

# RESIDENTIAL PARKING IN BELMONT

## A REPORT PRESENTED TO THE BELMONT BOARD OF SELECTMEN BY THE BELMONT PLANNING BOARD

APRIL 13, 2009

### **INTRODUCTION**

Prompted by an influx of special permit applications for waivers to the Zoning By-Law regulations limiting the number of vehicles that may be parked in one's driveway and in the front yard, the Town's Zoning Board of Appeals requested, through the Board of Selectmen, that the Belmont Planning Board review residential parking regulations found in the Town's Zoning By-Laws. Rather than limit the review to the Zoning By-Law, the Planning Board requested staff to prepare a report examining residential parking issues, concerns, and current regulations in their entirety. In November 2007, the Planning Board submitted that report to the Board of Selectmen (see Attachment 1). On September 22, 2008, Planning Board members appeared before the Selectmen to discuss the report. Following the discussion, the Board of Selectmen requested the Planning Board to solicit public opinion on the residential parking issue and to submit a final report with recommendations.

### **PLANNING BOARD PROCESS**

To solicit public opinion, the Planning Board held two public meetings and conducted a public opinion survey, all of which were highly publicized through the local newspaper. All residents also received notice of the availability of survey through the Town's Connect CTY notification system. The Public Meetings were scheduled before and after the survey, in January and March of 2009, respectively. The survey, which was administered in February 2009, was developed by staff in accordance with a Board request as a questionnaire (see Attachment 2) based on the Town's existing regulatory environment pertaining to residential parking (see Attachment 3).

### **PUBLIC MEETINGS**

The first public meeting on residential parking was held on January 22, 2009 at the Chenery Middle School. Approximately 30 residents were in attendance. The meeting was organized around three major parking issues: (1) on-street overnight parking, (2) number of vehicles parked in one's driveway, and (3) front-yard parking. There was considerable discussion on the first two topics with opinions varying over whether to allow on-street overnight parking and whether to increase the number of vehicles allowed to park in one's driveway. Front-yard parking appeared not to be favored by the majority of those in attendance.

A second public meeting was held on March 3, 2009. Approximately 20 residents were in attendance along with the Town's Chief of Police. The meeting began with a brief presentation of initial survey results. Comments on those results along with general comments on the parking issues were invited from those in attendance. Again at this meeting, front yard parking was overwhelmingly opposed. While residents seemed to approve allowing more vehicles to park in one's driveway, no consensus over criteria or number of additional vehicles emerged. Finally,

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the majority of those in attendance opposed allowing on-street overnight parking. Several residents expressed the concerns that snow removal would be much more difficult and public safety would be decreased if the overnight parking ban was removed. Other residents also commented that the aesthetic appeal of the Town would be diminished should on-street overnight parking be allowed.

At both meetings residents expressed a concern with households that may have unique parking problems but no consensus was reached on establishing any standards that would allow a property an exemption from the current regulations. Additionally, several attendees noted that until they received a violation notice, they had been unaware of the various parking regulations.

### **SURVEY DESCRIPTION**

Using both traditional methods and an internet based survey program (surveymonkey.com), residents were requested to complete a questionnaire surveying opinions of regulations and parking practices (see Attachment 2). The survey sought to gather information on number of licensed drivers and number of vehicles owned by household. Questions were also asked on where households normally parked their vehicles, whether or not their home had a driveway and the nearest intersection to where they lived. Information on the type of housing (single-family, two-family, etc.) and the type of residency (owner, renter) was also collected. Finally respondents were requested for their opinion on the current regulations. Respondents were asked whether the regulation should not be changed or should be changed based on several alternative options. Respondents were also allowed to provide open-ended commentary on the regulations. The survey was available from February 2 to February 22. Eight hundred and eighty-six (886) surveys were returned, 791 on-line and 95 paper copies.

