

CANTON PLANNING BOARD
 REPORT AND MOTION
 ANNUAL TOWN MEETING – MAY 9th, 2022

ARTICLE #32 AMEND ZONING BY-LAW
 Section 6.1 Off-Street Parking
 (Select Board for Planning Board)

Article 32. To see if the Town will vote to amend Zoning By-law Section 6.1. Off-Street Parking as follows:

1. That Zoning By-law Section 6.1.1 for Parking Requirements in All Districts be amended, with bolded and underlined language indicating changes:

6.1.1 Parking Requirements in All Districts. In all districts, there shall be provided and maintained improved off-street automobile parking spaces in connection with the erection, establishment or increase by units or dimensions of buildings, structures and uses, in the following amounts. For the purposes of this Section, “gross floor area” means the total floor area contained within the exterior walls, including any mezzanine, space used for heating and cooling utilities and for incidental storage.

Calculating required or proposed parking needs shall be performed by an applicant in the following three step process.

- 1. Identify proposed use(s) in the Table of Use of this bylaw**
- 2. Determine required parking (Section 6.1.1)**
- 3. Apply allowed parking reductions, shared parking calculations, or exemptions to the baseline parking calculation listed in 6.1.2 or 6.1.3**

PRINCIPAL USE	REQUIRED PARKING
Detached dwelling unit	Two spaces
Dwelling unit-multifamily dwelling	<u>1 space per bedroom</u>
Assisted Living Facilities	0.5 spaces/ 1,000 building gross square footage plus employee parking as deemed adequate by the Board of Appeals
Boarding and lodging houses, hotels, motels	One parking space for each sleeping room for single or double occupancy, or, where not divided into such rooms (as in a dormitory), one space for each two (2) beds
In-patient medical facilities: long-term care facilities, hospitals, or in-patient substance abuse detoxification or treatment centers	2.5 spaces/ 1,000 building gross square footage
Out-patient medical facilities: clinics, medical offices, or out-patient substance abuse detoxification or treatment centers	4.0 spaces/ 1,000 building gross square footage
Places of public assembly, including meeting halls, auditoriums and stadiums, libraries, museums, art galleries, community buildings, private clubs and lodges, funeral parlors, theaters, bowling alleys, dance halls and other amusements, bus depots and other passenger terminals	One (1) parking space for each two (2) seats. Where benches are used each two (2) lineal feet of bench shall equal one seat; where no fixed seats are used (as in a terminal or dance hall) each twenty (20) square feet of public floor area shall equal one seat.
<u>Restaurants (except fast food restaurants), and other eating and drinking establishments</u>	<u>One (1) parking space for each three (3) seats.</u>
<u>Fast food restaurants</u>	<u>One (1) parking space for each four (4) seats.</u>

Recreational uses not involving intensive assembly, such as boat liveries, riding stables, ski grounds, golf driving ranges, and the like	Sufficient parking spaces as are deemed adequate by the Board of Appeals to accommodate the automobiles of employees and patrons during peak usage periods of a normal in-season Saturday or Sunday.
<u>Retail stores and offices, including salesrooms and showrooms, consumer service establishments, public administration buildings, business and professional offices, executive and administrative offices, banks and other financial institutions</u>	<u>3 parking spaces per 1,000 square feet of gross floor area</u>
<u>All other business uses, including drive-ins, open air sales lots, automobile repair garages and motor vehicle fuel stations</u>	<u>Sufficient spaces as are deemed adequate by the Board of Appeals to accommodate the automobiles of employees and patrons under conditions expected during the peak business hours of the day.</u>
<u>Storage, distribution, manufacturing and industrial uses, including shops of the building trades, wholesale showrooms, printing and publishing establishments, warehouses, contractors' plants, lumber yards, trucking terminals, laboratories and utility plants</u>	<u>1 space per 1,000 square feet, or 1 space per 3 employees, whichever is less</u>
<u>Mixed Uses</u>	<u>Shared parking calculation (see 6.1.2)</u>

2.

