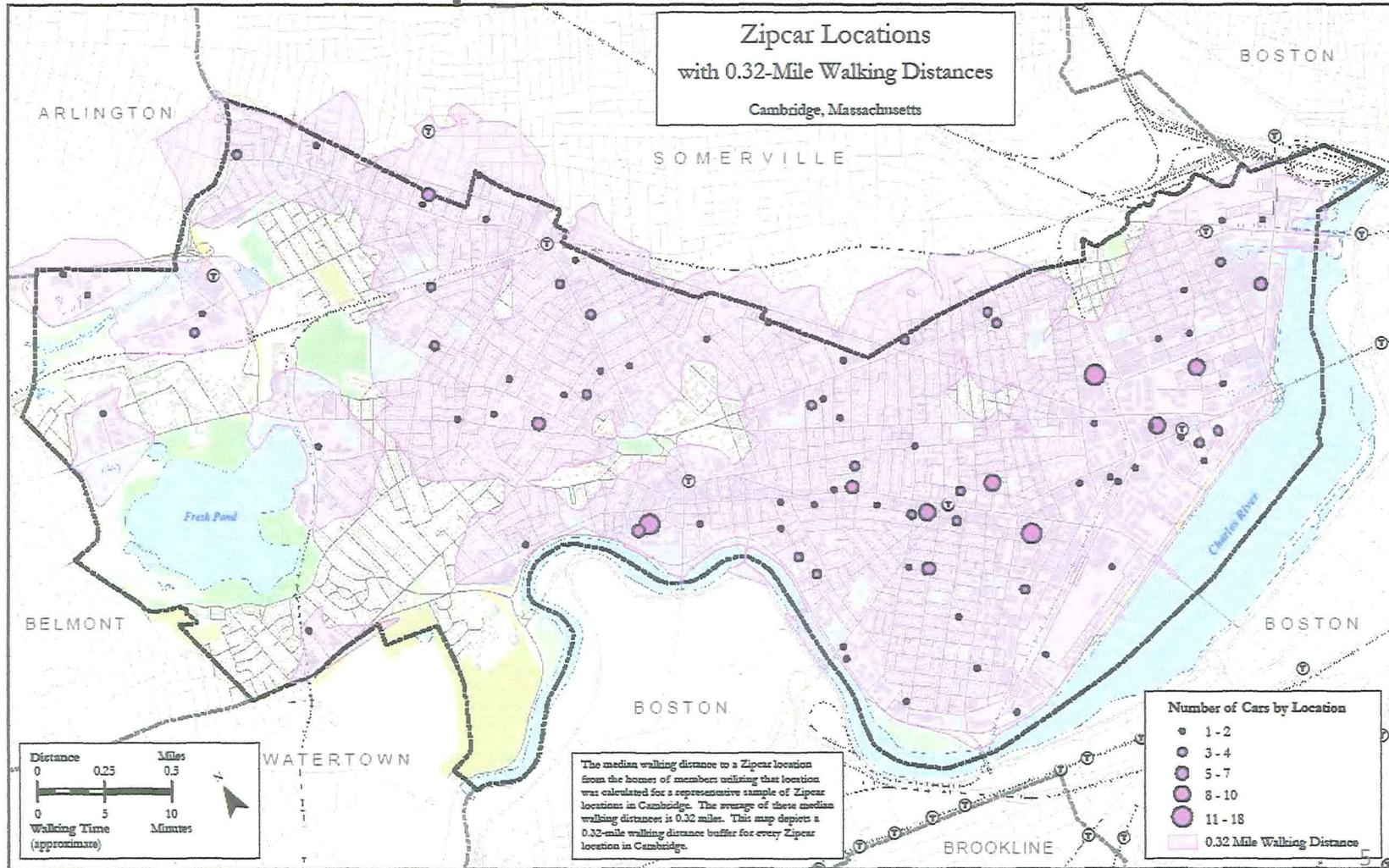
# Comments from Neighborhood Meetings

- “Can you please put carshare on-street and off-street in residential areas? That would be useful.”
- “When my car dies, I won’t get another. I’ll do carsharing and use cabs.”
- “With a two-car driveway, we keep thinking about getting a car, but we have been putting it off because of carsharing options.”
- “We know so many people who are car-free even with kids.”

## Questions and Concerns

- “Will allowing carshare vehicles to park on residential property make it harder for me to find on-street parking?”
- “Will landlords raise parking fees, pushing more cars onto the street?”
- Noise and bad driver concerns

# Cambridge has 280 Zipcars in 82 Locations



ATTACHMENT D

## **ARTICLE 6.000 OFF STREET PARKING AND LOADING REQUIREMENTS AND NIGHTTIME CURFEW ON LARGE COMMERCIAL THROUGH TRUCKS**

- 6.10 INTENT AND APPLICABILITY**
- 6.20 OFF STREET PARKING REGULATIONS**
- 6.30 PARKING QUANTITY REQUIREMENTS**
- 6.40 DESIGN AND MAINTENANCE OF OFF STREET PARKING FACILITIES**
- 6.50 PARKING PLAN INFORMATION REQUIREMENTS**
- 6.60 PURPOSE AND INTENT OF LOADING REQUIREMENTS**
- 6.70 APPLICATION OF LOADING REQUIREMENTS**
- 6.80 REQUIRED AMOUNT OF LOADING FACILITIES**
- 6.90 LOCATION AND LAYOUT OF LOADING FACILITIES**
- 6.100 BICYCLE PARKING**

### **6.10 INTENT AND APPLICABILITY OF PARKING, BICYCLE PARKING AND LOADING REQUIREMENTS**

**6.11** *Intent.* It is the intent of this Article 6.000 to reduce traffic congestion, noise, vibrations, fumes and safety hazards caused by large commercial trucks, thereby promoting the safety, health and welfare of the public, by establishing requirements for off street parking, bicycle parking and loading and restrictions on the use of City street during the night-time by large commercial trucks with points of origin and destinations outside the City of Cambridge in order to implement the purposed of the The Zoning Act, Section 2A of Chapter 808, and Article 1.000. Section 1.30 of the Cambridge Zoning Ordinance, including:

- to lessen congestion in the streets
- to conserve health
- to conserve the value of land and buildings
- to prevent pollution of the environment
- to protect residential neighborhoods from incompatible activities, and
- to preserve and increase the amenities of the city.

