

SECTION 8: PARKING REGULATIONS

Existing Bylaw Section: Section 5—Parking Regulations

Approach: *This section was drafted to accomplish five primary objectives:*

- 1) Provide more tools for reducing on-site parking requirements (less restrictive);*
- 2) Provide maximum parking allowances for some non-residential use (more restrictive);*
- 3) Develop a more straightforward approach to attaching parking requirements to uses in the Use Table in Section 3 (clarification);*
- 4) Provide concrete landscaping guidelines for parking areas (more restrictive); and*
- 5) Eliminate the need for on-site parking requirements in the CBD and East Walpole commercial districts (less restrictive).*

Commentary for specific provisions is provided throughout this document along with more specific references to those sections of the existing bylaw that are directly related to these revisions.

1. Intent

The intent of the parking provisions is to encourage a balance between compact pedestrian-oriented development and necessary car storage, as well as to establish provisions for parking lot design. Parking facilities should be designed in a manner that reduces their visual impact and serves to enhance the public realm rather than detract from it. By creating environments that contain a mixture of uses less parking is needed than in single use scenarios.

2. Calculating Required Space

In all districts there shall be provided and maintained off-street automobile parking spaces sufficient to meet the new or added needs resulting from construction, conversion or increase by units or dimensions of buildings. Calculating required or proposed parking needs shall be performed by an applicant in the following three step process.

- A. Identify proposed use(s) on the Schedule of Use Table in Section 5-B. of this Bylaw and the associated Parking Code for each proposed use.
- B. Determine a Baseline Parking Calculation as prescribed in Sections 8.2 and 8.3.
- C. Apply required and/or proposed reductions to the Baseline Parking Calculation listed in Section 8.4.

COMMENT: *The revised Land Use Table will include a new column for “Parking Code” that will make it much easier to cross-reference these parking requirements. Every use in the table will have a Parking Code (1,2,etc.) The existing parking schedule has too many ambiguities and doesn’t always fit well with the use table.*

3. Parking Requirements

The following minimum and, where applicable, maximum parking requirements shall be used to calculate a Baseline Parking Demand as prescribed in Section 8.3. Provision and design of parking spaces for people with disabilities shall conform to Massachusetts General Laws and Town of Walpole Bylaws.

Table 8.3.1

Parking Code	Requirements
1	two (2) parking spaces for each unit accommodated on the premises.
2	one (1) parking space for each sleeping room for single or double occupancy; or, where not divided into such rooms (as with a dormitory or ward), one space for each two (2) beds.
3	one (1) parking space for each four (4) seats; or, where benches are used, one (1) space for each eight (8) lineal feet of bench. Where no fixed seats are used, each twenty (20) square feet of public floor area shall equal one (1) seat.
4	a maximum of one (1) parking space for each two-hundred (200) square feet of gross floor area on the ground floor plus one (1) additional space for each four hundred (400) square feet of gross floor area on all other floors. or, a minimum of one (1) parking space for each five hundred (500) square feet of gross floor area on the ground floor plus one (1) additional space for each one thousand (1,000) square feet of gross floor area on all other floors.
5	one (1) parking space for each one thousand (1,000) square feet of gross floor area on all floors.
6	adequate parking spaces to accommodate, under all normal conditions, the cars of occupants, employees, members, customers, clients and visitors to the premises at the discretion of the Building Inspector or applicable Special Permit Granting Authority.

COMMENT: The parking requirements above address all of the categories in the existing bylaw with the exception of those for a Residential Care Continuum. Those requirements are addressed in the proposed Section 10-A.

4. Baseline Parking Calculation

- A. For individual uses, the Baseline Parking Calculation shall be determined by applying the parking space requirements from the Table in Section 8.3. Where a minimum and a maximum requirement are provided, the applicant shall choose from within that range.
- B. For a mix of uses, the Baseline Parking Calculation shall be determined by adding together the individual parking requirements from the Table in Section 8.3. In an individual structure, where a subordinate use occupies less than 25% of the gross floor area of the premises when compared to the predominant use, the calculation

for the predominant use shall apply to the entire premises.