That Zoning By-law Section 6.1.2 for Mixed Uses be amended by removing the existing text and replacing it with the following:

6.1.2 Reduced Minimum Parking Requirements

The following scenarios are eligible for parking reductions as a special permit by the Zoning Board of Appeals:

1. **Shared parking or mixed-use developments.** Notwithstanding the normal provisions of Sections 6.1 and 6.2, where two or more activities or uses provide the required parking or loading in a common parking facility or loading area, the number of parking spaces or loading bays ordinarily required may be reduced below the sum of the spaces or bays required for the separate activities or uses, if it can be demonstrated that the hours, days, or peak parking or loading demand for the uses are so different that a lower total will provide adequately for all uses or activities served by the parking facility or loading bay, and that the location of the parking facility in relation to the uses proposed to be served by it is appropriate. A special permit authorizing such deviation from the normal standard shall only be granted upon the submission of calculated parking demand for combined land uses based on methodologies and indices of the Institute of Transportation Engineers, Urban Land Institute, or other recognized methodology approved in writing by the Zoning Board or its representative. The parties must sign a joint use agreement.
2. **Reduction of Required Parking for Specific Use.** Where it can be demonstrated that a use or establishment needs a lesser number of parking spaces or loading bays than is required by Sections 6.1 and 6.2, the number of such parking spaces or bays may be reduced by not more than twenty percent (20%). Additional reduction in parking may be allowed (no limit) if the applicant can show enough available land (parking reserve or landscaped reserve) to create additional parking in the future if the use or parking demand increases. An applicant shall submit documentary evidence satisfactory to the Zoning Board of Appeals that the parking or loading experience of the specific use justifies a lesser number of spaces or bays. A special permit granted under this authority shall lapse

upon change to a different type of use or an increase in intensity of the existing use, and shall not be considered to constitute a legal nonconformity with respect to parking for any new use.

3. **Proximity to public transportation or public parking.** In the Canton Center Economic Opportunity District, the total off-street parking requirement may be reduced up to 10% for any use. In the Central Business Area only, the required number of spaces for nonresidential uses shall be 50% of the number indicated in Section 6.1.1.
4. **Programs to Reduce the Demand for Parking:** For non-residential uses that require 40 or more parking spaces, the minimum parking requirements may be reduced up to 30% total by substituting transportation demand management programs including:
 - a. For every certified carpool space, the total parking requirement may be reduced by 1 up to a maximum of 30% of the total parking requirement;
 - b. For every certified vanpool purchased or leased by the applicant for employee use, the total parking requirement may be reduced by 6 spaces up to a maximum of 20% of the total parking requirement;
 - c. If transit passes are provided or subsidized to all employees and a transit stop is within 1/4 mile of the development (or an employee shuttle provided to nearby transit stations), the total parking requirement may be reduced up to 10%; and
 - d. For every 4 bicycle spaces provided, the total parking requirement may be reduced by 1 space up to a maximum of 5% of the total parking requirement;
 - e. May replace existing parking spaces (or minimum parking required) with areas for shared-ride pick up/ drop off zones, shared bicycle parking, or carshare parking.
5. **Fee-in-lieu.** If a new or changed use allowed in the Canton Center Economic Opportunity District is unable to meet the off-street parking requirements, it may be required as a part of a Special Permit to pay an annual fee per space (ranging from \$50 to \$100 per space each year) to the Town's Traffic Management revolving fund. The accrued money from this fund will help finance additional public parking spaces, improve the utilization of existing public parking spaces, or reduce the need for new parking in the Canton Center Economic Opportunity District through "Complete Streets" projects.

3.

That Zoning By-law Section 6.1.5 for "Location of Facilities" be amended to clarify language and increase the distance of off-site parking allowed from 300 feet to 500 feet, as follows, with underlined text indicating changed language:

6.1.5 Location of Facilities. Off-street parking spaces, to the extent required in Section 6.1 shall be on the same lot or premises with the parking generator. Alternatively, off-street parking spaces shall be allowed on any lot or premises associated therewith a substantial portion of which, at least, is within five-hundred (500) feet of such generator under the following conditions. For non-residential uses where off-street parking spaces cannot be reasonably provided on the same lot as the principal use, the Zoning Board of Appeals may grant exceptions to allow provision of the required spaces on a separate lot or lots within a radius of five-hundred (500) feet, measured from the lot line of the principal use. Clear, safe, and ADA accessible pedestrian connections must be provided. Pedestrians should not be required to cross an arterial street except at a signalized intersection along the pedestrian pathway.