### **SURVEY RESULTS** (see Attachment 4 for summary table)

#### Number of Licensed Drivers/Vehicles

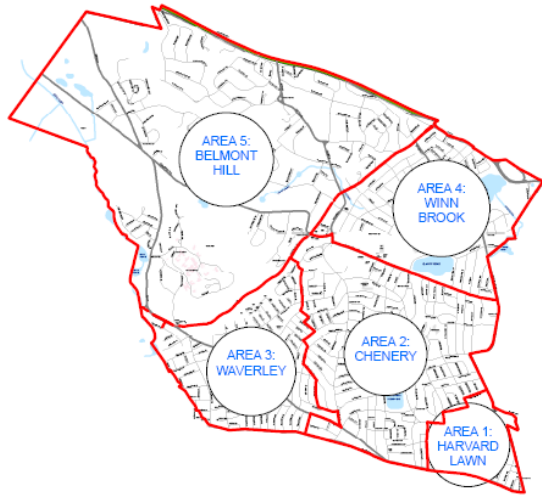
Based on 886 households responding to the survey there are 2.33 licensed drivers per household with an average of 2.18 vehicles per household. These results would not indicate a parking problem. However, a better indicator of whether a residential parking problem exists in the Town is the number of households with 4 or more vehicles. Four is chosen because 3 vehicles can legally park in one's driveway. Eighty six or nearly 10% of the households responding reported owning 4 or more vehicles. Forty-two households reported parking on the street, in school or municipal lots, at their neighbors, or on the grass areas of their property. Finally, 21 households reported they had no driveway.

#### Type/Tenure of Housing

The survey also asked respondents to indicate whether they lived in single-family, two-family, three-family or multifamily residential structures. Of the 883 households that responded to this question, 504 resided in single family dwellings (57%). The average number of licensed drivers and number of vehicles per household is not significantly different between single-family households and those residing in two-family or larger residential structures. However, there was a significant difference between owner households and renter households. Households that

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identified themselves as the owner of the property averaged 2.41 licensed drivers per household while renters averaged 1.96; owner households also averaged 2.27 vehicles compared to an average of 1.78 vehicles per renter households.



### Geographic Distribution

Staff divided the Town into five geographic neighborhoods that approximate the areas used by the Town's parking committee. These neighborhoods are shown in the diagram above. Respondents were then categorized as residing in one of these neighborhoods based on their response to the question on the nearest intersection to their home. Households in the Harvard Lawn area, totaled 93 respondents and averaged 2.60 drivers per household and 2.4

vehicles per household. Both of these averages are significantly higher than the town wide or any other neighborhood averages.

### Opinion on Regulations

As noted above, the survey asked respondents to consider three regulations governing residential parking. Respondents were asked to indicate whether they preferred the current regulation (no change) or whether the regulation should be changed. Several alternative regulatory approaches from which respondents could choose were provided (see Attachment 2).

**Driveway Parking Limitations** - Town wide (836 total respondents), 58.9% of those responding supported changing the existing limitation on number of vehicles allowed to park in one's driveway. Among those households not living in single family homes (379 households), this percentage increased slightly to 63.8%. For households that were renting (154), 68.8% supported changing the existing limitations. Households living in single family homes (480) and households that owned their residence (682) also favored changing the regulation with 55.2% and 56.5% supporting this change, respectively. With the exception of the Belmont Hill area, all other parts of the Town supported changing this regulation with almost two-thirds of the respondents in both the Winn Brook (129 respondents) and Harvard Lawn (91 respondents) areas supporting a change in the regulation. Additionally, those supporting a change in the regulation overwhelmingly supported removing the limitation on parked vehicles in one's driveway (see Attachment 5).

**Front Yard Parking** - Responses to the front-yard parking prohibition paralleled the comments heard at the first public meeting. Of 832 responses town wide, 66.8% supported no change to the regulations. Seventy Almost 74% of the households living in single family homes (475) supported no change to the regulations, while 57.3% of those living in 2 family or more structures (356) supported not changing the regulations. There was a significant discrepancy between home owner respondents and renter respondents with 71.1% of homeowners (674 respondents) supporting no change while renters (158 respondents) supported changing the

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regulation by a slight majority (51.9%). The Chenery area (288 respondents), Waverley area (230 responses), Winn Brook Area (131 responses, and Belmont Hill area (75 responses) supported not changing the regulations with support ranging from 66.4% to 76%. Differing from the rest of the Town, 52.3% of the Harvard Lawn area (86 respondents) supported changing the front lawn parking prohibition.

