

§ 220-38.1. Parking design. [Added 10-6-2008 STM by Art. 12]

- A. Objective. To document existing neighborhood parking conditions, to evaluate the off-site impacts of the proposed parking, and to mitigate any adverse parking impacts on the neighborhood.
- B. Format and scope. All applications for site plan review shall provide the following documentation regarding the proposed parking design:
 - (1) Existing off-site and on-street neighborhood parking conditions, including identification of streets likely to be affected by traffic or other impacts of the proposed development.
 - (2) Projected impact of proposed parking on the neighborhood.
 - (3) Proposed mitigation measures for adverse impacts identified above. Information should include area of parking shaded by trees, area of screening, alternative pavers, and creative parking lot design.
 - (4) The design of the parking facility shall take into consideration natural, cultural and historical features and setting, as well as the scale of the facility in relation to the building(s) on the site.
- C. Parking design standards. The Board will review the parking design documentation and evaluate for the following:
 - (1) Hazards. The parking area and access roads shall not create a hazard to abutters, vehicles or pedestrians.
 - (2) Placement of parking facilities. Parking facilities shall be at the rear or side(s) of the principal structure and shall not abut a public way for more than 20 feet. If site encumbrances make this requirement impossible to achieve, parking may be allowed to abut a public way only if the parking lot is buffered and screened from the public way using dense, native vegetation to the greatest extent possible. The design of the parking facility shall take into consideration natural, cultural and historical features and setting.
 - (3) Pedestrian and bicycle access. Provisions for pedestrian and bicycle access shall be safe and convenient, so that the development as a whole enhances rather than degrades access by foot or bicycle. Parking areas shall accommodate

pedestrian access through the use of raised crosswalks, usable landscaped islands, benches, and abundant shade trees, among other design attributes.

- (4) Plantings. Refer to § 220-37.1, Subsections B and E for requirements on plantings in parking areas.
- (5) Emergency access. Appropriate access for emergency vehicles shall be provided to the principal structure. Such access need not be paved, yet shall be stable and constructed to withstand a fire vehicle.
- (6) Size of facility. Parking lots shall be configured so that no section of lot shall contain more than 50 spaces, and each section of the lot shall be visually separated from any other section of the lot on- or off-premises through the use of major landscaping, earthen berms or grade changes. No more parking than is required by this bylaw shall be provided unless the applicant demonstrates to the satisfaction of the Planning Board that unusual circumstances justify the amount of parking proposed as being necessary despite reasonable efforts at parking demand reduction.

§ 220-38.2. Traffic impact assessment. [Added 10-6-2008 STM by Art. 12]

- A. Objectives. To document existing traffic conditions (both vehicular and pedestrian) in the vicinity of the proposed project, to describe the volume and effect of projected traffic generated by the proposed project, and to identify measures proposed to mitigate any adverse impacts on traffic.
- B. Applicability. The Board may request an applicant for site plan review to prepare a traffic impact assessment even if the project does not meet any of the following criteria. The Board may also waive all or part of the traffic impact assessment if a project does meet any of the following criteria. Projects with one or more of the following characteristics shall prepare a traffic impact assessment:
 - (1) Proposing 30 or more parking spaces;
 - (2) Proposing a vehicular service establishment, such as a gasoline service station; a facility for the sale, rental or repair of motor vehicles; or car wash establishment;
 - (3) Containing frontage and access on a state-numbered highway and proposing more than six parking spaces.

- C. Qualifications. The traffic impact assessment shall be prepared by a registered professional civil or traffic engineer in the Commonwealth of Massachusetts.
- D. Format and scope. All applications for site plan review shall provide the following documentation as part of the traffic impact assessment:
- (1) Existing traffic conditions. Average daily and peak-hour volumes, average and peak speeds, sight distances, accident data, and levels of service (LOS) of intersections and streets likely to be affected by the proposed development. Generally, such data shall be presented for all streets and intersections adjacent to or within 1,000 feet of the projected boundaries or impacted by the development and shall be no more than six months old at the date of application. Further, information regarding existing pedestrian circulation and ways shall be provided.
 - (2) Projected traffic conditions for design year of occupancy. Statement of design year of occupancy, background traffic growth for the previous five years, impacts of proposed developments which have already been approved in part or in whole by the Town.
 - (3) Projected impact of proposed development. Projected peak-hour and daily traffic generated by the development on roads and ways in the vicinity of the development; sight lines at the intersections of the proposed driveways and streets; existing and proposed traffic controls in the vicinity of the proposed development; proposed pedestrianways and design elements to maximize pedestrian safety and usage; and projected post-development traffic volumes and level of service (LOS) of intersections and streets likely to be affected by the proposed development.
 - (4) Proposed measures to minimize traffic conflict and mitigate any affected intersections or ways.
- E. Traffic impact standards. The Board will review the traffic impact assessment and evaluate for the following:
- (1) Level of service. The level of service (LOS) of all impacted intersections and streets shall be adequate following project development, or the total value of off-site traffic improvements required or approved by the Planning Board as a condition of approval in any location within the Town

affected by the proposed project shall be roughly proportional to the cost of mitigating the effects of the proposed project. For purposes of this standard:

- (a) LOS shall be determined according to criteria set forth by the Transportation Research Board of the National Research Council.
 - (b) "Impacted" means intersections projected to receive at least 5% of the anticipated average daily or peak-hour traffic generated by the proposed development.
 - (c) "Adequate" shall mean a level of service "B" or better for all streets and intersections, with the exception of "D" or better for all state-numbered highways and their intersections or, if Level D has already been reached or exceeded, no further decline in the level of service.
 - (d) "Mitigating" shall mean the strategies and methods used to ensure that the LOS is adequate in all impacted areas.
- (2) Traffic conflict. The proposed site plan shall minimize points of traffic conflict, both pedestrian and vehicular. The following guidelines shall be used to achieve this standard:
- (a) Entrance and exit driveways shall be so located and designed as to achieve maximum practicable distance from existing and proposed access connections from adjacent properties.
 - (b) Where possible, adjoining parcels shall have unified access and promote interparcel circulation.
 - (c) Left-hand turns shall be minimized.
 - (d) Driveways shall be so located and designed as to discourage the routing of vehicular traffic to and through residential streets.
 - (e) Pedestrian and bicycle circulation shall be accommodated on and off site and shall be separated from motor vehicle circulation as much as practicable. Existing pedestrianways shall be maintained and where no pedestrianways exist, proposals shall create pedestrianways and connections between streets, the proposed development, surrounding neighborhoods, and other surrounding uses. Said ways shall be landscaped and handicapped accessible.