

# Off-Street Parking Requirements Zoning Ordinance



City of Chelsea Planning Board

May 22, 2018





1.

# What is Being Proposed

Zoning Amendment sent by City Council



**The Revised Code of Ordinance of the City of Chelsea as amended, be further amended and adopted as follows:**

**That Chapter 34, Article V – Off Street Parking Requirements – Section 34-106 (j) be amended as follows:**



## 1. By replacing the first paragraph in its entirety with the following:

### Current

*Special permit.* Any parking requirement set forth in this section may be reduced upon the issuance of a special permit by the zoning board of appeals, if the board finds that the reduction is not inconsistent with public health and safety, or that the reduction promotes a public benefit. Such cases might include:

### Proposed by Council

*Special permit.* Any parking requirement set forth in this section may be reduced **only by 10%** upon the issuance of a special permit by the zoning board of appeals, if the board finds that the reduction is not inconsistent with public health and safety, or that the reduction promotes a public benefit. Such cases might include:



- 2. By amending Section 34-206(j)(5) by inserting at the end a new sentence as follows:**

### **Proposed by Council**

“As a condition of the Special Permit all leases for tenants shall specifically state that a tenant may not obtain or apply for a City of Chelsea residential sticker.”





2.

## What is being asked of the Planning Board



# The Zoning Amendment Process

1. City Council receives zoning amendment request;
2. City Council sends it to Planning Board for a Public Hearing and Recommendation;
3. City Council holds Public Hearing;
4. City Council Votes.





3.

## Background Information





# National Vehicle Ownership

National reporting by the U.S. Consumer Expenditure Survey Tables indicate several factors that relate specifically to Chelsea:

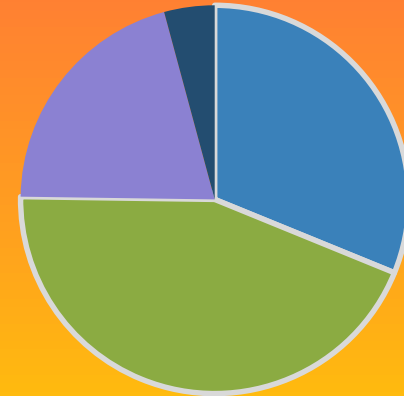
- The lowest **20%** of households based on income own an average **0.9%** of vehicles, nationwide, compared to **2.7%** for the highest income households,
- Renter households own on average **1.2** vehicles compared to **2.4** in rural areas.



# Chelsea Vehicle Ownership

US Census estimates indicate **75.3%\*** of Chelsea's households own one car or no cars. That is more than **3 out of every 4 households.**

\*2012-2016 American Community Survey 5-Year Estimates  
<https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk>



■ None ■ 1 ■ 2 ■ 3 or more



# Broadway Vehicle Ownership

- **48%\*** of Households in the census tract East of Broadway do not own a car.
- **54%\*** of Households in the census tract West of Broadway do not own a car.

\*Opportunity 360 [www.enterprisecommunity.org/opportunity.org/opportunity360](http://www.enterprisecommunity.org/opportunity.org/opportunity360)



# Case Studies

## San Francisco, CA

The City of San Francisco put together a **Transportation Demand Management Program** which the City described as:

“a citywide program developed by the San Francisco Planning Department, San Francisco Municipal Transportation Agency, and San Francisco County Transportation Authority, requiring developments to provide on-site amenities that support sustainable modes of transportation and reduce single-occupancy driving trips associated with new development.”



# Case Studies (cont.)

## San Francisco, CA (cont.)

This program is a points system that considers multiple categories resulting in a certain score to determine their off street parking requirements. The categories include:

- Active Transportation (Bicycle parking, bike share membership, etc),
- Car-share Parking, Family (On-site childcare services),
- High Occupancy Vehicles (providing subsidies for public transportation),
- Information & Communications (providing residents and employees with info about travel options),
- Land Use (setting aside more units for more affordable housing),
- Parking Management (separating the cost of parking from the cost of rent).