On-Street, Overnight Parking - Responses to change or not to change the on-street overnight parking ban generated the most comments and were also the most consistent. Town wide (847 respondents), 57.5% of those responding, supported some change to the overnight parking ban. Of 484 households living in single family home, 245 or 50.6% supported a change to the regulation. This compares with households living in 2 or more family structures (359 total), where 66.3% support a change in the regulations. Respondents who identified themselves as owners (686) favored a change in the regulation by a 53.1% majority. Respondents that identified themselves as renters (161), however, favored changing the regulation by a 76.4% majority. Every geographic area supported changing the regulation with Harvard Lawn (89 respondents), Waverley (224 respondents), and Winn Brook (135 respondents) supporting change by 66.3%, 60.7% and 61.5% respectively. Of those supporting a change in the regulations (487 respondents), 191 supported a policy that allowed resident only parking (see Attachment 5). Additionally, approximately 30 respondents commented that on-street overnight parking for guests should be allowed. At the public meetings, several residents noted that they received conflicting information on guest parking privileges. The Town's Chief of Police has noted that an on-street overnight parking policy for guests currently exists and simply requires a call to the Police Department by the homeowner. For the purposes of this survey, those respondents that indicated a need for guest parking privileges were classified as supporting no change to the current regulation as such a policy does exist although it may not be widely known.

A general theme appearing in several of the open ended comments under all three questions regarding existing regulations was that any changes would affect the "Belmont aesthetic." Correlated with this comment is that many respondents could not identify the substantive reasons why certain regulations exist.

### **PUBLIC INPUT CONCLUSIONS**

1. Results from the survey and comments from the public meeting provide additional support to the request by the Zoning Board of Appeals to review current parking regulations as they affect residential properties. There are a significant number of households with more vehicles than can legally be accommodated on their lots.
2. Rental properties, which have fewer vehicles overall, appear to be most affected by existing regulation as noted by their propensity to support changes in the regulations. (The lower number of vehicles associated with rental properties is indirect evidence that parking requirements for rental properties need not be as stringent as for single-family owner occupied homes.)
3. In its previous memorandum to the Selectmen, the Planning Board noted that differences among zoning districts are not recognized when addressing parking regulations. That the Town is not a single neighborhood to be treated in the same manner is further supported

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by different responses among the various geographic neighborhoods. In particular, both the Harvard Lawn area and the Winn Brook area strongly support a reexamination of the on-street overnight parking ban and the limits on number of vehicles allowed to park in a driveway whereas other neighborhoods are less supportive.

4. There is widespread consensus that no changes should be instituted in how the Town regulates parking in the front yard area.
5. Changing the number of vehicles allowed to be parked in one's driveway was the issue that received the most support from both survey respondents and those attending public meetings. This issue was also noted in the Planning Boards previous memo (see Attachment 1) under "Intensity of Use."
6. Both the survey and the public meetings acknowledged that exceptions to the regulations in cases of hardship should be allowed. Again, several of the open ended comments specifically noted that where a residence has no on-site parking, on-street parking should be allowed.
7. A significant number of residents are unaware of the existing parking regulation and/or unclear of the rationale for the various regulations.

## RECOMMENDATIONS

1. Regulations governing the number of parked vehicles allowed on a residentially zoned lot are tenuously supported by the purposes justifying the establishment of the Town's Zoning By-Laws. Further, these regulations often appear to be based on aesthetic or community image concerns. The Planning Board therefore recommends that such regulations be removed from the Town's Zoning By-Laws, and be promulgated instead by the Board of Selectmen for incorporation into the Town's General By-Laws.
2. Automobile use and ownership is an integral part of 21<sup>st</sup> Century life. The Planning Board recognizes the environmental concerns associated with the automobile and certainly encourages families to be sensitive to those concerns. Nevertheless, the households of today are minimally two automobile families and add automobiles as children become of legal driving age. The Planning Board therefore recommends that the specific regulatory limits on parked vehicles in driveways be eliminated while lot coverage and open space requirements continue to govern available space for driveway parking.
3. The Board of Selectmen through the Office of Community Development should confirm the locations of all properties with no space for on-site parking. Residents of those properties could then be issued stickers by the Belmont Police Department to allow on-street overnight parking on the street where the property is located. A snow-emergency or winter parking ban should be imposed. Where a street is not suitable for on-street parking, the closest suitable street should be identified and designated for use.
4. The Planning Board recognizes that the success of any parking policy is dependent upon an effective enforcement/implementation program.