4.

That Zoning By-law Section 6.1.6 for "General Design" be amended to add additional general design requirements as follows, with underlined text indicating added language:

6.1.6 General Design. Off-street parking facilities and connecting drives between such facilities and the street shall be designed to insure the safety and convenience of persons traveling within or through the parking area, and between the parking facility and the street. The provisions outlined herein shall be considered minimum criteria for evaluating such design.

1. The surfaced area of parking lots and all entrance and exit drives shall be set back a minimum of five feet from all lot lines, except when an access drive crosses the street layout. Such setback shall be seven feet where two feet of setback area is included in minimum stall depth as provided herein. Such setback area shall be landscaped and maintained.
2. Parking to be on the Same Lot. Required off-street parking spaces and loading bays shall be provided on the same lot as the principal or accessory use they are required to serve, except that some parking spaces may be provided on a separate lot or on-street as provided in Section 6.1.2 and 6.1.5.
3. Parking and Loading Areas Separated. No area may be utilized and counted as both a required parking space and a required loading bay. However, maneuvering aisles and driveways may serve both required parking and loading bays if they meet the design standards of each. Existing areas used for both parking and loading shall be counted for loading purposes.
4. Parking in Structures (see Section 6.1.14)
5. Front Yard Parking and Loading in the Canton Center Economic Opportunity District. To maintain a pedestrian-friendly environment, motor vehicle parking spaces shall be located behind or beside buildings to the maximum extent possible. Motor vehicle parking shall not be located directly between the building and the street alignment.

5.

That Zoning By-Law Section 6.1.12 “Parking Areas with Fifty (50) or More Spaces” be amended to add bicycle parking requirement, with underlined language indicating changes, as follows:

6.1.12 Parking Areas with Fifty (50) or More Spaces. Any parking area designed to accommodate more than fifty (50) motor vehicles at a time shall contain access drives which shall be bounded by granite or concrete curbing broken only at intersections with other access drives, parking aisles and/or the street or where such curbing would be contrary to good engineering practice. Bicycle racks shall be provided to accommodate one bicycle per 20 parking spaces required.

6.

That Zoning By-law Section 6.1.14 for “Parking Garages” be amended to clarify the conditions under which they are allowable by special permit, by deleting the text in Section 6.1.14, and replacing it with the following text:

6.1.14 Parking Garages and Structures.

1. Required off-street parking spaces or loading bays may be provided in a parking garage or structure as a special permit. When a parking structure is built above grade, all sides of such a building must be screened using an architectural façade, plantings, or other approved treatment.
2. In the Business, Central Business, Limited Industrial B, Canton Center Economic Opportunity District and Mixed-Use Districts, parking structures must be designed with retail or other commercial uses along the street, at least on the ground floor level. Wrapping active uses around a parking structure can mean anything from integrating small retail or restaurants on the main street face - to creating parking structures surrounded by mixed uses - including offices and larger retail on three or more sides and all levels.
3. Dimensional standards shall follow the standards of the underlying zoning district.

7.

That Zoning By-law Section 6.1 be amended by adding 6.1.16 “Maximum parking ratio” as follows:

6.1.16 Maximum Parking Ratio. Surface parking shall not exceed 110% of the minimum parking requirement for the subject land use(s). Exemptions to the standard can be approved through site/design review for developments that provide parking structures, shared parking, valet parking spaces, market rate parking, or similarly managed parking facilities.

8.

