Town of Dedham

DEDHAM SQUARE PARKING STUDY

February, 2019

NOW PLAYING
LEAVE NO TRACE
RBG
WONT YOU BE MY
NEIGHBOR
STAR
NO
PARKING
heart
square
3EA 475

TABLE OF CONTENTS

INTRODUCTION 4
EXISTING CONDITIONS 8
PUBLIC PROCESS 22
ZONING REVIEW 28
RECOMMENDATIONS 36
TECHNICAL APPENDICES 48

INTRODUCTION

INTRODUCTION

The Town of Dedham used funding from a "Massachusetts Downtown Initiative Technical Assistance Program" from the State Department of Housing and Community Development (DHCD) to prepare the Dedham Square Parking Study. The Town staff of Dedham 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 and a public open house held in October, 2018.

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

Your Town: Dedham

The town of Dedham is located 10 miles southwest of downtown Boston, and borders Westwood, Needham and Canton. Dedham is a historic New England settlement with a population of about 25,000, and is accessible via Interstate 95 and Routes 1 and 1a. Transit service is provided by Dedham Bus Service. The nearest MBTA commuter rail station is approximately 2 miles away.

Dedham features 3 Historic Districts immediately adjacent to the core. In the last few years, the Town has made efforts to update and modernize the land use and zoning and transportation goals of the Master Plan to encourage reuse of historic structures and maintaining a "village" character. The Plan also anticipates future transportation needs and advocates for prioritizing transportation projects, such as increasing access and efficiency of Dedham's public transportation, including JBL and MBTA bus lines. Service was most recently expanded in 2016.

Dedham is primarily residential, with mixed use along its primary north/south corridor of Boston Providence Highway. A 2013 effort between Dedham and Metropolitan Area Planning Council resulted in a recommendation by the Town's Economic Development Department proposing the establishment of a creative economy in East Dedham, which was boosted through the addition of an Arts Overlay Zoning District.

What is the Downtown Dedham Parking Study trying to achieve?

Specific goals for the study include:

- **Use existing infrastructure more effectively, creating shared parking opportunities for county, town, and business employees**
- **Improve enforcement to ensure availability in high-demand areas**
- **Identify opportunities for better signage and wayfinding**
- **Identify more user-friendly parking payment technology**
- **Identify more business-friendly, flexible parking**
- **Determine applicability of a Parking Benefit District**
- **Assess adequacy of current supply to support proposed development**

EXISTING CONDITIONS

EXISTING CONDITIONS

This section documents existing parking conditions within Dedham Square. Data collection efforts in the Fall of 2018 identified existing parking assets, regulations, utilization levels, and the Town's current parking management system.

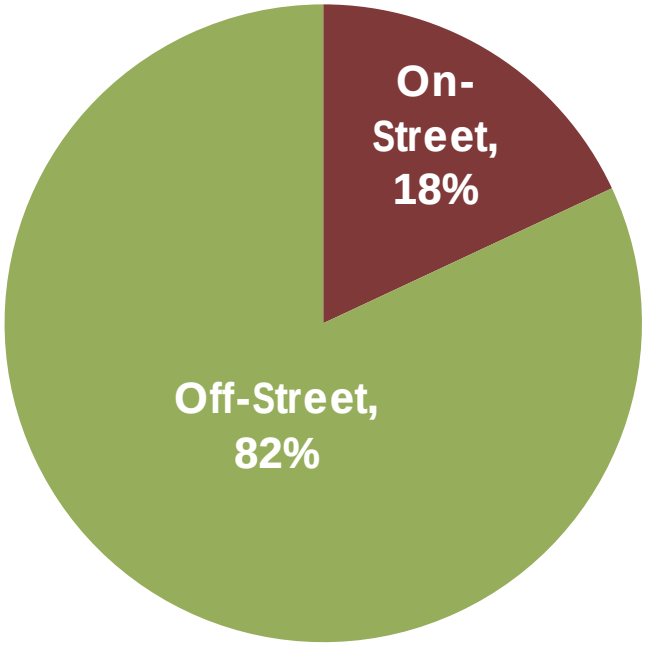
EXISTING CONDITIONS | STUDY AREA

To effectively measure parking usage across the Dedham Square, a study area was identified that generally includes the area between Court Street to the west, Boston Providence Turnpike to the east, and Worthington Street to the south.

The study area also encompasses various private lots along 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 the Dedham Square is limited.

There is a total of 1,380 parking spaces within the study area. Of this, 249 spaces are on-street and 1,311 are off-street.

In order to understand how local residents, visitors, employees, and business owners actually experience parking, the team recorded regulations based on signage and how parking within the study area might be viewed by a "visitor" or "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	Parking Supply	Percentage
8am-5pm, Excluding Sundays or Holidays, 1-Hour Parking	91	55%
Unregulated Parking*	31	19%
2 Hour Parking (6am-7pm)	16	10%
15 Minute Parking	13	8%
No Parking 6:30am-9am Monday-Friday, No Time Limits	11	7%
8am-5pm; No Parking 630am-9am Monday-Friday, 1-Hour Parking	4	2%

OFF-STREET

Regulation	Parking Supply	Percentage
Customer/Employee Parking	382	27%
Unregulated Parking*	317	22%
Commuter Rail Parking (Paid Lot)	215	15%
Residential Parking	139	10%
Church Parking	117	8%
Unregulated, Except No Commuter/Train Parking	96	7%
Town Hall Business Parking Only	59	4%
Library Patrons Only	64	5%
Mixed Use (Customer/Employee and Residential Parking)	22	2%

**Unregulated parking is categorized as having no regulation or signage*

EXISTING CONDITIONS | PARKING INVENTORY

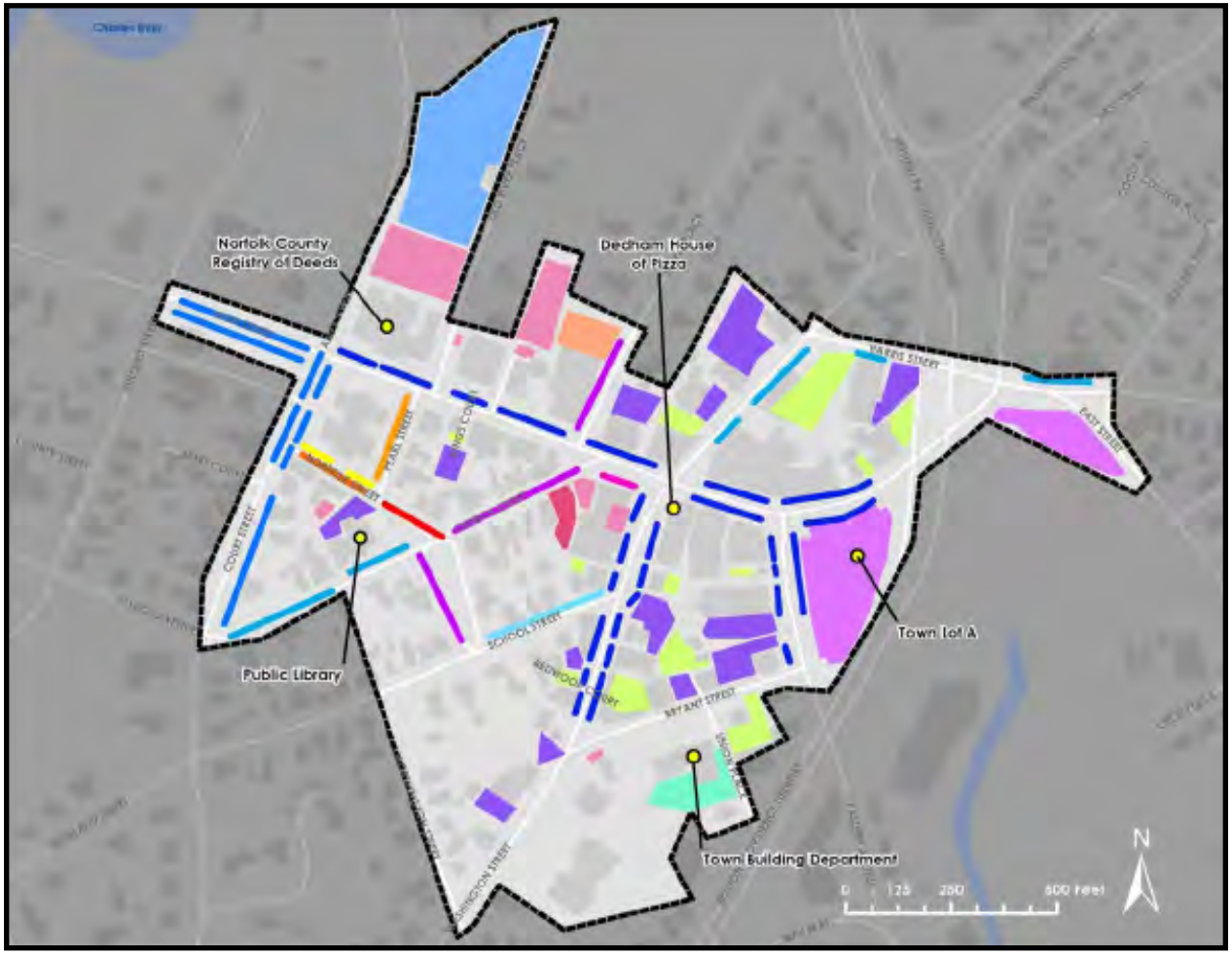
Legend

On-Street Parking

- 1-hour time limit, Multi-Space Meters, $0.75/hr,
- 4-hour time limit, Coin Meters, $0.25/hr
- 1-hour, Unmetered
- 30-mins, Unmetered
- Unregulated
- Informal Sidewalk Parking
- Municipal Employees Only
- Reserved
- Authorized Vehicles Only
- Restricted, 7am-5pm

Off-Street Parking

- Public, Unregulated
- Public, $5/day before 12pm
- Customers and Tenants only
- Employees, Tenants, and Police Only
- Municipal Employees and Visitors Only
- Post Office Employees and Customers Only
- Employees Only
- Tenants Only



Parking Utilization Process

Periodic counts of parking occupancy provided data at different times of a weekday and weekend in the study area. The team worked with the town to identify a busy summer weekday and weekend in order to capture peak demand in Dedham Square. To gather this data, the team counted parked cars along each on-street segment and every off-street facility in the study area, beginning at 8am on the weekday and 10am on the weekend.

Mapping the resulting parking utilization data helped to identify patterns of high and low usage, including the impact of regulations. Land usage, regulations, topography, and signage all impact how Downtown parking is used.

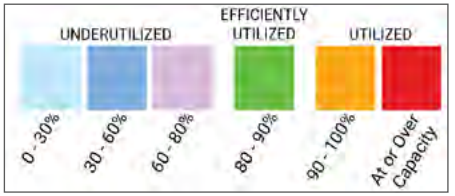
To ensure efficient parking management operations, a certain level of vacancy and utilization is preferred, both on-and off-street. It is ideal to have at least one empty space on each block of street parking, to ensure easy customer access to businesses. This typically equates to about 1 out of 10 spaces free, or a target of 10% vacant per block. Similarly a goal of at least 10% 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 lower utilization have excess capacity and can accommodate additional parked cars.

The study team conducted parking occupancy counts on a typical summer weekday and weekend to capture parking demand. Utilization counts were conducted on a Wednesday in September from 8am to 6pm, and a Saturday in June from 10am to 7pm.

Spatial Analysis of Parking Utilization: General Analysis

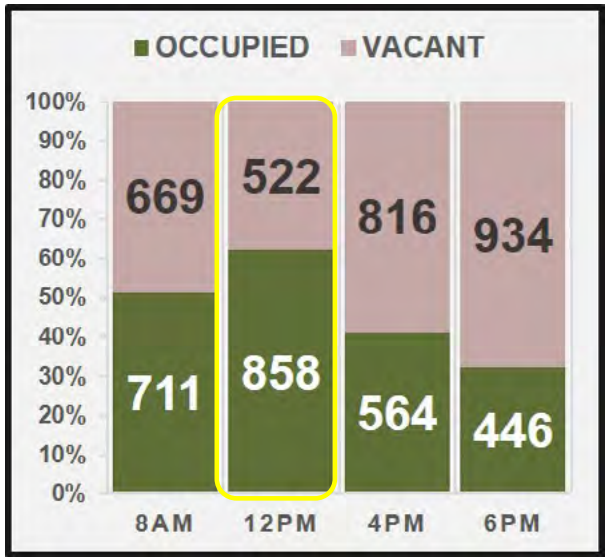
The utilization maps included in this report describe the overall occupancy and availability of all parking spaces within Dedham Square. Maps for all time periods can be found in the appendix.

Parking Utilization Rates



Parking utilization rates are categorized in three groups, where 0-60% occupancy reflects low utilization, 60-80% is slightly busier, 80-90% is optimal, and 90%+ is at or over capacity

PARKING UTILIZATION | PEAK WEEKDAY - 12:00 PM



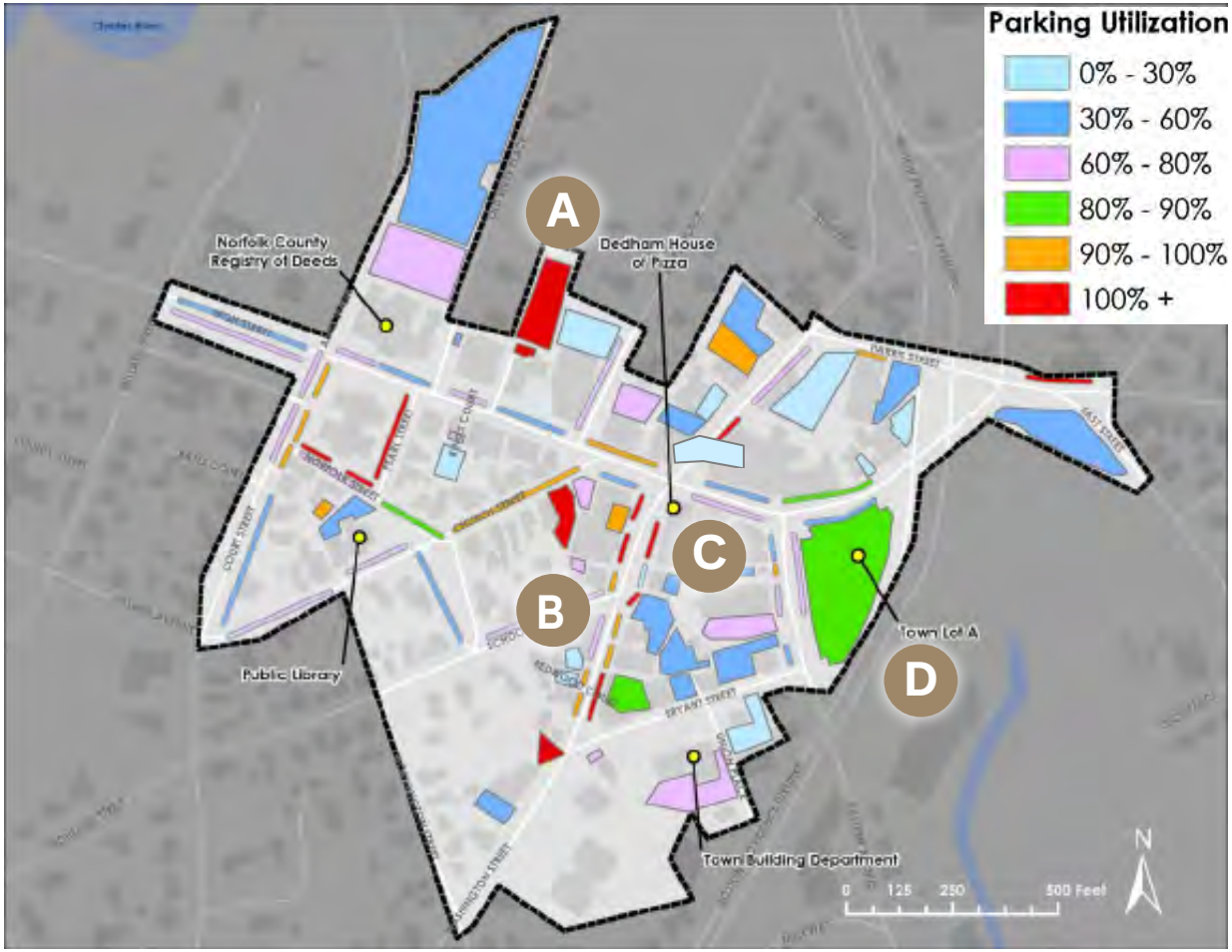
Observations

A District Court employee lot over capacity

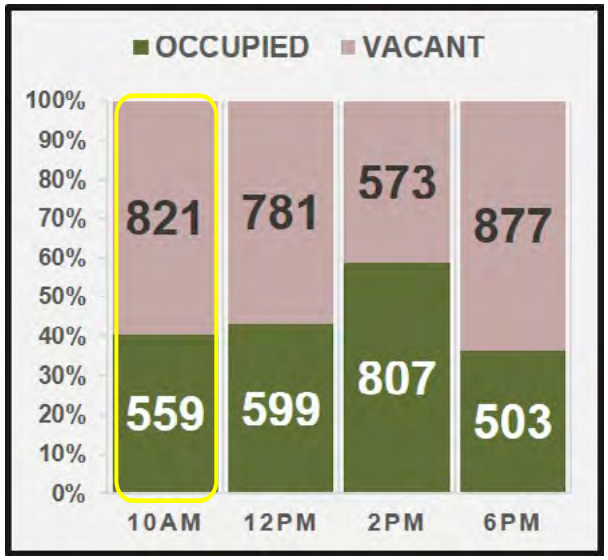
B Washington Street on-street parking highly utilized

C Lots north of Bryant Street under-utilized

D Town Lot A ideally utilized

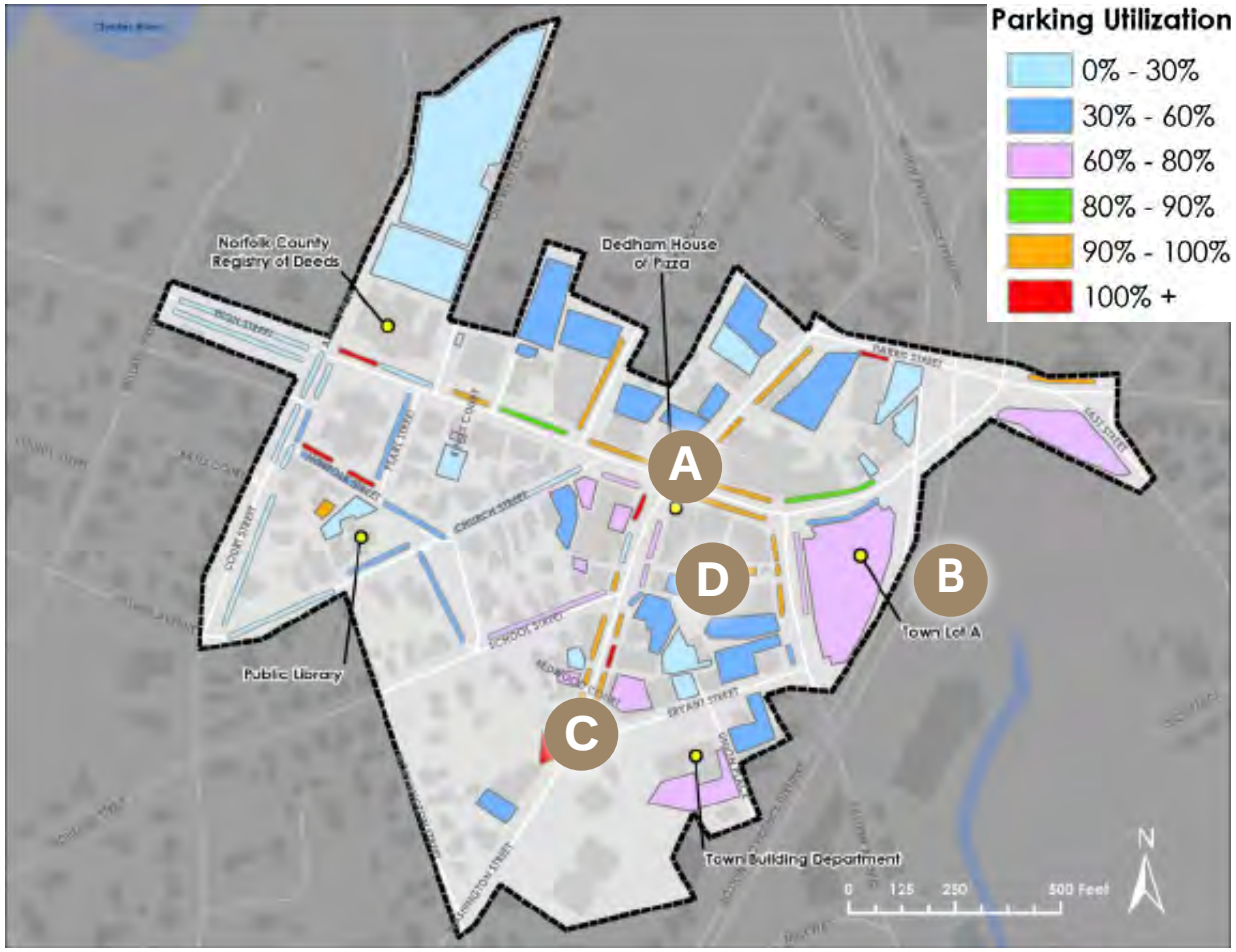


PARKING UTILIZATION | PEAK WEEKEND - 10 AM



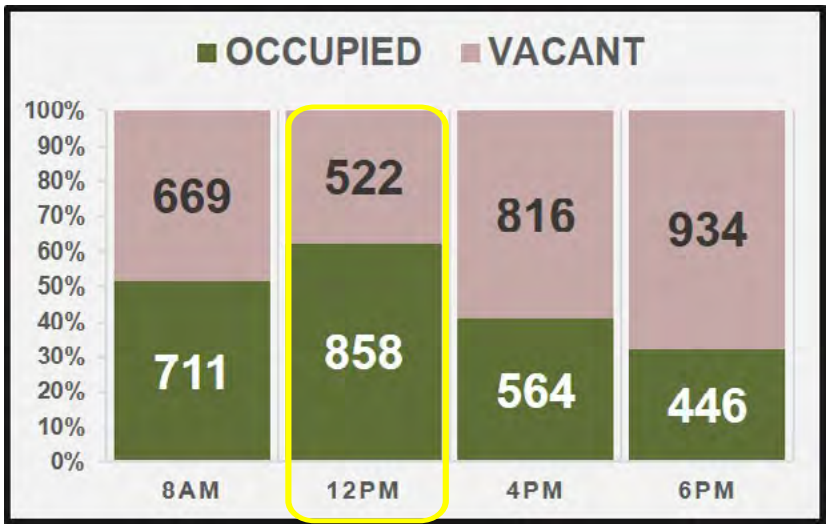
Observations

- **A** Downtown core spaces near restaurants full
- **B** Municipal town lots beginning to fill
- **C** Busy, occupied spaces along lower Washington St
- **D** Available parking



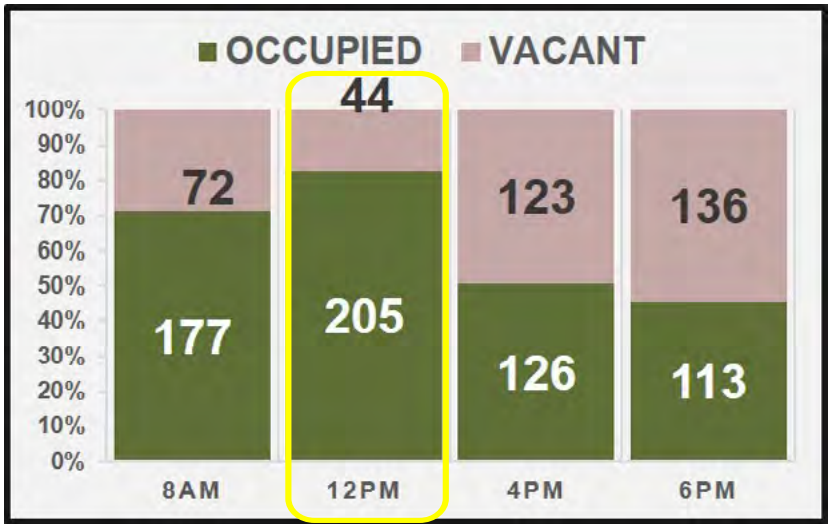
PARKING UTILIZATION | WEEKDAY FINDINGS

ALL

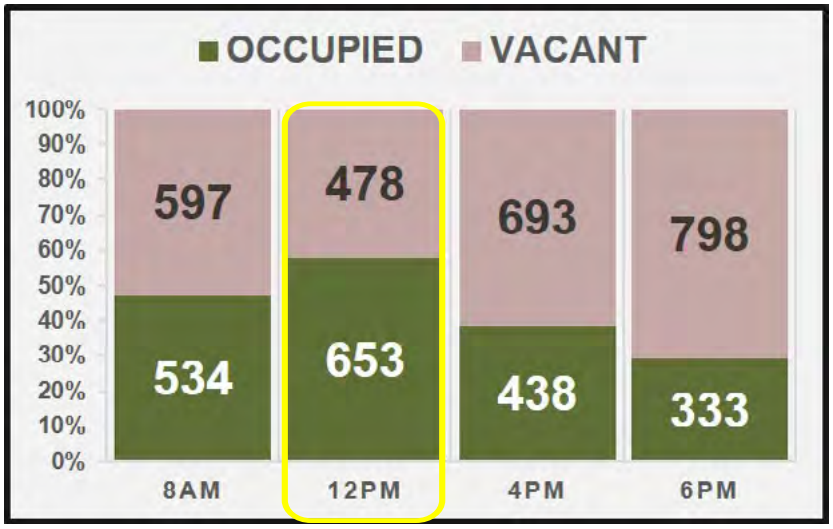


- Highest utilization levels at 12pm
- On-street 80% utilized at peak lunchtime
- Off-street spaces 30% utilized during dinner period
- High utilization during the day with low utilization after work hours

