

### 5.1.3 Parking and Loading Area Location and Design

#### a) Non-residential.

- Required parking for nonresidential uses shall be either on the same premises as the activity it serves or on a separate parcel if the parcel is located within 400 feet of the building entrance to be served and is in a zoning district permitting or allowing by Special Permit the use it serves.
- Parking facilities for six or more cars serving nonresidential uses shall have no elements, other than driveways approximately perpendicular to the street and parking area plantings, located in the area between the street line and the front setback line.

*Note: §5.1.3 a) was amended by Article 18 at the 2005 Annual Town Meeting.*

#### b) Residential.

- 1) In Single Residence Districts, no parking shall be permitted within a required front yard between the side lines of the dwelling extended to the street, except on a driveway leading to, and no wider than, an attached garage, or on Special Permit from the Board of Appeals, to be granted only upon determination by the Board that:
  - i. Feasible alternatives for providing necessary parking do not exist,
  - ii. Effective use of plantings, grading, and location are employed to minimize visual impacts, and
  - iii. On-site drainage is adequately provided for.
- 2) In General Residence Districts, the following provisions shall apply to attached garages including those constructed below the ground floor and driveways and parking spaces that are created within a required front yard between the side lines of the dwelling extended to the street,
  - A. An attached single car garage opening and associated driveway leading to, and no wider than the garage, is permitted provided that:
    1. The paved area (or other driveway surface material) does not exceed 25% of the front yard area as defined above,
    2. Effective use of plantings, grading, and location are employed to minimize visual impacts,
    3. The maximum width of the driveway shall not exceed 12 feet,
    4. The slope of the driveway shall be no greater than 15% (1.8" per 12"), and
    5. On-site drainage is adequately provided for.

- B. Parking spaces and/or two-car garage openings or larger below the ground floor shall not be permitted except on Special Permit from the Board of Appeals, to be granted only on determination by the Board that:
1. Feasible alternatives for providing necessary parking do not exist,
  2. Effective use of plantings, grading, and location are employed to minimize visual impacts of the paved front yard and/or garage,
  3. The garage does not create the appearance of an additional story, which would then give an overall appearance of the structure exceeding the 2-1/2 story limitation,
  4. The slope of the driveway shall be no greater than 15% (1.8" per 12"),
  5. The paved area is only as wide as the garage and tapers where possible,
  6. For buildings with more than one unit, the garages, and associated paved areas necessary to provide access to each garage, shall be separated from each other by at least 12 feet, the area between the driveways to be landscaped with trees and other plantings as provided for in Section 5.3 of these By-Laws, and
  7. On-site drainage is adequately provided for.

*Note: §5.1.3 b) was amended by Article 18 at the 2005 Annual Town Meeting.*

- c) Configuration. Dimensions of spaces and aisles shall adequately provide for clearance and movement, and designated spaces shall accommodate needs of the handicapped. The Planning Board shall adopt, and may from time to time amend, standards for such dimensions, reflecting current vehicle sizes.

Groups of not more than 30 parking spaces shall be separated by a six foot landscaped walk or divider.

- d) Construction. Off-street parking areas, loading areas, and access drives, if involving six or more parking spaces, shall be surfaced with at least two inches (2") of bituminous paving or comparable paving material unless the Planning Board approves an alternative surface which, because of only seasonal or periodic use, will adequately prevent dust, erosion, water accumulation, and unsightly conditions. Such parking areas shall be curbed and provide wheel stops where needed.
- e) Lighting. Lighting must comply with Section 5.4.3, Light and Glare.
- f) Backing. All parking areas having six or more spaces shall be so designed that no vehicle will be required to back on a public way or driveway serving as access to 50 or more parking spaces in order to enter or exit from a parking space.
- g) Egress Location.
- 1) There shall be not more than two driveway openings onto any street from any single premises unless each driveway is separated from all other driveways serving 20 or more parking spaces, whether on or off the premises, by at least 250 feet (measured between centerlines at the street line) on arterial streets and 150 feet on other streets. No parcel of land shall be divided in a way precluding

meeting this requirement, using deeded access easements across the lots being created for shared egresses if necessary.