The number of parking and loading spaces required herein varies according to type, location and intensity of development in the different zoning districts, and to proximity of public transit facilities. This Article 6.000 requires development of adequate parking facilities to meet the reasonable needs of all building and land users without establishing regulations which unnecessarily encourage automobile usage. The parking and bicycle parking standards contained herein are intended to encourage public transit, bicycle usage and walking in lieu of automobiles where a choice of travel mode exists. It is also the purpose of this Article to allow flexibility in providing required parking through shared or off site arrangements in order to accommodate the automobile in the urban environment in a less disruptive way. Development regulations and design standards have been established to reduce hazard to pedestrians on public sidewalks, to ensure the

usefulness of parking, bicycle parking and loading facilities, and where appropriate, to avoid potential adverse impacts on adjacent land uses, and to enhance the visual quality of the city.

**6.12** Applicability. The off street parking and loading provisions of this Article 6.000 shall apply as follows:

- (a) For new structures erected and new uses of land established or authorized after the effective date of this Article 6.000 or any amendment thereto, as well as for external additions of Gross Floor Area to existing structures for any use, accessory off street parking and loading facilities shall be provided as required by the regulations for the districts in which such structures or uses are located.

In the case of an addition of Gross Floor Area to an existing structure (lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto), which addition contains nonresidential uses, off street parking and loading facilities shall only be required when the total of such additions occurring from the effective date of this Article 6.000 or any amendment thereto increases the Gross Floor Area of the existing structure by fifteen (15) percent or more. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

- (b) When the intensity of an existing use within any existing structure (or lot in the case of 6.36.7 l and m and 6.36.8 f and g) is increased through addition of dwelling units, floor area, seating capacity or other units of measurement specified in Section 6.30 or Section 6.60 (but not including any uses in a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above), off street parking and loading facilities shall be provided as required for such increase in intensity of use.

However, a nonresidential use lawfully established prior to the effective date of this Article 6.000 or any amendment thereto shall not be required to provide off street parking and loading facilities for such increase unless and until the aggregate increase in units of measure shall equal fifteen (15) percent or more of the units of measurement existing upon said effective date. If such an increase occurs, additional off street parking or loading facilities as required herein shall be provided for the total increase in intensity subsequent to the effective date of this Article 6.000 or any amendment thereto.

- (c) When the use of an existing structure (but not including the use of a new external addition to that structure, which shall be subject to the provisions of Paragraph (a) above) is changed to a new nonresidential use, off street parking and loading facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36 and the schedule of loading requirements in Subsection 6.60. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto, additional off street parking and loading facilities shall be required only to the extent that the required amount for the new

nonresidential use would exceed the amount required for the previous use if said previous use were subject to the schedule of parking and loading requirements.

In either case, the first four (4) spaces required need not be provided.

- (d) When the nonresidential use of an existing structure is changed to a residential use, off street parking facilities shall be provided as required in the schedule of parking requirements in Subsection 6.36. Any maximum requirements specified in Subsection 6.36, as well as minimum requirements, shall be applicable to such changes in use.
- (e) *Bicycle Parking.* Bicycle parking shall be provided according to the requirements set forth in Section 6.100. Wherever the term "parking" is used in this Zoning Ordinance without specific reference to bicycles, such term shall refer to parking for motor vehicles and not bicycles.

However, if said structure was lawfully erected prior to the effective date of this Article 6.000 or any amendment thereto and the nonresidential use of the structure is proposed to be changed to an Affordable Housing Project as herein defined, additional off street parking facilities shall be required as provided above, except that for that portion of the Project consisting of Affordable Units additional off street parking shall be provided at the rate of 60% of the parking otherwise required in Section 6.36.

For purposes of this Section 6.12 (d) an Affordable Housing Project shall be a residential development in which at least fifty percent (50%) of the dwelling units are considered Affordable Units for occupancy by Eligible Households as defined in Section 11.200 of the Zoning Ordinance.

- 6.13** *Scope of Off Street Parking Regulations.* All accessory parking facilities shall conform to all regulations set forth in this Article governing the use, design and operation of such facilities. However, the provisions of this Article 6.000, notwithstanding, any special parking requirements for townhouse developments specified in Section 11.10, for planned unit developments specified in Article 13.000, for projects in the Mixed Use Development District specified in Article 14.000 or for special permits specified elsewhere in this Ordinance shall be applicable for those projects.
- 6.14** *Restoration.* When an existing structure or use is restored and resumes operation after being destroyed or damaged by fire, explosion, or other catastrophe, off street parking, bicycle parking and loading facilities shall be provided at least equivalent to that in existence at the time of such destruction or damage. If the extent of such damage is such that the cost of restoration is fifty (50) percent or more of the replacement value of the structure or use, then parking, bicycle parking and loading facilities meeting the requirements of this Article 6.000 shall be provided. However, in no case shall it be necessary to replace or continue any parking, bicycle parking or loading facilities which were in excess of those required by the schedules of parking and loading requirements for equivalent amounts of new uses or construction.
- 6.15** *Existing Parking Facilities.* Accessory off street parking facilities established after March 15, 1961, shall not hereafter be reduced below - of already less than, shall not be further reduced below - the minimum requirements under the provisions of this Article 6.000.

Accessory off street parking facilities in existence as of March 15, 1961 shall only be required if such facilities have been used to satisfy parking requirements after March 15, 1961.

- 6.16** *Dedicated Off Street Parking Facilities.* Required off street parking facilities which after development are later dedicated to and accepted by the City and maintained by the City for off street parking purposes, shall be deemed to continue to serve the structures or uses to meet the requirements for which they were originally provided.
- 6.17** *Compatibility with the E.P.A. Clean Air Regulations* In addition to the regulations contained in this Article, all off street parking facilities must comply with restrictions contained in the Transportation Control Plan for the Metropolitan Boston Interstate Air Quality Control Region as promulgated by the United State Environmental Protection Agency to the extent the same are in force and effect.
- 6.18** *Compatibility with Handicapped Access Rules.* In addition to the regulations contained in this Article 6.000, all off street parking facilities must comply with the currently applicable "Rules and Regulations of the Architectural Barriers Board of the Commonwealth of Massachusetts" to the extent the same are in force and effect.

