

Parking Canopy

92 Orchard Street, Somerville

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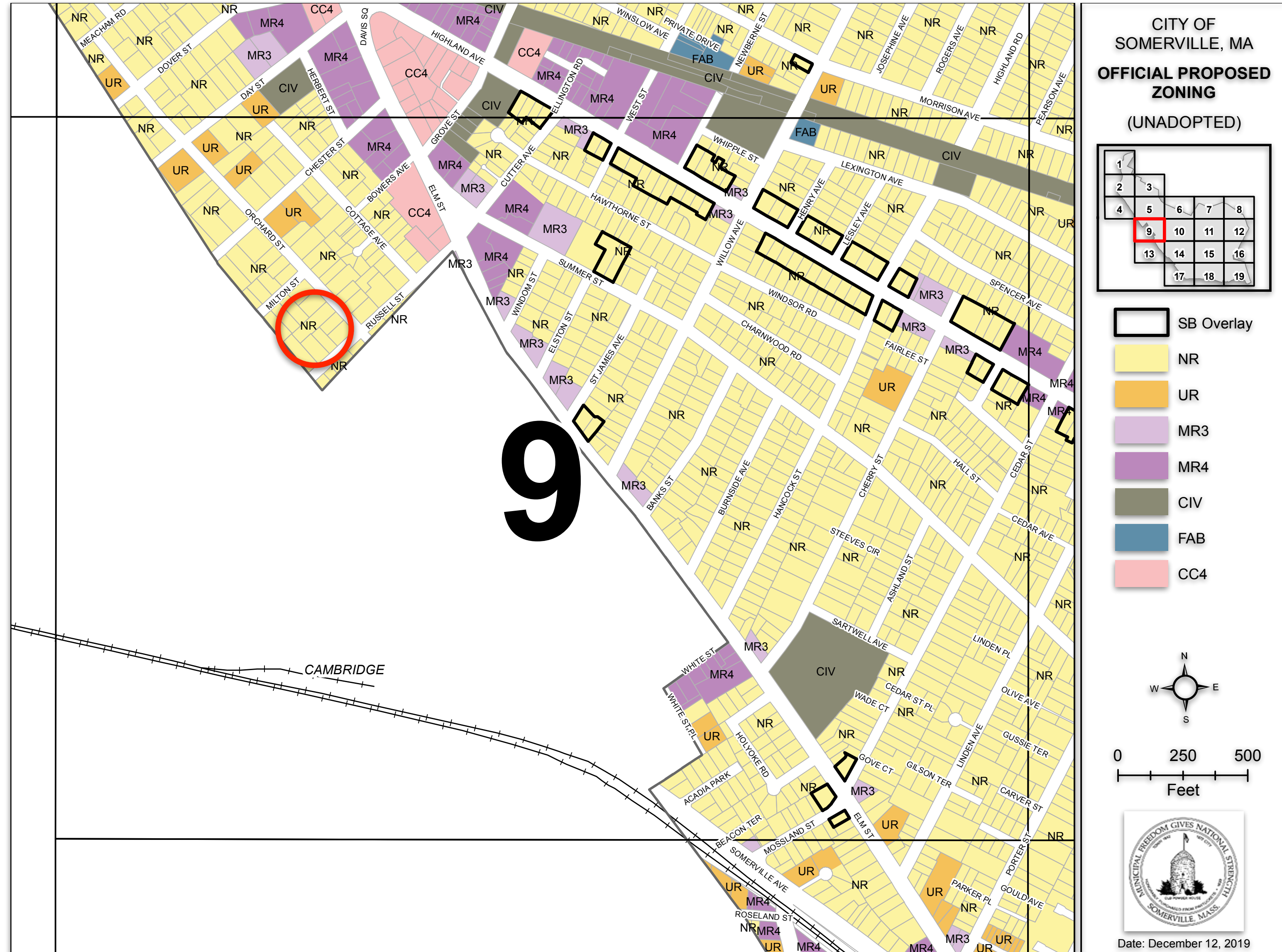


