

# Town of Canton

## DOWNTOWN PARKING STRATEGY



January, 2019









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# INTRODUCTION



# INTRODUCTION

This report was prepared on behalf of the Town of Canton through a “Massachusetts Downtown Initiative Technical Assistance Program” competitive grant from the State Department of Housing and Community Development (DHCD). The Town staff of Canton provided oversight and review of the parking management plan, final report, and final presentation. In addition, Town businesses, residents, visitors, and employees provided insight and input into this study through a series of stakeholder meetings, a public open house, and a public online survey held in September, 2018.

On behalf of DHCD and the Town of Canton, the study team would like to thank all stakeholders and public participants for their constructive inputs to this process.





## INTRODUCTION | BACKGROUND & STUDY GOALS

### Why a Parking Strategy in Downtown Canton?

The Town of Canton is located 15 miles southwest of downtown Boston, and borders Dedham, Milton, Norwood, Randolph, Sharon, Stoughton, Westwood, and Boston. Canton is a historical New England town with a population of about 21,000, and is accessible via Interstates 93 and 95, and Routes 24 and 138. MBTA commuter rail service is provided by the Canton Center and Canton Junction stops on the Providence/Stoughton line. MBTA Bus service is also available to Mattapan Station, which passes along the downtown Washington Street corridor.

Over the last several years, the Town has made great efforts to further support mixed use development and multi-modal improvements in the downtown. Downtown Canton features a mixed-use environment, with local walking destinations, retail, and housing. In the late 1990s, the downtown was suffering with high vacancy rates and the perception that drivers largely passed through the area. In response, a Canton Center Downtown Revitalization Plan was prepared by MAPC in 1999. The Plan described alternatives for revitalization involving streetscaping, parking and circulation, building facade improvements, and the creation of pedestrian and bikeways with open space creation in various key locations.

These goals were echoed in the 2004 Master Plan update (Economic Development section). In the mid-2000s the Town worked hard to implement many of these recommendations with the Downtown Business Association and others. As a result, new streetscape and storefront improvements were made.





## INTRODUCTION | BACKGROUND & STUDY GOALS

Canton continues to attract businesses that will make the Washington Street corridor a vibrant commercial district.

However, downtown parking is an increasing struggle as a result of this success. There is likely enough parking – but thoughtful planning, management, and enforcement is needed.

### What is the Downtown Canton Parking Strategy trying to achieve?

As local growth and development efforts advance within downtown Canton, the Town has recognized the need for a comprehensive management plan for parking to support continued investment downtown. An effective parking management plan helps to strategically maximize existing parking assets, and to make smarter parking policies to work in tandem with the broader and long-term goals of downtown development. Specific goals for the study include:

- **Making parking around the downtown area available, affordable, consistent, clear, and visible**
- **Encouraging people to park once and visit multiple destinations**
- **Separate long-term and short-term parking (employee, visitors, commuters)**
- **Improve walking connections and wayfinding**
- **Better manage occupancy and maximize efficiency**







# EXISTING CONDITIONS

## EXISTING CONDITIONS

This section documents existing parking conditions within Downtown Canton. Data collection efforts in the Summer of 2018 **identified existing parking assets, their regulations, how they are used today, and the Town's current parking management strategies.**



## EXISTING CONDITIONS | STUDY AREA

To effectively measure parking usage across Downtown, the Town and study team identified a study area that includes Washington Street from Walnut Street to Chapel Street, and all abutting side streets. This study area also includes the Town Hall, the Library, the Post Office, and the Canton Center commuter rail station.

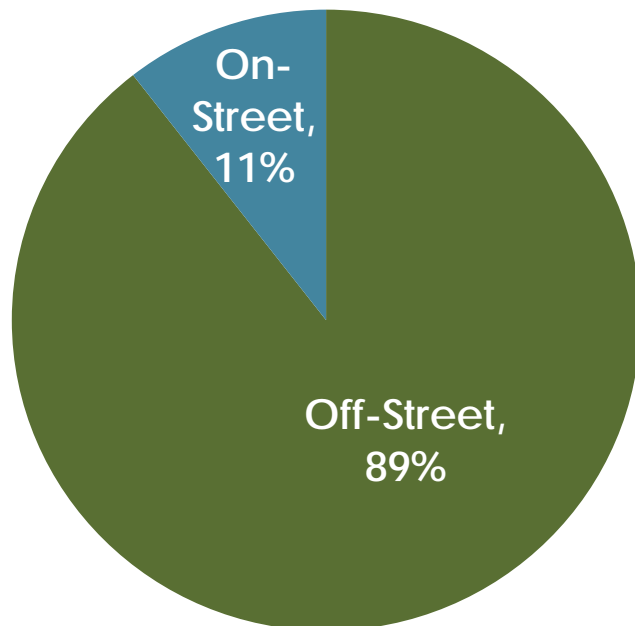
The study area also encompasses various private lots along the Washington Street corridor that serve business patrons, employees, and residents, as well. Businesses rely heavily on surface parking lots for customer and employee parking, as on-street parking in Canton Center is limited.



## EXISTING CONDITIONS | PARKING INVENTORY

Within the Downtown study area, there are a total of 1,577 parking spaces. Of this inventory, 166 spaces are on-street parking and 1,411 spaces are off-street parking.

In order to gather the most accurate depiction of parking inventory, the team recorded regulations within the study area as how they might be viewed by a “visitor” or Canton Center “guest”. Further details of the on-and off-street parking regulations within the study area are reflected in the tables to the right.



### ON-STREET

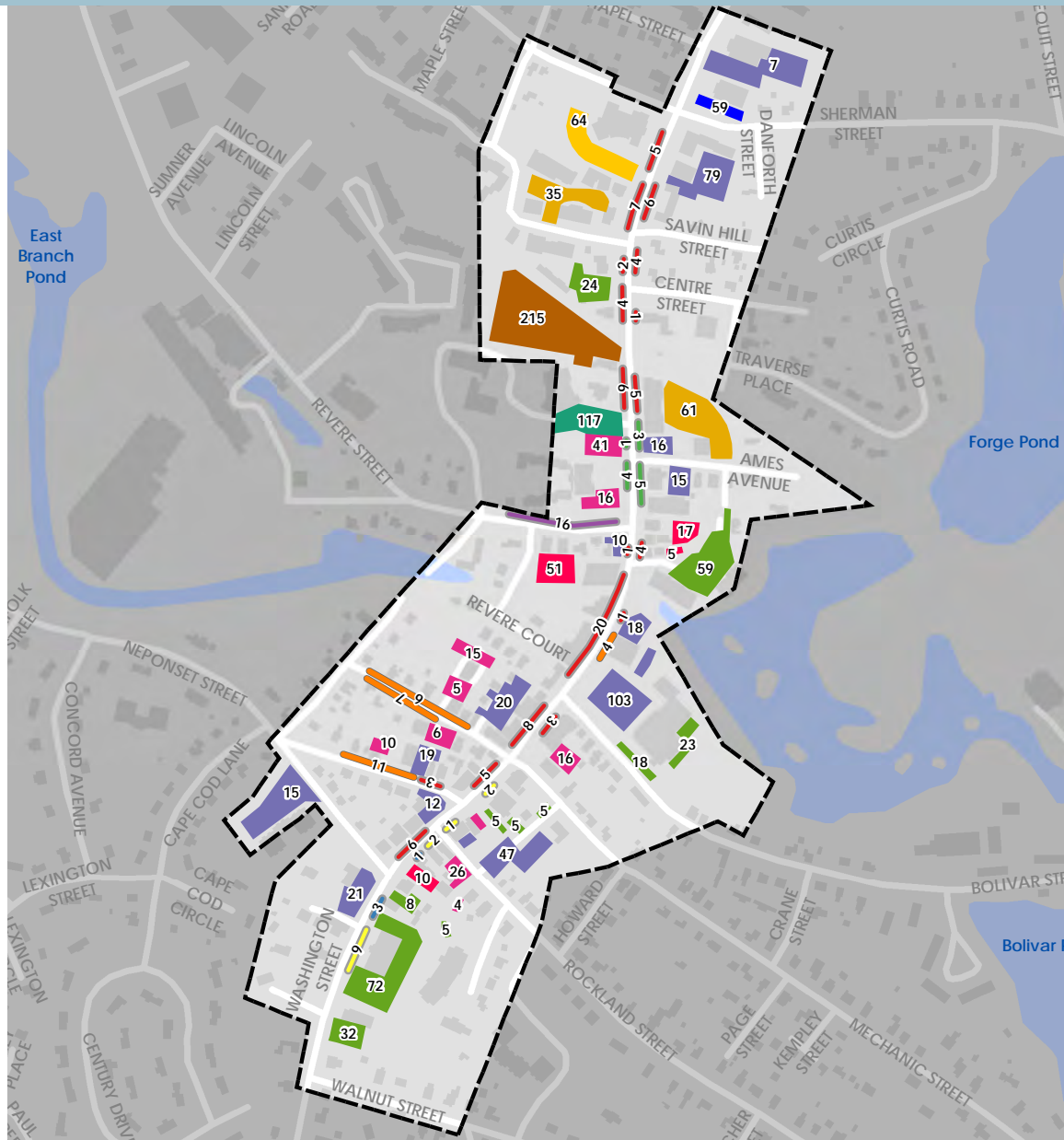
Regulation	Definition	Parking Supply	Percentage
8am-5pm, Excluding Sundays or Holidays, 1-Hour Parking	"1 hour parking from 8am-5pm only. Excluding Sundays or Holidays" signage	91	55%
Unregulated Parking	No regulation or signage	31	19%
2 Hour Parking (6am-7pm)	"2 hour parking only" signage	16	10%
15 Minute Parking	"15 minute parking only" signage	13	8%
No Parking 6:30am-9am Monday-Friday, No Time Limits	"No parking from 6:30am-9am, Monday-Friday only" signage	11	7%
8am-5pm; No Parking 6:30am-9am Monday-Friday, 1-Hour Parking	"1 hour parking from 8am-5pm only, no parking from 6:30am-9am Monday-Friday" signage	4	2%

### OFF-STREET

Regulation	Definition	Parking Supply	Percentage
Customer/Employee Parking	"Customer & employee parking only" signage	382	27%
Unregulated Parking	No regulation or signage	256	18%
Commuter Rail Parking (Paid Lot)	"Commuter rail parking" signage	215	15%
Residential Parking	"Resident parking only" signage	139	10%
Church Parking	"Church parking - private" signage	117	8%
Unregulated, Except No Commuter/Train Parking	"No commuter parking" signage	96	7%
Mixed Use (Customer/Employee and Residential Parking)	"Reserved parking" or "private parking" signage	22	6%
Library Patrons Only	"Library patrons parking only" signage	64	5%
Town Hall Business Parking Only	"Parking for Memorial Hall Business only" signage	59	4%



# EXISTING CONDITIONS | PARKING INVENTORY



## Canton Town Center Parking Regulations

--- Study Area

### On-Street Parking Regulations

- 8am-5pm, Excluding Sundays or Holidays, 1-Hour Parking
- 8am-5pm; No Parking 630am-9am Monday-Friday, 1-Hour Parking
- 15 Minute Parking
- 2 Hour Parking (6am-7pm)
- Unregulated Parking
- No Parking 630am-9am Monday-Friday, No Time Limit

### Off-Street Parking Regulations

- Church Parking
- Commuter Rail Parking (\$4/day or \$70/month)
- Customer/Employee Parking
- Library Patrons Parking Only
- Mixed Use (Customer/Employee and Residential Parking)
- Residential Parking
- Town Hall Business Parking Only
- Unregulated Parking (No Signage)
- Unregulated, Except No Commuter/Train Parking



0 200 400 800 Feet

## EXISTING CONDITIONS | PARKING UTILIZATION

### Parking Utilization Process

The study team conducted parking occupancy or “utilization” counts on a “typical” summer weekday. Utilization counts were conducted over a 11 hour period on a Thursday and over 10 hours on a Saturday in mid-June before school was out of session to understand parking demand associated with Canton’s peak activities, including, dining- and commercial-generated demand from breakfast through the dinner hour. Specifically, the team conducted counts at the following intervals:

#### Thursday:

- 9am – 10:30am
- 10:30am – 12:30pm
- 12:30pm – 5pm
- 5pm – 7pm

#### Saturday:

- 9am – 10am
- 10am – 12pm
- 12pm – 3pm
- 3pm – 5pm
- 6pm – 7pm

Mapping the resulting parking utilization data helps to identify clear patterns of high and low usage, including the impact of regulations, as well as the overall share of the parking supply that is actually utilized during times of peak demand. Land usage, regulations, topography, traffic, signage, and other factors can drastically impact how neighboring parking assets are utilized, leaving some locations significantly underutilized, while drivers circle around other locations in search of an available space.

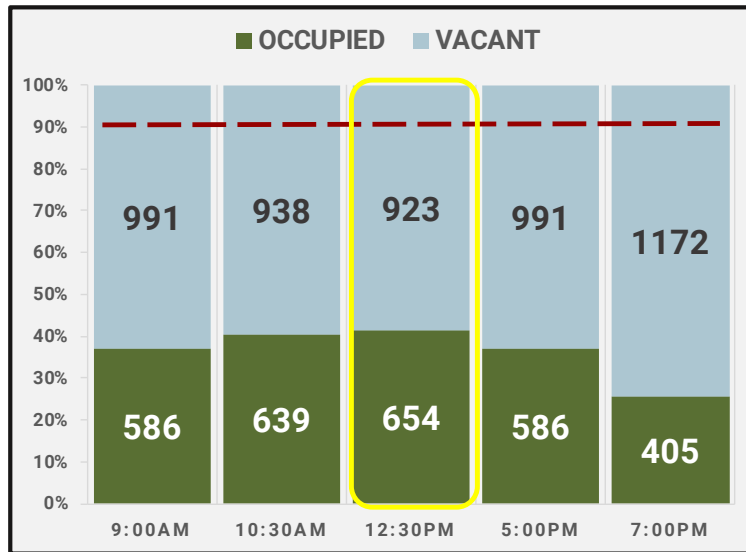
To ensure efficient parking management operations, a certain level of vacancy and utilization is preferred, both on-and off-street. It is ideal to have at least one empty space on each block-face of street parking, to ensure easy customer access to businesses. This typically equates to about 1 out of 8 spaces free, or a target of 15 percent vacant per block face. Similarly a goal of at least 10 percent vacancy is considered ideal in off-street lots. If any facility has less availability, it is effectively at its functional capacity and drivers perceive a lack of availability. Facilities with significantly lower utilization have excess capacity, and are not being efficiently used.

### Spatial Analysis of Parking Utilization: General Analysis

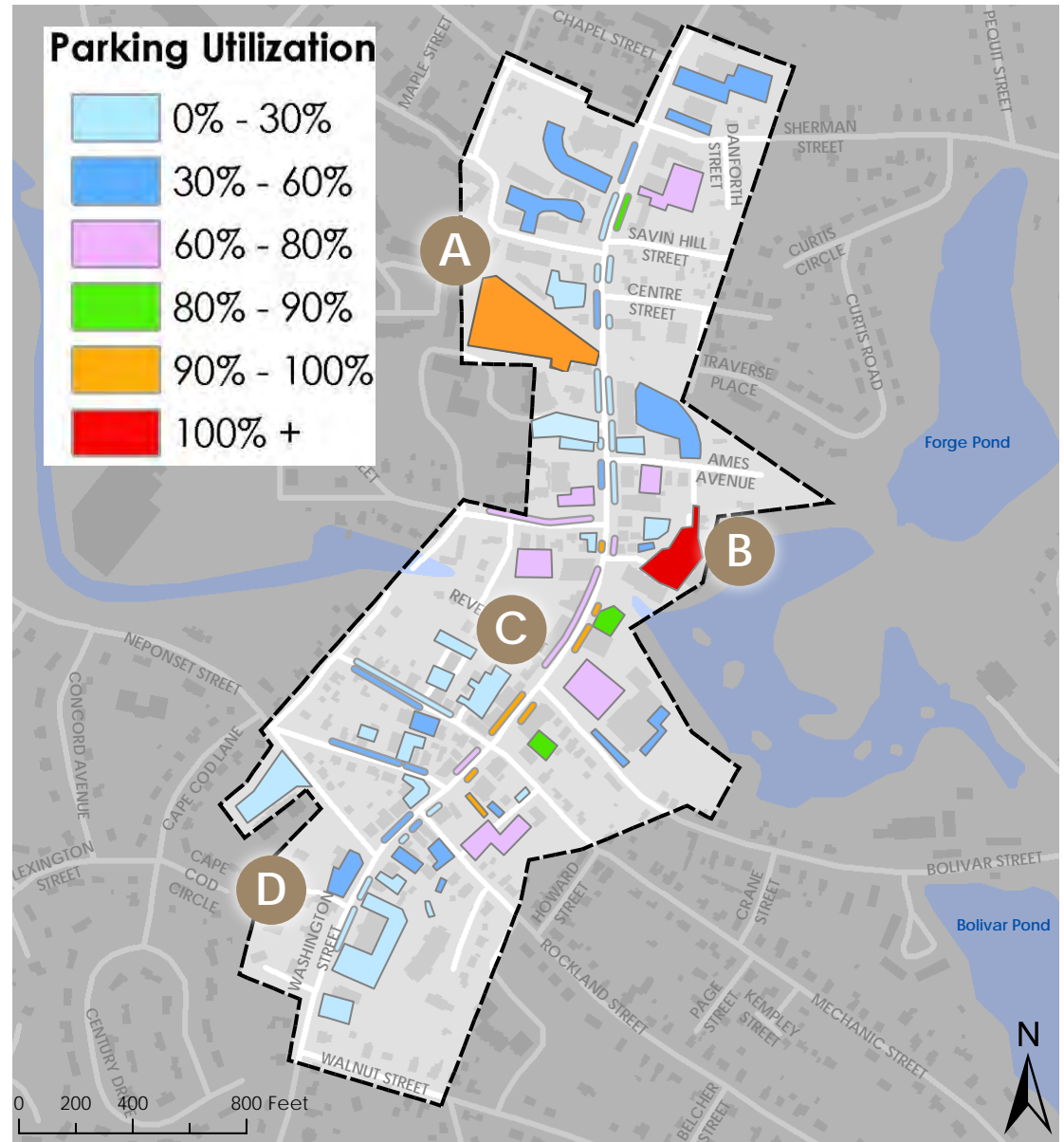
The utilization maps included in the report help to understand the overall occupancy and vacancy levels of all parking spaces within Canton Center. Maps for all time periods can be found in the appendix.



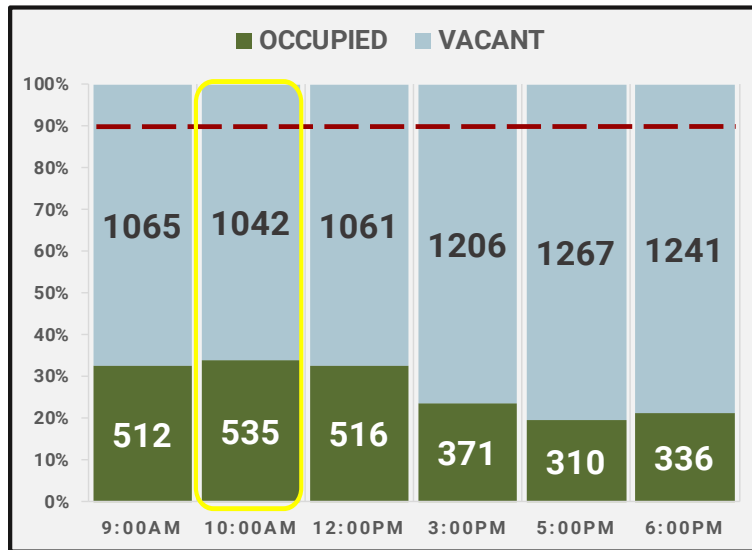
## PARKING UTILIZATION | PEAK WEEKDAY - 12:30 PM



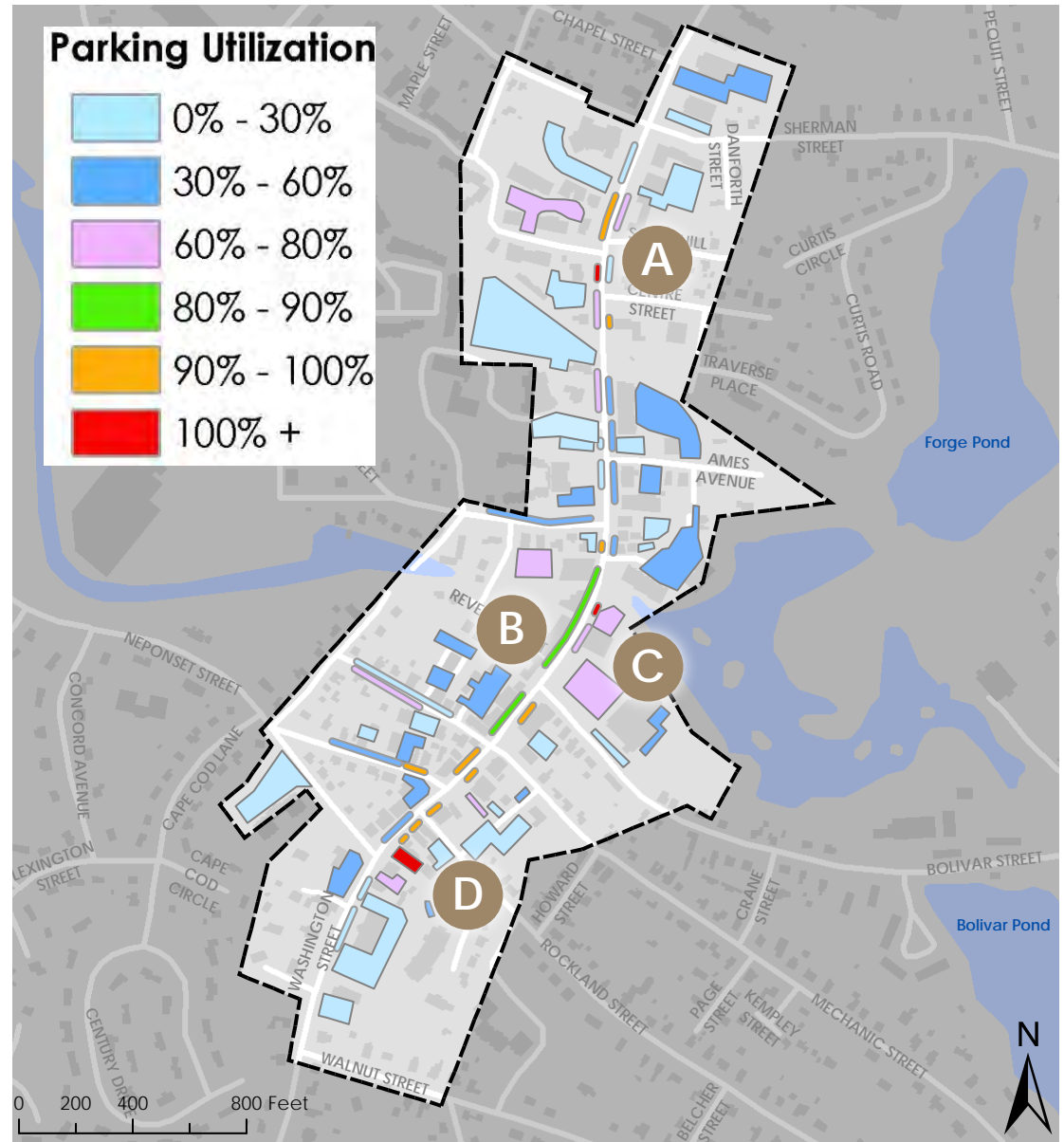
- A** MBTA Commuter Lot full (90-100% utilized)
- B** Ames Avenue Lot over capacity
- C** Core Washington Street on-street spaces busy
- D** Lower Washington Street on- and off-street spaces underutilized



## PARKING UTILIZATION | PEAK WEEKEND - 10 AM



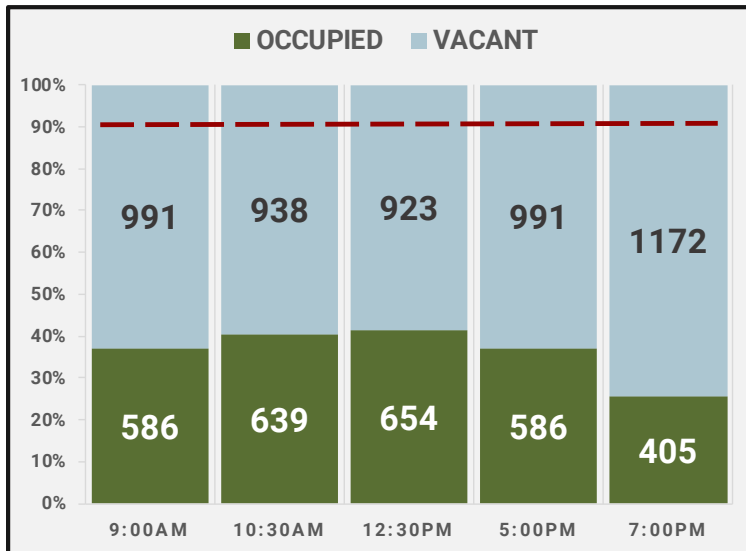
- A** Upper Washington Street on-street spaces busy (+90% utilized)
- B** Core Washington Street on-street spaces busy
- C** Walgreen's lot busy (60-80% utilized)
- D** Unregulated Lot over capacity





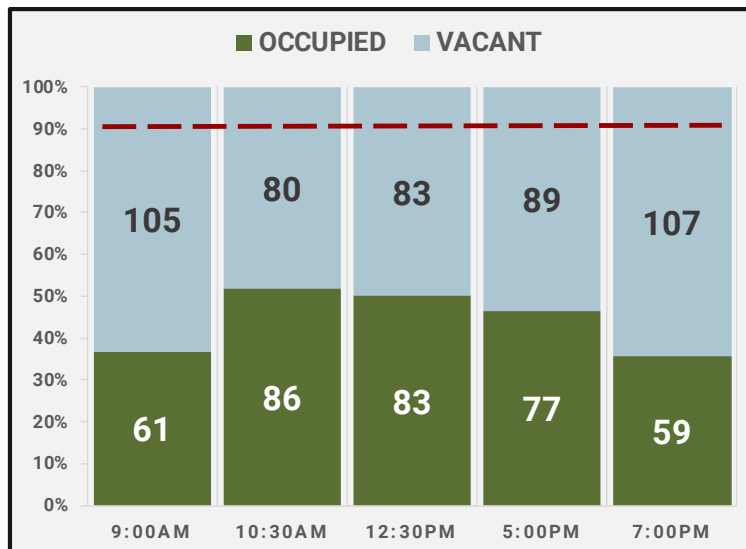
## PARKING UTILIZATION | WEEKDAY FINDINGS

### ALL

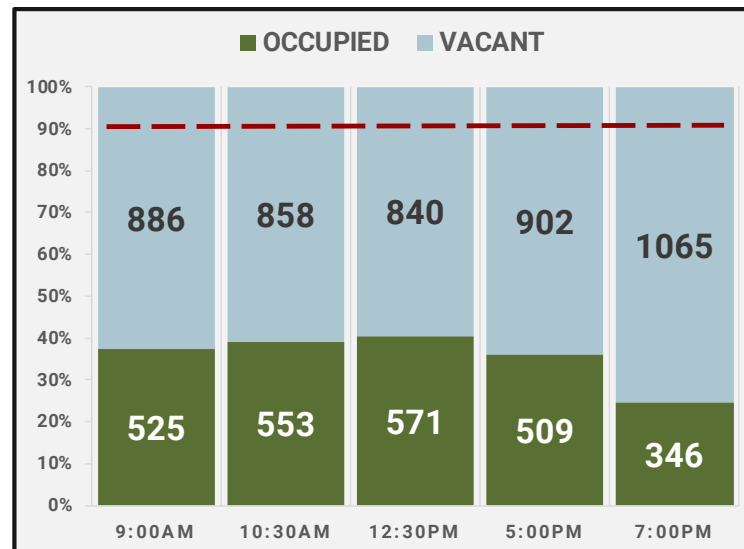


- Peak utilization at 12:30PM (40% utilized)
- High on-street utilization rates at 10:30AM and 12:30PM (around 50%)
- Typical downtown utilization rates (higher during the day and lower after work hours)

### ON-STREET

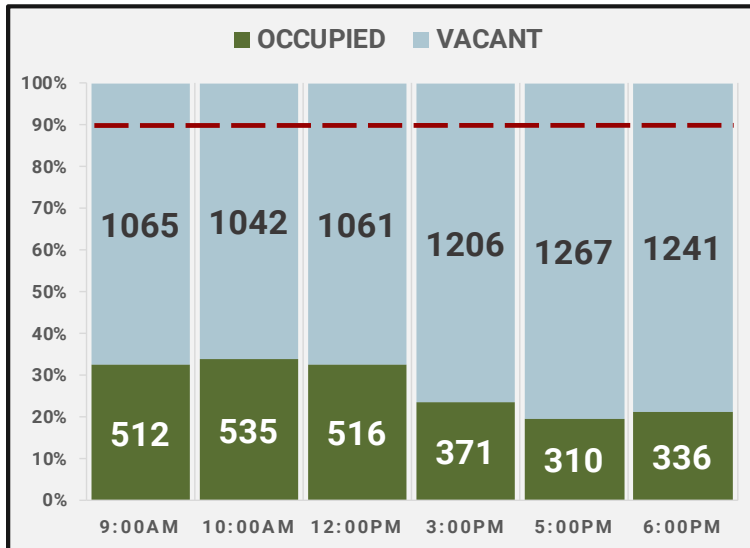


### OFF-STREET



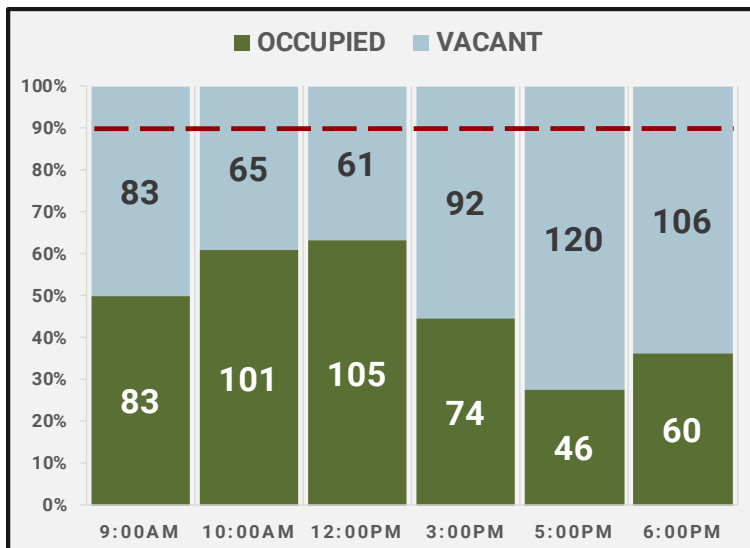
## PARKING UTILIZATION | WEEKEND FINDINGS

### ALL

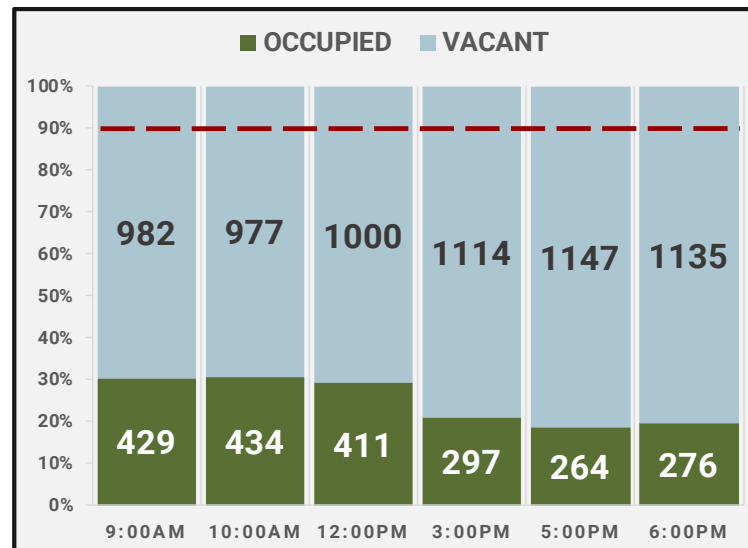


- Peak utilization at 10AM (almost 40% utilized)
- High on-street utilization rates at 10AM and 12PM (around 60%)
- Off-street spaces underutilized

### ON-STREET



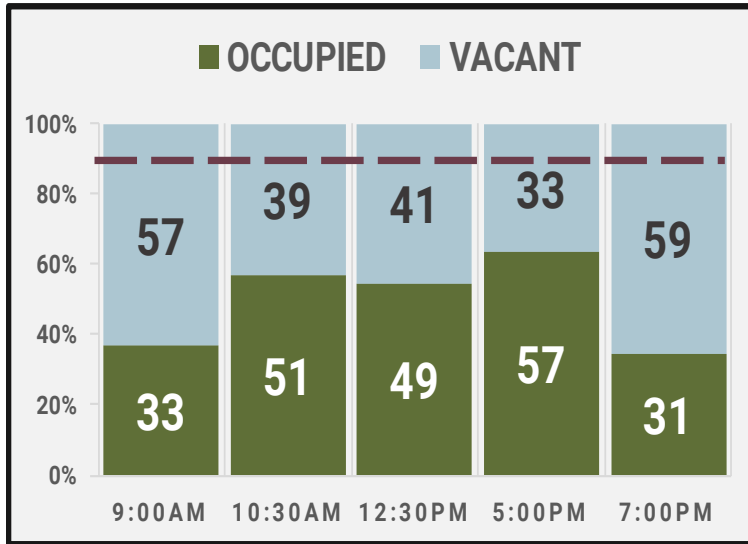
### OFF-STREET





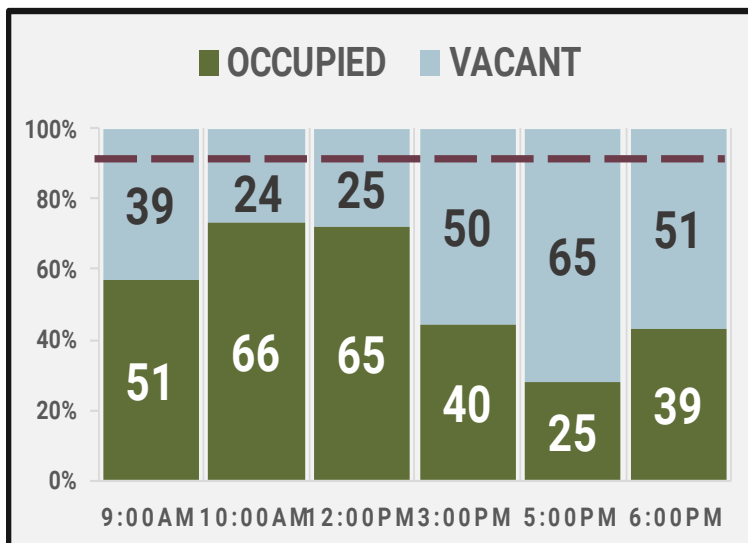
## PARKING UTILIZATION | WASHINGTON STREET 1-HOUR PARKING – WEEKDAY & WEEKEND

### WEEKDAY



- Includes all on-street 1-hour parking on Washington Street\*
- Total inventory: 95 spaces
- High utilization rates of approximately 75% at peak brunch/lunch hours on weekend

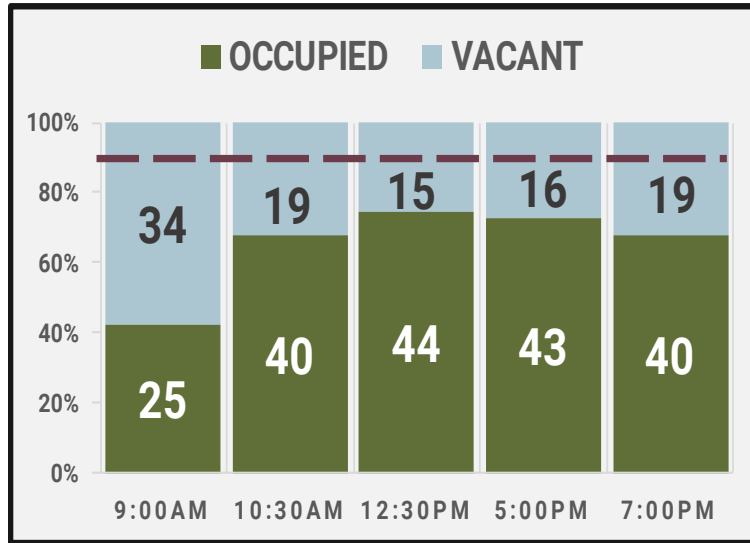
### WEEKEND



\*1-hour parking restriction occurs from 8am-5pm, Monday-Saturday, excluding Sundays or Holidays. There is no parking in these spaces 6:30am-9am on Monday-Friday

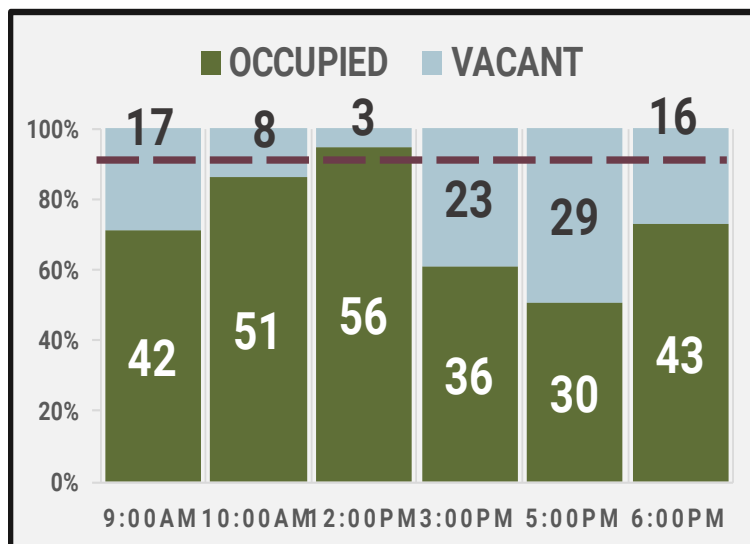
## PARKING UTILIZATION | WASHINGTON STREET ON-STREET BETWEEN REVERE STREET & NEPONSET STREET – WEEKDAY & WEEKEND

### WEEKDAY



- Includes all on-street parking on Washington Street between Revere Street and Neponset Street\*
- Total inventory: 59 spaces
- High utilization rates of approximately 90% at peak brunch/lunch hours on weekend

### WEEKEND



\*1-hour parking restriction occurs from 8am-5pm, Monday-Saturday, excluding Sundays or Holidays. There is no parking in these spaces 6:30am-9am on Monday-Friday. Four spaces included in this sub-area are unregulated and another 12 have no time limit but restrict parking from 6:30AM-9AM on Monday-Friday.

### Key Findings

The comprehensive review of parking inventory and utilization provided an important baseline understanding for the study. In addition, this data is excellent background information for the Town as it considers changes such as new development or adjustments to roadway infrastructure.

**Key findings from the Town Center parking inventory and utilization include observations around highly utilized, prime on-street spaces and surface lot ownership.**

- Overall utilization never exceeds 45% at any point during weekdays or weekends (over 900 vacant)
- Spaces near the library, at the MBTA lot, on Forge Pond, and between Revere & Neponset Streets show higher utilization, but still have capacity at any hour
- Valuable on-street parking is only 11% of overall parking supply
- Washington Street hourly parking between Revere & Neponset Streets is well-utilized (75% weekday & 95% Saturday)
- Private customer/employee parking is the vast majority of supply in downtown Canton, but it rarely exceeds 50% utilized. Valuable customer parking lots adjacent to busy Washington Street remain underutilized at peak period (except Amber Road & Forge Pond)
- Several large lots within a short walk of key destinations remain largely vacant at all hours



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# PUBLIC PROCESS

## PUBLIC PROCESS

The public outreach process is an integral piece of the parking study, as it can help unlock another level of local understanding of how parking is used or not used and the reasons why. To complement data findings from parking inventory and utilization surveys, the study team facilitated both targeted stakeholder interviews, a public open house, and a public engagement online survey in September 2018. These events provided valuable feedback, including first-hand perspectives on parking options and experiences, from those most directly familiar downtown parking.

### Public Engagement Survey, September 7<sup>th</sup> - October 12<sup>th</sup>, 2018

- Participate in an online survey on personal parking habits and preferences
- Use an interactive platform to map parking spots and comments

### Stakeholder Meetings, September 11<sup>th</sup>, 2018

- Interact with key stakeholders (local merchants, business owners, town)

### Public Open House, September 11<sup>th</sup>, 2018

- Vote on parking priorities
- Map comments on issues and opportunities

### Findings and Draft Recommendations, November 13<sup>th</sup>, 2018

- Review utilization data
- Present draft parking improvement strategies



## PUBLIC PROCESS | STAKEHOLDER MEETINGS

### Who attended?

On September 11th, 2018, key community stakeholders were invited to participate in stakeholder meetings to address and discuss parking issues and concerns.

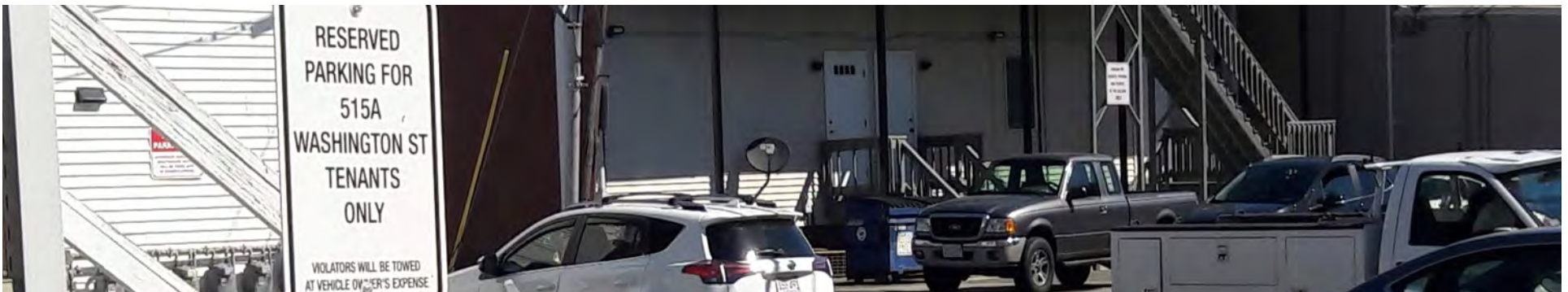
### Why stakeholder meetings?

Stakeholder meetings are an integral part of the parking study as they allow individual, confidential, pertinent conversations with key stakeholders identified by the Town to understand the perception of parking for various groups.

### Who did we talk to?

Stakeholders involved in our meetings included the following:

- Business and property owners
  - Bank of Canton
  - President of the Canton Downtown Business Association
- Canton Center Review Board
- Commission on Disabilities
- Superintendent of Public Works
- Town Administrator
- Assistant Town Engineer



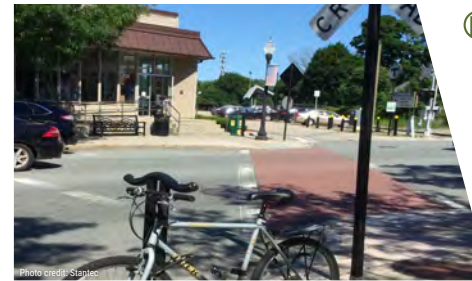
# PUBLIC PROCESS | OPEN HOUSE

## Why an Open House?

On September 11th, 2018, the public was invited to the Canton Public Library to participate in a hands-on “Open House” to give feedback and collect input on parking in Canton. An open house gives the parking study team an opportunity to receive feedback on the inventory analysis and parking issues within Downtown.

