

## Section 8: Parking Regulations

### 1) Clerical Amendments

- The parking requirements for each use have been placed in a table (Table 8.3.1) that has a “Parking Code” to be cross-referenced with the Use Table.

### 2) Legal Amendments

- The parking relief that exists for East Walpole is currently delineated with a “metes and bounds” description. The area is delineated with an overlay district in the proposed bylaw to avoid any legal conflicts with what is known as the “uniformity requirement” under M.G.L Chapter 40A.

### 3) Amendments to better address Current Planning Issues

- Maximum parking allowances have been added to the parking requirements to “cap” the amount of parking that can be provided for several uses.
- Applicants can provide more or less parking than what is allowed through the use of a Special Permit.
- Parking requirements for mixed use have been greatly expanded to allow for much more flexibility and less parking. Proposed Sections 8.4 and 8.5 illustrate how parking requirements and reductions are to be calculated in the mixed use environment. Sample calculations are provided. The reductions allowed will provide applicants with more flexibility in terms of the volume and location of parking spaces. Sample calculations are provided. These strategies are consistent with the Master Plan goals for a more business-friendly atmosphere.
- The existing bylaw allows for no parking requirements in the main corridor of the Central Business District. Consistent with the goals of the Master Plan and best planning practices, the proposed bylaw would not require any on-site parking in the CBD. This model has been extremely successful elsewhere and allows the business community to optimize their economic potential.
- The location of parking areas for non-residential uses has been strongly encouraged for areas outside of the frontyard setback. Although this is not an ultimate requirement for most business districts, it will allow for better visibility and circulation where practiced. Parking in the frontyard setback where a building abuts a road is prohibited in the CBD. This will retain the current storefront character of this part of town.

- Landscaping standards for parking areas have been enhanced to ensure that islands and entranceways are used in a way that breaks up long expanses of asphalt.
- Provisions have been added for uses that wish to incorporate a structured parking facility (parking garage). Guidance for these facilities is currently not part of the bylaw and leaves the Town vulnerable to poorly designed structures.