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- a. The Board of Selectmen through the Town's Police Department should review and institute such a program concurrent with the establishment of the policy.
  - b. The Board of Selectmen in consultation with the Belmont Police Department should promulgate a simple and enforceable overnight guest/emergency parking policy that is widely publicized and uniformly applied throughout the Town. The policy should set standards for number of nights, number of vehicles, ease of application and associated fees.
5. The Board of Selectmen through the Office of Community Development should further investigate the unique needs of the Harvard Lawn area and the Winn Brook area, and study the parking issues associated with rental properties. These studies should culminate with specific recommendations to address the residential parking needs of these communities.
  6. The Board of Selectmen should investigate use of the Town's web site to provide clear and easily available information about the Town's parking regulations and options.

**ATTACHMENT 1:**

**RESIDENTIAL PARKING IN BELMONT**

**A REPORT PRESENTED TO THE BELMONT BOARD OF SELECTMEN BY THE  
BELMONT PLANNING BOARD**

NOVEMBER 29, 2007

**INTRODUCTION**

The Belmont Planning Board prepared this report in response to a request from the Town's Zoning Board of Appeals to assess and, if appropriate, propose changes to the residential parking regulations found in the Town's Zoning By-Laws. This request was prompted by an influx of special permit applications by residents that had received citations for illegal parking during a recent Office of Community Development enforcement action. While the citations primarily concerned the number of vehicles parked in driveways, the Planning Board requested staff to prepare a report that examines residential parking issues, concerns, and current regulations in their entirety.

**REGULATORY ENVIRONMENT**

Existing regulations, directly and indirectly affecting residential parking, found in the Zoning By-Laws are summarized as follows (regulations apply to all residential districts unless otherwise noted):

1. Open lot parking for not more than 3 vehicles accessory to a single family home allowed by right.
2. Open lot parking for not more than 2 vehicles per dwelling unit or 5 vehicles per structure accessory to residential structure other than a single family or apartment allowed by right.
3. Open lot parking in excess of that allowed by right is allowed by special permit.
4. Two parking spaces per dwelling unit are required except only one space required for dwelling unit with less than 2 bedrooms.
5. Parking within a required front yard allowed by Special Permit except on a driveway leading to, and no wider than, an attached garage. Front yard is defined as the area between the two sides of the principle structure and extended to the street. (Note a corner lot has two front yards.)
  - A. Additional criteria for the General Residence District (GR)
    - i. driveway cannot exceed 25% of front yard area
    - ii. Slope of driveway shall be no greater than 15%
    - iii. two car garage openings or larger below ground floor require special permit.
      - Paved area of driveway no wider than garage

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- iv. For attached single car garage, maximum width of driveway shall not exceed 12 feet
6. Areas of driveways and parking spaces are not credited towards meeting open space requirements.
  - A. 50% minimum open space requirement for all single-family districts.
  - B. 40% minimum open space requirement for GR district.
7. A garage shall have a vehicular access from the street.
8. Detached garages (accessory buildings)
  - A. may be built to within five feet of the side line and rear line of a lot and to within five feet of the principal building.
    - i. If any part of the garage is forward of the rear line of the dwelling, the garage shall conform to the dimensional regulations of the dwelling.
  - B. shall not exceed 660 square feet or contain more than 3 vehicles.
  - C. shall not cover more than 40% of the rear yard.

### Other Regulations

Several regulations relating to residential parking are found in the General By-Laws of the Town or have been established by the Traffic Division of the Belmont Police Department. These regulations include:

1. Parking for over one (1) hour between the hours of 1 a.m. and 7 a.m. is prohibited.
2. No person shall permit a motor vehicle which is unregistered, disabled, dismantled or inoperative to remain ungaraged for more than thirty days.
3. Posted parking prohibited signs on various streets throughout the Town.

### **REGULATORY BASIS FOR ENFORCEMENT**

Enforcement actions result from violations of vehicle parking regulations. However, with the exception of Regulation 1 through 3, and 8B (see above), the number of parked vehicles is not regulated by the zoning by-laws.