That Zoning By-law Section 6.1 be amended by adding 6.1.17 “Electric Vehicle Charging Station Spaces” as follows:

- 6.1.17 Electric Vehicle Charging Station Spaces.** This section applies for all parking lots or garages with publicly available electric vehicle charging spaces (excludes restricted or private electric vehicle charging stations).
1. Number. No minimum number of charging station spaces is required. Where an EV charger can simultaneously charge more than one vehicle, the number of electric vehicles charging station spaces shall be considered equivalent to the number of electric vehicles that can be simultaneously charged. If more than 4 publicly available EV charging stations are provided, an ADA accessible charging station must also be provided.
 2. Minimum Parking Requirements. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces that are required pursuant to other provisions of code.
 3. Location and Design Criteria. The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional locational and design criteria are provided in recognition of the various parking lot layout options. Where provided, publicly available parking for electric vehicle charging purposes is required to include the following:
 - a. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
 - b. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
 - c. Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements.
 - d. Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.
 4. Parking for electric vehicles should also consider the following:
 - a. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
 - b. Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).
 5. Data Collection. To allow for maintenance and notification, the Building Department will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition “electric vehicle charging station — public”) to provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information.

or to take any other action related thereto.

PUBLIC HEARING:

This is to certify that a public hearing concerning the subject matter above, as place on the warrant for the 2022 Annual Town Meeting, was held by the Planning Board on February 16th, 2022 at 5:30 P.M. and continued to March 2nd, 2022 at 6:00 P.M., in the Salah Meeting Room, Town Hall, 801 Washington Street, Canton, Massachusetts, in accordance with the provision of the Massachusetts General Laws, Chapter 40A.

Said amendment is contained, in its entirety, in a document available for public review on file in the office of the Planning Board, the Town Clerk, the Board of Selectmen, at Memorial Hall, and at the reference desk of the Canton Public Library. It is also available online on the Planning Department website.

Notice of the subject matter for the public hearing, sufficient for identification, has been published in the Canton Citizen, a newspaper of general circulation in the Town on January 27th and February 3rd, 2022.

REPORT:

On February 16th, and again on March 2nd, 2022, the Planning Board discussed the proposed article to amend Section 6.1 Off-Street parking. The goal of this zoning change is to update Canton's parking standards to reflect national parking standards and best practices. There is general agreement in recent planning literature that when the supply of parking greatly exceeds typical demand, the results are detrimental to a range of stakeholders. The Downton Canton Parking Strategy Report (2019), Route 138 Economic Development Study (2020), and Town's Master Plan (2020) conducted a zoning review and made several recommendations. The zoning review found that parking standards for several land use categories were above the national standards. The zoning review recommended allowing for off-site parking, shared parking, electric vehicle parking, and having multimodal requirements or incentives (i.e. bike parking, car share). The zoning review found 300 feet to be too short a distance to encourage shared parking and pedestrian friendly connections. Five hundred feet is a standard more commonly found in similar Massachusetts towns. The special regulations and land use restrictions for structured parking were found to be unusual and more restrictive than surrounding communities. Structured parking would be allowed as a special permit, subject to site plan review and design criteria. Parking maximums restrict the total number of parking spaces that can be constructed at a particular development site. Parking maximums promote the efficient use of land, encourage use of alternative modes of transportation, provide for better pedestrian movement, and protect air and water quality. This bylaw change does not require the installation of electric vehicle charging stations. Rather, the purpose of this and related zoning bylaw changes is to clarify Canton's zoning bylaws around publicly available electric vehicle charging station spaces to provide a framework for when a private or public property owner chooses to provide publicly available electric vehicle charging stations. By putting our parking in line with national standards Canton will better support "smart growth" development and reduce stormwater runoff from impervious surfaces (like pavement), while still providing the needed level of off-street parking.

RECOMMENDATION:

On February 16th, 2022, the Planning Board voted unanimously with four (4) members in favor and none opposed, to recommend that this Article be adopted at Town Meeting with no changes in the motion, that the applicable language be added directly into this section of the by-laws. The hearing was closed on March 2nd, 2022, with no changes to the vote or motion.

Voted 4-0

In favor: Patricia McDermott, Kathy McCormack, David McCarthy, and Joseph Amrhein

Not present: Robert E. Panico

MOVED:

That the Town will vote to amend Zoning By-law Section 6.1. Off-Street Parking as follows:

1. That Zoning By-law Section 6.1.1 for Parking Requirements in All Districts be amended, with bolded and underlined language indicating changes:

6.1.1 Parking Requirements in All Districts. In all districts, there shall be provided and maintained improved off-street automobile parking spaces in connection with the erection, establishment or increase by units or dimensions of buildings, structures and uses, in the following amounts. For the purposes of this Section, "gross floor area" means the total floor area contained within the exterior walls, including any mezzanine, space used for heating and cooling utilities and for incidental storage.