## How did we receive parking feedback?

- Hosted an evening workshop open to the public
- Participants marked up aerial and parking inventory maps
- Recorded comments to the draft Canton Center parking inventory
- Solicited parking improvement input through “parking priorities” voting exercise



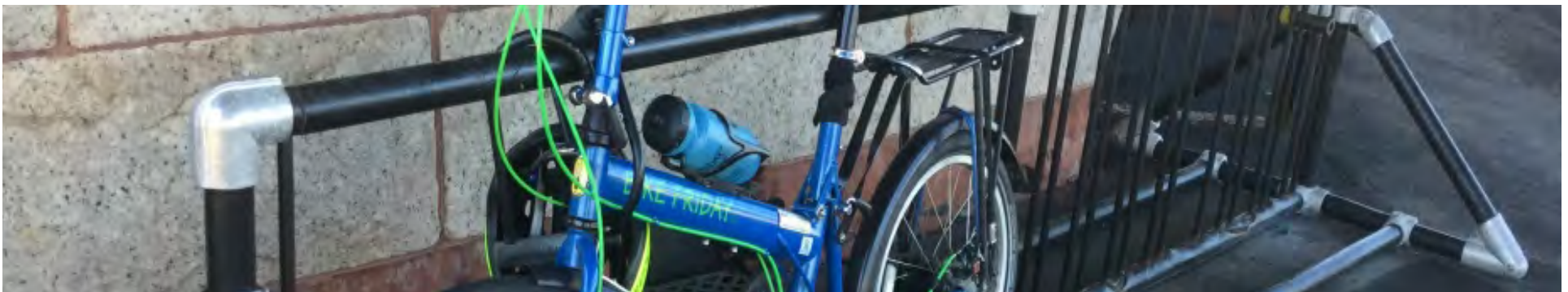
### JOIN US FOR A PARKING OPEN HOUSE

Tuesday, September 11  
5:30 pm - 7:30 pm (drop in any time)  
Canton Library Aldrich Room  
786 Washington Street

For more information, contact Laura Smead at [lsmead@town.canton.ma.us](mailto:lsmead@town.canton.ma.us)



- 📍 Is there enough parking in Canton?
- 💡 Any ideas on how to improve parking management?
- 💬 Share your concerns and ideas!



## PUBLIC PROCESS | PUBLIC ENGAGEMENT SURVEY

### Why a public survey?

Generating public surveys is a quick, user-friendly way for people to give feedback that is organized and useful. Survey questions tend to elicit meaningful responses and seek to isolate perception from use patterns as well as flexibility for new parking management solutions. The survey was available online from September 7th to October 12th, and solicited around 280 responses.

### What did we ask?

- Where do you park most frequently?
- What off-street locations do you park at most frequently?
- Do you find it difficult to find on-and off-street parking in Downtown?
- How would you change the parking time limits (currently mostly 1-hour) Downtown?
- How do you find a place to park?
- What changes might improve parking in Downtown Canton?

**TOWN OF CANTON**

**DOWNTOWN CANTON  
PARKING STRATEGY**



Photo credit: Staples

**TAKE OUR ONLINE SURVEY**

<https://www.surveymonkey.com/r/downtowncantonparkingsurvey>

For more information, contact Laura Smead at [lsmead@town.canton.ma.us](mailto:lsmead@town.canton.ma.us)



Photo credit: Stantec

 Is there enough parking in Canton?

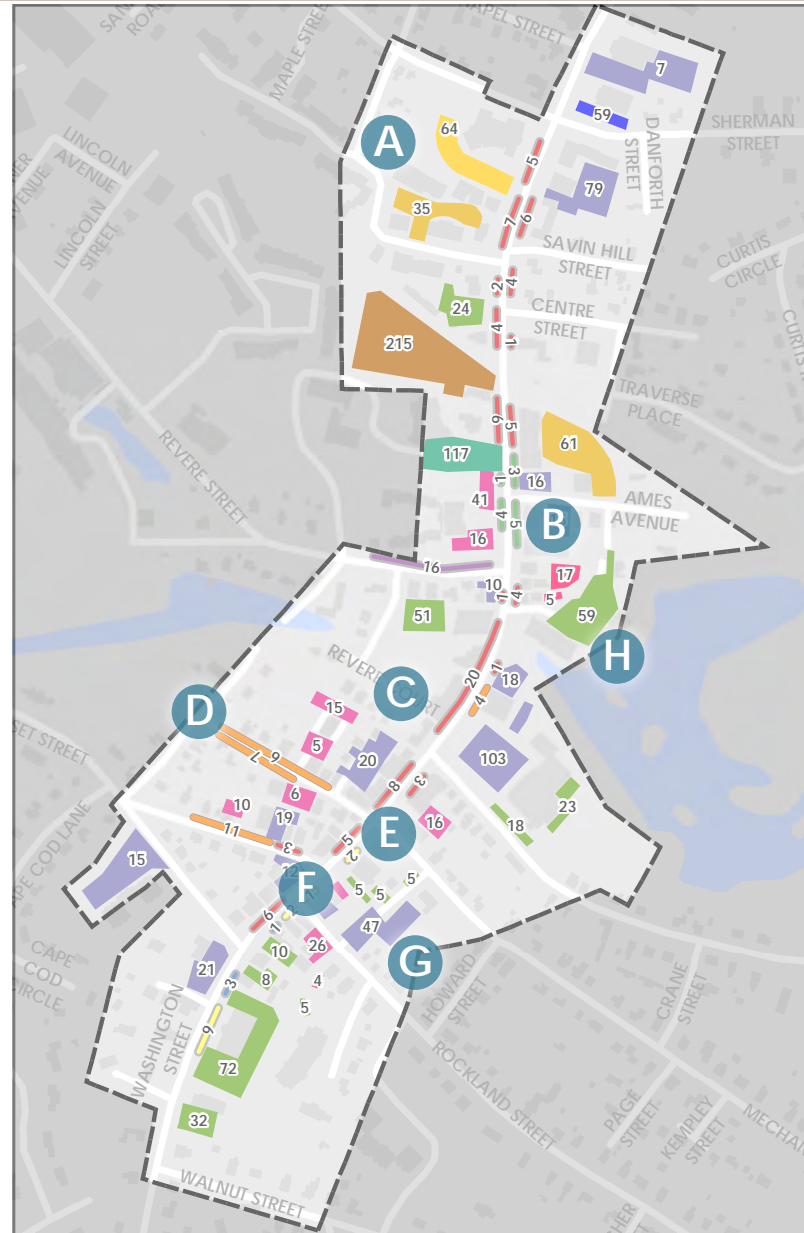
 Any ideas on how to improve parking management?

 Share your concerns and ideas!



## PUBLIC PROCESS | OPEN HOUSE PARKING COMMENTS SUMMARY

- A** I can always find a parking space in this area
- B** No parking enforcement in these on-street spaces
- C** Informal employee parking lot
- D** Informal residential parking spaces
- E** I have witnessed many accidents at this intersection since it has no stop signs
- F** Need wayfinding signs in this area
- G** Customers from other stores informally park in the back rows
- H** Since there is no signage, people think parking is private/residential



### Canton Town Center Parking Regulations

--- Study Area

#### On-Street Parking

- 8am-5pm, Excluding Sundays or Holidays, 1-Hour Parking
- 8am-5pm: No Parking 630am-9am Monday-Friday, 1-Hour Parking
- 15 Minute Parking
- 2 Hour Parking (6am-7pm)
- Unregulated Parking
- No Parking 630am-9am Monday-Friday, No Time Limit

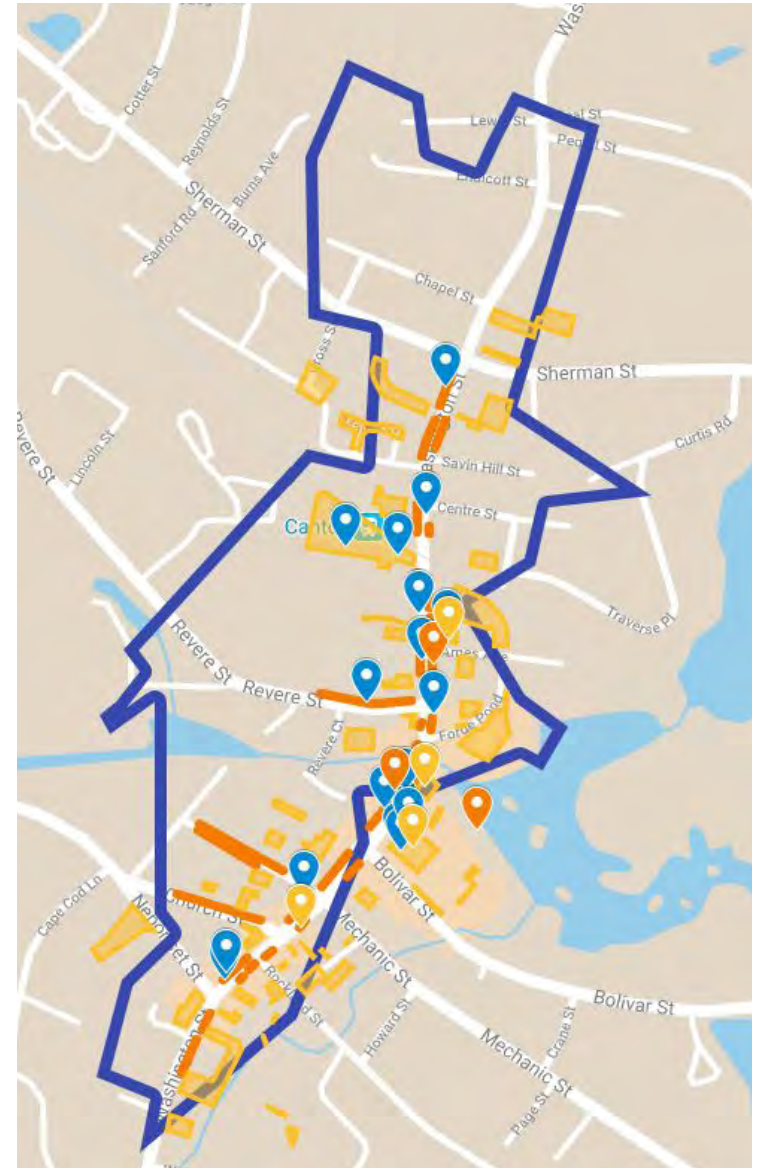
#### Off-Street Parking

- Church Parking
- Commuter Rail Parking (\$4/day or \$70/month)
- Customer/Employee Parking
- Library Patrons Parking Only
- Mixed Use (Customer/Employee and Residential Parking)
- Residential Parking
- Town Hall Business Parking Only
- Unregulated Parking
- Unregulated, Except No Commuter/Train Parking

## PUBLIC PROCESS | PUBLIC ENGAGEMENT SURVEY PARKING COMMENTS SUMMARY

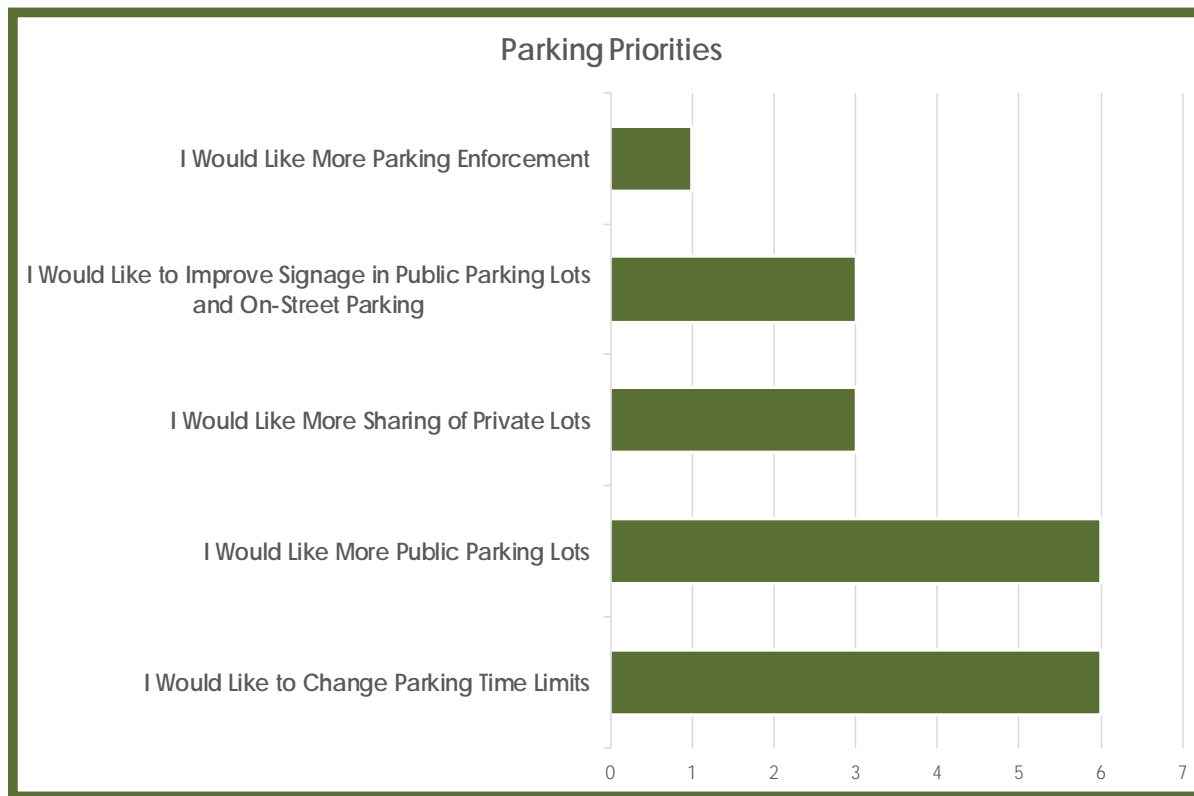
Survey participants had the opportunity to record their parking spots and comments in an interactive map, shown to the right. Observations from the online public parking input map and survey include:

- Visitors to Canton Center primarily park in on-street spaces along Washington Street, particularly around restaurants like D&E Pizza and Nisa's Thai
- Participants seem unclear of parking regulations in the Walgreens Lot
- Traffic issues such as the lack of left-hand turn lanes at key intersections are of concern
- Around 31% of participants frequently park in the Amber Road Cafe Lot
- 66% of on-street participants are willing to hunt for a parking space
- Participants find it difficult to find on-street parking, however 40% find it easy to park in off-street parking spaces
- Around 65% of participants want to increase the amount of public parking lots in Downtown Canton



## PUBLIC PROCESS | PARKING PRIORITY EXERCISE

At the open house, participants voted for their “top parking priorities.” Each participant had a set number of votes that they could assign to multiple priorities, with the option to put multiple or all of the votes on something about which they felt strongly.



**WHAT ARE YOUR TOP PARKING PRIORITIES IN DOWNTOWN CANTON?**



I WOULD LIKE TO CHANGE PARKING TIME LIMITS	I WOULD LIKE MORE ON-STREET PARKING SPACES	I WOULD LIKE MORE PUBLIC PARKING LOTS	I WOULD LIKE MORE COMMUTER RAIL PARKING
I WOULD LIKE MORE SHARING OF PRIVATE LOTS (LIKE WALGREENS DOES)	I WOULD LIKE MORE CROSSWALKS	I WOULD LIKE TO IMPROVE SIGNAGE IN PUBLIC PARKING LOTS AND ON-STREET PARKING	WHAT ARE WE MISSING? WRITE YOUR IDEA HERE!

★ Please place stickers in the parking spots to indicate your top parking priorities.

TOWN OF CANTON  
DOWNTOWN CANTON  
PARKING STRATEGY





### Key Findings

Throughout the public outreach process, the study team received vital feedback **that heavily influenced the parking recommendations and improvements.**

Key themes and comments from the public generally revolved around **safe walking conditions, wayfinding infrastructure and impact of future development on parking.**

- Employees park in key on-street parking spaces
- There are various accessibility issues including easy access to parking and the quantity of ADA parking spaces
- People do not follow or are not aware of parking regulations in Canton Center
- Many Canton Center visitors are unaware of off-street parking supply
- Minimal walking facilities, especially in preparation for the upcoming Paul Revere Heritage Site Development
- Lack of official public parking facilities
- Business owners (especially along Washington Street) are in favor of implementing metered parking
- Limited signage between key Downtown destinations and parking facilities
- Downtown is very car-oriented, as it lacks sufficient multimodal and pedestrian accommodations
- Many informal shared parking agreements exist between Downtown businesses and organizations

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# ZONING REVIEW



## ZONING REVIEW

A parking system should support overall goals for downtown including both providing access and supporting a vibrant environment. Understanding existing land use and parking **demand patterns specific to Canton's Downtown** provides valuable insights not only into how the parking system works today, but also how zoning requirements may impact future development.

This information then informs a review of the parking elements of Canton's zoning code to determine how well it matches up with what is actually happening in Downtown.

## PARKING REQUIREMENTS IN THE CANTON STUDY AREA

The Institute of Transportation Engineers (ITE) publishes Parking Generation, widely considered the national standard for evaluating parking demand, although it is not perfectly applicable to downtown environments. The report collates data from parking studies nationwide completed by consultants, public agencies, and developers. Most of these studies consider single-use environments in more suburban contexts than Canton Center. However, ITE parking ratios provide a benchmark understanding of “real-life” parking demand.

Both zoning requirements and ITE standards provide parking ratios based on a unit of development, either per 1,000 square feet, per living unit, or per seat in a restaurant or theater.

From a review of the most recent Zoning Bylaws, Canton’s parking requirements are generally higher than ITE standards for peak parking demand rates (see table to right). This indicates that Canton’s current zoning code may require developers to provide more parking than is necessary.

Use	Canton Requirement (per 1,000 sf unless otherwise noted)	National Stds (per 1,000 sf unless otherwise noted)	Above/ Below
Apartments	2	1.2 (unit)	67% Above
Retail	4 (2 for top floor)	2.55	57% Above
Restaurant	0.50 (seat)	0.35 (seat)	43% Above
Commercial & Governmental Offices	4 for ground floor plus 2 for other floors	2.47	62% Above/ 24% Below
Medical Office	Will be updated in annual town meeting in May 2019	3.2	-

## ZONING REVIEW | CANTON ZONING CODE & PARKING REQUIREMENTS

The Stantec team reviewed Canton's zoning requirements at a planning level. The following outlines highlights of the existing code:

- There is no parking required below computed requirement of 5 spaces for stores and offices located in a Business District within the Central Business Area. This allows for flexible, downtown-oriented development.
- The zoning code does not promote a "park-once" environment since a "substantial portion" of off-street parking can never be more than 300 ft away from the lot it is meant to serve.
- Shared parking is allowed for mixed use developments with Board approval. However, the code is unclear as to the location of where this reduction can occur.
- Landscaping requirements help support a walkable and environment:
  - The "Greenbelt" requirement promotes the implementation of greenery in lots near a Residential or Limited Industrial District.
  - However, lighting in parking areas is required to be reduced or eliminated outside business hours, which could limit the reach of the parking system if people feel unsafe walking to a destination.
- The prohibition of parking garages above one level could result in the creation of many surface lots, which is not conducive to a walkable, mixed-use downtown
- The code reflects few multimodal requirements beyond parking for vehicles (i.e. bike parking, carshare, etc.) other than in certain building design and traffic management codes, including:
  - Bike racks, on-site shower facilities, and monetary incentives to not use parking are required to be provided for a development in excess of 25,000 gross sq ft or generating more than 100 trips/hour.
- Building design & redesign requirements encourage pedestrian friendly connections to Downtown businesses and natural environment. Specifically:
  - All driveways are required to accommodate sight distance to pedestrians and bicyclists exiting to public ways
- The Town's Complete Streets Policy/Plan, completed in February 2018, proposed enhancing bicycle and pedestrian accommodations such as replacing sidewalks, painting shared lane markings on Washington Street, realigning intersections to provide safe pedestrian crossing, and implementing ADA compliant curb ramps.



### Key Findings

The zoning review revealed **several important findings related to Canton's current parking requirements and their relationship to the zoning code.**

Overall, parking requirements for Downtown exceed the standard recommended for a mixed-use, vibrant Downtown. However, current development requirements help to promote a safe and walkable environment.

- In Downtown Canton, some parking is shared between uses, and there is an opportunity to use existing parking supply to meet other shared demand. However, the shared parking code should reflect a more flexible and easier approval process for developers and business owners.
- Current parking provision requirements are high compared to national standards, and thus for Canton's mixed-use, walkable downtown
- The Complete Streets Policy can be leveraged to further enhance pedestrian and multimodal development requirements

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# RECOMMENDATIONS



## RECOMMENDATIONS

Today's parking system in Canton meets demand, and there is room to create a more **flexible, customer-friendly, and coordinated** system. The following is an overview of recommended strategies:

1. **Signage and wayfinding**
2. Improve multimodal conditions
3. Pursue shared parking to augment public supply
4. **Adjust zoning code to promote flexible development**
5. Reconsider time limits on-street, maintain availability goal

### Project Goals

- Making parking around the downtown area available, affordable, consistent, clear, and visible
- Encouraging people to park once and visit multiple destinations
- Separate long-term and short-term parking (employee, visitors, commuters)
- Improve walking connections and **wayfinding**
- Better manage occupancy and **maximize efficiency**

# 1. SIGNAGE AND WAYFINDING

Many visitors to Canton Center do not know where they are able to park or the location of commercial, historical, and environmental City assets. Creating signage with clear guidance for patrons unfamiliar with the area will help to create a visitor-friendly environment.

Wayfinding signage should highlight on and off-street parking options. The signage should clearly indicate where the public is allowed to park. Additionally, wayfinding signage should:

- Define clear parking rules
- Identify public parking, including free and long-term parking (both on-and off-street, especially unregulated spaces)
- Identify major points of interest
- Guide people walking to destinations downtown – and importantly back to parking locations

The Town should use wayfinding and signage to:

- Intercept vehicle traffic
- Direct people to other locations downtown
- Provide estimated walk times
- Help customers return to their vehicles
- Implement a voluntary program for business owners where the Town covers payment and installation of private parking lot signage along public sidewalks
- Work with private landowners to create standardized signage so that customers know where to go. The Town

can offer this as a voluntary program, which will help private landowners who otherwise may not be able to place signs on the sidewalk or public way.

- Direct parkers to shared parking lots, as off-street public parking is limited and unclear within Canton Center

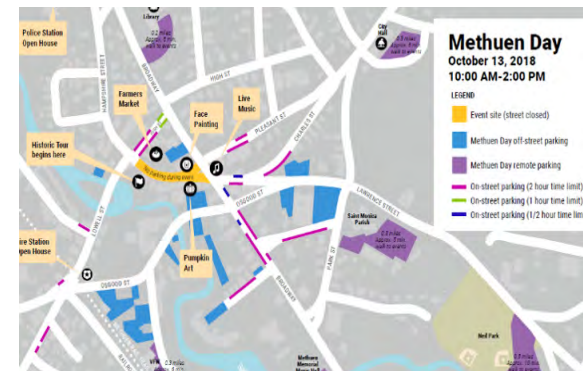
The Town should also publish a public-friendly parking map on the Town website to promote parking best practices and help Canton Center visitors easily and effortlessly park.



Free parking wayfinding sign in Woodstock, VT that helps visitors hunting for parking find the remote but cheaper option. Source: Google Maps



Customer parking sign concept design that clearly exhibits parking facilities for visitors



Created for a downtown "Methuen Day" in Methuen, MA, this parking map clearly delineates parking locations and regulations in a public-friendly format

## 2. IMPROVE MULTIMODAL CONDITIONS

Today, Downtown Canton lacks many of the infrastructural resources to create a safe environment for people walking and biking. By enhancing these amenities, particularly for people walking, the parking facilities, businesses, and recreational areas in the Center will feel closer together, especially crossing between either sides of Washington Street. The following recommendations focus on improving the walking and biking environments in Downtown:

- Pursue designated bicycle infrastructure (ex. street markings such as sharrows and bicycle corrals)
- Invest in additional crosswalks and pedestrian infrastructure to enhance walkability in Downtown (ex. bulb-outs and painting near crosswalks)



◀ Bike corrals in Cambridge provide a place for commuters and visitors to park their bikes close to their destination

Source: <http://bikinginheels-cycler.blogspot.com/2012/05/cambridge-catches-up.html>



◀ Bike sharrow example along roadway  
Source: <http://pedbikeimages.org/details.php?picid=2547>

▶ Raised, well paved crosswalks calm traffic and improve safety conditions for pedestrians  
Source: <http://pedbikeimages.org/details.php?picid=447>



◀ Well paved crosswalk and pedestrian crossing signs enhance walkability within a downtown  
Source: <http://pedbikeimages.org/details.php?picid=423>

▶ Bulb-out at intersections favor pedestrians and help with traffic calming  
Source: <http://pedbikeimages.org/details.php?picid=557>





## 2. IMPROVE MULTIMODAL CONDITIONS

The graphic to the right provides a high-level overview of potential multimodal improvements and signage implementation locations in Canton Center. As for implementing new parking signage, the Town would first need to negotiate with and receive approval from the property owners, regardless of existing (or no) regulation signage.



### 3. PURSUE SHARED PARKING TO AUGMENT PUBLIC SUPPLY

Formalizing shared parking agreements helps to open up private parking supply for additional use, for example public use during peak downtown hours. In Canton Center, certain private lots have the potential to implement parking agreements to alleviate parking congestion and support new and current development. Agreements take multiple forms, including:

- Shared parking between two complimentary uses, such as a bank and a restaurant
- Capitalizing on nearly 900 unoccupied spaces in underutilized parking lots for a specific group, such as restaurant employees using office parking at night. Lots available during peak times include:
  - Walgreens Lot
  - Ames Street Lot
  - Funeral Home Lots
- Town working with private property owners, including residential developments, to open underutilized parking to the general public (e.g. Walgreens and Bank of Canton)

The Town should pursue shared parking to support current and additional land uses, including:

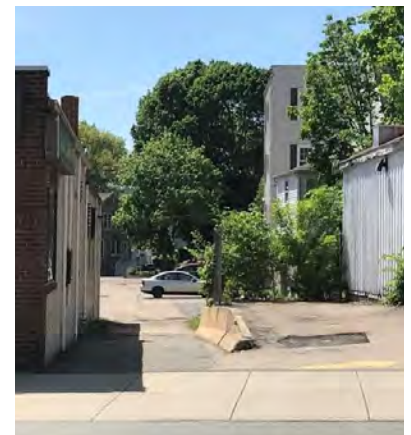
- Facilitating shared parking agreements between existing and/or new businesses.
  - Consider a pilot project to open restricted parking for public use

- Keep sample shared parking agreements at Town Hall (see appendix) for reference
- To incentivize participation, the Town can provide in-kind services, such as plowing, maintenance, improved walking connections to the Town Center and signage in exchange for property owners allowing the public to use their parking. This participation incentive is also supported in Recommendation 1.
  - As mentioned in Recommendation 1, a key in-kind service the Town can provide is signage, which will help private landowners who otherwise may not be able to place signs on the sidewalk or public way.



Walgreens lot availability during the day

Potential walking connection from back parking lot behind Chrissy's Bridal to Washington St



## 4. ADJUST ZONING CODE TO SUPPORT FLEXIBLE DEVELOPMENT

Locally- and nation-wide, municipalities are updating and modernizing their zoning codes to encourage flexible, downtown-friendly development. Most importantly, zoning codes should be set up so that parking supports downtown goals, instead of limiting beneficial changes. The Town should consider the following:

- Establish/add to an in-lieu of parking fund where developers can pay a fee in exchange for waived parking requirements. The Town can use this to fund other transportation improvements such as walking infrastructure, wayfinding, or construction of additional shared, public parking
  - Allow owners to share existing parking with new uses without incurring a fee
  - Allow a lower fee for those who request a lower number of parking spaces to be waived
- Enhance multimodal standards for elements such as:
  - Bicycle parking
  - Curb cut consolidation & driveway treatments
  - Bus shelters
  - Pedestrian infrastructure including crosswalks and painting efforts
- Limit curb cuts and encourage shared driveway & curb cut use to enhance walkability and preserve on-street spaces in Canton Center. This can be accomplished through implementing a more thorough site plan review process.
- Make shared parking easier through:
  - Increasing off-street parking lot distance requirements, which will also promote a park-once environment and increased foot traffic
  - Clarifying in the bylaws where shared parking can occur and which uses are eligible
  - Keeping sample shared parking agreements on file as a resource for developers and business owners



## 5. RECONSIDER ON-STREET REGULATIONS

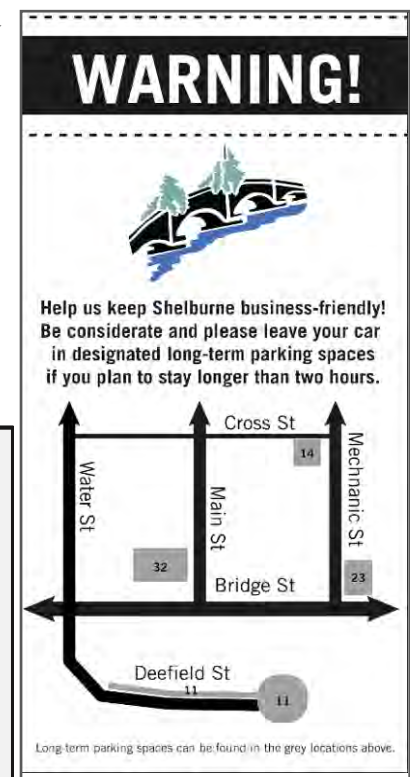
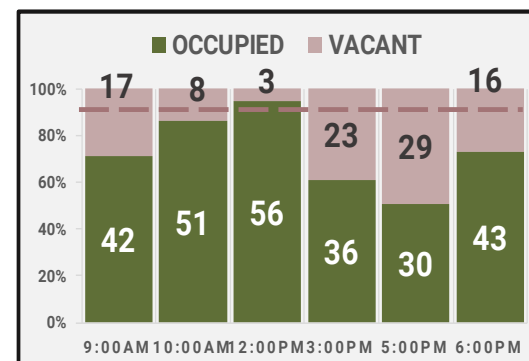
To improve the parking system and create a more walkable and vibrant Downtown, Canton should consider the following changes to on-street parking regulations:

- Adjust time limits in more remote locations to allow people to stay in Downtown longer
  - Alternative, long-term spaces must be identified and signed accordingly in the study area
- Establish an on-street availability goal of 85%. This will help increase transparency as parking regulations change in service of this goal
- Monitor and adjust the current and proposed on-street regulations to create availability in prime parking spaces
- Retain ADA accessibility by maintaining availability
- Ensure that enforcement is customer-friendly
  - Allow a “first ticket free” policy
- Provide information on long-term parking locations / customer-friendly map to strengthen parking best practices
- In the long term, consider pricing in the core on-street parking (Washington Street between Revere Street and Neponset) as necessary to maintain established 85% availability goal
  - Although this zone of on-street parking is busy and highly utilized on the weekend, implementing a price to park should not be considered without

clear and established alternatives, such as creating public access to the existing off-street, underutilized lots (Recommendation #3). Today, none of these lots are open to the public. As these off-street lots become accessible and available via shared parking and proper signage, the Town should continue to monitor Washington Street to assess the need for pricing.

Sample “first ticket free” pamphlet that provides violators with parking resources and locations

High weekend utilization levels at on-street spaces on Washington Street between Revere Street and Neponset Street reflect a potential need to implement a price to park






# DOWNTOWN PARKING STRATEGY RECOMMENDATIONS PRIORITIZATION PLAN

Creating a prioritization plan for the proposed recommendations will help to set tangible steps and implementation techniques for the Town. The table to the right gives a high-level implementation plan of all recommendations in the short, medium, and long-term. The matrix also illustrates how each recommendation addresses the goals of the Downtown Canton Parking Strategy goals.
























## Impact on achieving goals

N/A = Does not meet this goal

 = Low

 = Medium

 = High

	Goals Met				
	Making parking around the downtown area available, affordable, consistent, clear, and visible	Encouraging people to park once and visit multiple destinations	Separate long-term and short-term parking (employee, visitors, commuters)	Improve walking connections and wayfinding	Improve walking connections and wayfinding
Signage and wayfinding (W)					
Improve multimodal conditions (M)					
Pursue shared parking to augment public supply (S)			N/A		
Adjust zoning code to promote flexible development (Z)			N/A		
Reconsider time limits on-street, maintain availability goal (R)					

Years 1-2	Years 2-4	Years 5+
<p>W1. Create public-friendly parking map online. Encourage local businesses to link to it as a resource.</p> <p>W2. Identify key areas for signage + develop uniform style which incorporates local destinations</p> <p>W3. Install preliminary signage at key locations</p>	<p>W4. Work with private property owners to expand signage program to include private customer parking when helpful on the public right-of-way</p> <p>W5. Add signage for Riverfront, Paul Revere site, and other public amenities</p>	<p>W6. Continue to offer signage as an “in kind” service from Town to help direct customers to available public and private off-street parking</p>
<p>M1. Consider “low-hanging fruit” installations, such as a summer bike corral and a crosswalk at the river</p> <p>M1. Use temporary materials such as paint/ bollards to reduce conflicts near intersection of Washington and Church Streets</p>	<p>M1. Consider additional crosswalks elsewhere on Washington Street (Centre and Wall Streets)</p> <p>M1. Look for other locations where paint/bollards or other traffic calming materials can improve conditions for people walking near the river, approaching the Walgreens, and along the sidewalk near the St. John’s church</p>	<p>M1. Pursue improvements and facilities for people on bicycles</p> <p>M1. Consider design intervention for parking on Wall Street to either narrow street and prevent parking or clearly encourage it.</p>
<p>S1. Facilitate discussion with private lot owners who have excess supply</p> <p>S1. Implement a shared parking pilot in coordination with installation of new signage</p> <p>S1. Keep sample shared parking agreements on file</p> <p>S1. As necessary, coordinate with other Towns that have successfully implemented shared parking (Arlington, Lexington)</p>	<p>S1. Monitor and adjust shared parking pilot as necessary</p> <p>S1. Begin meeting with other private property owners to pursue additional agreements</p>	<p>S1. Implement a standardized, Town-wide shared parking program</p> <p>S1. Provide additional in-kind services in exchange for shared parking, such as plowing, lighting, or other improvements</p>
<p>Z1. Integrate flexible development standards into site review as possible</p>	<p>Z1. Consider amending zoning code to include in-lieu fee, multimodal standards, limited curb cuts, and shared parking</p>	<p>Z1. Monitor and adjust as necessary</p>
<p>R1. Adjust time limits in remote locations. Integrate with wayfinding/signage program as necessary</p>	<p>R1. Establish an on-street availability goal of 85% through municipal code or other official means</p> <p>R1. Using baseline data from this study, monitor utilization levels</p> <p>R1. Consider “first ticket free” policy</p>	<p>R1. As utilization levels grow and access to off-street parking for the public improves, consider pricing core on-street parking</p>



# TECHNICAL APPENDICES

## APPENDIX A | PARKING INVENTORY AND UTILIZATION MAPS



# Canton Town Center Parking Regulations

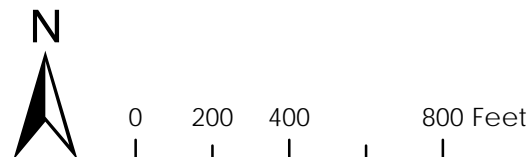
Study Area

## On-Street Parking Regulations

- 8am-5pm, Excluding Sundays or Holidays, 1-Hour Parking
- 8am-5pm; No Parking 630am-9am Monday-Friday, 1-Hour Parking
- 15 Minute Parking
- 2 Hour Parking (6am-7pm)
- Unregulated Parking
- No Parking 630am-9am Monday-Friday, No Time Limit

## Off-Street Parking Regulations

- Church Parking
- Commuter Rail Parking (\$4/day or \$70/month)
- Customer/Employee Parking
- Library Patrons Parking Only
- Mixed Use (Customer/Employee and Residential Parking)
- Residential Parking
- Town Hall Business Parking Only
- Unregulated Parking (No Signage)
- Unregulated, Except No Commuter/Train Parking



# Canton Town Center

## Parking Utilization

### Weekday Morning

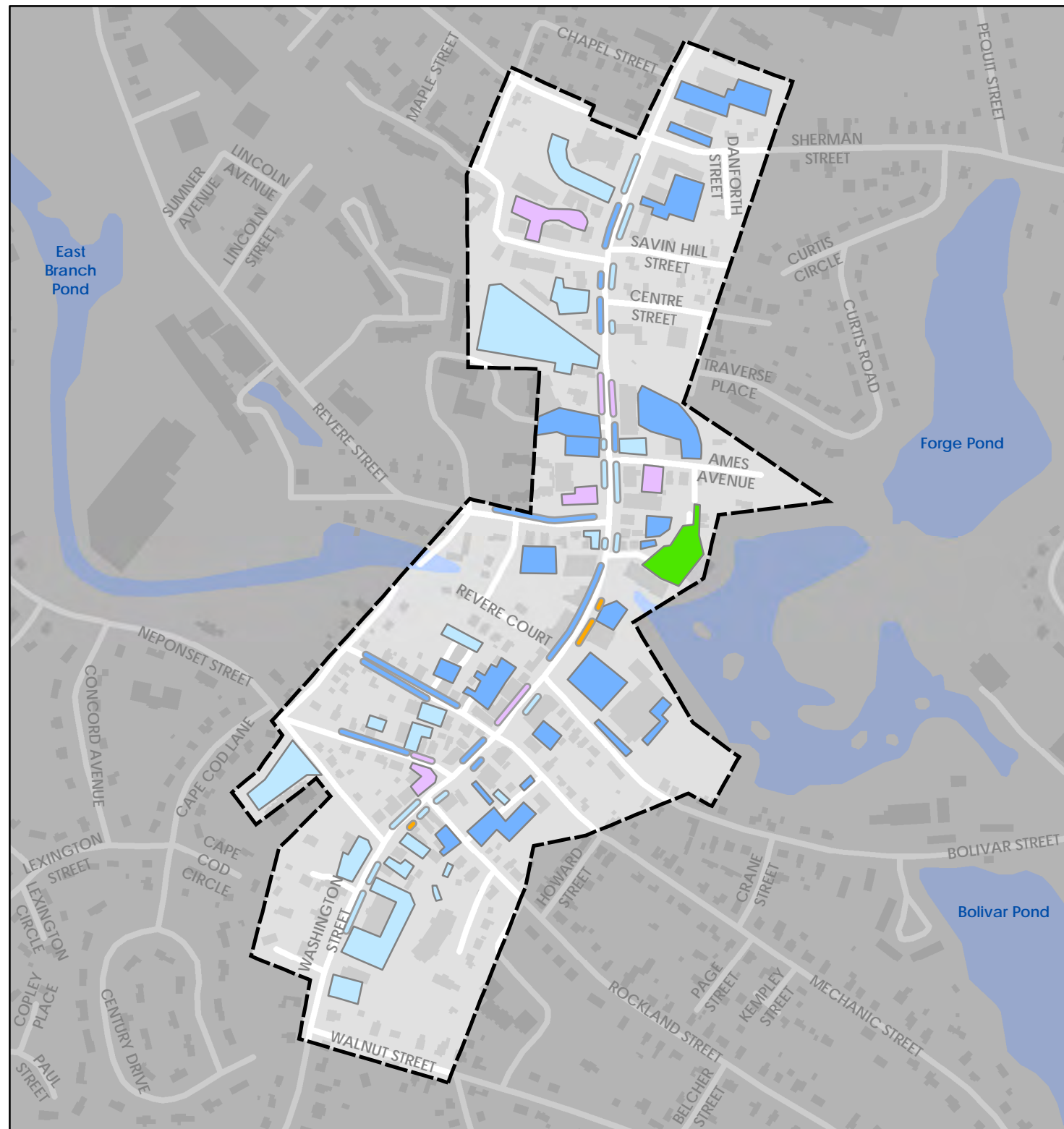
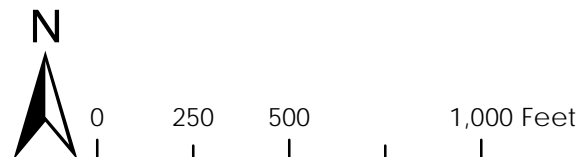
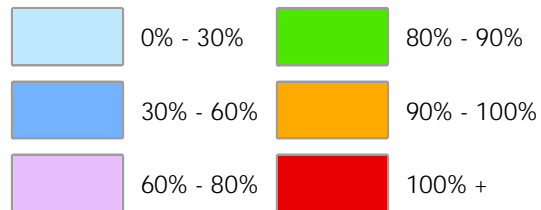
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 Study Area

#### Parking Utilization



# Canton Town Center

## Parking Utilization

### Weekday Morning

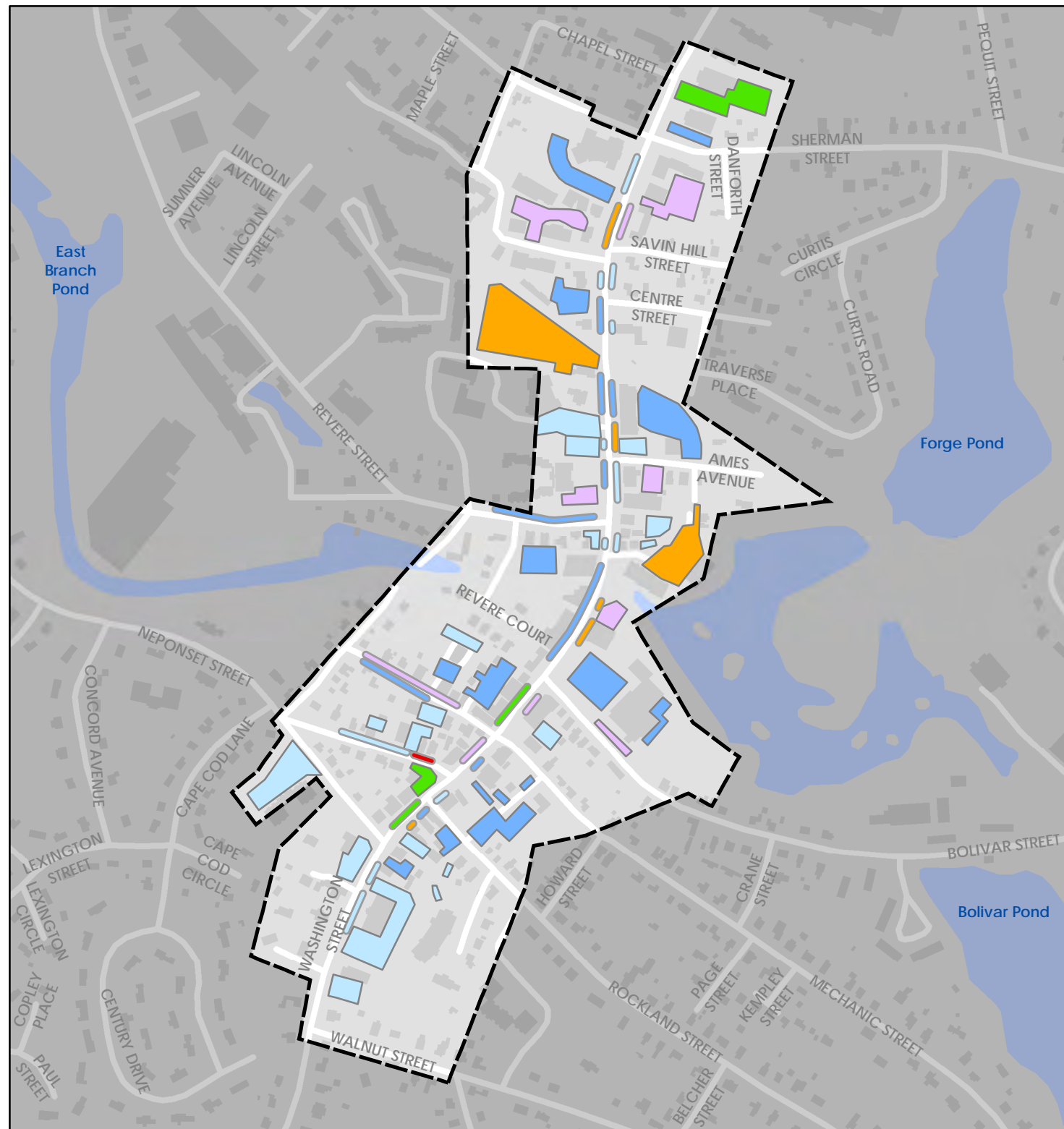
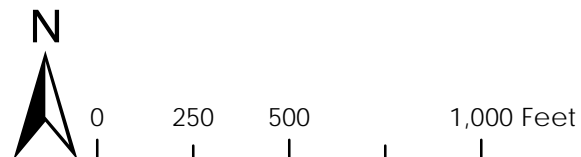
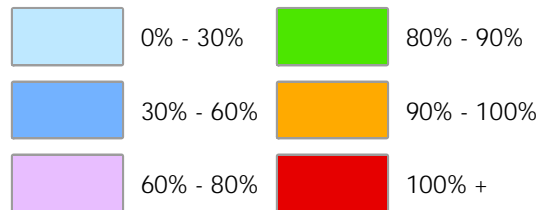
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 Study Area

