

TABLE OF CONTENTS

<u>Article 8: Table A</u> (Use Regulations - Accessory Uses)	2
<u>Article 26: Section 2</u> (Establishment of Squares + Streets Districts)	5
<u>Article 50: Table A + B</u> (Use Types + Article 2A Mentions)	8
<u>Article 51: Table F + Table I</u> (Footnotes - Street Wall Continuity)	11
<u>Article 53: Section 4</u> (Establishment of Residential Subdistricts)	13
<u>Article 53: Table A</u> (Footnotes - EBR-3 Allowed Occupancy)	14
<u>Article 53: Tables A, B, C, D, & E</u> (Use Regulations - Accessory Uses)	15
<u>Article 53: Tables H, I, J, K, & M</u> (Footnotes - Section References)	21
<u>Article 60: Table C</u> (Accessory and Ancillary Uses)	25
<u>Article 65: Table C</u> (Two-Family + Triple-Decker Residential Subdistricts)	29
<u>Article 66: Table C</u> (Front Yard Footnote)	37
<u>Article 68: Table G</u> (Off-Street Parking and Loading Requirements Footnotes)	38
<u>Article 79: Section 4 - Table A</u> (Required Inclusionary Zoning Unit Contributions)	39
<u>Resolving Incorrect Transcription of Adopted Text Amendment No. 454</u> (Parking Requirements for Affordable Housing)	40

Article 8: Table A (Use Regulations - Accessory Uses)

TABLE A: USE REGULATIONS

	Squares + Streets (S)					
ACCESSORY USES	S0	S1	S2	S3	S4	S5
Accessory Drive-Through	F	F	F	F	F	F
Accessory Dwelling Unit (Detached)	C	C	F	F	F	F
Accessory Dwelling Unit (non-Detached)	C	C	F	F	F	F
Accessory Electrical Vehicle Charging	A	A	A	A	A	A
Accessory Entertainment/Events	C	A	A	A	A	A
Accessory Family Day Care Home Accessory Family Child Care Home	A	A	A	A	A	A
Accessory Helicopter Landing Facility	F	F	F	F	F	F

Accessory Home Occupation	A	A	A	A	A	A
Accessory Keeping of Animals	C	C	C	C	C	C
Accessory Keeping of Laboratory Animals	F	F	F	F	F	F
Accessory Motor Vehicle Rental	A	A	A	A	A	A
Accessory Office	F	A	A	A	A	A
Accessory Parking	A	A	A	A	A	A
Accessory Personnel Quarters	F	C	C	C	C	C
Accessory Smoking	F	F	F	C	C	C
Shared Parking	A	A	A	A	A	A

Table A Definitions

Accessory and Ancillary Uses

~~Accessory Family Day Care Home~~ **Accessory Family Child Care Home**. Subject to the provisions of Section 8-2.5 (Accessory Uses), the use of a dwelling unit for receiving, on a regular basis, temporary custody and care during part or all of the day, children under seven (7) years of age, or children under sixteen (16) years of age if those children have special needs, and receiving for temporary custody and care for a limited number of hours children of school age under regulations adopted by the Board of Early Education and Care as defined in Massachusetts General Laws; provided, however, in either case that:

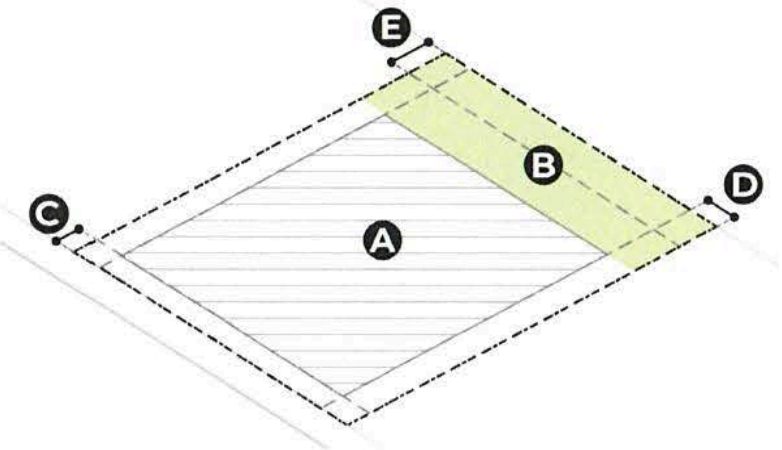
1. The unit is licensed by the Massachusetts Department of Early Education and Care (or a successor agency responsible for the state licensing of home-based child care facilities) for the number of participating children per the agency's standards, inspectional requirements, and dimensional regulations, and
2. The total number of children under sixteen (16) in a family child care home shall not exceed ten (10), including participating children living in the dwelling unit.

Article 26: Section 2 (Establishment of Squares + Streets Districts)

Section 26.2. - Establishment of ~~squares + streets districts~~ Squares + Streets Districts.

- A. **This Section 26-2, together with Section 3-1 (Establishment of Zoning Districts) establishes six Squares + Streets Districts (S0, S1, S2, S3, S4, and S5).** A Squares + Streets District is indicated by the designation "S0", "S1", "S2", "S3", "S4", or "S5" on any official zoning map of the City of Boston. The provisions of Article 26 and the remainder of this Code constitute the zoning regulations in a Squares + Streets District. Unless otherwise specified in this Article, where conflicts exist between a provision of this Article and the remainder of this Code, the provision of this Article shall govern.
- B. **Use Regulations Applicable in Squares + Streets Districts.** Use regulations for Squares + Streets districts are set forth in Article 8 (Regulation of Uses) and in Table A of this Article.
- C. **Dimensional Regulations Applicable in Squares + Streets Districts.** Dimensional Regulations for Squares + Streets districts are set forth in Table B of this Article. The illustrations included in Figure 1 of this Article depict the dimensional standards set forth in Table B. Where conflicts exist between an illustration or other graphic and the text of any provision of this Code, the text shall govern.
- D. **Parking and Loading Regulations Applicable in Squares + Streets Districts.** Parking regulations for Squares + Streets districts are set forth in Article 23 (Off-Street Parking). Loading regulations for Squares + Streets are set forth in Article 24 (Off-Street Loading).
- E. **Within a Squares + Streets District, no Planned Development Area shall be permitted.**

FIGURE 1: ILLUSTRATED LOT AND BUILDING ENVELOPE STANDARDS

Illustrated Lot Standards		
	A	Building Lot Coverage
	B	Permeable Area of Lot
	C	Front Yard
	D	Side Yard
	E	Rear Yard

~~E. Within a Squares + Streets District, no Planned Development Area shall be permitted.~~

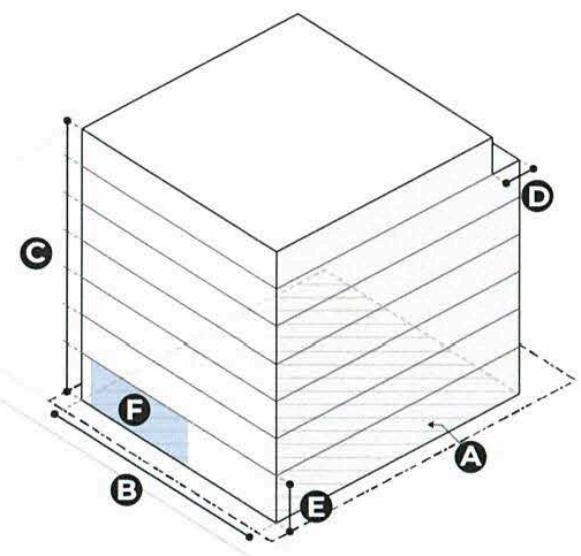
Illustrated Building Envelope Standards		
	A	Building Floor Plate
	B	Building Width
	C	Building Height
	D	Highest Story Rear Stepback
	E	Ground Floor Ceiling Height
	F	Ground Floor Active Use Requirement

FIGURE 1: ILLUSTRATED LOT AND BUILDING ENVELOPE STANDARDS

Article 50: Table A + B (Article 2A Mentions)

Table A - Roxbury Neighborhood District - Residential Subdistricts - Use Regulations

Dormitory and Fraternity Use

	Economic Development Areas				Neighborhood Shopping Subdistrict		Community Facilities Subdistricts	Industrial Development Area
	Greater Roxbury		Dudley Square					
	Bsmt. & First Story	Second Story & Above	Bsmt. & First Story	Second Story & Above	Bsmt. & First Story	Second Story & Above		
All (see Article 2A)	€	€	€	€	€	€	F	F
Dormitory not accessory to a use	C	C	C	C	C	C	F	F
Fraternity	C	C	C	C	C	C	F	F