### Purpose of Vehicle Regulations

Regulations 1 through 3 limit the number of vehicles parked in open areas (i.e. not in a garage) on residential zoned properties. However, it is not clear what public purpose generated these regulations. The minimum number of parking spaces as required by zoning varies by use and, specifically for residential uses, is determined by the number of residential units on a parcel. Thus zoning recognizes that parking associated with a use, residential or otherwise, is not a separate use or accessory use of that parcel. However, the Town's Zoning By-Law treats the

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number of vehicles on a residential zoned parcel as an accessory use (open lot storage). Based on the wording of the regulations, it appears the regulations were written to prevent residential property owners from creating the 'appearance of' parking lots on their property. However, commercial parking within the residential districts is already prohibited via use regulations. Therefore, limiting the number of parked vehicles would not appear to relate to concerns with non-residential uses of the property.

Open space and lot coverage concerns could serve as the purpose for regulating number of allowed parked vehicles. However, those concerns are already addressed under the residential dimensional regulations. Vehicles parked on driveways do not alter percent of open space as the driveway is already deducted from available open space. Vehicles parked on pervious surfaces (e.g. lawns) count against available open space. Additionally, controlling number of vehicles utilizing a percent open space standard is difficult, if not impossible to enforce.

The regulations may have been written with the intent to establish an aesthetic standard. The difficulty here is that establishing such a standard is generally not the purpose of zoning and current regulations do not consider differences between zoning districts especially minimum lot sizes (see below). A family of six may require an identical number of vehicles regardless of whether that family resides in an SR-A or SR-C district. Clearly, however, the visual impact of the number of vehicles is more pronounced in smaller minimum lot size zones.

### **RESIDENTIAL PARKING ISSUES**

The review of existing residential parking regulations, their relationship to enforcement, and their intended purpose raises several concerns/issues. These issues include differences among residential districts, intensity of allowed use, location of parking on the parcel, and on-site versus off-site parking.

#### Differences among Districts

Open space and lot coverage requirements are based on a percentage of lot area thus creating a situation where actual amount of open space and/or lot covered varies from one residential zone to another. Unlike open space and lot coverage regulations, parking regulations/requirements do not vary by district except as shown in 5A above. Parking regulations which limit number of vehicles or require minimum number of parking spaces therefore have differing net impacts depending on the particular residential zone. Allowing three vehicles to park on a 12,000 square foot lot has very different visual and aesthetic impacts than allowing the same three vehicles to park on a 5,000 square foot lot.

#### Intensity of Use

The number of parked vehicles allowed by regulation is solely determined by type of district or classification of structure (single-family, two-family, etc). Thus, while required number of parking spaces is, at least indirectly, related to intensity of use, number of vehicles is held to an arbitrarily established standard. This creates a situation is where, for example, a five bedroom single family home generating more vehicles than a two bedroom home and potentially more

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vehicles than two 2-bedroom units in a two family home are all subject to the same regulatory standard.

### Allowed On-Site Parking Locations

Generally speaking, regulations encourage vehicles to be parked in garages and on driveways. Garages are divided into two classes: attached and detached. Attached garages are considered as part of the principle structure with setbacks and other dimensional criteria established by the underlying zoning as applied to the principle structure. Detached garages are treated as accessory structures and have their own dimensional criteria. Interestingly, where maximum size of attached garages is solely regulated by percent open space and/or lot coverage, maximum size of detached garages, while still controlled by open space and lot coverage considerations, is additionally limited (660 square feet).

The ban on front yard parking prohibits parking on a circular driveway constructed in front of one's home (construction of the driveway is not specifically prohibited; it is the parking that's regulated). However, in the large lot zones, homeowners have circumvented this regulation by constructing their homes with a greater front yard setback. Because the definition stipulates 'required' front yard, a homeowner may construct their home exceeding the front yard setback. The land where the setback ends and the structure begin is not considered part of the required front yard and therefore not subject to the parking ban. Thus the circular driveway can be built outside of the 'required' front yard setback, but still within the front yard.