#### Parking Utilization

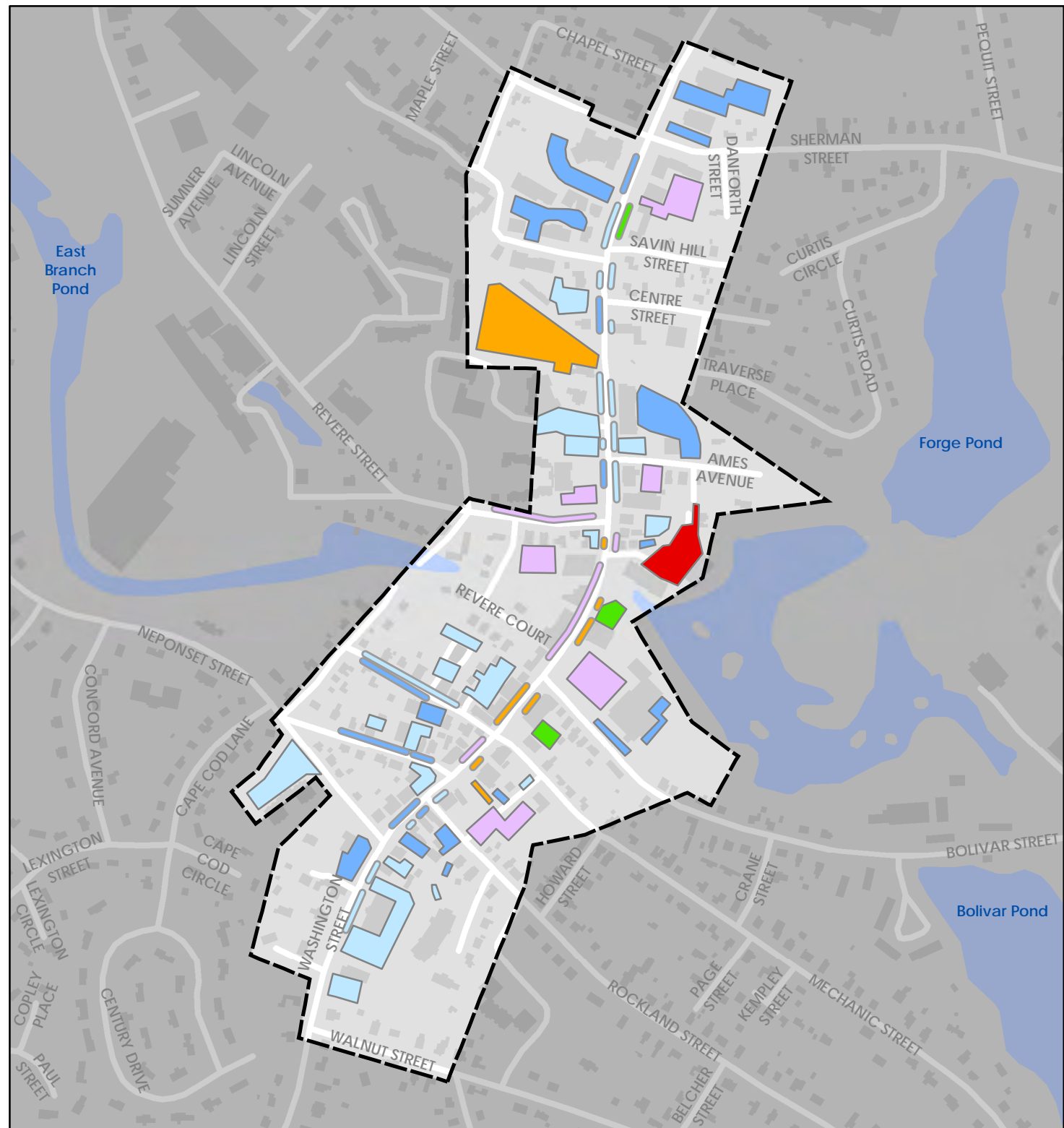
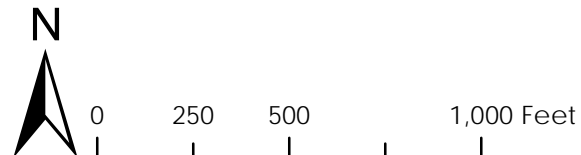
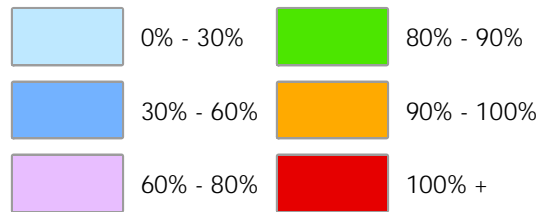


# Canton Town Center Parking Utilization Weekday Afternoon

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 Study Area

## Parking Utilization





# Canton Town Center

## Parking Utilization

### Weekday Evening

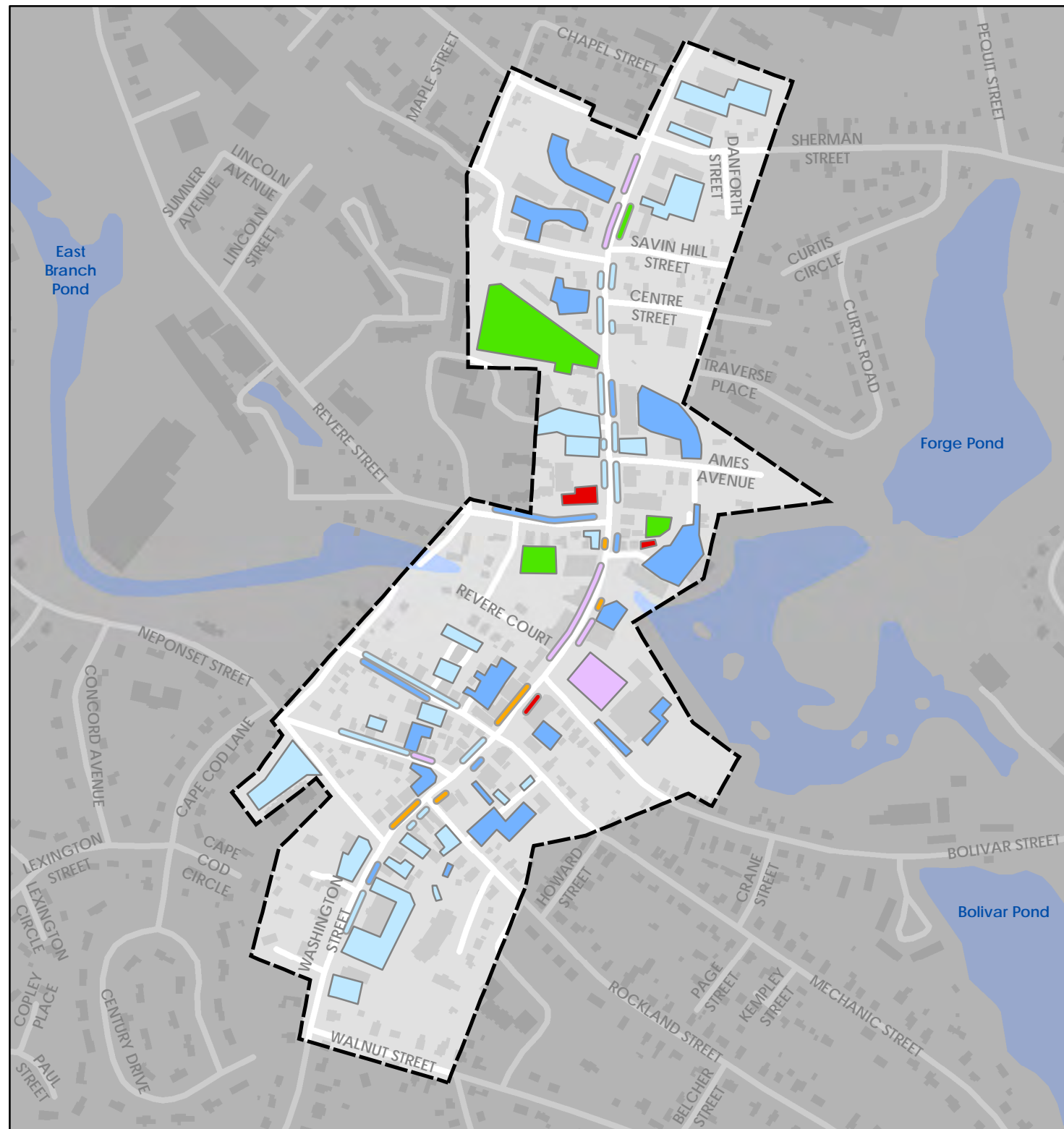
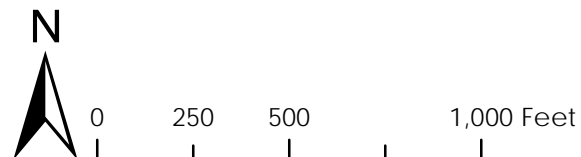
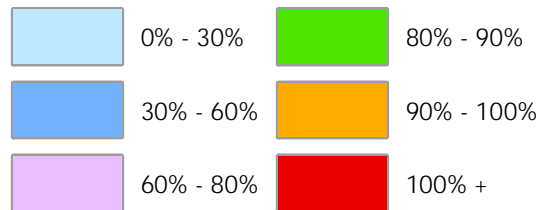
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 Study Area

#### Parking Utilization



# Canton Town Center

## Parking Utilization

### Weekday Evening

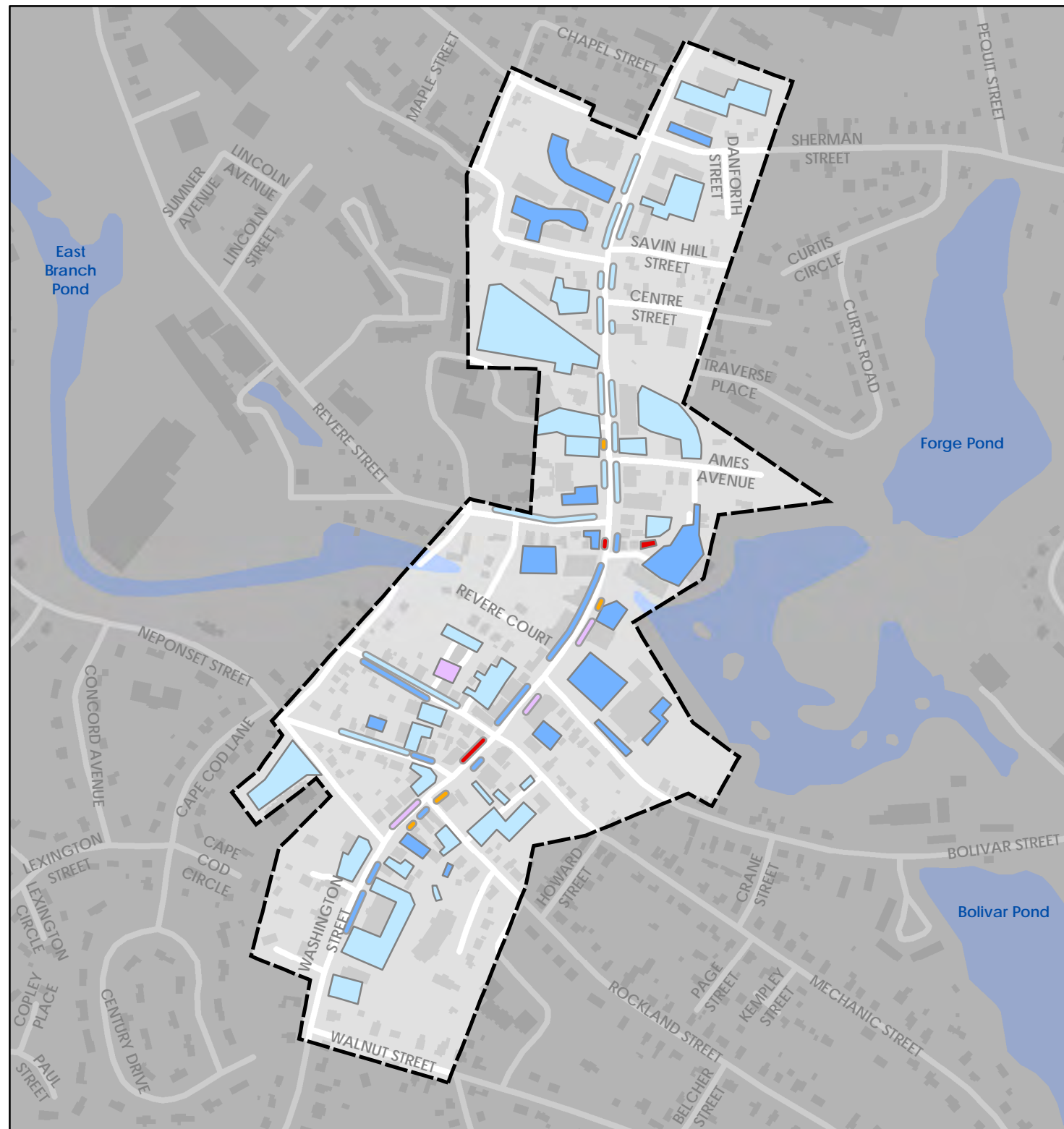
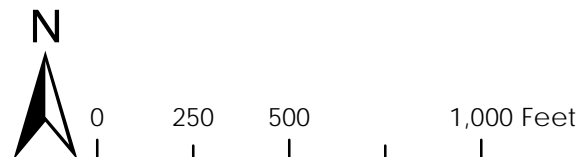
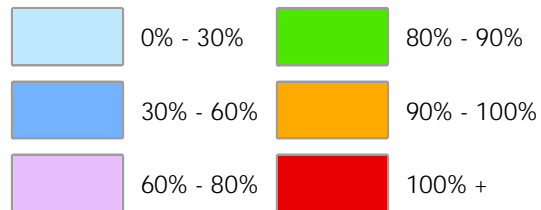
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 Study Area

#### Parking Utilization



# Canton Town Center

## Parking Utilization

### Weekend Morning

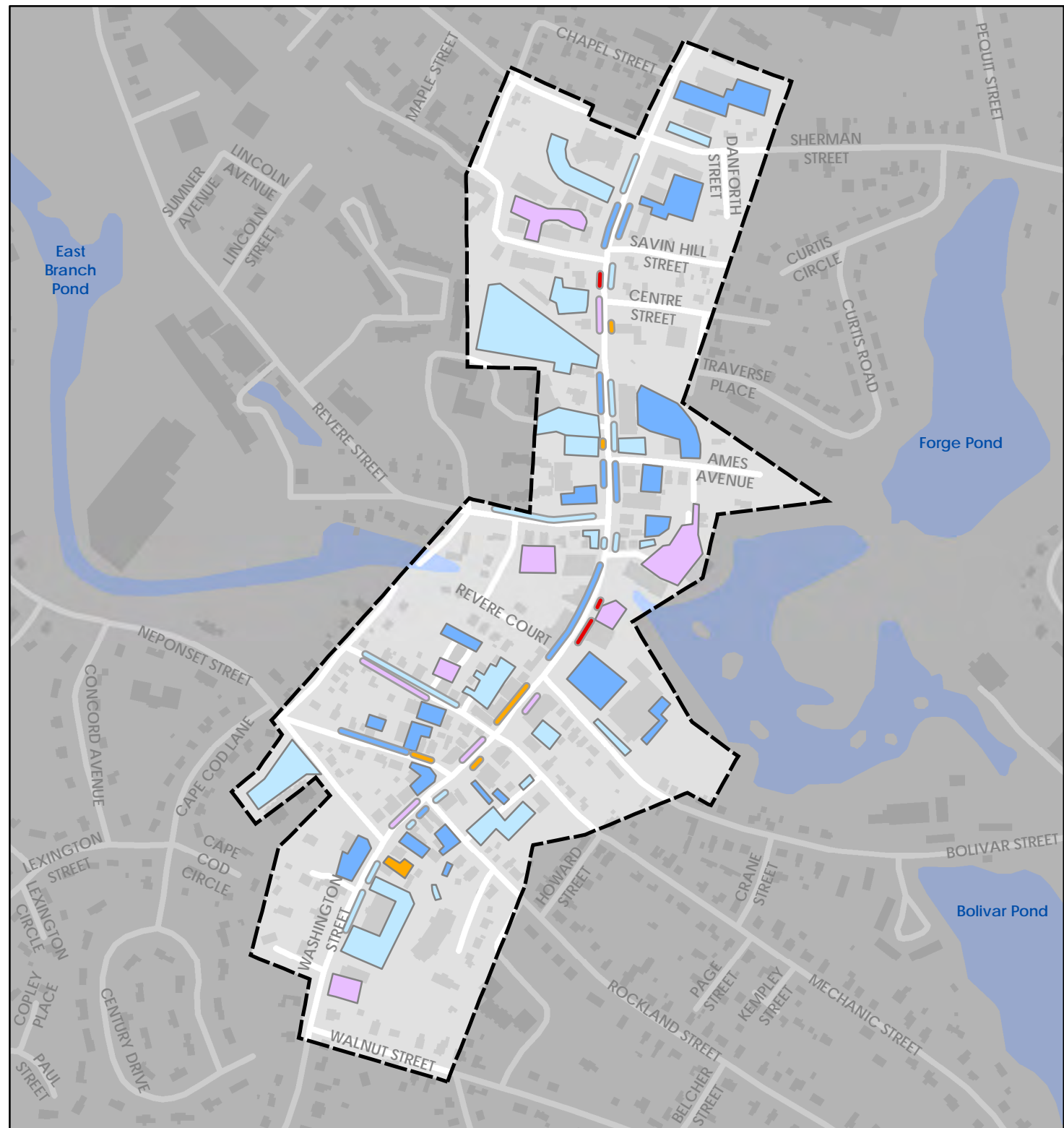
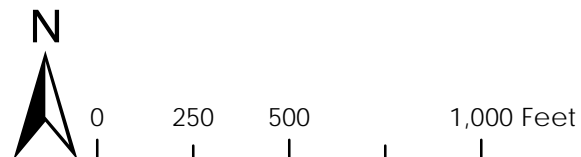
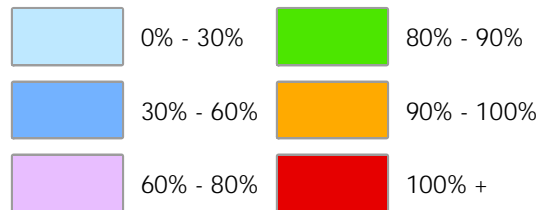
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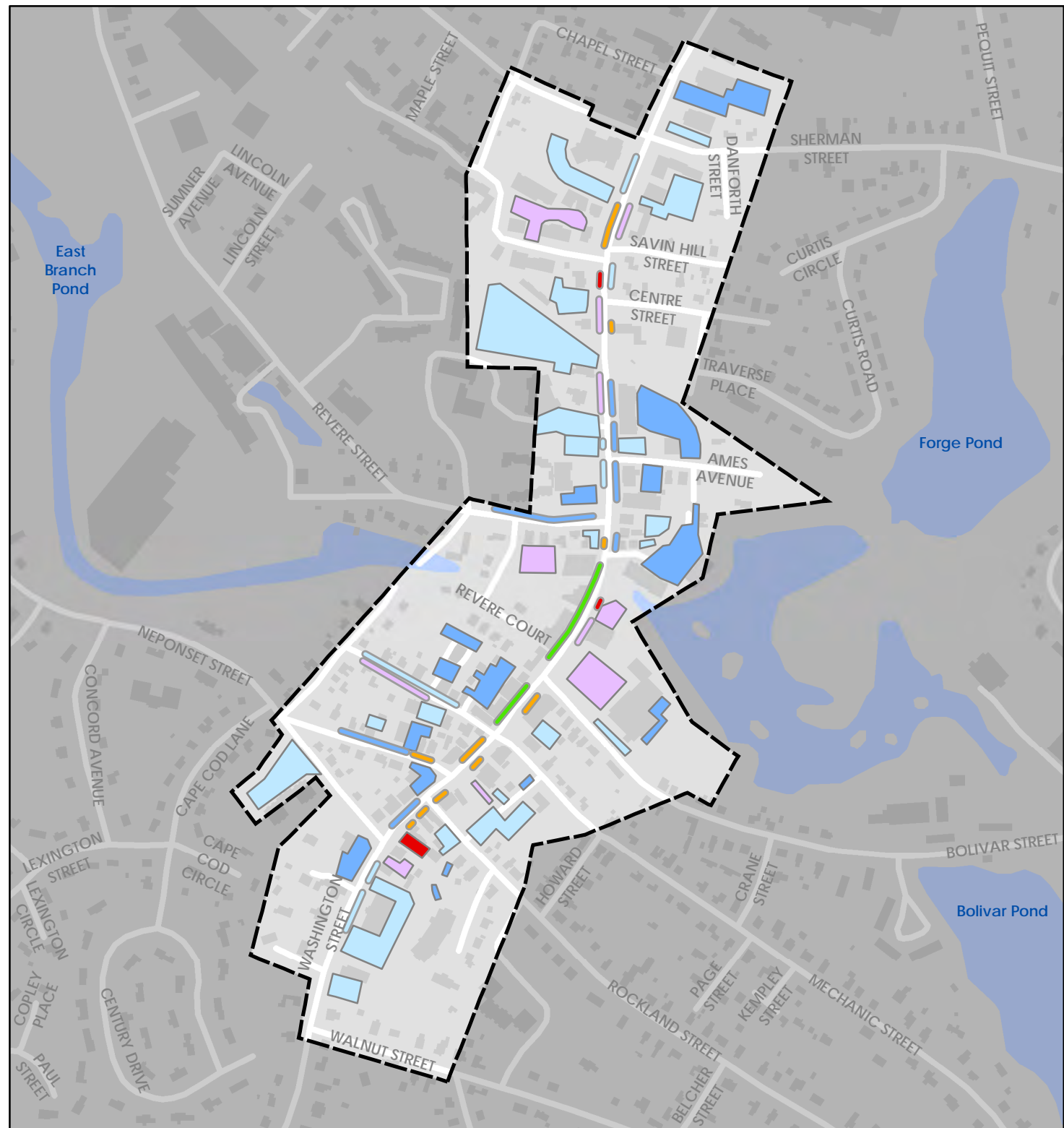
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 Study Area

#### Parking Utilization







# Canton Town Center

## Parking Utilization

### Weekend Afternoon

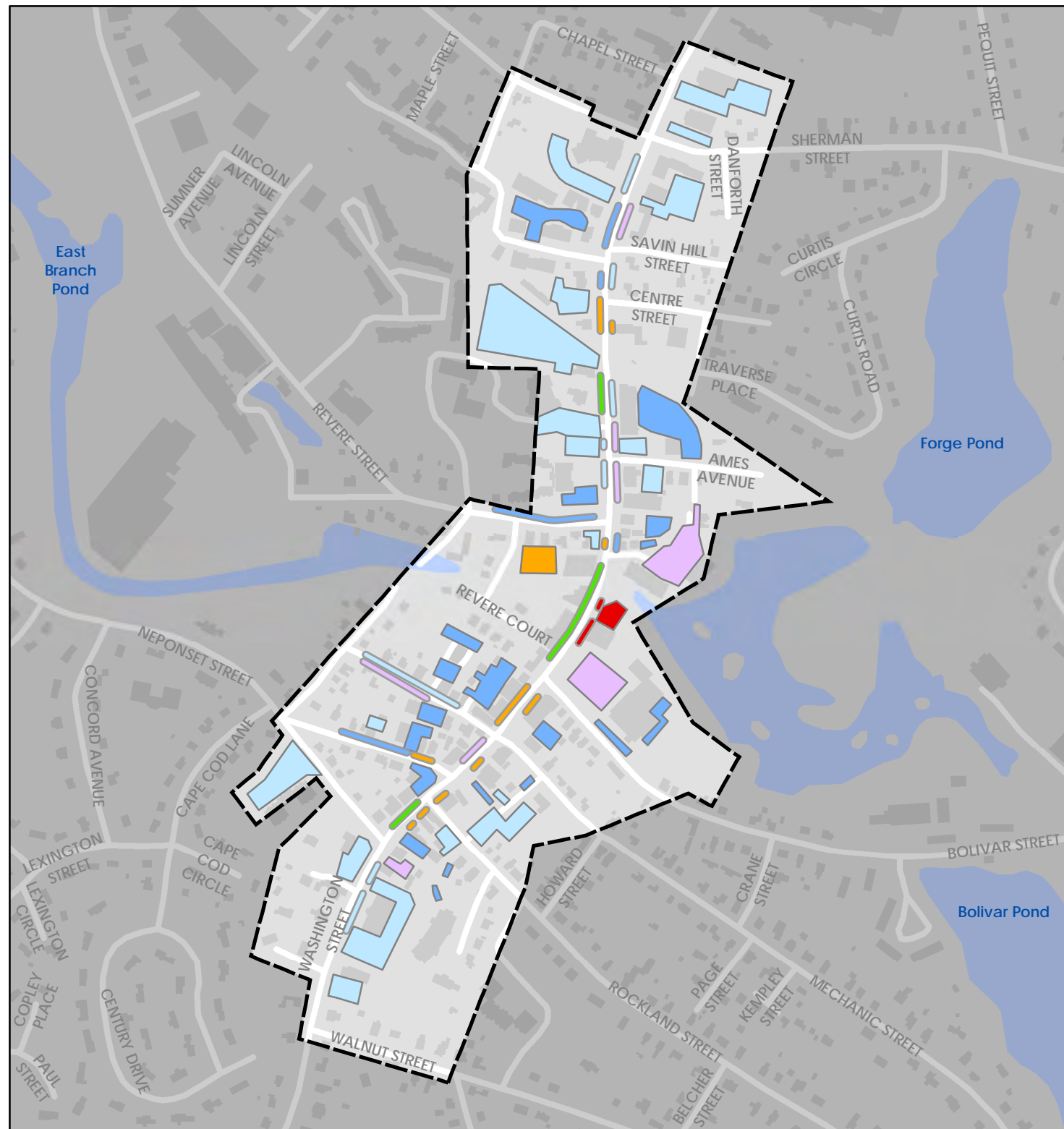
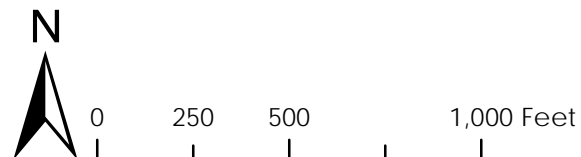
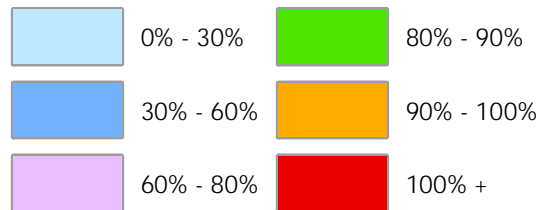
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 Study Area

#### Parking Utilization



# Canton Town Center

## Parking Utilization

### Weekend Afternoon

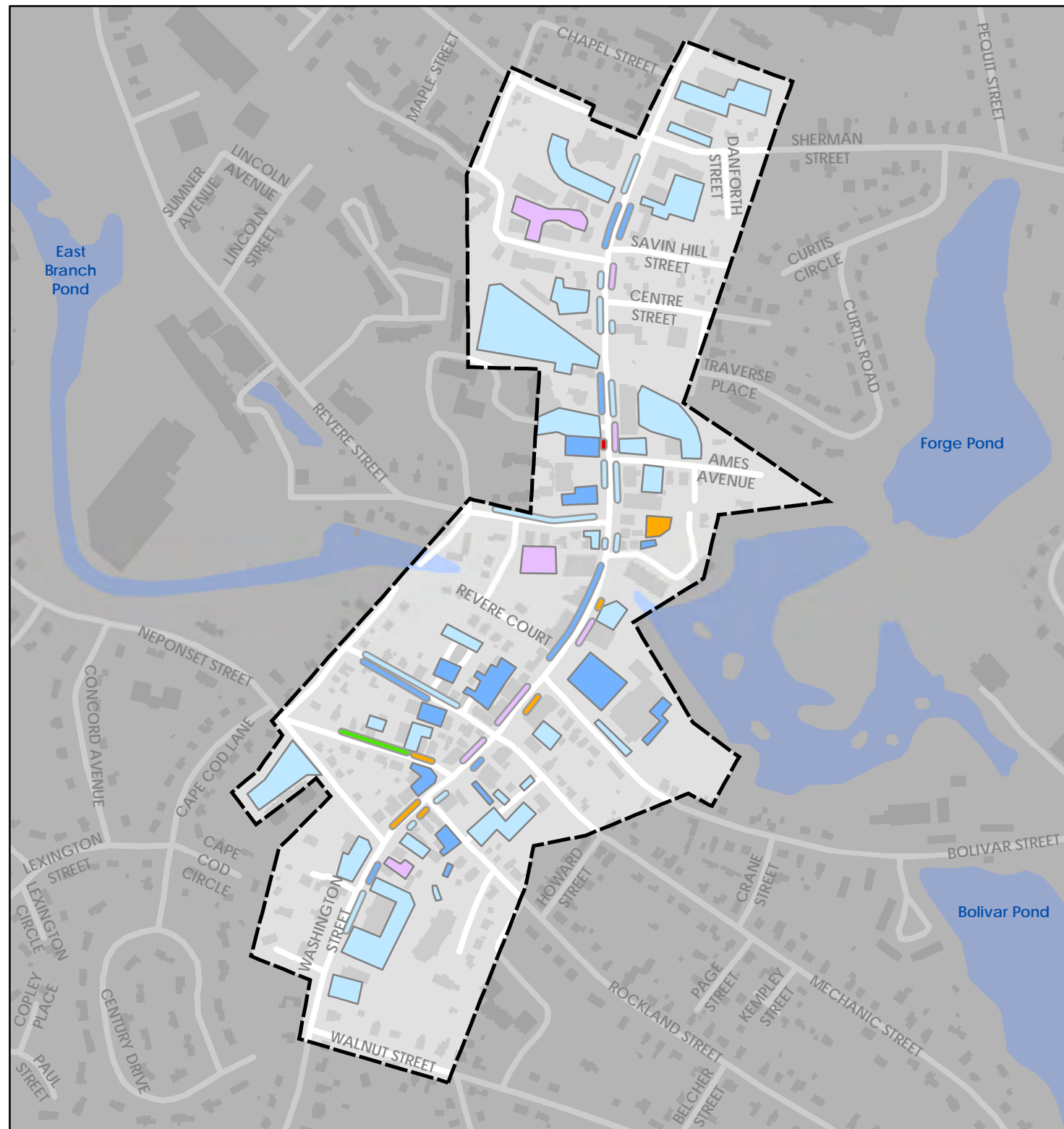
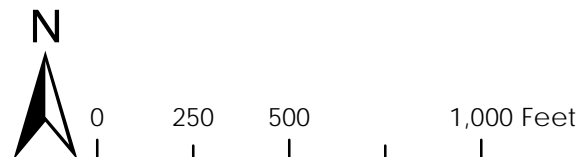
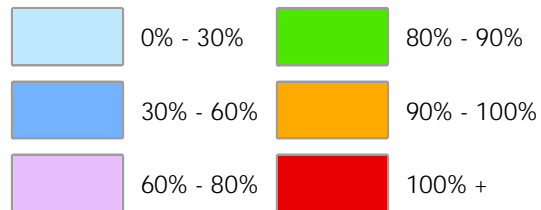
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 Study Area

#### Parking Utilization



# Canton Town Center

## Parking Utilization

### Weekend Evening

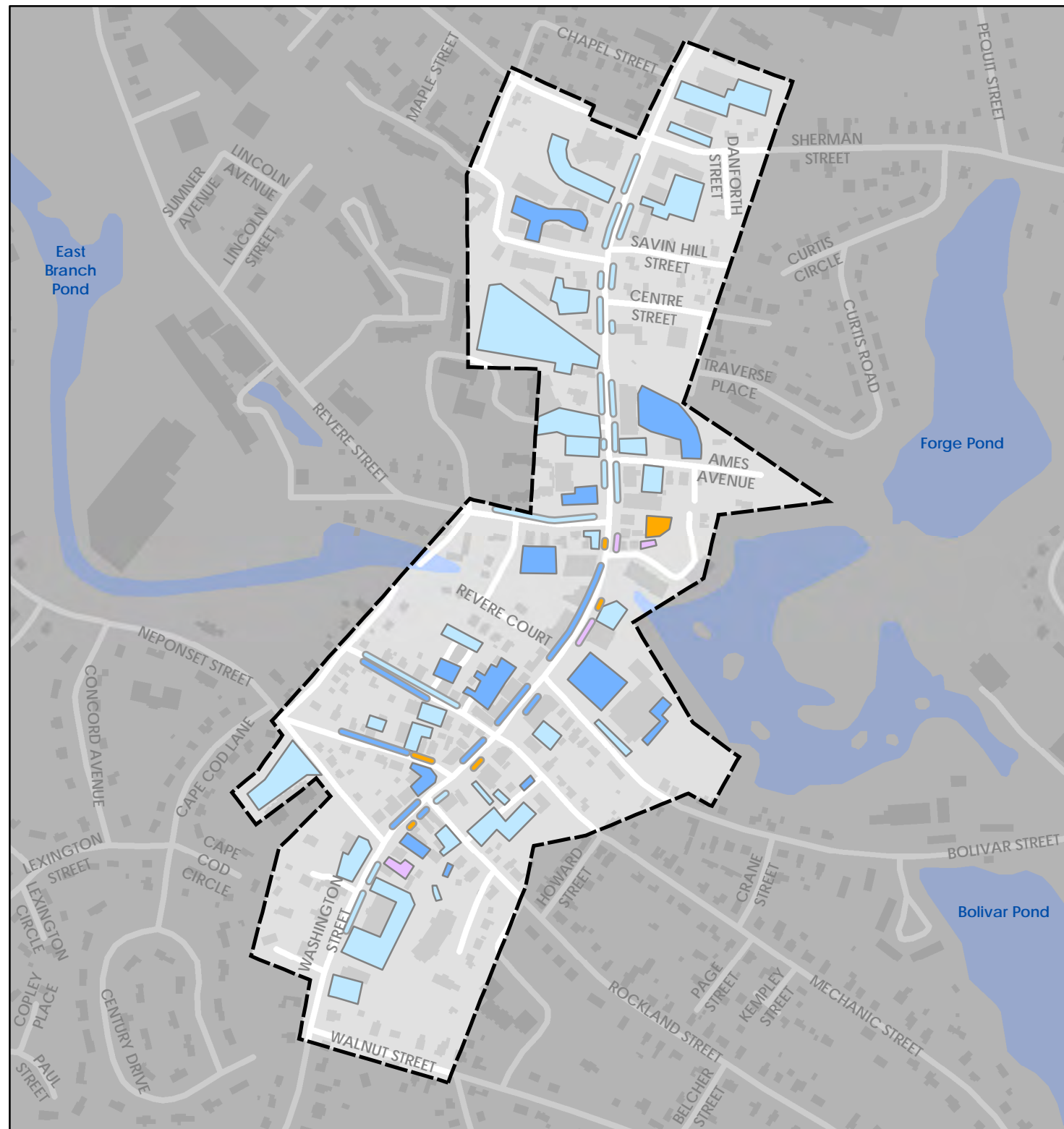
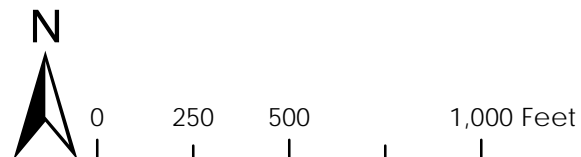
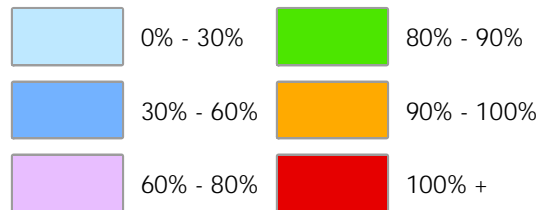
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 Study Area

#### Parking Utilization



# Canton Town Center

## Parking Utilization

### Weekend Evening

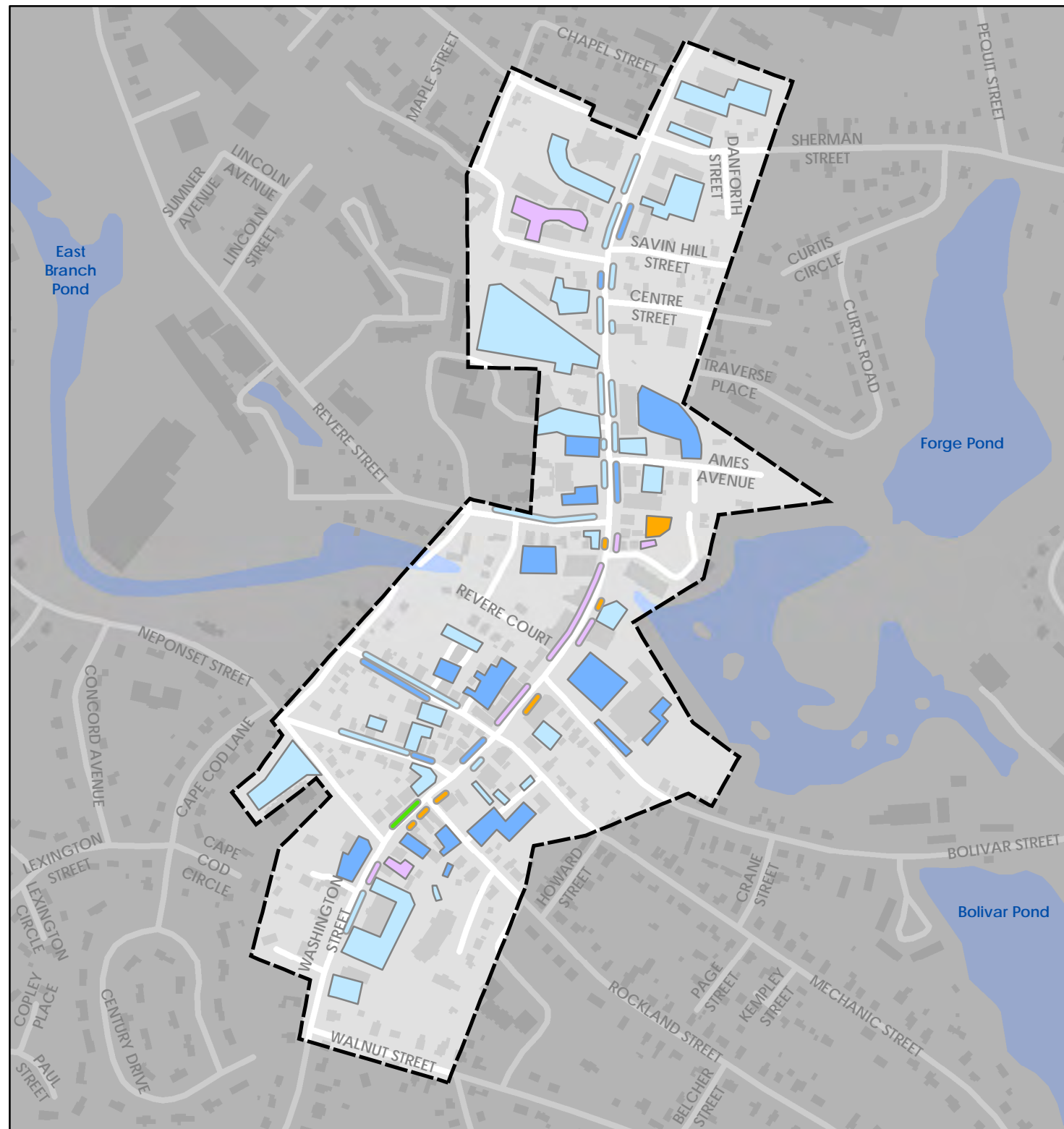
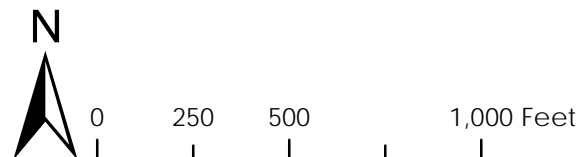
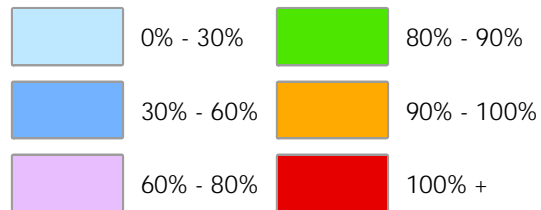
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 Study Area

#### Parking Utilization



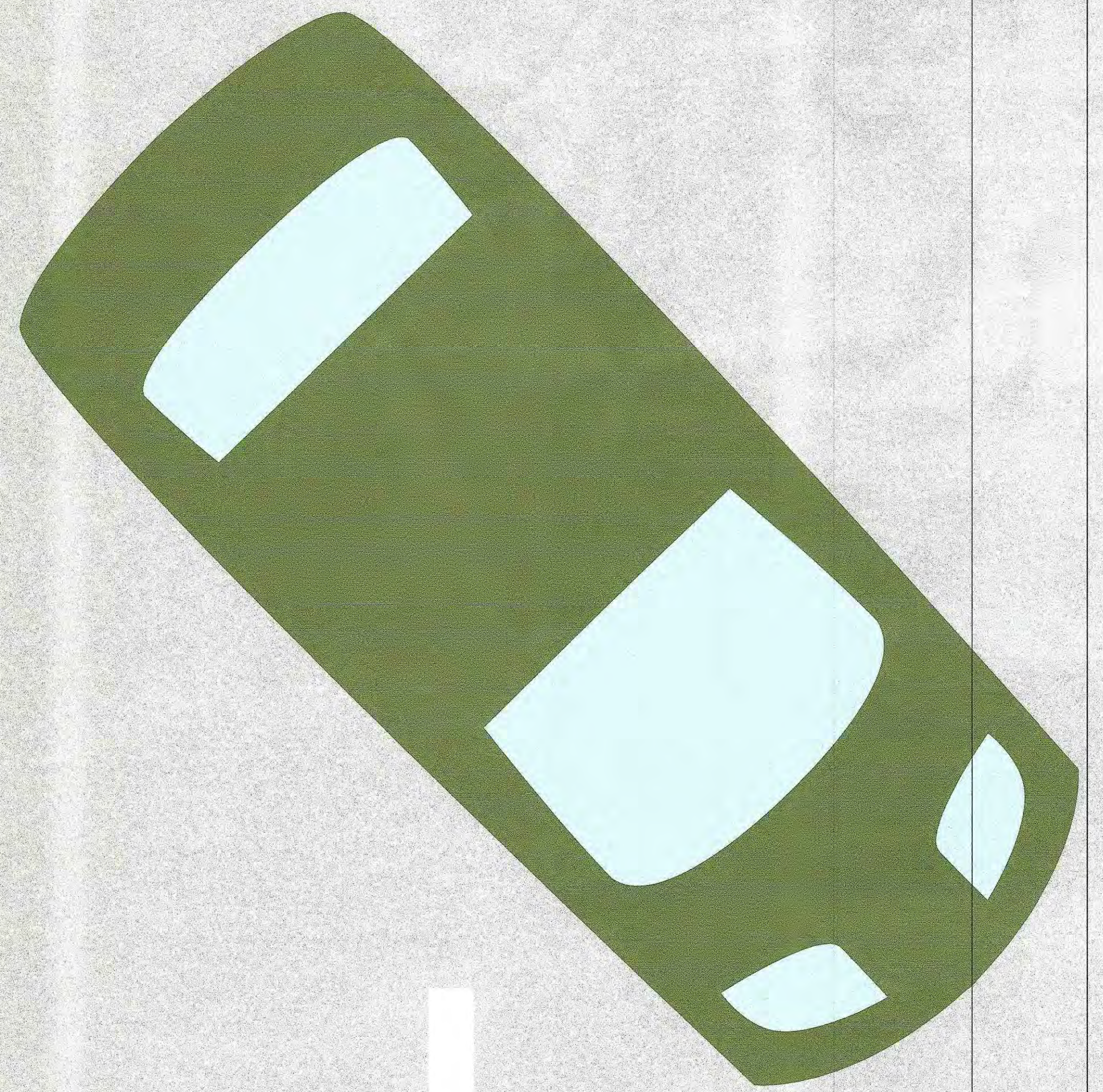




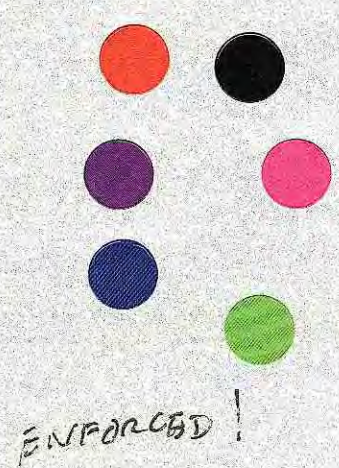
## APPENDIX B | PARKING PRIORITY EXERCISE



# WHAT ARE YOUR TOP PARKING PRIORITIES IN DOWNTOWN CANTON?

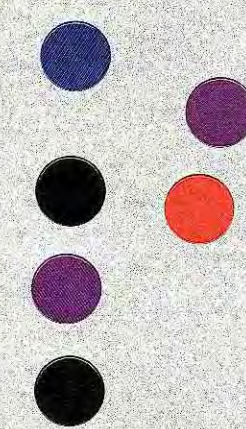


I WOULD LIKE TO  
CHANGE PARKING  
TIME LIMITS



I WOULD LIKE  
MORE ON-STREET  
PARKING SPACES

I WOULD LIKE  
MORE PUBLIC  
PARKING LOTS



I WOULD  
LIKE MORE  
COMMUTER  
RAIL PARKING

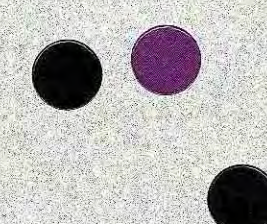
I WOULD LIKE  
MORE SHARING  
OF PRIVATE  
LOTS (LIKE  
WALGREENS  
DOES)



I WOULD  
LIKE MORE  
CROSSWALKS

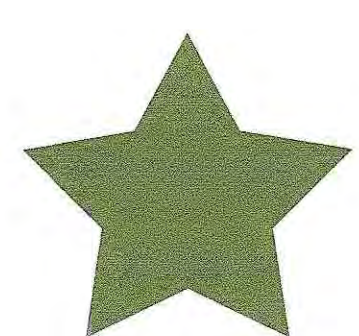
*Painted crosswalks*

I WOULD LIKE TO  
IMPROVE SIGNAGE  
IN PUBLIC  
PARKING LOTS  
AND ON-STREET  
PARKING



WHAT ARE WE  
MISSING?  
WRITE YOUR IDEA  
HERE!