ON-STREET

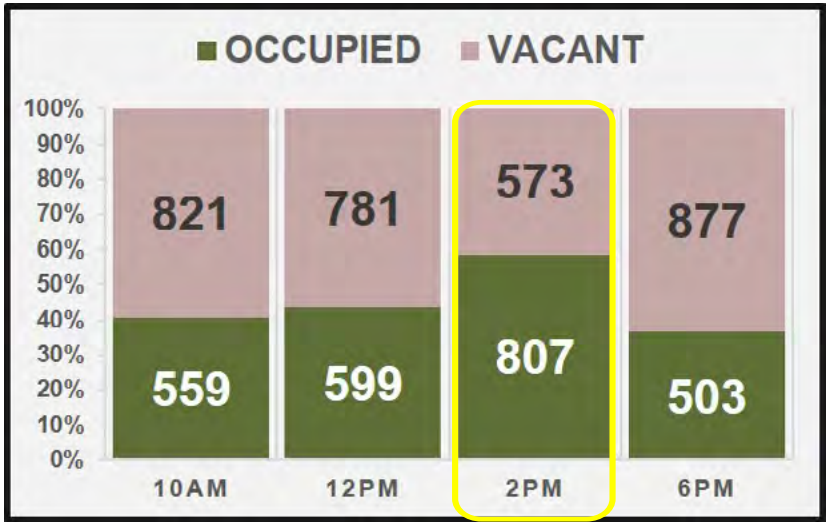


OFF-STREET



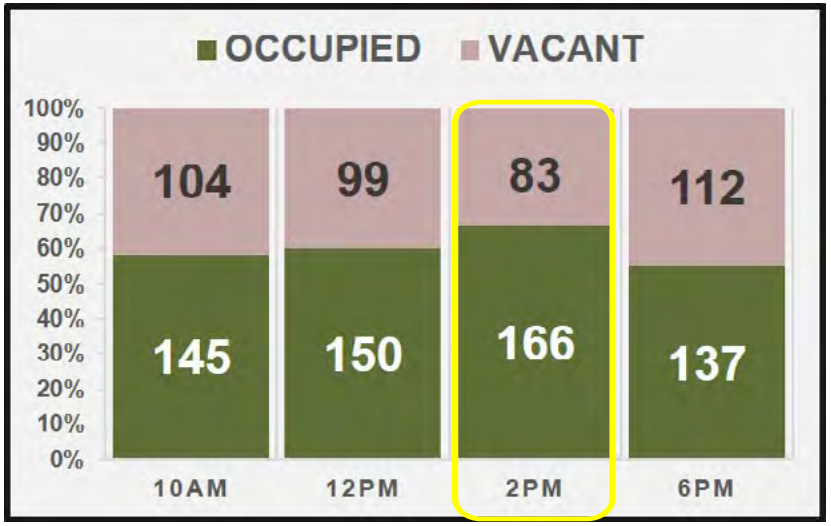
PARKING UTILIZATION | WEEKEND FINDINGS

ALL

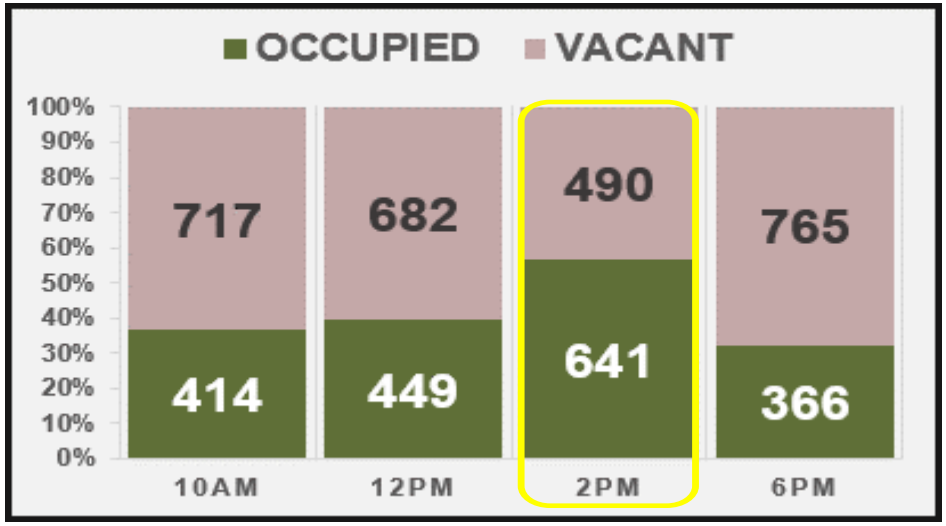


- Highest utilization levels at 2pm
- On-street above 50% utilization all day
- Off-street peak dinner utilization rates for a typical downtown

ON-STREET

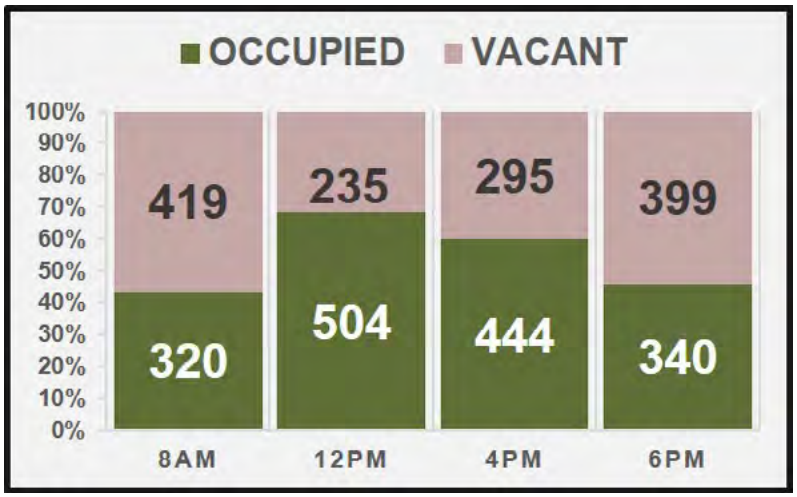


OFF-STREET

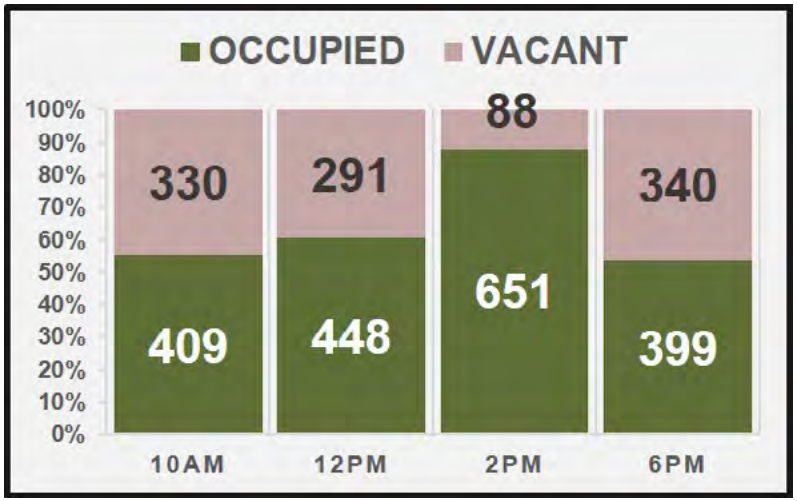


PARKING UTILIZATION | DOWNTOWN CORE – WEEKDAY & WEEKEND

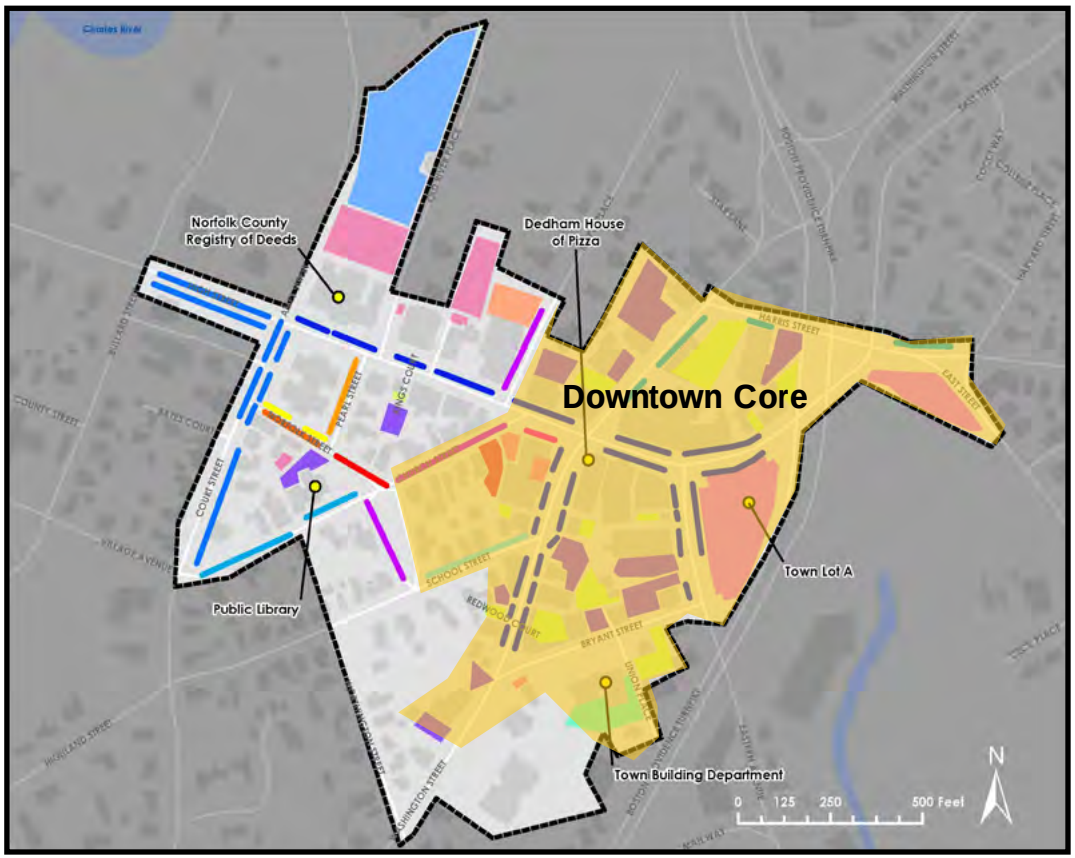
WEEKDAY



WEEKEND

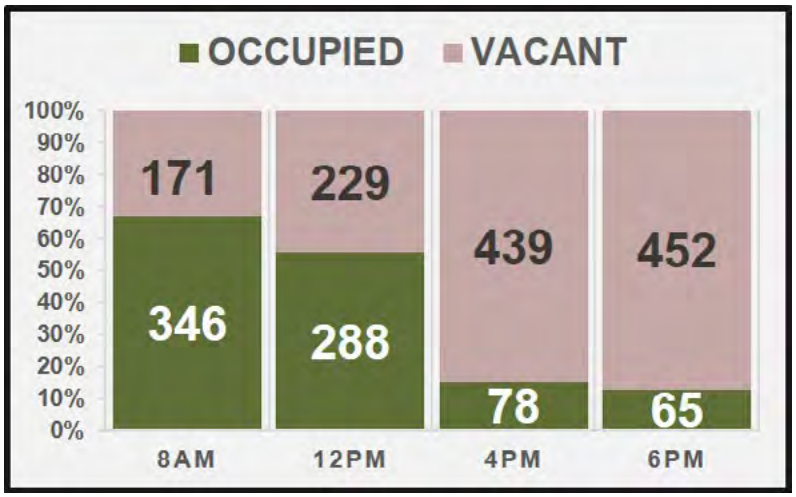


- Total inventory: 739 spaces
- High utilization rates of approximately 90% after peak lunch hours on weekend

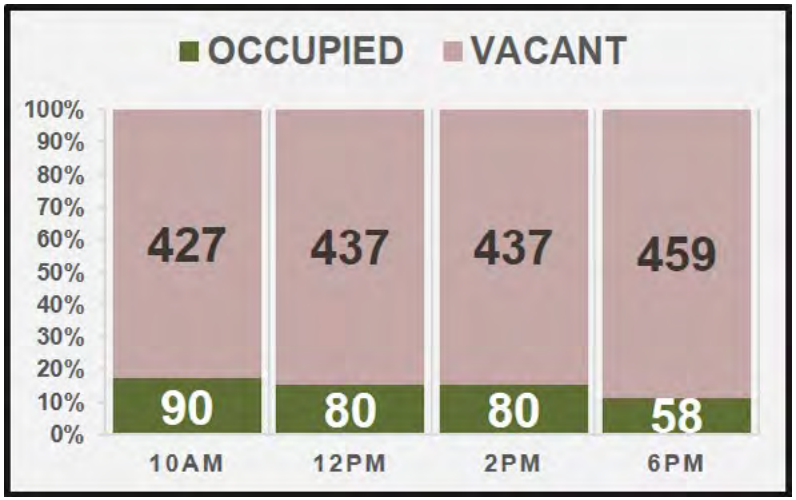


PARKING UTILIZATION | PUBLIC AGENCY DISTRICT – WEEKDAY & WEEKEND

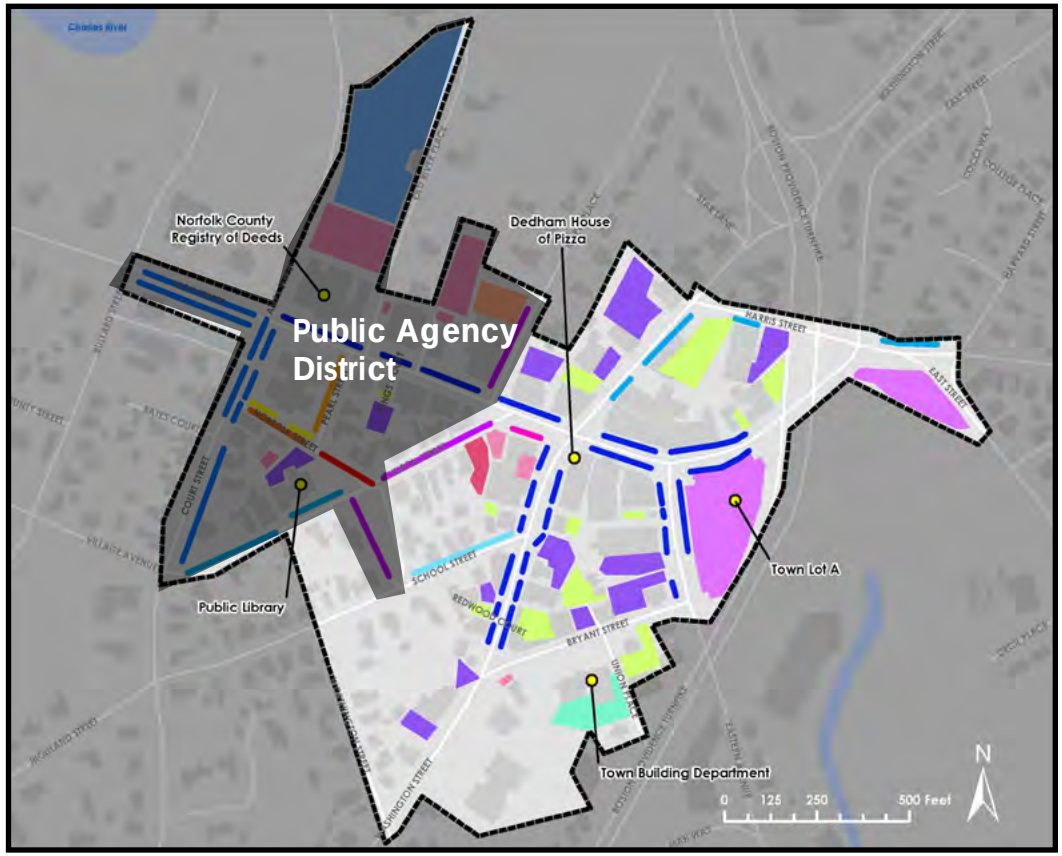
WEEKDAY



WEEKEND



- Total inventory: 517 spaces
- High utilization rates of approximately 68% at peak brunch/lunch hours on weekday



Key Findings

- 59% of on-street spaces are metered
- Private property owners or businesses control 62% of off-street parking supply
- Overall utilization never exceeds 65% at any point during weekdays or weekends
- On-street spaces are highly utilized on both the weekday and weekend (weekends consistently 50% full)
- The public agency district is extremely underutilized on the weekend, while spaces in the downtown core are very full
- Several large lots (Registry of Deeds Lot and Town Lot B) within a short walk of key destinations remain largely vacant at all hours

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PUBLIC OUTREACH

PUBLIC PROCESS

The public outreach process provided the project team with an understanding of how parking is used or not used and the reasons why. Working with the Town, the study team facilitated both targeted stakeholder interviews and a public open house in July 2018. Local residents, merchants, Planning Board members, parking enforcement, the Town Engineer and the Department of Public Works were among those who attended.

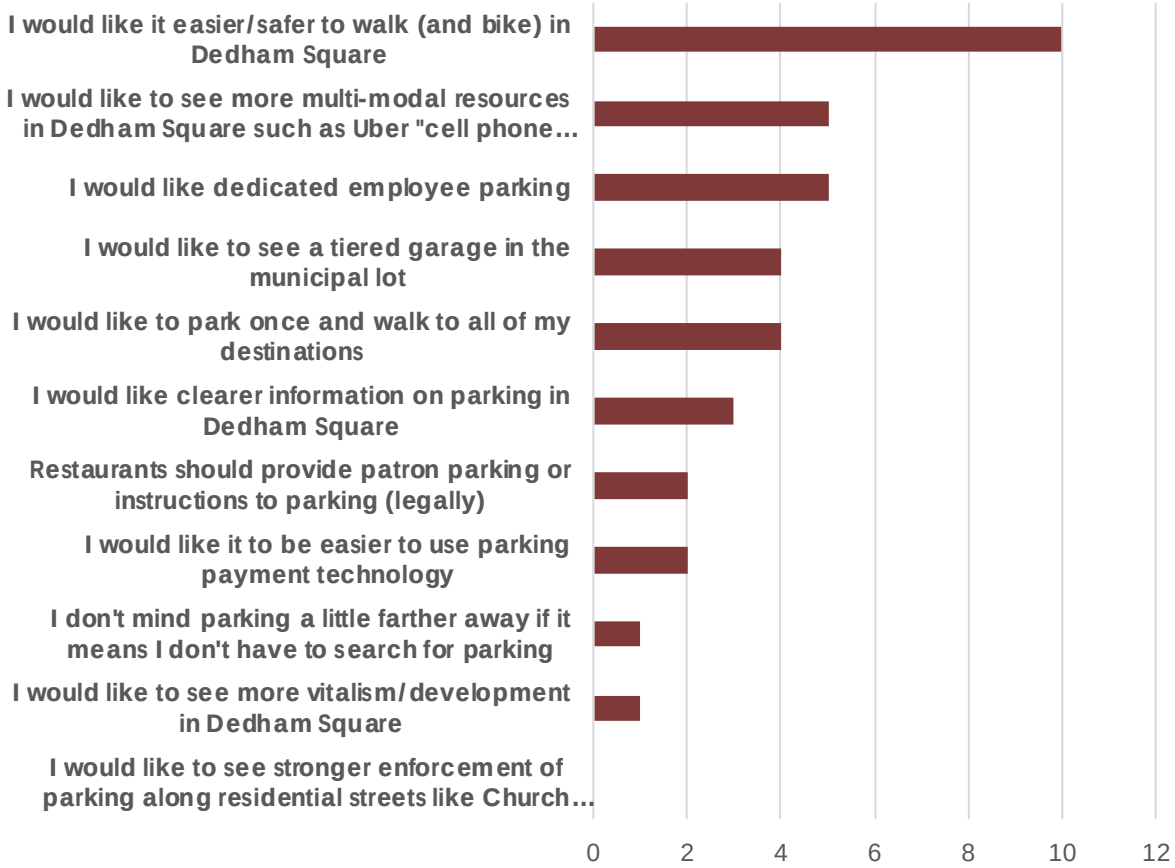
PUBLIC PROCESS | STAKEHOLDER MEETINGS & PUBLIC WORKSHOP

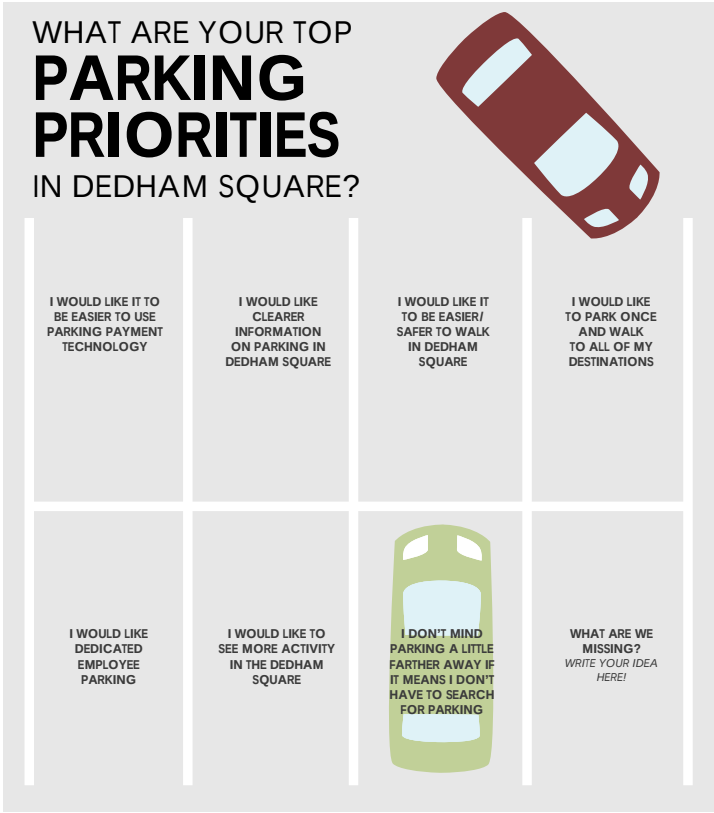
On July 25, 2018, key community stakeholders including the Planning Board, parking enforcement, the Board of Trustees, and the DPW were invited to participate in stakeholder meetings to address and discuss parking issues and concerns. The public was then invited to Town Hall the same night to participate in a hands-on "Open House" to give feedback and collect input on parking in Dedham. An open house gives the parking study team an opportunity to receive feedback on the inventory analysis and parking issues within Downtown.

Another stakeholder meeting took place on December 4th, 2018, where the study team presented findings on utilization data and draft recommendations.

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.





Key Findings

- **Inconsistent Parking Pricing**
  - Prime Lot (Town Lot A) is free and not enforced
  - Prime on-street spaces are cheap at 25 cents/hr and full
  - Registry of Deeds large lot $5/day but not enforced after 12 pm
- **Lack of Parking Enforcement**
  - No designated enforcement – animal control officer does some enforcement
  - Prime spaces in Lot A are used overnight by private contractors
  - Areas such as lower Washington Street opposite bike shop need enforcement at weekends
- **Employee Parking**
  - Employees take up prime spaces in front of businesses
- **Spillover Parking**
  - Occurs on Church Street between Norfolk and High Street;
  - And on Norfolk Street court employees/ law
- **Loading Vehicles**
  - Loading zone in front of theater on Washington Street blocks on-street parking

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ZONING REVIEW

ZONING REVIEW

The following provides a high-level audit of existing land use, parking requirements compared to national standards, and a shared parking model to better understand the capacity of the existing parking supply to support current uses and potential future demand.

ZONING REVIEW | PARKING REQUIREMENTS IN DEDHAM SQUARE

The Institute of Transportation Engineers (ITE) publishes the Parking Generation Manual, a 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 Dedham Square. 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.

Dedham's parking requirements are generally higher than ITE standards for peak parking demand rates (see table to right). This indicates that Dedham's current zoning code may require developers to provide more parking than is necessary.

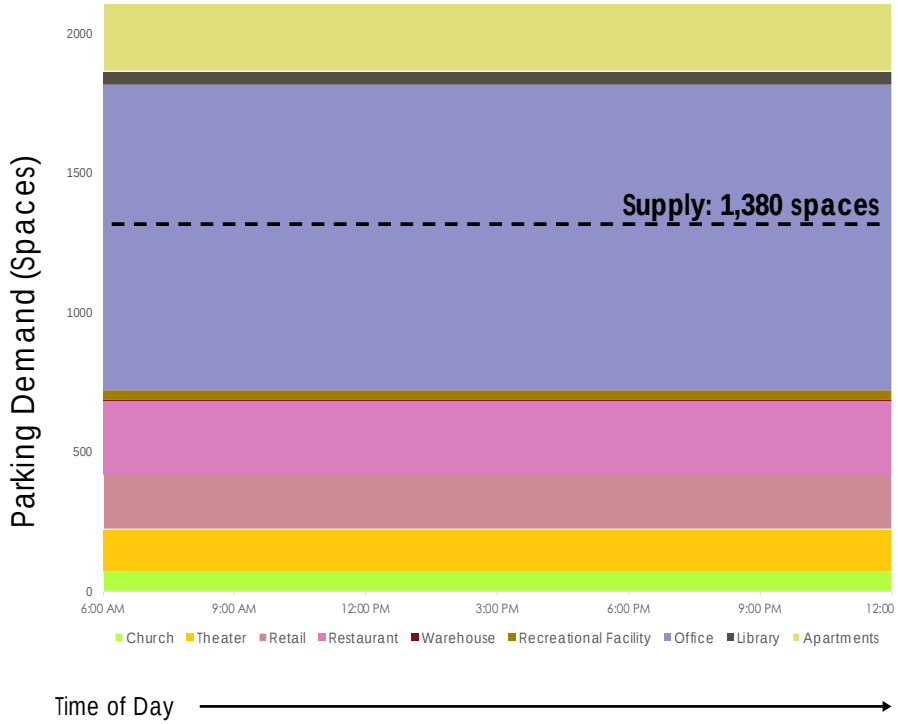
Dedham Parking Requirements Compared to ITE

Use	Dedham Requirement (per 1,000 sf unless otherwise noted)	National Stds (per 1,000 sf unless otherwise noted)	Above/ Below
Apartments	1.5 (unit)	1.2 (unit)	25% Above
Retail	5	2.55	96% Above
Restaurant	0.4 (seat)	0.35 (seat)	14% Above
Commercial & Governmental Offices	5 (ground floor) 3.3 (floors above)	2.47	102% Above 34% Above
Medical Office	5 (per practicing professional)	3.2	56% Above

ZONING REVIEW | TYPICAL PARKING DEMAND (UNSHARED)

To understand how parking demand in Dedham compares to standard parking generation rates, the team first estimated parking demand using ITE rates and compared it to existing parking in the study area. This analysis is based on the land uses estimated from the assessor's database, which fall into categories that ITE provides. Dedham Square's land uses reflect its character as a mixed use center, including residences, office uses, and a variety of retail. The map and table below provide a summary of estimated land uses in the study area.