Existing Conditions – Neighboring Properties



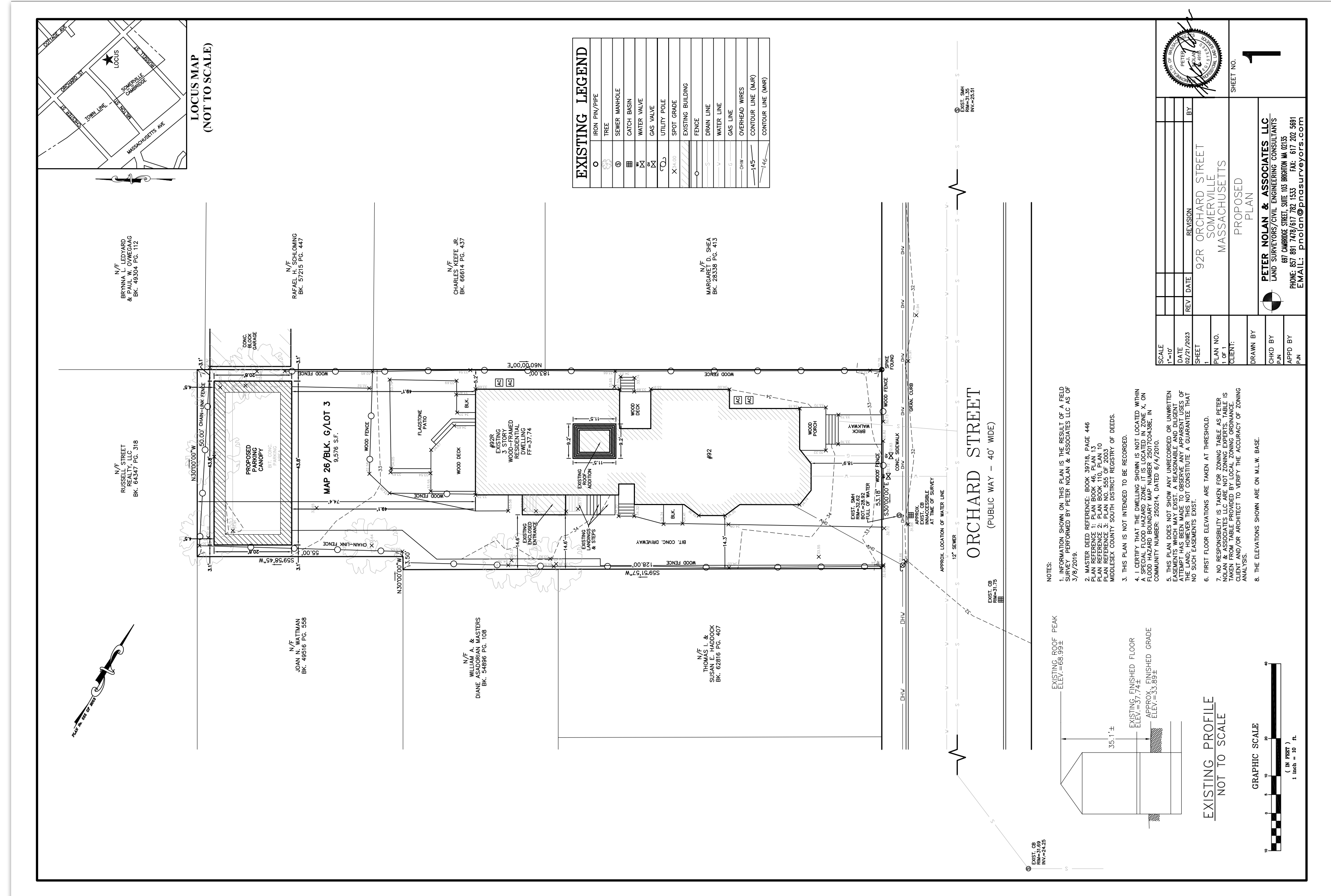
Existing Conditions

- NR District (Neighborhood Residence).
- Tight urban lot with severe constraints on vehicular maneuvering.