Hotel Uses

	Economic Development Areas				Neighborhood Shopping Subdistrict		Community Facilities Subdistricts	Industrial Development Area
	Greater Roxbury		Dudley Square					
	Bsmt. & First Story	Second Story & Above	Bsmt. & First Story	Second Story & Above	Bsmt. & First Story	Second Story & Above		
All (see Article 2A)	A	A	E	A	F	F	F	F
Bed and breakfast	A	A	C	A	F	F	F	F
Conference center	A	A	C	A	F	F	F	F
Executive suites	A	A	C	A	F	F	F	F
Hotel	A	A	C	A	F	F	F	F
Motel	A	A	C	A	F	F	F	F

Office Uses

	Economic Development Areas				Neighborhood Shopping Subdistrict		Community Facilities Subdistricts	Industrial Development Area
	Greater Roxbury		Dudley Square					
	Bsmt. & First Story	Second Story & Above	Bsmt. & First Story	Second Story & Above	Bsmt. & First Story	Second Story & Above		
All (see Article 2A)	A	A	A	A	E	A	F	A
Agency or professional office	A	A	A	A	C	A	F	A
General office	A	A	A	A	C	A	F	A
Office of wholesale business	A	A	A	A	C	A	F	A

Table B - Roxbury Neighborhood District - Residential Subdistricts - Use Regulations

Banking and Postal Uses

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential/Local Services (MFR/LS)
All (see Article 2A)	F	F	F	€	€
Automatic teller machine	F	F	F	C	C
Bank	F	F	F	C	C
Drive-in bank	F	F	F	C	C
Post office	F	F	F	C	C

Dormitory / Fraternity Uses

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential/Local Services (MFR/LS)
All (see Article 2A)	F	F	F	€	€
Dormitory not accessory to a use	F	F	F	C	C
Fraternity	F	F	F	C	C

Industrial Uses

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential/Local Services (MFR/LS)
All (see Article 2A)	F	F	F	F	F
Artists' mixed-use	F	F	F	F	F
Cleaning plant	F	F	F	F	F
General manufacturing use	F	F	F	F	F
Light manufacturing use	F	F	F	F	F
Printing plant	F	F	F	F	F
Restricted industrial use	F	F	F	F	F

Office Uses

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential/Local Services (MFR/LS)

All (see Article 2A)	F	F	F	F	€
Agency or professional office	F	F	F	F	C
General office	F	F	F	F	C
Office of wholesale business	F	F	F	F	C

Research and Development Uses

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential/Local Services (MFR/LS)
All (see Article 2A)	F	F	F	€	€
Research laboratory	F	F	F	F	F

Storage Uses, Major

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential/Local Services (MFR/LS)
All (see Article 2A)	F	F	F	F	F

Outdoor storage of new materials	F	F	F	F	F
Outdoor storage of damaged or disabled vehicles	F	F	F	F	F
Outdoor storage of junk and scrap	F	F	F	F	F
Outdoor or enclosed storage of solid field or minerals	F	F	F	F	F
Storage of flammable liquids and gasses	F	F	F	F	F

Storage of dumpsters not accessory or ancillary to a main use, nor used in conjunction with the ongoing operation of a permitted site with explicit legal use and occupancy as a dumpster repair facility, waste hauling contractor yard, or site assigned and licensed solid waste management facility	F	F	F	F	F
Warehousing	F	F	F	F	F
Wrecking yard	F	F	F	F	F

Transportation Uses

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential / Local Services (MFR/LS)
All (see Article 2A)	F	F	F	F	F
Airport	F	F	F	F	F
Bus terminal	F	F	F	F	F
Garage with dispatch	F	F	F	F	F
Helicopter landing facility	F	F	F	F	F
Motor freight terminal	F	F	F	F	F
Rail freight terminal	F	F	F	F	F
Railroad passenger station	F	F	F	F	F
Water terminal	F	F	F	F	F

Vehicular Uses

	Two Family (2F)	Three Family (3F)	Row House (RH)	Multifamily Residential (MFR)	Multifamily Residential / Local Services (MFR/LS)

All (see Article 2A)	F	F	F	F	F
Bus servicing or storage	F	F	F	F	F
Carwash	F	F	F	F	F
Gasoline station	F	F	F	F	F
Indoor installation of automotive parts	F	F	F	F	F
Outdoor sale of new and used motor vehicles	F	F	F	F	F
Parking garage	F	F	F	F	F
Parking lot	F	F	F	F	F
Rental agency for cars	F	F	F	F	F
Rental agency for trucks	F	F	F	F	F
Repair garage	F	F	F	F	F
Truck servicing or storage	F	F	F	F	F

Article 51: Table F + Table I (Footnotes - Street Wall Continuity)

Table F - Allston-Brighton Neighborhood District - Local Industrial Subdistricts - Dimensional Regulations

Footnotes to Table F

1. For applicability of the dimensional regulations of this Table F to buildings and structures used for Institutional Uses, see Section 51-29.2 (Pre-existing Uses and Structures), Section 80D-2.4 (Regulations Applicable to Exempt Projects), and Section 80D-11 (Institutional Master Plan Review: Effect on Applicability of Other Zoning Requirements). See also Section 51-29 (Institutional Master Plan Review Requirement) and Section 80D-2 (Applicability of Institutional Master Plan Review) concerning the applicability of Institutional Master Plan Review to such buildings and structures.

(As amended on May 9, 1996.)

2. See Section ~~51-45.1~~ Section 51-52.1 (Street Wall Continuity).

Table I - Allston-Brighton Neighborhood District - Institutional Subdistricts - Dimensional Regulations

Footnotes to Table I

1. This Table I sets forth the underlying zoning dimensions for the Institutional Subdistricts in the Allston-Brighton Neighborhood District. For applicability of the dimensional regulations of this Table I to buildings and structures used for Institutional Uses, see Section 51-29.2 (Pre-existing Uses and Structures), Section 80D-2.4 (Regulations Applicable to Exempt Projects), and Section 80D-11 (Institutional Master Plan Review: Effect on Applicability of Other Zoning Requirements). See also Section 51-29 (Institutional Master Plan Review Requirement) and Section 80D-2 (Applicability of Institutional Master Plan Review) concerning the applicability of Institutional Master Plan Review to such buildings and structures.

(As amended on May 9, 1996.)

2. Provided that the Maximum Building Height shall be thirty-five (35) feet for buildings and structures located within fifty (50) feet of a Residential, Open Space, or Conservation Protection Subdistrict and forty-five (45) feet for buildings and structures located between fifty and one hundred (50-100) feet from such a Subdistrict.
3. For a lot on Commonwealth Avenue, see ~~Section 51-45.1, Street Wall Continuity~~ Section 51-52.1 (Street Wall Continuity).

Article 53: Section 4 (Establishment of Residential Subdistricts)

Section 53-4. - Establishment of Residential Subdistricts.

This Section 53-4 establishes the following Residential Subdistricts within the East Boston Neighborhood District. Residential Subdistricts are established to preserve existing residential areas, provide for new infill construction appropriate to the existing fabric, and to allow minor changes to residences to occur as of right. Additionally, Residential Subdistricts allow for limited commercial development on Corner Lots and certain mid-block lots.

1. **East Boston Residential-2.5 ("EBR-2.5") Subdistricts.** ~~EBR-1~~ EBR-2.5 Subdistricts allow a maximum of two (2) Dwelling Units and a maximum building height of two and a half (2.5) stories.
2. **East Boston Residential-3 ("EBR-3") Subdistricts.** ~~EBR-2~~ EBR-3 Subdistricts allow a maximum of three (3) Dwelling Units and a maximum Building Height of three (3) stories.
3. **East Boston Residential-4 ("EBR-4") Subdistricts.** ~~EBR-3~~ EBR-4 Subdistricts allow Multifamily Dwellings and a maximum Building Height of four (4) stories.

Article 53: Section 29 (Application of Dimensional Requirements)

Section 53-29. - Application of Dimensional Requirements.