A typical analysis assumes that required parking must be available at all times of day, as shown on the X axis. However, this does not reflect how parking demand actually changes throughout the day, as the next few pages will describe.



ZONING REVIEW | REAL PARKING DEMAND

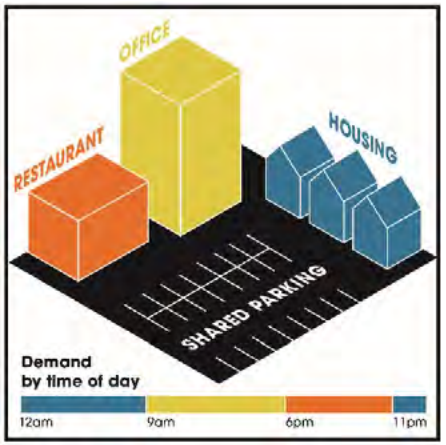
The Urban Land Institute (ULI) publishes the Shared Parking Manual, which provides analysts with a standard methodology to estimate real demand over time in a mixed use area like downtown Shelburne. This type of analysis is meant to more realistically reflect demand patterns that vary by use throughout the day. For example, demand at an office is low in the middle of the night, at its peak in the middle of the day, and drops off in the early evening. Conversely, a dinner restaurant may have little to no demand during the day and peak demand around the dinner hour. Modeling parking demand at these land uses applies a time-of-day percentage to the peak parking demand rates modeled earlier to create a more realistic and Dedham-specific model of demand throughout the day.

Using the ULI methodology, Stantec modeled estimated demand in Dedham Square, then compared it to the counts observed in the field. Field counts show that the model is a decent fit for approximating parking demand downtown.

The results of this exercise provide insight into today's parking demand as well as the potential for future development. The model provides a Dedham specific parking generation ratio throughout the day, and future land uses will likely function similarly.

In addition, this analysis shows that the parking system in Dedham could support additional development if parking is shared. For example, in the "shoulders" of the demand curve in the morning and in the evening, there are ample spaces available. These spaces could support additional residential development, while people going to offices or other daytime uses can continue to use them during the day.

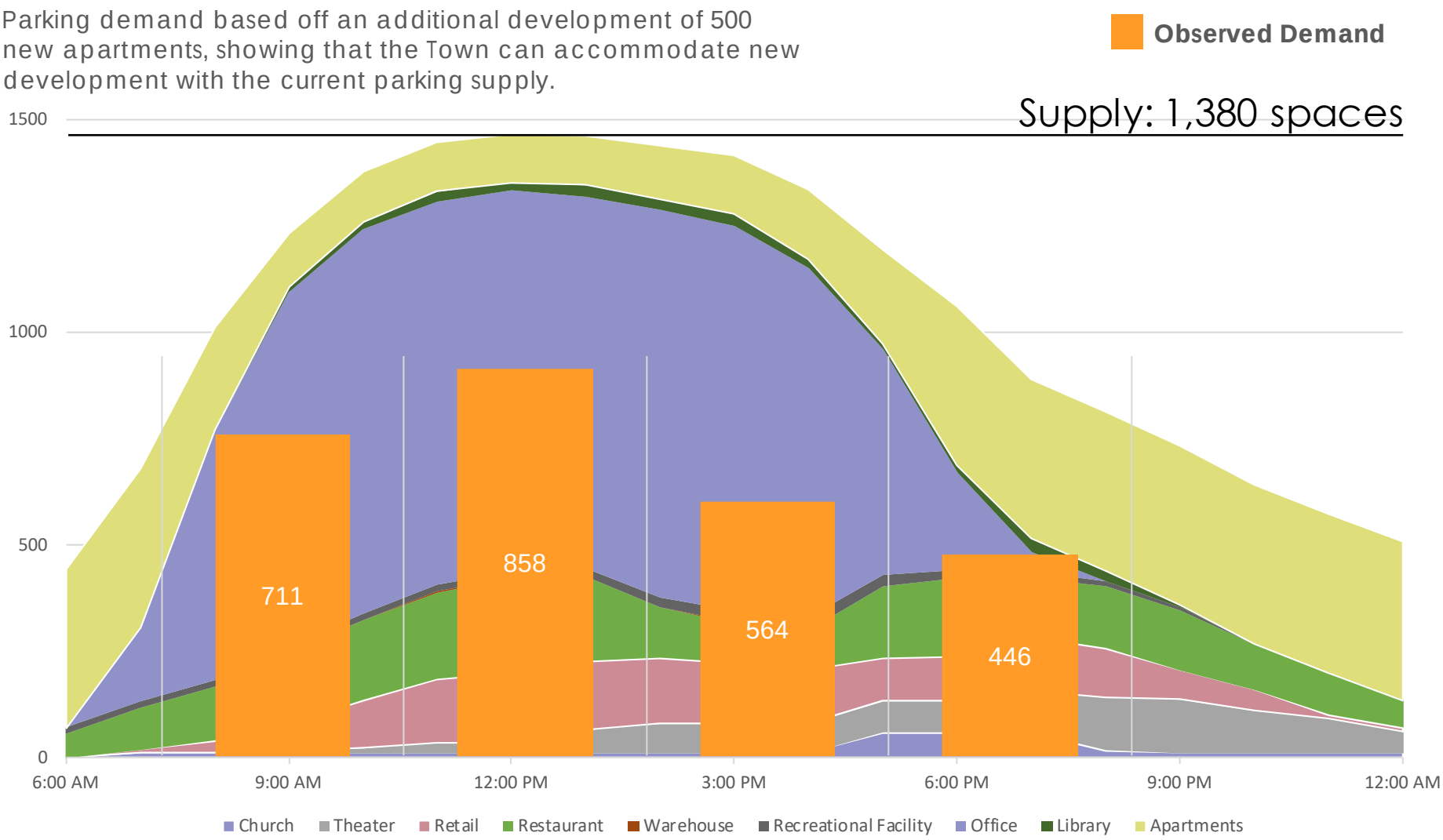
▲ Great Barrington Public Parking Guide
Source: "https://www.mahaiwe.org/Parking%20Guide%20%26%20Local%20Map"



▲ Shared parking allows parking spaces to serve different uses as demand peaks throughout the day

ZONING REVIEW | REAL PARKING DEMAND VS UTILIZATION

Parking demand based off an additional development of 500 new apartments, showing that the Town can accommodate new development with the current parking supply.



ZONING REVIEW | DEDHAM ZONING CODE & PARKING REQUIREMENTS

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

- Dedham's bylaws have little to support implementing multi-modal improvements and amenities for developers
- The Central Business (CB) zoning district helps deter increased parking requirements as any revision to a parking layout or change of use that increases parking requirements must seek approval by the Planning Board
- Section 5.1.5 "Shared Parking" gives developers and land owners permission to implement shared parking, however, the parking lot can never be more than 400 ft away from the premises, and a detailed shared analysis must be conducted to present to the Planning Board
- The zoning code does not promote flexible parking requirements as they are generally above the national standard and allow developers to provide more parking than necessary
- The bylaws support parking lot beautification, as landscaping is required for parking lots (exterior and interior, as well as a 5 foot buffer area around the lot) and residential areas
- Shared loading is not supported in the zoning code, as no part of an off-street loading area for any nonresidential building or use shall be included as part of an off-street loading area for a building of similar use. However, loading space is required for buildings and uses where off-street parking is necessary, giving the Town the opportunity to change bylaws to use these areas as a flex-loading zone
- There is no mechanism that requires a fee to off-set any waiver of parking requirements

Key Findings

- Parking requirements are above the national standard, especially for retail uses
- Dedham Square's parking supply can support potential future development of up to 500 residential units
- The "shoulder hours" in the demand curve are consistent with the study's utilization trends, proving that parking demand ebbs and flows throughout a typical weekday and weekend
- Existing parking and transportation standards do not provide incentives to provide multi-modal amenities
- The Town supports decreasing parking requirements for uses in the Central Business District

RECOMMENDATIONS

RECOMMENDATIONS

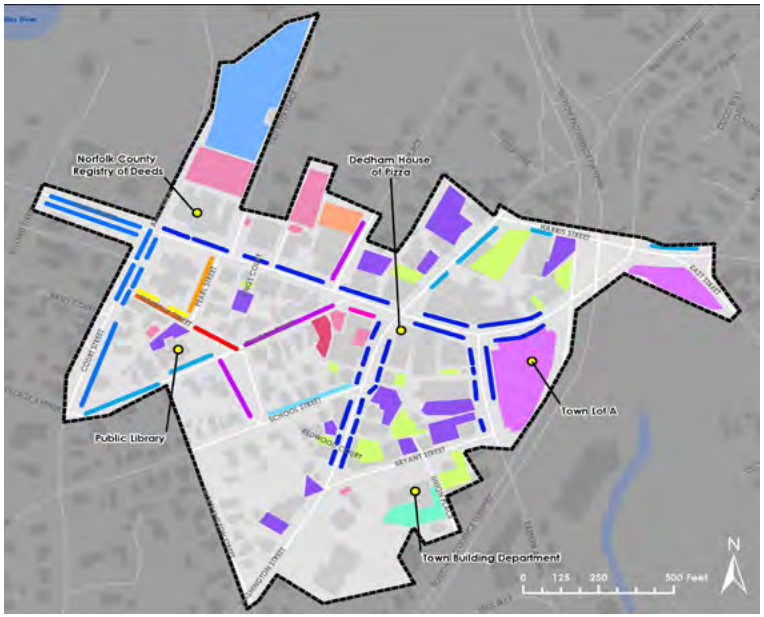
Today's parking system in Dedham meets demand, and there is room to create a more flexible, customer-friendly, and coordinated system. The following is an overview of recommended strategies:

1. Streamline and simplify regulations
2. Restructure parking pricing and promote free parking
3. Designate enforcement role
4. Identify potential shared off-street lots
5. Create unified Downtown Dedham parking system
6. Reduce car trips by adding walk, bike, and car share amenities
7. Plan for additional Downtown density

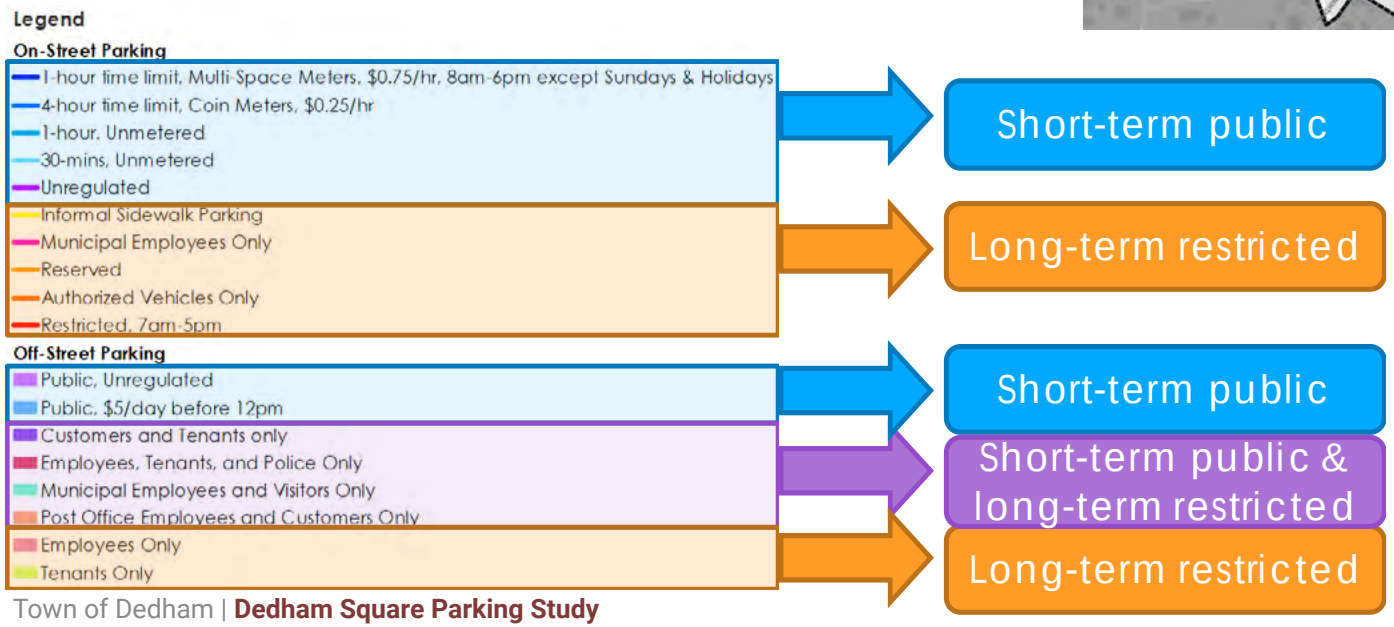
1. STREAMLINE & SIMPLIFY REGULATIONS

To improve the parking system and create a more walkable and vibrant Town center, Dedham should consider the following changes to parking regulations:

- Re-categorize current on-street and off-street time restricted, unregulated, metered and unmetered parking spaces as "*Short-term public*"
- Group private and reserved on-and off-street parking such as "Employees only" or "Restricted 7AM-5PM" into "*Long-term restricted*"
- Current mixed-use off-street regulations "Customers and tenants only" and "Employees, tenants, and policy only" can be grouped together as "*Short-term public & long-term restricted*"



Dedham Square currently has many on-and off-street regulations that confuse parkers. Streamlining regulations would help improve Dedham's parking system

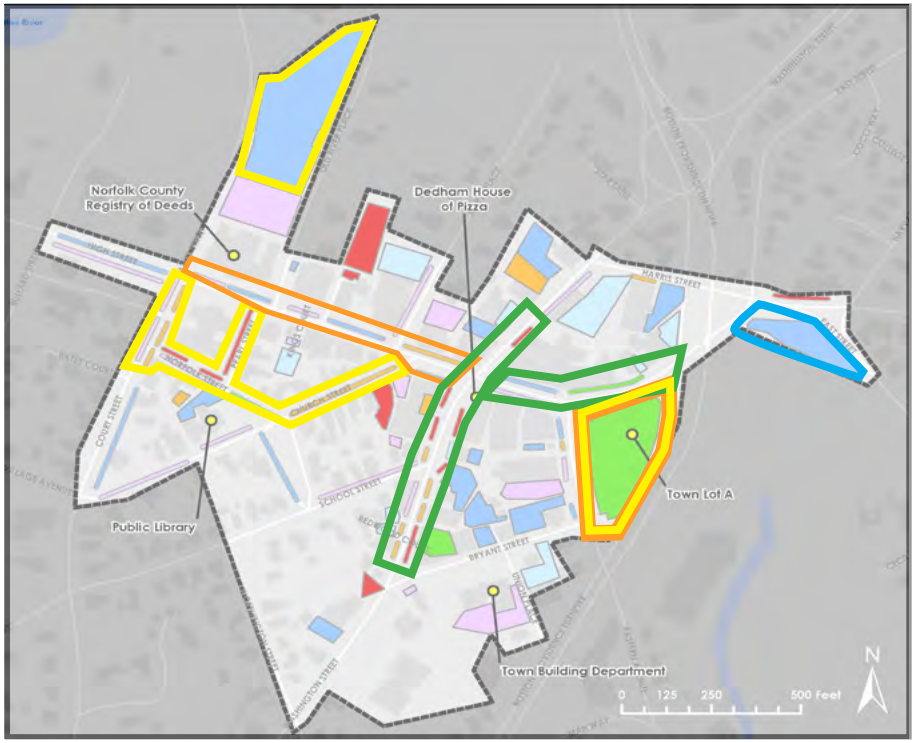


Grouping on-and off-street regulations into three categories can help parkers more easily park in Dedham Square

2. RESTRUCTURE PARKING PRICING AND PROMOTE FREE PARKING

Based on observed utilization levels, there is capacity within off-street lots to absorb demand from crowded on-street spaces. This can be accomplished by restructuring parking pricing to better reflect demand. On-street spaces on Washington and Main Street are in highest demand and should be priced accordingly. A successful end result is on-street spaces are freed up for customers and short-term visits and off-street lots are used by employees and long-term parkers. Elements of this recommendation are listed below:

- Use price to reduce pressure on prime spaces
- Charge to park in Town Lot A, especially during the weekends
- Use pricing instead of time limits for prime curbside parking spaces on Washington Street and Eastern High Street
- Encourage and promote the public, free parking lots slightly further away



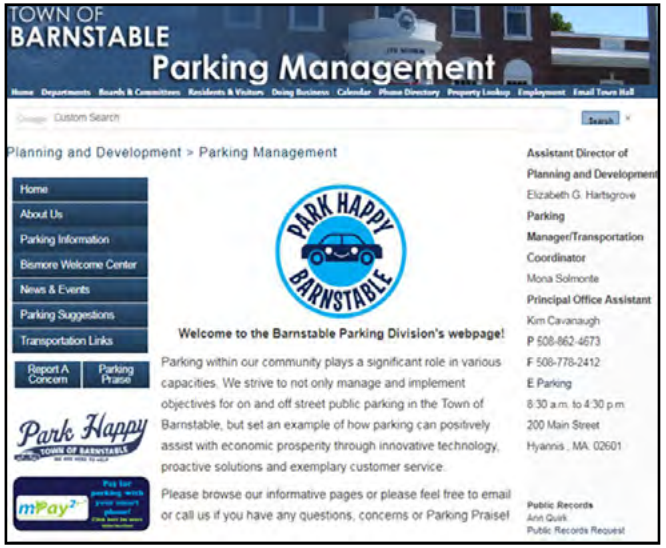
The proposed pricing restructure can help alleviate parking in prime locations such as Washington Street

ZONE	PRICE
CORE/ON-STREET	$1.50/hr
MID	$1.00/hr
SECONDARY	$0.50/hr
OTHER LOTS	FREE

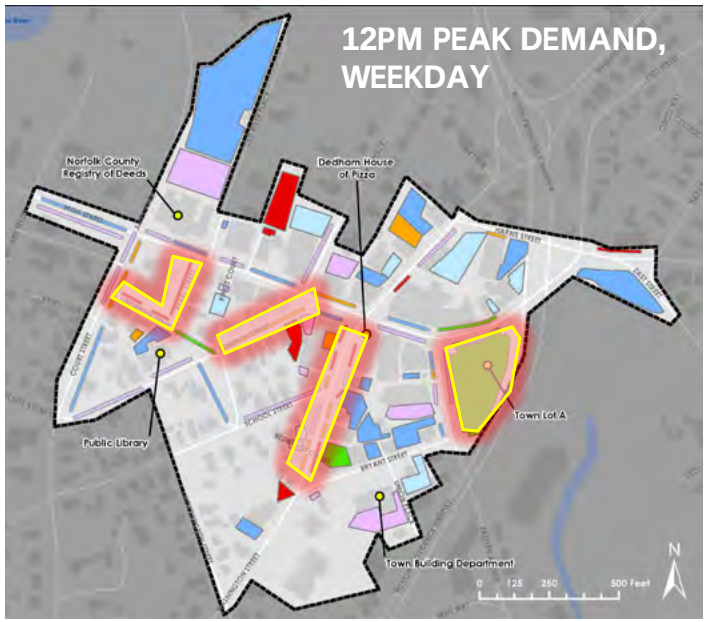
3. DESIGNATE ENFORCEMENT ROLE

Parking enforcement currently falls under the responsibility of the Town's Animal Control Officer. It is recommended that the Town designate additional resources to supporting a full-time enforcement/parking information officer to reduce the number of current scofflaws. The Town should address this through the following recommendations.

- **Identify** parking enforcement role
- Add "**parking ambassador**" or "Downtown greeter" to job description
- Ensure meter time limits are **properly enforced**
- **Increase overnight enforcement** in Town Lots and spillover parking in residential areas
- Use role to create a **parking management website** which will house information on parking updates, pricing, and lot locations
- Work with the **Norfolk County Court Registry of Deeds and Superior Court House** to address the opportunity to share the Registry of Deeds lot and the law enforcement sidewalk parking by the library



Barnstable's parking management website containing contact information and parking resources *http://web.townofbarnstable.us/departments/parkingdivision/*



The outlined areas (lower Washington Street, Norfolk Street, Church Street, and Town Lot A) all experience spillover parking and need stronger enforcement efforts.

Restricted parking sign in Franklin Square to deter people to park in a heavy residential zone

4. IDENTIFY POTENTIAL SHARED OFF-STREET LOTS

Shared parking agreements open up private parking supply providing additional public parking and a new revenue stream for private property owners. In Dedham Square, certain private lots have the potential to alleviate parking congestion. In the future, the ability to implement shared parking within the Town Center will be critical to support new development without building more supply. Shared parking opportunities include the following:

- Shared parking between two complementary uses, such as a bank and a restaurant
- Lots available during peak times (weekdays at12PM) include:
    - Public Library Lot
    - Washington Street & Harris Street mixed-use development garage
    - Needham Bank Lot
    - 361 Washington Street Lot
- Needham Bank. Citizen's Bank, Norfolk County Registry of Deeds Lot all have availability - especially in the evenings when on-street parking near restaurants and the movie theater is full.
- In the future, the Town should reach out to MassDOT and private property owners to propose consolidating lots and open spaces under Route 1 overpass for a new intercept public lot

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
- The Town should also 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 Dedham Square and signage in exchange for property owners allowing the public to use their parking.

Potential shared parking and public lot expansion location opportunities (left: under Route 1 overpass; top: 361 Washington Street Lot

5. CREATE UNIFIED DOWNTOWN DEDHAM PARKING SYSTEM

Adding signage and upgrading parking payment technologies will help to create a more 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 and intercept drivers to park at off-street lots removed from the core. This will reduce congestion and demand for limited on-street spaces. 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 back to parking locations
- Help create a "park once" environment for Dedham Square visitors
- Provide estimated walk times
- Connect walkers to less visible parking locations
- 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 Dedham Square

Parking technologies in Dedham Square should be streamlined to be more user-friendly for downtown visitors. The Town can improve the system through:

- Assessing the feasibility of Municipal Parking Services (MPS) system
- Implementing the same kiosk technology for all metered parking
- Considering retaining the ability to pay for parking using credit cards, phone application, and coins

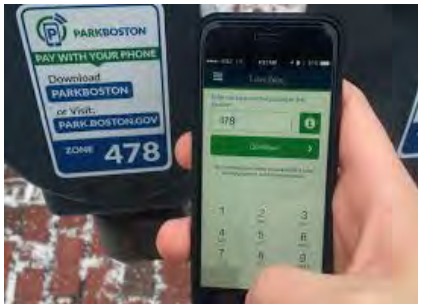
The Town can enhance the Dedham Square through other efforts including:

- Defining a "parking ambassador" role to assist parkers and address parking concerns and questions
- Instituting a resident parking exception
- Making parking more user based by identifying customer, employee, and municipal/court parking areas and protecting residential neighbors and creating a map

5. CREATE UNIFIED DOWNTOWN DEDHAM PARKING SYSTEM

Customer parking sign concept design that directs parkers to shops and provides walk times

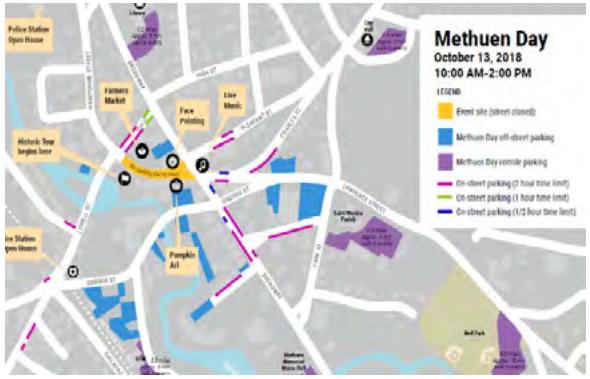
Free parking wayfinding sign in Woodstock, VT that helps visitors hunting for parking find the remote but cheaper option.
Google Maps



Park Boston parking application used for kiosks in Dedham Square

Current parking kiosks in Dedham Square

MPS meter systems piloted in key on-street spaces in Dedham Square during September 2018



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

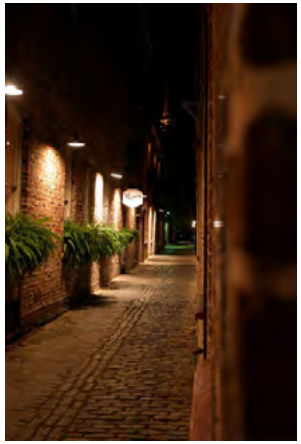
Potential locations for standardized public parking signs with estimate walking time signage provided & walking connection improvement locations

Enhancing pedestrian accommodations for parkers in shared parking lots will help connect visitors to Dedham Square (as seen in Recommendation 6)

6. REDUCE CAR TRIPS BY ADDING WALK, BIKE, AND CAR SHARE AMENITIES

Improved walk, bike and transit amenities will help reduce demand for Single-Occupancy Vehicle (SOV) trips while also reducing pressure on limited parking resources. Dedham Square has a walkable scale and connected sidewalk network. This should be promoted and enhanced wherever feasible as part of a comprehensive parking demand management strategy. Some concepts are outlined below:

- Add bike lanes/in-street accommodations where feasible on Washington Street and High Street (ex. street markings such as sharrows, dedicated bike lanes, and bicycle corrals)
- Work with Dedham Bike to promote cycling in the Square
- Invest in additional crosswalks and pedestrian infrastructure to enhance walkability in Dedham Square (ex. pedestrian walking paths, enhanced lighting)
- Consider designated valet and carshare areas
- Add electric vehicle charging stations in prime locations such as Town Lot A
- Look into establishing a Parking Benefit District (PBD) in Dedham Square to use revenue from metered parking and parking violations to fund multi-modal improvements



Properly lit, safe pedestrian walking path connects destinations to available parking

Source: http://pedbikeimages.org/details.php?picid=1498

Bike sharrow example along roadway

Source: http://pedbikeimages.org/details.php?picid=2547

EV charging station that could be implemented in northwest corner of Town Lot A

Carshare & valet signs can be placed in along High Street to cater to existing demand

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

7. PLAN FOR ADDITIONAL DOWNTOWN DENSITY

Locally- and nation-wide, municipalities are updating and parking and transportation standards 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:

- Monitor parking demand annually and bi-annually by assessing the impacts of enforcement and parking pricing changes
- 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 parking payment technology upgrades, 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
- Invest in and provide better connections to the MBTA services for current and future Dedham Square residents
- Require developers to provide:
    - Bicycle parking
    - Electric vehicle amenities
    - Carshare facilities
    - 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 Dedham Center.
- Make shared parking easier through:
    - Increasing accessory 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

DEDHAM SQUARE PARKING STUDY 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 Dedham Square Parking Study goals.