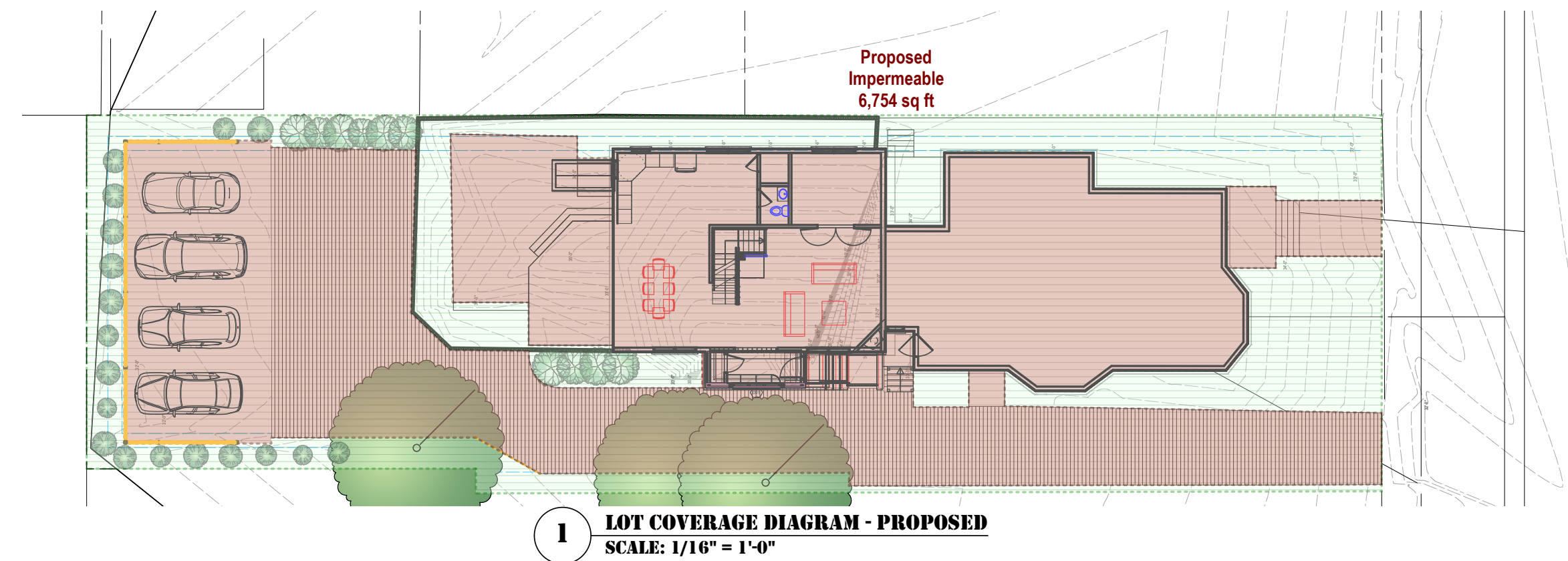
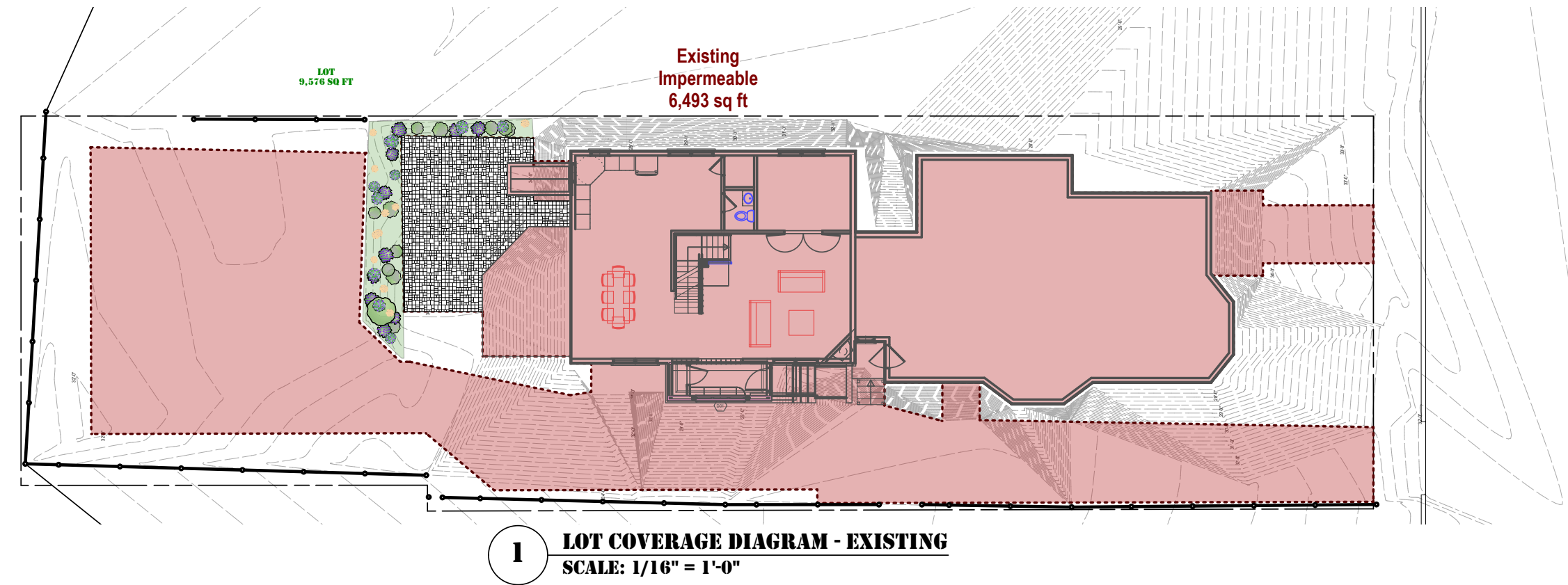
Proposed Work

- Protective structure over lawfully existing spaces that are already in use.
- The proposed structural solution places the principal supports at the rear of the canopy, maximizing visibility and vehicular maneuvering space at the front, where it is most needed for practical and safety reasons.