*Police Patrols over 24hr limit*



Please place stickers in the  
parking spots to indicate your  
top parking priorities.





## APPENDIX C | PUBLIC OUTREACH MAPS

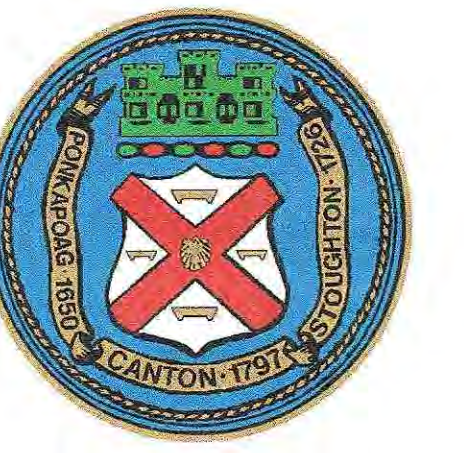


# MAP / DOWNTOWN PARKING



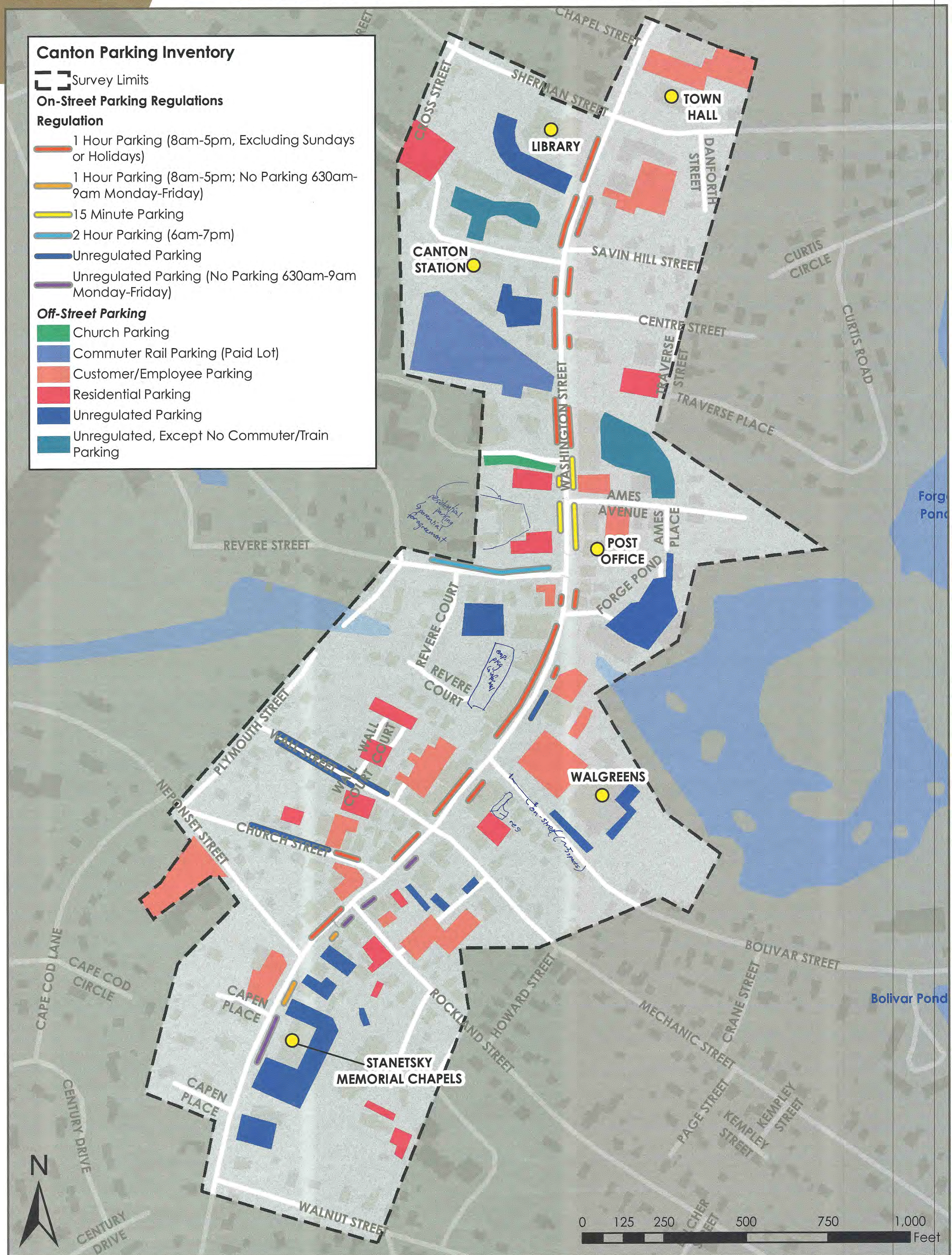
Examples include issues with time limits, difficulty finding a space, walking, lighting challenges, poor signage.



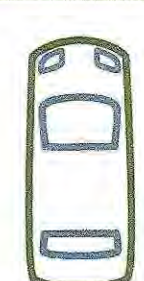


# Canton Parking Strategy

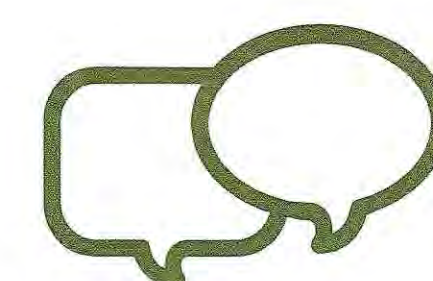
## MAP DOWNTOWN PARKING



TOWN OF CANTON



DOWNTOWN CANTON  
PARKING STRATEGY



Please use a marker to note issues and opportunities connected with the parking system and areas for improvement.

Examples include issues with time limits, difficulty finding a space, walking, lighting challenges, poor signage.

Stantec



# MAP / DOWNTOWN PARKING

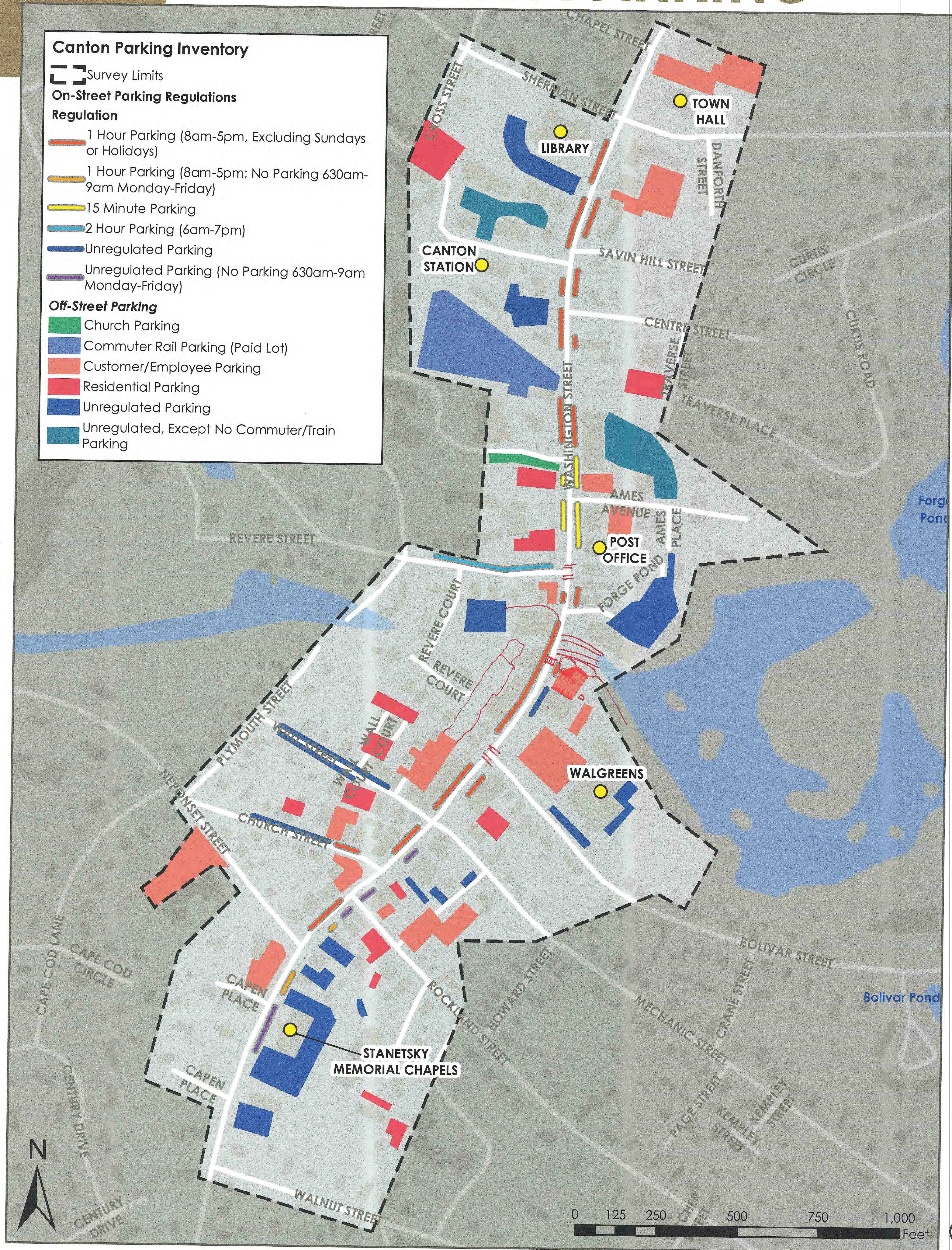




# Canton Parking Strategy



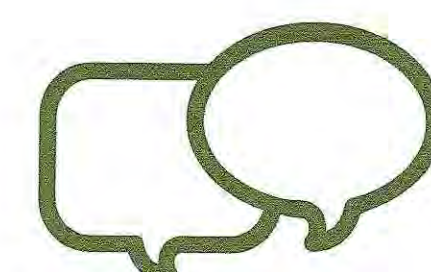
## MAP DOWNTOWN PARKING



TOWN OF CANTON



DOWNTOWN CANTON  
PARKING STRATEGY



**Please use a marker to note issues and opportunities connected with the parking system and areas for improvement.**

Examples include issues with time limits, difficulty finding a space, walking, lighting challenges, poor signage.

Stantec





## APPENDIX D | PUBLIC ENGAGEMENT SURVEY RESULTS



# Town of Canton: Downtown Parking Strategy

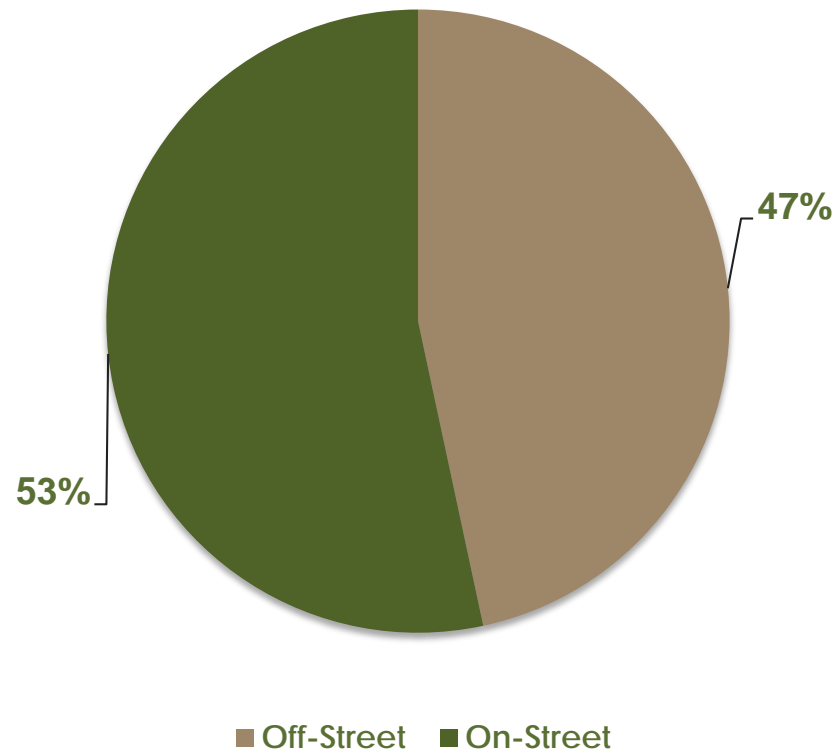
## PUBLIC SURVEY ANALYSIS



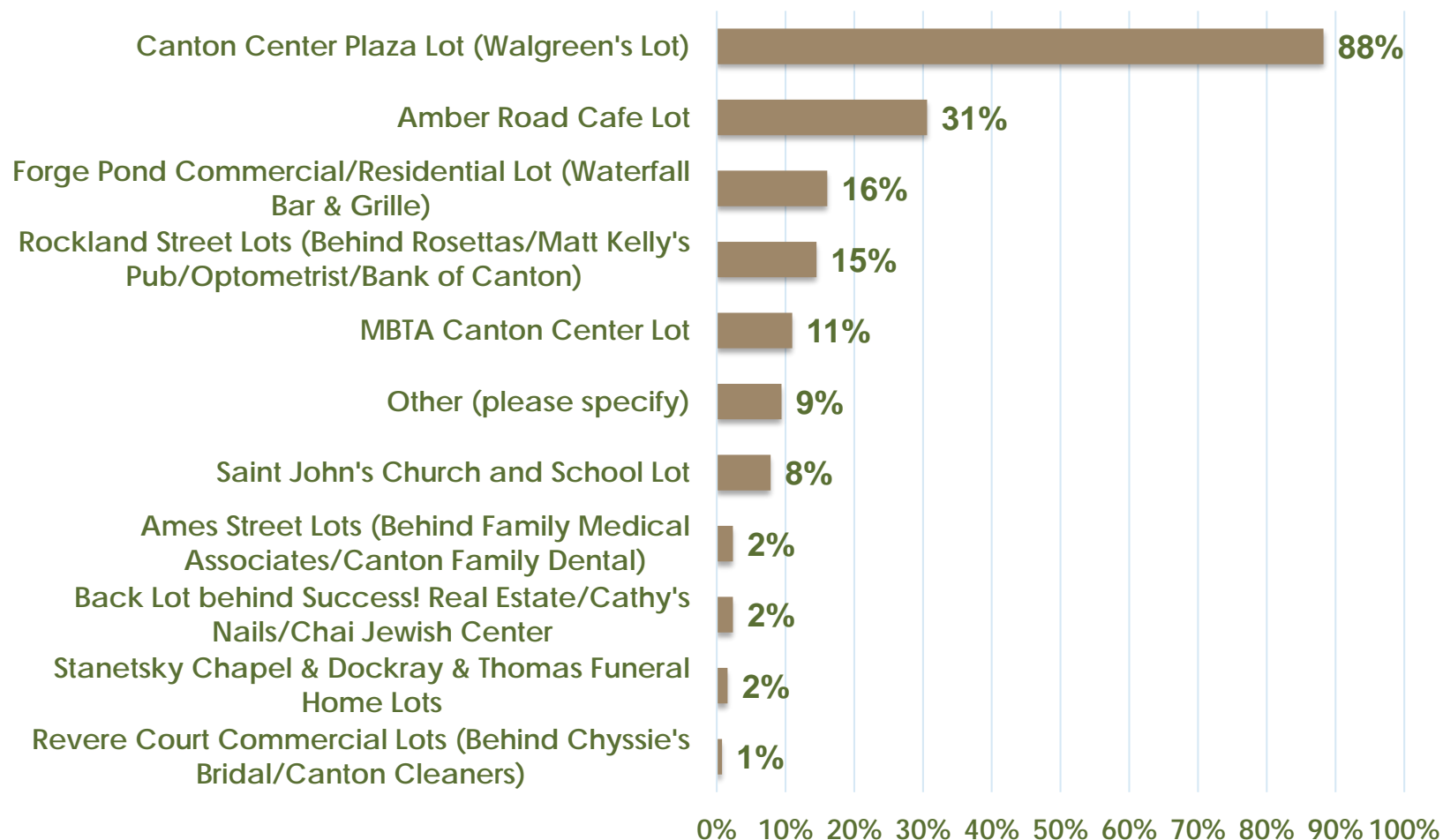
November 9 , 2018



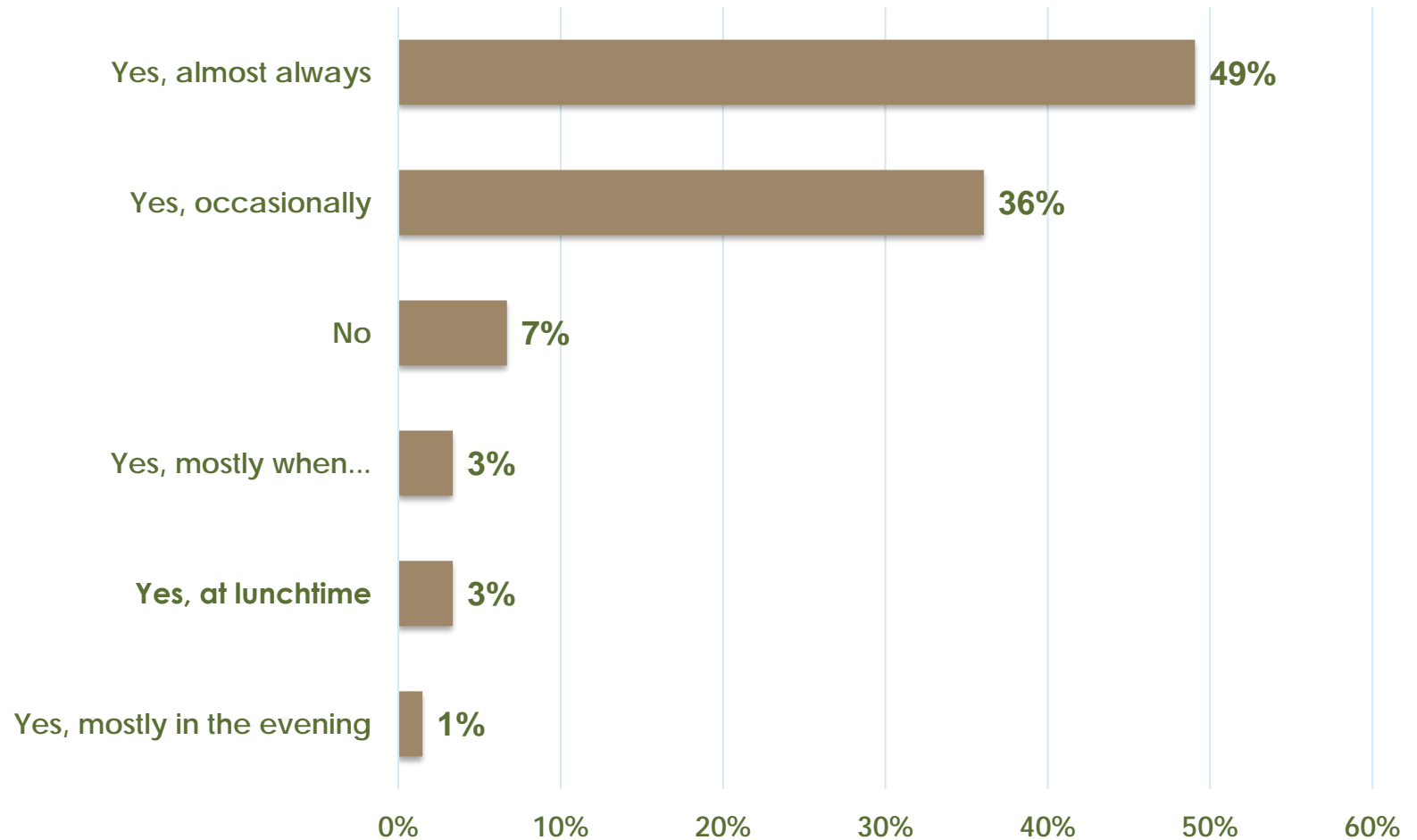
## Q1: Where do you park most frequently?



## Q2: What off-street locations do you park at most frequently?

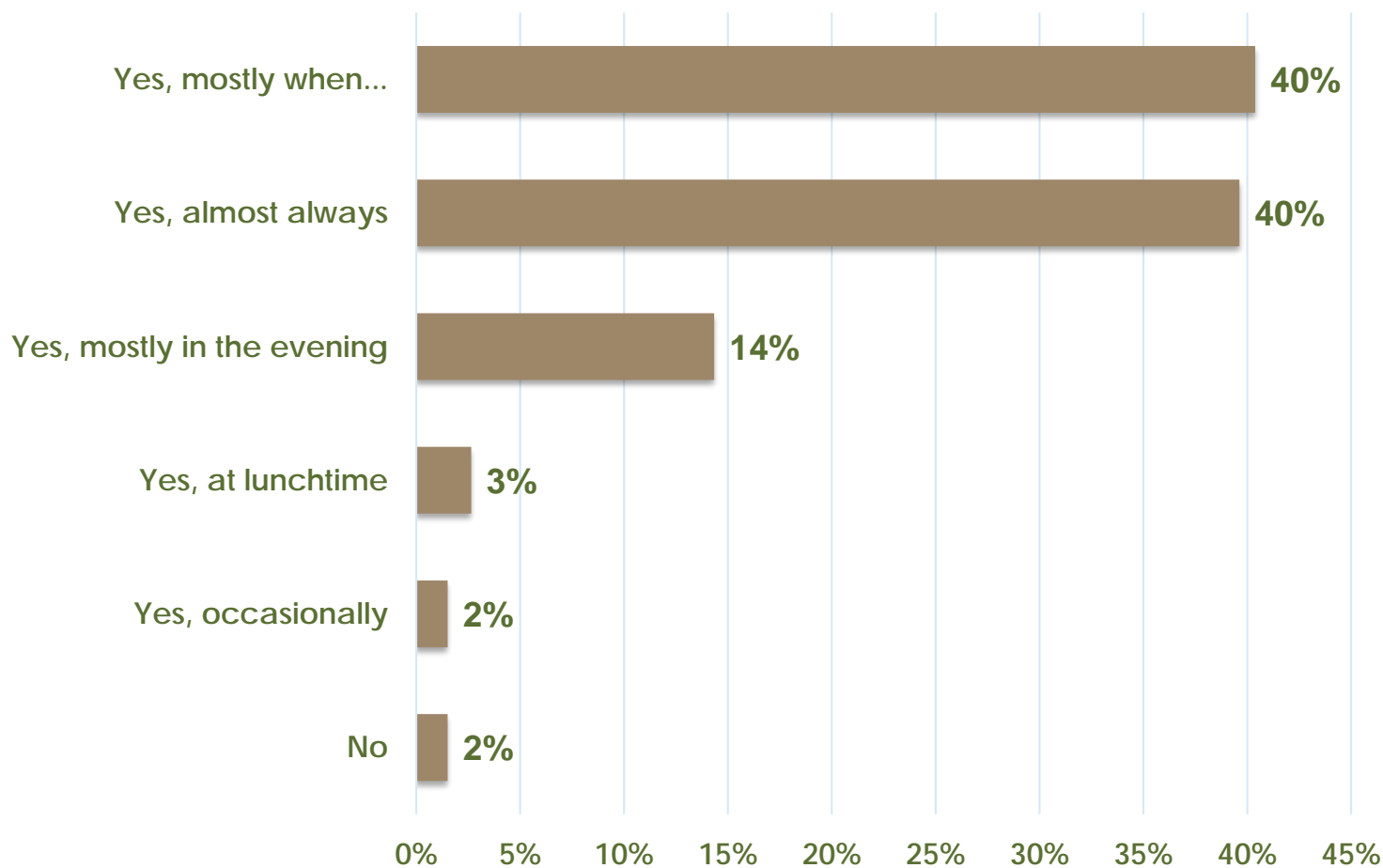


### Q3: Do you find it difficult to find on-street parking in Downtown?

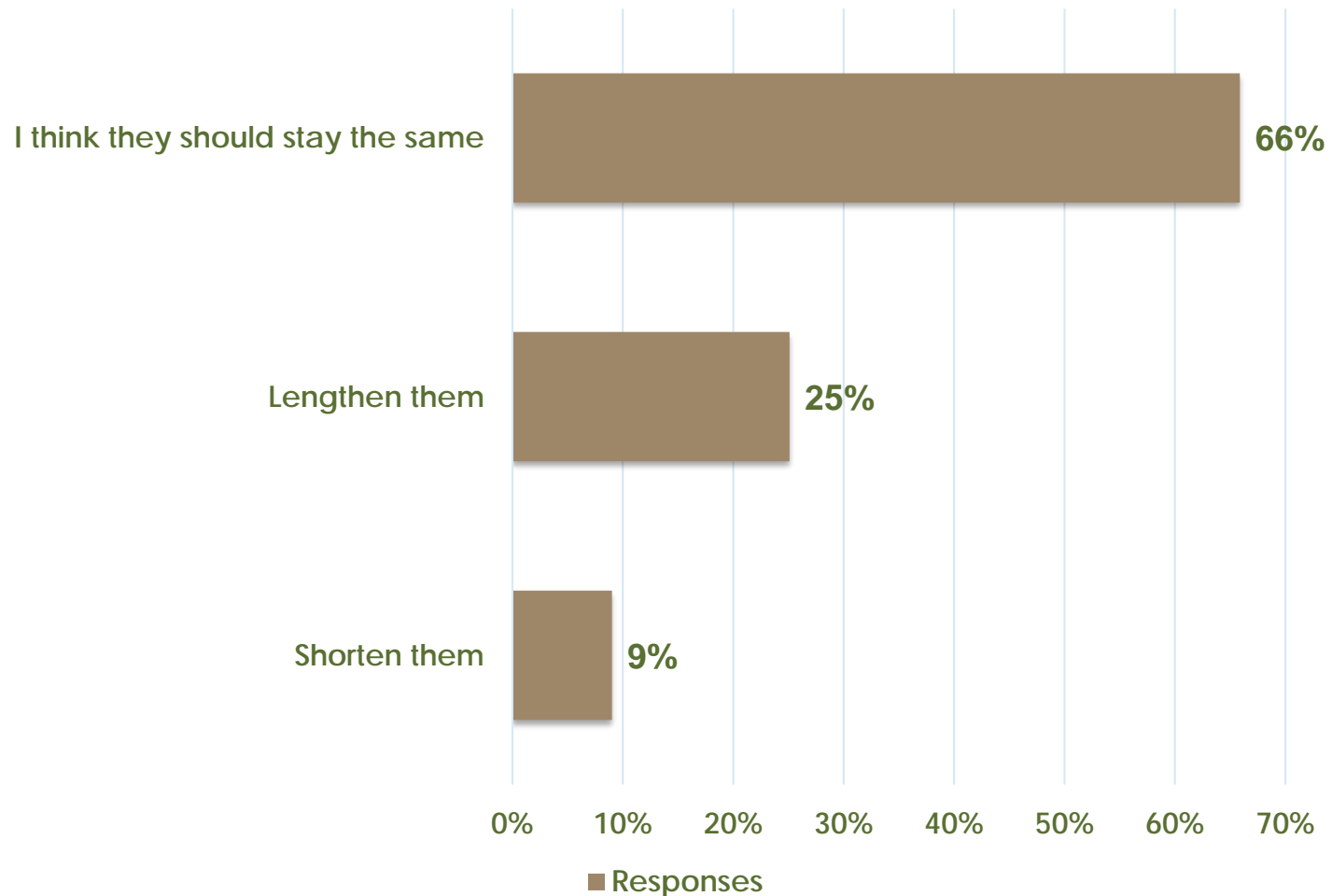




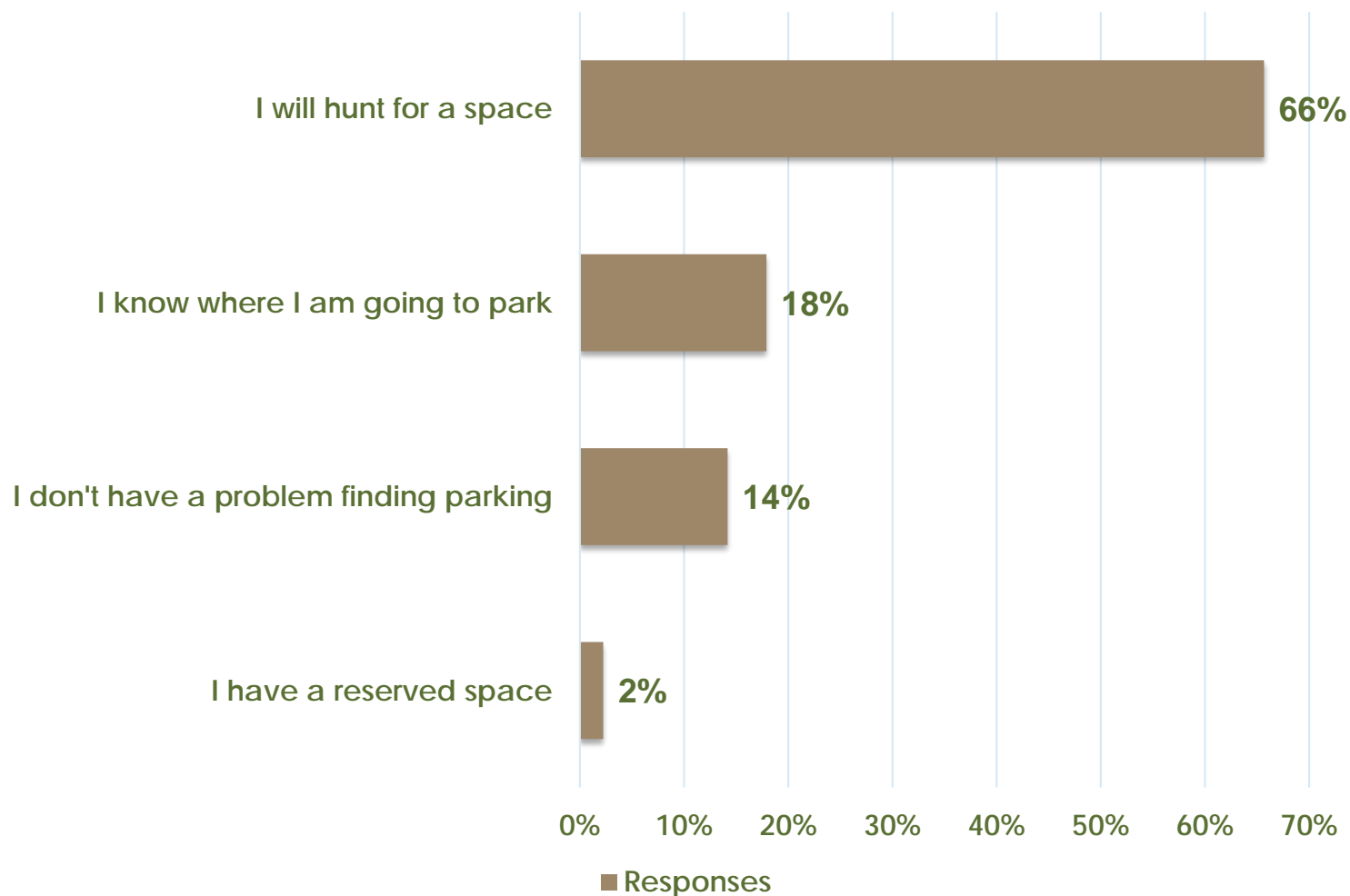
## Q4: Do you find it difficult to find off-street parking in Downtown?



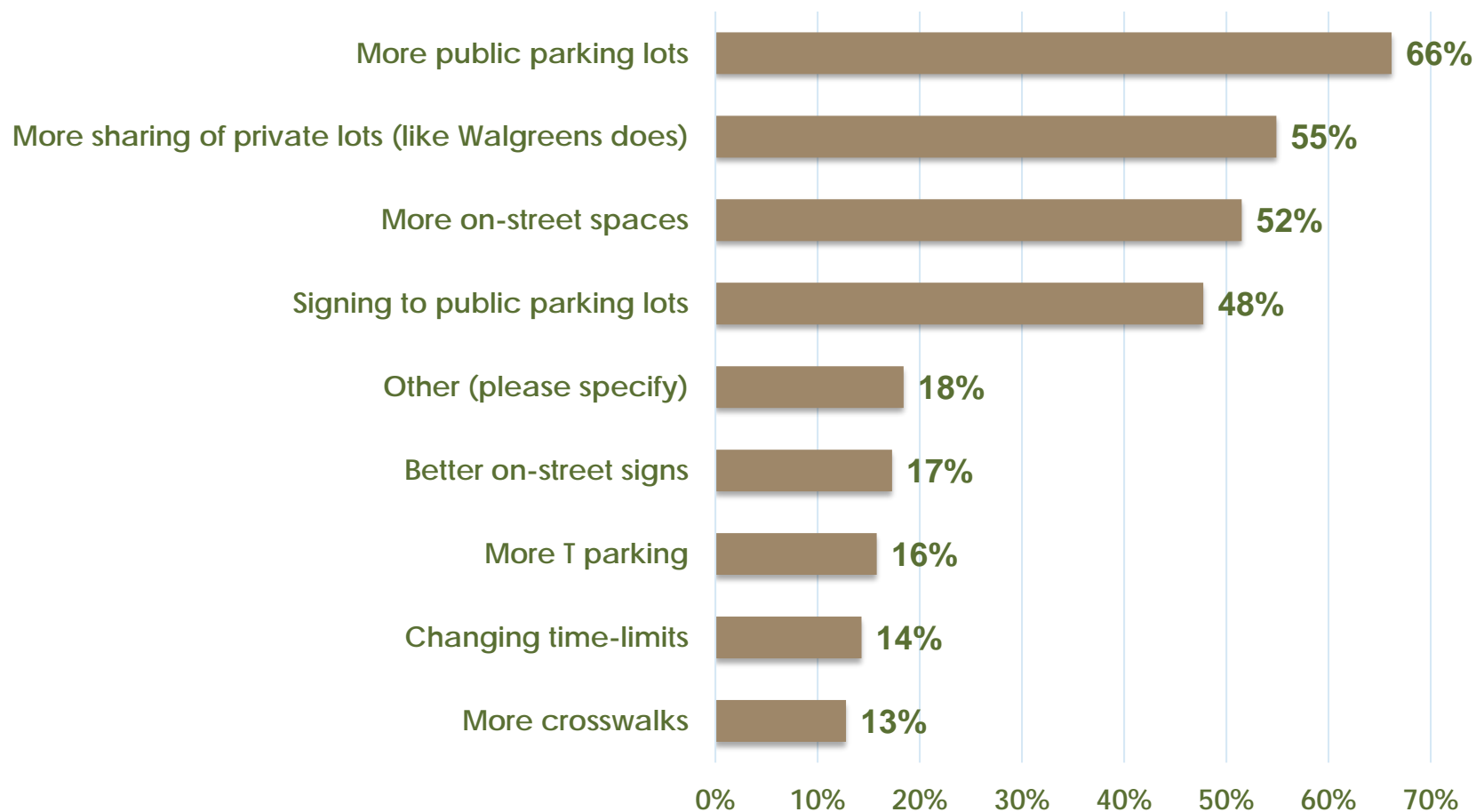
## Q5: How would you change the parking time limits (currently mostly 1-hour) Downtown?