Impact on achieving goals key:

N/A = Does not meet this goal

○ = Low

◎ = Medium

● = High

	Goals Met						
	Use existing infrastructure more effectively, creating shared parking opportunities for county, town, and business employees	Improve enforcement to ensure availability in high-demand areas	Identify opportunities for better signage and wayfinding	Identify more user-friendly parking payment technology	Identify more business-friendly, flexible parking	Determine applicability of a Parking Benefit District	Assess adequacy of current supply to support proposed development
Streamline & simplify regulations (S)	◎	●	○	○	○	○	○
Restructure parking pricing and promote free parking (P)	◎	○	○	○	●	○	○
Designate enforcement role (E)	○	●	○	○	●	○	○
Identify potential shared off-street lots (O)	●	○	○	○	●	○	
Create a unified downtown Dedham parking system (U)	●	○	●	◎	◎	○	○
Reduce car trips by adding walk, bike, & car-share amenities (A)	●	○	◎	○	◎	○	○
Plan for additional Downtown density (D)	●	○	○	○	○	○	●

Years 1-2	Years 2-4	Years 5+
S1. Consolidate regulations into short and long-term parking	S2. Streamline payment: use same technology for all metered parking	
P3. Charge to park in Town Lot A P4. Monitor and adjust	P5. Adjust parking price to reflect core, secondary and tertiary zones P6. Monitor and depending on utilization levels (80-85% is ideal) adjust P7. Shift to pricing instead of time limits on prime on-street meters	P8. Monitor and adjust
E9. Enforce overnight parking in Town Lot, spillover parking on Church Street and at library E10. Identify potential funding sources for enforcement position, develop a job description	E11. Hire new parking enforcement/ informational officer E12. Explore potential summer intern roles: "Downtown Greeters"	
O13. Work with private owners to open up available supply for public use near to hot spots of demand (Washington Street for example) O14. Designate an employee lot (to free up prime on-street spaces)	O15. Work w/County to open up available supply for overflow public parking/movie theater/ evening demand	O16. Expand supply under Route 1
U17. Develop downtown parking map – designated short and long-term parking U18. Add informational role to parking enforcement	U19. Implement standardized parking signage both to intercept cars before they reach Downtown and for those on foot	
A20. Promote walking downtown A21. Prioritize curb space for car share/transit and valet parking	A22. Add bicycle amenities including bike lanes/ sharrows/bike boxes	A23. Capitalize on Dedham's access to MBTA service and Downtown Boston: upgrade bus service for new Downtown residents – reduce need to drive
L24. L.1 Monitor parking demand annually and bi-annually: track actual demand in new projects	L25. Adjust parking requirements downtown to better match actual demand (standards are currently too high)	L26. Upgrade bus service for new Downtown residents – reduce need to drive

TECHNICAL APPENDICES

APPENDIX A | PARKING INVENTORY AND UTILIZATION MAPS

Dedham Square Parking Inventory

Legend

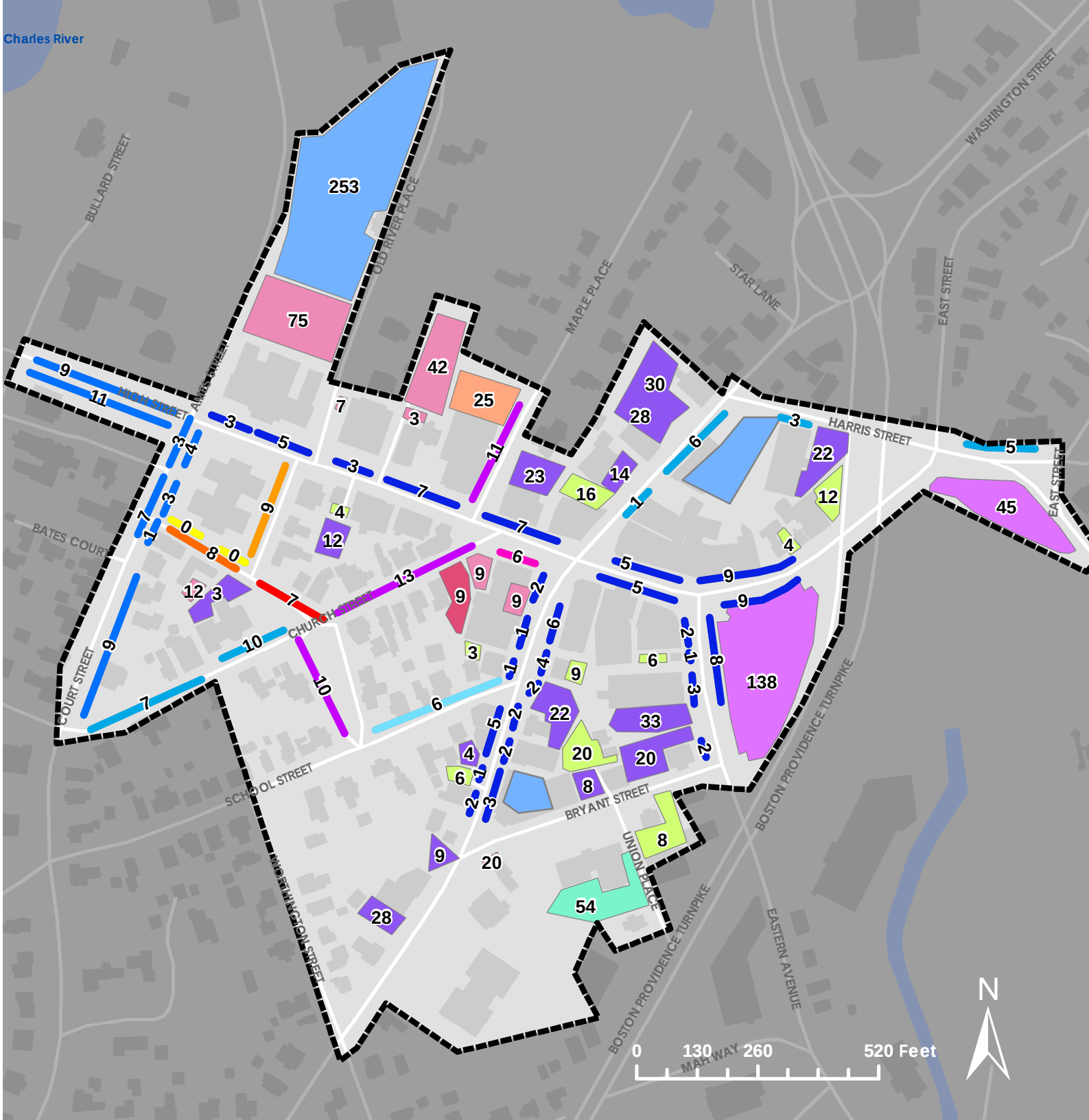
On-Street Parking

- 1-hour time limit, Multi-Space Meters, $0.75/hr
  8am-6pm except Sundays & Holidays
- 4-hour time limit, Coin Meters, $0.25/hr
- 1-hour, Unmetered
- 30-mins, Unmetered
- Unregulated
- Informal Sidewalk Parking
- Municipal Employees Only
- Reserved
- Authorized Vehicles Only
- Restricted, 7am-5pm

Off-Street Parking

- Public, Unregulated
- Public, $5/day before 12pm
- Customers and Tenants only
- Employees, Tenants, and Police Only
- Municipal Employees and Visitors Only
- Post Office Employees and Customers Only
- Employees Only
- Tenants Only

Study Area



Dedham Square Parking Utilization

Weekday Morning

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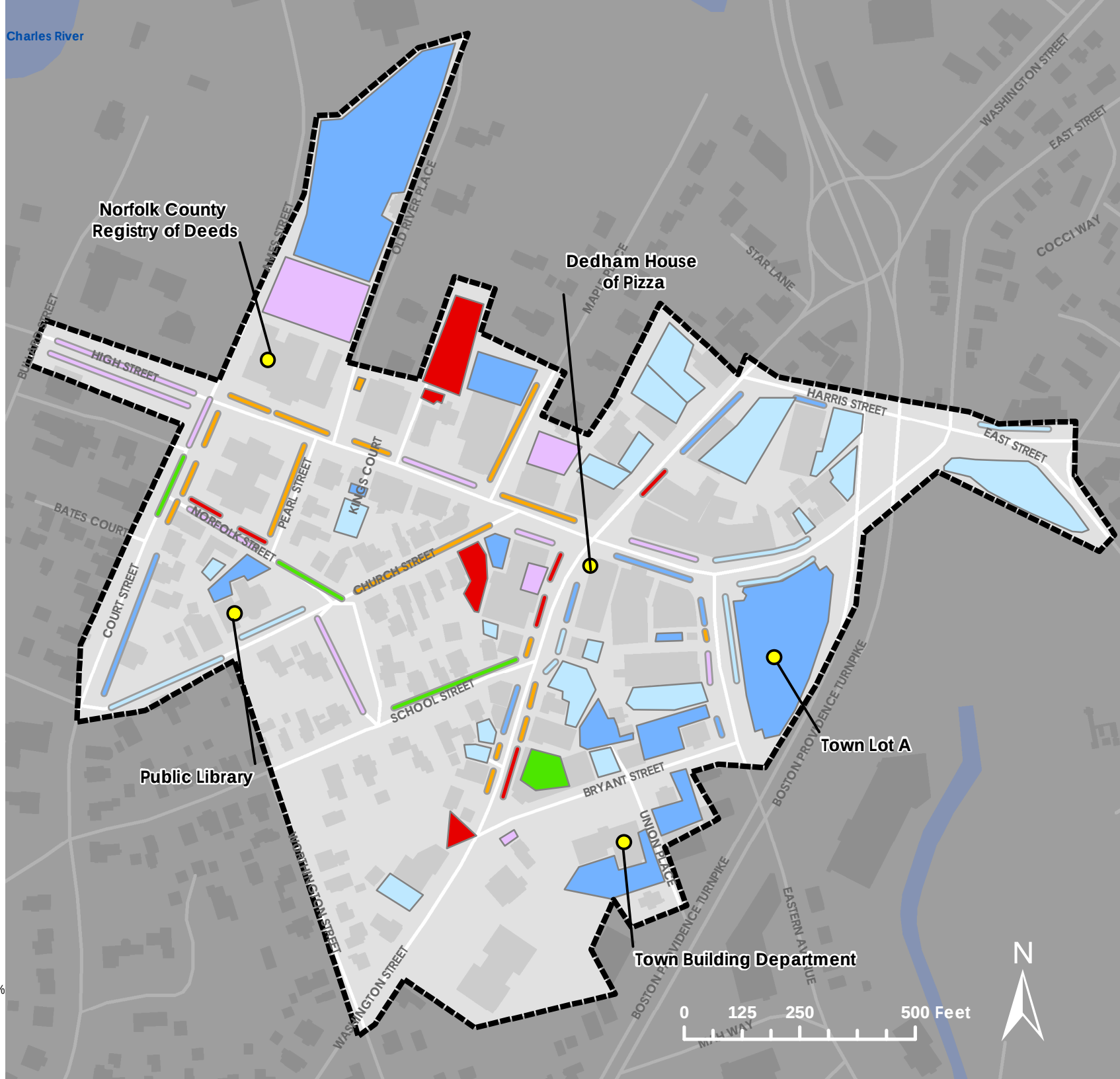
September, 2018
8:00 AM



Study Area

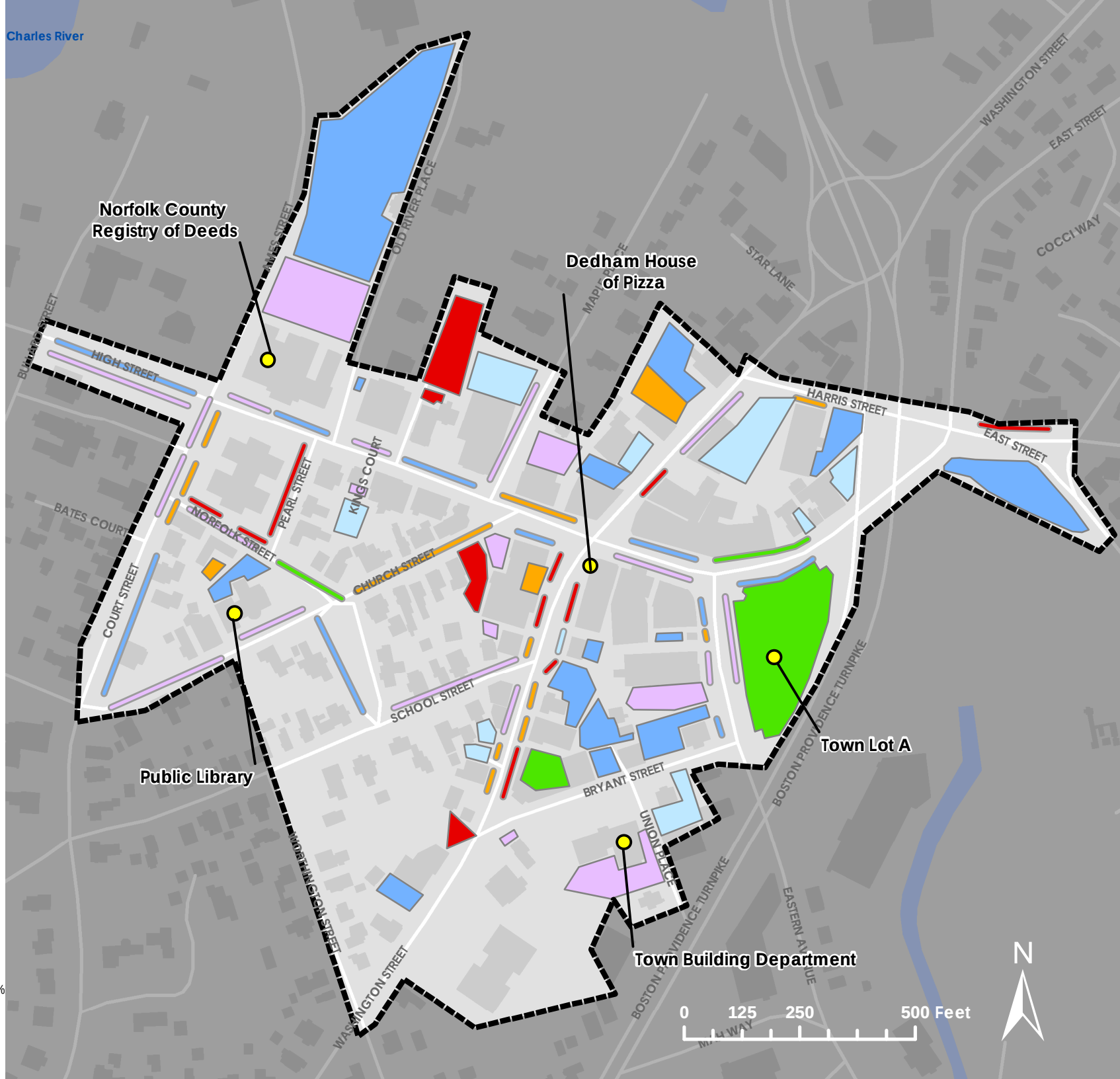
Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

Dedham Square Parking Utilization

Weekday Afternoon

Data Collected:
September, 2018
12:00 PM



Study Area

Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

Dedham Square Parking Utilization

Weekday Afternoon

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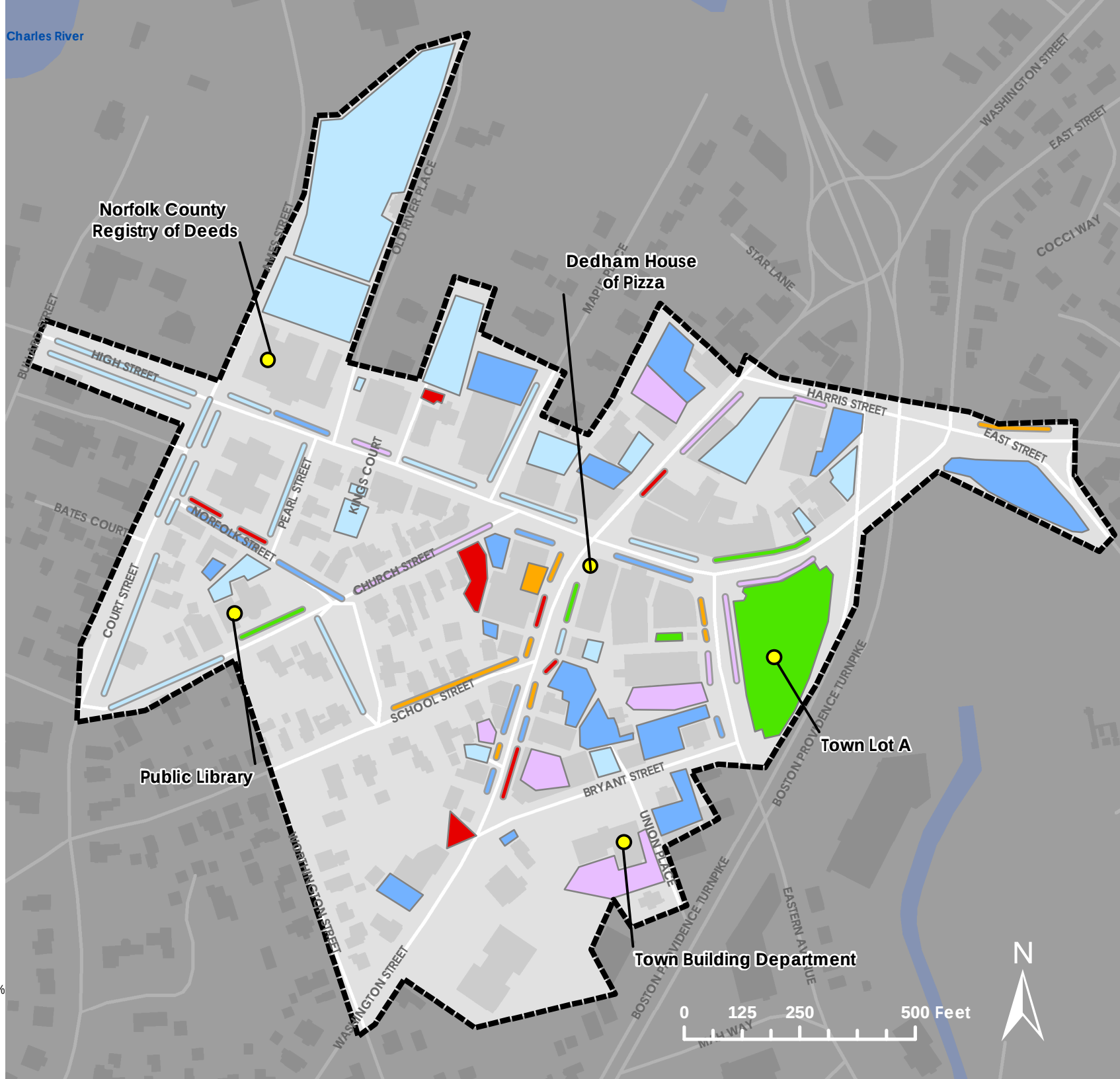
4:00 PM



Study Area

Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

Dedham Square Parking Utilization

Weekday Evening

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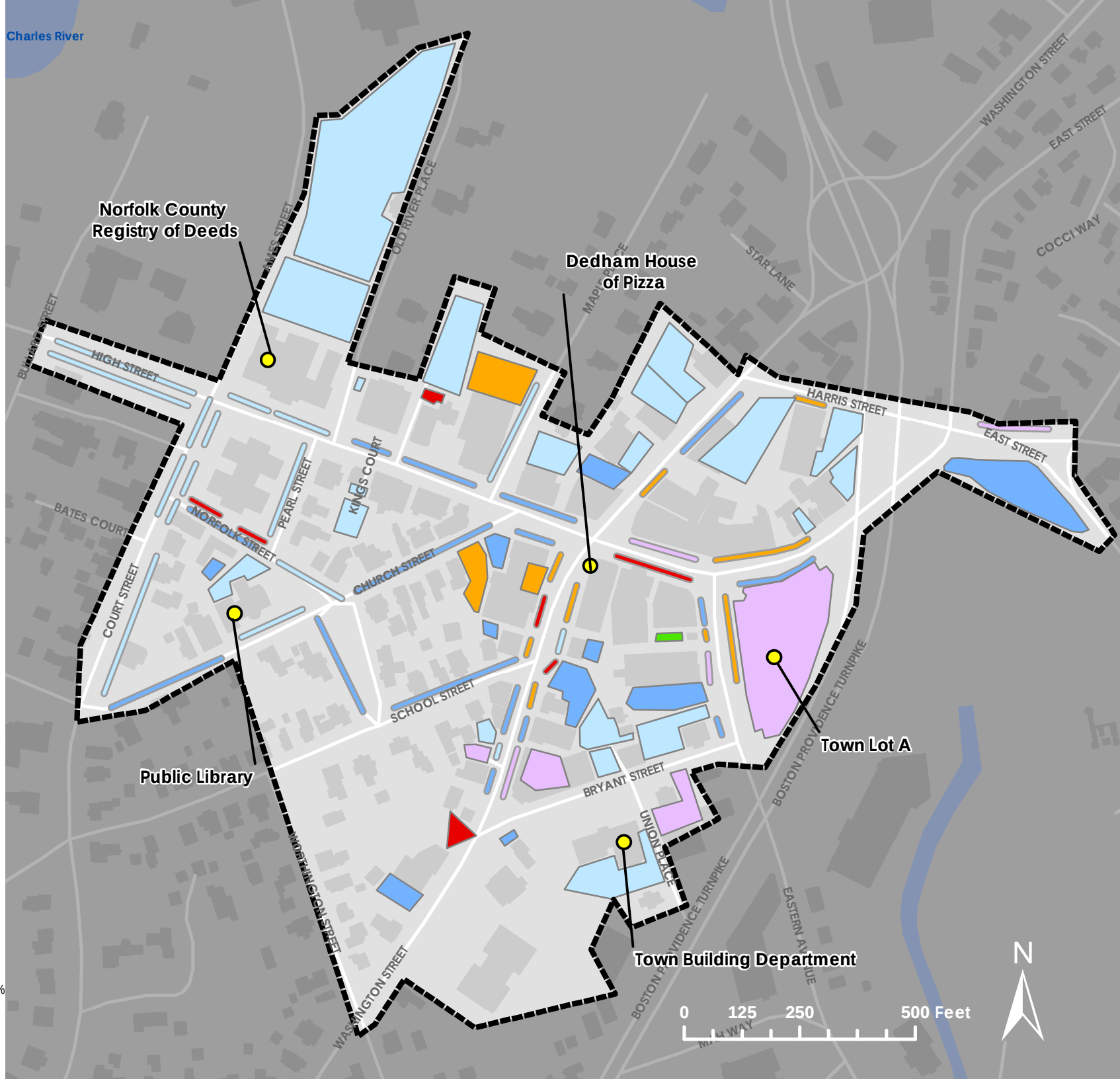
6:00 PM



Study Area

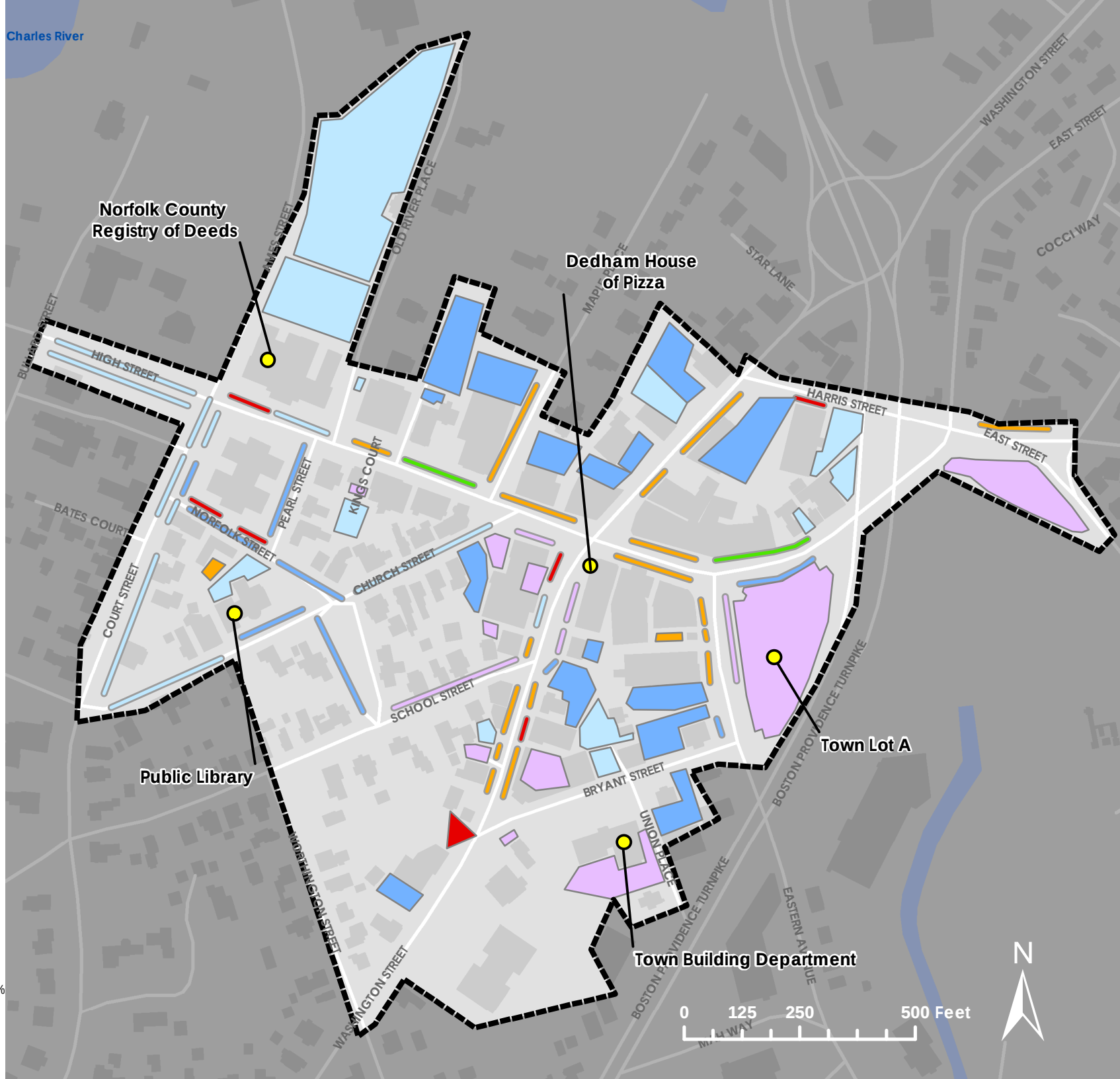
Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