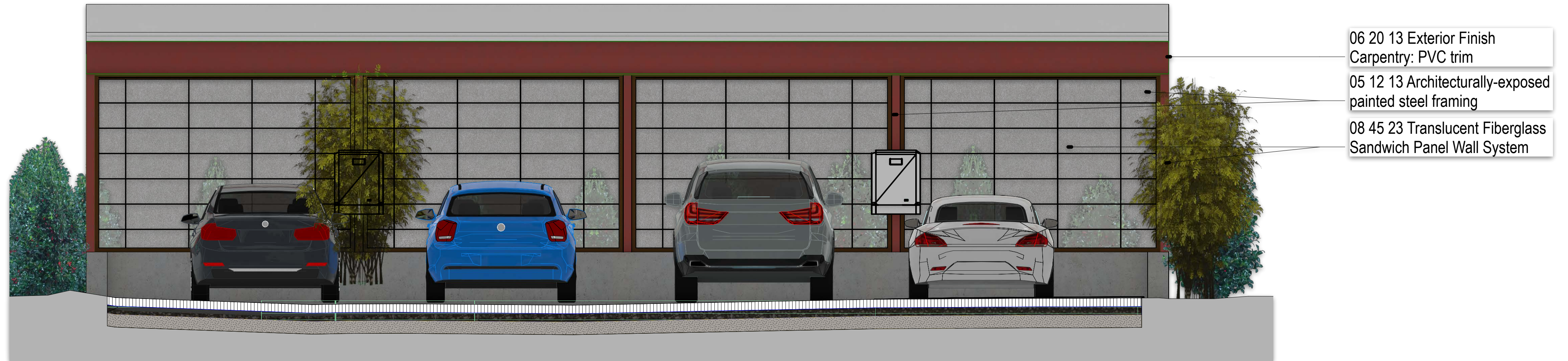
Proposed Work

- No additional parking spaces are added; no new vehicles will be parked on the property.
- No intensification of use of the property beyond its existing conditions.
- Demand on street parking, traffic flow, stormwater infrastructure, and neighborhood density, all remain unchanged.
- Canopy is not an enclosed garage.
- No substantial alteration of the parking area.

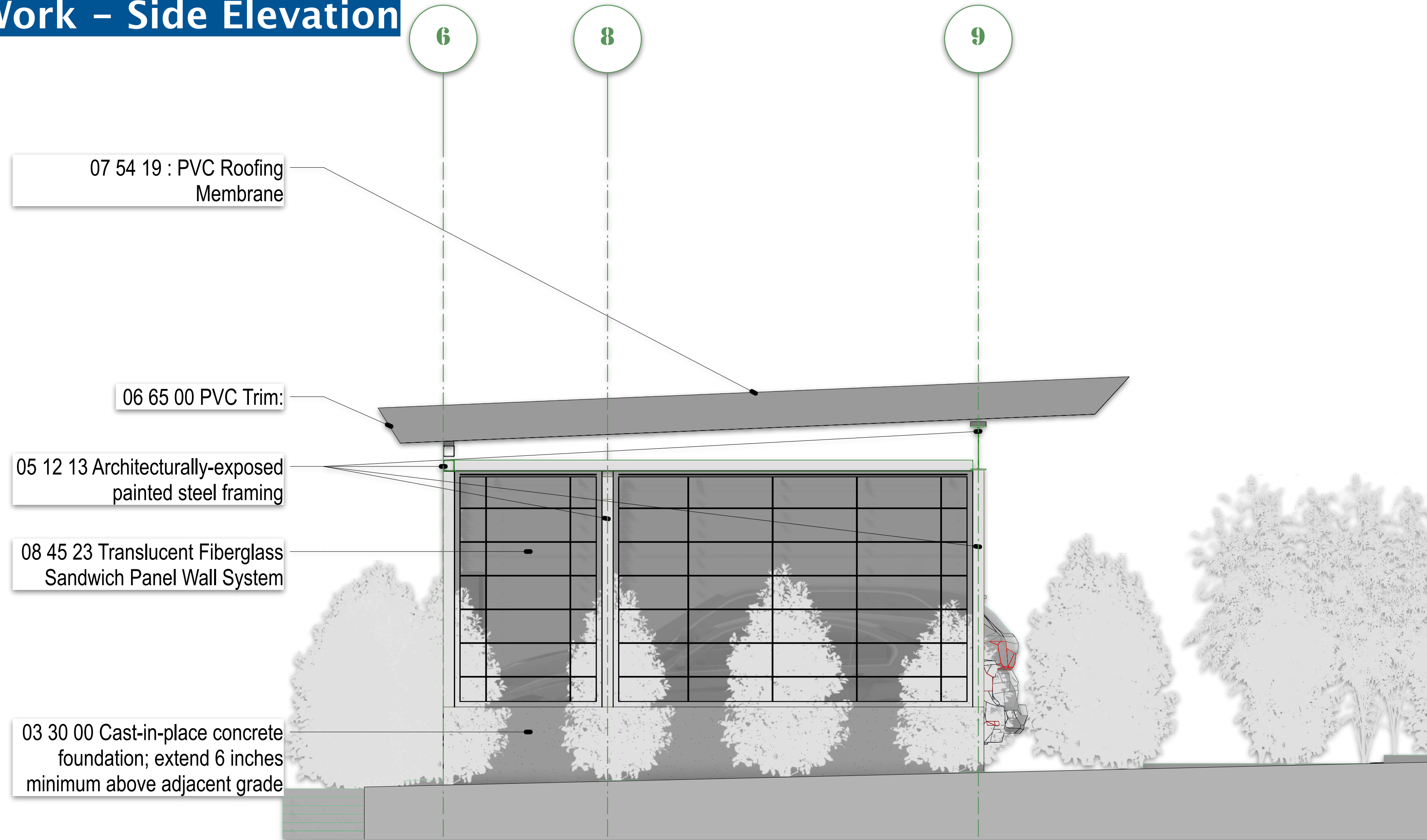


Impervious Area Tabulation		
Lot Area		Area
	Custom	9,576 SF
	Total Lot Area	9,576 SF
Existing Impervious		Area
	Custom	6,493 SF
Total	Total	6,493 SF
	Existing Impervious	67.8%
Proposed Impervious		Area
	Custom	6,754 SF
Total	Total	6,754 SF
	Proposed Impervious	70.5%

