

**I. BACKGROUND (history, problem goals)**

**A. History** When was the 2 spaces/unit adopted by Town Meeting and why?

- Is there a Planning Board Report, reports from the Planning Department or research or studies used for baseline standard of 2 parking spaces/unit?
- Has it 2 spaces/unit worked? Met parking needs of tenants?

**B. Problem and Goals?**

1. **Is problem PB/ZBA spending too much time at permit hearings discussing waivers 2 parking spaces/unit?** How will project-by-project decisions on “adequate parking” and collecting information each time lead to less, not more, time spent at permit hearings?
2. **What is the problem with how Article 7 works now?** ZBA and PB can reduce amount of parking with Section 7.9, grant leased parking or shared parking -- or require more parking under Section 10.384 (“adequate and appropriate facilities would be provided for the proper utilization of the proposed use.”)
3. **Is the problem that there too many spaces per unit?** Where? Data?
4. **Is the goal to make sure tenants have the parking spaces they need?** If yes, how does this amendment ensure this? Is current 2 spaces/unit too little/too much?
5. **Is the goal to reduce costs to developers so they can reduce rents?** Evidence this will happen? Highest rents in Amherst in buildings without provide parking (downtown) and with (Amherst Heights).
6. **Is the goal to reduce car use by tenants in some types of buildings?** Is this fair?

**II. RESEARCH/COLLEGE TOWNS/OPTIONS**

**A. Research**

1. **What research did PD rely on before proposing this amendment?** Local data shows Municipal Parking district tenants have cars, bus use reductions of 4-5%/each year, few year-round bikers or commuters, PVTA bus routes curtailed in summer and December, increased car traffic, 2,000 more registered cars than a decade ago. Can PD provide more info on resident and student PVTA ridership, car use, UMass parking permits, etc.?
2. **What are all the factors PD researched and considered to determine parking needs and standard?** Transit and bike ridership data, building type, proximity to shopping or a metropolitan mass transit stop, tenant status (i.e., students, parents), income, age, job location, family status, age of children, location of food stores & medical offices, bus routes, seasonal mass transit schedules, year-round bicycle use ? Can PD provide this info?
3. **Which factors changed tenant parking needs?**
4. **Has PD conducted parking studies of Amherst’s 25+ apt complexes, mixed use buildings, and supplemental dwelling units and other multi-family housing, as recommended by Transportation Plan?**
5. **What led PD to conclude tenants of townhouses, duplexes and converted dwellings require 2 parking spaces/unit—do they have different parking needs?**
6. **Other towns set parking requirements by bedroom count, square footage, zoning district—what info on other towns did PD collect before choosing “adequate parking” standard?**

7. Has PD asked tenants about their parking needs?
8. What info was Transportation Advisory Committee asked for and what did they provide?

#### **B. Alternatives**

1. Do other towns use “adequate parking” for mixed use, apts and supplemental dwelling units project by project? If yes, how has this worked out?
2. Why didn’t PD pick standards usually used, such as unit size, zoning district, bedroom count, square footage, age or income of tenants.?
3. What alternatives were considered by PD?
4. Did PD look at making changes to 7.9 parking waiver criteria, by adding evidence-based factors to 7.9 to show reduced parking need?

#### **III. POTENTIAL RESULTS/IMPACTS**

1. Since the term “adequate parking” is pretty vague—will it lead to inconsistent decisions by different boards? Correct or incorrect decisions?
2. Will PB/ZBA spend more time on permit applications, collecting data and deciding “adequate parking”?
3. How will developers or landlords show how many parking spaces are needed/not needed? Will developers be told what information to collect (i.e. how to conduct a parking study)? How to confirm or rebut this info? Will PD verify?
4. How will amendment work with **Section 7.9 Waivers**? Can the “adequate parking” requirement be waived for mixed use buildings, apartments and ADUs?
5. Can PD show potential impacts on the size of apt and mixed-use buildings in different zoning districts if parking is reduced? For ex., what could be built in RG with “adequate” vs. 2 spaces/unit?
6. Can PD show impacts if other zoning changes also are adopted? Reduced lot and building coverage and no cap on apartment units (in R-G, North Amherst historic district), etc.? What could buildout look like?
7. Will incentives tilt away from smaller scale infill development of converted/subdivided dwellings, duplexes and townhouses that have to provide 2 spaces/unit?
8. Can and will landlords not provide parking to most or all tenants by **lease restriction**?
9. Won’t property owners/landlords simply use lease restrictions to reduce parking spaces since it’s cheaper and more profitable for them?
10. What if a tenant later needs a car? Will tenant have to break lease and owe rent?
11. What if a project doesn’t have enough parking and no nearby parking?
12. Will reduced parking ensure more greenspace at a project?
13. What does the PD staff see as Pros and cons of this zoning amendment change?
14. CRC Community Impact Review? Their research and pros and cons?

#### **IV. RESIDENT NOTIFICATION & INVOLVEMENT?**

How were Amherst residents, including students and tenants, notified? Their feedback and ideas? TAC asked for advice?