Dedham Square Parking Utilization

Weekend Morning

Data Collected:
September, 2018
10:00 AM



Study Area

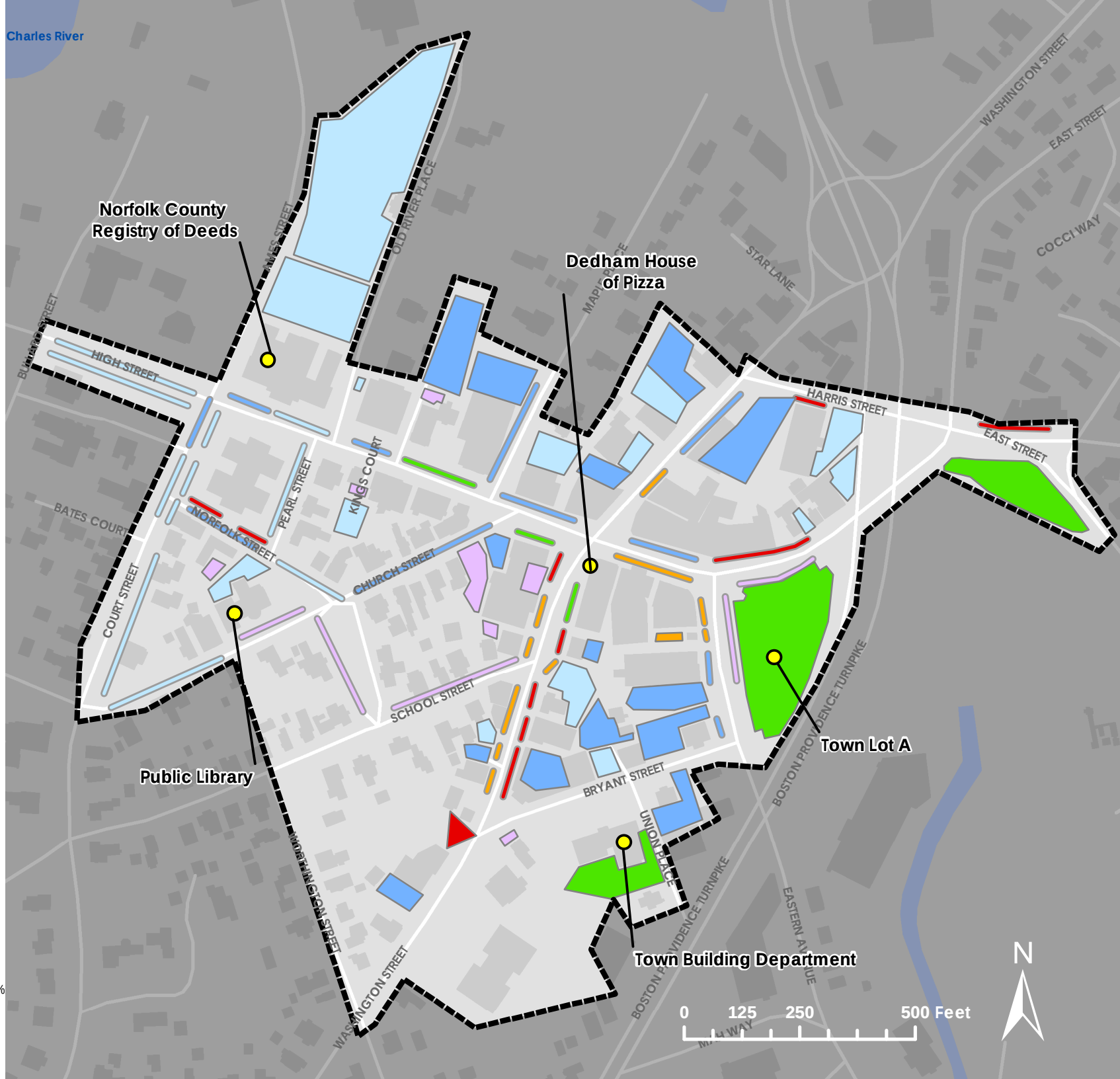
Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

Dedham Square Parking Utilization

Weekend Afternoon

Data Collected:
September, 2018
12:00 PM



Study Area

Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

Dedham Square Parking Utilization

Weekend Afternoon

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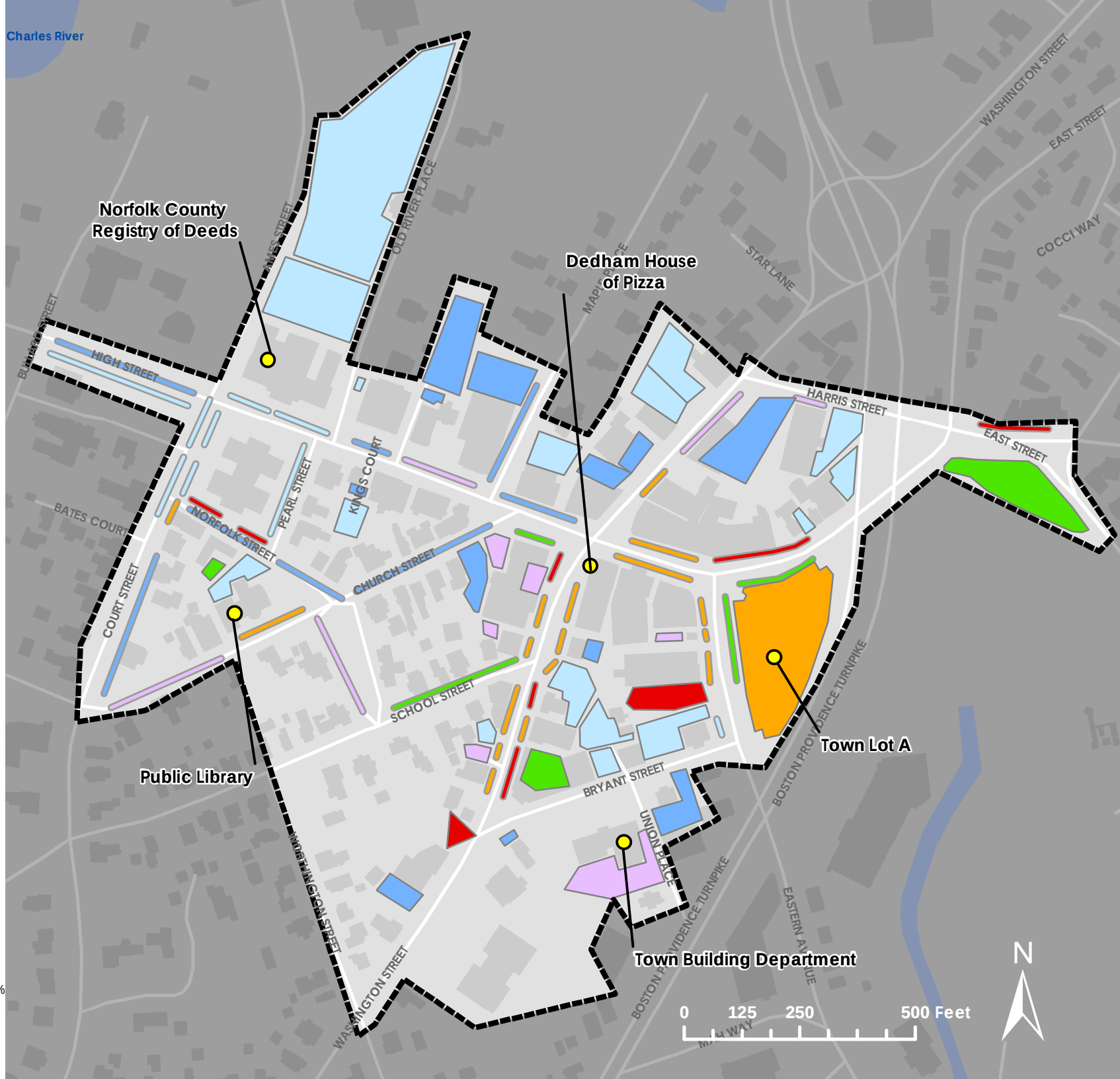
2:00 PM



Study Area

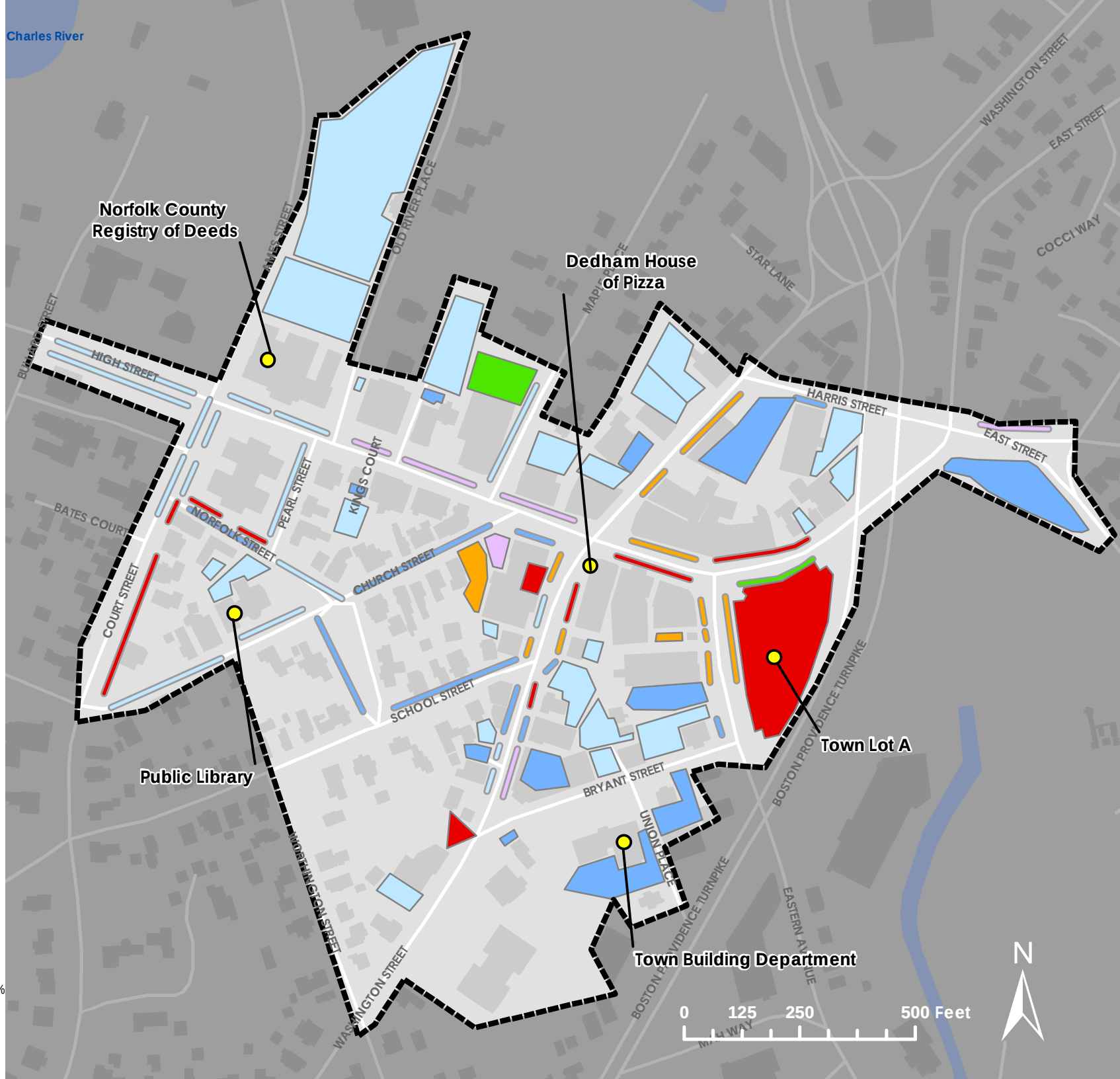
Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

Dedham Square Parking Utilization

Weekend Evening

Data Collected:
September, 2018
6:00 PM



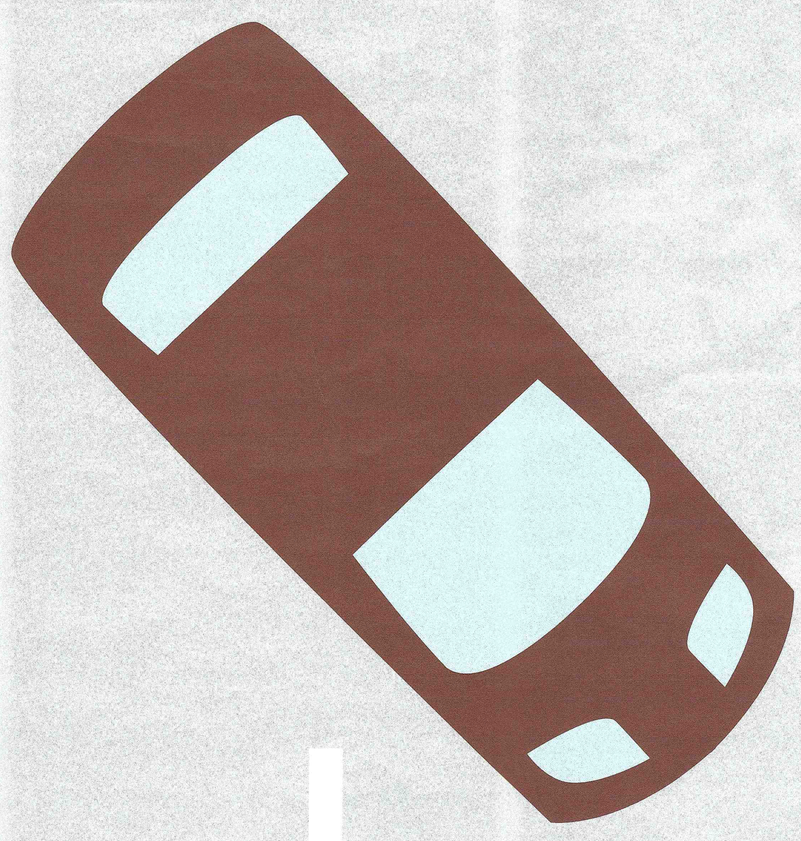
Study Area

Parking Utilization

0% - 30%	80% - 90%
30% - 60%	90% - 100%
60% - 80%	100% +

APPENDIX B | PARKING PRIORITY EXERCISE

WHAT ARE YOUR TOP **PARKING PRIORITIES** IN DEDHAM SQUARE?



I WOULD LIKE IT TO BE EASIER TO USE PARKING PAYMENT TECHNOLOGY

I WOULD LIKE CLEARER INFORMATION ON PARKING IN DEDHAM SQUARE

I WOULD LIKE IT TO BE EASIER/ SAFER TO WALK + BIKE! IN DEDHAM SQUARE

I WOULD LIKE TO PARK ONCE AND WALK TO ALL OF MY DESTINATIONS

I would prefer to walk or bike to square and see less traffic. Raised crosswalks etc.

I WOULD LIKE DEDICATED EMPLOYEE PARKING

in the back of the Registry of deeds.

I WOULD LIKE TO SEE MORE ~~ACTIVITY~~ VITALITY/ DEVELOPMENT IN THE DEDHAM SQUARE

I DON'T MIND PARKING A LITTLE FARTHER AWAY IF IT MEANS I DON'T HAVE TO SEARCH FOR PARKING

Bike Lanes

Uber "call/pick" lot

bike lanes + bike racks

public transport - more use of shuttle & buses

Streets that are residential - church, school, Franklin — are not enforced. No designated spots, people park right to edge of driveways & park all day. But need spots for older patrons/historical society & residents have driveways so should be residential PKG only. Thank you

Restaurants should provide patron parking or instructions to parking LEGALLY

WHAT ARE WE MISSING?
WRITE YOUR IDEA HERE!

Consider adding bike lanes (or at least ~~sharrows~~ markings on the street to let drivers know there to share the lane :)

What about building a tiered garage in the municipal lot?

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

TOWN OF DEDHAM
DEDHAM SQUARE PARKING STUDY

APPENDIX C | PUBLIC OUTREACH MAPS

DRAFT

MAP DEDHAM SQUARE PARKING

Dedham

On Street Parking Regulations

- Study Area
- Public, 30-Minute Parking
- Public, 1-Hour Parking
- Public, 1-Hour Metered Parking
- Employees Only
- No Parking
- Restricted Parking
- Reserved Parking

Off Street Parking Regulations

- Public Lot, Regulated
- Customers Only
- Employees Only
- Employee and Visitor Parking
- Residents Only
- Private Residence
- Unregulated Parking

0 125 250 500 Feet

N

Stantec

TOWN OF DEDHAM

DEDHAM SQUARE PARKING STUDY

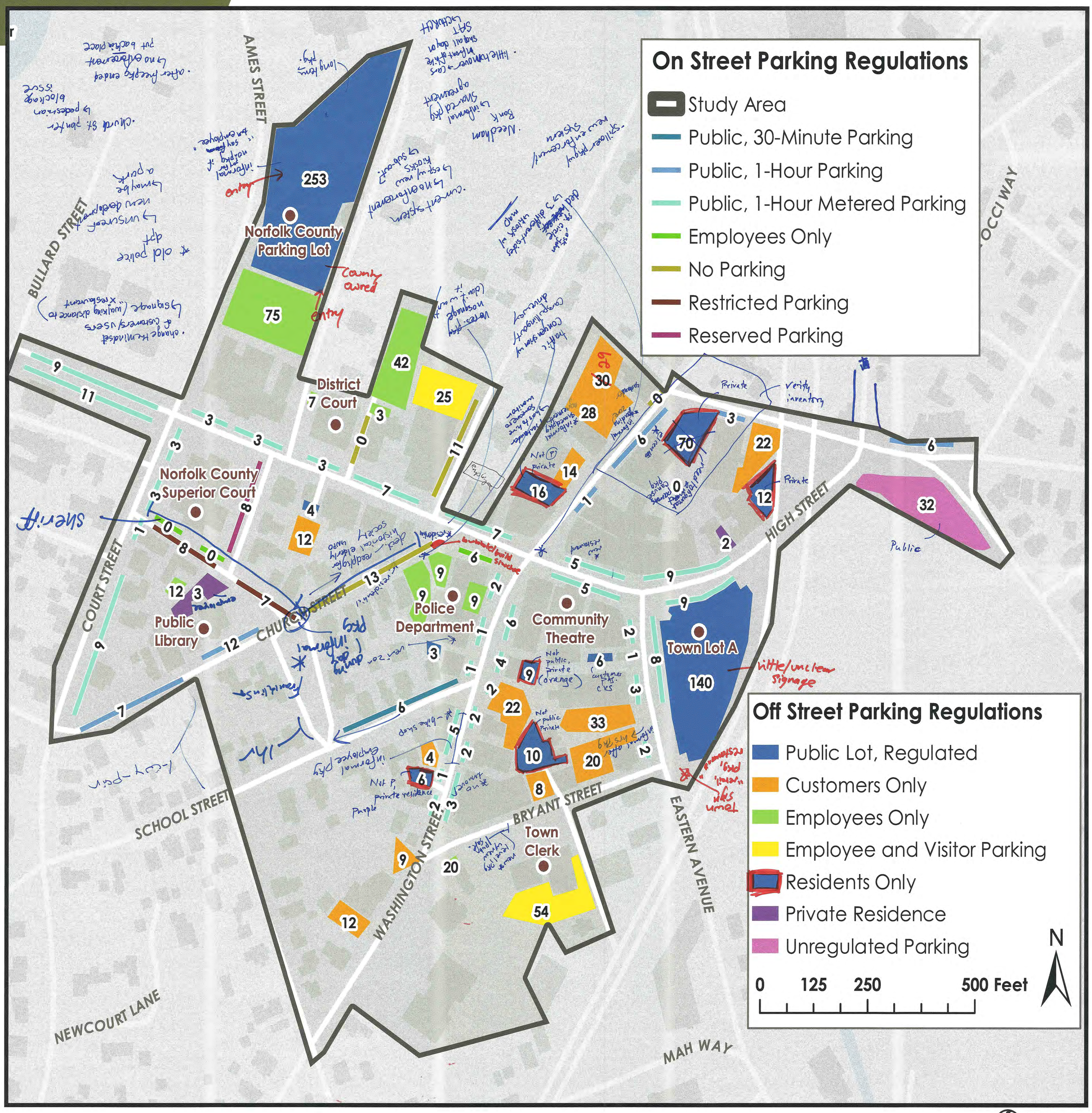
Please use a marker to note issues and opportunities connected with the parking system and areas for improvement.

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

DRAFT

Dedham

MAP DEDHAM SQUARE PARKING



Stantec

TOWN OF DEDHAM

DEDHAM SQUARE PARKING STUDY

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.

Dedham

MAP DEDHAM SQUARE PARKING

Stantec

TOWN OF DEDHAM

DEDHAM SQUARE PARKING STUDY

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.

APPENDIX D | STAKEHOLDER MEETING PRESENTATION

Town of Dedham: DEDHAM SQUARE PARKING STUDY

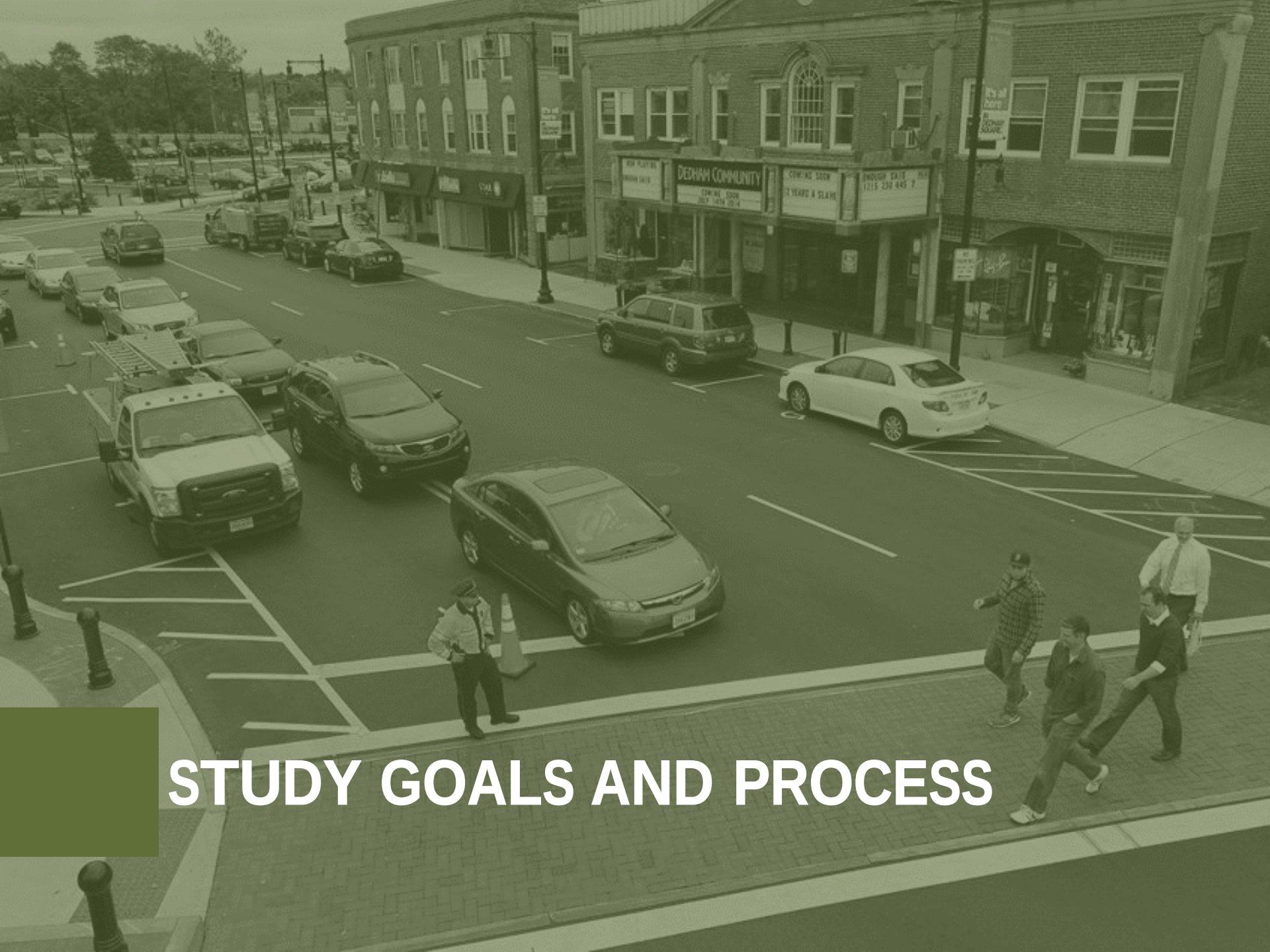
FINAL PRESENTATION

December 4, 2018

Stantec

AGENDA

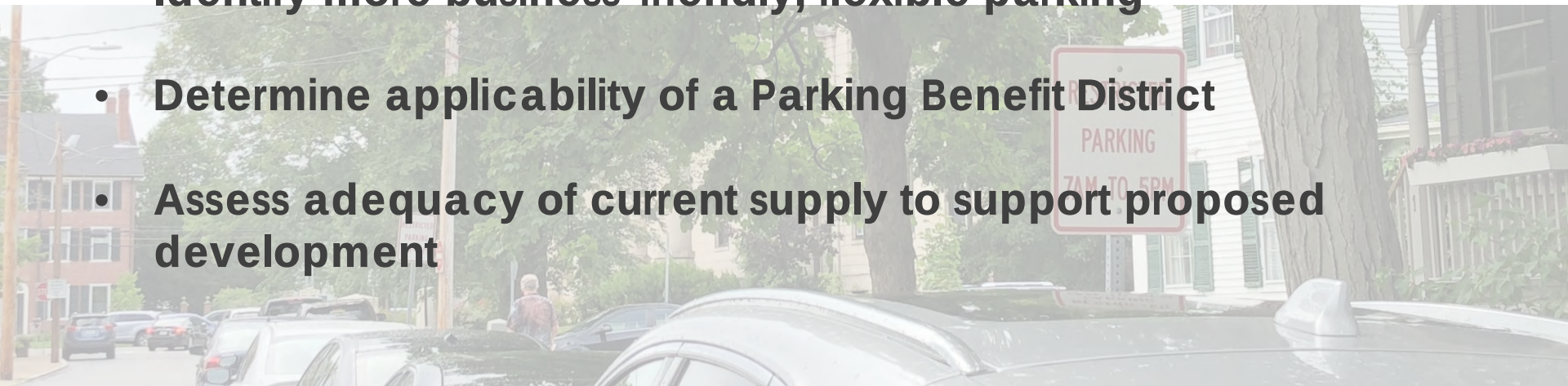
- Introductions
- Study Goals & Process
- Outreach Summary
- Existing Conditions/Findings
- Draft Recommendations
- Next Steps