1. **Conformity with Existing Building Alignment.** If at any time in the same Block as a Lot required by this Article to have a minimum Front Yard there exist two or more Buildings fronting on the same side of the same Street as such Lot, instead of the minimum Front Yard depth specified in this Article, the minimum Front Yard depth shall be in conformity with the Existing Building Alignment of the Block.
2. **Traffic Visibility Across Corner.** Whenever a minimum Front Yard is required and the Lot is a Corner Lot, no Structure or planting interfering with traffic visibility across the corner, or higher, in any event, than two and one-half (2-½) feet above the curb of the abutting Street, shall be maintained within that part of the required Front Yard that is within the triangular area formed by the abutting side lines of the intersecting Streets and a line joining points on such lines twenty (20) feet distant from their point of intersection.
3. **Front Wall of Building Not Parallel to Front Lot Line.** If the front wall of a Building is not parallel to the Front Lot Line, but the average distance between such wall and such Lot Line is no less than the minimum Front Yard depth otherwise required by this Article, and the distance between such wall and such Lot line is at no point less than three-fourths ($\frac{3}{4}$) of the minimum Front Yard depth so otherwise required, the Front Yard requirements of this Article shall be deemed to be met.
4. **Special Provisions for Corner Lots.** If a Lot abuts more than one Street, the requirements for Front Yards shall apply along every Street Line except as otherwise provided in this ~~Section 53-27~~ Section 53-29. The Front Yard requirements of this Article, and not the Side Yard requirements, shall apply to that part of a side Lot line that is also a Street Line extending more than one hundred (100) feet from the intersection of such line with another Street.
5. **Side Wall of Building Not Parallel to Side Lot Line.** If the side wall of a Building is not parallel to the side Lot line nearest to it, but the average distance between such wall and such Lot line is no less than the minimum Side Yard width otherwise required by this Article, and the distance between such wall and such Lot line is at no point less, in the case of a side Lot line that is not also a Street Line, than three-fourths ($\frac{3}{4}$) of the minimum Side Yard width so otherwise required, and in the case of a side Lot line that is also a Street Line, than one-half ($\frac{1}{2}$) of the minimum Side Yard width so otherwise required, the Side Yard requirements of this Article shall be deemed to be met.

6. **Side Yards of Certain Narrow Lots.** For each full foot by which a Lot existing at the time this Article takes effect is narrower than (i) the minimum Lot Width specified for such Lot in this Article, or (ii) fifty (50) feet if no minimum Lot Width is so specified, a deduction of one and one-half (1½) inches shall be made from the width otherwise required by this Article for each Side Yard of such Lot; provided that in no event shall either Side Yard of any such Lot be less than five (5) feet wide. No Side Yard in which there is a driveway providing access to off-street parking or off-street loading facilities required by this Article shall be less than ten (10) feet wide.
7. **Accessory Buildings in Rear Yards.** Accessory Buildings may be erected in a Rear Yard; provided that no such Accessory Building is more than fifteen (15) feet in height or nearer than four (4) feet to any side Lot line.
8. **Rear Wall of Building Not Parallel to Rear Lot Line.** If the rear wall of a Building is not parallel to the Rear Lot Line, and the Rear Lot Line is not also a Street Line, but the average distance between such wall and such Lot Line is no less than the minimum Rear Yard depth otherwise required by this Article, and the distance between such wall and such Lot line is at no point less than three-fourths (¾) of the minimum Rear Yard depth so otherwise required, the Rear Yard requirements of this Article shall be deemed to be met.
9. **Rear Yards of Through Lots.** The Front Yard requirements of this Article, and not the Rear Yard requirements, shall apply to that part of a Rear Yard that is also a Street Line, except in the case of a Rear Yard that abuts a Street less than twenty (20) feet in width.
10. **Rear Yards of Certain Shallow Lots.** For each full foot by which a Lot existing at the time this Article takes effect is less than one hundred (100) feet deep, six (6) inches shall be deducted from the depth otherwise required by this Article for the Rear Yard of such Lot; provided that in no event shall the Rear Yard of any such Lot be less than ten (10) feet deep.
11. **Underground Encroachments in Yards.** Any garage or other accessory Structure erected underground within any Rear Yard or Side Yard required by this Article, including the piers, railings, and parapets of such Structure, shall not extend more than five (5) feet above Grade.
12. **Two or More Dwellings on Same Lot.** Where a Dwelling (other than a temporary Dwelling) designed for occupancy or occupied by one or more families is on the same Lot as, and to the side of, another Dwelling or other Main Building, the distance between such Dwelling and such other Dwelling or Main Building shall be not less than twice the minimum Side Yard depth required by this Article for such other Dwelling or Main Building; and the requirements of this Article with respect to Lot Area, Lot Width, Lot Frontage, Usable Open Space, Front Yard, Rear Yard, and Side Yards shall apply

as if such Dwelling were on a separate Lot. A Dwelling shall not be built to the rear of another Dwelling, Accessory Building, or Main Building. After public notice and hearing and subject to the provisions of Section 6-2, the Board of Appeal may grant permission for a variation from the requirements of this Section 53-29.13 if it finds that open space for all occupants, and light and air for all rooms designed for human occupancy, will not be less than would be provided if the requirements of this Section 53-29.13 were met.

13. **Two or More Buildings on One Lot.** If on one Lot there are two or more Main Buildings or Dwellings, including temporary Dwellings, the yard requirements of this Article shall apply at each actual Lot line and not as if each Building were on a separate Lot.
14. **Measurement of Lot Frontage on Corner Lot.** The Lot Frontage on a Corner Lot shall be measured along one Lot line abutting a public right of way. Where more than one Lot line abuts a public right of way, the Lot Frontage shall be measured along the Lot line on which the Building's main entrance fronts.

Article 53: Table A (Footnotes - EBR-3 Allowed Occupancy)

Table A - East Boston Neighborhood District - Residential Subdistricts - Use Regulations

Footnotes to Table A

1. Notwithstanding any contrary provision of this Table A, the provisions of Sections 53-8 through 53-10 (Regulations Applicable on Tidelands and in Waterfront Subdistricts) apply to any use that is located on Tidelands subject to Chapter 91 of the Massachusetts General Laws
2. Where designated "A," and the Lot Frontage is over fifty-five (55) feet, up to six (6) dwelling units are allowed. *Where designated "A," and the Lot Frontage is fifty-five (55) feet or less, up to three (3) dwelling units are allowed.* For Corner Lots, see also Section 53-29.14 (Measurement of Lot Frontage on Corner Parcels).
3. For Additional Dwelling Units, see Section 53-5.2 (Additional Dwelling Units).
4. For Proposed Projects in the Coastal Flood Resilience Overlay District, see Section 53-19 (Applicability of CFROD in East Boston).
5. In EBR-2.5 and EBR-3 Subdistricts, non-residential uses shall have a maximum Gross Floor Area up to 2,500 square feet; otherwise forbidden. Civic Uses are exempt from this requirement.

Article 53: Tables A, B, C, D, & E (Use Regulations - Accessory Uses)

Table A - East Boston Neighborhood District - Residential Subdistricts - Use Regulations

Accessory and Ancillary Uses

Applicable Footnotes: (1), (5)

	East Boston Residential-2.5 (EBR-2.5)		East Boston Residential-3 (EBR-3)		East Boston Residential-4 (EBR-4)	
	Corner Lot	Mid-Block Lot	Corner Lot	Mid-Block Lot	First Story & Basement	2nd Story & Above
Accessory Drive-Through	F	F	F	F	F	F
Accessory Dwelling Unit (Detached)	F	F	F	F	F	F
Accessory Dwelling Unit (non-Detached)	F	F	F	F	F	F
Accessory Electrical Vehicle Charging	A	A	A	A	A	A
Accessory Entertainment/Events	F	F	F	F	A	F
Accessory Family Day Care Home Accessory Family Child Care Home	A	A	A	A	A	A
Accessory Helicopter Landing	F	F	F	F	F	F

Accessory Home Occupation	A	A	A	A	A	A
Accessory Keeping of Animals	F	F	F	F	F	F
Accessory Keeping of Laboratory Animals	F	F	F	F	F	F
Accessory Motor Vehicle Rentals	F	F	F	F	A	F
Accessory Office	F	F	F	F	F	F
Accessory Parking	A	A	A	A	A	F
Accessory Personnel Quarter	F	F	F	F	A (4)	A (4)
Accessory Smoking	F	F	F	F	F	F
Shared Parking	A	F	A	F	A	F

Table B - East Boston Neighborhood District - Neighborhood Business Subdistricts - Use Regulations

Accessory and Ancillary Uses

Applicable Footnotes: (1)

	Mixed-Use-4 (MU-4)	Mixed-Use-5 (MU-5)	Mixed-Use-7 (MU-7)
Accessory Drive-Through	F	F	F
Accessory Dwelling Unit (Detached)	F	F	F
Accessory Dwelling Unit (non-Detached)	F	F	F

