**Article \_\_\_:** To see if the Town will vote to amend the Code of the Town of Harwich – Zoning by amending §325-42.L by making the following changing (new text shown in **bold underline** and deleted language shown in ~~strike-out~~):

Parking and loading zone setbacks for all uses except single-family, two-family and single-family with accessory apartment shall be as follows. For commercial structures, wheel stops for parking spaces perpendicular to or at an angle to a structure shall be located so as to provide a clear area of three feet between the end of a vehicle parked in the space and the nearest structure.

| **Parking Setbacks**1  **(feet)** | | | |
| --- | --- | --- | --- |
| **Zone** | **Street** | **Side Line** | **Rear** |
| RR, RM, RL, RH-1, RH-2 and RH-3 | 20 | 10 | 10 |
| CV, CH-1 and CH-2 | 20 | 10 | 10 |
| IL | 15 | 5 | 5 |
| MRL and MRL-1 | ~~50~~  **Note 2** | ~~50~~  **Note 2** | ~~50~~  **Note 2** |
| **Notes:** | | | |
| 1 No parking area containing more than four spaces or loading area shall be located within a required front yard, except that those buildings utilizing the provisions of §325-51L (Village Commercial Overlay District) shall not locate any parking within the front yard.  **2(1) On already improved properties, the setbacks for parking shall be established at the time of the site plan review.**  **(2) For vacant lands to be developed for any purpose (other than single-family, two-family and single-family with accessory apartment) the minimum setbacks for parking shall be 25 feet from the street and rear property line and 20 feet from the side property line.** | | | |

**Explanation:** *These changes would allow for creativity and flexibility for parking within the MRL and MRL-1 zoning district, particularly for already improved properties.*