**6.20 OFF STREET PARKING REGULATIONS**

- 6.21** *Use.* All accessory parking facilities provided in accordance with this Article shall be maintained exclusively for the parking of motor vehicles so long as the use exists which the facilities were designed to serve. Such facilities shall not be used for automobile sales, dead storage, or repair work, dismantling or servicing of any kind, with the exception of emergency service when needed. **Notwithstanding anything to the contrary in this Ordinance, parking facilities maintained in accordance with this Article 6.000 may be used by Carsharing Vehicles subject to the provisions and limitations set forth in Section 6.24 of this Zoning Ordinance.**
- 6.22** *Location.* All accessory off street parking facilities shall be located in accordance with the provisions of subsections 6.22.1, 6.22.2 and 6.22.3. For purposes of this Section 6.22 lot shall also mean the Development Parcel of any Planned Unit Development regulated by the provisions of Article 12.000 and Article 13.000 without regard to a lot or lots that may initially constitute the Development Parcel or any lot or lots created within the Development Parcel subsequent to the approval of the PUD by the Planning Board.
- 6.22.1** Accessory off street parking facilities may be located on the same lot as the use being served or on another lot that has the same or less restrictive zoning classification as the lot on which the use being served is located in accordance with the following conditions:
- (a) (1) said other lot is contiguous to the lot on which the use being served is located;  
or
  - (2) said other lot is within three hundred (300) feet of the lot on which the use being served is located and the use being served is nonresidential; or
  - (3) said lot is within three thousand (3000) feet of the lot on which the use being served is located, such use is an institutional use listed in Subsection 6.36.3b

and said use is located within a five acre area containing one or more lots, contiguous except for streets, owned by a single institution; and

(b) said lot is not now and was not within the past five (5) years the location of a preferably preserved significant building (as defined in the General Ordinances of Cambridge) as determined by the Cambridge Historical Commission.

(c) however, no off site accessory parking facilities shall be allowed to meet the requirements for Subsection 6.36.5h "Theatre or hall for public gatherings".

**6.22.2** The Board of Zoning Appeal may grant a special permit for off site accessory parking not allowed in Subsection 6.22.1 (a) provided that convenient and safe access from the parking facility to the use being served is provided in accordance with the following conditions:

(a) No off site accessory parking facility may be located on a lot which has a more restrictive zoning classification than the lot on which the use being served is located.

(b) Off site accessory parking facilities shall be located within four hundred (400) feet of the lot being served for residential uses and within one thousand (1000) feet of the lot for other uses.

**6.22.3** [PARAGRAPH DELETED]

**6.22.4** Accessory off street parking spaces required under the provisions of this Article 6.000 need not be in the City of Cambridge.

**6.22.5** Distance Measurements For Parking Facilities. In all cases where distance measurements between a lot and off site parking facilities or other specified area are specified in this Article 6.000, such distance shall be measured as a straight line from the nearest point for the lot on which the off site accessory parking is located, to the nearest transit station entrance, or to the nearest street line or other boundary of another specified area.

**6.23** *Control of Off Site Parking Facilities.* Where accessory parking facilities are allowed on land other than the lot on which the use being served is located said other land shall be in identical ownership or binding commitments shall exist to guarantee, to the reasonable satisfaction of the Superintendent of Buildings or to the special permit granting authority, that the off site parking will continue to be available for the period during which the use or uses that the parking serves may be expected to be in existence. Such commitments shall be evidenced by negotiated lease agreement, recorded covenant or comparable legal instrument. Such instrument shall be duly recorded at the Middlesex County Registry of Deeds and certification of such recording provided to the Superintendent of Buildings or the special permit granting authority.

**6.24** *Carsharing Provisions.* The provisions of this Section 6.24 shall govern the allowed use of parking spaces for carsharing. Where the provisions of this Section 6.24 may conflict with any requirements set forth elsewhere in this Ordinance, the provisions of this Section 6.24 shall control.

**6.24.1** *Intent.* This Section 6.24 is intended to allow the limited use of parking spaces for Carsharing as a means to provide mobility options for Cambridge residents, employees and visitors who may not possess a private automobile, thereby

promoting City goals by increasing mobility, reducing reliance on automobile ownership and use, and lessening the total demand for parking spaces.

**6.24.2 Definitions.** For the purpose of this Ordinance, Carsharing shall mean the use of parking spaces by Carsharing Vehicles and Carsharing Organizations, as defined below:

- (a) Carsharing Vehicle shall be defined as a private passenger motor vehicle that is made available to multiple authorized users primarily for hourly or other short-term use through a self-service fully automated reservation system, but not by means of a separate written agreement that is entered into each time a vehicle is transferred to a customer. A Carsharing Vehicle may be owned, maintained or administered by a Carsharing Organization or other entity.
- (b) Carsharing Organization shall be defined as a membership-based entity with a distributed fleet of Carsharing Vehicles that charges a use-based fee related to a specific vehicle.

**6.24.3 General Limitations**

- (a) Carsharing Vehicles shall only be allowed in parking facilities that are lawfully established and conforming to the dimensional and other requirements of Article 6.000, or, if not, are lawfully non-conforming.
- (b) A Carsharing Vehicle authorized pursuant to this Section 6.24 shall be properly registered under the appropriate jurisdictions.
- (c) A Carsharing Vehicle located within an authorized parking facility shall be maintained for active use by authorized operators and not stored for other purposes. No sales, servicing, dead storage, repair, administrative or similar functions shall occur and no personnel shall be employed on the site except for occasional short-term maintenance of vehicles (such as interior vacuuming) unless otherwise permitted by the use regulations in the zoning district.
- (d) Carsharing Vehicles administered by a Carsharing Organization shall be routinely accessed directly by users without any assistance or supervision by company personnel.
- (e) All owners of that portion of a lot accommodating a Carsharing Vehicle, or their legally authorized representative, including a condominium association where applicable, shall be required to grant permission for the operation of a Carsharing Vehicle on their property.