### On-Site Versus Off-Site

Parking regulations found in the Town By-Laws pertain to off-site parking (generally street parking) and are not directly related to the residential parking issues raised by the recent enforcement action. However, changes to the regulations may offer alternative solutions to these concerns. For this reason, it is significant to note that, with the exception of overnight parking, most street parking bans appear to result from neighborhood requests for a ban and not from standards or criteria that relate to appropriateness of parking. The result is that the regulations place a burden on certain properties that may not be placed on others; all properties on a street are treated equally despite differing lot sizes, differing building sizes, etc.

### Other Issues

A recent survey identified 22 properties with no driveways. In some cases, if not all, the lots are so small that no side yards exist. In effect, the current regulations prohibit these home owners from parking on their properties unless a special permit is granted.

Finally, residential parking regulations require 2 parking spaces per unit in residential districts. However, while requiring 6 parking spaces for a three family structure (regulation 4), only 5 vehicles are allowed to park on site (regulation 2). This regulation needs to be reviewed and made consistent.

## **RECOMMENDATIONS**

## Residential Parking in Belmont

1. Regulations governing the number of parked vehicles allowed on a residentially zoned lot are tenuously supported by the purposes justifying the establishment of the Town's Zoning By-Laws (attached). The Planning Board therefore recommends that such regulations be promulgated by the Board of Selectmen and be amended to the Town's General By-Laws. The Planning Board encourages the Board of Selectmen to hold public meetings soliciting the input of residents in developing parking regulations.
2. Automobile use and ownership is an integral part of 21<sup>st</sup> Century life. The Planning Board recognizes the environmental concerns associated with the automobile and certainly encourages families to be sensitive to those concerns. Nevertheless, the households of today are minimally two automobile families (one for the husband and one for the wife) and add automobiles as children become of legal driving age. The Planning Board therefore recommends that the allowed number of parked vehicles on driveways on single family lots be equal to three except that any family may apply for and be given parking stickers to allow parking for family owned vehicles equal to the number of bedrooms plus one. An upper limit on numbers of parked vehicles may deserve some consideration.
3. Allowed on-site parking locations remain as mandated under current regulations except that in GR zones, where no side yards exist, one front yard space is allowed by right. No impermeable material is allowed in the construction of that space.
4. The Board of Selectmen to identify the locations of all properties with no space for on-site parking. Streets on which those properties are located and which create no public safety hazards should be posted as "Resident Parking Allowed" including overnight parking. A snow-emergency parking ban may be imposed. Where a street is not suitable for parking, the closest suitable street should be posted as "Resident Parking Allowed".
5. The Planning Board recognizes that the success of any parking policy is dependent upon an effective enforcement/implementation program. The Board of Selectmen should review and institute such a program concurrent with the establishment of the policy.



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- 7. Driveway parking for more than 3 vehicles accessory to a single-family home and for more than 2 vehicles per dwelling unit or 5 vehicles per structure accessory to a two- or three-family residential structure is allowed by special permit only. (Subject for Question 8)
- 8. Parking within a required front yard allowed by Special Permit only. (Subject for Question 9)
- 9. On-street, overnight parking for over (1) hour between the hours of 1:00 a.m. and 7:00 a.m. is prohibited. (Subject for Question 10)

**8. Which of the following amendments to the multiple vehicles in driveway by-law would you support? (Check all that apply)**

- Make no changes/keep as is
- Allow a maximum of 4 or 5 vehicles to park in a driveway of a single-family home
- Allow up to six vehicles to park in driveway of two- or three-family structures
- Allow unlimited number of vehicles to park in driveway of single-family homes if the driveway is large enough and no open space/lot coverage violations exist or are created
- Allow unlimited number of vehicles to park in driveway of two- or three-family homes if the driveway is large enough and no open space/lot coverage violations exist or are created
- Other (please specify) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**9. Which of the following amendments to the front yard parking by-law would you support? (Check all that apply)**

- Make no changes/keep as is
- Allow parking in front yard setback area
- Allow parking in front yard setback area for a maximum of two vehicles
- Allow parking in front yard setback area only where residence is a 2 or more family structure
- Other (please specify) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**10. Which of the following amendments to the on-street, overnight parking regulation would you support? (Check all that apply)**