STUDY GOALS AND PROCESS

STUDY GOALS

- Use existing infrastructure more effectively, creating shared parking opportunities for county, town, and business employees
- Improve enforcement to ensure availability
- Identify opportunities for better signage and wayfinding
- Identify more user-friendly parking payment technology
- Identify more business-friendly, flexible parking
- Determine applicability of a Parking Benefit District
- Assess adequacy of current supply to support proposed development



STUDY PROCESS

Parking Inventory

Parking Utilization

Public Outreach

Draft Strategies

Final Report & Presentation

Summer & Fall 2018 — Summer 2018 — Fall 2018

PUBLIC OUTREACH

PUBLIC OUTREACH PROCESS

July 2018: Stakeholder Meetings

- Heard from local merchants, residents and others

July 2018: Public Open House

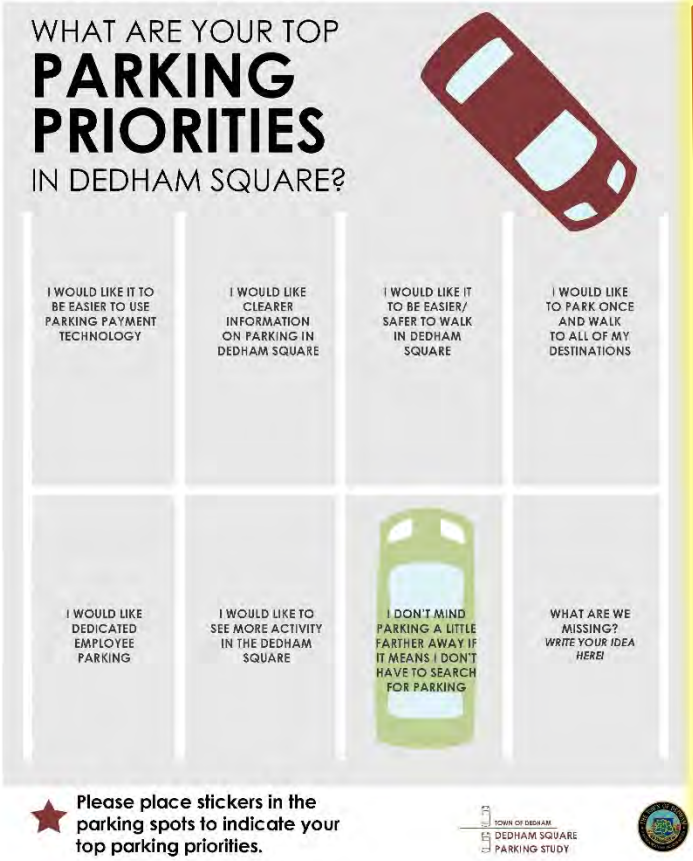
- Voted on parking priorities
- Mapped comments on issues and opportunities

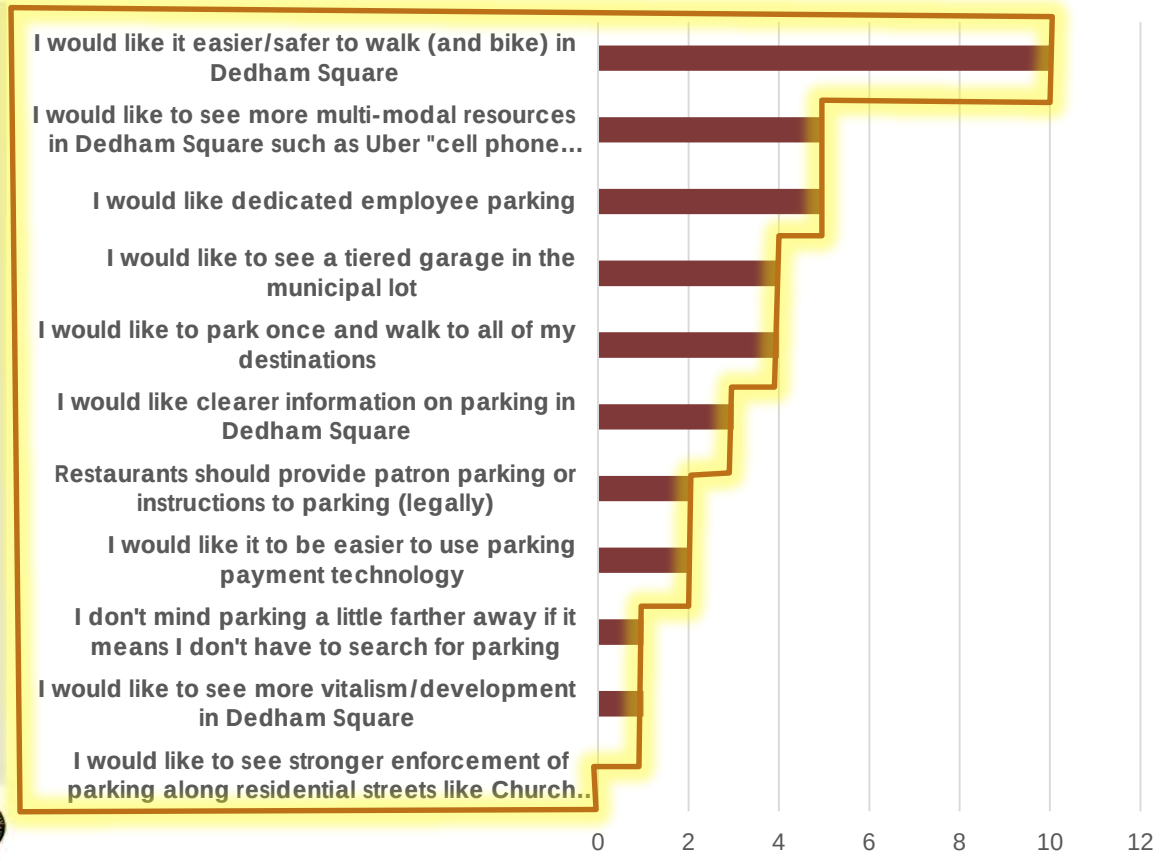
November 2018: Findings and Draft Recommendations

- Reviewed utilization data
- Presented draft parking improvement strategies

PUBLIC PROCESS | PARKING PRIORITY EXERCISE

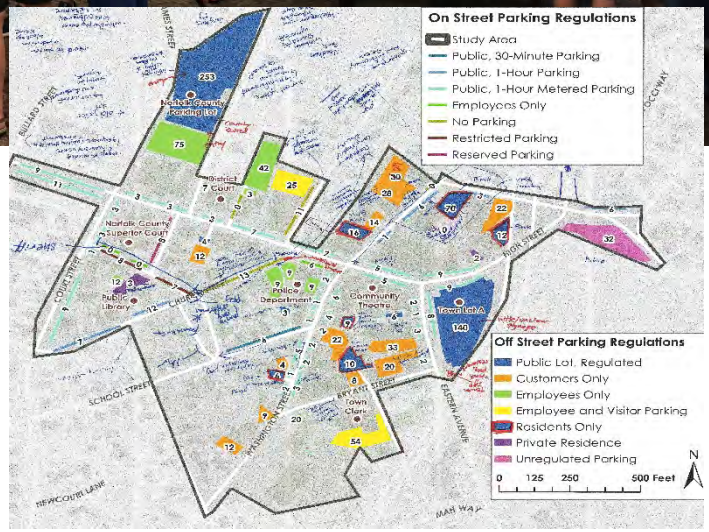
WHAT ARE YOUR PARKING PRIORITIES?





PUBLIC PROCESS | PUBLIC COMMENTS SUMMARY

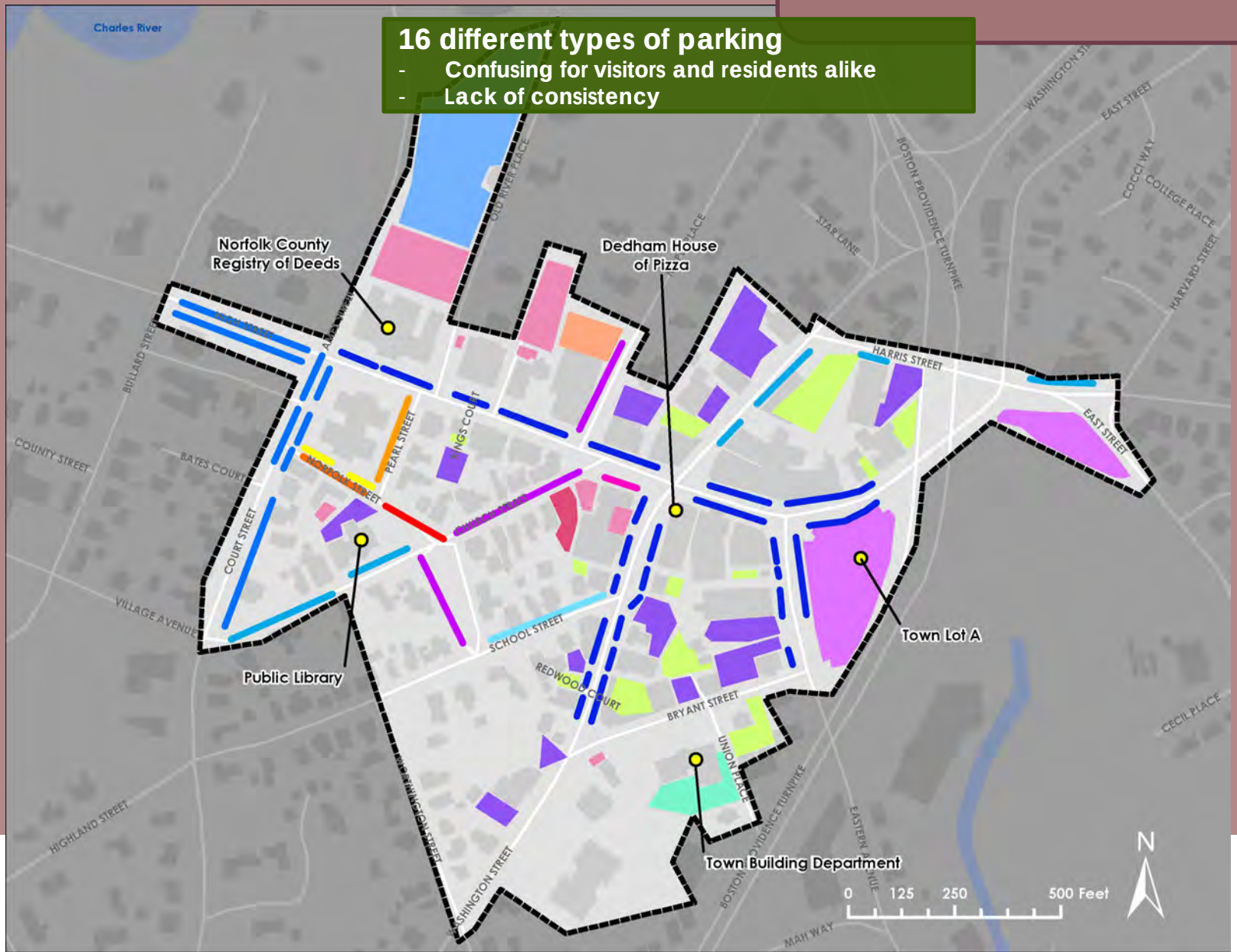
- Need Better Wayfinding and Signage
- Parking System not User-Friendly
- Technology Confusing
- Some Walk/Bike Improvements, but Need More
- Inconsistent Parking Pricing
- Lack of Parking Enforcement – Prime spaces occupied
- Need for Employee Parking
- Some Neighborhood Spillover Parking



PARKING INVENTORY AND UTILIZATION

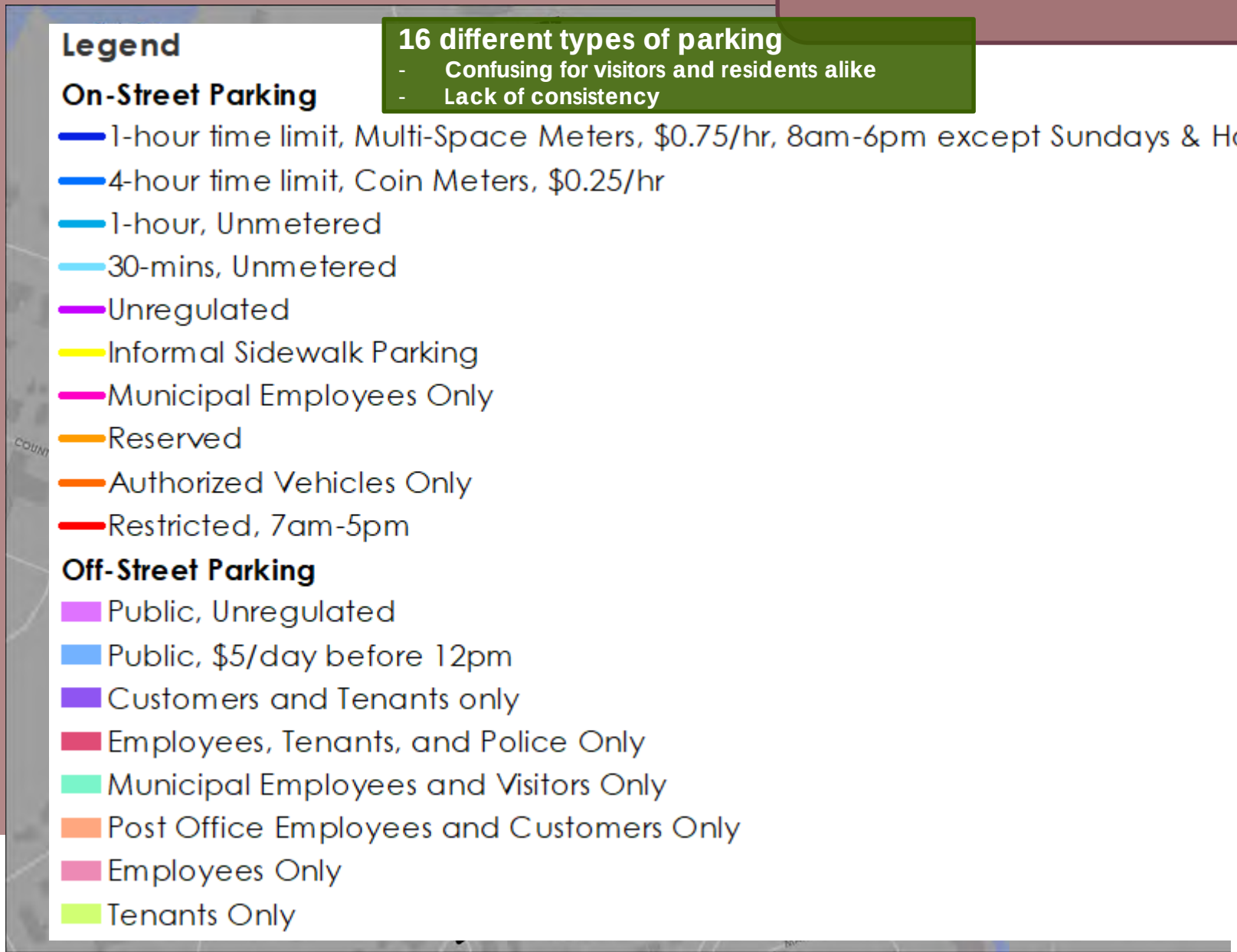
PARKING INVENTORY

ENTIRE STUDY AREA: 1,380



PARKING INVENTORY

ENTIRE STUDY AREA: 1,380



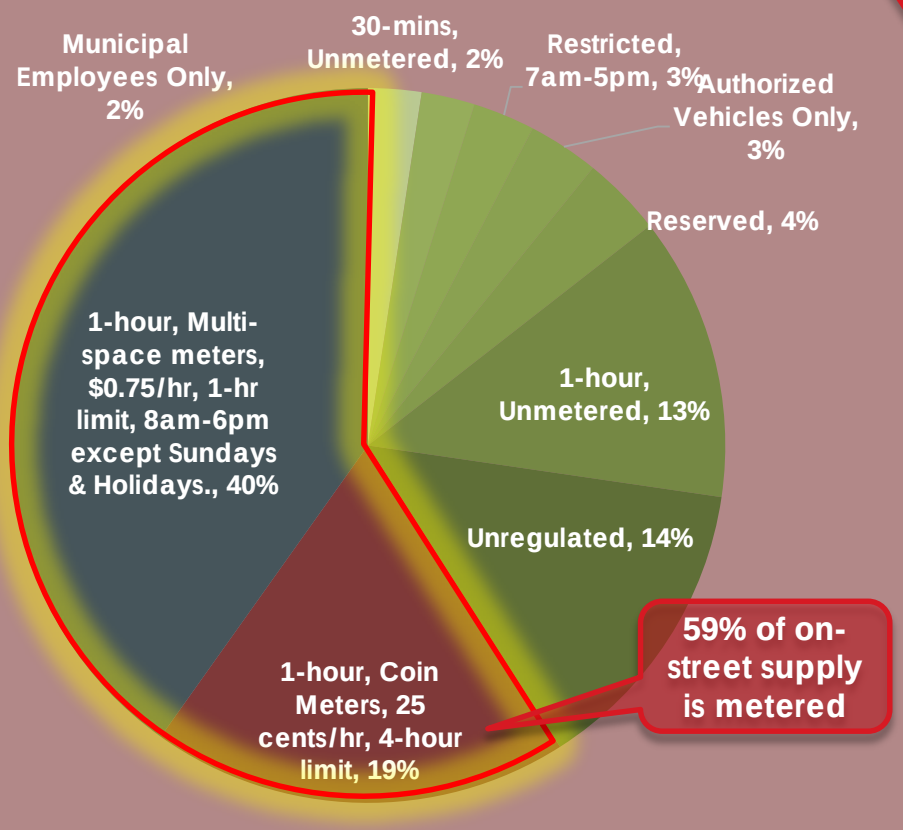
16 different types of parking

- Confusing for visitors and residents alike
- Lack of consistency

PARKING INVENTORY & REGULATIONS

ENTIRE STUDY AREA: 1,380

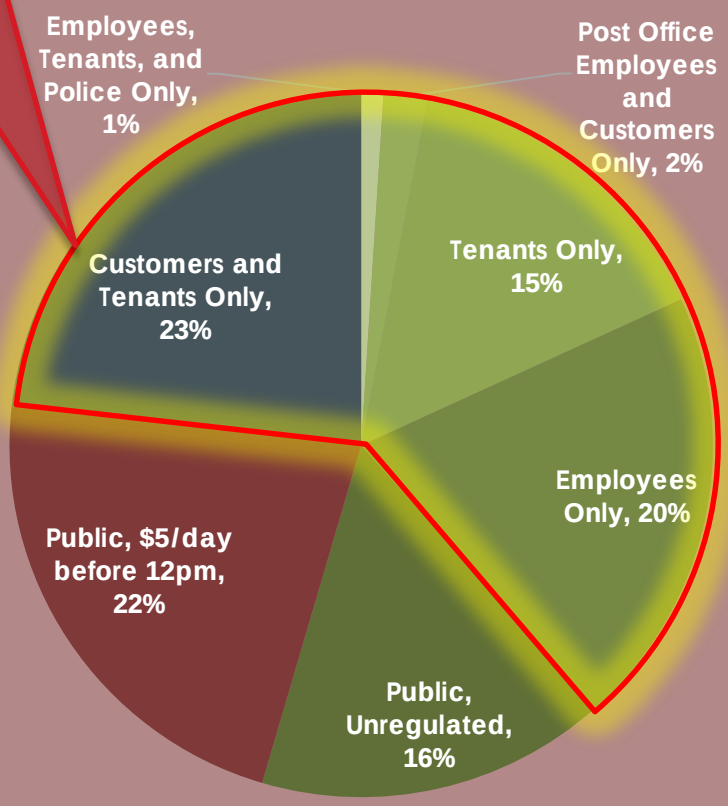
ON-STREET



59% of on-street supply is metered

62% of off-street supply is privately controlled

OFF-STREET



PARKING UTILIZATION

- **Data gathered Thursday, September 6**
- **And Saturday, September 8, 2018**

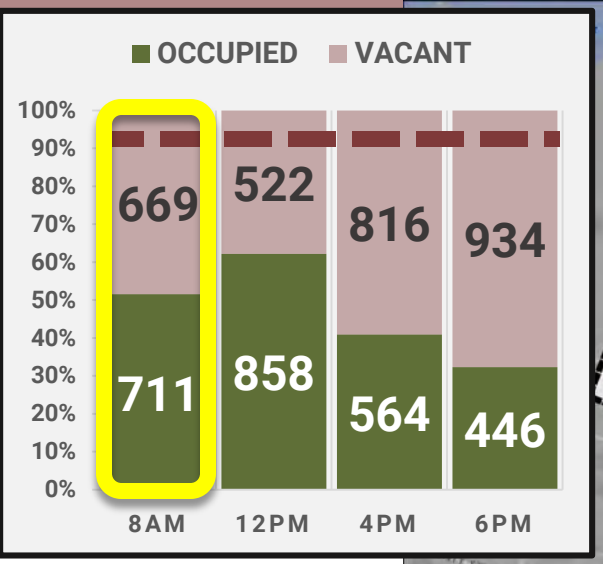
WHERE?

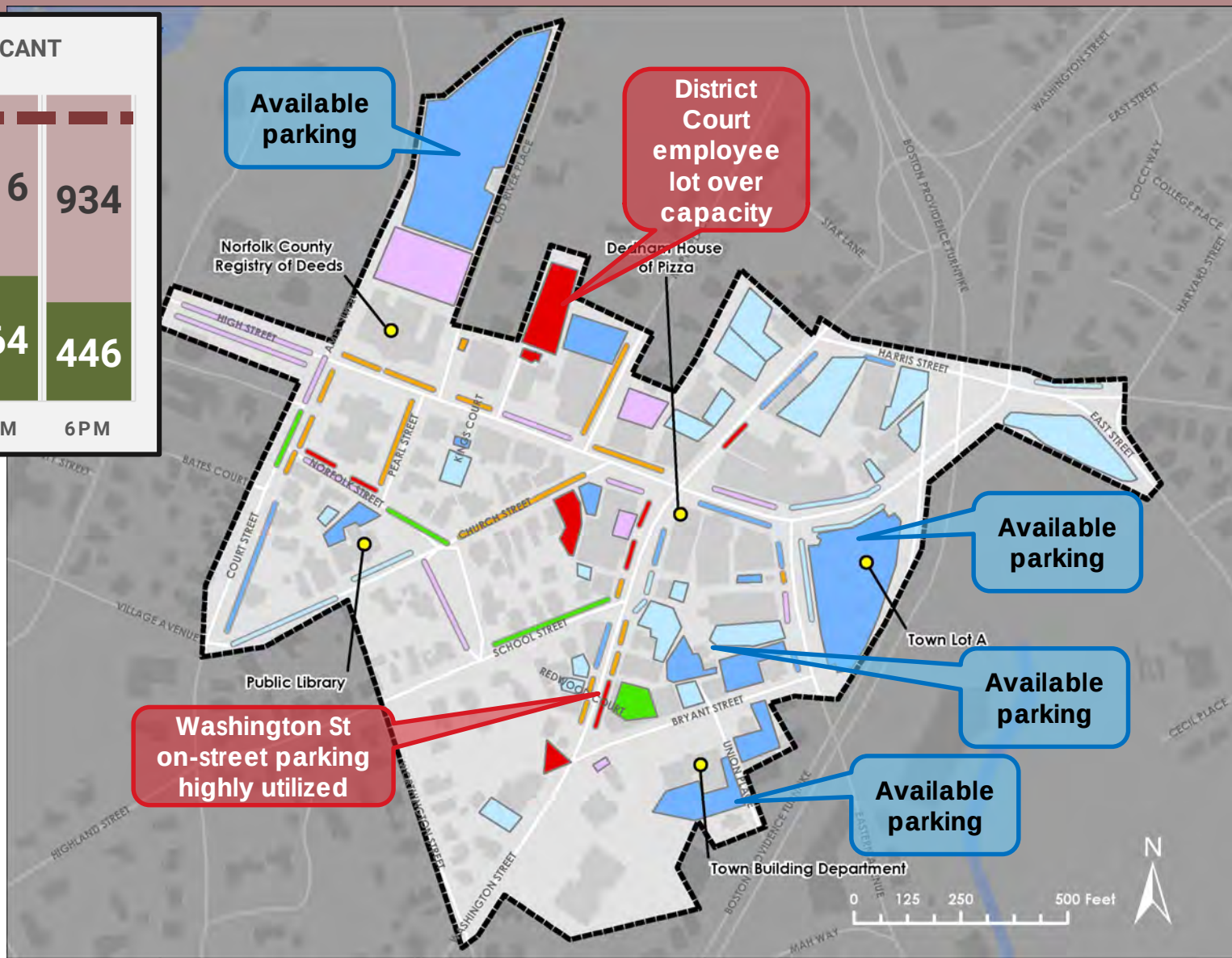
- All public, private, on-and off-street parking spaces and lots

WHY?