## Q6: How do you find a place to park?



## Q7: What changes might improve parking in Downtown Canton?





## APPENDIX E | BOARD OF SELECTMEN MEETING PRESENTATION

# Town of Canton: Downtown Parking Strategy

## PUBLIC SURVEY ANALYSIS

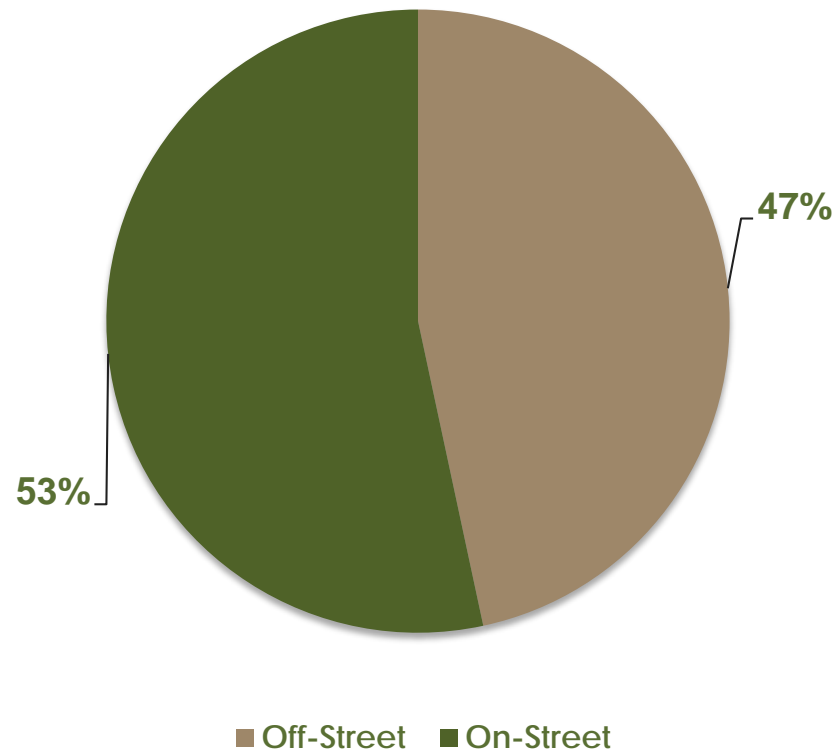


<https://suburbanjungleinc.com/neighborhoods/canton/>

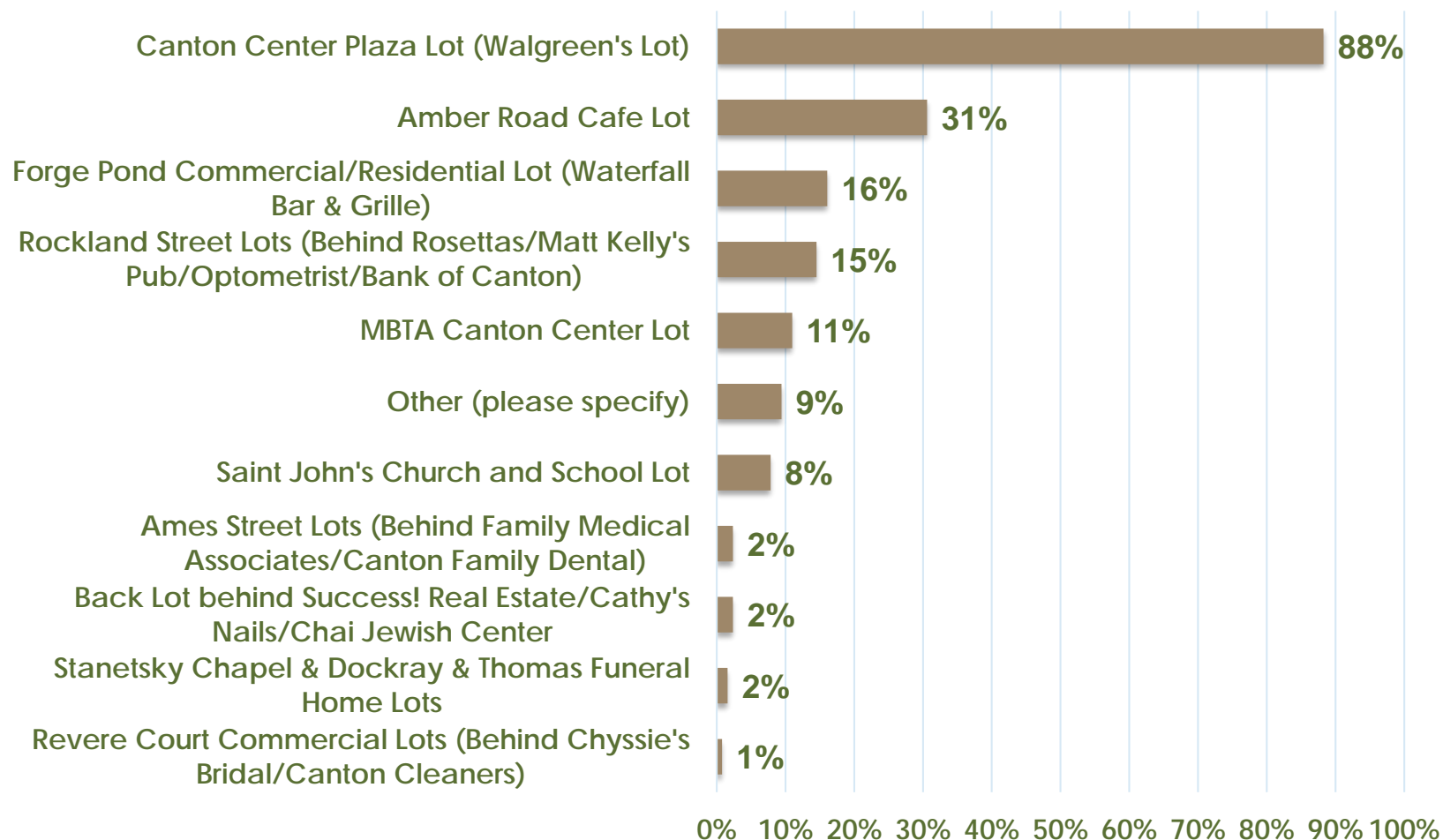
November 9 , 2018



## Q1: Where do you park most frequently?

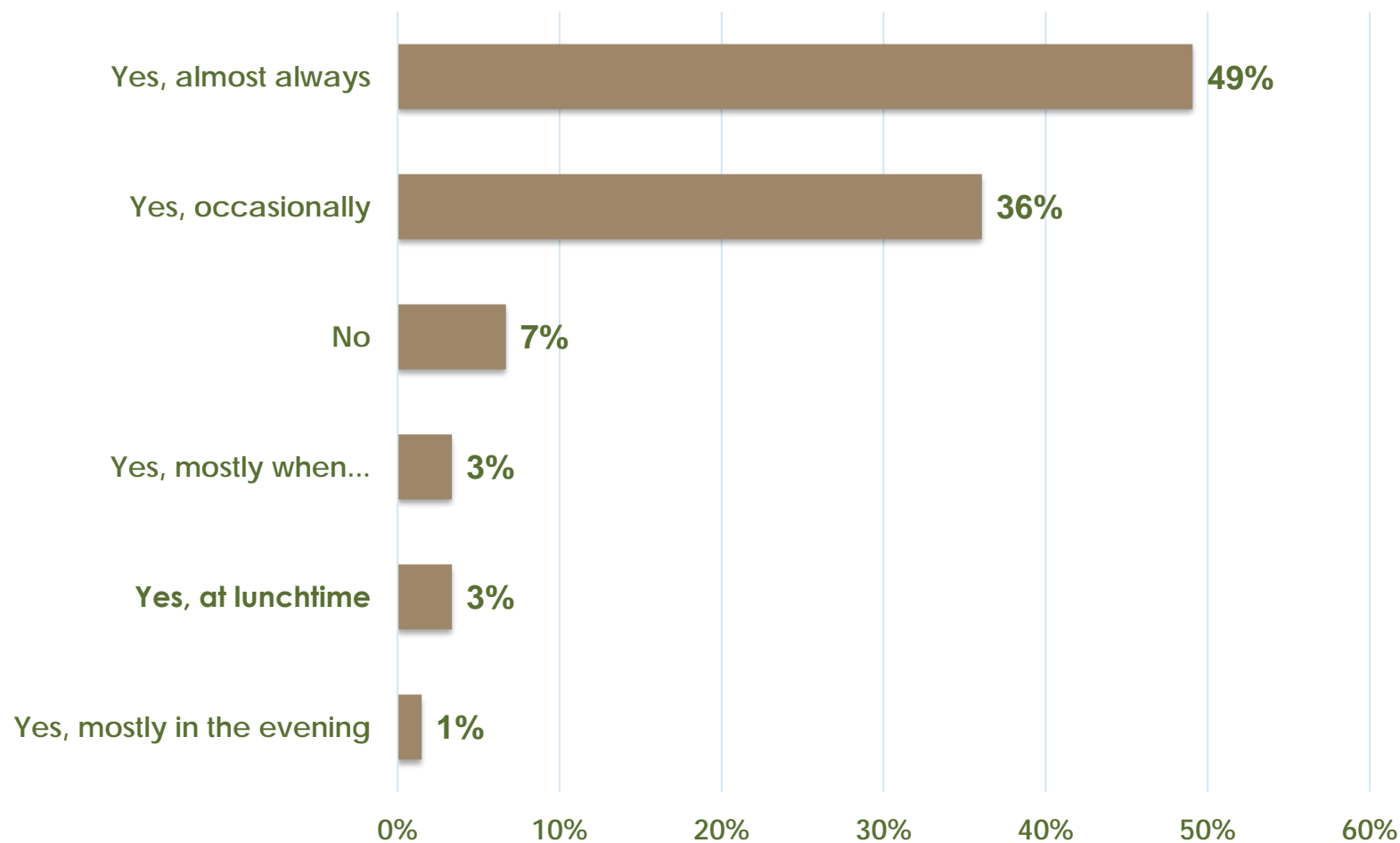


## Q2: What off-street locations do you park at most frequently?

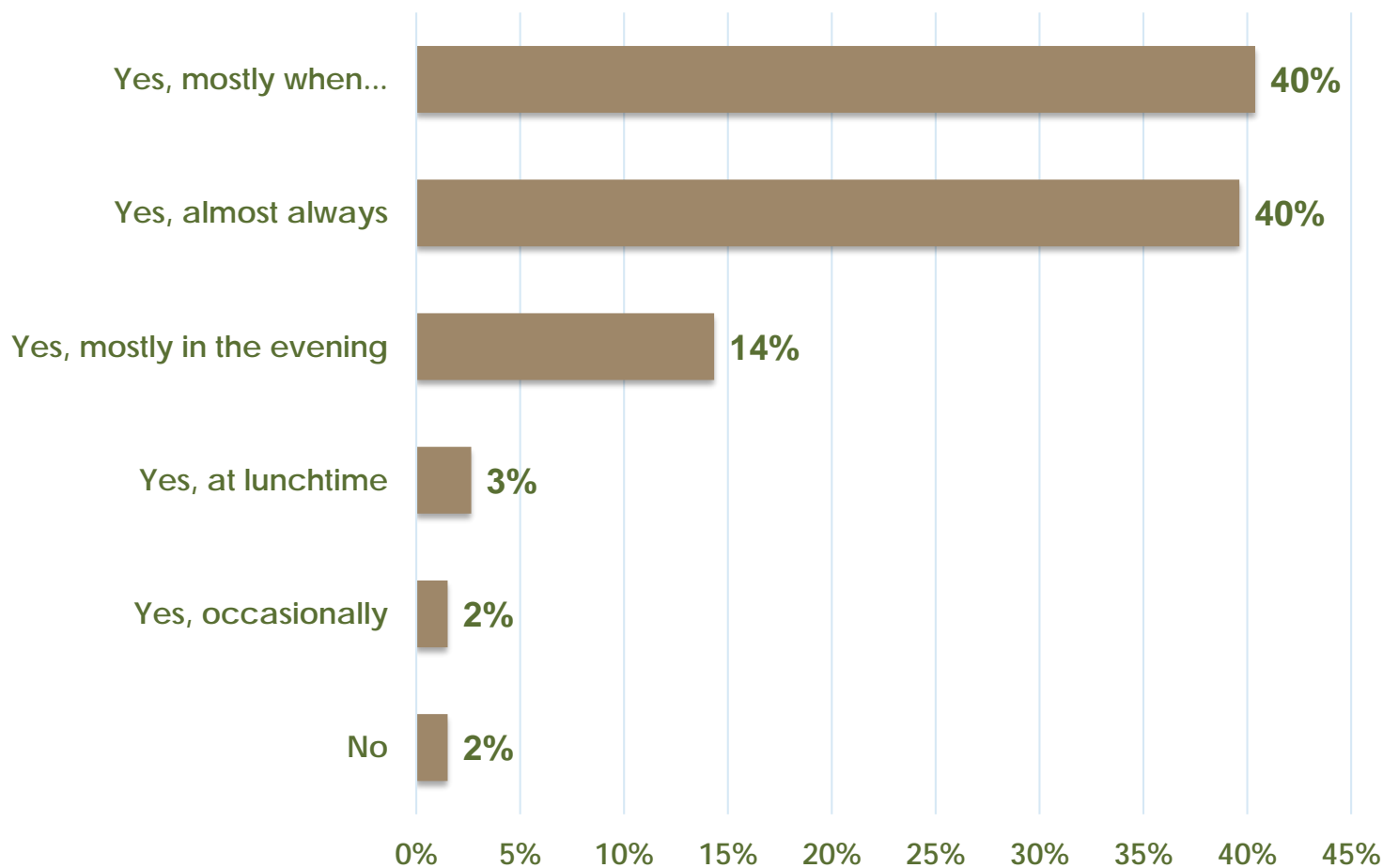




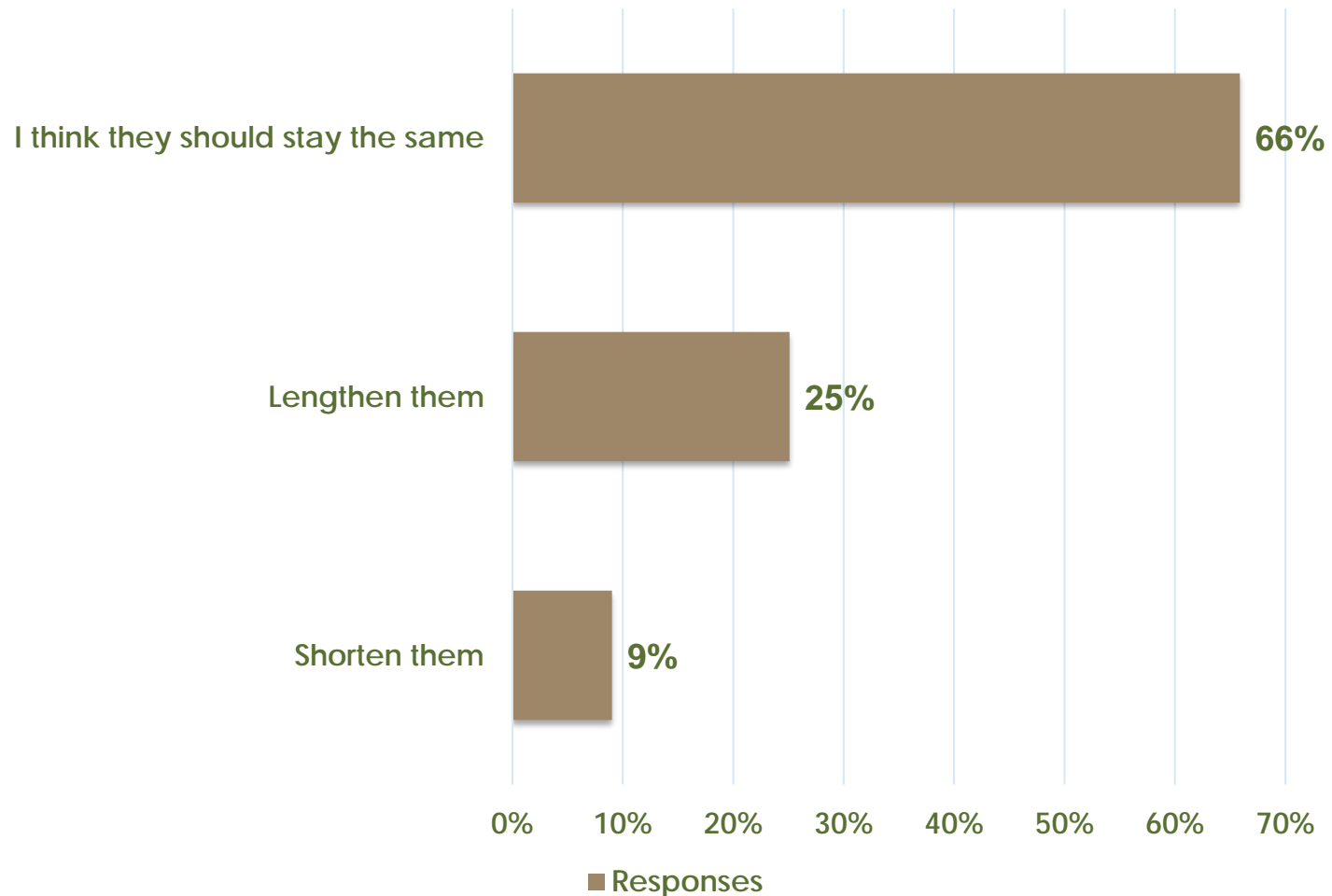
### Q3: Do you find it difficult to find on-street parking in Downtown?



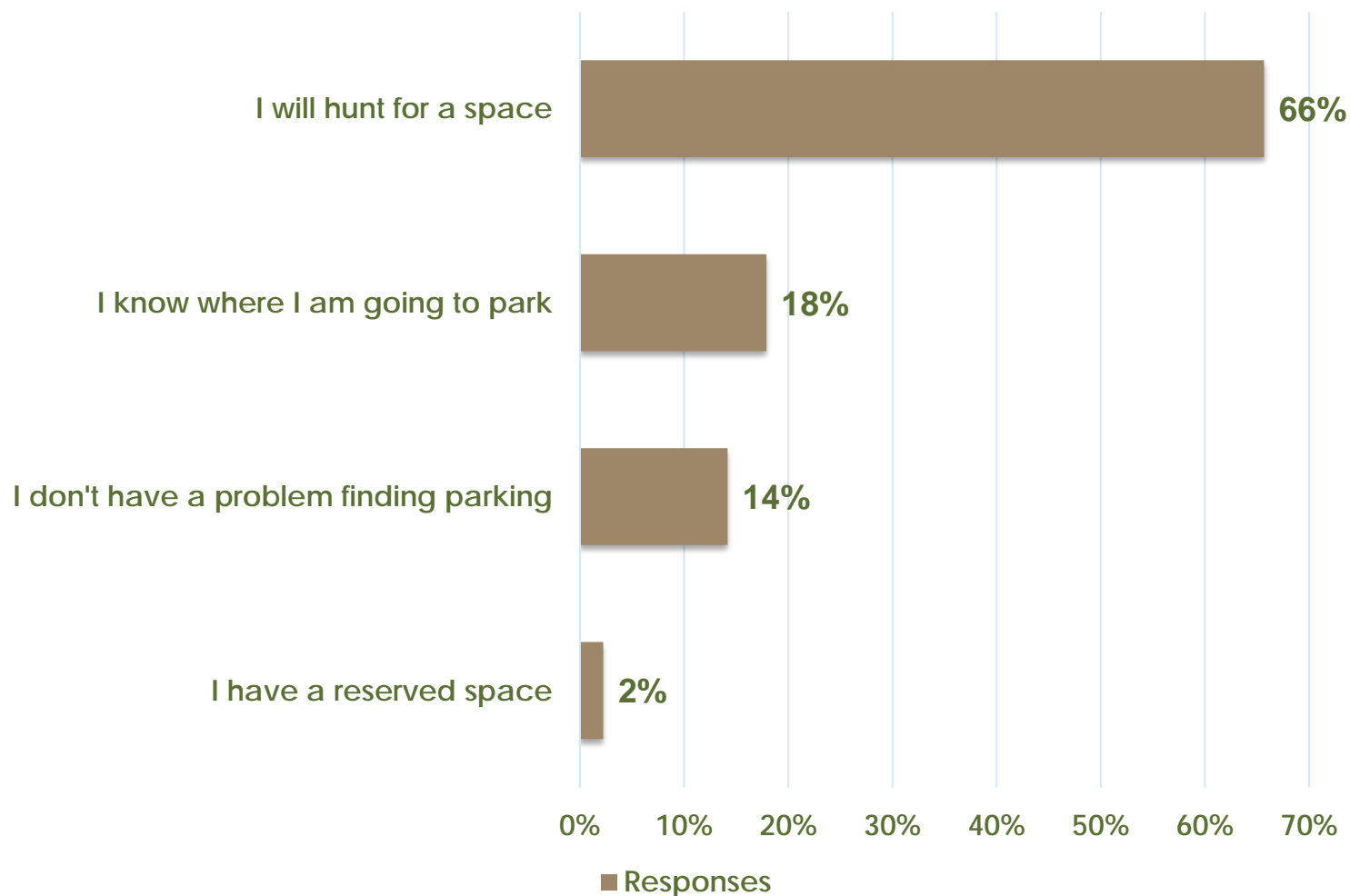
## Q4: Do you find it difficult to find off-street parking in Downtown?



## Q5: How would you change the parking time limits (currently mostly 1-hour) Downtown?

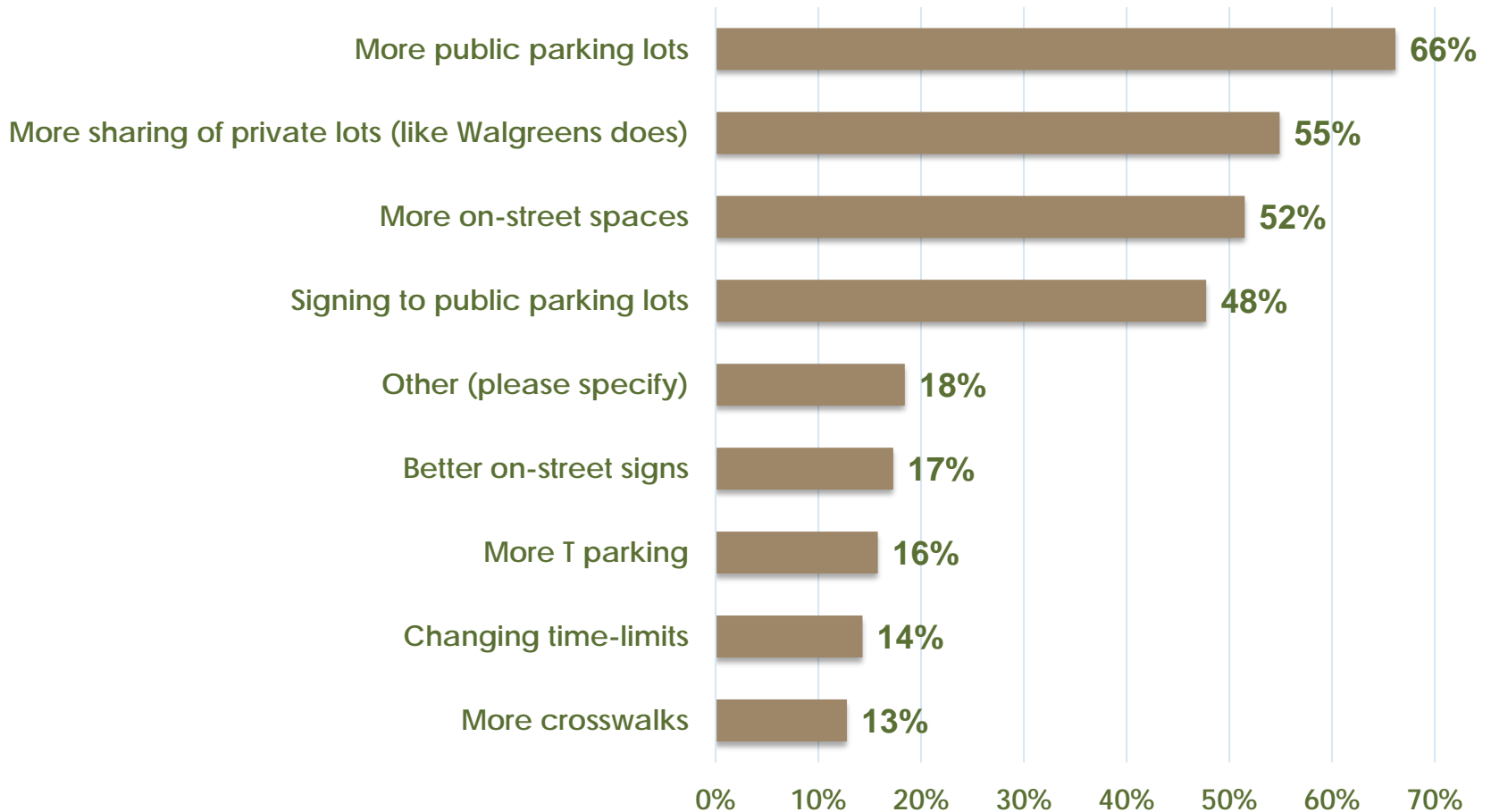


## Q6: How do you find a place to park?





## Q7: What changes might improve parking in Downtown Canton?



## APPENDIX E | BOARD OF SELECTMEN MEETING PRESENTATION

# Town of Canton: Downtown Parking Strategy

## FINAL PRESENTATION



<https://suburbanjungleinc.com/neighborhoods/canton/>

November 13 , 2018



## AGENDA

- Study Goals & Process
- Parking Inventory and Utilization Data
- Multimodal Conditions
- Public Outreach
- Zoning Review
- Draft Recommendations

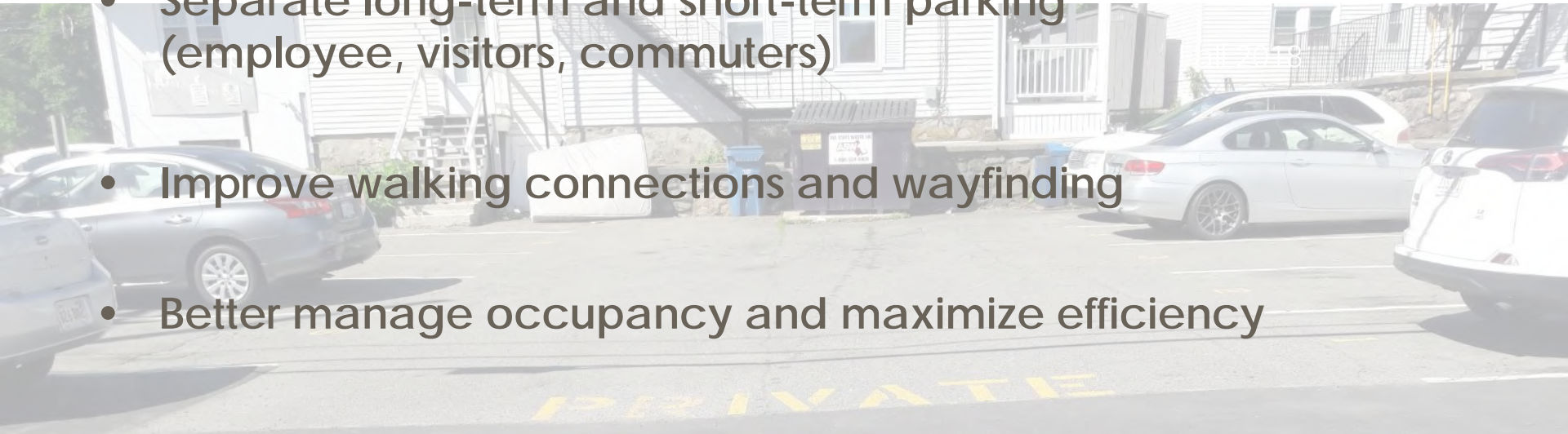




# STUDY GOALS AND PROCESS

## STUDY GOALS

- Making parking around the downtown area available, affordable, consistent, clear, and visible
- Encouraging people to park once and visit multiple destinations
- Separate long-term and short-term parking (employee, visitors, commuters)
- Improve walking connections and wayfinding
- Better manage occupancy and maximize efficiency





## STUDY PROCESS



Parking  
Inventory



Parking  
Utilization



Public  
Outreach



Draft  
Strategies



Final Report  
&  
Presentation

Summer 2018

Fall 2018

Fall 2018



# PARKING INVENTORY AND UTILIZATION



### Study Area

### On-Street Parking

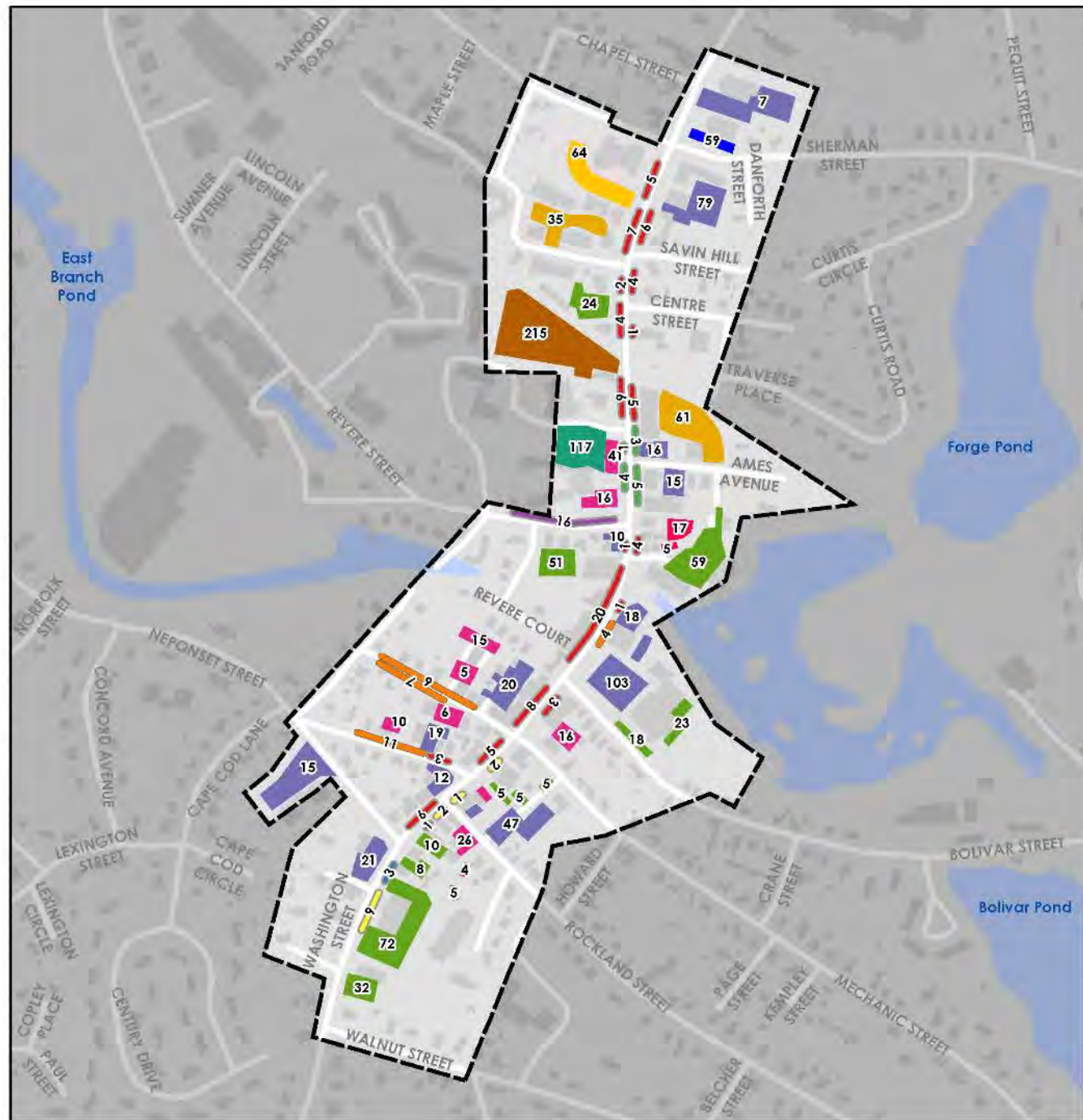
-  8am-5pm, Excluding Sundays or Holidays, 1-Hour Parking
-  8am-5pm; No Parking 630am-9am Monday-Friday, 1-Hour Parking
-  15 Minute Parking
-  2 Hour Parking (6am-7pm)
-  Unregulated Parking
-  No Parking 630am-9am Monday-Friday, No Time Limit

### Off-Street Parking

- |   |   |
|---|---|
|    | Church Parking  |
|    | Commuter Rail Parking (\$4/day or \$70/month)         |
|    | Customer/Employee Parking                             |
|    | Library Patrons Parking Only                          |
|    | Mixed Use (Customer/Employee and Residential Parking) |
|    | Residential Parking                                   |
|   | Town Hall Business Parking Only                       |
|  | Unregulated Parking                                   |
|  | Unregulated, Except No Commuter/Train Parking         |



0      200      400      800 Feet





# PARKING INVENTORY

## Total Parking Spaces

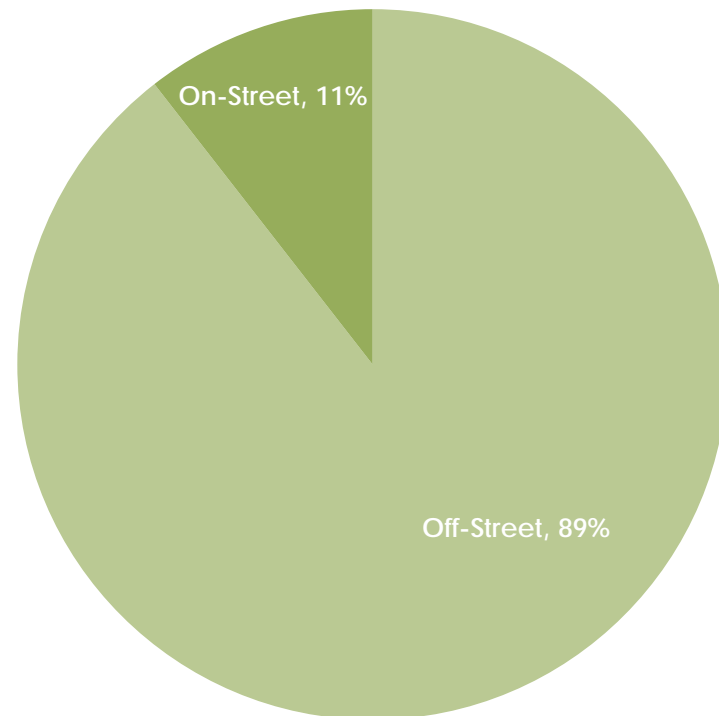
- 1,577

## On-Street Parking Spaces

- 166 total
- 55% 1 Hour Parking (8am-5pm, Excluding Sundays or Holidays)
- 19% Unregulated parking
- 6 regulations

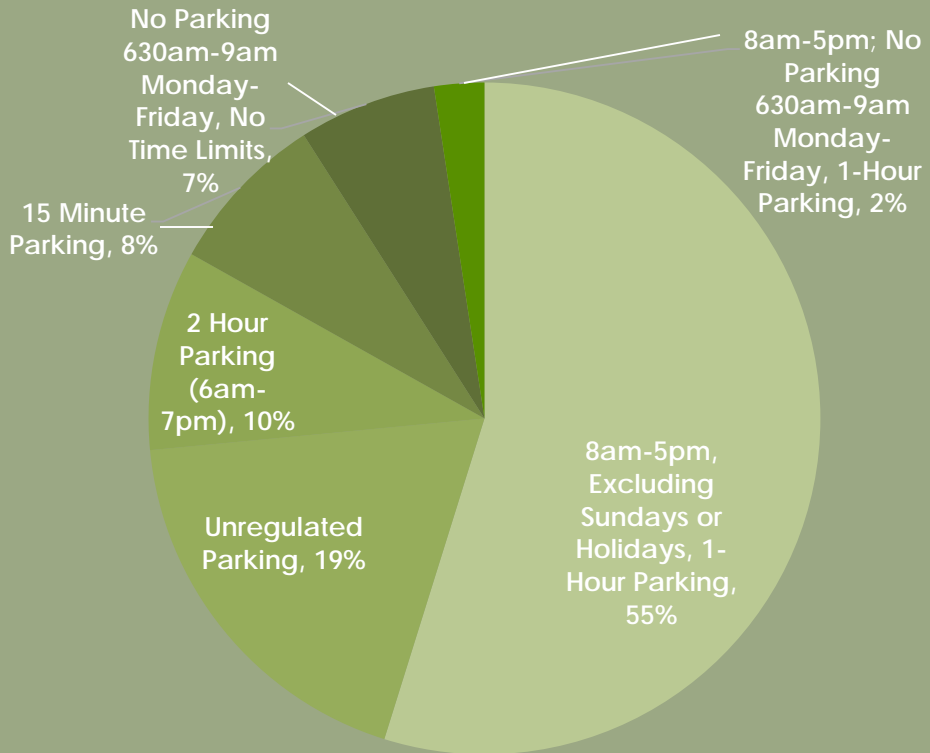
## Off-Street Parking Spaces

- 1,411 total
- 27% dedicated to business employees and customers
- 8 regulations

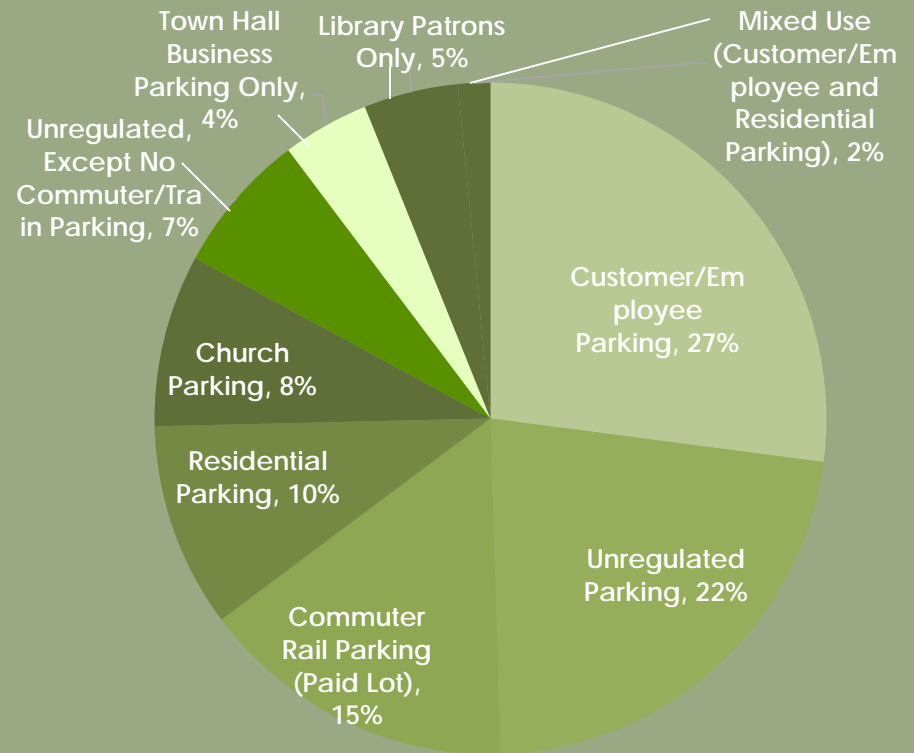


# PARKING REGULATIONS

## ON-STREET



## OFF-STREET



# PARKING UTILIZATION

## WHEN?

- Typical Weekday  
(Thursday, June 14, 2018)
- Typical Weekend  
(Saturday, June 23, 2018)

## WHERE?

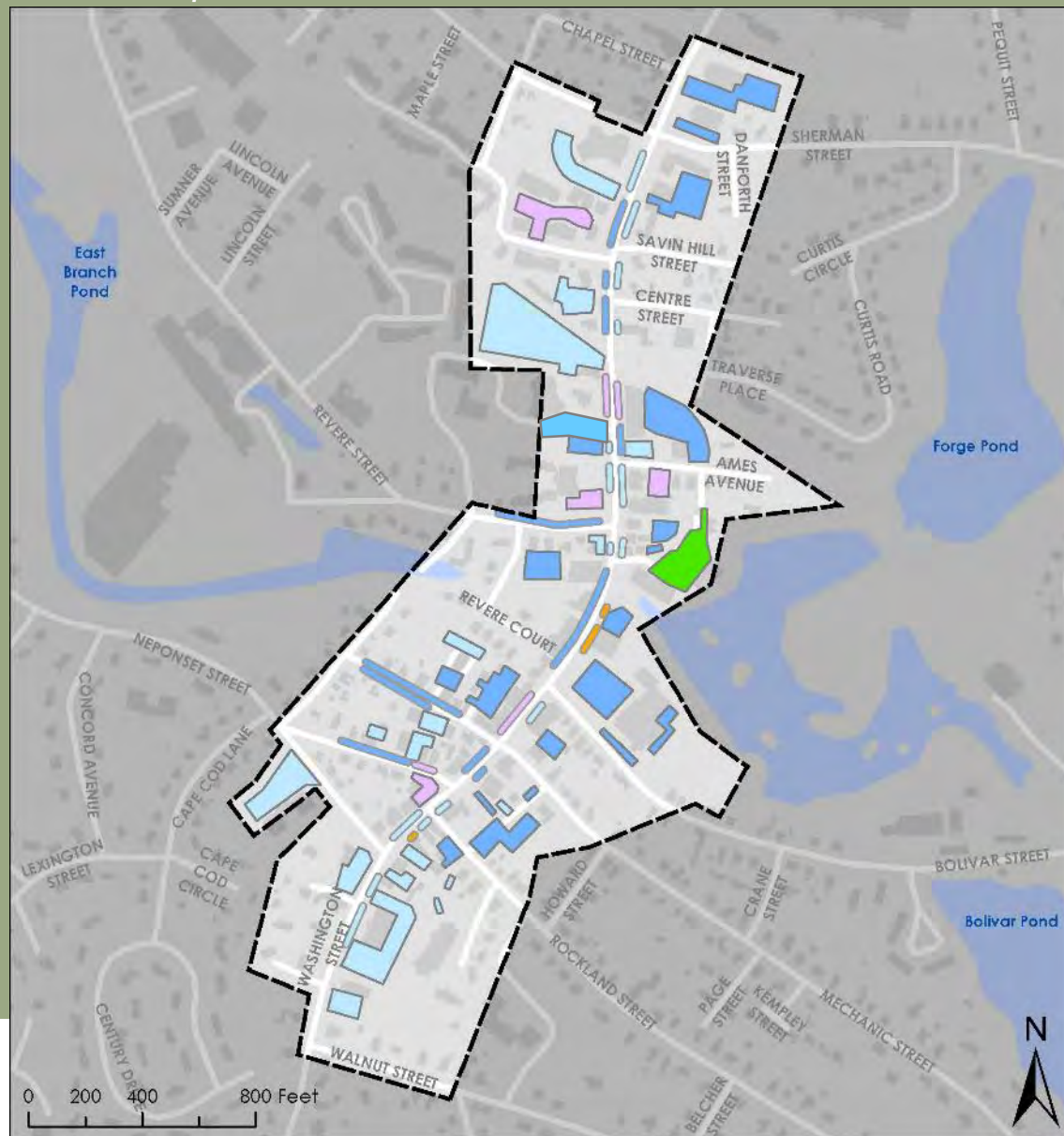
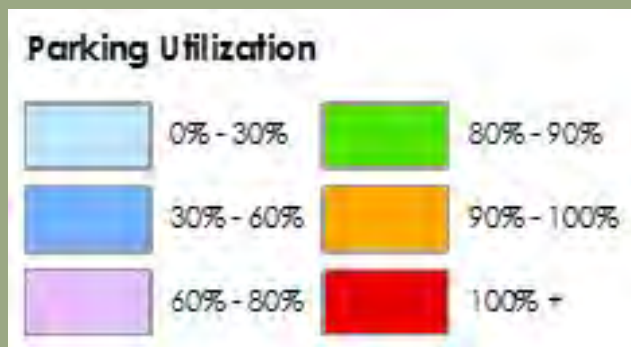
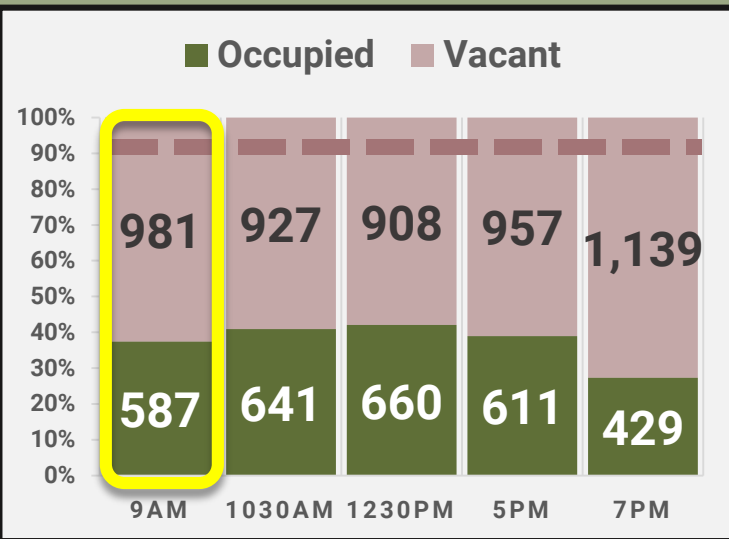
- Town Center
- Public, private, on-and off-street parking spaces and lots

## WHY?

- Understand parking demand levels
- Assess parking occupancy during Canton peak activities