**6.24.4 Principal Use Parking Provisions.**

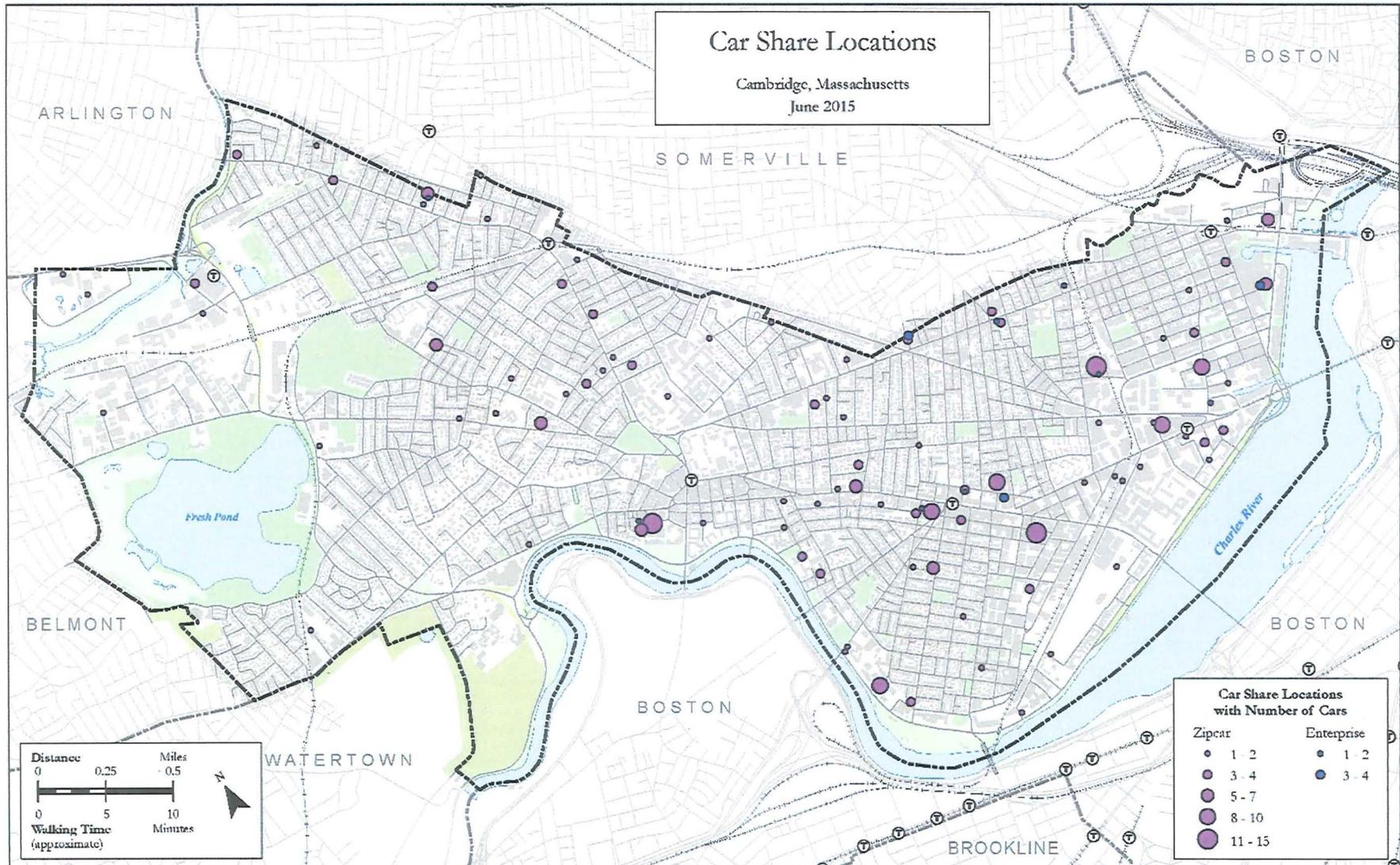
- (a) Within principal use parking facilities established under the provisions of Section 4.32 (b) (Automobile Parking Lot for Private Passenger Cars) or Commercial Parking Facilities registered with the Department of Traffic, Parking and Transportation per the provisions of Chapter 10.16 of the Cambridge Municipal Code, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.

- (b) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles for active use within a principal use or commercial parking facility in accordance with this Section 6.24 shall not cause any change in the use designation of that facility or affect any other regulation that may be applicable to that facility.

6.24.5 Accessory Parking Provisions.

- (a) Within parking facilities that are accessory to non-residential uses, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.
- (b) Within parking facilities that are accessory to residential uses, the number of parking spaces maintained for active use by Carsharing Vehicles shall not exceed thirty percent (30%) of the number of spaces located within the facility or two vehicles, whichever is greater. Carsharing Vehicles shall not be permitted in driveways of single-family residential homes.
- (c) Carsharing Vehicle parking spaces not otherwise permitted in Section 6.24.5 above shall be permitted by special permit from the Planning Board. The Board may specifically allow more principle use Carsharing Vehicle parking spaces than are allowed.
- (d) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles within an accessory parking facility in accordance with this Section 6.24 shall not cause any change in the use of that facility nor any violation of the accessory parking requirements applicable to the principal uses served by that facility, provided that such Carsharing Vehicles are available for use by any occupant of the principal use that is otherwise qualified to operate a motor vehicle. Where a Carsharing Vehicle is owned or operated by a Carsharing Organization, ordinary fees and other terms of service may apply.

# Cambridge has 321 shared cars in 91 Locations



Stephen H. Kaiser  
191 Hamilton St.  
Cambridge Mass. 02139

To : The Cambridge City Council, Ordinance Committee

From : Stephen H. Kaiser, Citizen Engineer

### Clarification of Planning Board Recommendations to Revise the Carsharing Petition

I have obtained a copy of the recommendation of the Planning Board, dated November 18, the date of the hearing on Wednesday. This recommendation was sent to City Hall three weeks after the Planning Board hearing on October 27. The recommendation apparently did not make its way to the Council and the Ordinance Committee for its hearing at 5:30 PM. Representatives of CDD either did not have a copy of the approved recommendation or otherwise did not make a copy available to the committee.

I have reviewed the text of both the October 21 draft version/Memo fro CDD I referred to in my testimony and the November 18 recommendation : the language is identical :

"(ii) At least seventy-five percent (75%) of the minimum number of parking spaces required by zoning or special permit to serve the principal residential use on the lot must be maintained for use by *privately owned automobiles* rather than *Carsharing Vehicles*. Any parking spaces above that number may be maintained for active use by Carsharing Vehicles, including any parking spaces that exceed the minimum number required to serve the principal residential use."