Sources:

*Standards for Transportation Management Program*, City of San Francisco, [http://default.sfplanning.org/plans-and-programs/emerging\\_issues/tsp/TDM\\_Program\\_Standards\\_02-17-2017.pdf](http://default.sfplanning.org/plans-and-programs/emerging_issues/tsp/TDM_Program_Standards_02-17-2017.pdf)

*San Francisco Moves Forward With Groundbreaking Transportation Demand Management Legislation*, City of San Francisco, <http://sf-planning.org/article/san-francisco-moves-forward-groundbreaking-transportation-demand-management-legislation>



# Case Studies (cont.)

## Somerville, MA

The Current Parking Relief in the City is as follows:

- If a petitioner is requesting relief of 6 or less spaces it's a Special Permit;
- More than 6 spaces is a Variance;
- Projects with affordable housing gain relief through Special Permit.

Sources:

[https://library.municode.com/ma/somerville/codes/zoning\\_ordinances?nodeId=ZOORSOMA\\_ART9OREPALO\\_S9.5NUPASP](https://library.municode.com/ma/somerville/codes/zoning_ordinances?nodeId=ZOORSOMA_ART9OREPALO_S9.5NUPASP)



# Case Studies (cont.)

## Somerville, MA (cont.)

The Proposed Parking Relief in the City is as follows:

- No minimum parking requirements within transit areas (1/2 mile of future Green Line Stations for residential uses and ¼ mile for commercial uses)
- Proposing maximum parking requirements.
- New code would have minimum parking requirements outside of transit areas based on a per unit basis.

Sources:

<https://www.somervillezoning.com/>

[http://3pb8cv933tuz26rfz3u13x17-wpengine.netdna-ssl.com/wp-content/uploads/sites/2/2018/01/TransitAreasAtlas\\_FY2017-20180109.pdf](http://3pb8cv933tuz26rfz3u13x17-wpengine.netdna-ssl.com/wp-content/uploads/sites/2/2018/01/TransitAreasAtlas_FY2017-20180109.pdf)





4.

# What the Department of Planning & Development Recommends





# Possible Consequences if Passed as is

- The City of Chelsea could open itself up to lawsuits pursued by residents and petitioners alike;
- This could stifle the possibility of further affordable housing development and general economic development, including housing;
- Would deter businesses and developers from doing business in Chelsea.
- Additional impervious surface = additional stormwater runoff and environmental impacts (i.e. poor air quality from increased auto usage induced by providing additional parking)
- Reduction of open space/green space on each lot.



# Recommendation.#1

(j) *Special permit.*

- (1) Any parking requirement set forth in this section may be reduced upon the issuance of a special permit by the zoning board of appeals, if the board finds that the reduction is not inconsistent with public health and safety, does not derogate from the character of the neighborhood, or that the reduction promotes a public benefit. Such cases might include:
  - a. Use of a common parking lot for separate uses having peak demands occurring at different times;
  - b. Age, demographics, socioeconomic, or other characteristics of occupants of the facility requiring parking which reduces auto usage;
  - c. Peculiarities of the use which make usual measures of demand invalid;
  - d. Availability of on-street parking or parking at nearby municipally owned facilities; or
  - e. Where a special permit is granted, a reserve area to be maintained indefinitely, as landscaped open space may be required, sufficient to accommodate the difference between the spaces otherwise required and the spaces reduced by special permit. The parking/site plan shall show (in dotted outline) how the reserve area would be laid out to provide the otherwise required number of spaces.



## Recommendation #2

(i) *Special permit.*

- (2) If relief relative to the number of required off-street parking spaces is granted, the Zoning Board of Appeals may choose to require, for any residential project (rental or condominium) and any commercial or mixed-use project, as a condition of the Special Permit, that all inhabitants of the portion of the project for which relief was granted, are ineligible for participation in the City of Chelsea's on-street parking program, pursuant to Part III, Article 13 of the City's administrative ordinance, except for Caregiver Passes.



# In Conclusion

The Department of Planning & Development asks the Planning Board to consider and accept our two recommendations and vote to send to the City Council.



# Thanks!



Any questions?  
You can find me at  
[eromulus@chelseama.gov](mailto:eromulus@chelseama.gov)



&

(617) 466-4188