- C. The Board of Appeals may grant a Special Permit to allow less than the minimum or more than the maximum parking requirement upon petition from an applicant pursuant to Section 2 of the Zoning Bylaw. Full Site Plan Review shall not be required for the purposes of applying for this Special Permit.

5. Parking Reductions

A. Shared Parking

- (1) Shared On-Site Parking: To begin calculations for shared on-site parking, the applicant shall provided analyses as part of Section 13 (Site Plan Review) to demonstrate that proposed uses are either competing or non-competing. An applicant shall use the latest peak demand analyses published by the Institute of Traffic Engineers (ITE) or other source acceptable to the Planning Board for the purposes of these analyses.
- (a) Two Non-competing Non-residential Uses. Where peak parking demands for two non-residential uses do not overlap, the aggregate parking space requirement shall be served exclusively by the higher parking demand associated with an individual use.
- (b) Two Competing Uses. Where peak parking demands for two non-residential uses overlap, either the aggregate parking space requirement between those uses shall be reduced by twenty-five (25) percent, or the larger single use demand shall serve each of the uses, whichever number is greater.

Sample Calculations for Parking Areas Serving Two Non-Residential Uses

Table 8.5.A.1 Non-Competing Uses

1. Baseline Parking Demand Determination		
Use	Parking Multiplier	Individual Demand
Office Building	6,000 square feet (3 stories)	20 spaces*
Restaurant (dinner service only)	100 seats	25 spaces
2. Reduction		
Larger Individual Demand		25 spaces

*Assumes applicant used the maximum allowable parking

Table 8.5.A.2 Competing Uses

1. Baseline Parking Demand Determination		
Use	Parking Multiplier	Individual Demand

Bank	3,000 square feet	15 spaces*
Office Building	6,000 square feet (3 stories)	20 spaces*
Baseline Parking Demand		35 spaces
2. Reduction Comparison		
25% Reduction of BPD		26 spaces
Larger Individual Demand		20 spaces

*Assumes applicant used the maximum allowable parking

- (c) More than Two Uses. Reductions for areas that contain more than two non-residential uses shall first determine reductions for those uses with competing peak demands by reducing the overall aggregate parking space demand by twenty-five (25) percent. The results from different groups of competing analyses shall then be compared and the highest parking requirement from among those groups shall be applied. For example, daytime demands may exceed nighttime demands and would therefore serve as the overall parking demand for a particular development.

Sample Calculations for Parking Areas Serving More than Two Non-Residential Uses

Sample Mixed Use Plaza Profile:

- Office Space (6,000 square feet with 3 stories)
- Grocery Store (20,000 square feet)
- Retail, Daytime (5,000 square feet with 2 stories)
- Restaurant, Dinner Only (80 seats)
- Restaurant, Lunch and Dinner (60 seats)
- Bank (3,000 square feet)

Table 8.5.A.3 Step 1: Competing Uses (Daytime)

1. Baseline Parking Demand Determination (Daytime Peak)		
Use	Parking Multiplier	Individual Demand*
Office Space	6,000 square feet	20 spaces
Grocery Store	20,000 square feet	100 spaces
Retail, Daytime	5,000 square feet	22 spaces
Restaurant, Lunch and Dinner	60 seats	15 spaces
Bank	3,000 square feet	15 spaces
Baseline Parking Demand		172 spaces
2. Reduction Comparison (Daytime Peak)		
25% Reduction		129 spaces
Largest Individual Demand		100 spaces

*Assumes the applicant uses the maximum parking allowed

Table 8.5.A.4 Step 2: Competing Uses (Nighttime)