- 2) No driveway sideline shall be located within 20 feet of the street line of an intersecting way.
  - 3) Driveway egresses serving 20 or more parking spaces must have not less than 250 feet sight distance in each travel direction entering an arterial street and not less than 150 feet sight distance on other streets.
- h) Egress Design.
- 1) No driveway opening shall exceed 30 feet in width at the street line unless necessity of greater width is demonstrated by the applicant.
  - 2) Openings shall be graded and drainage facilities provided where necessary to prevent stormwater from ponding or running across any sidewalk.
  - 3) All driveway openings serving 20 or more parking spaces shall be constructed with a minimum edge radius of five feet on both sides.
- i) Bicycle Racks. For premises requiring 40 or more parking spaces, bicycle racks facilitating locking shall be provided to accommodate one bicycle per 20 parking spaces required or fraction thereof.
- j) Loading. Loading or unloading shall not interfere with the public use of sidewalks, streets, or parking areas.
- k) Shared Driveway. In accordance with Section 7.4, and the objectives, findings and determinations, and conditions for approval set forth below, the Planning Board, acting as the Special Permit Granting Authority (SPGA), may grant a Special Permit to allow a driveway on one lot to lead to a parking space on another lot, or to allow a driveway to straddle the lot line and provide access from one lot to a principal use on an adjoining lot on not more than two lots, when both lots are in a residential district(s) provided an easement is executed and is filed in the Registry of Deeds of Middlesex County. Where the Shared Driveway is located in a Cluster Development, pursuant to Section 6.5, for which a Special Permit with Site Plan Review is required, an additional Special Permit under this Section shall not be required.

### **1. Objectives**

Any use of land involving the arrival, departure, or storage of motor vehicles shall be designed and operated to:

- a. Promote traffic safety by assuring adequate places for storing of motor vehicles off the street, and for their orderly access and egress to and from the public street;
- b. Increase the traffic-carrying capacity of streets and highways in the Town and obtain a more efficient utilization of on-street curbside parking;
- c. Reduce hazards to pedestrians upon public sidewalks;
- d. Protect adjoining lots and the general public from nuisances and hazards such as:

- i) Noise, glare of headlights, dust and fumes resulting from the operation of motor vehicles;
  - ii) A lack of visual relief from expanses of paving; and,
  - iii) Accelerated runoff of surface water from land covered by impervious materials;
- e. Maintain the character of the neighborhood and/or streetscape; and,
  - f. Preserve historic walls, structures, and/or significant trees.

## **2. Findings and Determinations**

Prior to granting a Special Permit, the SPGA shall make a finding and determination that the proposed Shared Driveway:

- a. Complies with the Special Permit criteria set forth in Section 7.4.3;
- b. Is consistent with the general purposes of this By-Law and its objectives;
- c. Is designed in a manner that is compatible with the existing natural features of the site and is compatible with the characteristics of the surrounding area;
- d. Does not result in the removal of mature trees or, where such trees are proposed to be removed, that the removal is mitigated through replanting or other means;
- e. Will not result in conditions that unnecessarily add to traffic congestion or the potential for traffic accidents on the site or in the surrounding area;
- f. Will not constitute a demonstrable adverse impact on the surrounding area resulting from:
  - i) Excessive noise, level of illumination, glare, dust, smoke, or vibration which is higher than levels now experienced from uses permitted in the surrounding area;
  - ii) Emission or discharge of noxious or hazardous materials or substances; or
  - iii) Pollution of waterways or groundwater; and,
- g. Will be maintained through a maintenance agreement mutually acceptable by the subject property owners.

## **3. Conditions for Approval**

The SPGA may impose conditions and limitations on the Special Permit for the Shared Driveway as it deems necessary to ensure that the findings and determinations that it must make under Section k) 2 above are complied with, including but not limited to:

- a. Screening or landscaping from view from adjoining lots or from a street, by planting, walls, fences or other devices;
- b. Regulating the number, design and location of access drives or other traffic features;

- c. Requiring a greater number of off-street parking spaces, and with greater setbacks, landscaping and screening than the minimum standards set forth in Section 5.3; and
- d. Such other limitation as may be reasonably related to reducing any adverse impact on, or increasing the compatibility of the Shared Driveway with the surrounding area.