Calculating required or proposed parking needs shall be performed by an applicant in the following three step process.

1. Identify proposed use(s) in the Table of Use of this bylaw
2. Determine required parking (Section 6.1.1)
3. Apply allowed parking reductions, shared parking calculations, or exemptions to the baseline parking calculation listed in 6.1.2 or 6.1.3

PRINCIPAL USE	REQUIRED PARKING
Detached dwelling unit	Two spaces
Dwelling unit-multifamily dwelling	<u>1 space per bedroom</u>
Assisted Living Facilities	0.5 spaces/ 1,000 building gross square footage plus employee parking as deemed adequate by the Board of Appeals
Boarding and lodging houses, hotels, motels	One parking space for each sleeping room for single or double occupancy, or, where not divided into such rooms (as in a dormitory), one space for each two (2) beds
In-patient medical facilities: long-term care facilities, hospitals, or in-patient substance abuse detoxification or treatment centers	2.5 spaces/ 1,000 building gross square footage
Out-patient medical facilities: clinics, medical offices, or out-patient substance abuse detoxification or treatment centers	4.0 spaces/ 1,000 building gross square footage
Places of public assembly, including meeting halls, auditoriums and stadiums, libraries, museums, art galleries, community buildings, private clubs and lodges, funeral parlors, theaters, bowling alleys, dance halls and other amusements, bus depots and other passenger terminals	One (1) parking space for each two (2) seats. Where benches are used each two (2) lineal feet of bench shall equal one seat; where no fixed seats are used (as in a terminal or dance hall) each twenty (20) square feet of public floor area shall equal one seat.
<u>Restaurants (except fast food restaurants), and other eating and drinking establishments</u>	<u>One (1) parking space for each three (3) seats.</u>
<u>Fast food restaurants</u>	<u>One (1) parking space for each four (4) seats.</u>
Recreational uses not involving intensive assembly, such as boat liveries, riding stables, ski grounds, golf driving ranges, and the like	Sufficient parking spaces as are deemed adequate by the Board of Appeals to accommodate the automobiles of employees and patrons during peak usage periods of a normal in-season Saturday or Sunday.
<u>Retail stores and offices, including salesrooms and showrooms, consumer service establishments, public administration buildings, business and professional offices, executive and administrative offices, banks and other financial institutions</u>	<u>3 parking spaces per 1,000 square feet of gross floor area</u>
<u>All other business uses, including drive-ins, open air sales lots, automobile repair garages and motor vehicle fuel stations</u>	<u>Sufficient spaces as are deemed adequate by the Board of Appeals to accommodate the automobiles of employees and patrons under conditions expected during the peak business hours of the day.</u>
<u>Storage, distribution, manufacturing and industrial uses, including shops of the building trades, wholesale showrooms, printing and publishing establishments, warehouses,</u>	<u>1 space per 1,000 square feet, or 1 space per 3 employees, whichever is less</u>

<u>contractors' plants, lumber yards, trucking terminals, laboratories and utility plants</u>	
<u>Mixed Uses</u>	<u>Shared parking calculation (see 6.1.2)</u>

2.

That Zoning By-law Section 6.1.2 for Mixed Uses be amended by removing the existing text and replacing it with the following:

6.1.2 Reduced Minimum Parking Requirements

The following scenarios are eligible for parking reductions as a special permit by the Zoning Board of Appeals:

