



CITY OF CHELSEA, MA
Department of Planning & Development

City Hall, 500 Broadway, Room 101 · Chelsea, MA 02150
Phone: 617.466.4180 · Fax: 617.466.4195 · Email: jdepriest@chelseama.gov

CASE: 2020-06 251 Arlington Street – RFR Development, Inc.

5/14/2020

REQUEST: Construction of a two-family dwelling, each unit with three bedrooms.

ZONING DISTRICT/LAND USES: Residential 2 (R2) District: primarily residential and commercial; immediately proximate to the commuter rail/Silver Line station.

PERMITS/RELIEF: See the table below. In accordance with Section 34-262 of the Zoning Ordinance, a two-family dwelling in the R2 District requires at least 3,500 square feet per unit – 7,000 square feet total for a two-family - and no less than 5,000 square feet in total. The lot is 4,023 square feet in size and provides only 2,011.5 square feet of lot area per unit – both only about 57% of the minimum required. The minimum side yard setback is $\frac{1}{4}$ of the building height, or in this instance, 8'0.25"; the side yard setback proposed is 5.5'. The mandatory rear yard setback is 20 feet: the proposed is 2.5'. For all of nonconformities with the dimensional regulations, relief is through the issuance of a Variance by the Zoning Board of Appeals (ZBA). Finally, while the four off-street parking spaces meet the minimum number required for a two-family in the R2 District, three of them are located in the front yard, and two are proposed as a tandem set. Relief to allow this arrangement is through the issuance of Special Permits by the ZBA.

ITEM	REQUIRED/PERMITTED	PROPOSED	RELIEF TYPE
Minimum Lot Area	5,000 square feet Section 34-262	4,023 sq ft (deed)	Variance
Minimum Lot Area/Unit	3,500 square feet X 2 units = 7,000 sq ft Section 34-262	4,023 sq ft total 2,010.5 sq ft/unit	Variance
Minimum Side Yard Setback	$\frac{1}{4}$ of building height - 8'0.25" Section 34-262	5.5 ft	Variance
Minimum Rear Yard Setback	20 feet Section 34-262	2.5'	Variance
Parking Spaces: Location Front Yard	Not within front yard setback (10') Section 34-106(c)	3 spaces in front yard setback	Special Permit
Parking Spaces: Tandem Spaces	Each space accessible by intervening private drive Section 34-106(d)(1)	1 set of tandem spaces	Special Permit



Google Maps photos, September, 2019



PLANNING & DEVELOPMENT COMMENTS/QUESTIONS:

The Petitions are incomplete: please provide the address for the owner of the parcel.

A reduction in the number of units to one would eliminate the need for a Variance for the minimum lot size per unit and possibly the Variance for the side yard setback.

The proposal is for a rear yard setback of 2.5'. The structure is set back 15.5' from the front property line. Moving the building closer to the minimum front yard setback would improve the rear yard setback to approximately 8', thus providing for better access around the building, particularly for emergency personnel.

No landscaping or fencing plan has been provided. The use of landscaping and fencing can help mitigate the effects of noise and lack of privacy relative to the proximity to the adjacent Silver Line station.

The second photo on the previous page shows a street tree in front of the proposed parking spaces. If the Board approves the Petition as proposed, the Petitioner should be required to address the loss of the street tree by providing funding to the Department of Public Works to replace the tree. This should be included in the landscaping plan required on the lot itself.

What will be the treatment of the land in front of the structure? Will it be paved or landscaped? A landscaping plan must be provided for Board review.

The justification provided for the Variance relief does not fully address the relief being sought.



For example, the justification for the first criteria talks about the lot shape, which may address the variance relative to the relief sought for setback, but it in no way addresses the Variance relief sought for minimum lot size and minimum lot size per unit. Case law states that the justification must relate to the relief being sought.

No utilities are shown on the plan.

What is the trash storage and disposal plan?

FIRE DEPARTMENT COMMENTS:

Below are the requirements for one and two family homes built on or after February 4, 2011.

Smoke alarms are required as follows:

One smoke alarm on every habitable level of the residence;

One smoke alarm at the base of each stairway

One smoke alarm outside of each separate sleeping area;

One smoke alarm inside every sleeping area;

A minimum of one smoke alarm must be installed for every 1,200 square feet of living space per level;

Must be hardwired and interconnected with battery backup;

All smoke alarms must be photoelectric.

Carbon monoxide alarms are required as follows:

On every level of the residence, including basements and habitable portions of attics, and must be located within 10 feet of each bedroom door;

Combination alarms (photoelectric smoke and carbon monoxide alarm) may be used;

Must be hardwired and interconnected with battery backup. (May be separately wired from the existing smoke detection system.);

Heat alarms are required as follows:

Must have a single heat alarm in any garage attached to or under the residence;

Must be hardwired and interconnected with or without battery backup to the existing smoke detection system;

Heat alarms are not required in garages of older homes unless renovation, addition or modification occurs after Jan. 1, 2008.

DEPARTMENT OF PUBLIC WORKS COMMENTS:

The Department of Public Works comments are attached.