Accessory Electrical Vehicle Charging	A	A	A
Accessory Entertainment/Events	A	A	A
Accessory Family Day Care Home Accessory Family Child Care Home	A	A	A
Accessory Helicopter Landing	F	F	F
Accessory Home Occupation	A	A	A
Accessory Keeping of Animals	C	C	C
Accessory Keeping of Laboratory Animals	F	F	F
Accessory Motor Vehicle Rentals	A	A	A
Accessory Office	A	A	A
Accessory Parking	A	A	A
Accessory Personnel Quarter	C (3)	C (3)	C (3)
Accessory Smoking	F	F	C
Shared Parking	A	A	A

Table C - East Boston Neighborhood District - Waterfront Mixed-Use Subdistricts and Waterfront Economy Subdistricts - Use Regulations

Accessory and Ancillary Uses

Applicable Footnotes: (1), (4)

	Waterfront Mixed-Use (WMU)	Waterfront Economy (WE)
Accessory Drive-Through	F	F
Accessory Dwelling Unit (Detached)	F	F
Accessory Dwelling Unit (non-Detached)	F	F
Accessory Electrical Vehicle Charging	A	A
Accessory Entertainment/Events	A	A
Accessory Family Day Care Home Accessory Family Child Care Home	A	F
Accessory Helicopter Landing	F	F
Accessory Home Occupation	A	F
Accessory Keeping of Animals	F	F
Accessory Keeping of Laboratory Animals	C	A
Accessory Motor Vehicle Rentals	A	A
Accessory Office	A	A
Accessory Parking	A	A
Accessory Personnel Quarter	A (3)	F
Accessory Smoking	C	C
Shared Parking	A	A

**Table D - East Boston Neighborhood District - Conservation Protection Subdistricts and Economic Development Areas -
Use Regulations**

Accessory and Ancillary Uses

Applicable Footnotes: (1)

	Conservation Protection (CPS)	Economic Development Area (EDA)
Accessory Car-Share	A	A
Accessory Drive-Through	F	F
Accessory Dwelling Unit (Detached)	F	F
Accessory Dwelling Unit (non-Detached)	F	F
Accessory Electrical Vehicle Charging	A	A
Accessory Entertainment/Events	F	A
Accessory Family Day Care Home Accessory Family Child Care Home	A	A
Accessory Helicopter Landing	F	F
Accessory Home Occupation	A	A
Accessory Keeping of Animals	F	F
Accessory Keeping of Laboratory Animals	F	A
Accessory Motor Vehicle Rentals	A	A
Accessory Office	F	A
Accessory Parking	A	A
Accessory Personnel Quarter	A (3)	A (3), (4)

Accessory Smoking	F	C
Shared Parking	A	A

Table E - East Boston Neighborhood District - Logan International Airport (LIA) Subdistrict - Use Regulations

Accessory and Ancillary Uses

Applicable Footnotes: (1)

	Logan International Airport (LIA)
Accessory Drive-Through	C
Accessory Dwelling Unit (Detached)	F
Accessory Dwelling Unit (non-Detached)	F
Accessory Electrical Vehicle Charging	A
Accessory Entertainment/Events	A
Accessory Family Day Care Home Accessory Family Child Care Home	A
Accessory Helicopter Landing	A
Accessory Home Occupation	F
Accessory Keeping of Animals	F
Accessory Keeping of Laboratory Animals	A
Accessory Motor Vehicle Rentals	A
Accessory Office	A
Accessory Parking	A
Accessory Personnel Quarter	A (2)
Accessory Smoking	F
Shared Parking	A

Article 53: Tables H, I, J, K, & M (Footnotes - Section References)

Table H - East Boston Neighborhood District - Waterfront Mixed-Use (WMU) Subdistricts and Waterfront Economy (WE) Subdistricts - Dimensional Regulations

Footnotes to Table H

1. Notwithstanding any contrary provision of this Table H, the provisions of ~~Sections 53-6 through 53-8~~ Sections 53-8 through 53-10 (Regulations Applicable on Tidelands and in Waterfront Subdistricts) apply to any Lot located (a) on Tidelands subject to Chapter 91 of the Massachusetts General Laws, or (b) in any Waterfront Subdistrict.
2. Except for cranes, silos, storage facilities, or other mechanical devices or facilities used for the transfer of goods from land to waterborne vessels or for the processing of such goods.
3. Provided that, in Waterfront Economy Subdistricts, a lot adjacent to a Residential Subdistrict shall have a setback of 35 feet on any front, side, or rear yard that abuts a Residential Subdistrict. For all Waterfront Subdistricts, see also ~~Section 53-8.4~~ Section 53-10.4 (Waterfront Yard Area Requirements).
4. See Table 2 in ~~Section 53-19~~ Section 53-21 for maximum Building Heights and Floor Area Ratios for Planned Development Areas.
5. For Proposed Projects in the Coastal Flood Resilience Overlay District, see ~~Section 53-17~~ Section 53-19 (Applicability of CFROD in East Boston).

Table I - East Boston Neighborhood District - Conservation Protection Subdistricts - Dimensional Regulations

Footnotes to Table I

1. Notwithstanding any contrary provision of this Table I, the provisions of ~~Sections 53-6 through 53-8~~ Sections 53-8 through 53-10 (Regulations Applicable on Tidelands and in Waterfront Subdistricts) apply to any Lot located on Tidelands subject to Chapter 91 of the Massachusetts General Laws.
2. A Proposed Project in a Conservation Protection Subdistrict may be subject to the Site Plan Component of Large Project Review or Small Project Review, pursuant to Section 80B-2 or 80E-2. See also ~~Section 53-12.3~~ Section 53-14.3 (Site Plan Approval).
3. For a Proposed Project in a Planned Development Area, the number of dwelling units per acre are as follows:

Maximum number of dwelling units per acre:

4 units/acre if the Lot contains less than 15 acres; and

6 units/acre if the Lot contains 15 acre or more;

provided, however, that for a Proposed Project to establish a residential use in a building legally in existence prior to March 3, 2000, the Planned Development Area Development Plan may provide for a greater number of dwelling units/acre.

4. If a Lot is assessed as a separate parcel or in separate ownership of record (by plan or deed) as of March 3, 2000 does not meet the minimum Lot Size requirement, the Board of Appeal may authorize the construction of: (a) one dwelling unit, if the Lot meets at least one-third of the minimum Lot Size requirement, or (b) two units, if the Lot meets at least two-thirds the minimum Lot Size requirement.
5. Except where the Site Plan Component of Small Project Review or Large Project Review determines that a smaller yard dimension would more effectively protect the significant natural features on the Lot without substantially increasing the Proposed Project's impacts outside the Lot.
6. See Table 2 in ~~Section 53-19~~ Section 53-21 for maximum Building Heights and Floor Area Ratios for Planned Development Areas.
7. For Proposed Projects in the Coastal Flood Resilience Overlay District, see ~~Section 53-17~~ Section 53-19 (Applicability of CFROD in East Boston).

Table J - East Boston Neighborhood District - Economic Development Areas - Dimensional Regulations

Footnotes to Table J

1. Notwithstanding any contrary provision of this Table J, the provisions of ~~Sections 53-6 through 53-8~~ Sections 53-8 through 53-10 (concerning regulations applicable on Tidelands) apply to any Lot located on Tidelands subject to Chapter 91 of the Massachusetts General Laws.
2. For maximum Building Heights and Floor Area Ratios for Planned Development Areas, see Table 2 in ~~Section 53-19~~ Section 53-21.
3. In an Economic Development Area, no side yard is required except in the case of a lot with a side lot line abutting a Residential Subdistrict, which shall have side yards as if it were in such abutting district. Every side yard so required that does not abut a street line shall, along every lot line on which such yard abuts, be at a level no higher than that of the lowest window sill of the lowest room designed for human occupancy or so occupied, and relying upon natural light or natural ventilation from windows opening on such yard.
4. Except that the maximum Building Height within the Suffolk Downs EDA shall be one hundred twenty-five (125') for any buildings that lie completely within the portion of the Suffolk Downs EDA that is located both (a) at least 350 feet and not more than 900 feet from the eastern boundary of the Suffolk Downs EDA (which boundary, for the avoidance of doubt, is the centerline of Bennington Street), and (b) not more than 1,155 feet from the Boston/Revere city line.
5. For Proposed Projects in the Coastal Flood Resilience Overlay District, see ~~Section 53-17~~ Section 53-19 (Applicability of CFROD in East Boston).