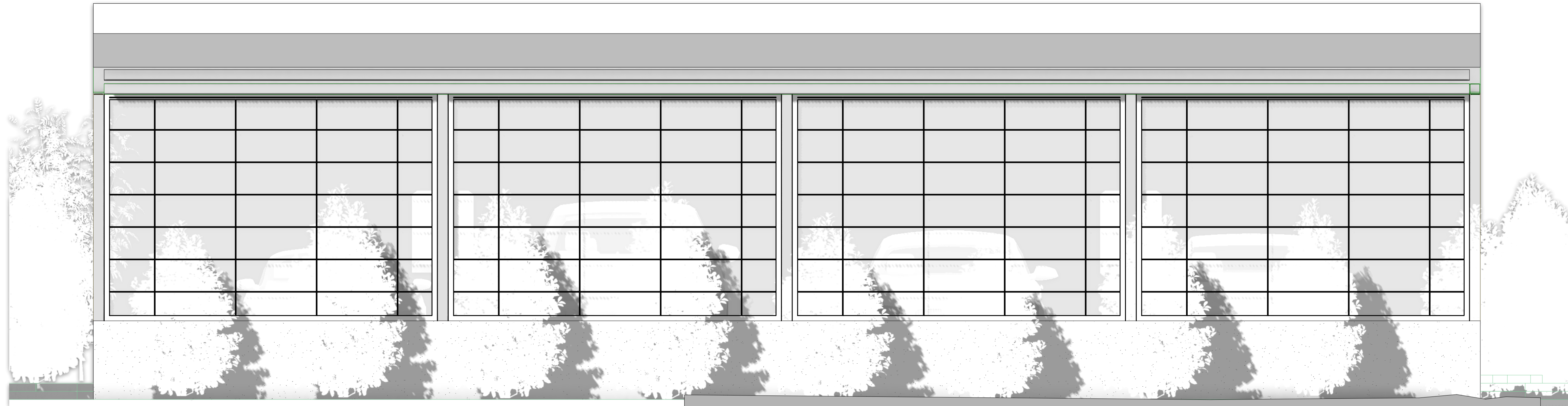
Proposed Work



Proposed Work – Side Elevation

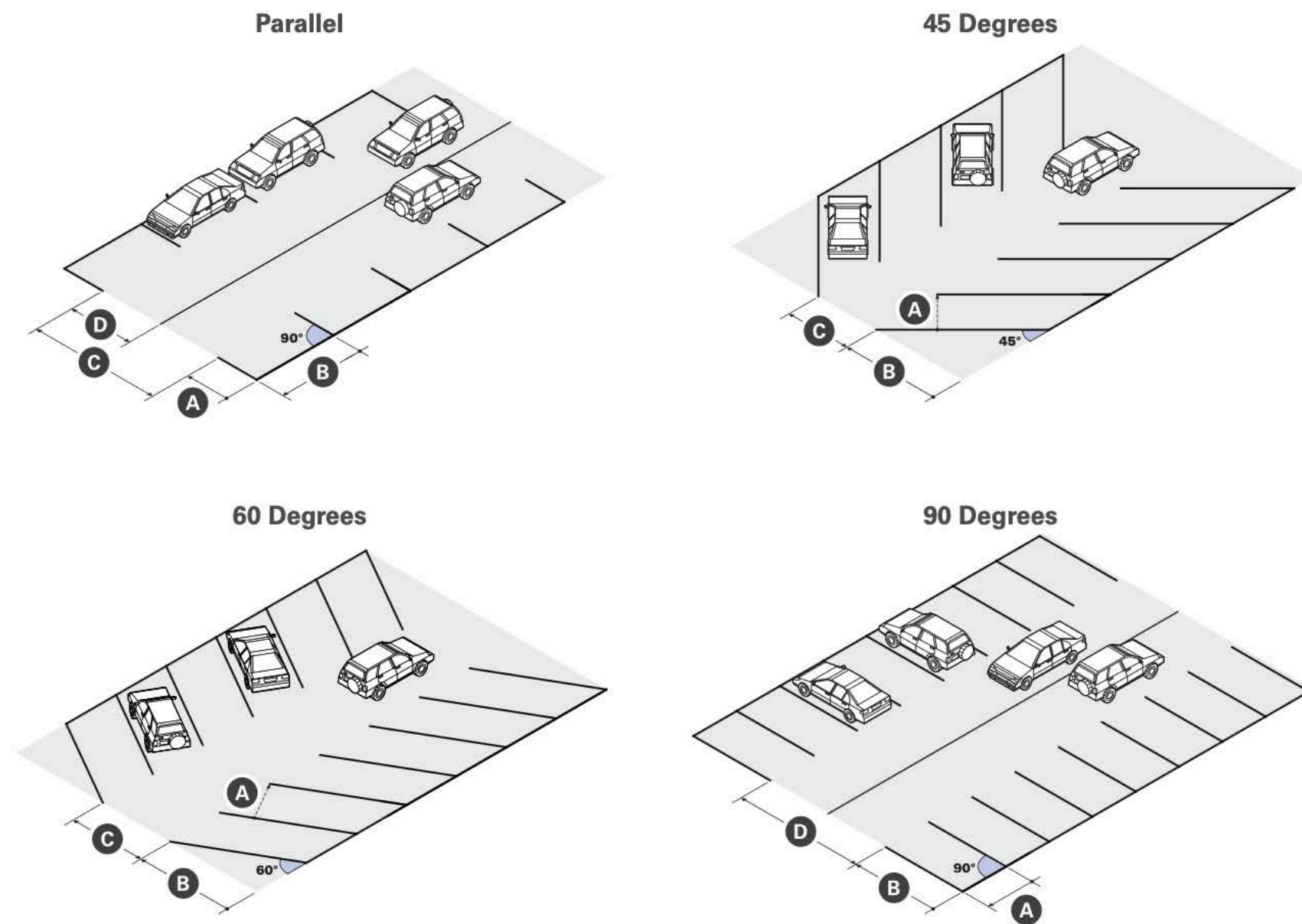


Proposed Work – Rear Elevation