1. **Shared parking or mixed-use developments.** Notwithstanding the normal provisions of Sections 6.1 and 6.2, where two or more activities or uses provide the required parking or loading in a common parking facility or loading area, the number of parking spaces or loading bays ordinarily required may be reduced below the sum of the spaces or bays required for the separate activities or uses, if it can be demonstrated that the hours, days, or peak parking or loading demand for the uses are so different that a lower total will provide adequately for all uses or activities served by the parking facility or loading bay, and that the location of the parking facility in relation to the uses proposed to be served by it is appropriate. A special permit authorizing such deviation from the normal standard shall only be granted upon the submission of calculated parking demand for combined land uses based on methodologies and indices of the Institute of Transportation Engineers, Urban Land Institute, or other recognized methodology approved in writing by the Zoning Board or its representative. The parties must sign a joint use agreement.
2. **Reduction of Required Parking for Specific Use.** Where it can be demonstrated that a use or establishment needs a lesser number of parking spaces or loading bays than is required by Sections 6.1 and 6.2, the number of such parking spaces or bays may be reduced by not more than twenty percent (20%). Additional reduction in parking may be allowed (no limit) if the applicant can show enough available land (parking reserve or landscaped reserve) to create additional parking in the future if the use or parking demand increases. An applicant shall submit documentary evidence satisfactory to the Zoning Board of Appeals that the parking or loading experience of the specific use justifies a lesser number of spaces or bays. A special permit granted under this authority shall lapse upon change to a different type of use or an increase in intensity of the existing use, and shall not be considered to constitute a legal nonconformity with respect to parking for any new use.
3. **Proximity to public transportation or public parking.** In the Canton Center Economic Opportunity District, the total off-street parking requirement may be reduced up to 10% for any use. In the Central Business Area only, the required number of spaces for nonresidential uses shall be 50% of the number indicated in Section 6.1.1.
4. **Programs to Reduce the Demand for Parking:** For non-residential uses that require 40 or more parking spaces, the minimum parking requirements may be reduced up to 30% total by substituting transportation demand management programs including:
 - a. For every certified carpool space, the total parking requirement may be reduced by 1 up to a maximum of 30% of the total parking requirement;
 - b. For every certified vanpool purchased or leased by the applicant for employee use, the total parking requirement may be reduced by 6 spaces up to a maximum of 20% of the total parking requirement;
 - c. If transit passes are provided or subsidized to all employees and a transit stop is within 1/4 mile of the development (or an employee shuttle provided to nearby transit stations), the total parking requirement may be reduced up to 10%; and
 - d. For every 4 bicycle spaces provided, the total parking requirement may be reduced by 1 space up to a maximum of 5% of the total parking requirement;

- e. May replace existing parking spaces (or minimum parking required) with areas for shared-ride pick up/ drop off zones, shared bicycle parking, or carshare parking.
5. **Fee-in-lieu.** If a new or changed use allowed in the Canton Center Economic Opportunity District is unable to meet the off-street parking requirements, it may be required as a part of a Special Permit to pay an annual fee per space (ranging from \$50 to \$100 per space each year) to the Town's Traffic Management revolving fund. The accrued money from this fund will help finance additional public parking spaces, improve the utilization of existing public parking spaces, or reduce the need for new parking in the Canton Center Economic Opportunity District through "Complete Streets" projects.

3.

That Zoning By-law Section 6.1.5 for "Location of Facilities" be amended to clarify language and increase the distance of off-site parking allowed from 300 feet to 500 feet, as follows, with underlined text indicating changed language:

6.1.5 Location of Facilities. Off-street parking spaces, to the extent required in Section 6.1 shall be on the same lot or premises with the parking generator. Alternatively, off-street parking spaces shall be allowed on any lot or premises associated therewith a substantial portion of which, at least, is within five-hundred (500) feet of such generator under the following conditions. For non-residential uses where off-street parking spaces cannot be reasonably provided on the same lot as the principal use, the Zoning Board of Appeals may grant exceptions to allow provision of the required spaces on a separate lot or lots within a radius of five-hundred (500) feet, measured from the lot line of the principal use. Clear, safe, and ADA accessible pedestrian connections must be provided. Pedestrians should not be required to cross an arterial street except at a signalized intersection along the pedestrian pathway.

4.

That Zoning By-law Section 6.1.6 for "General Design" be amended to add additional general design requirements as follows, with underlined text indicating added language:

6.1.6 General Design. Off-street parking facilities and connecting drives between such facilities and the street shall be designed to insure the safety and convenience of persons traveling within or through the parking area, and between the parking facility and the street. The provisions outlined herein shall be considered minimum criteria for evaluating such design.