"(iii) Driveways of single-family residential homes may not be used by Carsharing Vehicles." [Section 6.24.5(b)]

These sections are intended to replace the language of the original Cheung petition which reads :

"(b) Within parking facilities that are accessory to residential uses, the number of parking spaces maintained for active use by Carsharing Vehicles shall not exceed thirty percent (30%) of the number of spaces located within the facility or two vehicles, whichever is greater. Carsharing Vehicles shall not be permitted in driveways of single-family residential homes."

In substance the two drafts differ only in the size of the limitation placed on maximum possible carsharing. The original petition suggested 30% and the Planning Board recommendation is 25%. My sense of the discussion on October 27 was that some Planning Board members were concerned about inadequate provisions to protect existing parking.

While I am a supporter of more extensive carsharing, I recognize the sentiments of some people to limit the program, at least in its initial phase. Therefore I recommend that the original Cheung Petition wording be retained, with the exception that 30% should be changed to 25%. I believe the original wording was clear, more concise and is closer to being quality zoning language.

At the hearing, I noted the confusion in the Planning Board version between "private automobiles" and "carsharing vehicles" -- both types of vehicles are privately owned. The newer version introduces the limitation of "automobiles" when the vehicles at issue could be pickup trucks, small vans or SUVs (some of the latter are legally qualified as trucks).

The original wording of the petition defined what a carsharing vehicle is and the limits applied are very clear. It is clear, succinct and simple.

I would also note that there is a problem with the Planning Board recommendation to grant special permits. I read the proposed 6.24.6 (b) text to allow the Planning Board to waive virtually any provision of the car-sharing section 6.24,

provided the proposal complied with the goals of carsharing. This wording is a green light to relax any carsharing limitations in the ordinance, including the protections which many Councilors have identified.

Because this ordinance is necessarily experimental and should be construed with care, I believe there should be no special permit provisions in this amendment. At a later time, after experience and citizen reaction (and hopefully acceptance) of carsharing, a further amendment could be made to fine-tune the ordinance and add careful provisions for special permits as necessary.

I would note that the City of Boston has created a small firestorm of protest over carsharing because officials decided to begin with on-street spaces. The image of public parking spaces being lost to private interests is a very hot potato in any community. The City of Cambridge in its modifications to Section 6.20 has wisely restricted the program to off-street parking.

I hope we can use good use of the next two weeks to generate quality zoning language for the carsharing ordinance.

Sincerely,



Stephen H. Kaiser, PhD

City of Cambridge

*Richard C. Rossi • City Manager*



Executive Department

*Lisa C. Peterson • Deputy City Manager*

City Hall • 795 Massachusetts Avenue • Cambridge • Massachusetts • 02139  
617-349-4300 • fax: 617-349-4307 • tty: 617-492-0235 • www.cambridgema.gov

November 23, 2015

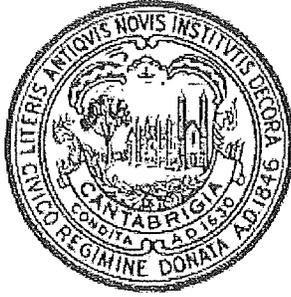
To the Honorable, the City Council:

I am hereby transmitting for your consideration, a Planning Board recommendation to adopt with changes the Carsharing Zoning Petition (refiled).

Very truly yours,

*Richard C. Rossi*  
Richard C. Rossi  
City Manager

RCR/mec  
Attachment



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

Date:	November 18, 2015
Subject:	Carsharing Zoning Petition (Refiled)
Recommendation:	The Planning Board recommends ADOPTION, with suggested changes.

To the Honorable, the City Council,

On October 27, 2015 and November 10, 2015, the Planning Board held a public hearing on the refiled City Council petition to amend Article 6.000 of the Zoning Ordinance to include provisions for carsharing as an allowed activity within parking facilities. The Board reviewed background information on carsharing and the specifics of the proposal from Community Development Department staff, and heard testimony and received letters from supporters in favor of expanding carsharing services in the city as well as from residents concerned about potential impacts in residential areas.

The Board's recommendation remains substantially the same as the recommendation previously submitted to the Council, dated June 10, 2015. After further consideration and discussion, the Board has modified its recommendation somewhat and has provided an amended version of recommended changes to the zoning text.

## Overall Recommendation

The Board supports the proposal to adopt zoning regulations for carsharing that will support its growth as a mobility option in the city, particularly in those areas that are currently underserved by carsharing. Incorporating carsharing provisions into parking regulations is consistent with the intent of Article 6.000 of the Zoning Ordinance as currently stated, to "meet the reasonable needs of all building and land users without establishing regulations which unnecessarily encourage automobile usage," to "encourage public transit, bicycle usage and walking in lieu of automobiles where a choice of travel mode exists," and to "allow flexibility in providing required parking through shared or off site arrangements in order to accommodate the automobile in the urban environment in a less disruptive way."

The Board received background information from staff on carsharing at both the local and national levels, showing clear evidence that the availability of carsharing makes it easier for city residents to forego owning a private automobile, and that those residents in turn tend to drive fewer miles and make more use of walking, bicycling, and public transportation options for everyday trips. Carsharing advances multiple city goals by promoting greater mobility options

for residents, reducing greenhouse gas emissions by lessening the amount of automobile travel, and reducing parking congestion due to fewer cars being owned by residents.

Carsharing in Cambridge has thus far evolved in a largely unregulated and unpredictable way. The proposed zoning will provide reasonable regulations to allow carsharing to grow and evolve to meet the community's future demand while mitigating potential negative impacts.

#### Issues Raised

Most issues heard by the Board were from residents concerned about the impacts of allowing greater availability of carsharing in residential areas. Some issues that were raised include the appropriateness of allowing carsharing organizations (which are primarily commercial for-profit businesses) to park vehicles in residential areas, the potential for carsharing to create competition that will cause residents to move their private cars from off-street to on-street parking spaces, safety considerations in situations where occasional drivers are using parking areas that are more commonly used by frequent drivers, and possible nuisance caused by carsharing vehicles in close proximity to residential homes.