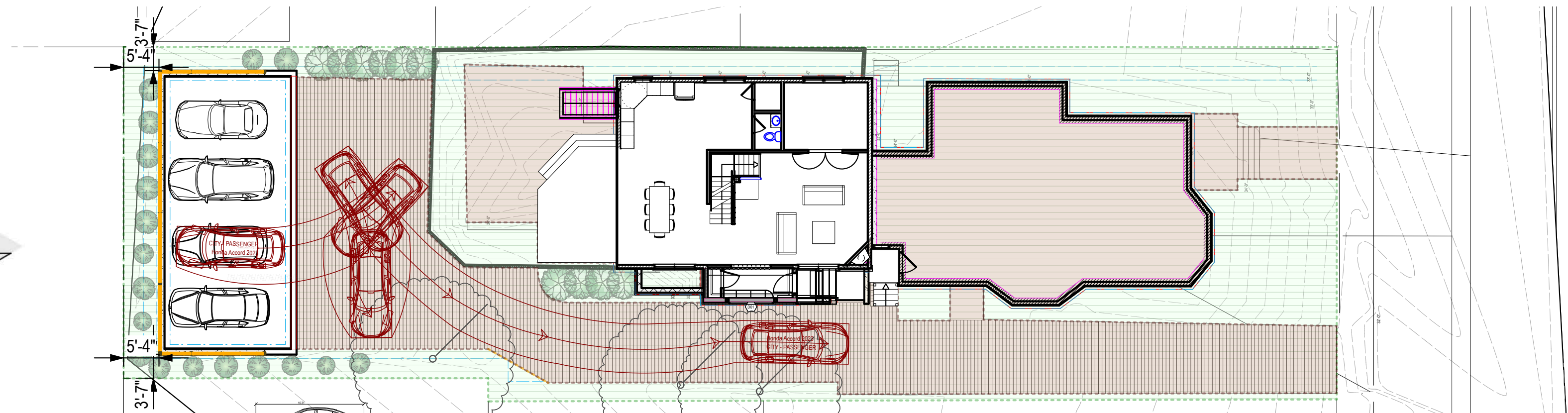


Parking Maneuvering Diagrams

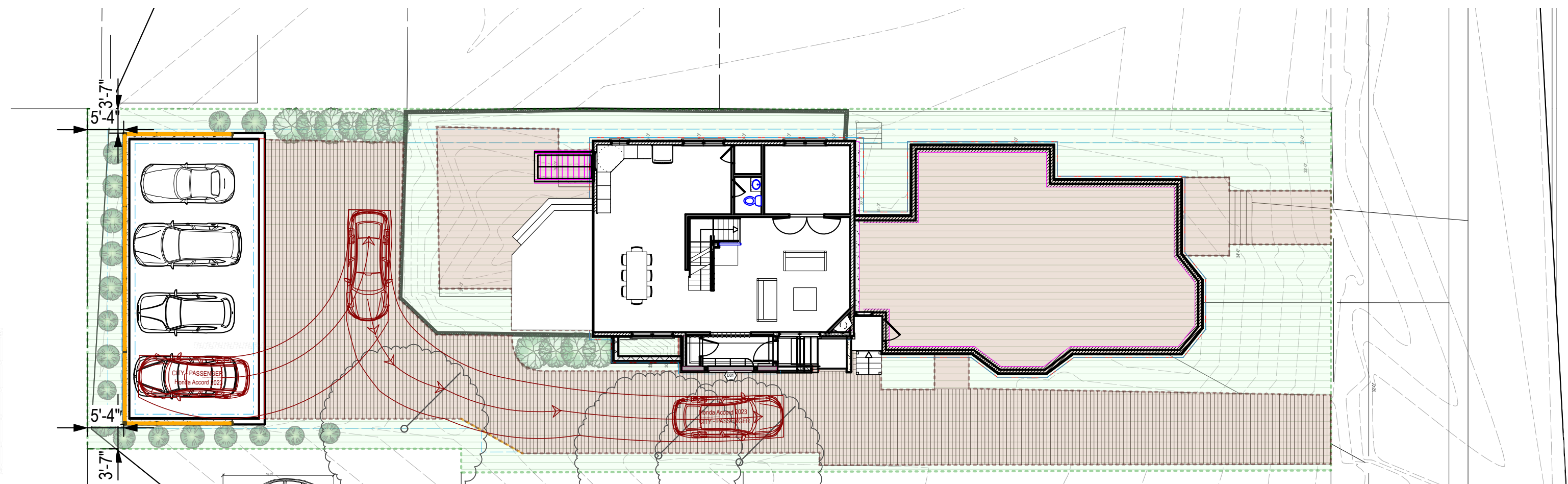
Table 11.2.1 Parking Space & Drive Aisle Dimensions