1. Baseline Parking Demand Determination (Daytime Peak)		
Use	Parking Multiplier	Individual Demand*
Restaurant, Lunch and Dinner	60 seats	15 spaces
Restaurant, Dinner Only	80 seats	20 spaces
Grocery Store	20,000 square feet	100 spaces
Baseline Parking Demand		135 spaces
2. Reduction Comparison (Nighttime Peak)		
25% Reduction		101 spaces
Largest Individual Demand		100 spaces

*Assumes the applicant uses the maximum parking allowed

Table 8.5.A.5 Step 3: Non-Competing Uses (Nighttime vs. Daytime)

Daytime Demand	129 Spaces (final parking demand)
Nighttime Demand	101 Spaces

- (d) Residential Parking in Mixed Use. In mixed use developments where the ground floor uses are within Parking Code 4 and other proposed uses are within Parking Code 1, an applicant shall only provide the minimum number of parking for the Parking Code 4 uses and add the required number of residential spaces to that amount.

An applicant may apply for a Special Permit to the Board of Appeals to use more than the parking for Parking Code 4 uses in addition to the required residential spaces. In addition to the standard criteria for approving a Special Permit, the Board of Appeals shall only approve this application if it finds that a surplus of spaces on a particular site will benefit the neighborhood as a whole and the additional parking is essential to the viability of the proposed use. Applications for this Special Permit shall not require Full Site Plan Review.

COMMENT: The provisions above are designed to enhance the existing language in Section 5-B of the Zoning Bylaw. The calculations in the proposed language are easier to administer and specifically address more mixes of uses. These provisions should provide more flexibility to the applicant and be easier to administer.

- (2) Off-Site Parking:

Separate from, or in conjunction with Shared Parking provisions, an applicant may use off-site parking to satisfy their parking requirements. As part of Site Plan Review, the applicant shall provide the necessary information to comply with the following standards:

- (a) Off-site parking shall be within five hundred (500) feet of the property for which it is being requested. For the purposes of determining the distance requirement, the measurement shall be taken in a straight line from the nearest corner of the off-street parking lot or parking structure to the nearest entrance to the associated principal building, structure or use on the property.
- (b) Off-site parking may only be provided if the off-site lot has an excess number of spaces or if the applicant can demonstrate that the on-site and off-site uses have non-competing peak demands. An applicant shall use the latest peak demand analyses published by the Institute of Traffic Engineers (ITE) or other source acceptable to the Planning Board for the purposes of this analysis.
- (c) The amount of required parking spaces being reduced on-site shall be equal to the amount being provided off-site and can account for up to one hundred percent (100%) of the minimum required on-site parking.
- (d) Off-site parking spaces provided by a separate private property owner shall be subject to a legally binding agreement that will be presented to the Planning Board during the Site Plan Review process or as a condition of approval. If the conditions for shared parking become null and void and the shared parking arrangement is discontinued, this will constitute a zoning violation for any use approved expressly with shared parking. The applicant or property owner must then provide written notification of the change to the Building Inspector and, within sixty (60) days of that notice, provide a remedy satisfactory to the Board to provide adequate parking.

COMMENT: The new language for shared and off-site parking doesn't change much of the substance of the existing Bylaw. The new language does do more to integrate the process into Site Plan Review and makes some of today's optional provisions mandatory.

6. Storage Containers

Any temporary storage container, defined herein as a non-mobile stand alone structural unit designed for commercial and industrial storage, accessory and in support of the principal commercial or industrial activity on site shall require a Special Permit from the

Planning Board unless located in a permitted outside storage area. Applications for this Special Permit shall not require Full Site Plan Review. At a minimum the Planning Board shall require that storage containers be located in areas currently providing off-street parking and that one for one, appropriately located replacement off-street parking spaces are provided. Further, that for every fifty (50) gross square feet of lot area used by the storage container, one additional off-street parking space shall be provided under the Special Permit.

COMMENT: This issue is not addressed in the existing Zoning Bylaw and will allow the Town to monitor the use of multiple storage containers often associated with large-scale retail and industrial use.