Table K - East Boston Neighborhood District - Logan International Airport Subdistrict - Dimensional Regulations

Footnotes to Table K

1. Notwithstanding any contrary provision of this Table I, the provisions of ~~Sections 53-6 through 53-8~~ Sections 53-8 through 53-10 (concerning regulations applicable on Tidelands) apply to any Lot located on Tidelands subject to Chapter 91 of the Massachusetts General Laws.
2. Except that the maximum Building Height is 55 feet within 100 feet of the mean high tide line.
3. No Front, Side or Rear Yard is required except in the case of a Lot adjacent to (a) a public street, (b) a public park, or (c) another subdistrict, in which case ~~Section 53-15.3~~ Section 53-17.3 shall apply.
4. For Proposed Projects in the Coastal Flood Resilience Overlay District, see ~~Section 53-17~~ Section 53-19 (Applicability of CFROD in East Boston).

Table M - East Boston Neighborhood District - Off Street Loading Requirements

Footnotes to Table M

1. The provisions of this Table M do not apply to Proposed Projects that are subject to Large Project Review or Small Project Review. See ~~Section 53-26~~ Section 53-28 (Off-Street Parking and Loading Requirements).

Article 60: Table C (Accessory and Ancillary Uses)

Table C - Greater Mattapan Neighborhood District - Enterprise Protection Subdistricts, Local Industrial Subdistricts, Neighborhood Institutional Subdistricts and Community Facilities Subdistricts - Use Regulations

Accessory and Ancillary Uses

In each subdistrict of the Greater Mattapan Neighborhood District, an accessory use ordinarily incident to a lawful main use is allowed, subject to the provisions of Section 8-2.5 (Accessory Uses) and Section 23-9.a (Location of Accessory Parking), unless such use is (i) specifically forbidden as a main use for such subdistrict in this Table C and (ii) not designated "A" or "C" for such subdistrict in the accessory use table below. In any event, an accessory use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory.

	Enterprise Protection (EP)	Local Industrial (LI)	Neighborhood Institutional (NI)	Community Facilities (CF)
Accessory amusement game machines (not more than four) in commercial or noncommercial establishment	C	C	F	F
Accessory art use	A	A	F	F
Accessory automatic teller machine	A	A	A	A
Accessory bus servicing or storage	F	F	C	C
Accessory cafeteria	A	A	A	A
Accessory cultural	A	C	A	A

use				
Accessory dormitory	C	F	C	F
Accessory drive-through restaurant	C	C	F	F
Accessory drive-through retail	C	F	F	F
Accessory Dwelling Unit(s), Detached	F	F	F	F
Accessory Dwelling Unit(s), Non Detached	F	F	F	F
Accessory family child care home	A	A	A	A
Accessory home occupation	C	F	A	F
Accessory industrial use	C	F	F	F
Accessory keeping of animals other than laboratory animals	C	F	F	F
Accessory keeping of laboratory animals ⁽⁷⁾	C	F	A	F
Accessory machine shop	C	F	F	F
Accessory manufacture of products	C	A	F	F
Accessory offices	C	A	A	A
Accessory outdoor café ⁽¹⁵⁾	C	C	A	F

Accessory parking	A	C	A	A
Accessory personnel quarters	C	C	A	F
Accessory printing	C	C	A	A
Accessory professional office in a dwelling	A	F	A	C
Accessory railroad storage yard	F	F	F	F
Accessory recycling	C	F	F	F
Accessory repair garage	C	C	F	F
Accessory retail	C	A	F	F
Accessory service uses	C	A	F	C
Accessory services for apartment and hotel residents	A	C	C	F
Accessory services incidental to educational uses other than college or university use	C	C	A	C
Accessory storage of flammable liquids and gases Small ⁽¹²⁾	C	F	A	F
Large ⁽¹²⁾	C	F	C	F
Accessory storage or transfer of toxic	F	F	A	F

waste				
Accessory swimming pool or tennis court ⁽¹⁶⁾	A	C	A	A
Accessory trade use	C	A	F	
Accessory truck servicing or storage	C	F	C	F
Accessory wholesale business	C	A	F	F
Ancillary use ⁽¹⁷⁾	C	C	C	C

Article 65: Table C (Two-Family + Triple-Decker Residential Subdistricts)

Table C - Dorchester Neighborhood District - Residential Subdistricts - Dimensional Regulations

One-Family Residential Subdistrict

	Lot Area, Minimum for Dwell. Unit(s) Specified (Sq. Ft.)	Additional Lot Area for Ea. Addt'l Dwell. Unit (Sq. Ft.)	Lot Width Minimum (Feet)	Lot Frontage Minimum (Feet)	Floor Area Ratio Maximum	Building Height Maximum ⁽¹⁾		Usable Open Space Minimum Sq. Ft. Per Dwelling Unit ⁽²⁾	Front Yard Minimum Depth (Feet) ⁽³⁾	Side Yard Minimum Width (Feet) ⁽⁴⁾	Rear Yard Minimum by Accessory Depth (Feet)	Rear Yard Maximum Occupancy Building (Percent)
						Stories	Feet)				Rear Yard Minimum Depth (Feet)	Rear Yard Maximum Occupancy by Accessory Building (Percent)
1F-3000 ⁽⁵⁾												
1 Family Detached	3,000	N/A	40	40	0.5	2 ½	35	750	15	10	20	25
Any other Dwelling or Use	3,000	N/A	50	50	0.5	2 ½	35	none	15	10	40	20
1F-5000 ⁽⁵⁾												
1 Family Detached	5,000	N/A	40	40	0.5	2 ½	35	1250	15	10	20	25
Any other Dwelling or Use	5,000	N/A	50	50	0.5	2 ½	35	none	15	10	40	25
1F-6000 ⁽⁵⁾												

1 Family Detached	6,000	N/A	50	50	0.5	2 ½	35	1450	15	10	20	25
Any other Dwelling or Use	6,000	N/A	60	60	0.5	2 ½	35	none	15	10	40	25
1F-7000 ⁽⁵⁾												
1 Family Detached	7,000	N/A	60	60	0.4	2 ½	35	1750	15	12	40	25
Any other Dwelling or Use	7,000	N/A	70	70	0.4	2 ½	35	none	15	12	50	25

Two-Family Residential Subdistrict

	Lot Area, Minimum for Dwell. Unit(s) Specified (Sq. Ft.)	Additional Lot Area for Ea. Addt'l Dwell. Unit (Sq. Ft.)	Lot Width Minimum (Feet)	Lot Frontage Minimum (Feet)	Floor Area Ratio Maximum	Building Height Maximum ⁽¹⁾		Usable Open Space Minimum Sq. Ft. Per Dwelling Unit ⁽²⁾	Front Yard Minimum Depth (Feet) ⁽³⁾	Side Yard Minimum Width (Feet) ⁽⁴⁾	Rear Yard Minimum by Accessory Depth (Feet) Rear Yard Minimum Depth (Feet)	Rear Yard Maximum Occupancy Building (Percent) Rear Yard Maximum Occupancy by Accessory Building (Percent)
						Stories	Feet)					
2F-3000 ⁽⁵⁾												
1 Family Detached or Semi-Attached or 2 Family	3,000 for 1 or 2 units	N/A	30	30	0.9	2 ½	35	600	5	5	20	25

Detached												
Any other Dwelling or Use	3,000	N/A	30	30	0.9	2 ½	35	none	10	7	20	20
2F-4000 ⁽⁵⁾												
1 Family Detached or Semi-Attached or 2 Family Detached	4,000 for 1 or 2 units	N/A	40	40	0.5	2 ½	35	600	15	10	20	25
Any other Dwelling or Use	4,000	N/A	50	50	0.5	2 ½	35	none	15	10	30	25
2F-5000 ⁽⁵⁾												
1 Family Detached or Semi-Attached or 2 Family Detached	5,000 for 1 or 2 units	N/A	40	40	0.5	2 ½	35	750	15	10	20	25
Any other Dwelling or Use	5,000	N/A	50	50	0.5	2 ½	35	none	15	10	30	25
2F-6000 ⁽⁵⁾												
1 Family Detached or Semi-Attached	6,000 for 1 or 2 units	N/A	40	40	0.4	2 ½	35	750	15	10	20	25

or 2 Family Detached												
Any other Dwelling or Use	6,000	N/A	50	50	0.4	2 ½	35	none	15	10	30	25
2F-7000 ⁽⁵⁾												
1 Family Detached or Semi- Attached or 2 Family Detached	7,000 for 1 or 2 units	N/A	50	50	0.5	2 ½	35	1,250	15	10	20	25
Any other Dwelling or Use	7,000	N/A	60	60	0.5	2 ½	35	none	15	10	30	25