The Board is sensitive to these issues but does not find all of them to be particularly concerning. Commercial enterprises do not all need to be regulated in the same way; for example, in many states, sales of food and clothing are not taxed because they are viewed to serve a public good despite being provided by the private market. Given the benefits of carsharing in providing greater mobility options and reducing environmental impacts, it is reasonable to regulate it in a way that achieves the greatest benefit regardless of whether the service itself is being provided by a commercial operator. There are many examples of commercial activities that routinely occur in residential areas because that is what makes them most convenient to residents.

On the whole, the Board is also not concerned that carsharing will cause widespread relocation of private cars from off-street to on-street parking spaces. Evidence shows that the opposite is largely true, that providing carsharing service in an area generally results in an overall reduction in private automobile ownership, which will lessen demand for both on-street and off-street parking over time. However, the Board believes that some reasonable controls are appropriate to ensure that large-scale use of residential parking spaces for carsharing does not have short-term, location-specific impacts on parking availability, especially where the parking is required by zoning.

The Board does find it appropriate to provide some dimensional controls to limit potential nuisance in lower-density residential districts and encourage safe operation of vehicles by occasional drivers, which are included in the recommended changes to the petition. However, the Board does not wish to create barriers that would too unreasonably limit the ability to provide carsharing service, especially in residential areas that are currently underserved.

### Recommended Changes

The Board recommends a few specific changes to the text of the zoning petition, which are meant to promote the intent of the petition while addressing some of the concerns that were raised. The recommended changes, along with commentary from the Board, are included in an attached mark-up of the petition text.

One important change is to require registration of parking spaces with the Traffic, Parking and Transportation Department (TPTD) if they are used for carsharing. This will ensure that the availability of carsharing services can be monitored and issues can be identified when carsharing is introduced to a particular facility. The Board suggests that TPTD be allowed to promulgate regulations in addition to the standards in the Zoning Ordinance to ensure that carsharing in off-street parking areas is provided in a safe manner, as TPTD routinely does for traffic and parking on city streets.

To address safety and nuisance concerns, the Board suggests that carsharing vehicles only be allowed to use regular-sized parking spaces (which current zoning requires to have minimum dimensions of 18 feet long by 8.5 feet wide) and that such spaces must be spaced at least 10 feet from a dwelling on an abutting lot in a residential zoning district of a "C-1" density or lower.

The Board agrees with limiting the number of carsharing spaces that can be provided in a residential parking facility, but suggests basing the requirement on the number of parking spaces required by zoning rather than the total number of parking spaces in the facility. The Board recommends a standard that at least 75% of the required number of parking spaces for the residential use must be retained for privately-owned cars, but that any spaces above that number may be used by carsharing vehicles. This may be more limiting in cases where the amount of parking provided is already significantly less than what is required by zoning. However, it may also allow more spaces to be used for carsharing in cases where there are more parking spaces provided than required. The Board also recommends that in residential parking areas, carsharing should only be allowed if there are at least four spaces on the lot.

On consideration of the refiled petition, the Board also noted concerns about the impact of carsharing activity on parking facilities that are accessory to non-residential uses, given that such non-residential uses have certain parking requirements meant to accommodate their users. The Board therefore recommends applying the same limitation that at least 75% of the required number of spaces must be retained for private cars owned by individuals, but any spaces above that number may be used by carsharing vehicles. However, because current zoning (Section 6.12-c., and Section 6.32.1) provides flexibility to waive the first four required accessory parking spaces for non-residential uses, the Board recommends that up to four parking spaces, at minimum, may be used by carsharing vehicles on any non-residential lot.

Another key consideration discussed by the Board is how existing carsharing spaces will be treated under the new regulations. Given that there were no specific regulations for carsharing in the past, the existing carsharing activities in the city have evolved in a largely unregulated fashion and may not necessarily be considered legally nonconforming. While it would be

beneficial for existing carsharing spaces to conform to the recommended standards, it may be unreasonable to “retrofit” all existing spaces and it would be undesirable to discontinue carsharing services that residents have come to depend on. Therefore, the Board suggests language to “grandfather” existing carsharing spaces that may not strictly meet all of the zoning standards provided that they be given a period of time to register with TPTD. The Board bases this recommendation on its understanding that spaces currently used for carsharing have not caused excessive nuisance to abutting residents, and that if they have, the City would have received complaints and taken enforcement action. The Board has advised staff to investigate whether objections have been raised to specific instances of carsharing activities, and to communicate that information to the City Council.

The Board also believes that there may be cases where carsharing might be desirable and appropriate in a particular facility but it cannot meet the zoning standards. In such cases the Board suggests providing an ability to modify or waive any of the zoning provisions by special permit in order to permit carsharing after a review of the proposal on a case-by-case basis. The Board has retained the recommendation that the special permit granting authority for carsharing modifications be the Planning Board, which typically considers broader citywide planning issues in its review; however, the Board could see benefits to having that authority rest instead with the Board of Zoning Appeal (BZA), which more typically reviews cases where impact on immediate abutters is the main concern.

#### Analysis of Current Carsharing Activity

In order to provide more information on the overall impact of the proposed regulations and the implications of “grandfathering” provisions, the Board has instructed staff to research existing carsharing vehicles in the city to determine how they relate to the proposed standards and to raise any issues for consideration by the City Council. Staff presented that information to the Ordinance Committee in June, and presented the same information to the Planning Board in October.

The Board further suggests that staff provide periodic updates to the Planning Board about the growth and impact of carsharing activity over time.

Respectfully submitted for the Planning Board,

A handwritten signature in black ink, appearing to read "H Theodore Cohen", with a long horizontal flourish extending to the right.

H Theodore Cohen, Chair.

This version of the zoning text incorporates the recommendations of the Planning Board (in double-underline format). Boxed comments are for explanation and not intended to be adopted into the Ordinance.

**Amend Section 6.21 to read as follows:**

6.21 Use. All accessory parking facilities provided in accordance with this Article shall be maintained exclusively for the parking of motor vehicles so long as the use exists which the facilities were designed to serve. Such facilities shall not be used for automobile sales, dead storage, or repair work, dismantling or servicing of any kind, with the exception of emergency service when needed. Notwithstanding anything to the contrary in this Ordinance, parking facilities maintained in accordance with this Article 6.000 may be used by Carsharing Vehicles subject to the provisions and limitations set forth in Section 6.24 of this Zoning Ordinance.