7. Location of Spaces

- A. On-site parking spaces shall be provided in compliance with all buffer requirements contained within the Zoning Bylaw. In all non-residential districts other than the CDB, parking areas should be located outside of the frontyard setback except where physical constraints or safety considerations preclude strict compliance.
- B. In the Central Business District, parking lots shall not be allowed in front of buildings along a public way in order to avoid disrupting the pedestrian realm at primary entrances along property frontage. Parking in side yards shall be avoided to the greatest practicable extent to maintain attractive side yard setbacks where they exist.
- C. Ground level parking facing streets or open spaces shall be screened from the sidewalk and the open space. Screening may include buildings and/or landscaping.
- D. Off-street parking areas not in existence at the time of the adoption of this subsection, which are located in a residential district, (whether herein required or voluntarily provided) containing five (5) or more parking spaces shall be placed at least twenty (20) feet from all street and lot lines and shall, if visible at normal eye level from any point on an abutting lot, (if the abutting lot is also in a residential district), within fifty (50) feet of the lot line, be screened from view by a fence, hedge or other similar landscape screen as determined by the Planning Board under Site Plan Review.

COMMENT: This section provides a different approach to the existing Section 5-E and deals more with the site design process. Essentially, moving parking spaces out of the front yard setback creates a much more attractive environment for pedestrians and motorists. More stringent requirements are focused on the Central Business District where pedestrian movement is essential to economic success and retaining community character.

8. Parking Lot Design

A. Parking Space and Travel Lane Dimensions

For the purposes of this Bylaw, minimum parking space and travel lane dimensions shall comply with Table 8.8.A.1:

Table 8.8.A.1. Minimum Parking Space and Travel Lane Dimensions

Parking Angle	Stall Width (parallel to aisle)	Stall Depth (perpendicular to aisle)	Travel Lane (one way)	Travel Lane (two way)
Parallel	20.0'	9.0'	12.0'	24.0'
45°				
9.0' stall	12.7'	17.5'	12.0'	23.0'
9.5' stall	13.4'	17.5'	11.0'	22.0'
10.0' stall	14.1'	17.5'	11.0'	21.0'
60°				
9.0' stall	10.4'	19.0'	16.0'	23.0'
9.5' stall	11.0'	19.0'	15.0'	22.0'
10.0' stall	11.6'	19.0'	15.0'	21.0'
75°				
9.0' stall	9.3'	19.5'	19.0'	23.0'
9.5' stall	9.8'	19.5'	18.0'	22.0'
10.0' stall	10.3'	19.5'	17.0'	21.0'
90°				
9.0' stall	9.0'	20.0'	23.0'	26.0'
9.5' stall	9.5'	20.0'	22.5'	25.0'
10.0' stall	10.0'	20.0'	22.0'	24.0'

B. Landscaping Requirements

The landscaping requirements in this section are intended to provide a set of standards toward reducing the visual impacts of large areas of pavement, improving the overall environment or parking areas by providing areas for shade and heat reduction, and enhancing the overall aesthetic appeal of parking areas.

- (1) **Amount.** Developments with proposed parking areas of six (6) spaces or more shall provide a minimum of ten percent (10%) of landscaped open space within the area designated for parking inclusive of any landscaped borders surrounding the parking lot.
- (2) **Buffers.** Landscaping shall be required between non-residential uses or mixed use developments and existing or future residential development areas in accordance with the buffer requirements of Section 5-G.