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

PARKING UTILIZATION: WEEKDAY, 8AM



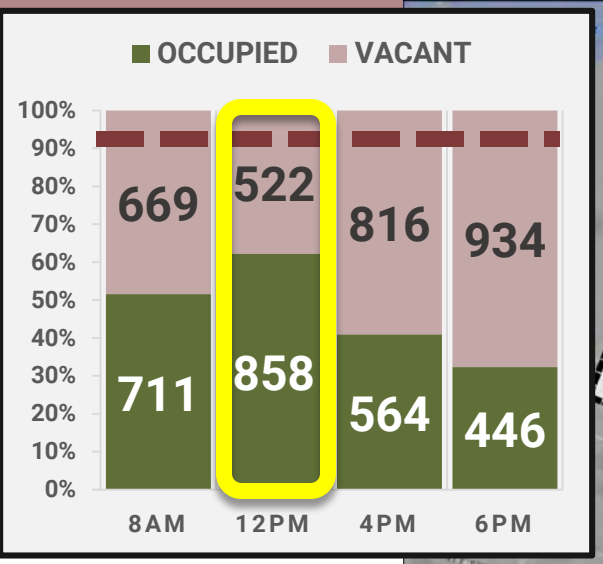


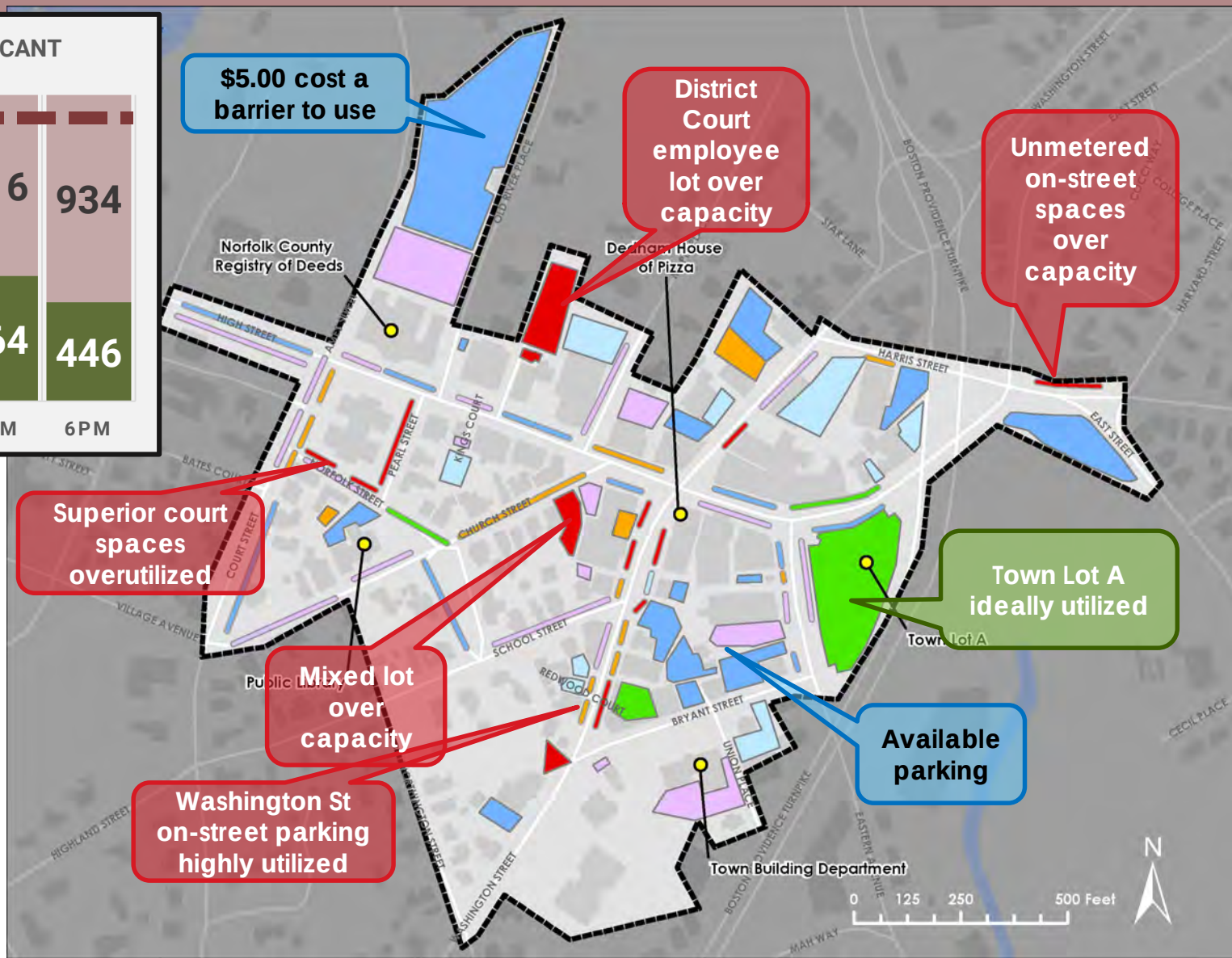
Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

PARKING UTILIZATION: WEEKDAY, 12PM

At peak 40% of total supply available (over 500 spaces)

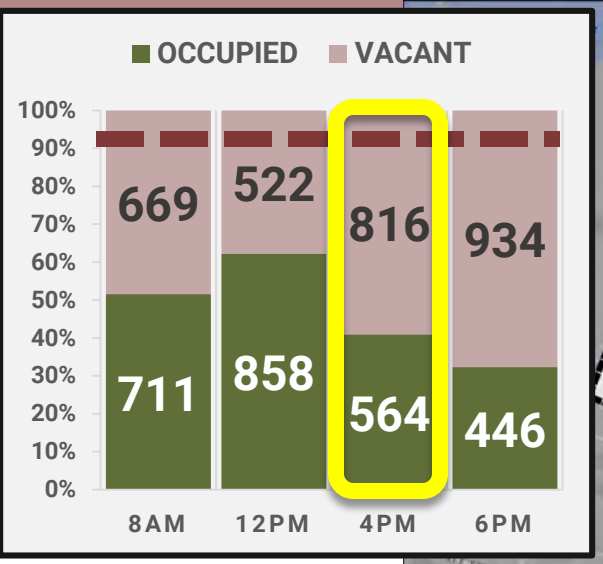


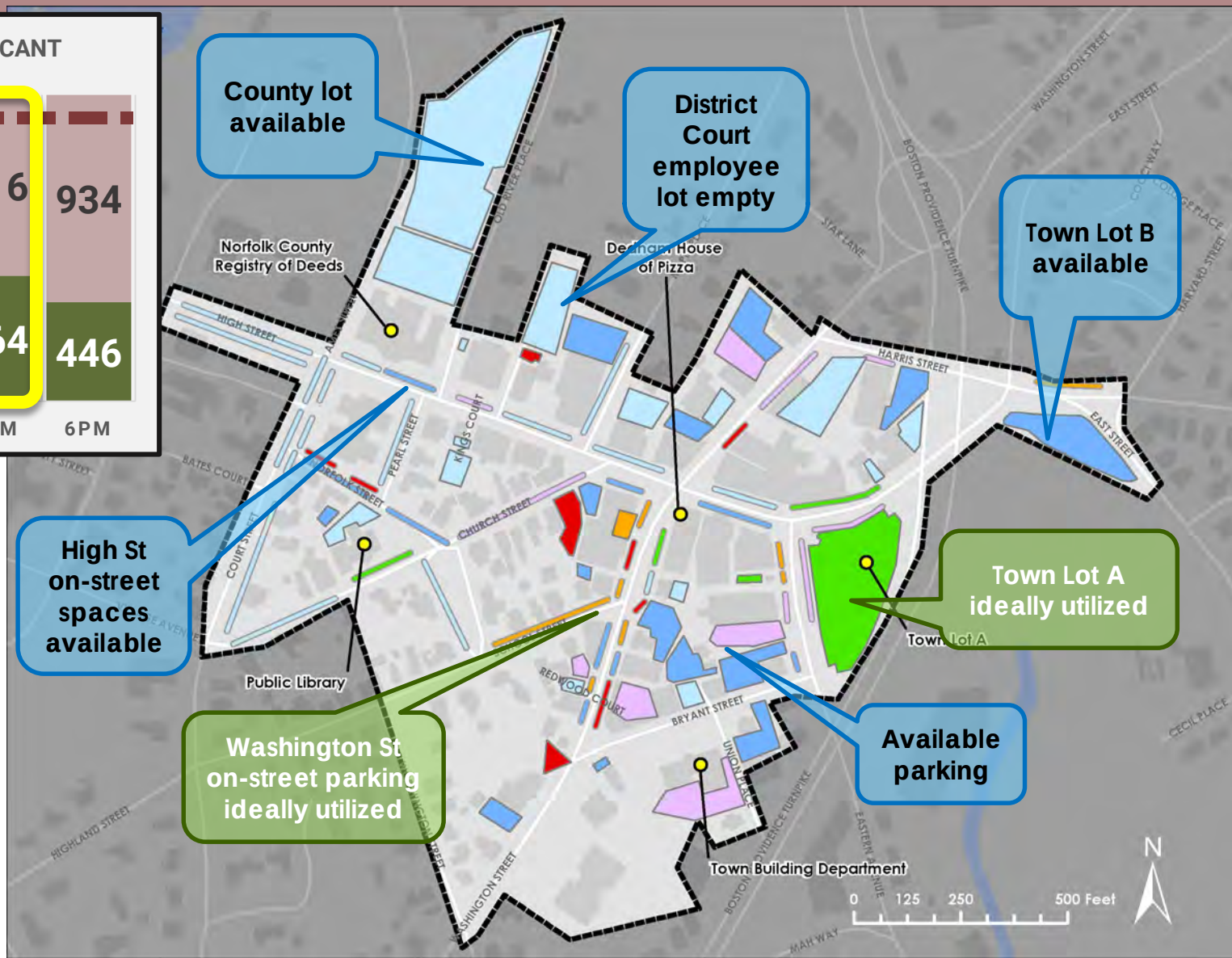


Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

PARKING UTILIZATION: WEEKDAY, 4PM

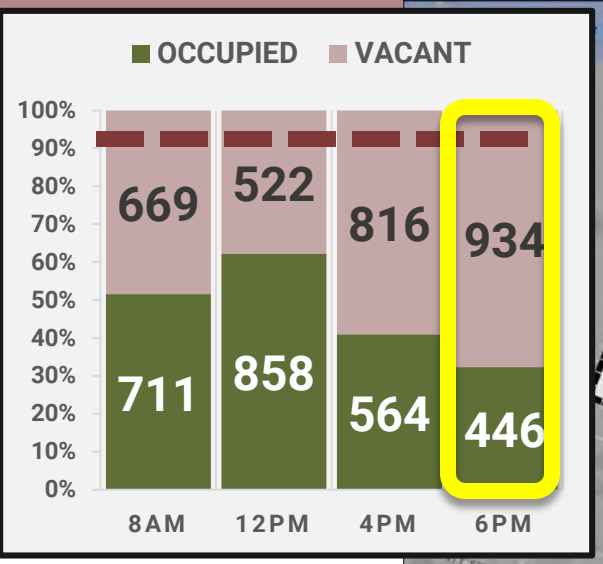


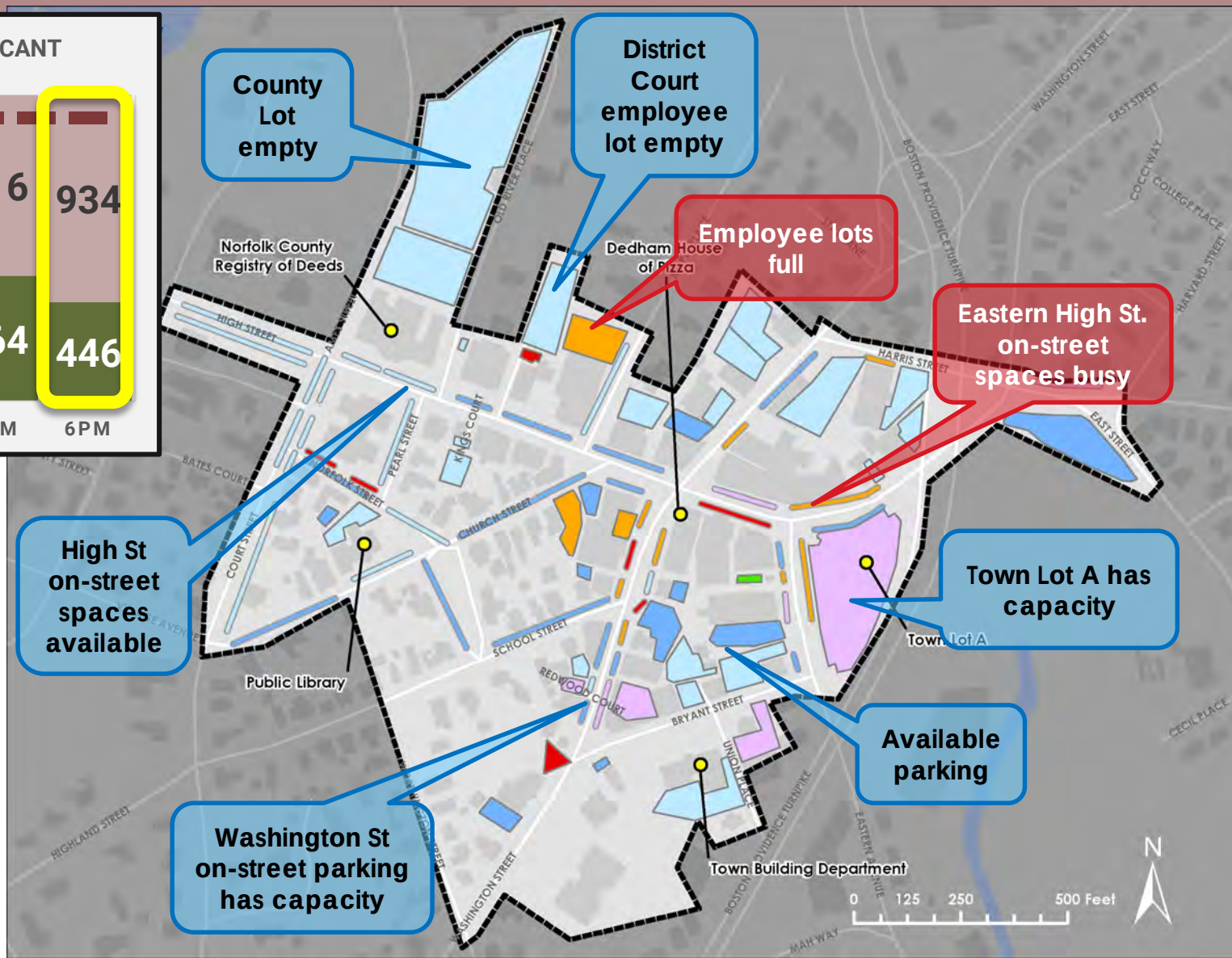


Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

PARKING UTILIZATION: WEEKDAY, 6PM

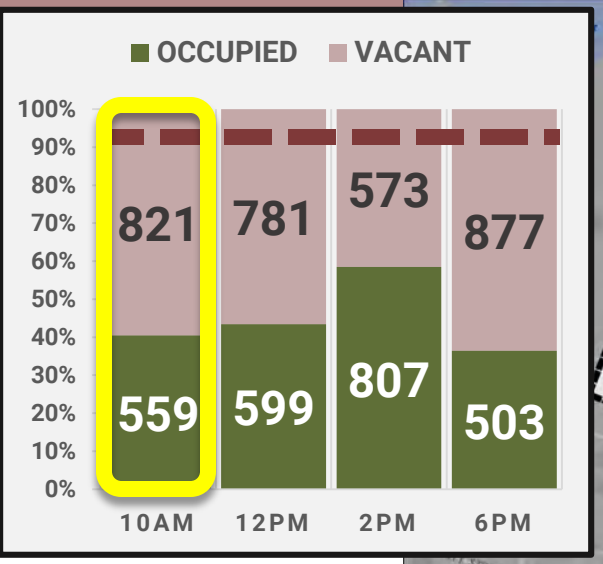


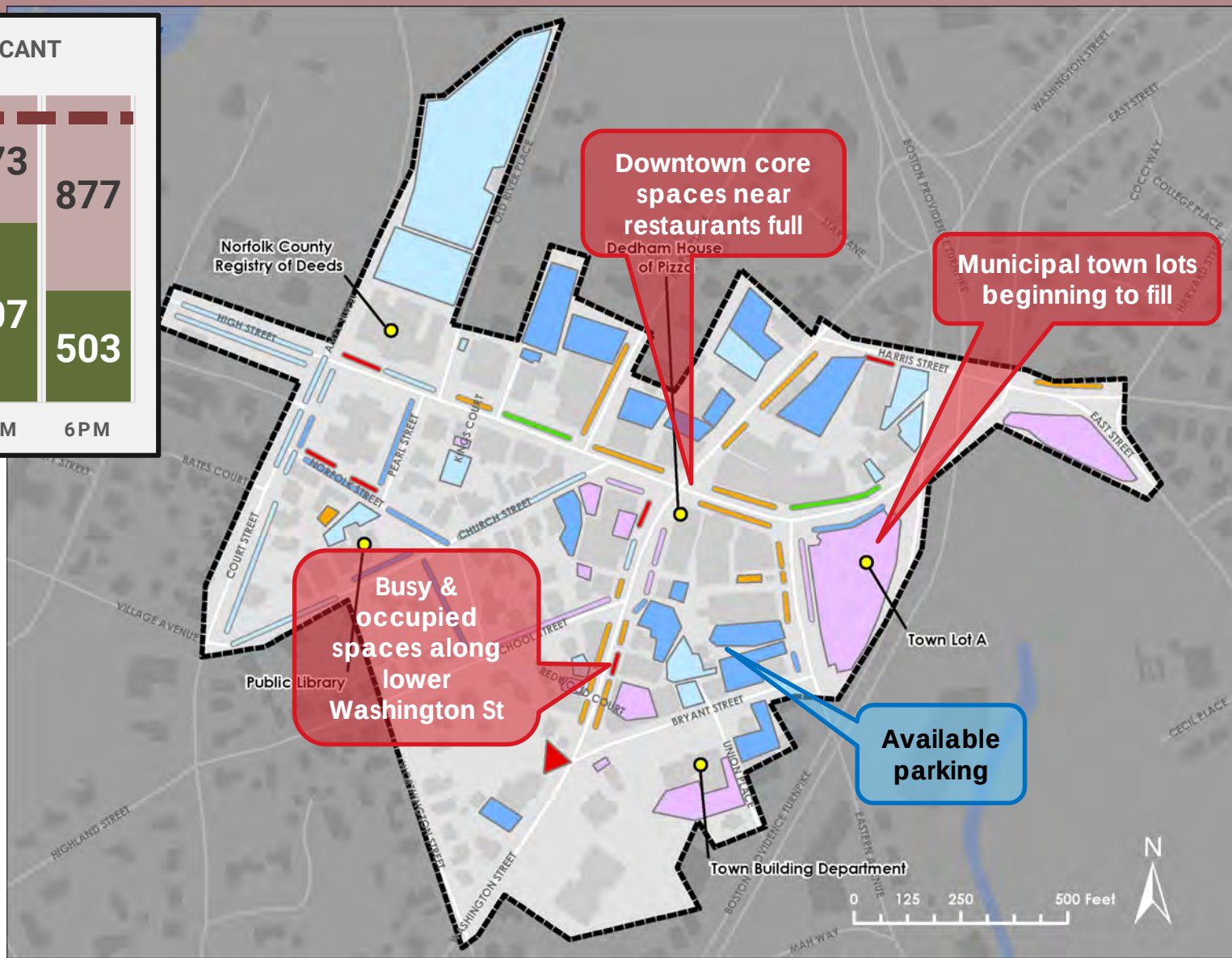


Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

PARKING UTILIZATION: WEEKEND, 10AM





Parking Utilization

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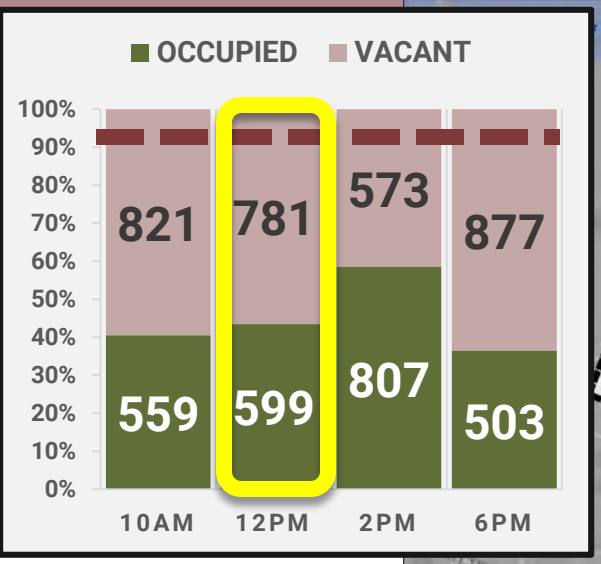
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

PARKING UTILIZATION: WEEKEND, 12PM



Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

Norfolk County Registry of Deeds

Dedham House of Pizza

Both Town Lots ideally utilized

Public Library

Town Lot A

Busy & occupied spaces along lower Washington St

Available parking

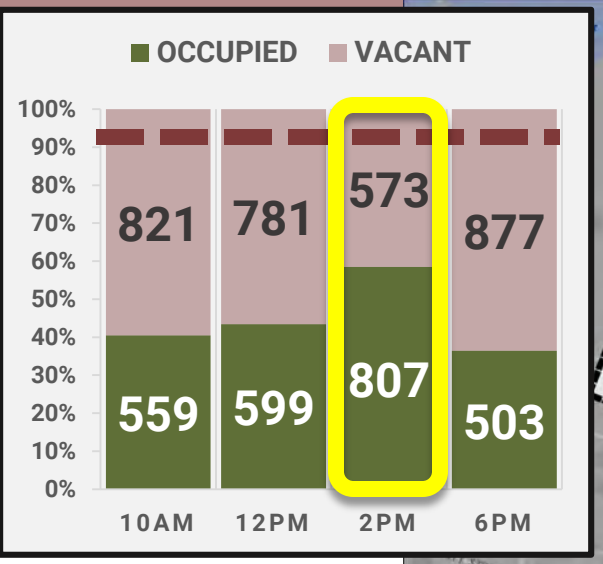
Town Building Department

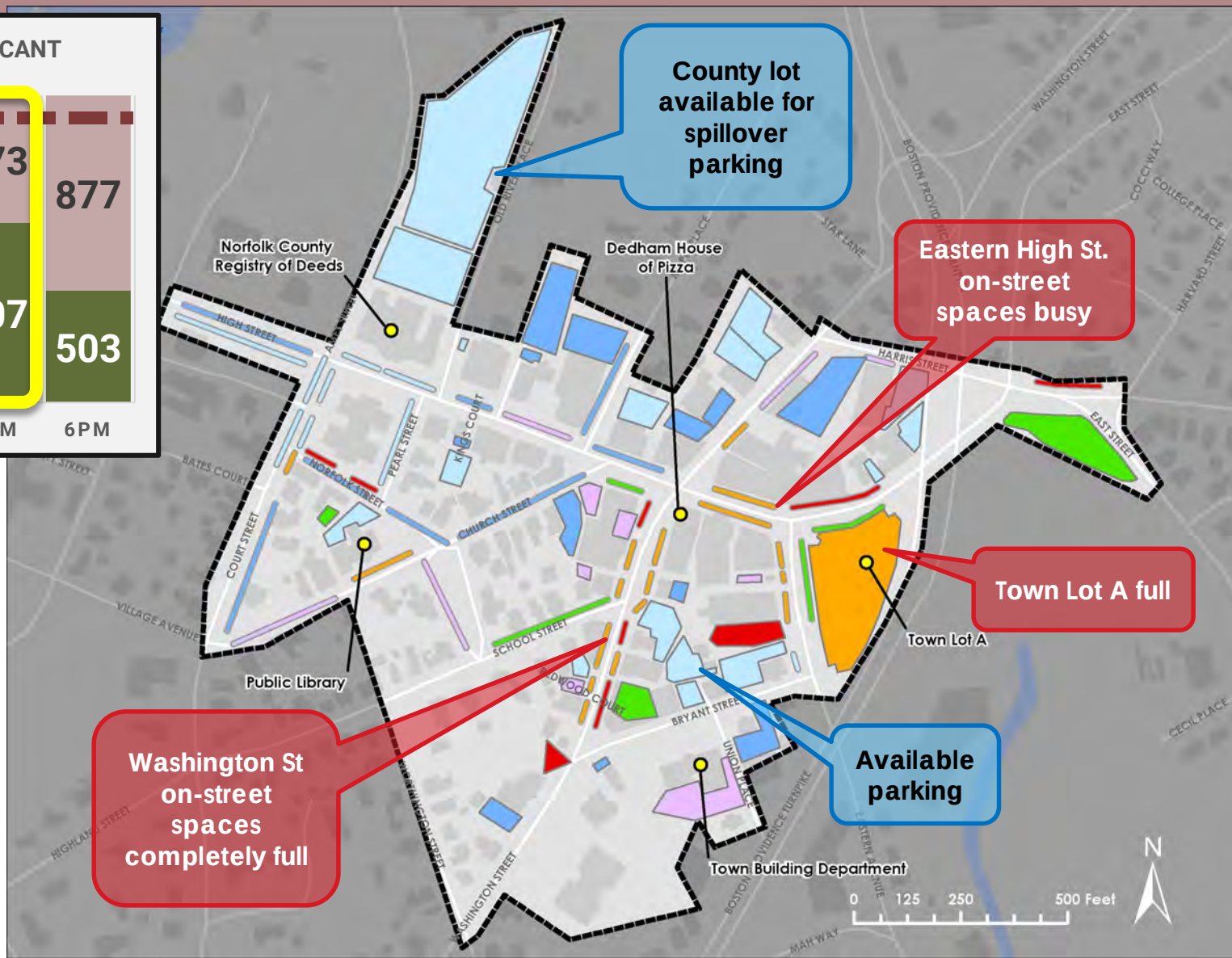
0 125 250 500 Feet

N

PARKING UTILIZATION: WEEKEND, 2PM

At peak 40% of total supply available (over 550 spaces)