Three-Family Residential Subdistrict

	Lot Area, Minimum for Dwell. Unit(s) Specified (Sq. Ft.)	Additional Lot Area for Ea. Addt'l Dwell. Unit (Sq. Ft.)	Lot Width Minimum (Feet)	Lot Frontage Minimum (Feet)	Floor Area Ratio Maximum	Building Height Maximum ⁽¹⁾		Usable Open Space Minimum Sq. Ft. Per Dwelling Unit ⁽²⁾	Front Yard Minimum Depth (Feet) ⁽³⁾	Side Yard Minimum Width (Feet) ⁽⁴⁾	Rear Yard Minimum by Accessory Depth (Feet)	Rear Yard Maximum Occupancy Building (Percent)
						Stories	Feet)				Rear Yard Minimum Depth (Feet)	Rear Yard Maximum Occupancy by Accessory Building (Percent)
3F-5000 ⁽⁵⁾												

Semi-Attached Dwelling, Row House Building, or Townhouse Building	5,000 for up to 2 units	2,500	40	40	0.5	2 ½	35	750	15	10	20	25
Any other Dwelling or Use	5,000	N/A	50	50	0.5	2 ½	35	none	15	10	30	20
3F-6,000 ⁽⁵⁾												
Semi-Attached Dwelling, Row House Building, or Townhouse Building	6,000 for up to 2 units	3,000	40	40	0.4	2 ½	35	750	15	10	20	25
Any other Dwelling or Use	6,000	N/A	50	50	0.4	2 ½	35	none	15	10	30	20

Triple-Decker Residential Subdistrict

	Lot Area, Minimum for Dwell. Unit(s) Specified (Sq. Ft.)	Additional Lot Area for Ea. Add'l Dwell. Unit (Sq. Ft.)	Lot Width Minimum (Feet)	Lot Frontage Minimum (Feet)	Floor Area Ratio Maximum	Building Height Maximum ⁽¹⁾		Usable Open Space Minimum Sq. Ft. Per Dwelling Unit ⁽²⁾	Front Yard Minimum Depth (Feet) ⁽³⁾	Side Yard Minimum Width (Feet) ⁽⁴⁾	Rear Yard Minimum by Accessory Depth (Feet)	Rear Yard Maximum Occupancy Building (Percent)
						Stories	Feet				Rear Yard Minimum Depth (Feet)	Rear Yard Maximum Occupancy by Accessory

												Building (Percent)
3F-D-2,000 ⁽⁵⁾												
Triple- Decker Detached	2,000	N/A	30	30	1.3	3	40	300	5	5	15	25
Any other Dwelling or Use	2,000	1,000	30	30	1.3	3	40	300	5	5	15	20
3F-D-3,000 ⁽⁵⁾												
Triple- Decker Detached	3,000	N/A	30	30	1.3	3	40	300	5	5	15	25
Any other Dwelling or Use	3,000	1,500	30	30	1.3	3	40	300	5	5	15	20
3F-D-4,000 ⁽⁵⁾												
Triple- Decker Detached	4,000	N/A	40	40	1.3	3	40	300	7	5	30	25
Any other Dwelling or Use	4,000 for 1 or 2	2,000	40	40	1.3	3	35	300	7	5	30	20

Multifamily Residential Subdistrict

	Lot Area, Minimum for Dwell. Unit(s)	Additional Lot Area for Ea. Add'l	Lot Width Minimum (Feet)	Lot Frontage Minimum (Feet)	Floor Area Ratio Maximum	Building Height Maximum ⁽¹⁾		Usable Open Space Minimum	Front Yard Minimum Depth	Side Yard Minimum Width (Feet) ⁽⁴⁾	Rear Yard Minimum by Accessory	Rear Yard Maximum Occupancy Building
						Stories	Feet)					

	Specified (Sq. Ft.)	Dwell. Unit (Sq. Ft.)						Sq. Ft. Per Dwelling Unit ⁽²⁾	(Feet) ⁽³⁾		Depth (Feet) Rear Yard Minimum Depth (Feet)	(Percent) Rear Yard Maximum Occupancy by Accessory Building (Percent)
MFR and MFR/LS												
1, 2, or 3 Family Detached Dwelling or Semi- attached Dwelling	3,000 per building of 1 or 2 units	1000	40	40	1.0	3	40	400	5	10	20	25
Any Other Dwelling or Use	4,000 for first 4 units	1000	30	30	1.0	3	40	400	5	10	30	20
Rowhouse Residential Subdistrict												
Row House Building or Townhouse Building	3,000 for up to 4 up units per building	3,000 for up to 4 units per building	30 for each building	30 for each building	1.0	3	40	200	5	5	20	25
Any Other Dwelling or Use	4,000 for first 4 units	1,000	30	30	1.0	3	40	400	5	10	30	25

Article 66: Table C (Front Yard Footnote)

Table C - Fenway Neighborhood District Residential Subdistricts Dimensional Regulations

Multifamily Residential Subdistrict

	Lot Area, Minimum for Dwell. Unit(s) Specified (Sq. Ft.)	Additional Lot Area for Ea. Addt'l Dwell. Unit (Sq. Ft.)	Lot Width Minimum (Feet)	Lot Frontage Minimum (Feet)	Floor Area Ratio Maximum	Building Height Maximum		Usable Open Space ⁽¹⁾ Minimum Sq. Ft. Per Dwelling Unit	Front Yard ⁽²⁾ Minimum Depth (Feet)	Side Yard Minimum Width (Feet)	Rear Yard Minimum Depth (Feet)	Rear Yard Maximum Occupancy by Accessory Building (Percent)
						Stories	Feet)					
MFR-1												
Any Dwelling	none	none	none	none	4.0	N/A	60	100	Ⓜ (2)	none	20	25
Other Use	none	none	none	none	4.0	N/A	60	N/A	Ⓜ (2)	none	20	25
MFR-2 and MFR/LS												
Any Dwelling	none	none	none	none	4.0	N/A	75	100	Ⓜ (2)	none	20	25
Other Use	none	none	none	none	4.0	N/A	75	N/A	Ⓜ (2)	none	20	25

Article 68: Table G (Off-Street Parking and Loading Requirements Footnotes)

Table G - South Boston Neighborhood District Off-Street Parking Requirements

Footnotes to Table G

1. The provisions of this Table F do not apply to Proposed Projects that are subject to Large Project Review. See ~~Section 67-32~~ Section 68-33 (Off-Street Parking and Loading Requirements).

Footnotes to Table G

1. The provisions of this Table F do not apply to Proposed Projects that are subject to Large Project Review. See ~~Section 67-32~~ Section 68-33 (Off-Street Parking and Loading Requirements).
2. Where benches are used, each two (2) linear feet of bench shall constitute one (1) seat.

Article 79: Section 4 - Table A (Required Inclusionary Zoning Unit Contributions)

A. Required Percentages.

Rental - Covered Projects with 7 or ore more Dwelling Units, including Small Projects (Article 80E) and not Planned Development Areas (Article 80C)			
	Zone A	Zone B	Zone C
On Site	17% of total Dwelling Units or 17% of the Usable Square Footage of the Covered Project. Such IZ Units shall be set aside for households with an average of 60% of AMI (Max 70% of AMI).		
Off Site	Not allowed		

Text Amendment No. 454 (Parking Requirements for Affordable Housing)

Article 50: Table H - Roxbury Neighborhood District - Off-Street Parking Requirements

Residential and Related Uses

	Off-Street Parking Requirements (space per dwelling unit) ²
Dormitory/Fraternity Uses	0.5
Hotel Uses	0.7
Residential Uses	
Elderly Housing	0.5
Group Residence Limited	0.5
Homeless Shelter	0.25
Lodging House	0.5
Transitional Housing	0.25
Affordable Housing	0.7 ⁽³⁾
Other Residential Uses	1.0 ⁽³⁾

Footnotes to Table H Continued

1. The provisions of this Table H do not apply to Proposed Projects that are subject to Large Project Review. See Section 50-43 (Off-Street Parking and Loading Requirements).

(As amended on May 9, 1996.)

2. For use not divided into dwelling units, see Section 50-43.1 (Off-Street Parking and Loading Requirements).
3. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 51: Table J - Allston-Brighton Neighborhood District - Off-Street Parking Requirements

Table J Continued

	Space(s) per Dwelling Unit ⁽³⁾
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7
Residential Uses	
Elderly Housing	0.5
Group Residence Limited	0.5
Homeless Shelter	0.25
Lodging House	0.5
Transitional Housing	0.25
Affordable Housing	0.7 ⁽⁴⁾
Other Residential Uses	

1-9 units	1.75 ⁽⁴⁾
10+	2.0 ⁽⁴⁾

Footnotes to Table J

1. The provisions of this Table J do not apply to Proposed Projects that are subject to Large Project Review. See Section 51-49 (Off-Street Parking and Loading Requirements).