- (3) Parking Lot Entrances. Parking lot entrances shall be landscaped with a combination of trees, shrubs, walls and other landscape features. These areas may also be used for signage in compliance with the signage requirements of Section 7 (Sign Regulations). No trees, shrubs, fences, walls or other landscape feature shall be planted in a manner to obstruct sight lines of motorists.
- (4) Parking Aisles. The ends of parking aisles that are more than fifteen (15) spaces in length shall incorporate landscape islands at either end of the row. Where the length of a parking aisle exceeds twenty-five (25) spaces, additional landscaped islands shall be installed a regular intervals. This interval shall not be more than every thirteen (13) spaces. The width of landscaped islands perpendicular to adjacent spaces shall be no less than eight (8) feet at their widest point.
- (5) Plant Selection. No tree, shrub or plant shall be proposed for use within a parking area that has been identified as an Invasive Species by the Massachusetts Plant Advisory Group in the latest version of *The Evaluation of Non-Native Plant Species for Invasiveness in Massachusetts (with annotated list)*, has been identified as invasive or banned on the *Massachusetts Prohibited Plant List* as periodically updated by the Massachusetts Department of Agricultural Resources, or in any other reputable scientific publication that may be acceptable to the Board. All size and location design elements shall comply with the following specifications:
 - (a) Shade or canopy trees shall have at least a one and a half (1.5) inch caliper with a mature height of not less than twelve (12) feet above grade;
 - (b) Small or minor shade trees shall have a caliper of at least one and a half (1.5) inches with a mature height of not less than nine (9) feet above grade;
 - (c) Ornamental or flowering fruit trees shall have a caliper of at least one and a half (1.5) inches with a mature height of not less than seven (7) feet above grade;
 - (d) Evergreen trees used for screening shall be not less than six (6) feet in height above grade at maturity. Fencing may be used in conjunction with vegetated screening but chain link, vinyl or other fence material that is incongruent with traditional New England architecture shall not be allowed in the Central Business District;
 - (e) Shrubs shall be not less than one and one-half (1.5) feet in height above grade; and
 - (f) Grass turf may be used but shall not be installed in strips less than six (6) feet in width.

- C. Structured Parking Facilities in the Central Business District:
- (1) Structured parking facilities shall conceal views of parked autos from adjacent street level viewsheds;
 - (2) Ground level parking within structured parking facilities that faces streets or open spaces shall be screened from the sidewalk and open spaces;
 - (3) Screening may include buildings and/or landscaping;
 - (4) The minimum width for a landscaping area to screen parking shall be five (5) feet;
 - (5) The minimum depth for buildings used to screen parking shall be twenty (20) feet; and
 - (6) Including active, ground-floor uses is encouraged.

COMMENT: This section significantly augments the existing Section 5-F of the Zoning Bylaw by providing landscape design guidelines.

9. Parking Relief for Specific Areas

- A. Purpose. The Town of Walpole recognizes that certain established neighborhoods function as walkable mixed use environments with amenities that can eliminate the need for on-site parking within specific areas. The Town of Walpole also recognizes that the goals of the Master Plan and the language in the Zoning Bylaw are consistent with maintaining those neighborhoods in this character for the foreseeable future. Neighborhood amenities include, but are not limited to public transportation, mixed use development, public parking and well-designed streetscapes. Within those areas identified in Section 8.9.B of the Zoning Bylaw, non-residential uses are not required to provide on-site parking for those uses. Where property owners choose to provide on-site parking for non-residential uses, the standard schedule and dimensional provisions in this Section (Section 8) of the Zoning Bylaw shall apply.
- B. Applicability. The following districts and overlays do not require on-site parking.
1. Central Business District. The Central Business District is located as shown on the "Zoning District Map of the Town of Walpole, Mass." dated January 1997 and filed with the Town Clerk, together with all explanatory matter thereon and subsequent amendments thereto.
 2. East Walpole Center Parking Relief. For the purposes of this Bylaw, the East Walpole Center neighborhood is bounded as shown on the East Walpole Center Parking Relief Overlay District attached as Appendix A to the Zoning Bylaw.

COMMENT: These provisions continue the existing practice of NOT requiring parking within a specific area of East Walpole. These provisions have not changed

from the existing Section 5-D. The provisions above expand this allowance in the Central Business District. Where the existing Zoning Bylaw exempts the main corridor of the Central Business District, this provision would expand that area to include all of the district.