	Parallel	45 Degrees	60 Degrees	90 Degrees
A Stall Width (min)	8 ft	N/A	N/A	8 ft
B Stall Length (min)	16 ft	18 ft	18 ft	16 ft
C Drive Aisle, 1 Way (min)	12 ft	12 ft	12 ft	N/A
D Drive Aisle, 2 Way (min)	20 ft	N/A	N/A	20 ft
E Vertical CLEARANCE (min)	7.5 ft	7.5 ft	7.5 ft	7.5 ft

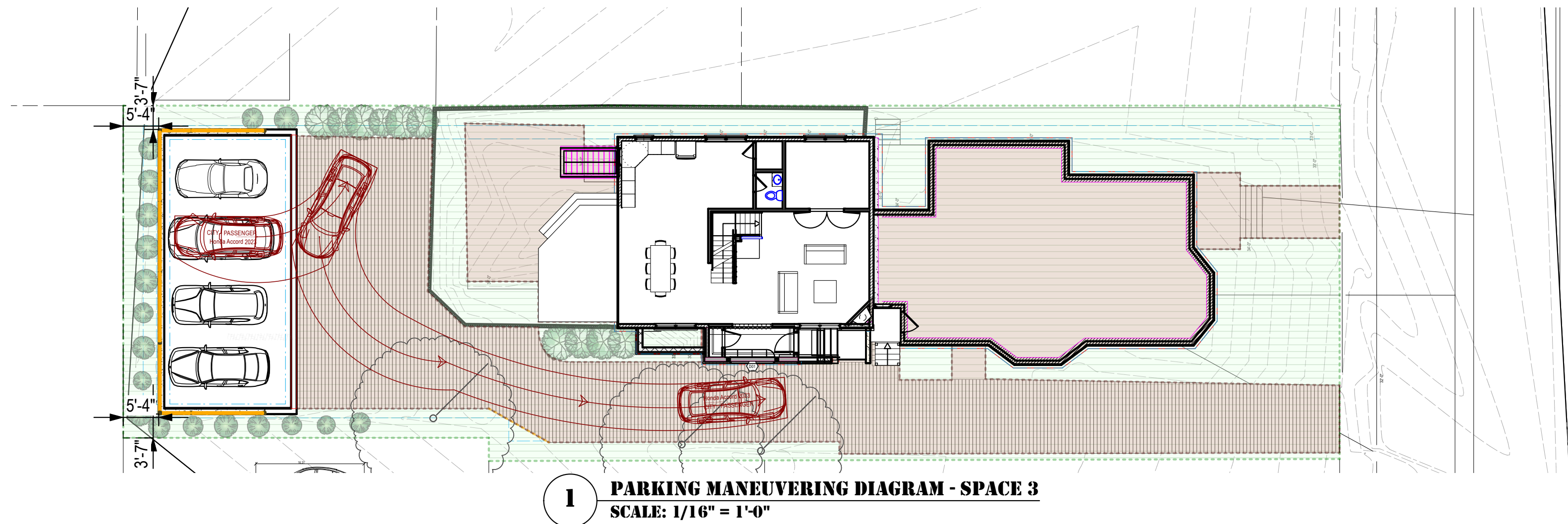
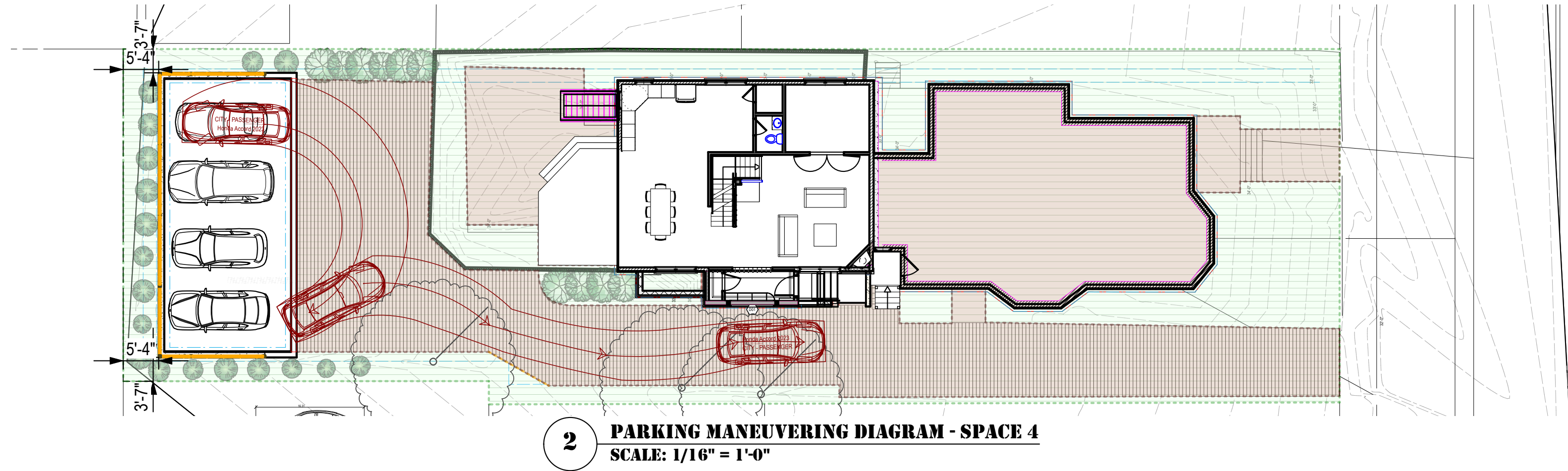