(As amended on May 9, 1996.)

2. For applicability of the regulations of this Table J to Institutional Uses, see Section 51-29.2 (Pre-existing Uses and Structures), Section 80D-2.4 (Regulations Applicable to Exempt Projects), and Section 80D-11 (Institutional Master Plan Review: Effect on Applicability of Other Zoning Requirements). See also Section 51-29 (Institutional Master Plan Review Requirement) and Section 80D-2 (Applicability of Institutional Master Plan Review) concerning the applicability of Institutional Master Plan Review.

(As amended on May 9, 1996.)

3. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
4. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 53: Table L - East Boston Neighborhood District - Off-Street Parking Requirements

Residential Uses

Applicable Footnotes: (1), (2), (3), (4), (5)

	Off-Street Parking Space(s) Per Dwelling Unit
Household Living - 1-3 Dwelling Units	None
Household Living - 4+ Dwelling Units	1
Fraternity or Sorority	0.5
Lodging House	0.5
Mobile Home Establishment	None
Student Housing	0.5
Supportive Housing	0.25

Footnotes to Table L

1. The provisions of this Table L do not apply to Proposed Projects that are subject to Large Project Review or Small Project Review. See Section 53-28 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;

- b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
- 3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement for Proposed Projects under 50,000 square feet of gross floor area shall be 0.7 parking spaces per Dwelling Unit.
- 4. Proposed Projects in Mixed-Use Subdistricts are exempt from, but may elect to conform with the provisions of this Table L.
- 5. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 54: Table E - North End Neighborhood District - Off-Street Parking Requirements - Residential and Related Uses

See Table Footnotes: (1), (2)

	Off-Street Parking Requirements (space per dwelling unit) ²
Dormitory/Fraternity Uses	0.5
Hotel Uses	0.7
Residential Uses	
Elderly Housing	0.5
Group Residence Limited	0.5
Homeless Shelter	0.25
Lodging House	0.5

Transitional Housing	0.25
Affordable Housing	0.7 ⁽⁴⁾
Other Residential Uses	1.0 ⁽⁴⁾

Footnotes to Table E

1. The provisions of this Table E do not apply to Proposed Projects that are subject to Large Project Review. See Section 54-21 (Off-Street Parking and Loading Requirements).
(As amended on May 9, 1996.)
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, two (2) such sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) persons, four (4) beds shall constitute a Dwelling Unit.
3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement for Proposed Projects under 50,000 square feet of gross floor area shall be 0.7 parking spaces per Dwelling Unit.
4. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 55: Table J - Jamaica Plain Neighborhood District - Off-Street Parking Requirements

Residential and Related Uses

	Spaces per Dwelling Unit ⁽³⁾
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Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7
Bed and Breakfast	0.7
Conference Center	0.7
Executive Suites	0.7
Hotel	0.7
Motel	1.0
Residential Uses	
Elderly Housing	0.2
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses ^{(4), (5)}	
1-3 units	1.0
4-9 units	1.25
10+ units	1.5

Footnotes to Table J - Continued:

1. The provisions of this Table J do not apply to Proposed Projects that are subject to Large Project Review. See Section 55-40 (Off-Street Parking and Loading Requirements).

(As amended on May 9, 1996.)

2. The off-street parking requirements of this Table J are not applicable in the Centre Street Local Convenience Subdistrict and the Centre Street Neighborhood Shopping Subdistrict.
3. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
4. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement for Proposed Projects under 50,000 square feet of gross floor area shall be 0.7 parking spaces per Dwelling Unit.
5. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 56: Table I - West Roxbury Neighborhood District - Off-Street Parking Requirements

Residential and Related Uses ⁽¹⁾

	Spaces per Dwelling Unit ⁽²⁾
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7

Bed and Breakfast	0.7
Conference Center	0.7
Executive Suites	0.7
Hotel	0.7
Motel	1.0
Residential Uses	
Elderly Housing	0.2
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses ^{(3), (4)}	
1-3 units	1.0
4-9 units	1.25
10+ units	1.5

Footnotes to Table I

1. The provisions of this Table I do not apply to Proposed Projects that are subject to Large Project Review. See Section 56-39 (Off-Street Parking and Loading Requirements).

(As amended on May 9, 1996.)

2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two(2)persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement for Proposed Projects under 50,000 square feet of gross floor area shall be 0.7 parking spaces per Dwelling Unit.
4. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 59: Table J - Mission Hill Neighborhood District - Off-Street Parking Requirements

Off-Street Parking Requirements Residential and Related Uses ⁽¹⁾

	Spaces per Dwelling Unit ⁽²⁾
Dormitory/Fraternity Uses	2.0
Hotel and Conference Center Uses	0.7
Bed and Breakfast	1.0
Conference Center	2.0 (4)
Executive Suites	0.7
Hotel	0.7

Motel	1.0
Residential Uses	
Elderly Housing	0.2
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses (3), (5)	1.0

Footnotes to Table J

1. The provisions of this Table J do not apply to Proposed Projects that are subject to Large Project Review. See Section 59-37 (Off-Street Parking and Loading Requirements).

(As amended on July 31, 1997.)

2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement for Proposed Projects under 50,000 square feet of gross floor area shall be 0.7 parking spaces per Dwelling Unit.
4. Spaces per 1,000 square feet of Gross Floor Area.

5. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 60: Table H - Greater Mattapan Neighborhood District - Off-Street Parking Requirements

Greater Mattapan Neighborhood District - Residential and Related Uses - Off-Street Parking Requirements ⁽¹⁾

	Spaces per Dwelling Unit ⁽²⁾
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.2
Bed and Breakfast	0.2
Conference Center	0.2 ⁽⁴⁾
Executive Suites	0.2
Hotel	0.2
Motel	0.2
Residential Uses	
Accessory Dwelling Unit	0
Elderly Housing	0.2
Group Residence Limited	0.5
Lodging House	0.5

Transitional Housing	0.25
Other Residential Uses ^{(3), (5)}	0.75

Footnotes to Table H – Continued

1. The provisions of this Table H do not apply to Proposed Projects that are subject to Large Project Review. See Section 60-37 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement for Proposed Projects under 50,000 square feet of gross floor area shall be 0.7 parking spaces per Dwelling Unit.
4. Spaces per 1,000 square feet of Gross Floor Area.
5. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 61: Table D - Audubon Circle Avenue Neighborhood District - Residential and Related Uses - Off-Street Parking Requirements

See Table Footnote: (1)

	Off-Street Parking Requirements (spaces per dwelling unit) ⁽²⁾
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Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	
Bed and Breakfast	0.7
Conference Center	0.7
Executive Suites	0.7
Hotel	0.7
Motel	1.0
Residential Uses	0.5
Elderly Housing	0.2
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses ^{(3), (4)}	
1-3 units	1.0
4-9 units	1.25
10+ units	1.5

Footnotes to Table D

1. The provisions of this Table D do not apply to Proposed Projects that are subject to Large Project Review. See Section 61-24 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement shall be 0.7 parking spaces per Dwelling Unit.
4. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 62: Table E - Charlestown Neighborhood District - Off-Street Parking Requirements

Table E - Continued - Charlestown Neighborhood District - Residential and Related Uses - Off-Street Parking Requirements (1)

	Spaces per Dwelling Unit (2)
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.2
Bed and Breakfast	0.2
Conference Center	0.7

Executive Suites	0.2
Hotel	0.2
Motel	0.2
Residential Uses	
Elderly Housing	0.2
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses ^{(3), (4)}	
1-2 units	0
3-6 units	0
7-9 units	1
10+ units	1

Footnotes:

1. The provisions of this Table E do not apply to Proposed Projects that are subject to Large Project Review. See Section 62-29 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:

- a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
- 3. An off-street parking space designed so that a vehicle cannot enter or exit the space without passing through another parking space shall constitute 1.0 of a parking space.
- 4. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 63: Table D - Bay Village Neighborhood District - Residential and Related Uses - Off-Street Parking Requirements

See Table Footnote: (1)

	Off Street Parking Requirement (space per dwelling unit) ^{2,3}
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7
Residential Uses ⁽³⁾	
Elderly Housing	0.5
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses ^{4, 5, 6}	0.7

Footnotes to Table D

1. The provisions of this Table D do not apply to Proposed Projects that are subject to Large Project Review. See Section 63-20 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;