1. The surfaced area of parking lots and all entrance and exit drives shall be set back a minimum of five feet from all lot lines, except when an access drive crosses the street layout. Such setback shall be seven feet where two feet of setback area is included in minimum stall depth as provided herein. Such setback area shall be landscaped and maintained.
2. Parking to be on the Same Lot. Required off-street parking spaces and loading bays shall be provided on the same lot as the principal or accessory use they are required to serve, except that some parking spaces may be provided on a separate lot or on-street as provided in Section 6.1.2 and 6.1.5.
3. Parking and Loading Areas Separated. No area may be utilized and counted as both a required parking space and a required loading bay. However, maneuvering aisles and driveways may serve both required parking and loading bays if they meet the design standards of each. Existing areas used for both parking and loading shall be counted for loading purposes.
4. Parking in Structures (see Section 6.1.14)
5. Front Yard Parking and Loading in the Canton Center Economic Opportunity District. To maintain a pedestrian-friendly environment, motor vehicle parking spaces shall be located behind or beside buildings to the maximum extent possible. Motor vehicle parking shall not be located directly between the building and the street alignment.

5.

That Zoning By-Law Section 6.1.12 "Parking Areas with Fifty (50) or More Spaces" be amended to add bicycle parking requirement, with underlined language indicating changes, as follows:

6.1.12 Parking Areas with Fifty (50) or More Spaces. Any parking area designed to accommodate more than fifty (50) motor vehicles at a time shall contain access drives which shall be bounded by granite or concrete curbing broken only at intersections with other access drives, parking aisles and/or the street or where such curbing would be contrary to good engineering practice. Bicycle racks shall be provided to accommodate one bicycle per 20 parking spaces required.

6.

That Zoning By-law Section 6.1.14 for “Parking Garages” be amended to clarify the conditions under which they are allowable by special permit, by deleting the text in Section 6.1.14, and replacing it with the following text:

6.1.14 Parking Garages and Structures.

1. Required off-street parking spaces or loading bays may be provided in a parking garage or structure as a special permit. When a parking structure is built above grade, all sides of such a building must be screened using an architectural façade, plantings, or other approved treatment.
2. In the Business, Central Business, Limited Industrial B, Canton Center Economic Opportunity District and Mixed-Use Districts, parking structures must be designed with retail or other commercial uses along the street, at least on the ground floor level. Wrapping active uses around a parking structure can mean anything from integrating small retail or restaurants on the main street face - to creating parking structures surrounded by mixed uses - including offices and larger retail on three or more sides and all levels.
3. Dimensional standards shall follow the standards of the underlying zoning district.

7.

That Zoning By-law Section 6.1 be amended by adding 6.1.16 “Maximum parking ratio” as follows:

6.1.16 Maximum Parking Ratio. Surface parking shall not exceed 110% of the minimum parking requirement for the subject land use(s). Exemptions to the standard can be approved through site/design review for developments that provide parking structures, shared parking, valet parking spaces, market rate parking, or similarly managed parking facilities.

8.

That Zoning By-law Section 6.1 be amended by adding 6.1.17 “Electric Vehicle Charging Station Spaces” as follows:

6.1.17 Electric Vehicle Charging Station Spaces. This section applies for all parking lots or garages with publicly available electric vehicle charging spaces (excludes restricted or private electric vehicle charging stations).

1. Number. No minimum number of charging station spaces is required. Where an EV charger can simultaneously charge more than one vehicle, the number of electric vehicles charging station spaces shall be considered equivalent to the number of electric vehicles that can be simultaneously charged. If more than 4 publicly available EV charging stations are provided, an ADA accessible charging station must also be provided.
2. Minimum Parking Requirements. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces that are required pursuant to other provisions of code.
3. Location and Design Criteria. The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional locational and design criteria are provided in recognition of the various parking lot layout options. Where provided, publicly available parking for electric vehicle charging purposes is required to include the following:

- a. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
 - b. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
 - c. Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements.
 - d. Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.
4. Parking for electric vehicles should also consider the following:
 - a. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
 - b. Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).
 5. Data Collection. To allow for maintenance and notification, the Building Department will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition “electric vehicle charging station — public”) to provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information.

or to take any other action related thereto.

Respectfully submitted,

David McCarthy
Chair of the Canton Planning Board