2 PARKING MANEUVERING DIAGRAM - SPACE 2
 SCALE: 1/16" = 1'-0"



1 PARKING MANEUVERING DIAGRAM - SPACE 1
 SCALE: 1/16" = 1'-0"

Parking Maneuvering Diagrams



Items of Relief

- ZP24-000078 - SZO Section 10.2.2.d - Number of cars permitted per carport - Hardship Variance.
- ZP25-000042 - SZO Section 14.1.7.b.ii, Further Reducing Nonconforming Landscape and Permeable Area - Hardship Variance.

Shape of the Lot

- The physical dimensions and shape of the lot, in conjunction with the siting of the existing structure, result in a configuration that severely limits vehicular maneuvering.
- The lot's existing configuration reflects decades of urban development on a small, constrained parcel typical of dense Somerville residential neighborhoods.
- Existing trees pose hazard of falling limbs on parked cars.

ZP24-000078 – SZO Section 10.2.2.d – Number of cars permitted per carport

- The four spaces are pre-existing and lawfully established.
- The zoning provision in question does not take into consideration the number of dwellings served by the carport.
- The existing dwellings served by the carport are sizable (~3,500 SF and ~2,800 SF, respectfully), and reasonably result in the need for multiple vehicles.
- Hardship: petitioner's multi-generational household requires the use of multiple vehicles.
- Hardship: literal application of the ordinance would compel petitioner either to abandon use of two of the four spaces or leave all vehicles unprotected.
- Hardship: motor vehicles left perpetually exposed to New England weather — including Somerville's winters, which bring snow, ice, and road salt runoff — suffer accelerated deterioration; The cumulative repair and replacement costs associated with unprotected vehicle storage over time constitute a genuine, ongoing financial hardship that is directly traceable to the inability to construct the canopy.
- Hardship: the property's existing physical condition and regulatory history conflict with subsequent regulatory provisions, not due to the owner's deliberate choices.

ZP25-000042 – SZO Section 14.1.7.b.ii – Further reducing nonconforming landscape and permeable area

- This issue may be the proper subject of a finding under M.G.L. c. 40A, § 6 rather than a variance.
- A preexisting nonconforming dimensional condition on a single- or two-family residential structure may be increased upon a finding that the proposed change will not be substantially more detrimental to the neighborhood, and that in such circumstances a variance may not be required.
- Intensification of an existing nonconformity — which may be authorized by special permit or § 6 finding — rather than the creation of an entirely new and additional nonconformity.

ZP25-000042 – SZO Section 14.1.7.b.ii – Further reducing nonconforming landscape and permeable area

- The lot coverage nonconformity already exists. The property is already at 67.8% coverage — well above the 60% maximum. The proposed work would increase an existing nonconformity, not create a new category of nonconformity. The coverage nonconformity is a direct product of the lot's physical characteristics — its size, shape, and the placement of structures upon it
- The de-minimus increase in lot coverage is mitigated by proposed new native planting and a light colored, reflective roofing membrane — both of which improve the site's stormwater management and reduce heat absorption and counteract urban heat island effect.
- The proposed canopy incorporates design features that affirmatively reduce the environmental impact of the additional coverage and, in doing so, mitigate the very concern the lot coverage maximum is designed to address.
- Hardship: literal enforcement of the provision would impose hardship disproportionate to any regulatory benefit. The proposed increase is de-minimus in both absolute and relative terms.
- The relief sought here is not a net detriment to the public good. It is, properly considered, a modest increase in covered area paired with design and planting choices that meaningfully offset the environmental impact of that increase. Granting this variance will not nullify or derogate from the purpose of the lot coverage regulation; if anything, it advances that purpose more effectively than a denial that leaves the property unchanged.

Conclusion

- The land is already paved and improved for parking.
- Granting this variance does not encourage additional vehicle ownership or use; it simply allows petitioner to protect vehicles that are already present.
- The physical characteristics of this lot, including its tight configuration and limited dimensions, create hardships unique to this parcel. Literal enforcement of each regulation would impose substantial hardship — financial, practical, and safety-related — on petitioner. And the relief sought in each instance can be granted without detriment to the public good and without nullifying the intent of the ordinance, particularly given the canopy's reflective roofing material and the proposed introduction of native plantings that actively mitigate the environmental impact of the additional coverage.

