

Article 7 PARKING IN BUSINESS, INDUSTRIAL AND MULTI-FAMILY RESIDENTIAL ZONES

To see if the Town will vote to amend the Zoning Bylaw in Article 8, OFF STREET PARKING AND LOADING REGULATIONS, to facilitate development in R5, R6, Business and Industrial zones by allowing a reduction of the parking requirements by special permit when accompanied by an accepted plan to manage transportation demand (to be defined in the bylaws as “Transportation Demand Management”); or take any action related thereto.

VOTE: That the Town vote to amend the Zoning Bylaw in Article 8, “Off Street Parking and Loading Regulations”:

by adding, following Section 8.01, a new Section 8.01(a), as follows:

TEXT

Section 8.01(a)—Parking Reduction in Business, Industrial, and Multi-Family Residential Zones. The ZBA, or in cases subject to Section 11.06, the ARB may grant a special permit to allow the reduction of the parking space requirements in the R5, R6, and Business and Industrial zones to 25% of that required in the Table of Off Street Parking Regulations where parking is found to be adequate, and where Transportation Demand Management practices are incorporated, as evidenced by a Transportation Demand Management Plan approved by the Special Permit Granting Authority. Methods to reduce parking on site may include but are not limited to:

1. **Shared Parking:** To implement shared on-site parking, the applicant shall demonstrate that proposed uses are non-competing. In mixed-use developments, applicants may propose a reduction in parking requirements based on an analysis of peak demand for non-competing uses. In such cases the parking requirement for the largest of the uses (in terms of parking spaces required) shall be sufficient.
2. **Off-site Parking.** An applicant may use off-site parking to satisfy their parking requirements, where alternative parking is within 600 feet of the subject property, as provided in Section 8.06. Off-site parking may be provided in public lots located within 1,000 feet of the building, as provided in Section 8.11. Applicant shall document efforts to promote use of off-site parking by customers, residents or employees.
3. **Transportation Demand Management (TDM):** Any request for parking reduction must include a plan to reduce demand for parking. Transportation Demand Management provides incentives to reduce the use of Single Occupant Vehicles, and encourages the use of public transit, bicycling, walking and ridesharing. All projects requesting a parking reduction must employ at least three (3) TDM methods described below:
 - a. Charge for parking on-site;
 - b. Pay a stipend to workers or residents without cars;
 - c. Provide preferential parking for carpooling vehicles;
 - d. Provide a guaranteed emergency ride home;
 - e. Provide transit pass subsidies;
 - f. Provide covered bicycle parking and storage;
 - g. Provide bicycle or car sharing on site;

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- h. Provide showers, for business or industrial uses;
- i. Other means acceptable to the permit granting authority

And by adding, following Section 8.07(a)—Parking in Commercial Districts, a new Section 8.07(b), as follows:

8.07(b) For Mixed-Use, the first 3,000 square feet of non-residential space is exempt from parking requirements.

And by adding the following text to Section 8.12—Parking and Loading Space Standards:

- (a) (10) In R0, R1, R2, R3, and R4 zones, tThe ZBA, or in cases subject to Section 11.06, the ARB may grant a special permit to allow the reduction of the parking space requirements to eighty (80) percent of that required in the Table of Off-Street Parking Regulations where conditions unique to the use will reasonably justify such a reduction.