- Make no changes/keep as is
- Allow overnight, on-street parking year-round
- Allow overnight, on-street parking except during the winter months (no parking November 1 thru April 30)

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- Allow overnight, on-street parking only on selected streets
- Allow overnight, on-street parking to residents only (issue resident parking stickers)
- Allow overnight, on-street parking to residents only (issue resident parking stickers)and only on selected streets
- Other (please specify) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**YOU HAVE COMPLETED THE SURVEY. THE BELMONT PLANNING BOARD THANKS YOU FOR YOUR RESPONSES. THE SURVEY WILL CONCLUDE ON FEBRUARY 22, 2009. THE OFFICE OF COMMUNITY DEVELOPMENT/ PLANNING DIVISION WILL POST THE RESULTS ON THEIR WEBPAGE IN EARLY MARCH.**

**ATTACHMENT 3:**

**REGULATORY ENVIRONMENT**

Existing regulations, directly and indirectly affecting residential parking, found in the Zoning By-Laws are summarized as follows (regulations apply to all residential districts unless otherwise noted):

10. Open lot parking for not more than 3 vehicles accessory to a single family home allowed by right.
11. Open lot parking for not more than 2 vehicles per dwelling unit or 5 vehicles per structure accessory to residential structure other than a single family or apartment allowed by right.
12. Open lot parking in excess of that allowed by right is allowed by special permit.
13. Two parking spaces per dwelling unit are required except only one space required for dwelling unit with less than 2 bedrooms.
14. Parking within a required front yard allowed by Special Permit except on a driveway leading to, and no wider than, an attached garage. Front yard is defined as the area between the two sides of the principle structure and extended to the street. (Note a corner lot has two front yards.)
  - B. Additional criteria for the General Residence District (GR)
    - i. driveway cannot exceed 25% of front yard area
    - ii. Slope of driveway shall be no greater than 15%
    - iii. two car garage openings or larger below ground floor require special permit.
      - Paved area of driveway no wider than garage
    - iv. For attached single car garage, maximum width of driveway shall not exceed 12 feet
15. Areas of driveways and parking spaces are not credited towards meeting open space requirements.
  - C. 50% minimum open space requirement for all single-family districts.
  - D. 40% minimum open space requirement for GR district.
9. A garage shall have a vehicular access from the street.
10. Detached garages (accessory buildings)
  - D. may be built to within five feet of the side line and rear line of a lot and to within five feet of the principal building.
    - i. If any part of the garage is forward of the rear line of the dwelling, the garage shall conform to the dimensional regulations of the dwelling.
  - E. shall not exceed 660 square feet or contain more than 3 vehicles.

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F. shall not cover more than 40% of the rear yard.

### Other Regulations

Several regulations relating to residential parking are found in the General By-Laws of the Town or have been established by the Traffic Division of the Belmont Police Department. These regulations include:

4. Parking for over one (1) hour between the hours of 1 a.m. and 7 a.m. is prohibited.
5. No person shall permit a motor vehicle which is unregistered, disabled, dismantled or inoperative to remain ungaraged for more than thirty days.
6. Posted parking prohibited signs on various streets throughout the Town.

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**Attachment 4**

**ATTACHMENT 5:**

<b>Question 8: Which of the following amendments to the multiple vehicles in driveway by-law would you support?</b>					
			Unlimited number in single family if driveway large enough and no open space/lot coverage violations	Unlimited in 2- or 3-family homes if driveway large enough and no open space/lot coverage violations	
No change	Maximum of 4 or 5 vehicles in driveway of single family home	Up to 6 vehicles in driveway of two- or three-family homes			
344	129	138	304	317	
<b>Question 9: Which of the following amendments to the front yard parking by-law would you support?</b>					
			Allow parking in front yard setback area only where residence is a 2 or more family structure		
No change	Allow parking in front yard setback area	Allow parking in front yard setback area for no more than 2 vehicles			
556	140	88	81		
<b>Question 10: Which of the following amendments to the on-street, overnight parking regulation would you support?</b>					
			Allow on-street, overnight parking on selected streets	Allow on-street, overnight parking to residents only	Allow on-street, overnight parking to residents only on selected streets
No change	Allow on-street, overnight parking	Allow on-street, overnight parking except during winter			
360	105	141	59	191	95