**Create a new Section 6.24 to read as follows:**

6.24 Carsharing Provisions. The provisions of this Section 6.24 shall govern the allowed use of parking spaces for carsharing. Where the provisions of this Section 6.24 may conflict with any requirements set forth elsewhere in this Ordinance, the provisions of this Section 6.24 shall control.

6.24.1 Intent. This Section 6.24 is intended to allow the limited use of parking spaces for Carsharing as a means to provide mobility options for Cambridge residents, employees and visitors who may not possess a private automobile, thereby promoting City goals by increasing mobility, reducing reliance on automobile ownership and use, and lessening the total demand for parking spaces.

6.24.2 Definitions. For the purpose of this Ordinance, Carsharing shall mean the use of parking spaces by Carsharing Vehicles and Carsharing Organizations, as defined below:

- (a) Carsharing Vehicle shall be defined as a private passenger motor vehicle that is made available to members of a Carsharing Organization, ~~and is not for use as a primary~~ for hourly or other short-term use through a self-service fully automated reservation system, but not by means of a separate written agreement that is entered into each time a vehicle is transferred to a customer. A Carsharing Vehicle ~~must~~ may be owned, maintained or administered by a Carsharing Organization ~~or other entity~~.
- (b) Carsharing Organization shall be defined as a membership-based entity with a distributed fleet of Carsharing Vehicles that charges a use-based fee related to a specific vehicle.

The Board recommends minor clarifying changes following consultation with staff. This change will not have a significant impact but helps to clearly identify the entity responsible for operation of a Carsharing Vehicle.

6.24.3 General Limitations

- (a) Carsharing Vehicles shall only be allowed in parking facilities that are lawfully established and conforming to the dimensional and other requirements of Article 6.000, or, if not, are lawfully non-conforming.
- (b) A Carsharing Vehicle authorized pursuant to this Section 6.24 shall be properly registered ~~with the Registry of Motor Vehicles~~ with the Registry of Motor Vehicles.
- (c) A Carsharing Vehicle located within an authorized parking facility shall be maintained for active use by authorized operators and not stored for other purposes. No sales, servicing, dead storage, repair, administrative or similar functions shall occur and no personnel shall be employed on the site except for occasional short-term maintenance of vehicles (such as interior vacuuming) unless otherwise permitted by the use regulations in the zoning district.
- (d) Carsharing Vehicles administered by a Carsharing Organization shall be routinely accessed directly by users without any assistance or supervision by company personnel.
- (e) All owners of that portion of a lot accommodating ~~the operation or parking of~~ a Carsharing Vehicle, or their legally authorized representative, including a condominium association where applicable, shall be required to grant permission for the operation ~~or parking of~~ a Carsharing Vehicle on their property.
- (f) Parking spaces devoted to Carsharing Vehicles shall meet the minimum width, depth, vertical clearance and angle of parking requirements for a Regular (i.e., not Compact) parking space as set forth in Section 6.42 of this Zoning Ordinance. Additionally, parking spaces devoted to Carsharing Vehicles shall be located at least ten (10) feet from any residential building located on an abutting lot in a Residence A-1, A-2, B, C or C-1 Zoning District.
- (g) Parking spaces devoted to Carsharing Vehicles shall be registered with the Cambridge Traffic, Parking and Transportation Department (TPTD), which shall keep a record of the address, location, number of spaces, property ownership, and Carsharing Organization if applicable, and certify that such spaces may accommodate the operation of Carsharing Vehicles in accordance with all applicable laws, rules or

*This version of the zoning text incorporates the recommendations of the Planning Board (in double-underline format). Boxed comments are for explanation and not intended to be adopted into the Ordinance.*

The Board recommends minor clarifying changes to Paragraphs (b) and (e) following consultation with staff.

The Board recommends adding some provisions to ensure that the spaces devoted to carsharing can be safely used by occasional drivers without causing unreasonable nuisance or hazard.

The Board recommends that spaces devoted to carsharing be registered with TPTD (in the same manner that all parking spaces are required to be registered under City Ordinance 10.18) in order to track the number, use and location of off-street parking spaces for carsharing.

*This version of the zoning text incorporates the recommendations of the Planning Board (in double-underline format). Boxed comments are for explanation and not intended to be adopted into the Ordinance.*

regulations. If any such spaces are relocated within a facility, or if the property ownership or Carsharing Organization is changed, then the registration with TPTD shall be updated accordingly within one month. TPTD may promulgate more detailed regulations pertaining to the safe operation and parking of Carsharing Vehicles on private lots.

6.24.4 Principal Use Parking Provisions.

- (a) Within principal use parking facilities established under the provisions of Section 4.32 (b) (Automobile Parking Lot for Private Passenger Cars) or Commercial Parking Facilities registered with the Department of Traffic, Parking and Transportation per the provisions of Chapter 10.16 of the Cambridge Municipal Code, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility.
- (b) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles for active use within a principal use or commercial parking facility in accordance with this Section 6.24 shall not cause any change in the use designation of that facility or affect any other regulation that may be applicable to that facility.

6.24.5 Accessory Parking Provisions.

- (a) Within parking facilities that are accessory to non-residential uses, there shall be no limitation on the number of Carsharing Vehicles that may be maintained for active use at the facility ~~parking spaces may be maintained for active use by Carsharing Vehicles, provided that the following limitations are met:~~
  - (i) At least seventy-five percent (75%) of the minimum number of parking spaces required by zoning or special permit to serve the principal non-residential use on the lot must be maintained for use by privately owned automobiles rather than Carsharing Vehicles. Any parking spaces above that number may be maintained for active use by Carsharing Vehicles, including any parking spaces that exceed the minimum number required to serve the principal non-residential use.
  - (ii) In any case, up to four (4) parking spaces on a non-residential lot may be maintained for active use by Carsharing Vehicles, or more if allowed by Paragraph (i) above.

The Board recommends a limit on carsharing in an accessory non-residential parking facility similar to the limit in an accessory residential parking facility (see next page), to guarantee that the majority of required parking spaces would remain reserved for cars owned by individuals. However, in this case, up to four parking spaces could be used for carsharing under any circumstances.

