

PROPOSED Parking By-law for Upton Center Business District Only
Approved by Planning Board at Public Hearing October 22 2019

ADD new Parking By-law Section 5.10.6

5.10.6 Parking By-law for UCBD Only

5.10.6.1 Off-street Parking Requirements:

All new construction and substantial renovations and changes in principal use shall be subject to the off-street parking requirements of section 5.10 of this bylaw, except as provided herein:

5.10.6.2 Shared Off-street Parking:

Shared off-street parking is encouraged and desireable wherever feasible within the UCBD. An applicant may request Shared Off-street Parking as part of Site Plan Review. Subject to review by the Planning Board, the off-street parking requirements required in section 5.10 of this bylaw, may be reduced as follows:

(a) Non-competing Uses.

In mixed-use developments, applicants may propose a reduction in parking requirements based on an analysis of peak demands for non-competing uses. Up to 75% of the requirements for the predominant use may be waived by the Planning Board if the applicant can demonstrate that the peak demands for the two uses do not overlap.

(b) Competing Uses.

In mixed-use developments, applicants may propose a reduction in parking requirements where peak demands do overlap. In these cases, the Planning Board may reduce the parking requirements of the predominant use by up to 30%.

(c) Calculating Minimum Number of Spaces.

The minimum number of parking spaces for a mixed use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute Shared Parking Report, ITE Shared Parking Guidelines, or other approved procedures. This study shall be reviewed and approved by the Planning Board.

A formal parking study may be waived for small developments where there is established experience with the land use mix and its impact is expected to be minimal. The actual number of parking spaces required shall be based on well-recognized sources of parking data such as the ULI or ITE reports. If

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standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. If possible, these surveys should consider the seasonal peak period for the combination of land uses involved.

(d) Shared Parking Plan.

The Planning Board may require that a shared parking plan be submitted. This could be included in the site plan and landscaping plan information already required for parking areas or as a separate document. If so, this shared parking plan could include one or more of the following:

1. Site plan of parking spaces intended for shared parking and their proximity to land uses that they will serve.
2. A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses (if such distinctions can be made).
3. A pedestrian circulation plan that shows connections and walkways between parking areas and land uses. These paths should be as direct and short as possible.
4. A safety and security plan that addresses lighting and maintenance of the parking areas.

(e) Shared Parking Agreement.

If a privately owned parking facility is to serve two or more separate properties, a legal agreement between property owners guaranteeing access to, use of, and management of designated spaces may be required by the Planning Board.