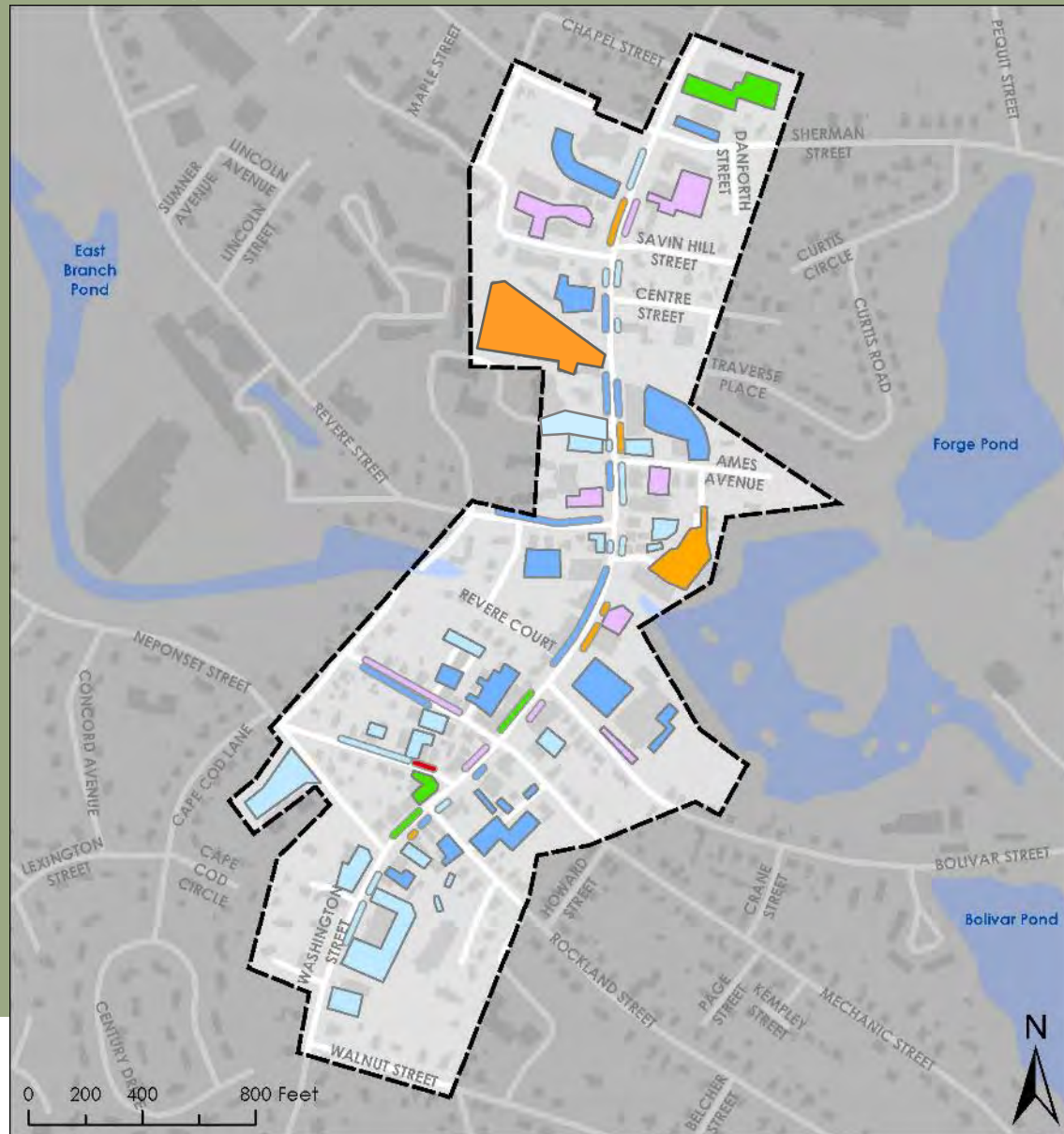
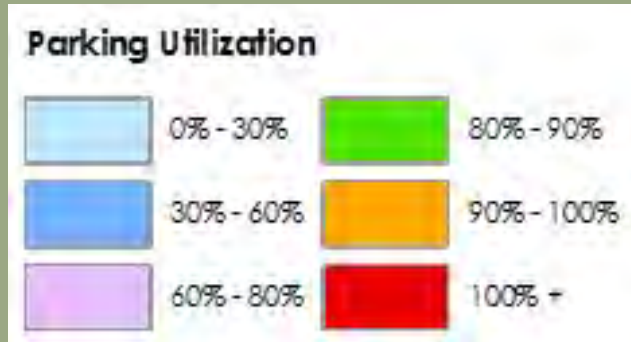
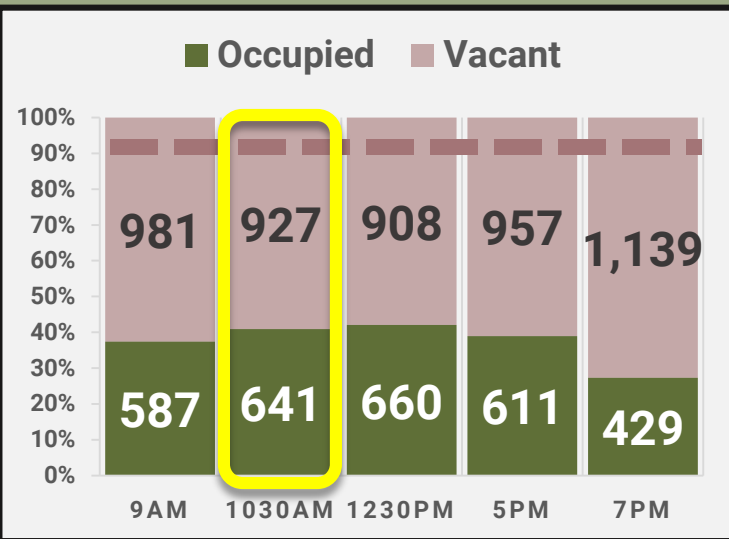


## PARKING UTILIZATION: WEEKDAY, 9:00 AM

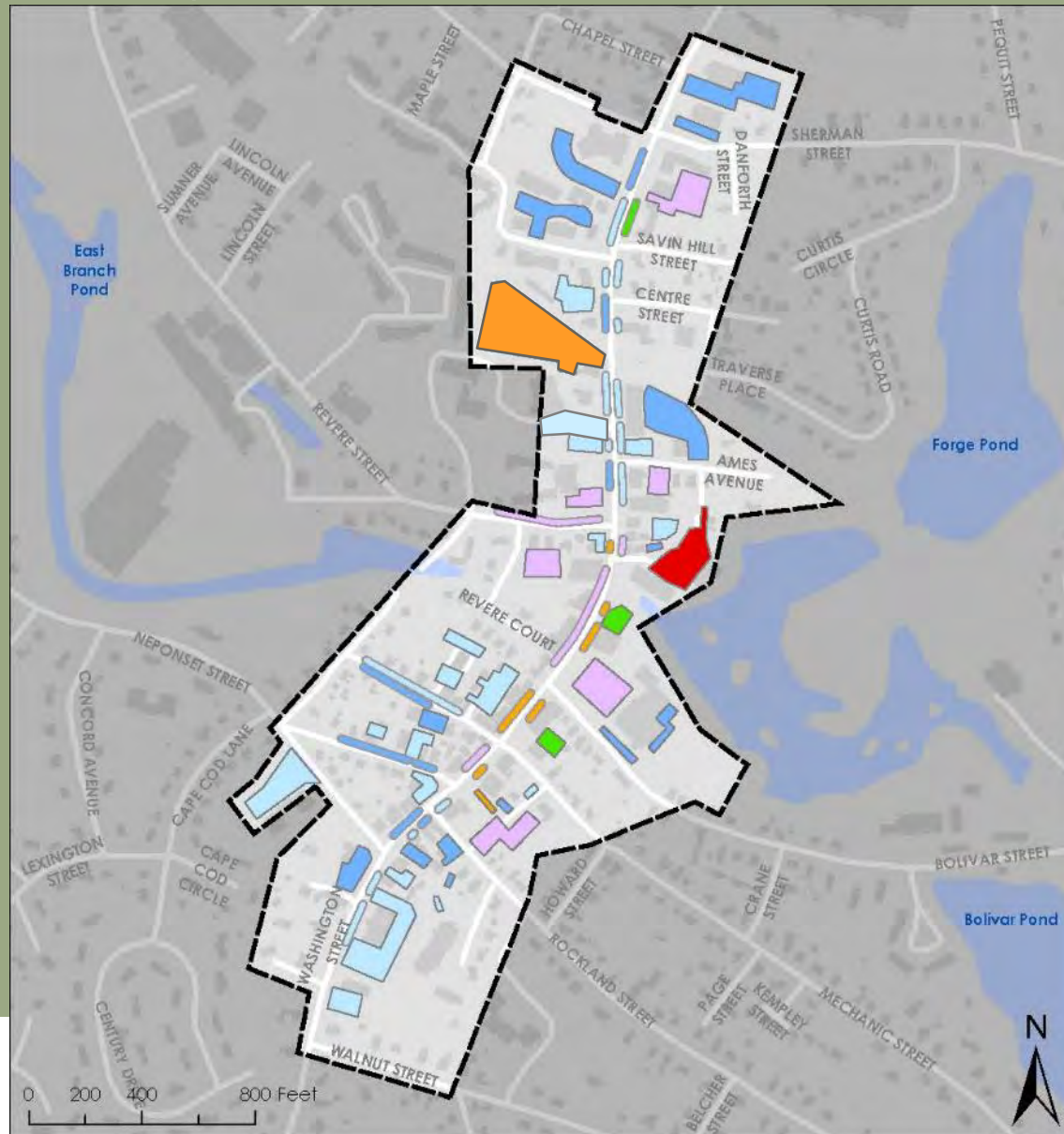
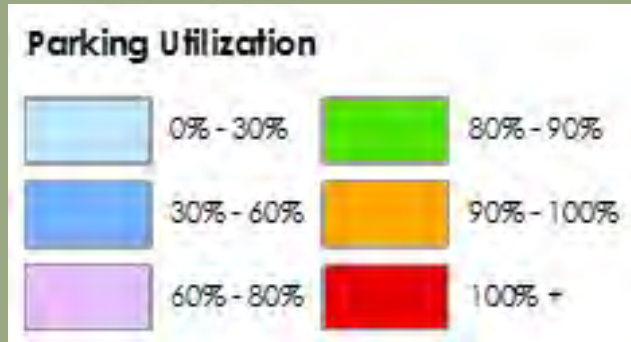
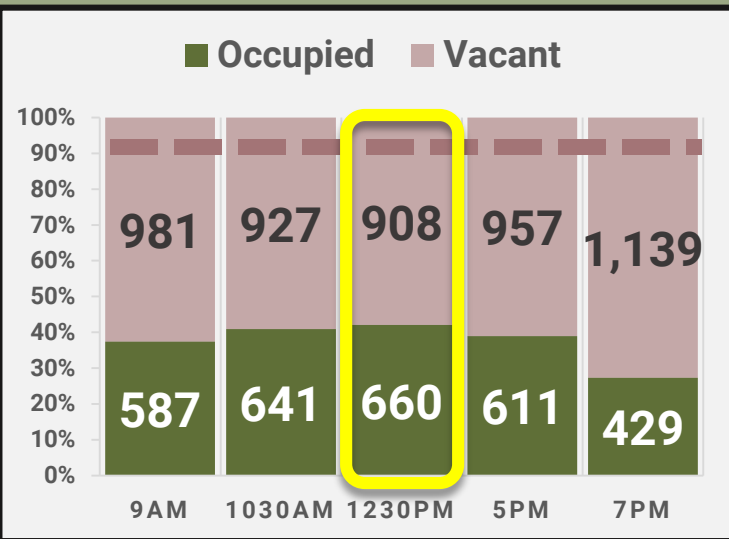




## PARKING UTILIZATION: WEEKDAY, 10:30 AM

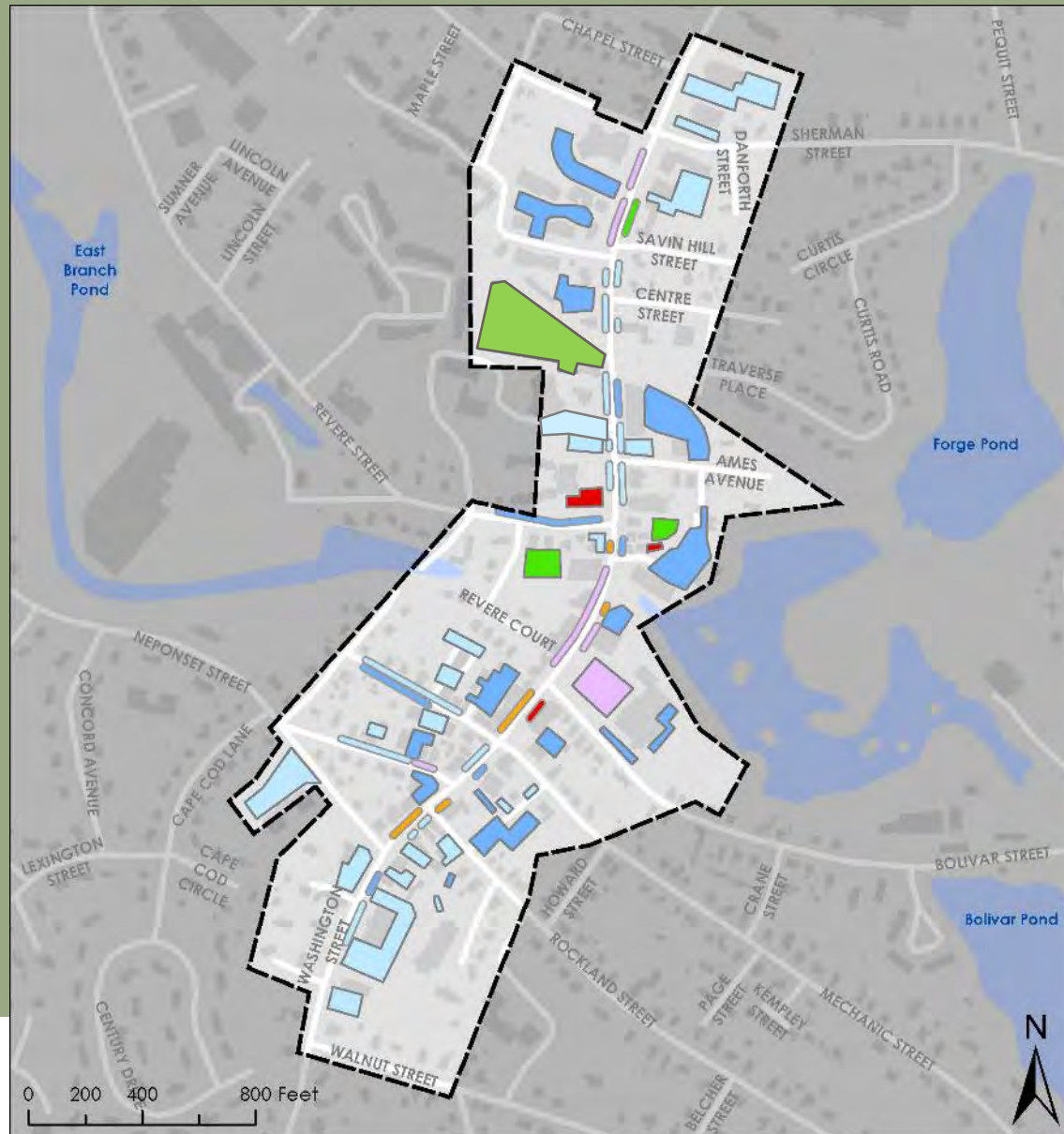
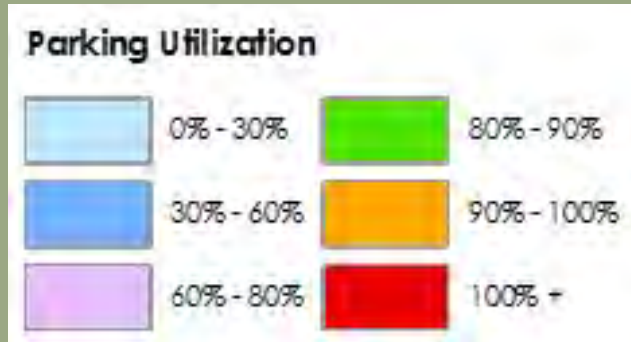
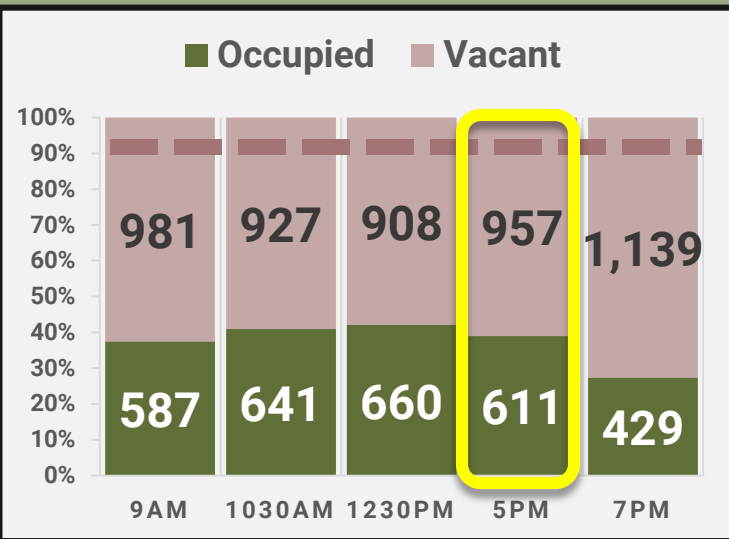


## PARKING UTILIZATION: WEEKDAY, 12:30 PM

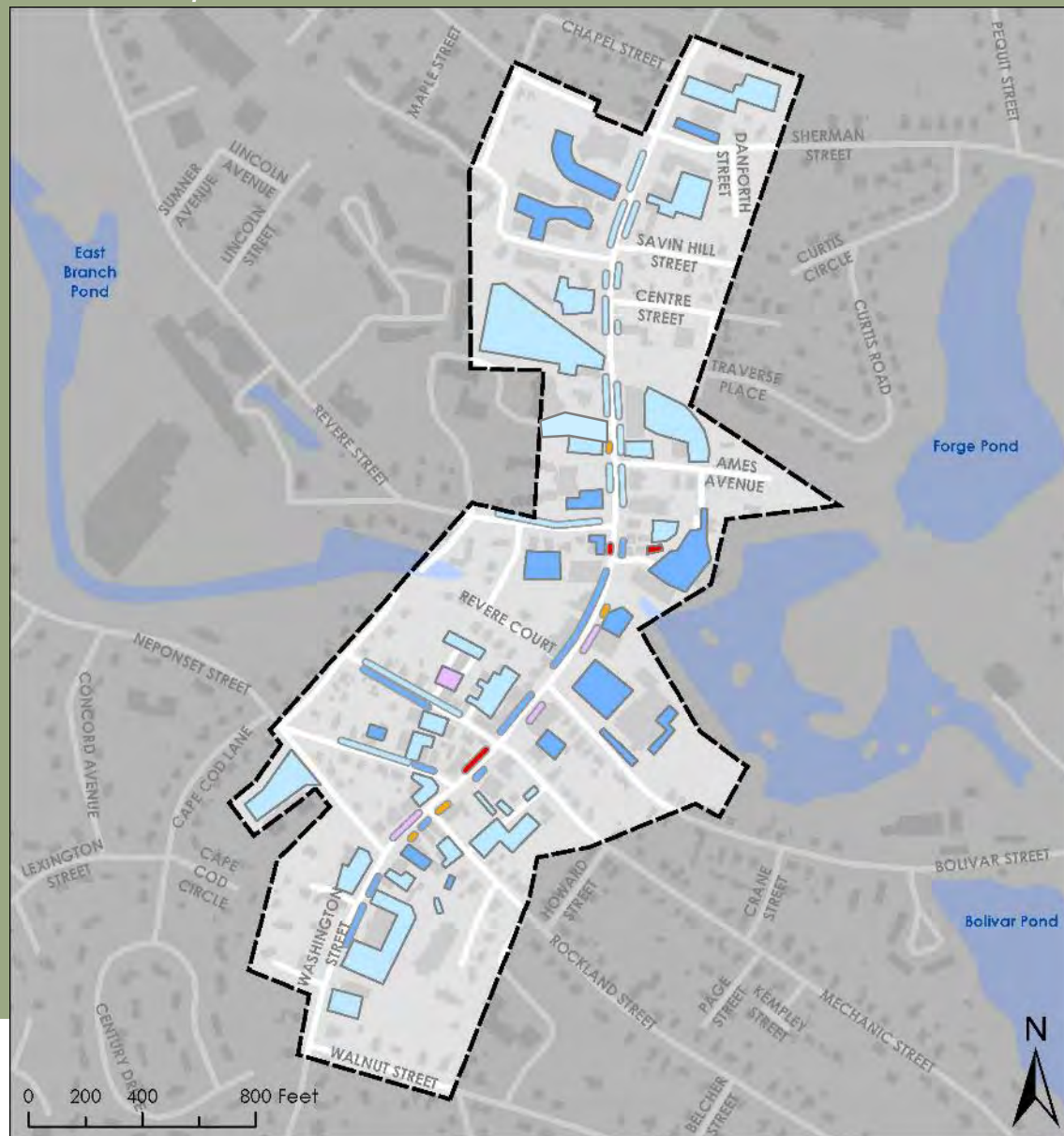
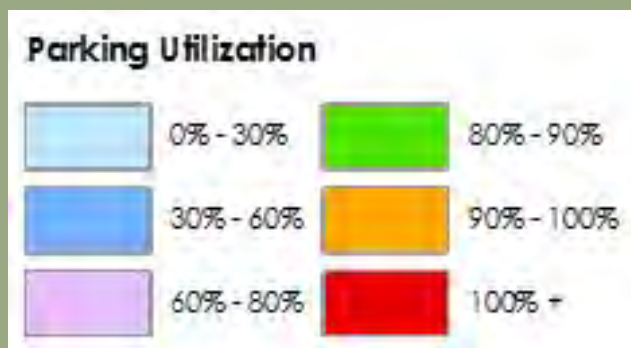
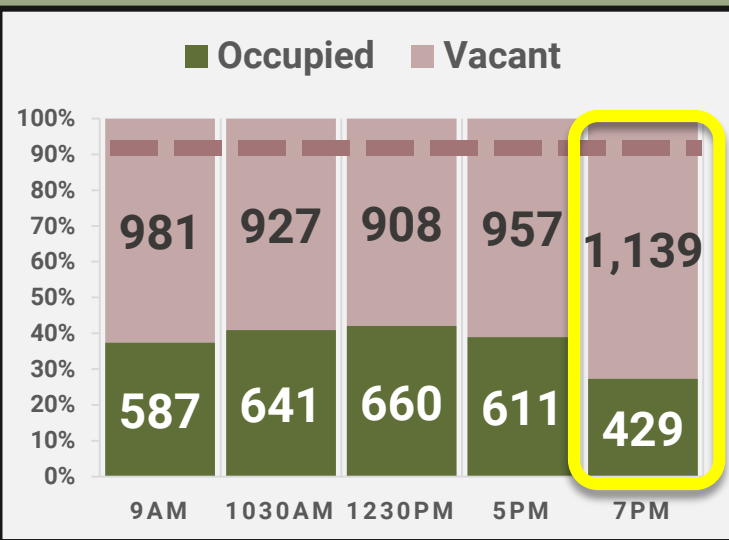




## PARKING UTILIZATION: WEEKDAY, 5:00 PM

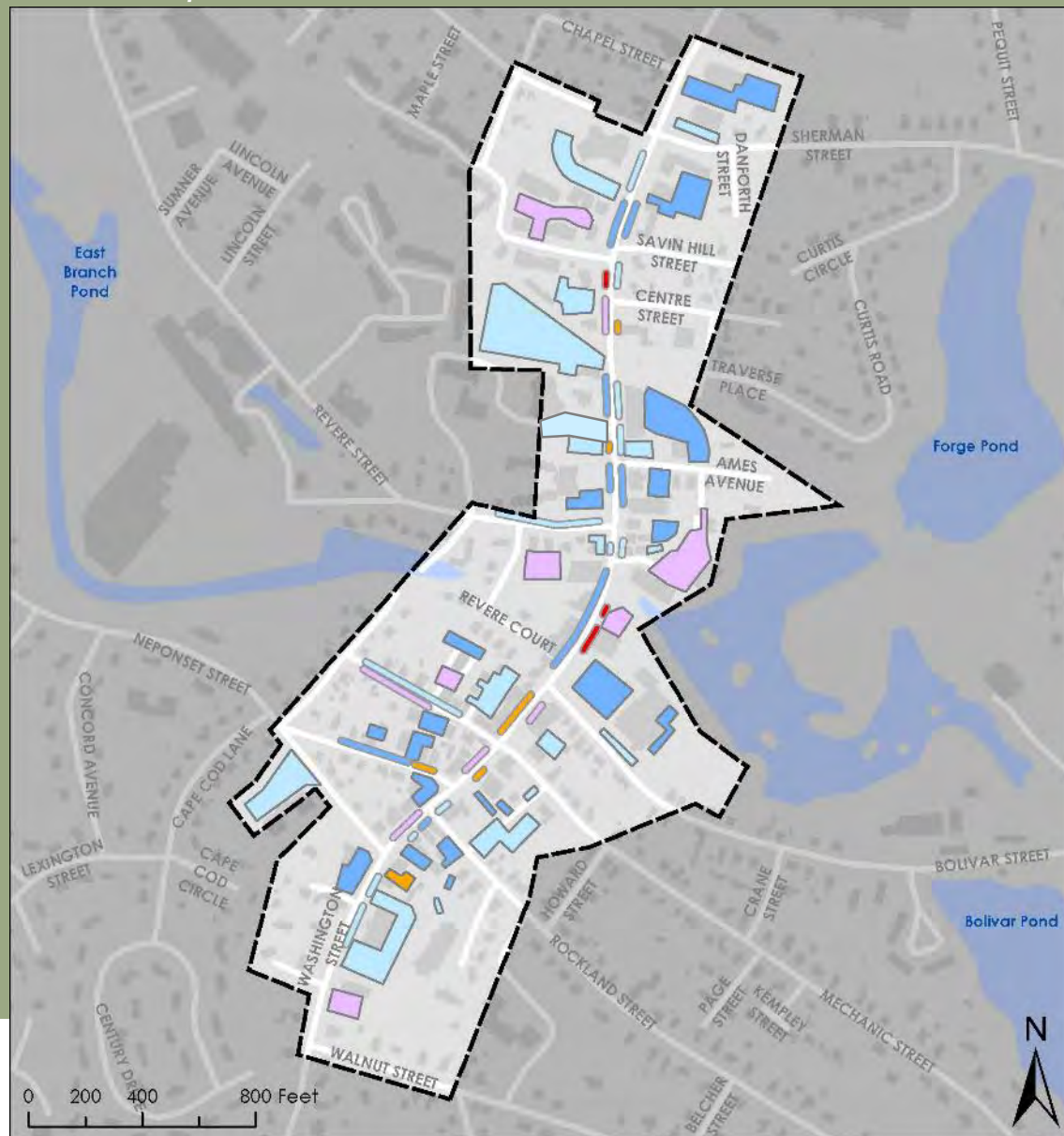
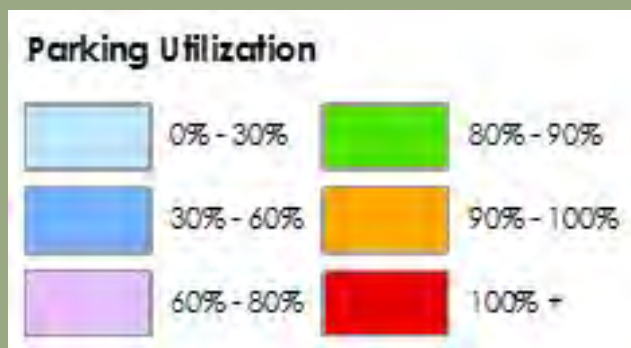
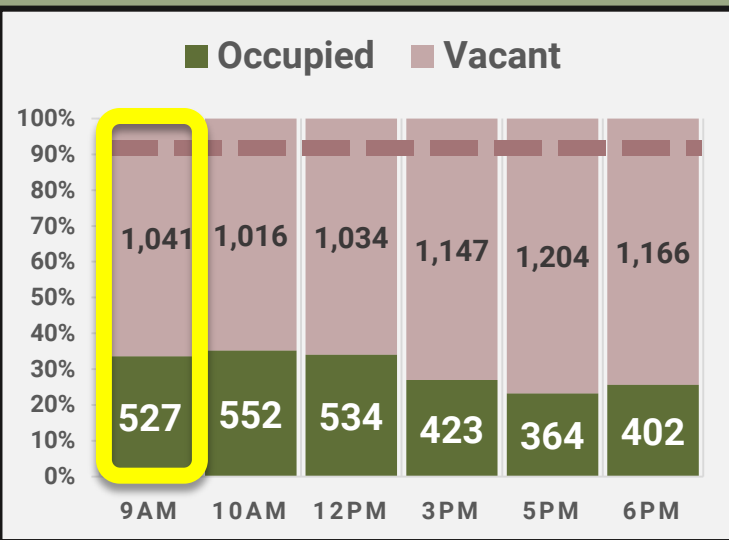


## PARKING UTILIZATION: WEEKDAY, 7:00 PM

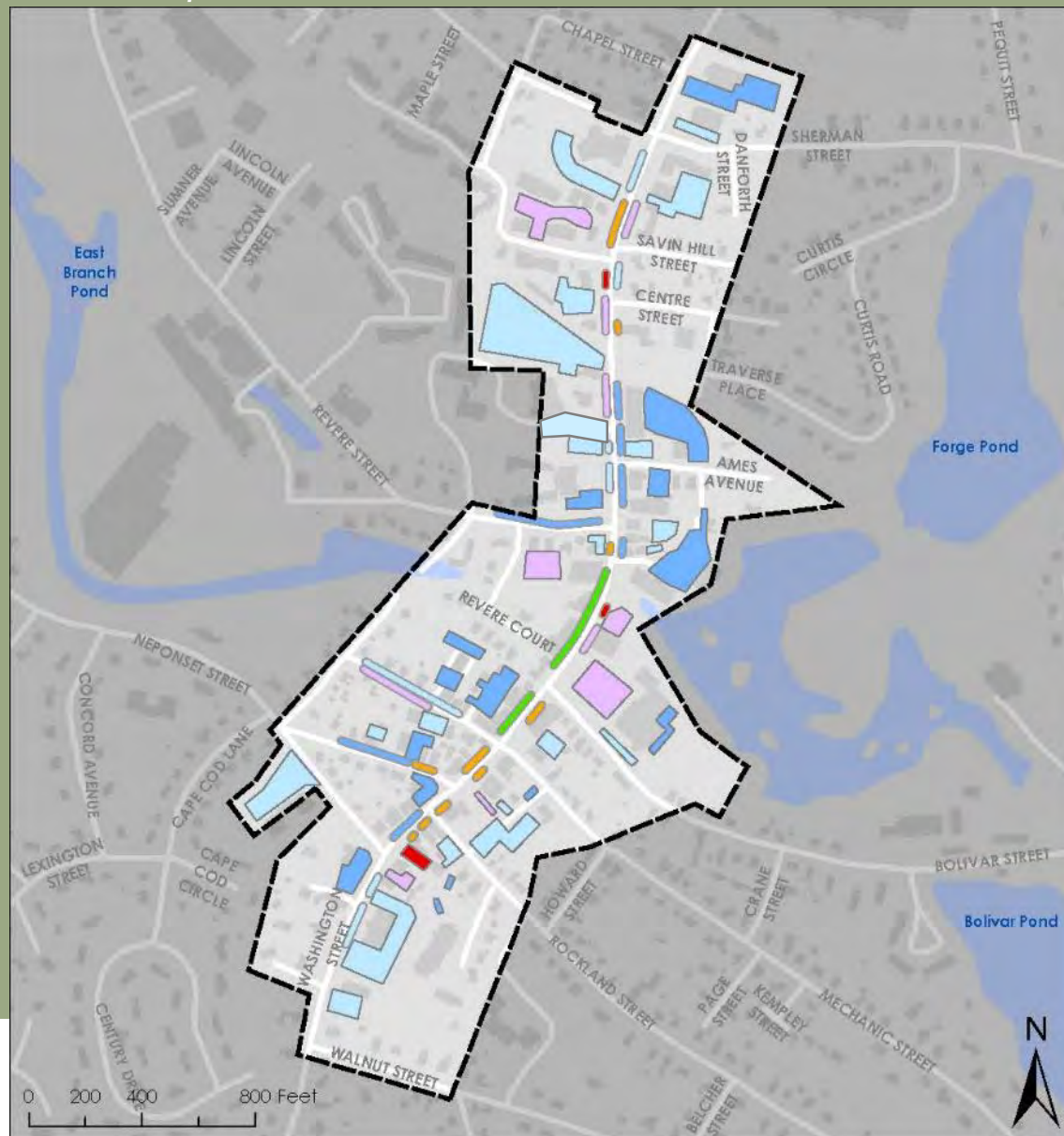
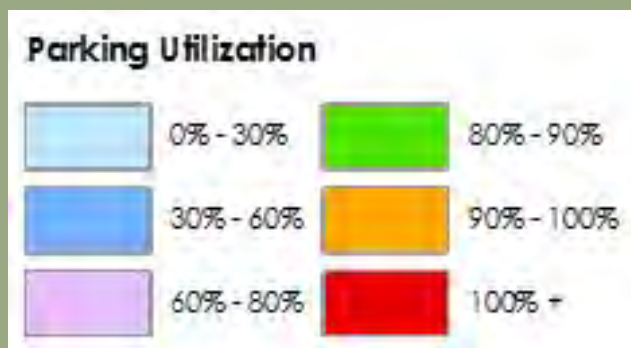
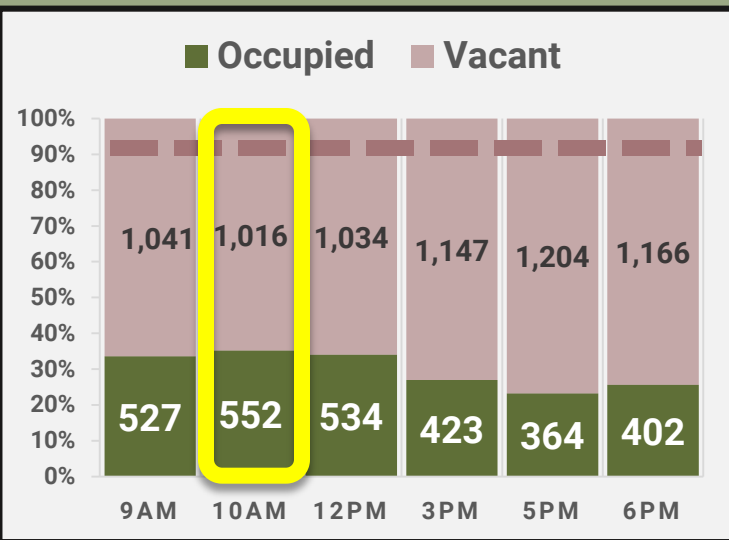




# PARKING UTILIZATION: WEEKEND, 9:00 AM

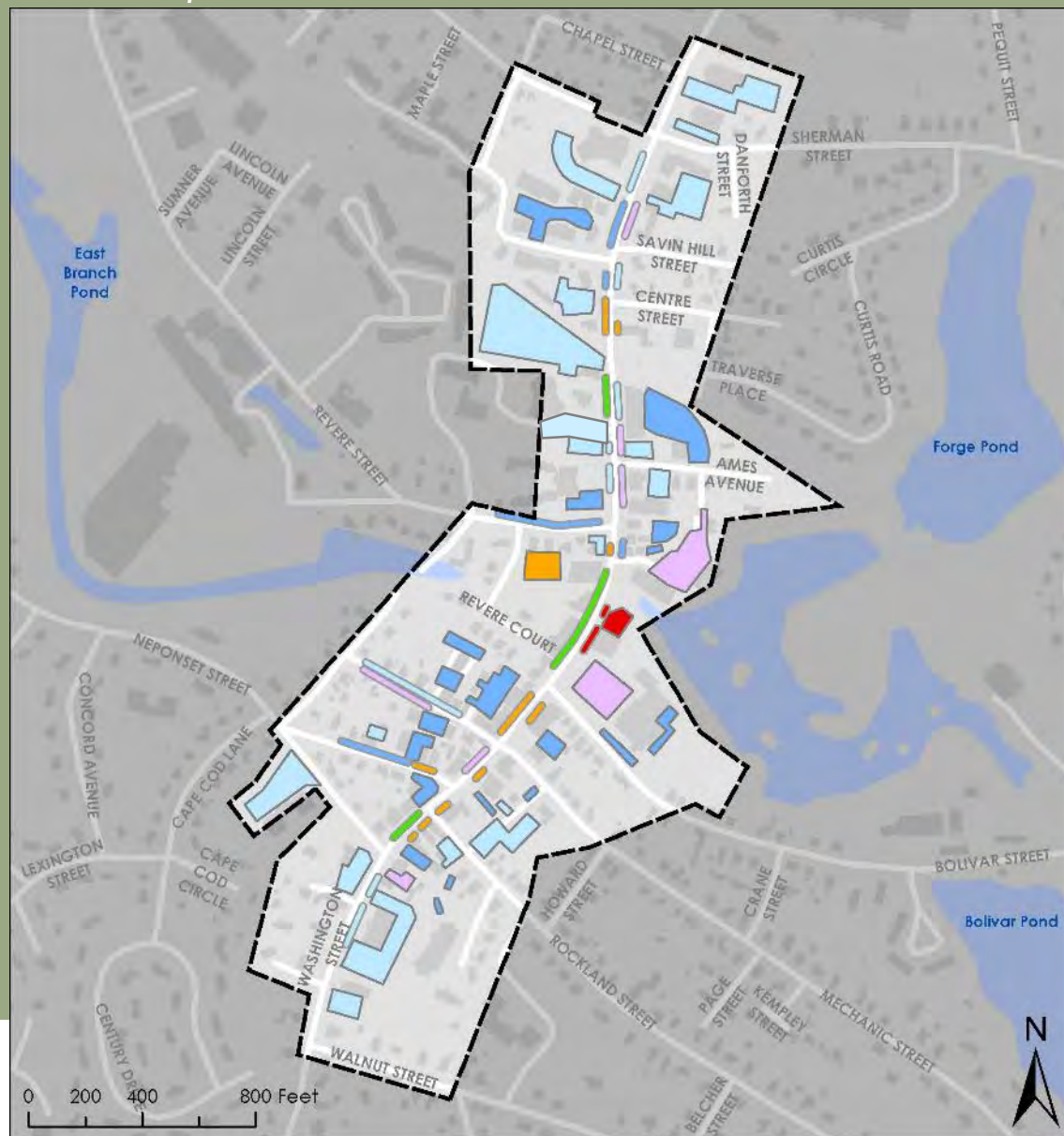
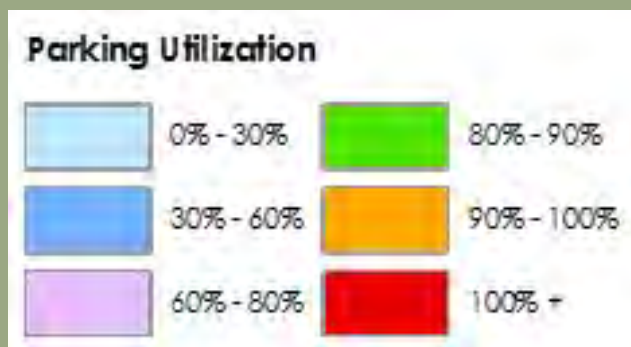
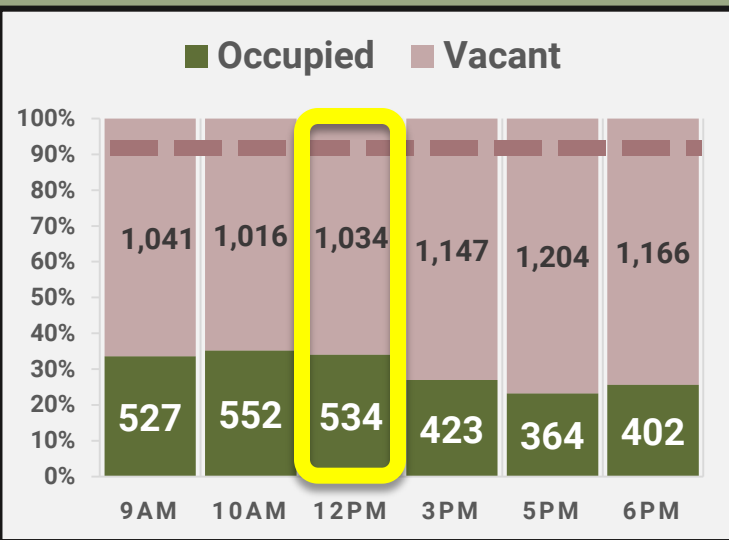


## PARKING UTILIZATION: WEEKEND, 10:00 AM

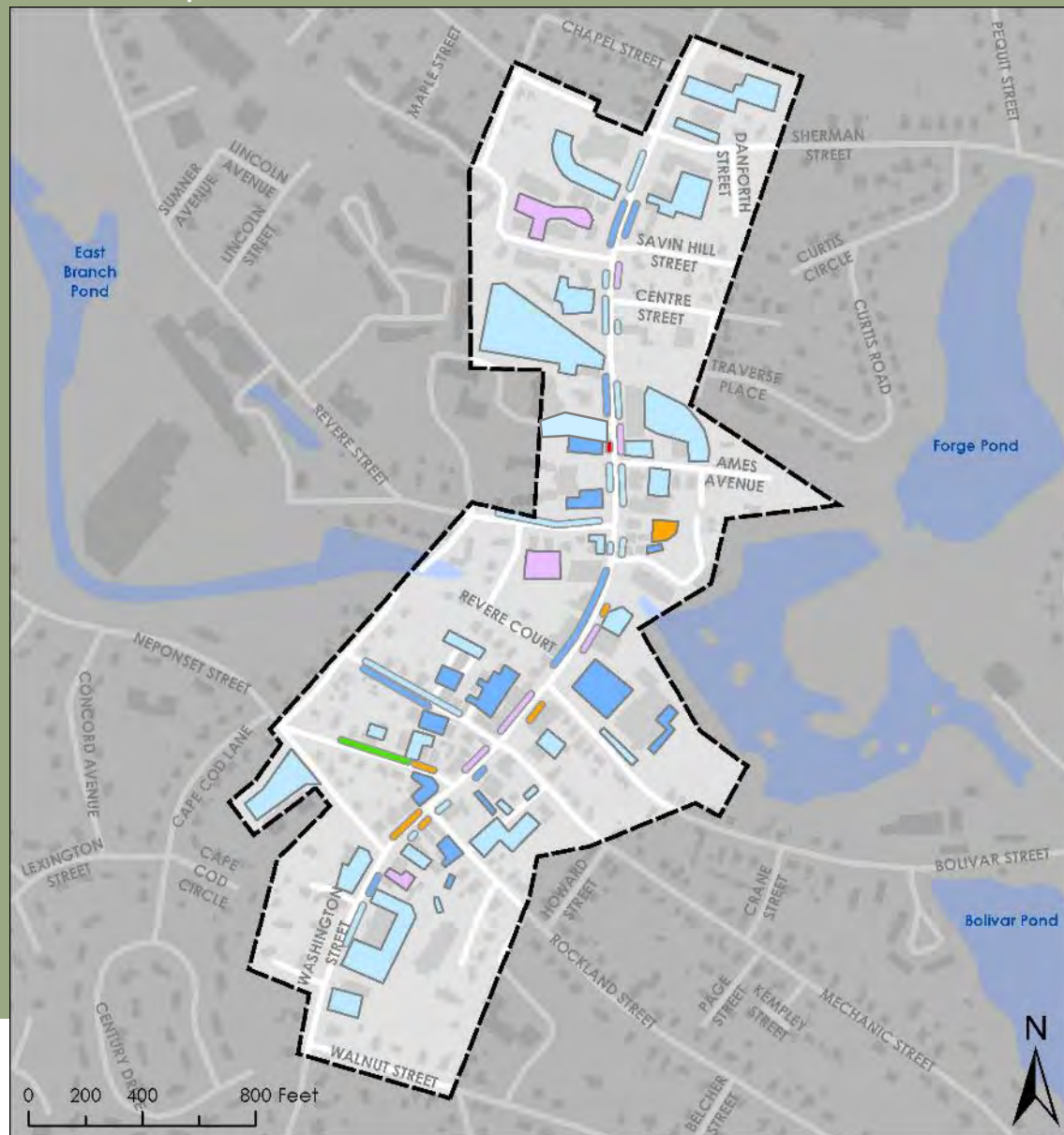
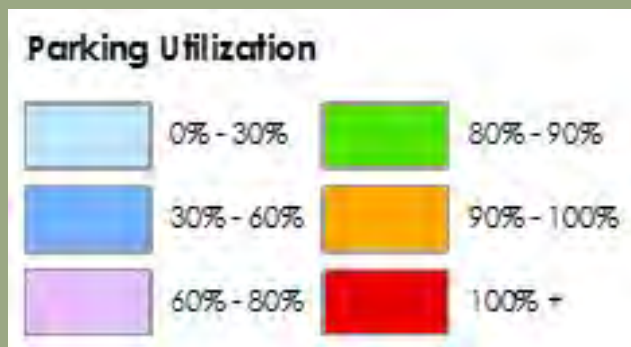
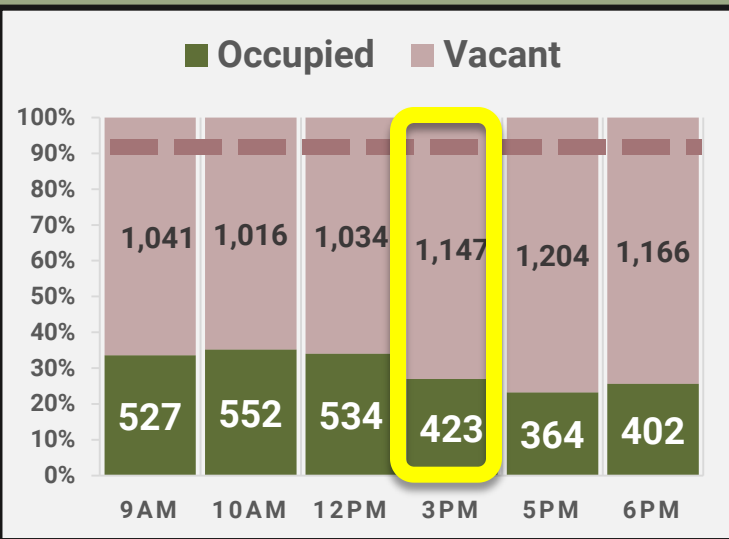