- ~~(b) Within parking facilities that are accessory to residential uses, the number of parking spaces maintained for active use by Carsharing Vehicles shall not exceed thirty percent (30%) of the number of spaces located within the facility or two vehicles, whichever is greater. Carsharing Vehicles shall not be permitted in driveways of single-family residential homes.~~
- (b) Within parking facilities that are accessory to residential uses, parking spaces may be maintained for active use by Carsharing Vehicles, provided that the following standards are met:
- (i) There must be at least four (4) total parking spaces on the lot in order for spaces to be used by Carsharing Vehicles.
  - (ii) At least seventy-five percent (75%) of the minimum number of parking spaces required by zoning or special permit to serve the principal residential use on the lot must be maintained for use by privately owned automobiles rather than Carsharing Vehicles. Any parking spaces above that number may be maintained for active use by Carsharing Vehicles, including any parking spaces that exceed the minimum number required to serve the principal residential use.
  - (iii) Driveways of single-family residential homes may not be used by Carsharing Vehicles, except when the Carsharing Vehicle is being used by a resident of or visitor to the single-family home.
- ~~(c) Carsharing Vehicle parking spaces not otherwise permitted in Section 6.24.5 above shall be permitted by special permit from the Planning Board. The Board may specifically allow more principal use Carsharing Vehicle parking spaces than are allowed.~~
- (c) Notwithstanding anything to the contrary in this Ordinance, the maintenance of Carsharing Vehicles within an accessory parking facility in accordance with this Section 6.24 shall not cause any change in the use of that facility nor any violation of the accessory parking requirements applicable to the principal uses served by that facility, provided that such Carsharing Vehicles are available for use by any occupant of the principal use that is otherwise qualified to operate a motor vehicle. Where a Carsharing Vehicle is owned or operated by a Carsharing Organization, ordinary fees and other terms of service may apply.

*This version of the zoning text incorporates the recommendations of the Planning Board (in double-underline format). Boxed comments are for explanation and not intended to be adopted into the Ordinance.*

The Board recommends a different formulation of the limit on carsharing in an accessory residential parking facility. The proposed requirement is similar but is based on required amounts of parking, so that that the majority of required residential parking spaces remain available for private vehicles. Conversely, if there are more parking spaces in a residential facility than required, there is no limit on the number of such "extra" parking spaces that may be used for carsharing.

The Board also recommends stipulating that single-family homes may not be used for the operation of a carsharing vehicle.

The Board recommends replacing the special permit provision in the original petition with a general special permit waiver (see below).

6.24.6 Allowed Modifications.

- (a) Grandfathering. Parking spaces that were lawfully used by Carsharing Vehicles as of the date of the first publication of notice of the public hearing by the Planning Board of this Section 6.24 shall be allowed to continue to be maintained for active use by Carsharing Vehicles regardless of whether or not the limitations of this Section 6.24 are met. All such parking spaces must be registered with the Cambridge Traffic, Parking and Transportation Department in accordance with Section 6.24.3. Paragraph (c) within six months of the date of adoption of this Section.
- (b) Special Permit. The Planning Board may approve any modifications to the limitations set forth in Section 6.24.3. Paragraph (f) or in Section 6.24.5. Paragraph (b), upon issuance of a special permit, which shall be granted if the Planning Board finds that the requested modification is consistent with the intent set forth in Section 6.24.1 and conforms to the general special permit criteria set forth in Section 10.43 of this Zoning Ordinance.

*This version of the zoning text incorporates the recommendations of the Planning Board (in double-underline format). Boxed comments are for explanation and not intended to be adopted into the Ordinance.*

The Board believes it is important to allow existing carsharing spaces to remain whether or not they conform to the new standards, since residents have come to rely on that service.

The Board recommends a process for special permit relief, in order to allow for case-by-case review of locations that may be appropriate for carsharing but do not meet the strict requirements. If preferred by the Council, the BZA could be designated the special permit granting authority in place of the Planning Board.

**Lopez, Donna**

ATTACHMENT G

---

**From:** Joan Pickett <jpickett7@yahoo.com>  
**Sent:** Wednesday, November 18, 2015 3:20 PM  
**To:** Lopez, Donna  
**Cc:** Kelley, Craig; Maher, David  
**Subject:** Car sharing ordinance needs revision to respect neighbors rights

Please forward my comments to the committee as I am unable to attend.

The current ordinance as proposed is in need of revision to reflect the rights of abutting property owners. Abutters need to have some say in the approval of car sharing spaces, not just the residents of a condo or multifamily residence. Abutting property owners could have legitimate concerns about the impact of potentially frequent comings and goings of vehicles. Abutters should know about the proposed change before, not after a decision has been made similar to the notice requirements for renovations/construction.

Thank you.

Joan Pickett  
59 Ellery Street

**From:** Jennifer L Craig <jcraig@mit.edu>  
**Sent:** Wednesday, November 18, 2015 3:22 PM  
**To:** Lopez, Donna  
**Cc:** Kelley, Craig  
**Subject:** car share program in our neighborhoods

Hi,

Mr. Kelley invited us to submit our thoughts re housing car share programs in our neighborhoods.

I can only speak for my North Cambridge neighborhood but the parking there has become very scarce. And I have no dedicated off-street parking. I share a space with 2 neighbors thus I only have it a fraction of the time.

Currently we have 3 handicapped spaces on the street—that's fine because those neighbors need those spaces. More problematic, we have big rentals units and townhouses being built at the end of Whittemore. I believe the developers have spaces for their tenants but where do you suppose their guests will park? Their workmen? They'll be on the already tightly parked streets in our neighborhood.

I understand that car share companies want their spaces to be accessible but I don't want to lose any more space in my neighborhood. Perhaps in some neighborhoods, it is not a problem but in North Cambridge, we're getting squeezed.

Thanks,

J. Craig

.....  
Writing, Rhetoric, and Professional Communication Studies (WRAP)  
Dept. of Comparative Media Studies/Writing  
MIT: 77 Massachusetts Avenue, 33-320  
Cambridge MA 02140  
[jcraig@mit.edu](mailto:jcraig@mit.edu)