- b. if sleeping rooms have accommodations for more than two (2) persons, each group of four (4) beds shall constitute a Dwelling Unit.
3. Any dwelling converted for more families in separate dwelling units must meet not less than one-half the off-street parking requirements of this Table D.
4. Off-street parking facilities are not required unless more than two car spaces are required by this Table D.
5. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement shall be 0.7 parking spaces per Dwelling Unit.
6. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 64: Table H - South End Neighborhood District - Off-Street Parking Requirements

See Table Footnote: (1)

Residential and Related Uses

	Off Street Parking Requirement (space per dwelling unit) ^{2,3}
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses ⁶	0.7
Residential Uses ³	
Elderly Housing	0.5
Group Residence Limited	0.5
Lodging House	0.5

Transitional Housing	0.25
Other Residential Uses ^{4, 5, 6, 7}	0.7

Footnotes to Table H

1. The provisions of this Table H do not apply to Proposed Projects that are subject to Large Project Review. See Section 64-33 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) persons, each group of four (4) beds shall constitute a Dwelling Unit.
3. Any dwelling converted for more families in separate dwelling units must meet not less than one-half the off-street parking requirements of this Table H.
4. Off-street parking facilities are not required unless more than two car spaces are required by this Table H.
5. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement shall be 0.7 parking spaces per Dwelling Unit.
6. Except in the Economic Development Areas, the minimum ratio for off street parking requirement for Hotel and Conference Center Uses shall be 0.3 and the maximum ratio for off street parking requirement for Hotel and Conference Center Uses shall be 0.5, and for Other Residential Uses the maximum ratio for off street parking shall be 1.0.
7. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 65: Table F - Dorchester Neighborhood District - Off-Street Parking Requirements

Table F - Continued

Dorchester Neighborhood District Off-Street Parking Requirements ⁽¹⁾

	Spaces per Dwelling Unit ⁽²⁾
	Dwelling Unit ⁽²⁾
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	
Bed and Breakfast	0.7
Conference Center	0.7
Executive Suites	0.7
Hotel	0.7
Motel	1.0
Residential Uses	
Elderly Housing	0.2
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25

Other Residential Uses ^{(3), (4)}	
1-3 units	1.0
4-9 units	1.25
10+ units	1.5

Footnotes to Table F – Continued

1. The provisions of this Table F do not apply to Proposed Projects that are subject to Large Project Review. See Section 65-44 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. An off-street parking space designed so that a vehicle cannot enter or exit the space without passing through another parking space shall constitute 0.75 of a parking space.
4. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 66: Table F - Fenway Neighborhood District Off-Street Parking Requirements

See Table Footnote: (1)

	Minimum	Maximum
Residential Uses	0.75 spaces per dwelling unit ^{(2), (3)}	0.75 spaces per dwelling unit ^{(2), (3)}
Other Uses	None	0.75 spaces per 1,000 gross square feet

Footnotes to Table F

1. The provisions of this Table F shall apply to all Proposed Projects. See Section 66-42 (Off-Street Parking and Loading Requirements). Proposed Projects subject to Large Project Review with Transportation Access Plans that include a Parking Management Element, pursuant to Section 80B-3.1a, shall assess in such Parking Management Element the need for alternative parking options, including car sharing, bicycle parking, and carpool/vanpool parking, as a means of minimizing the number of accessory spaces, promoting a more sustainable pattern of development and efficient use of land, and promoting good design. The following guidelines shall apply in determining the need for alternative parking spaces:
 - a. Proposed projects with a gross floor area of 100,000 square feet or more should provide at least two (2) car sharing spaces;
 - b. Proposed Projects should provide bicycle parking spaces, in compliance with Boston Transportation Department (BTD) standards, equal to at least 0.5 spaces per Dwelling Unit (see Footnote 2, below), in the case of Residential Uses, or, in the case of other uses, ten percent (10%) of the number of vehicular spaces. Bicycle parking shall include both short- and long-term spaces, as defined by BTD; and
 - c. Carpool/vanpool parking spaces should be provided, as needed, in accordance with BTD standards.
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.

3. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 67: Table F - Roslindale Neighborhood District - Off-Street Parking Requirements

Residential and Related Uses ⁽¹⁾

	Spaces per Dwelling Unit ⁽²⁾
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7
Bed and Breakfast	0.7
Conference Center	0.7
Executive Suites	0.7
Hotel	0.7
Motel	1.0
Residential Uses	
Elderly Housing	0.5
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25

Other Residential Uses ^{(3) (4) (5)}	2.0
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Footnotes to Table F – Continued

1. The provisions of this Table F do not apply to Proposed Projects that are subject to Large Project Review. See Section 67-32 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement is as follows: two (2) parking spaces per Dwelling Unit for Proposed Projects between one (1) and three (3) Dwelling Units; 1.5 parking spaces per Dwelling Unit for Proposed Projects between four (4) and fifteen (15) Dwelling Units; and one (1) parking space per Dwelling Unit for Proposed Projects with more than fifteen (15) Dwelling Units.
4. For residential uses in the Roslindale Square Community Commercial Subdistricts (CC-1 and CC-2), the required number of spaces per Dwelling Unit shall be 1.5.
5. or, in the case of affordable residential housing, no off-street parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are income-restricted at or below 100% of Area Median Income (AMI), as defined by the U.S. Department of Housing and Urban Development.

Article 68: Table G - South Boston Neighborhood District Off-Street Parking Requirements

South Boston Neighborhood District Off-Street Parking Requirements Residential and Related Uses ⁽¹⁾

	Spaces per Dwelling Unit ⁽²⁾
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7
Bed and Breakfast	0.7
Conference Center	0.7
Executive Suites	0.7
Hotel	0.7
Motel	1.0
Residential Uses	
Elderly Housing	0.5
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses ^{(3), (5)}	1.5 ⁽⁴⁾

Footnotes to Table G

1. The provisions of this Table G do not apply to Proposed Projects that are subject to, or elect to comply with, Large Project Review. See Section 68-33 (Off-Street Parking and Loading Requirements).

2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. For Dwelling Units qualifying as Affordable Housing, the off-street parking requirement shall be 0.7 spaces per unit.
4. Except that for a studio or one (1) bedroom dwelling unit, the ratio shall be 1.0.
5. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 69: Table F - Hyde Park Neighborhood Off-Street Parking Requirements

Hyde Park Neighborhood Off-Street Parking Requirements Residential and Related Uses ⁽¹⁾

	Spaces per Dwelling Unit ⁽²⁾
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7
Bed and Breakfast	0.7
Conference Center	0.7
Executive Suites	0.7
Hotel	0.7
Motel	1.0

Residential Uses	
Elderly Housing	0.5
Group Residence Limited	0.5
Lodging House	0.5
Transitional Housing	0.25
Other Residential Uses ^{(2) (3) (4)}	2.0

Footnotes to Table F – Continued

1. The provisions of this Table F do not apply to Proposed Projects that are subject to Large Project Review. See Section 69-29 (Off-Street Parking and Loading Requirements).
2. Where a use is not divided into Dwelling Units:
 - a. if sleeping rooms have accommodations for not more than two (2) persons, each group of two (2) sleeping rooms shall constitute a Dwelling Unit;
 - b. if sleeping rooms have accommodations for more than two (2) people, each group of four (4) beds shall constitute a Dwelling Unit.
3. For residential uses in the Cleary and Logan Square Neighborhood Shopping (NS-2) Subdistrict, the required number of spaces per Dwelling Unit shall be 1.0.
4. or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

Article 87A: Section 87A-8. - Parking.

The off-street and on-street parking requirements shall be as follows:

Subdistrict	Parking Spaces
Olmsted Community Subdistrict	A minimum of 1 space per 1,000 square feet of gross floor area and a maximum of 2 spaces per 1,000 square feet of gross floor area *
Olmsted East Mixed Subdistrict	For residential uses, a minimum of 0.8 spaces per residential unit and a maximum of 1.5 spaces per residential unit. *
	For non-residential uses, a minimum of 0.5 spaces per 1,000 square feet of gross floor area and a maximum of 2 spaces per 1,000 square feet of gross floor area *
Olmsted West Residential Subdistrict	A minimum of 1 space per residential unit and a maximum of 1.8 spaces per residential unit *
Olmsted Village Subdistrict	As determined in the course of Plan Approval *

* or, in the case of affordable residential housing, no parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the proposed residential units are at or below 100% of Area Median Income (AMI), as by the U.S. Department of Housing and Urban Development.

On-street parking created on new streets constructed as part of a Proposed Project shall count toward the above off-street parking requirements. Parking for a main use is not required to be located on the same lot as the use it serves provided appropriate lease or other legal arrangements are made for the use of such parking.