MEETING SCHEDULE:

Zoning Board of Appeals

To Be Determined

Planning Board

To Be Determined



City of Chelsea
Department of Public Works
City Hall, 500 Broadway
Chelsea, Massachusetts 02150

Bertram Taverna, Director
Phone: (617) 466-4200
Fax: (617) 466-4210

April 16, 2020

Mr. John DePriest, AICP, Director
Department of Planning & Development
City Hall, 500 Broadway
Chelsea, MA 02150

Re: DPW Review Comments
Special Permit Application
Case #2020-06 – 251 Arlington Street

On behalf of the Department of Public Works (DPW), we are writing to provide **preliminary** comments on the referenced project/application. Please note that these comments do not constitute approvals for utility or Building Permit requirements, which must be met **prior to the start of construction**. For utility connections, the Applicant must secure connection and backflow prevention approvals from Chelsea Water & Sewer (CW&S). If a Special Permit is granted, DPW will review the full project design in support of the Building Permit application. If a Building Permit is issued, the Applicant must secure a DPW Street Opening Permit. If the work zone cannot be contained within the private property, the Applicant must also secure a DPW Street Occupancy Permit.

Based upon a review of the drawings and information submitted with the Special Permit application, DPW offers the following **preliminary** comments, but reserves the right to comment further during the hearing process:

General

DPW considers the drawings and information submitted with the Special Permit application to be at a “planning/permitting” level, which depicts project concept, scope, scale, and limited detail. The development of comprehensive design plans, detail drawings, and specifications suitable for construction will be required to apply for a Building Permit. At that stage, DPW will be able to properly review the project for the many areas of concern within DPW purview.

Comments: DPW approves the preliminary design, however the plans lack the following information. The following information must be provided before applying for a building permit. Further comments and requirements will then be prepared.

- Existing and proposed utility plans were not provided. These need to be provided to show connections to City owned utilities. Connections must be made to City Utilities located on Arlington Street.
- A drainage/grading plan was not provided. Currently a 15” combined waste water main runs along Arlington Street. Future plans involve sewer and storm drain separation, therefore the sewer service and storm drain services must be separate.



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Below is a list of standard guidelines to be met upon securing a Building Permit:

Domestic Water Service

- The applicant must purchase a water meter from the Department of Public Works. It can be installed by the owners hired plumber and programed by the City's technician.

Fire Protection Water Service

- During the Building Permit review phase, DPW will require the Applicant to demonstrate a high level of care in the development of the fire suppression/sprinkler system design. At a minimum, the Applicant will be expected to perform the following:
 - Schedule fire flow testing with CW&S using an independent, third-party company knowledgeable in fire flow testing and sprinkler system design. Flow test shall be performed at locations approved by DPW. Furnish a copy of the test report indicating pertinent data and test results, testing locations, dates, times, names of individuals performing the tests, and names of CW&S personnel that witnessed the tests.
 - Submit a brief written report documenting the sizing of fire service lines to support the proposed project. Reference to the National Fire Protection Association (NFPA) Code is required.
 - Submit a fire suppression/sprinkler system design prepared and stamped by a Massachusetts-licensed Fire Protection Engineer. Design shall include provisions for proper backflow prevention.
- During the Building Permit review phase, CW&S may have additional comments related to construction and/or operations.

Sanitary Sewer Service

- DPW review does **not** cover yard or interior pipe sizing/design, which is the responsibility of the Applicant and their Engineer/Architect in conformance with all applicable governing codes.
- The Applicant must schedule pipe installation and connections to City sewers with CW&S.

Separate Stormwater Collection/Treatment Systems

- At a minimum, the Applicant must comply with the Massachusetts Stormwater Management Standards.
- The Applicant must schedule pipe installation and connections to City drains with CW&S.

Impacted City Streets

- Any portions of City streets or private driveways, which are not intended for reconstruction but which become damaged during the construction of the proposed project or mitigation measures, shall be fully reconstructed by the Applicant at no cost to the City.



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Curbing/Curb Cuts

- New vertical granite curbing shall be installed with typical reveal of 6-inches +/-, except at ramps and transitions where tapering occurs.

Sidewalks/Americans with Disabilities Act (ADA) Ramps

- New 4,000 psi concrete sidewalks and driveway transitions shall be installed with wire mesh/steel reinforcement. Sidewalks shall be 4-inch thick and driveways shall be 6-inch thick. Finish shall match City standard.
- Compliance with ADA requirements during design and construction of new sidewalks is the responsibility of the Applicant and their Engineer/Architect in conformance with all applicable governing codes.

Driveway/Pavement Transitions to City Streets

- The Applicant is required to fully restore in kind any pavement damaged during the construction of the proposed project. New pavement in driveways/parking lot areas shall match existing pavement thicknesses, but must meet the following minimum thicknesses: 12-inch gravel base course, 2-inch bituminous concrete binder course, and 2-inch bituminous concrete surface course.
- New pavement in City streets shall match existing pavement thicknesses, but must meet the following minimum thicknesses: 12-inch gravel base course, 4-inch bituminous concrete binder course (2 lifts), and 1.5-inch bituminous concrete surface course (1 lift). Compliance with MassDOT Standard Specifications for Highways and Bridges requirements during design and construction is the responsibility of the Applicant and their Engineer/Architect in conformance with all applicable governing codes. Pavement limits shall be as required by the DPW Director.

Traffic Management

- DPW reserves the right to require that the Applicant provide and maintain any and all signage, traffic management, and safety systems deemed, in the sole opinion of the City, to be necessary for public safety and the maintenance of a reasonable level of service with respect to traffic during construction.

If you have any questions regarding this matter, please contact DPW at your earliest convenience.

Respectfully submitted,

Rebecca Wright

Rebecca Wright, Assistant City Engineer
Department of Public Works