## PARKING UTILIZATION: WEEKEND, 12:00 PM

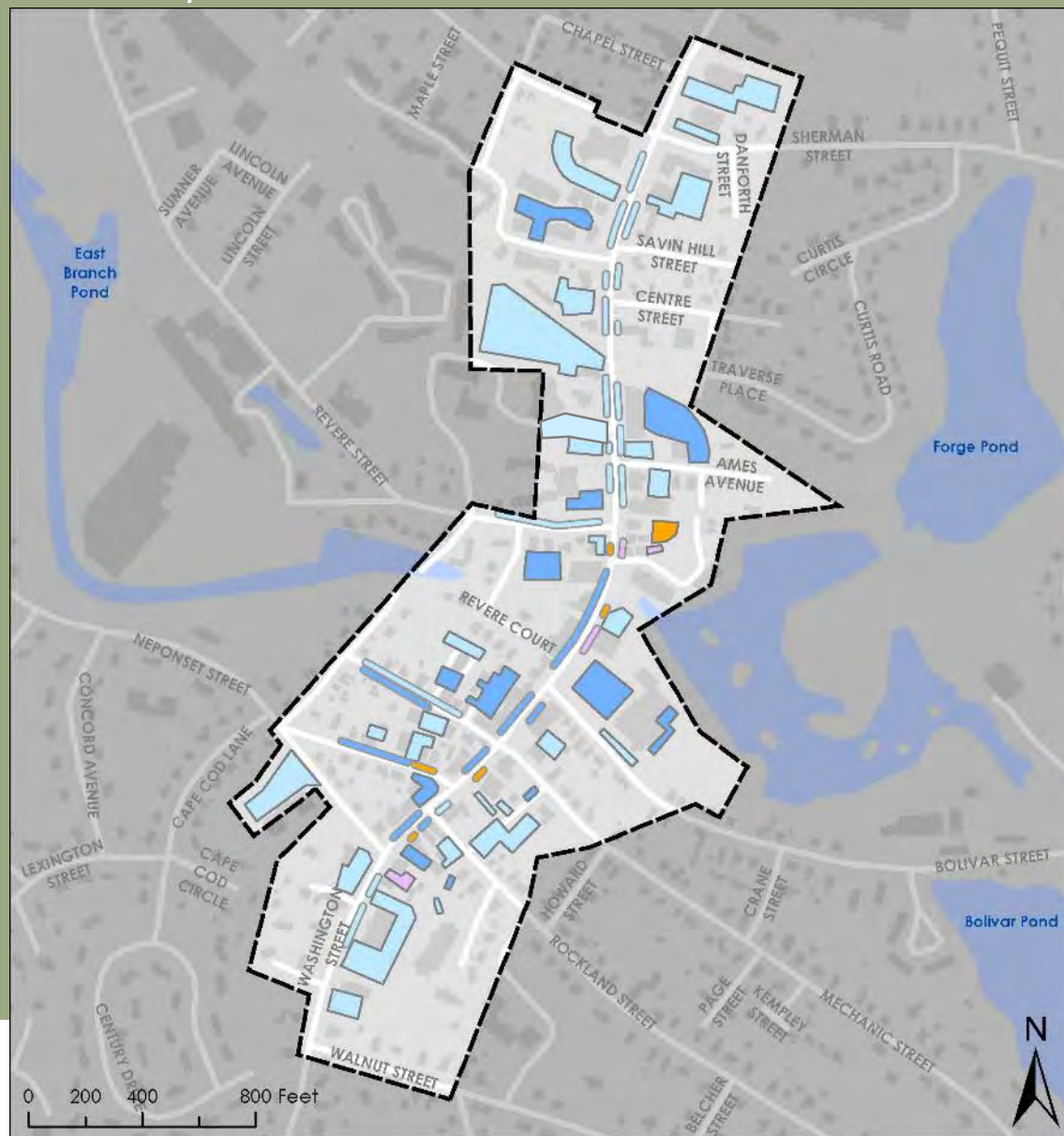
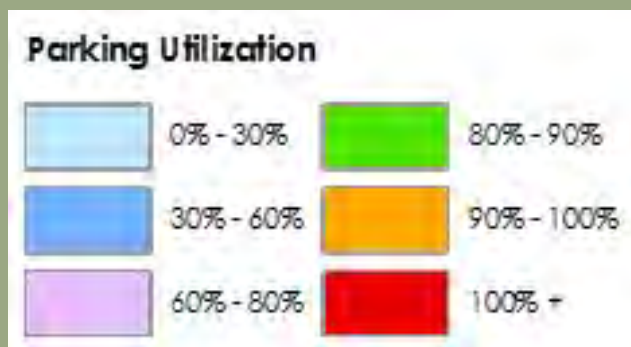
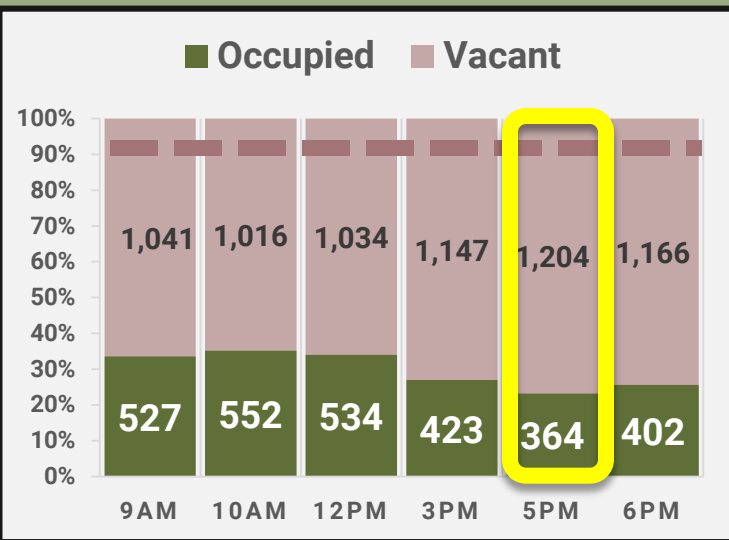


# PARKING UTILIZATION: WEEKEND, 3:00 PM

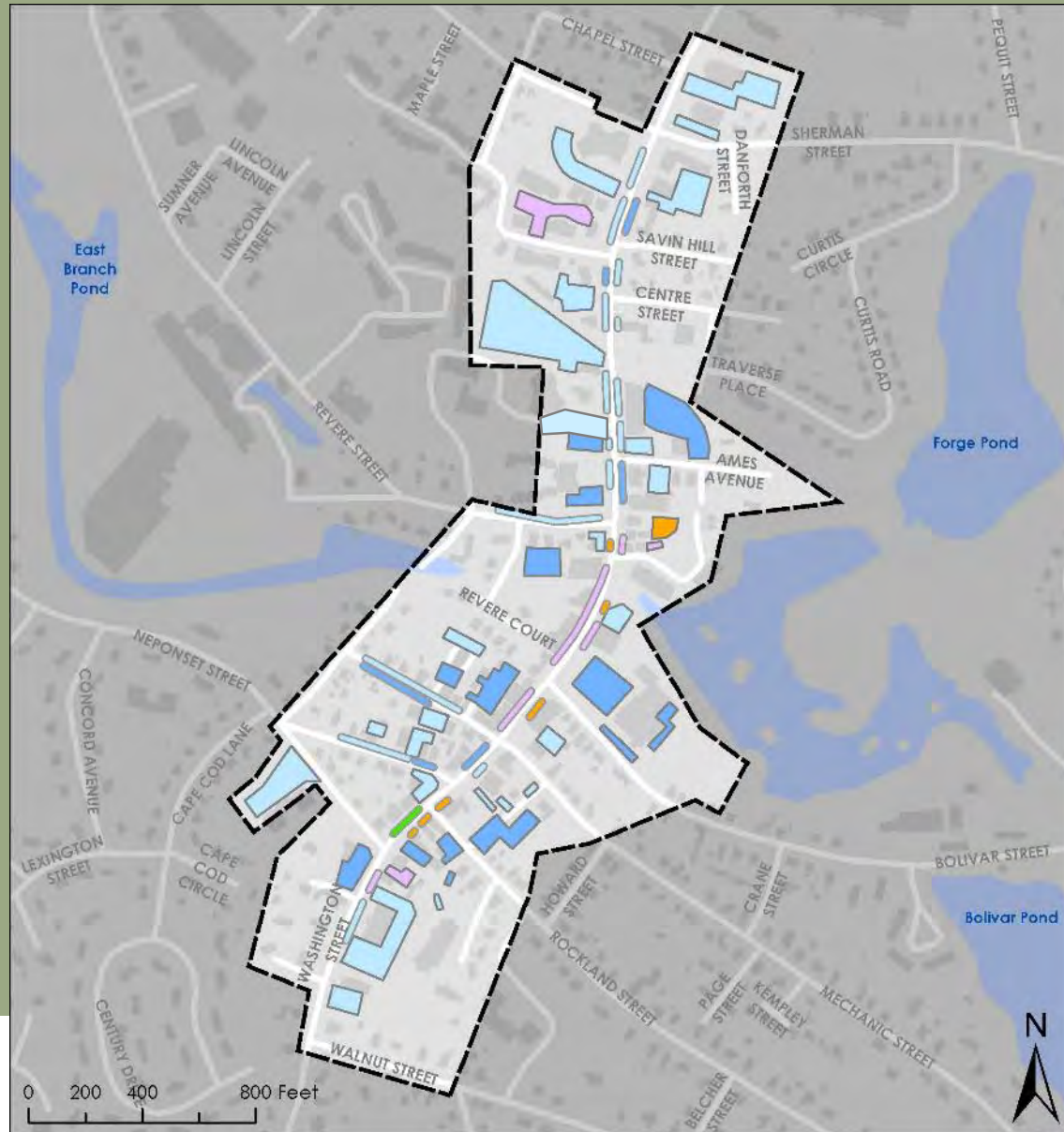
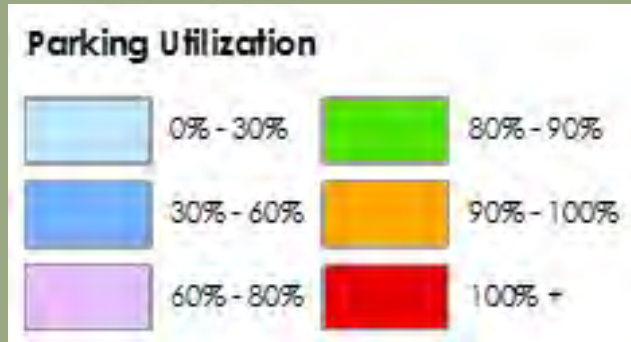
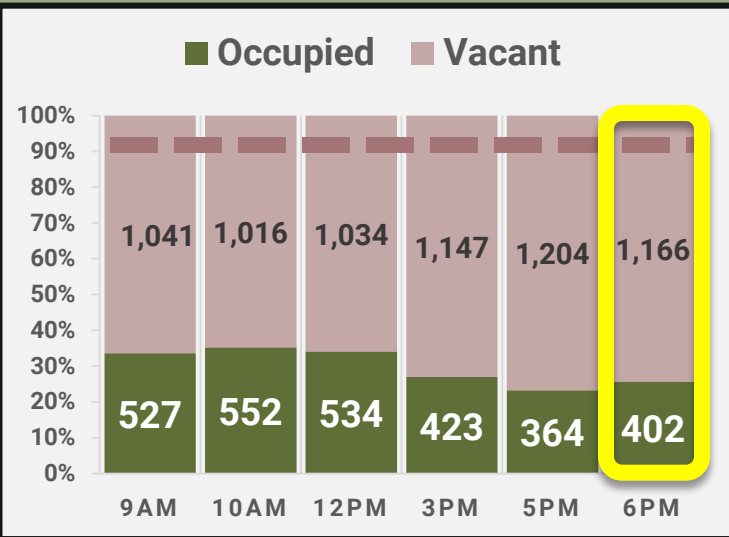




# PARKING UTILIZATION: WEEKEND, 5:00 PM

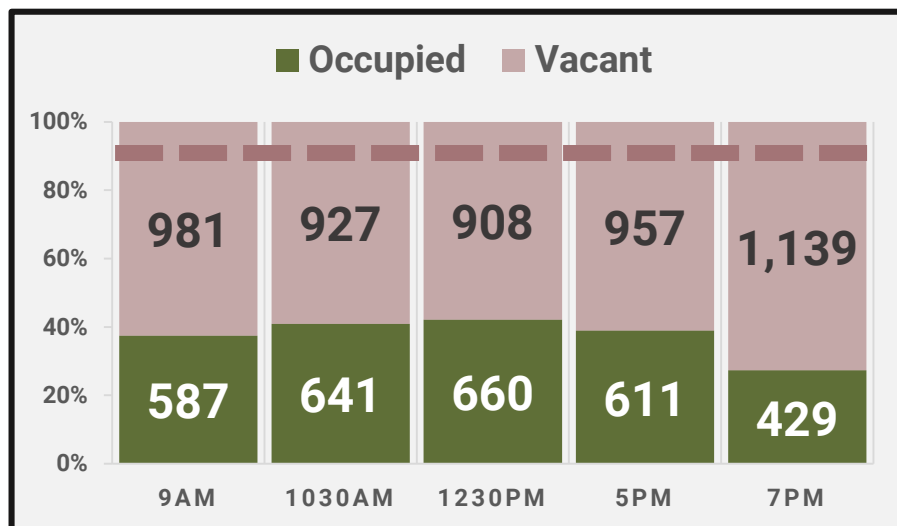


## PARKING UTILIZATION: WEEKEND, 6:00 PM



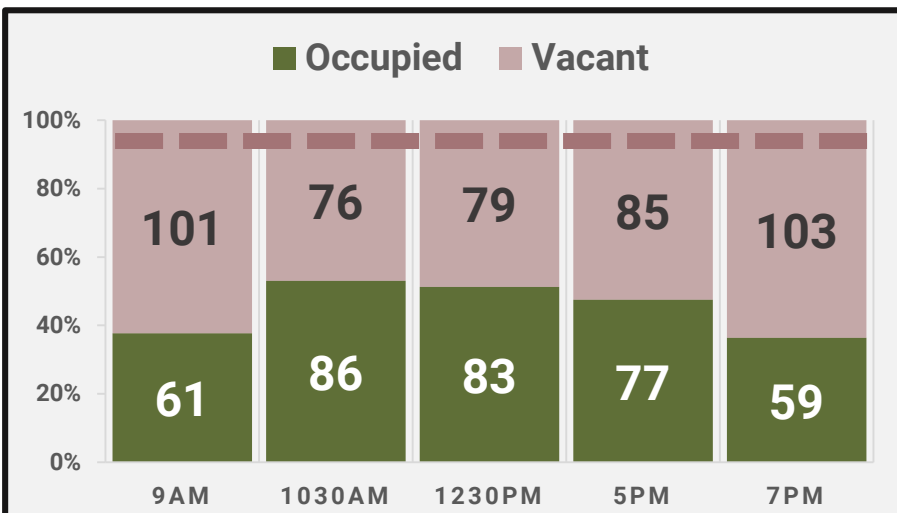
## PARKING UTILIZATION FINDINGS: WEEKDAY

### ALL

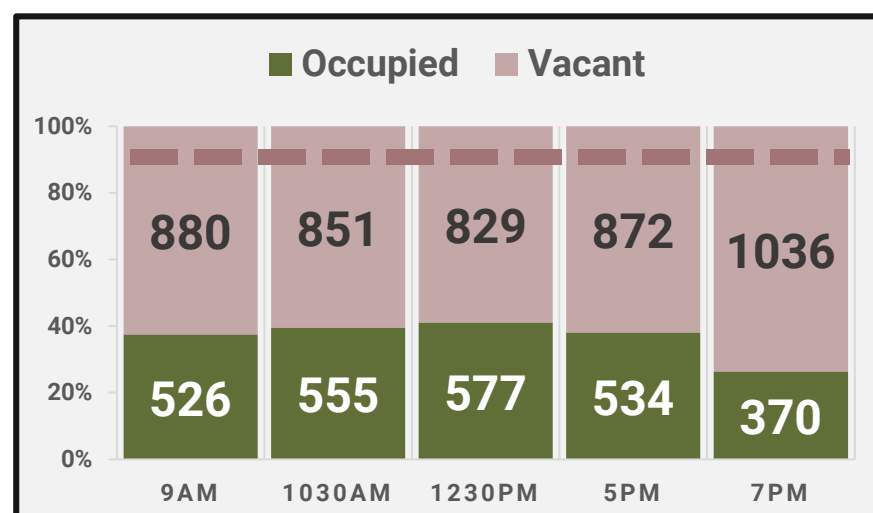


- Peak utilization at 12:30PM (40% utilized)
- High on-street utilization rates at 10:30AM and 12:30PM (around 50%)
- Typical downtown utilization rates (higher during the day and lower after work hours)

### ON-STREET

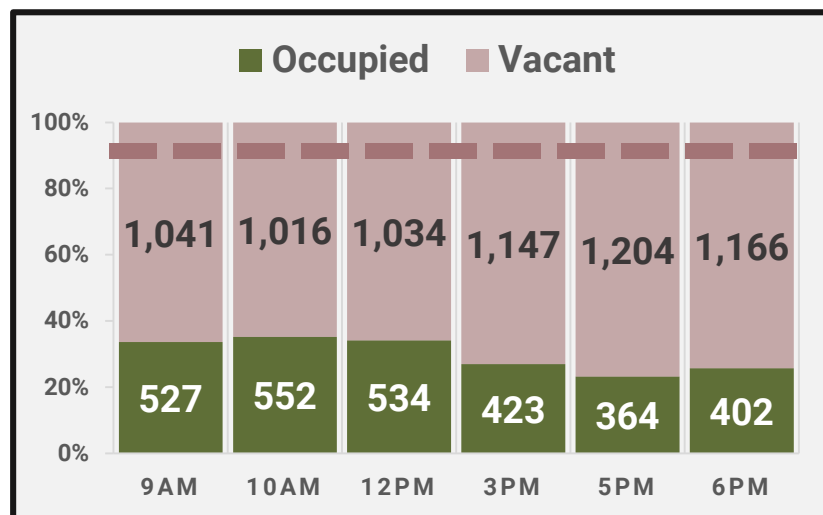


### OFF-STREET



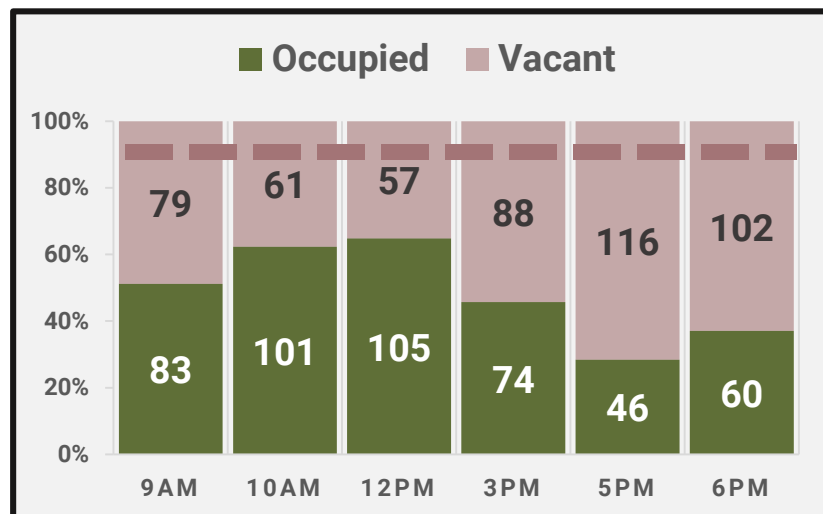
## PARKING UTILIZATION FINDINGS: WEEKEND

### ALL

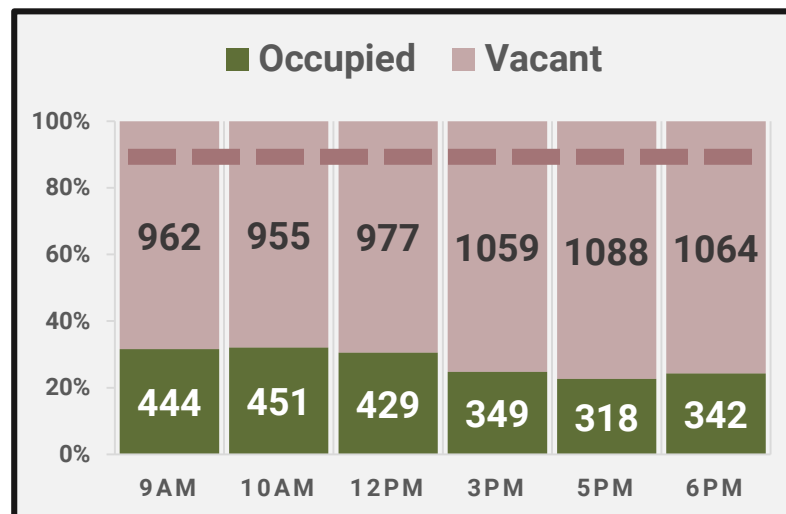


- Peak utilization at 10AM (almost 40% utilized)
- High on-street utilization rates at 10AM and 12PM (around 60%)
- Off-street spaces underutilized

### ON-STREET



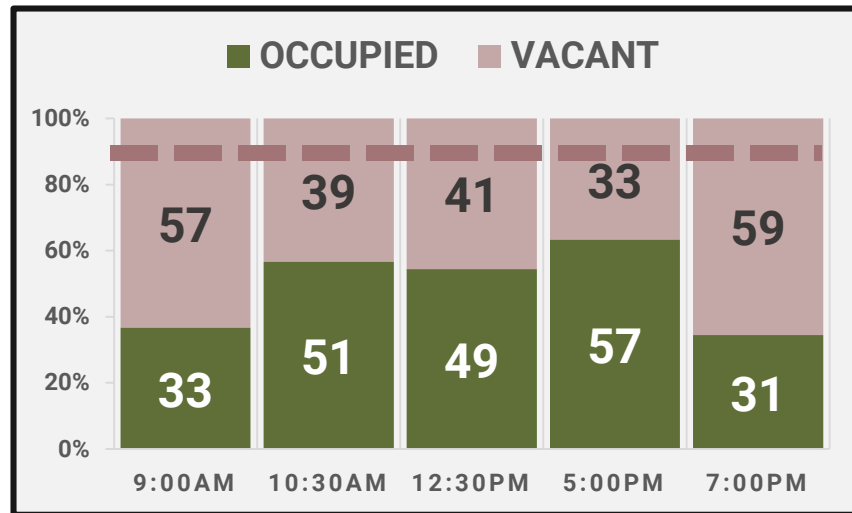
### OFF-STREET





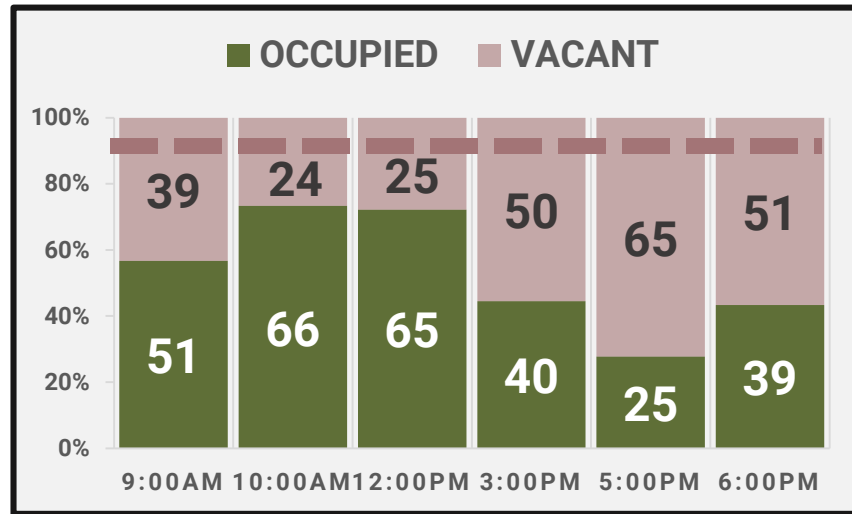
# PARKING UTILIZATION FINDINGS: WASHINGTON ST 1-HOUR PARKING – WEEKDAY & WEEKEND

## WEEKDAY



- Includes all on-street 1-hour parking on Washington Street\*
- Total inventory: 95 spaces
- High utilization rates of approximately 75% at peak brunch/lunch hours on weekend

## WEEKEND

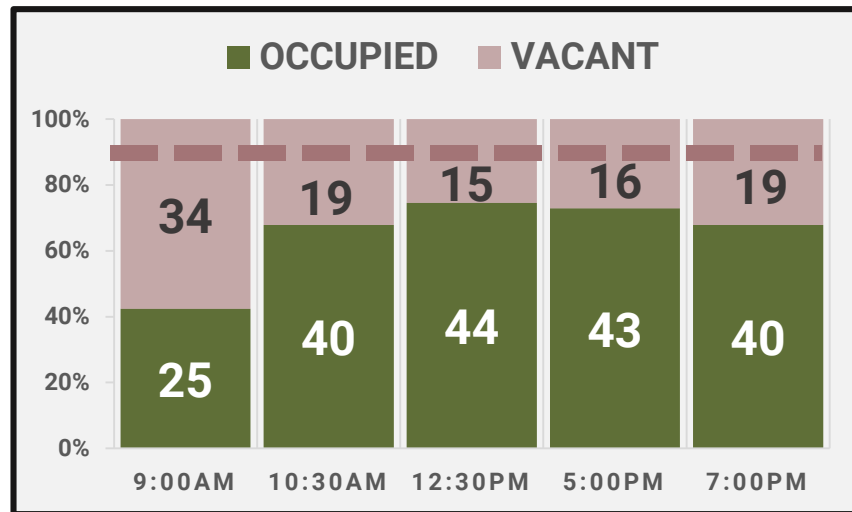


\* includes restrictions of:  
8am-5pm, Excluding Sundays or Holidays and 8am-5pm;  
and  
No Parking 630am-9am Monday-Friday



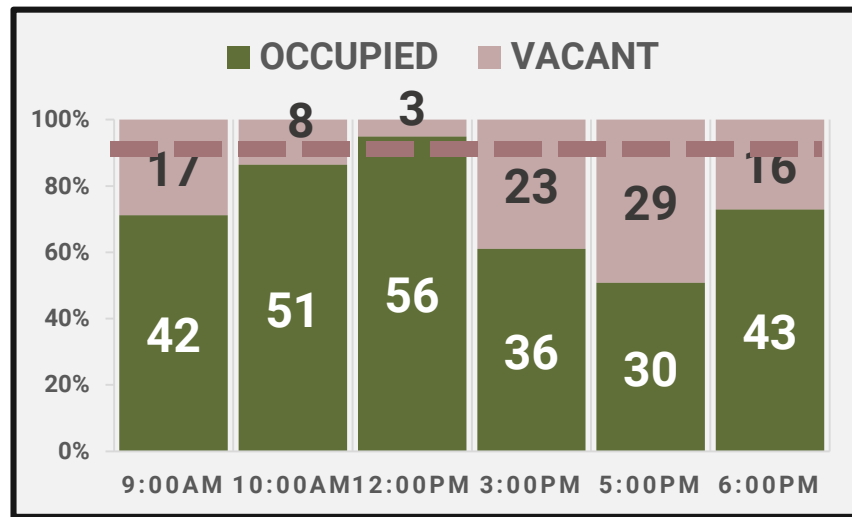
# PARKING UTILIZATION FINDINGS: WASHINGTON ST ON-STREET BETWEEN REVERE ST & NEPONSET ST – WEEKDAY & WEEKEND

## WEEKDAY



- Includes all on-street parking on Washington Street between Revere St and Neponset St
- Total inventory: 59 spaces
- High utilization rates of approximately 90% at peak brunch/lunch hours on weekend

## WEEKEND




\* includes restrictions of:  
Restrictions of 8am-5pm, Excluding Sundays or Holidays  
and 8am-5pm; No Parking 630am-9am Monday-Friday;  
No parking 6:30AM-9AM Monday-Friday, No Time Limit;  
Unregulated



## PARKING INVENTORY & UTILIZATION FINDINGS

- Overall utilization never exceeds 45% at any point during weekdays or weekends (over 900 vacant)
- Spaces near the library, at the MBTA lot, on Forge Pond, and between Revere & Neponset Streets show higher utilization, but still have capacity at any hour
- Valuable on-street parking is only 15% of overall parking supply
- Washington Street hourly parking between Revere & Neponset Streets is well-utilized (75% weekday & 95% Saturday)
- Private customer/employee parking is the vast majority of supply in downtown Canton, but it rarely exceeds 50% utilized
- Valuable customer parking lots adjacent to busy Washington Street remain underutilized at peak period (except Amber Road & Forge Pond)
- Several large lots within a short walk remain largely vacant at all hours





# MULTIMODAL CONDITIONS



Future Paul Revere  
Heritage Site-  
Additional traffic and  
parking generation

Existing  
bicycle  
racks

Excessive  
width

Constrained  
riverfront access

Narrow width  
unregulated  
sidewalk parking

Crosswalk  
needed at creek

No designated  
bike lanes

Dangerous  
curb cut

No parking  
wayfinding signs

Dangerous  
curb cut

Median  
rumble strip

Peak on-street parking  
restrictions in front of  
businesses

# MULTIMODAL CONDITIONS







The image shows a street scene under a cloudy sky. On the right, there is a single-story building with a dark roof and light-colored walls. A sign on the building reads "Amber Road Cafe". A white pickup truck and a white SUV are parked in front of the building. To the left of the building is a large, dense tree. In the foreground, there is a road with yellow double lines. A black lamppost stands on the sidewalk. A blue rectangular overlay is in the bottom left corner, containing the text "PUBLIC PROCESS".

# PUBLIC PROCESS



## PUBLIC PROCESS

### Stakeholder Meetings, September 11<sup>th</sup>, 2018

- Interact with key stakeholders (local merchants, business owners, town)

### Public Open House, September 11<sup>th</sup>, 2018

- Vote on parking priorities
- Map comments on issues and opportunities

### Findings and Draft Recommendations, November 13<sup>th</sup>, 2018

- Review utilization data
- Present draft parking improvement strategies



## PUBLIC PROCESS | PUBLIC COMMENTS SUMMARY

- **On-street parking is often full, which creates a perception of “no parking”**
  - Visitors to Downtown think there is not enough parking
  - Employees park in key on-street parking
- **Wayfinding and signage is lacking**
  - Lack of walk signage between key destinations and available parking
  - Limited lighting and incomplete sidewalks and crosswalks
- **Communications related to parking are unclear**
  - Confusion over rules and regulations; regulations seem unclear to users
  - Many visitors to Downtown unaware of off-street parking supply
- **Ideas for placemaking downtown**
  - Downtown is car-oriented
  - Lack of wayfinding signs in key hub areas
  - Lack of multi-modal infrastructure
- **Informal shared parking agreements exist**
  - Many informal shared parking agreements
  - Memorial chapel and funeral home informally share parking
- **Accessibility issues - ADA**
  - Grade challenges—not easy for people to access parking
  - Need to increase quantity of ADA spaces
- **Enforcement is spotty and confusing**
  - People do not follow or know regulations and rarely receive parking violations
  - General sense of a lack of enforcement
- **Public parking is limited; there is no metered parking**
  - Lack of official public parking
  - Business owners in favor of metered parking
- **Walking and biking seems unsafe in areas**
  - Lack of any bike lanes/sharrows
  - Only a handful of bicycle accommodations (bike racks and lanes on Harris St and High St)
  - Minimal walking facilities, especially in preparation for the upcoming Paul Revere Heritage Site Development



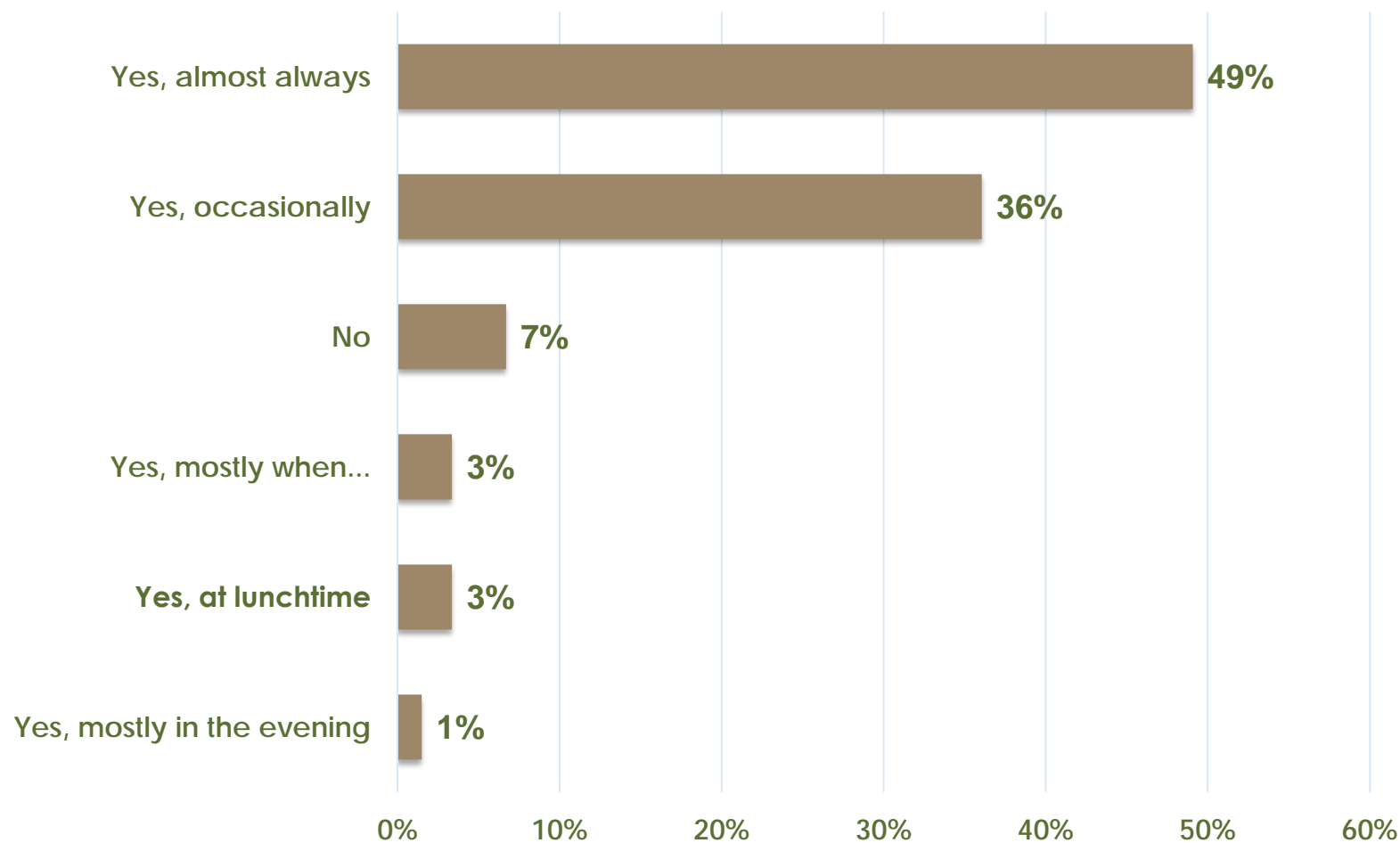
## PUBLIC PROCESS | PARKING PRIORITY EXERCISE

### Parking Priorities



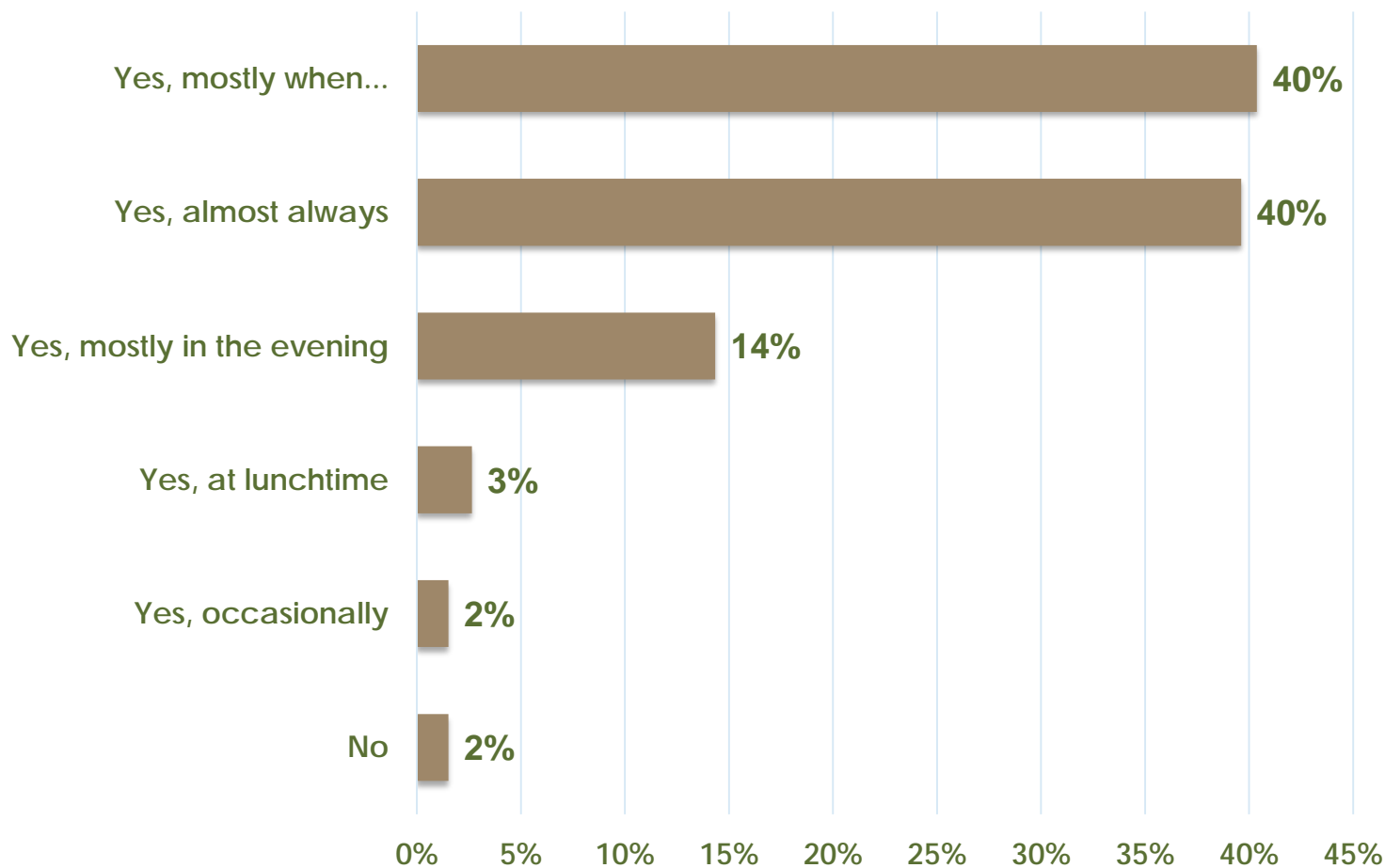


### Q3: Do you find it difficult to find on-street parking in Downtown?



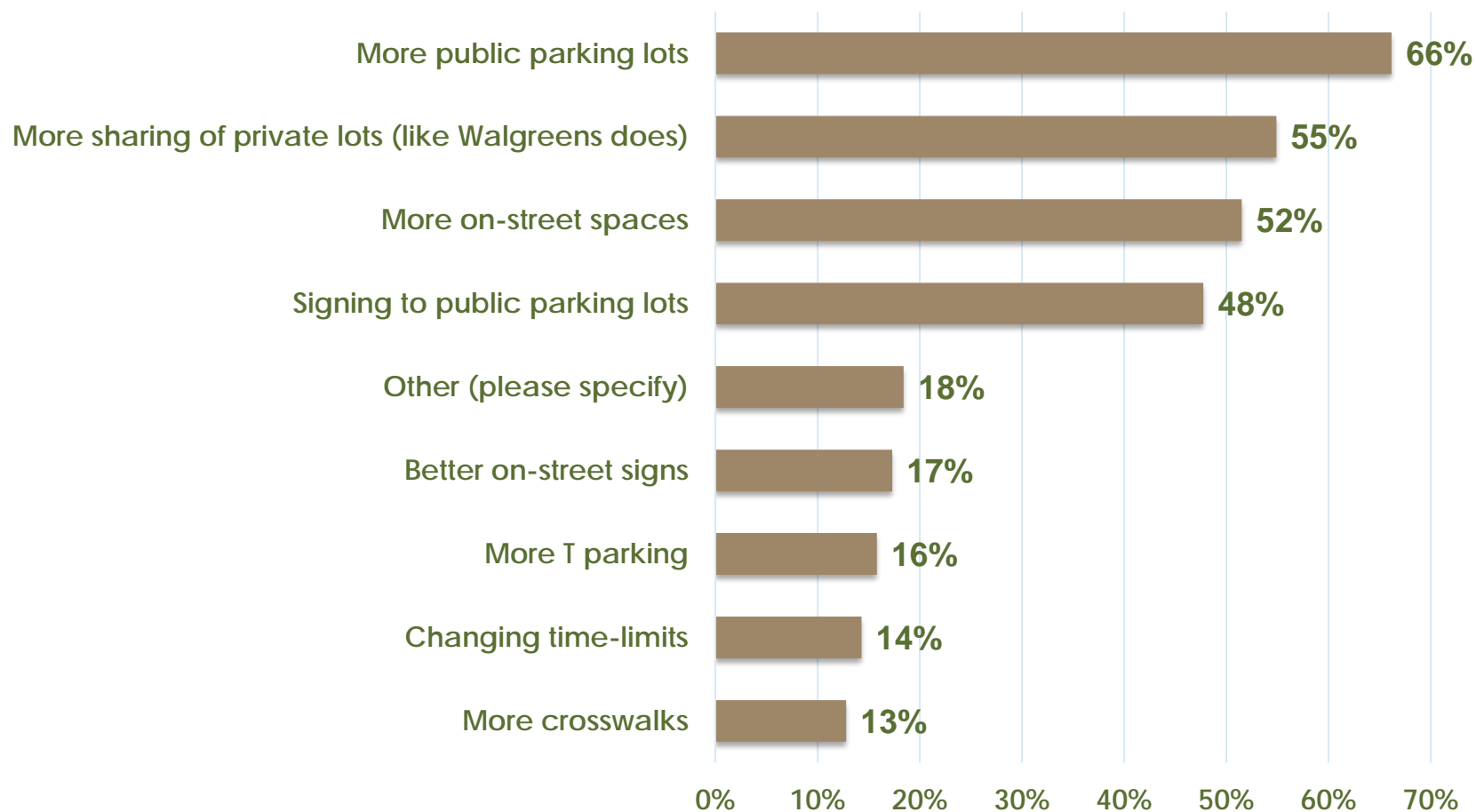


## Q4: Do you find it difficult to find off-street parking in Downtown?



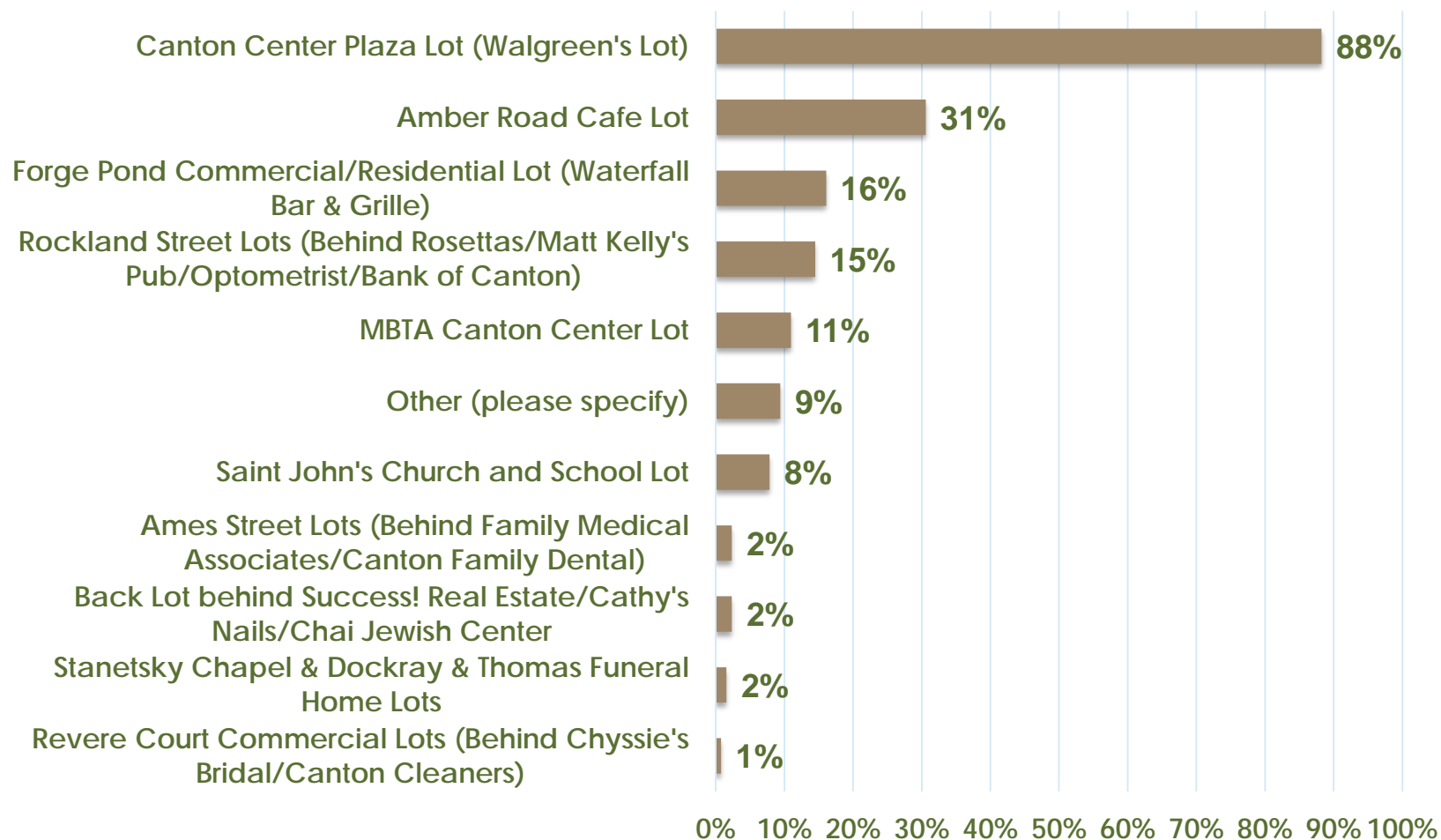


## Q7: What changes might improve parking in Downtown Canton?





## Q2: What off-street locations do you park at most frequently?



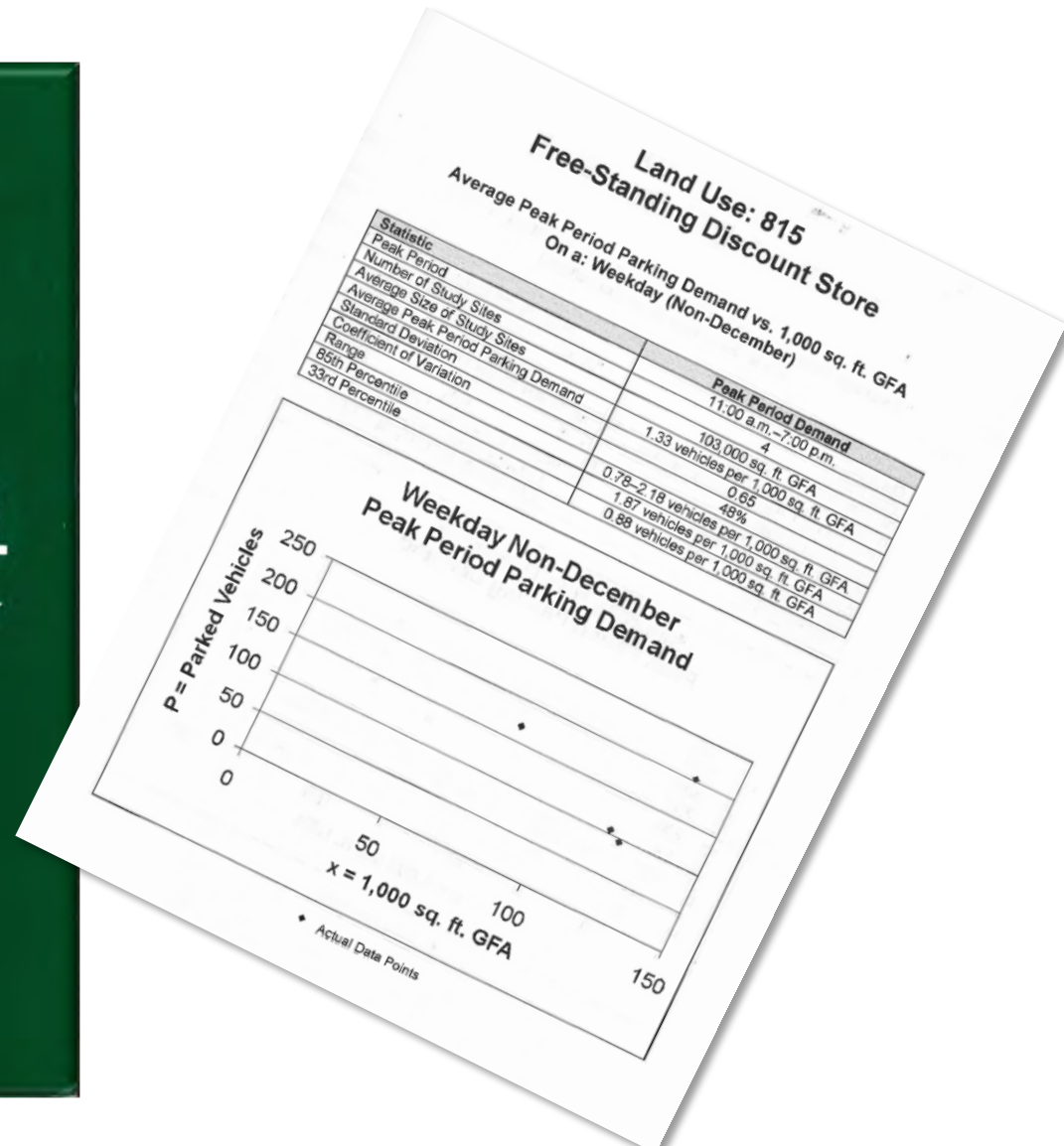
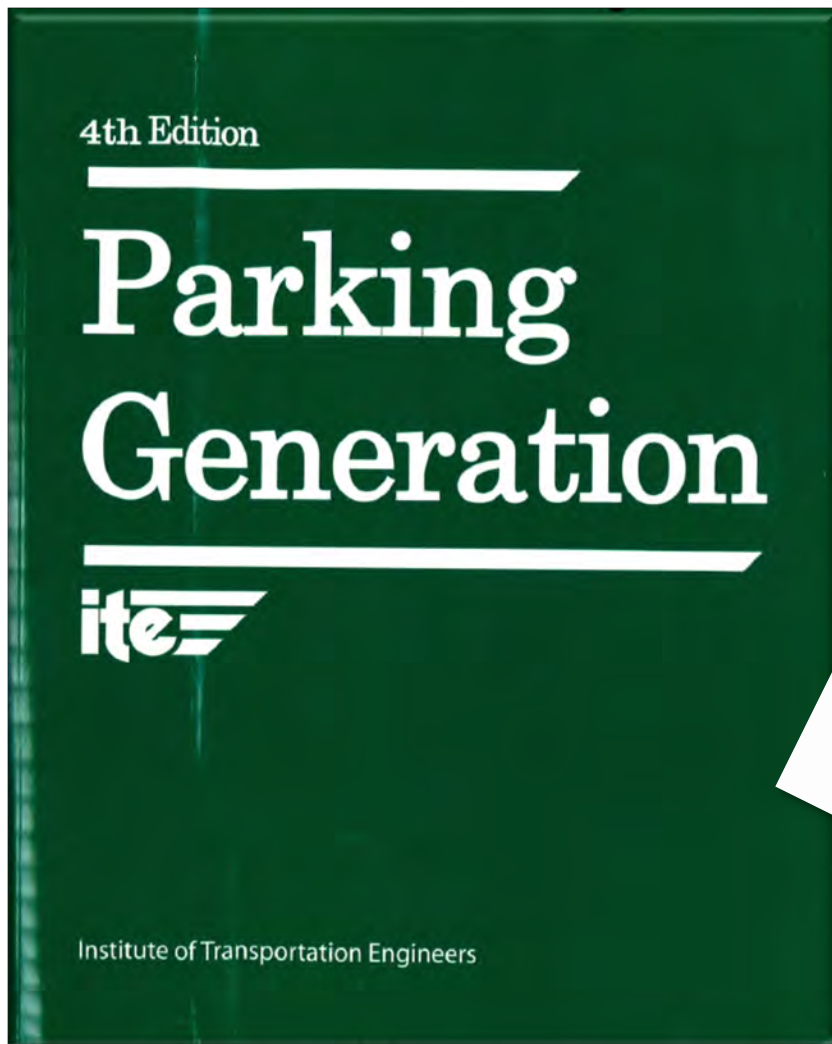




# ZONING REVIEW



# UNDERSTANDING ZONING STANDARDS





## ZONING REVIEW

Use	Canton Req (per 1,000 sf unless otherwise noted)	National Stds (per 1,000 sf unless otherwise noted)	Above/Below
Apartments	2	1.2 (unit)	67% Above
Retail	4 (2 for top floor)	2.55	57% Above
Restaurant	0.50 (seat)	0.35 (seat)	43% Above
Commercial & Governmental Offices	4 for ground floor plus 2 for other floors	2.47	62% Above / 24% Below
Medical office	Will be updated in annual town meeting in May 2019	3.2	-



## ZONING REVIEW



- **No parking required** below computed requirement of **5 spaces**



- Off-site parking **can be located on another lot**; “substantial portion” of which must be **within 300 ft**



- **Shared parking allowed for mixed use** developments with Board approval. Unclear re: location



- **Landscaping requirements** help support a walkable and environment



- Parking garages above one level prohibited



- **No multimodal requirements** (i.e. bike parking, carshare, etc.)



- **Building design & redesign requirements** encourage pedestrian friendly connections to Downtown businesses and natural environment (town also has a Complete Streets Policy/Plan)





# DRAFT RECOMMENDATIONS



## DRAFT RECOMMENDATIONS

### 1. Signage and wayfinding

- A. Point to free on-street parking
- B. Offer signing to private customer parking in cooperation with landowners
- C. Create a public-friendly parking map
- D. Point to shared parking lots

### 2. Improve multimodal conditions

- A. Additional crosswalks
- B. Install more bicycle parking (use bulbouts); bike corrals in summer

### 3. Pursue shared parking to augment public supply

- A. Capitalize on nearly 900 spaces available at peak (Walgreens, church & funeral home, Ames lots, others)
- B. Offer in-kind services (plowing, lighting, signing, new walking connection, etc.)
- C. Model shared agreements on file

### 4. Adjust zoning code to promote flexible development

- A. In-lieu fee
- B. Shared parking
- C. Multimodal requirements
- D. Curb cut limits

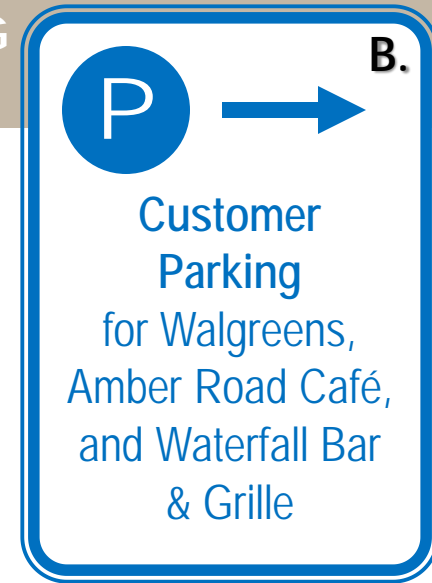
### 5. Reconsider time limits on-street, maintain availability goal

- A. Allow longer-term parking
- B. Monitor and adjust
- C. Longer-term: metered pricing?
- D. Availability creates ADA access

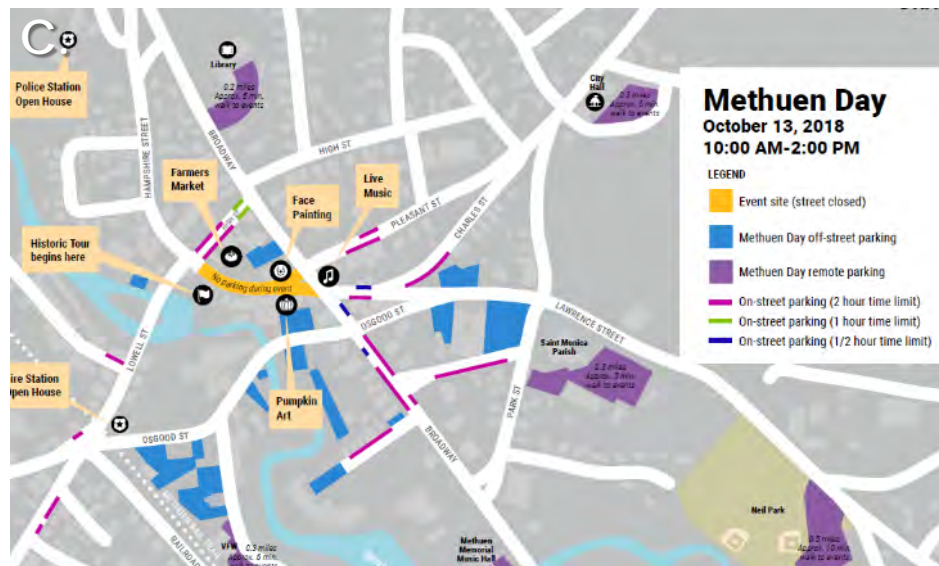


## RECOMMENDATION 1 | SIGNAGE AND WAYFINDING

- A. Highlight **access to free / unregulated on-street parking**, especially for long-term parkers
- B. Work with private landowners to create standardized signage so that **customers know where to go**
- C. Create a **public-friendly parking map**
- D. Longer-term, **sign shared parking lots**



Woodstock, VT



Methuen, MA



## RECOMMENDATION 2 | IMPROVE MULTIMODAL CONDITIONS



NACTO



<http://bikinginheels-cycler.blogspot.com/2012/05/cam-bridge-catches-up.html>



## RECOMMENDATION 3 | PURSUE SHARED PARKING TO AUGMENT PUBLIC SUPPLY

- A. Capitalize on nearly **900 spaces available** at peak
  - Walgreens lot
  - Ames St. lot
  - Funeral home lots
- B. Offer **in-kind services**
  - plowing, lighting, signing
  - improved walking connections to town
- C. Model **shared parking agreements** on file





## RECOMMENDATION 4 | ADJUST ZONING CODE TO SUPPORT FLEXIBLE DEVELOPMENT

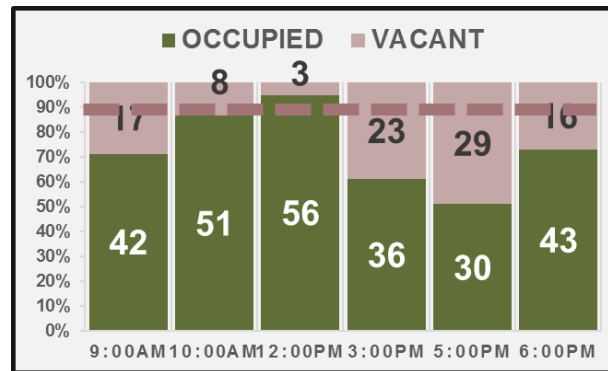
- A. **In-lieu fee**
- B. Make **shared parking** easier
  - Modify distance
  - Clarify
  - Keep sample agreements on file
- C. Add **multimodal requirements**
- D. **Limit curb cuts** & encourage shared use  
(Can do some of this through **site plan review**)



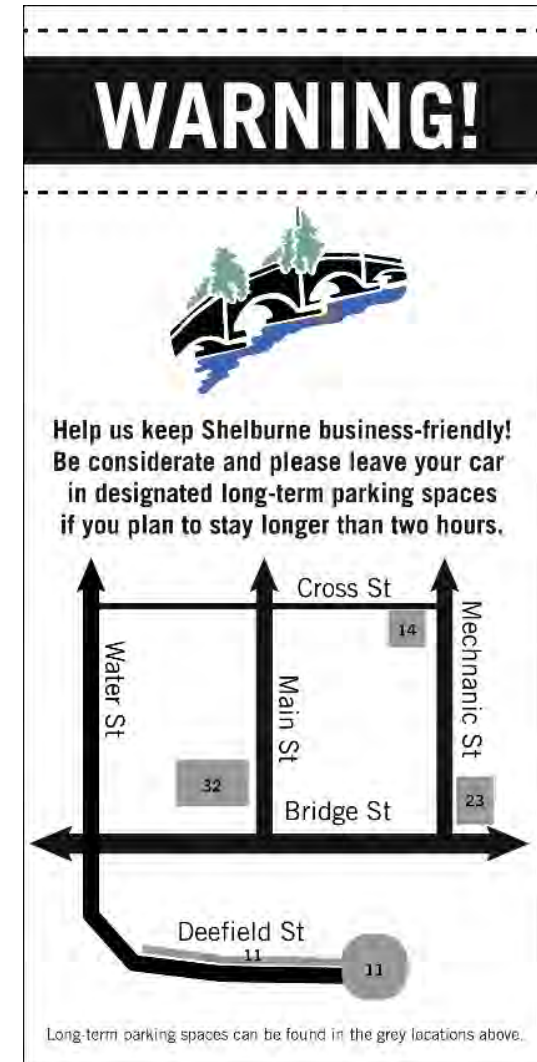


## RECOMMENDATION 5 | RECONSIDER ONSTREET REGULATIONS

- A. **Adjust time limits** to allow people to linger
- Must identify alternative options; likely long-term spaces
  - Availability goal: 85%
- B. **Monitor** and adjust
- C. Consider **pricing as necessary** to maintain availability %



- D. Maintain ADA accessibility by maintaining availability
- E. **Customer-friendly enforcement**
- First ticket free
  - Provide information on long-term parking locations / customer-friendly map





## DRAFT RECOMMENDATIONS

### 1. Signage and wayfinding

- A. Point to free on-street parking
- B. Offer signing to private customer parking in cooperation with landowners
- C. Create a public-friendly parking map
- D. Point to shared parking lots

### 2. Improve multimodal conditions

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- A. Allow longer-term parking
- B. Monitor and adjust
- C. Longer-term: metered pricing?
- D. Availability creates ADA access
- E. Customer friendly enforcement



# THANK YOU!

November 13, 2018





## APPENDIX F | SAMPLE SHARED PARKING AGREEMENTS



# Sample Shared Parking Agreements



## Model - Shared Use Agreement for Parking Facilities

This Shared Use Agreement for Parking Facilities, entered into this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, between \_\_\_\_\_, hereinafter called lessor and \_\_\_\_\_, hereinafter called lessee. In consideration of the covenants herein, lessor agrees to share with lessee certain parking facilities, as is situated in the City of \_\_\_\_\_, County of \_\_\_\_\_ and State of \_\_\_\_\_, hereinafter called the facilities, described as: [Include legal description of location and spaces to be shared here, and as shown on attachment 1.]

The facilities shall be shared commencing with the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, and ending at 11:59 PM on the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, for [insert negotiated compensation figures, as appropriate]. [The lessee agrees to pay at [insert payment address] to lessor by the \_\_\_\_ day of each month [or other payment arrangements].] Lessor hereby represents that it holds legal title to the facilities

### The parties agree:

#### 1. USE OF FACILITIES

This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.

**-SAMPLE CLAUSE-***[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]*

#### 2. MAINTENANCE

This section should describe responsibility for aspects of maintenance of the facilities. This could include cleaning, striping, seal coating, asphalt repair and more.

**-SAMPLE CLAUSE-***[Lessor shall provide, as reasonably necessary asphalt repair work. Lessee and Lessor agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]*

#### 3. UTILITIES and TAXES

This section should describe responsibility for utilities and taxes. This could include electrical, water, sewage, and more.

**-SAMPLE CLAUSE-***[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]*

#### 4. SIGNAGE

This section should describe signage allowances and restrictions.

**-SAMPLE CLAUSE-***[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]*



## 5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

**-SAMPLE CLAUSE-***[Lessee may provide a surveillance officer(s) for parking safety and usage only for the period of its exclusive use. Lessee and lessor reserve the right to tow, at owners expense, vehicles improperly parked or abandoned. All towing shall be with the approval of the lessor.]*

## 6. COOPERATION

This section should describe communication relationship.

**-SAMPLE CLAUSE-***[Lessor and lessee agree to cooperate to the best of their abilities to mutually use the facilities without disrupting the other party. The parties agree to meet on occasion to work out any problems that may arise to the shared use.]*

## 7. INSURANCE

This section should describe insurance requirements for the facilities.

**-SAMPLE CLAUSE-***[At their own expense, lessor and lessee agree to maintain liability insurance for the facilities as is standard for their own business usage.]*

## 8. INDEMNIFICATION

This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.

**-NO SAMPLE CLAUSE PROVIDED-**

## 9. TERMINATION

This section should describe how to or if this agreement can be terminated and post termination responsibilities.

**-SAMPLE CLAUSE-***[If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice. Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.]*

## 10. SUPPLEMENTAL COVENANTS

This section should contain any additional covenants, rights, responsibilities and/or agreements.

**-NO SAMPLE CLAUSE PROVIDED-**

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]



## LICENSE AGREEMENT

This Agreement is executed as of \_\_\_\_\_, 2006 by and between **BOSTON EDISON COMPANY** a Massachusetts corporation and electric company having its principal place of business at 800 Boylston Street, Boston, Massachusetts 02199, hereinafter called the "Licensor", and the **TOWN OF LEXINGTON**, a Massachusetts municipal corporation, having a principal place of business at 1625 Massachusetts Avenue, Lexington, MA 02420, hereinafter called the "Licensee".

### RECITALS:

WHEREAS, Licensor is the owner of a certain parcel of real property (the "Property") with an address of 4 Grant Street in the Town of Lexington, Middlesex County, Massachusetts, by virtue of deeds and other instruments recorded in the Middlesex South District Registry of Deeds, including but not limited to Book 3749, Page 370, Book 3773, Page 318, Book 5184, Page 296, and Book 5198, Page 21.

WHEREAS, the Licensee has requested permission from the Licensor to make use of a portion of the Property, said portion located outside the Licensor's electrical substation, hereinafter referred to as the "Licensed Area", which Licensed Area is shown on a plan entitled "Conceptual Parking Plan, 4 Grant Street, Lexington" attached hereto as Exhibit A, for the specific purpose of constructing, maintaining and operating a public, municipal parking lot.

WHEREAS, Licensor is willing to permit the use of the Licensed Area by the Licensee for such purposes, but only upon the terms and conditions hereinafter set forth; and

NOW THEREFORE, for and in consideration of such permission and the payments to Licensor described herein, Licensor and Licensee hereby agree as follows:

1. Licensee, its agents, contractors, employees, and invitees, including members of the public, may enter upon and use the Licensed Area for the purpose of constructing, maintaining, operating and utilizing a municipal parking lot. No other activity on the Licensed Area (specifically including, but without limitation, (a) maintenance, servicing or repair of motor vehicles, or (b) storage of vehicles, other equipment, machinery, or parts) is permitted hereby (with the exception of initial construction activity to prepare the Licensed Area for said permitted use, said construction activity shall proceed as set forth in Section 6). In its sole discretion, Licensor reserves the right under this Section to require Licensee to relocate or remove from the Licensed Area any item Licensor deems reasonably necessary to protect its electric facilities and operations. Upon verbal or written notice by Licensor to Licensee, Licensee shall relocate or remove any such items from the Licensed Area as soon as possible, but in all events within 24 hours.
2. Licensee, its agents, contractors, employees and invitees, shall have the right of ingress and egress over, across and upon the Licensed Area as necessary for the uses permitted hereby.
3. This License shall commence upon the issuance of all approvals and permits from the Town of Lexington or any other entity required by law for the



construction and operation of the Licensed Area for the specific and limited purposes stated herein, and shall continue for three (3) years from the earlier of (a) the date construction is completed and the lot is ready for use, as established by notice given by Licensee to Licensors, or (b) eighteen (18) months after the date of execution hereof (herein the "Construction Completion Date"). After the expiration of the Initial Term, absent a notice of termination pursuant to Section 5 below, the term shall automatically renew for successive periods of one (1) year each. The Licensee shall give the Licensors written notification of its receipt of all the necessary permits and approvals. In the event the Licensee is unable to obtain all necessary approvals and permits required by law within 12 months of the execution of this Agreement, this Agreement shall become null and void, unless the parties agree to extend this period, without any recourse for the Licensee at law or in equity.

4. Licensee agrees, beginning on the Construction Completion Date of this License, to pay Licensors an annual rental equal to Nine Thousand Six Hundred Dollars (\$9,600.00) per year, payable to Licensee in monthly installments of Eight Hundred Dollars (\$800.00). After year three, and every year thereafter, the annual fee of this License shall be increased by three (3%) percent over the previous year's rent until the termination or expiration date of this License.
5. After the expiration of the Initial Term, Licensors and Licensee shall each have the right to terminate this License at any time, for any or no stated reason, by written notice to the other party. The effective date of such termination shall be one (1) year from the date of the notice of termination, regardless of any then effective renewal term. Notwithstanding any other provision of this License, the parties intend that this Agreement constitute a terminable license, and no interest in real property is created hereby. The Licensors do not hereby dedicate the Property or the Licensed Area to public use.
6. Prior to any installation, preparation, or construction by Licensee of the Licensed Area to accommodate said municipal parking lot, Licensee shall submit plans to Licensors for approval detailing all work to be performed at the Licensed Area. Such approval shall not be unreasonably withheld or delayed. Once approved by Licensors, any such plans will be incorporated as Exhibit B to this Agreement. Licensee agrees to follow any guidelines reasonably set forth by the Licensors, and Licensee shall coordinate any initial construction work in the Licensed Area with the Licensors. Licensee further agrees to reimburse Licensors for all costs associated with any construction activities (including but not limited to Licensors's supervision of said construction activities).
7. It is agreed that Licensee shall not erect or permit any structures or improvements upon, and that Licensee shall make or permit no uses of the Licensed Area, other than those improvements and uses expressly permitted in this License.
8. During the term of this Agreement, Licensee shall maintain the Licensed Area in good order and condition in all respects, free from snow, ice, trash and debris or other nuisance. Prior to the effective date of the termination of this Agreement, Licensee shall remove its personal property and, if necessary, restore the Licensed Area to the same condition as it was in (other than changes made by the



Licensor) prior to Licensee's use. All vehicles will be removed prior to termination.

9. By granting this License, Licensor does not represent or warrant that the Licensed Area is appropriate, safe or suitable for the proposed use, or that it may be used for the purposes specified herein under applicable zoning, environmental or other laws or regulations, nor does Licensor undertake to make the Licensed Area appropriate, safe or suitable for such use, or to obtain any permits, licenses or approvals of any governmental authority which may be required to permit such use. Licensee shall obtain any and all necessary governmental permits, licenses and approvals at its sole cost and expense prior to the commencement of any use of the Licensed Area and Licensor shall cooperate in any efforts by Licensee to obtain any such permits so long as there is no cost or expense for Licensor that is not paid by Licensee. Licensee shall notify Licensor of its intentions to obtain said permits, licenses and approvals and shall provide copies of the same once received.
10. In exercising its rights under this License, Licensee shall at all times and in all respects comply with all applicable laws, ordinances, rules and regulations of all governmental authorities having jurisdiction and shall comply with all licenses and permits or other approvals issued to it by a governmental authority.
11. Licensee hereby represents and warrants, and it is hereby made a condition of this License, that the use of the Licensed Area by Licensee shall not result in the release of any oil or hazardous materials (other than non-reportable quantities associated with typical leaks from automobiles and construction equipment in the ordinary course of operation), as those terms are defined in the Massachusetts Contingency Plan, 310 CMR 40.000, et seq. In the event of any breach of the foregoing warranty and condition by Licensee, Licensor shall, in addition to the right to terminate this License and seek damages, have the benefit of the indemnity provision set forth in Section 12, and injunctive relief.
12. Licensee acknowledges that the Licensed Area is situated in close proximity to an operating electrical substation, which carries inherent risks associated with high voltage operations. Accordingly, to the greatest extent permitted by law, the Licensee, for itself and its agents, contractors, employees, and invitees, hereby releases and shall indemnify, defend and save harmless the Licensor, its officers, agents and employees from and against all demands, claims, actions, damages, costs, expenses, losses or liability whatsoever in any manner resulting from or arising out of the actions of any person with respect to the Licensed Area or the use thereof, or in any manner resulting from or arising out of the use of the Licensed Area by any person, including, without limitation, any failure of any person to comply with any applicable laws or regulations, except to the extent that such liability results from the gross negligence or willful misconduct of the Licensor, its employees, agents or contractors. This provision shall survive the termination of this License.
13. Licensee shall procure and maintain at its expense, at all times during the term of this License Agreement, public liability insurance, including personal injury and property damage, in amounts of \$4,000,000 combined single limit, against all claims and demands of any injury to person or property which may occur or



be claimed to have occurred on the property of the Licensor as the result of the use of the Licensed Area by any person. Licensor shall be designated as an additional insured party in such policy. Licensee shall also maintain workers compensation insurance in statutory amounts as required by Massachusetts law. The Licensee shall, before entry upon the Licensed Area for the purposes herein set forth, furnish the Licensor (to the address listed in Section 15) with a valid certificate of such insurances reasonably satisfactory to it. Such policies shall specify that they are not cancelable except upon twenty (20) days' prior written notice to the Licensor.

14. Licensee agrees that in the event a public health, safety or security emergency should arise as determined at the sole discretion of the Licensor, the Licensor, its officers, agents and employees, shall have the right to enter upon the Licensed Area, and undertake whatever action may be necessary, in the Licensor's discretion, to alleviate the emergency, including but not limited to requiring the temporary suspension of Licensee's use and occupancy of the Licensed Area. If in connection therewith Licensor requires the removal of any vehicles, Licensor shall notify Licensee thereof and effect such removal in a safe and reasonable manner. In the event the vehicles need to be removed at any time the Licensor shall contact the Town DPW Department at 1-781-862-0500 to effectuate said removal.
15. Notices, statements and other communications to be given under the terms of this License shall be in writing and delivered by hand against receipt, or sent by first class mail and addressed as follows:

**If to Licensor:**

Boston Edison Company  
Real Estate Department  
One NSTAR Way, SE-210  
Westwood, MA 02090  
Attn: Real Estate Manager  
Fax: (781) 441-8909

**If to the Licensee:**

Town of Lexington  
Lexington Town Hall  
1625 Massachusetts Avenue  
Lexington, MA 02420  
Attn: Town Manager  
Fax: (781) 861-2921

16. This License is personal to the Licensee, and Licensee shall have no right to assign or transfer its rights and obligations hereunder, in whole or in part to any other person. This provision does not preclude use of the Licensed Area as contemplated hereby.



17. This License contains all the agreements of the parties with respect to the subject matter thereof and supersedes all prior agreements and dealings between them with respect to such subject matter.
18. Licensee acknowledges and agrees that the Licensor shall at all times have convenient and unimpeded access to its electrical substation or any other structures and equipment, which are now or may hereinafter be installed by Licensor within the Licensed Area.
19. Licensee acknowledges that the Licensor will not be providing, and is under no obligation to provide, any security or lighting for the Licensed Area.
20. In the event that the Licensor's Property or a material portion of the Property of which the Licensed Area are a part, shall be taken by any public authority or for any public use, or shall be destroyed or damaged by fire or casualty, or by action of any public authority, then this License shall terminate with respect to the taken, damaged or destroyed area, effective on the date when title vests in the condemning authority, or when the casualty occurs.
21. Irrespective of the form in which recovery may be had by law, all rights to damages or compensation for a taking or casualty for the Licensed Area shall belong to Licensor in all cases. Licensee hereby grants to Licensor all of Licensee's rights to such damages and covenants to deliver such further assignments or endorsements as Licensor may from time to time request.
22. In connection with Licensee's use and maintenance of the Licensed Area, the Licensee shall not endanger or damage the existing buried transmission lines, cad weld connections, grounding grid system or any other structures and equipment in the Licensed Area which are now or may hereafter be installed within the Licensed Area, all being the property of the Licensor. In the event that such damage should nevertheless occur resulting from an act, omission or negligence of Licensee, its agents, contractors and employees, the Licensee shall forthwith notify the Licensor, by calling the Licensor's System Dispatcher at the Licensor's Boston Service Center (telephone number 617-541-7833), so that immediate repairs may be made, and shall also promptly reimburse the Licensor upon request for all reasonable costs or expenses incurred by it in repairing or replacing any such damage to said structures and equipment or to any other property of the Licensor.
23. **ADDITIONAL PROVISIONS:**
  - a. Licensee shall post a sign on the Property restricting access to Licensor's existing parking area behind the electrical substation building. The sign shall read "No vehicles beyond this point, NSTAR vehicles only".
  - b. The Licensee shall perform snow plowing, ice and litter removal for the entire portion of the Property that is outside the substation fence and that includes the Licensed Area, including snow removal on the public sidewalks outside the substation and substation fencing.



- c. Licensee agrees to deal with any and all comments, questions or complaints from any abutters and or the general public with regards to the Licensed Area and its permitted use as set forth herein.

IN WITNESS WHEREOF, the parties have executed this License Agreement as a sealed instrument by and through their respective duly authorized representatives, as of the day and year first above written.

LICENSOR:

**BOSTON EDISON COMPANY**

By: \_\_\_\_\_  
Donald Anastasia  
Assistant Treasurer

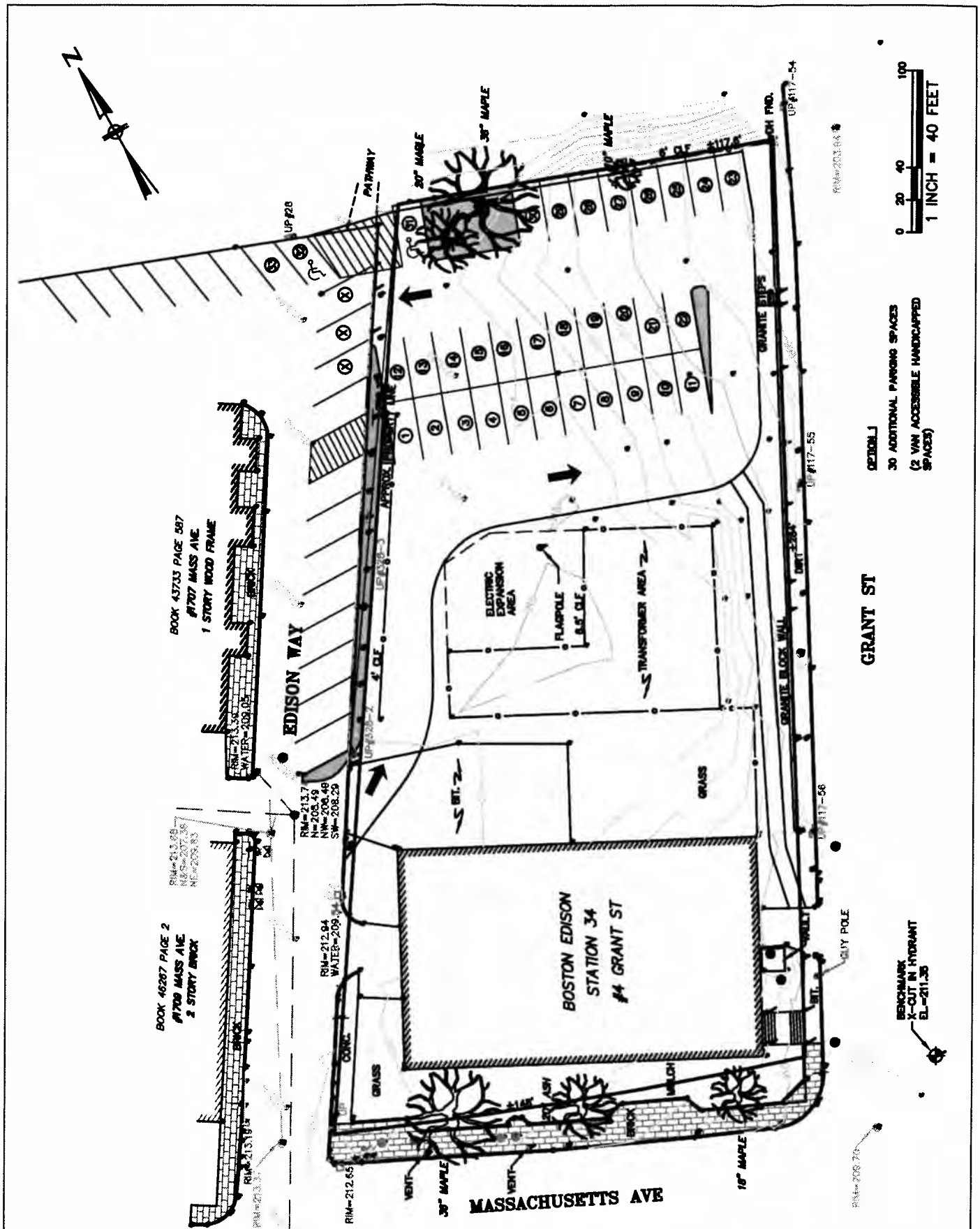
LICENSEE:

**TOWN OF LEXINGTON**

By: \_\_\_\_\_  
Name: Carl F. Valente  
Title: Town Manager



# Conceptual Parking Plan 4 Grant Street, Lexington





DRAFT

## PARKING EASEMENT AND MAINTENANCE AGREEMENT

### Preamble and Recitals

This Agreement is entered into on \_\_\_\_\_ 2014 by and between Church of the Ascension, hereafter referred to as "Church," and Congregation Beth David, a California Non-Profit Religious Corporation, hereafter referred to as "Synagogue." Together, Church and Synagogue may be identified as the "Parties" herein.

A. Whereas, Church is the owner of certain real property situated in the City of Saratoga, Santa Clara County, California (hereafter referred to as "Parcel 1"), commonly known as 12033 Miller Rd., Saratoga, CA 95070, APN: \_\_\_\_\_ and more particularly described in Exhibit A, which is attached to this Agreement and hereby incorporated by reference.

B. Whereas, Synagogue is the owner of certain real property situated in City of Saratoga, Santa Clara County, California (hereafter referred to as the "Parcel 2"), commonly known as 19700 Prospect Rd., Saratoga, CA 95070, APN: 386-35-071 and 386-35-070 and more particularly described in Exhibit B, which is attached to this Agreement and hereby incorporated by reference.

C. Whereas, since the early 1970s, Church and Synagogue have shared parking and maintenance costs for those portions of Parcel 1 and Parcel 2 that are identified as a parking lot, as described by the parking diagram attached hereto as Exhibit C, and incorporated herein by reference. This Agreement is intended to memorialize the long-standing agreement in writing.

NOW, THEREFORE, in consideration of the mutual benefits bestowed by this Agreement, the Parties acknowledge that the above recitals are true and correct, and hereby agree to:

### Grant of Easement

1. Church grants to Synagogue, and Synagogue grants to Church cross-easements, for parking on the terms and conditions set forth in this Agreement.

### Description of Easement

2. The easement granted in this Agreement is an easement for parking on the cross-hatched areas identified in the Parking Lot Diagram attached hereto as Exhibit C.

A. Synagogue grants to Church the right to park on Synagogue's parking lots at any time where Church's parking needs exceed the available spaces on Church's own lots, (for example, but not limited to: Christmas and Easter);



B. Church grants Synagogue the right to park on Church's parking lots at any time where Synagogue's parking needs exceed the available spaces on Synagogue's own lots, (for example, but not limited to the Jewish High Holy Days).

C. Church grants to Synagogue an easement for shared use of the middle section of the parking lot indicated on the cross-hatched areas set forth in Exhibit C, attached and incorporated herein as if fully set forth.

#### Maintenance of Easement

3. The Parties may establish and assign maintenance, insurance and other obligations to each other that may be mutually acceptable without an amendment of this Agreement.

#### Indemnity

4. Synagogue will indemnify and defend Church for any claims filed by a visitor to Synagogue who utilizes Church's parking areas and files a claim against Church. Church will indemnify and defend Synagogue for any claims filed by a visitor to Church who utilizes Synagogue's parking areas and files a claim against Synagogue.

#### Attorneys' Fees

5. If any legal action or proceeding arising out of or relating to this Agreement is brought by either party to this Agreement, the prevailing party shall be entitled to receive from the other party, in addition to any other relief that may be granted, the reasonable attorneys' fees, costs, and expenses incurred in the action or proceeding by the prevailing party.

#### Entire Agreement

6. This Agreement constitutes the entire agreement between Church and Synagogue relating to the above easement. Any prior agreements, promises, negotiations, or representations not expressly set forth in this Agreement are of no force and effect. Any amendment to this Agreement shall be of no force and effect unless it is in writing and signed by Church and Synagogue.

#### Binding Effect

7. This Agreement shall be binding on and shall inure to the benefit of the heirs, executors, administrators, successors, and assigns of Grantor and Grantee.

Executed on \_\_\_\_\_[date].

**CHURCH OF THE ASCENSION**

By: \_\_\_\_\_, it's \_\_\_\_\_



**CONGREGATION BETH DAVID**

By: \_\_\_\_\_, it's President

**Notary Acknowledgment**

**Attachments:**

Exhibit A, Legal Description for Church

Exhibit B, Legal Description for Synagogue

Exhibit C, Parking Diagram



**EXHIBIT A**  
**Legal Description**  
**Church of the Ascension**

[to be supplied by the Church]



**Exhibit B**  
**Legal Description**  
**Congregation Beth David**

[to be supplied by Beth David]



**Exhibit C**  
**Parking Easement Diagram**