Parking Utilization

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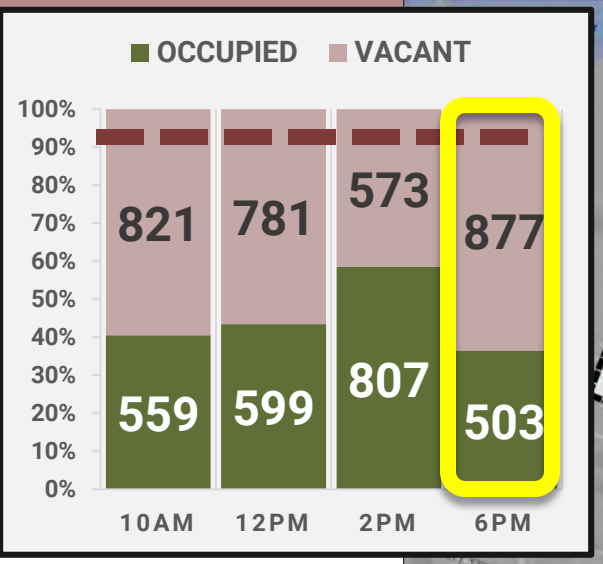
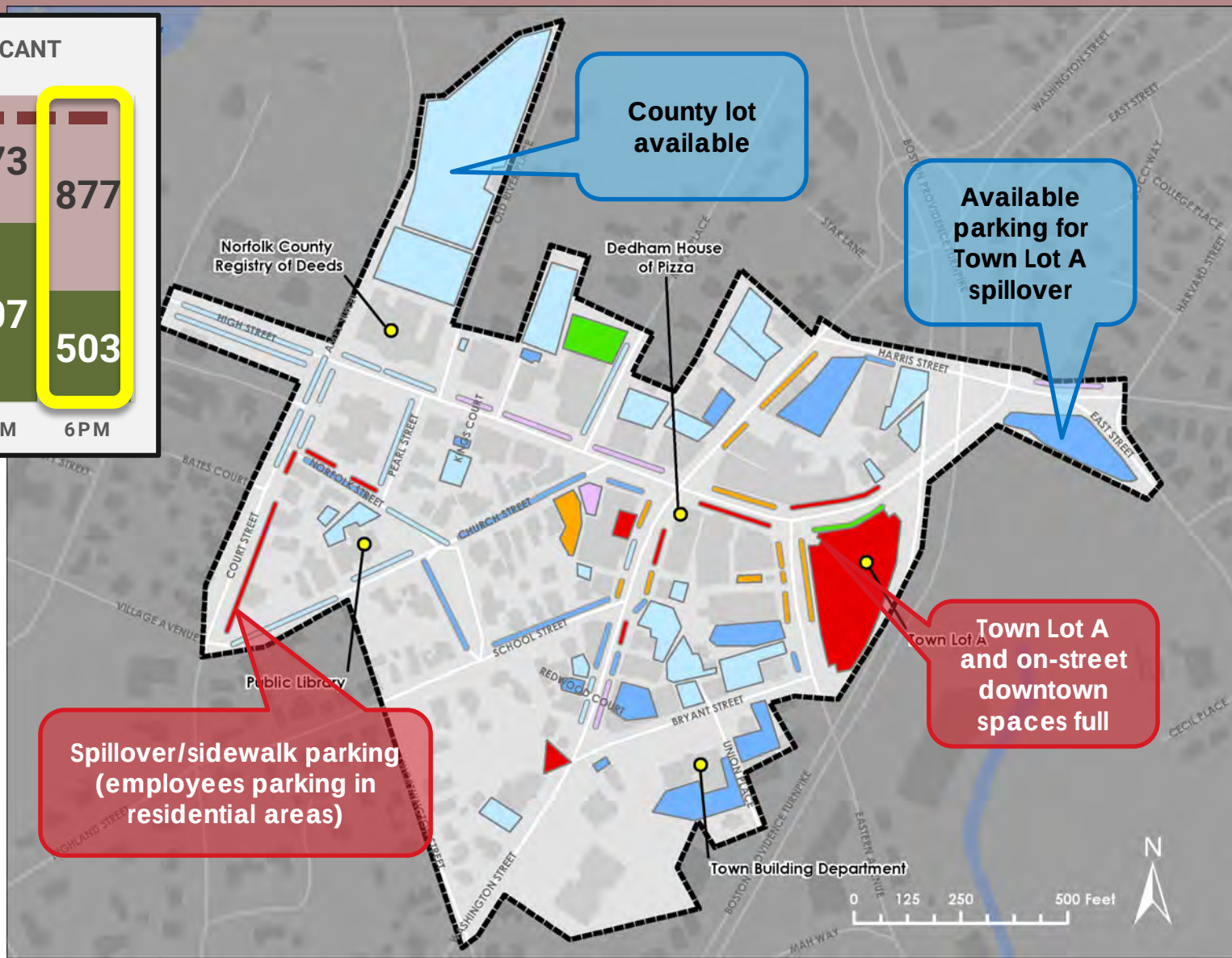
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

PARKING UTILIZATION: WEEKEND, 6PM





Parking Utilization

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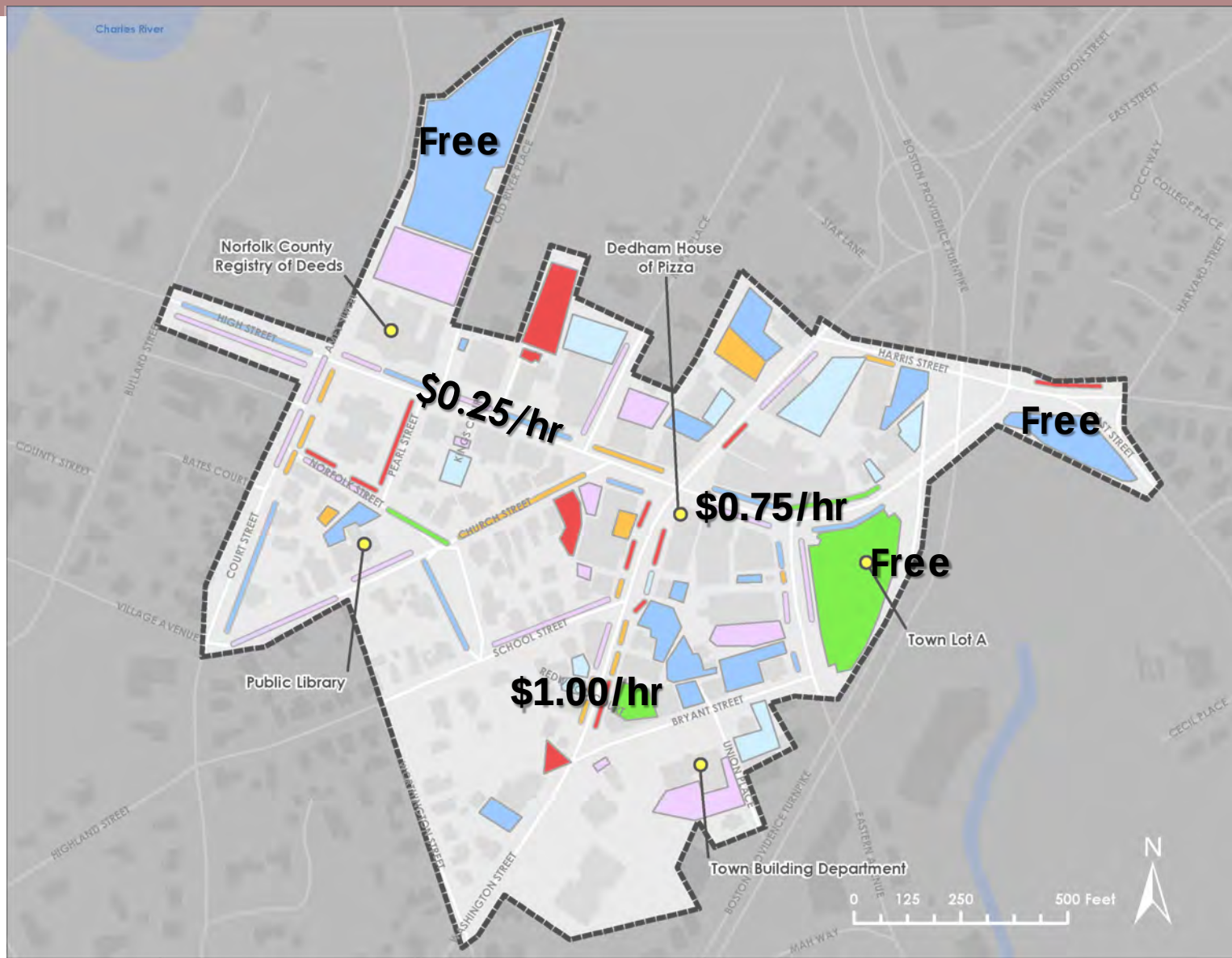
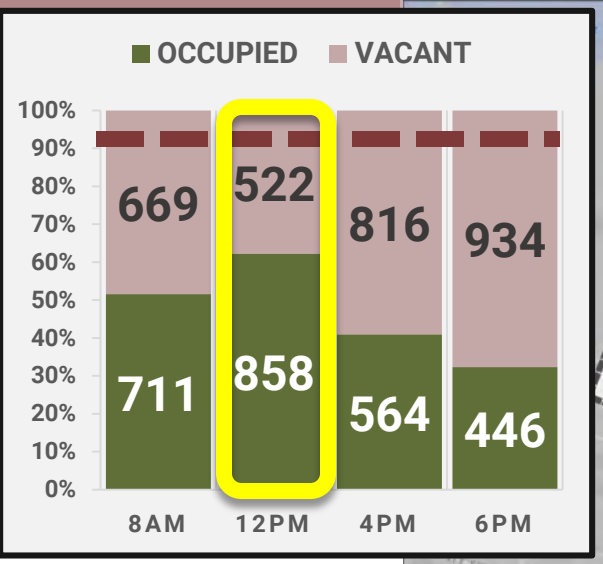
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

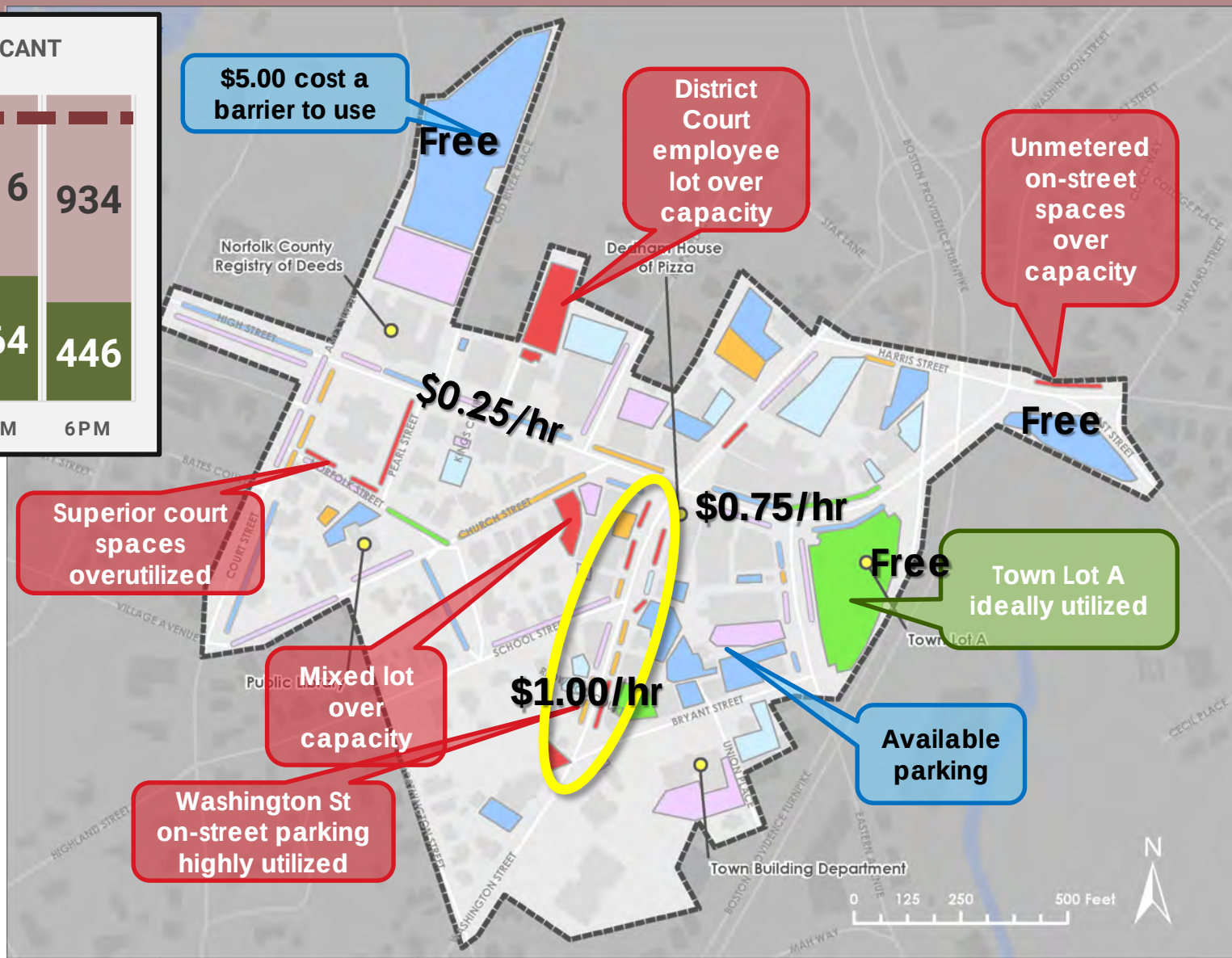
PARKING PRICING TODAY



PARKING UTILIZATION: WEEKDAY, 12PM WITH PARKING PRICING

At peak 40% of total supply available (over 500 spaces)





Parking Utilization

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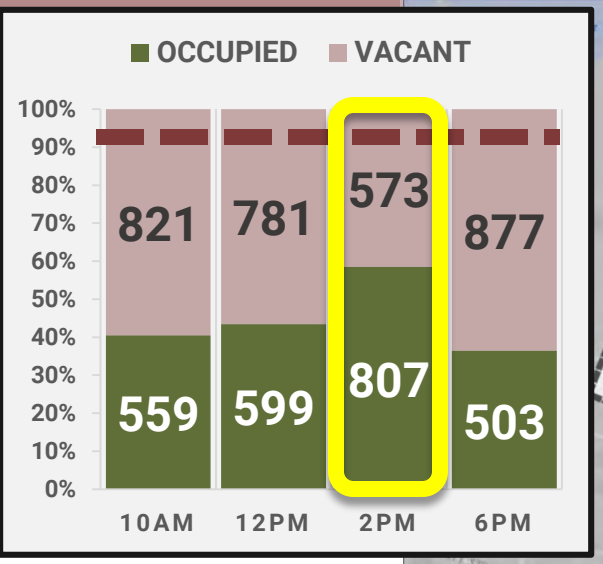
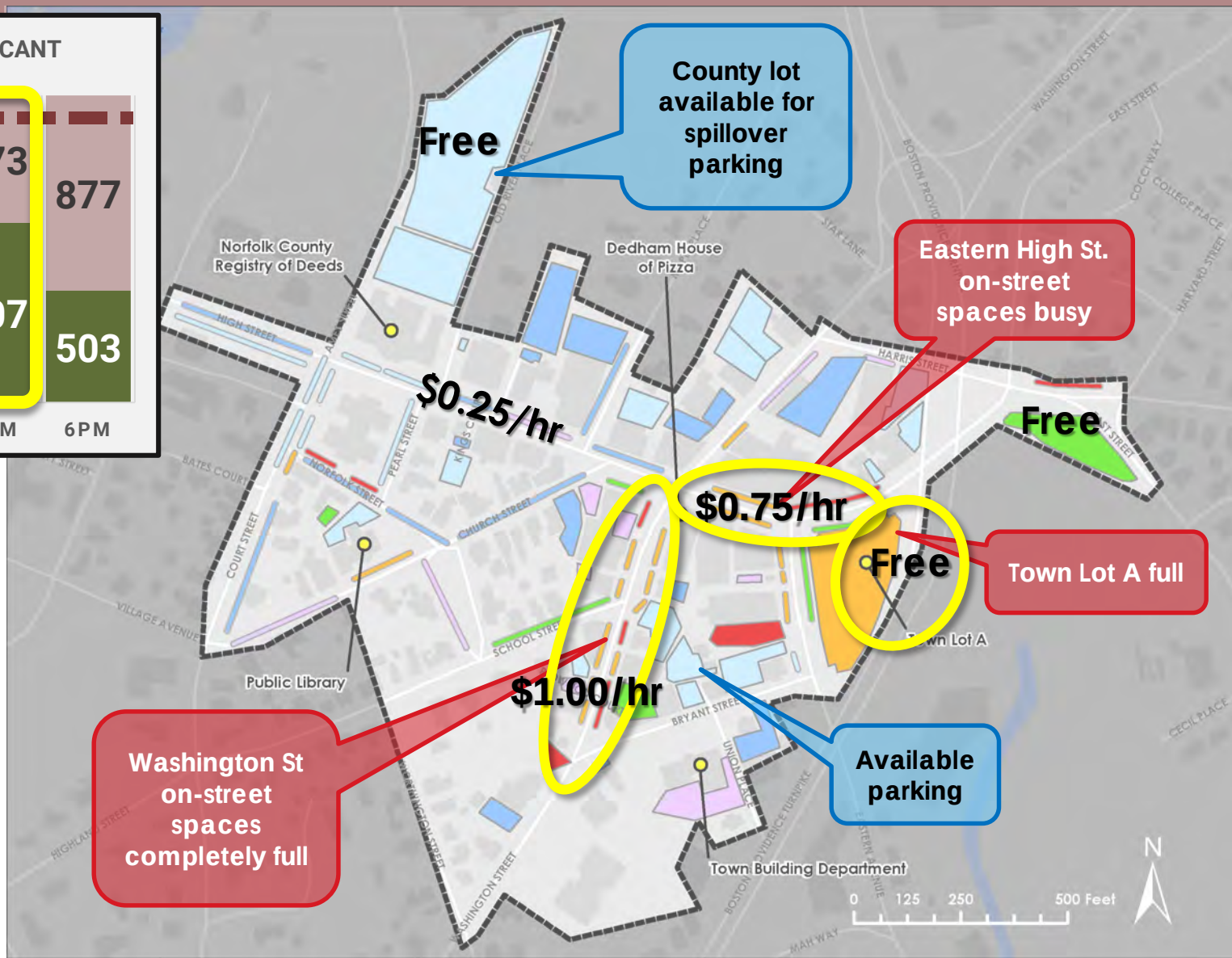
- 90% - 100%
- 100% +

PARKING UTILIZATION: WEEKEND, 2PM WITH PARKING PRICING

At peak 40% of total supply available (over 550 spaces)



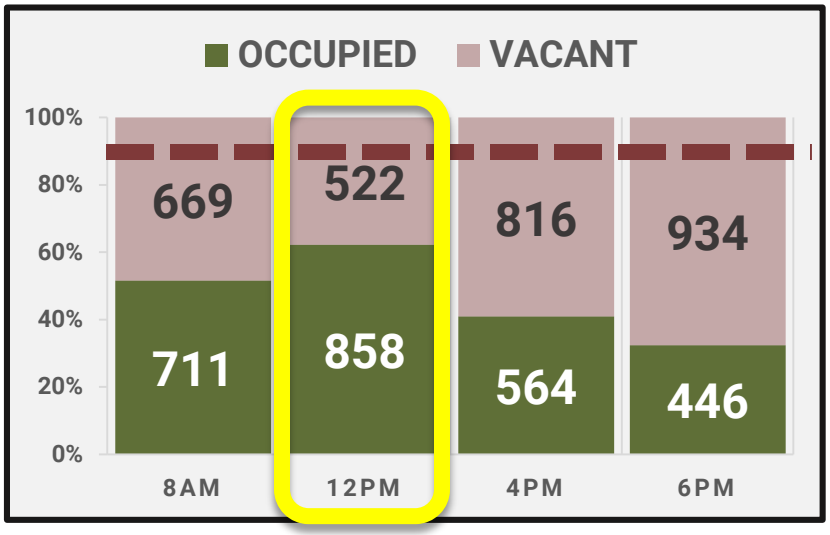


Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

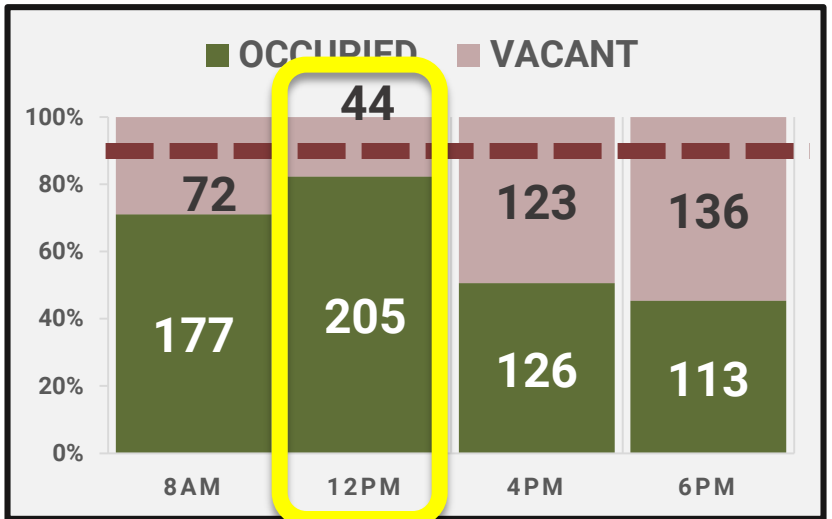
PARKING UTILIZATION FINDINGS: WEEKDAY

ALL

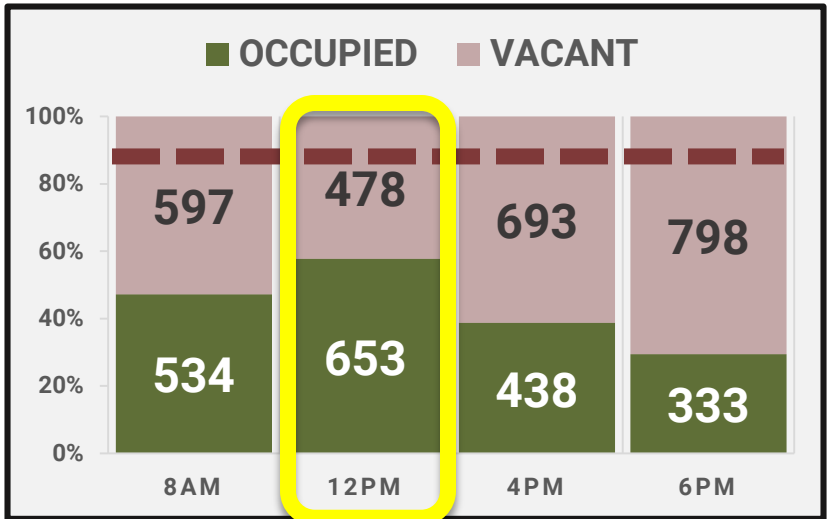


- **Highest utilization levels at 12pm**
- **On-street 80% utilized at peak lunchtime**
- **Off-street spaces 30% utilized during dinner period**
- **High utilization during the day with low utilization after work hours**

ON-STREET

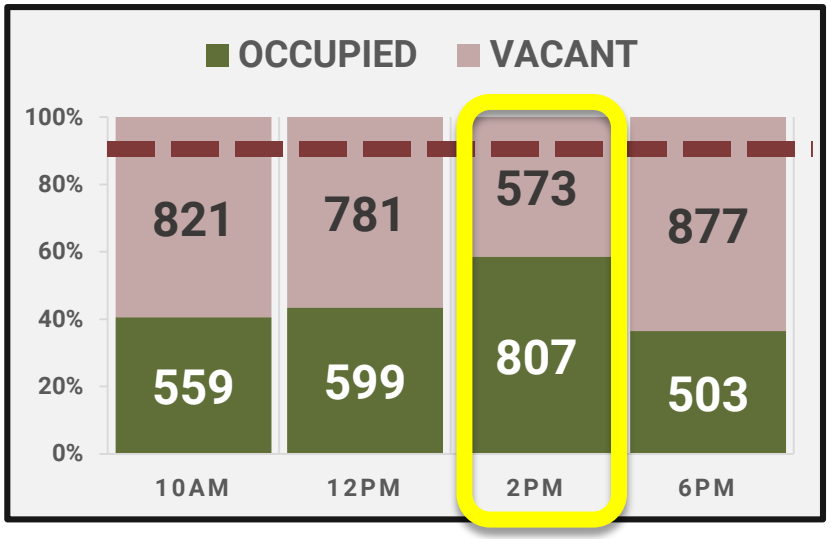


OFF-STREET



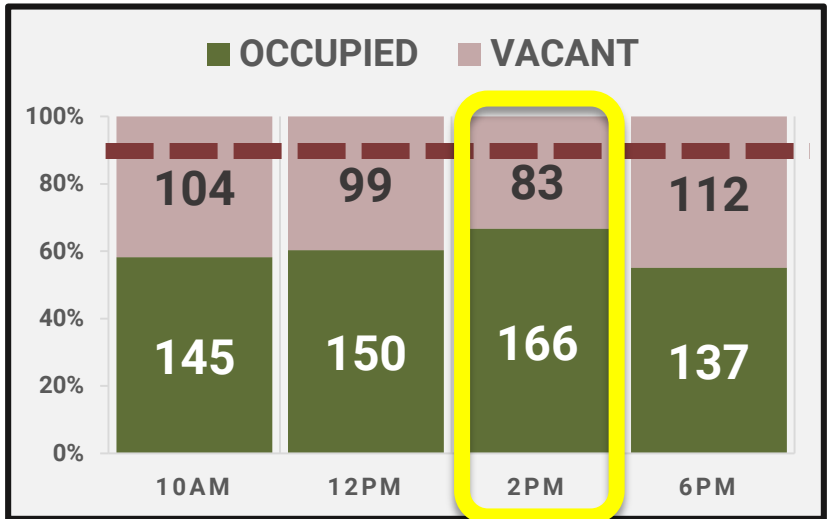
PARKING UTILIZATION FINDINGS: WEEKEND

ALL

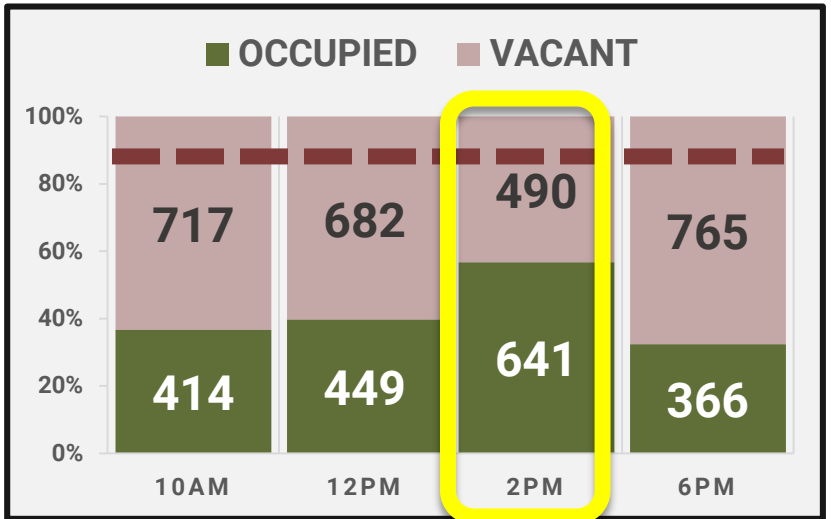


- **Highest utilization levels at 2pm**
- **On-street above 50% utilization all day**
- **Off-street peak dinner utilization rates low for a typical downtown**

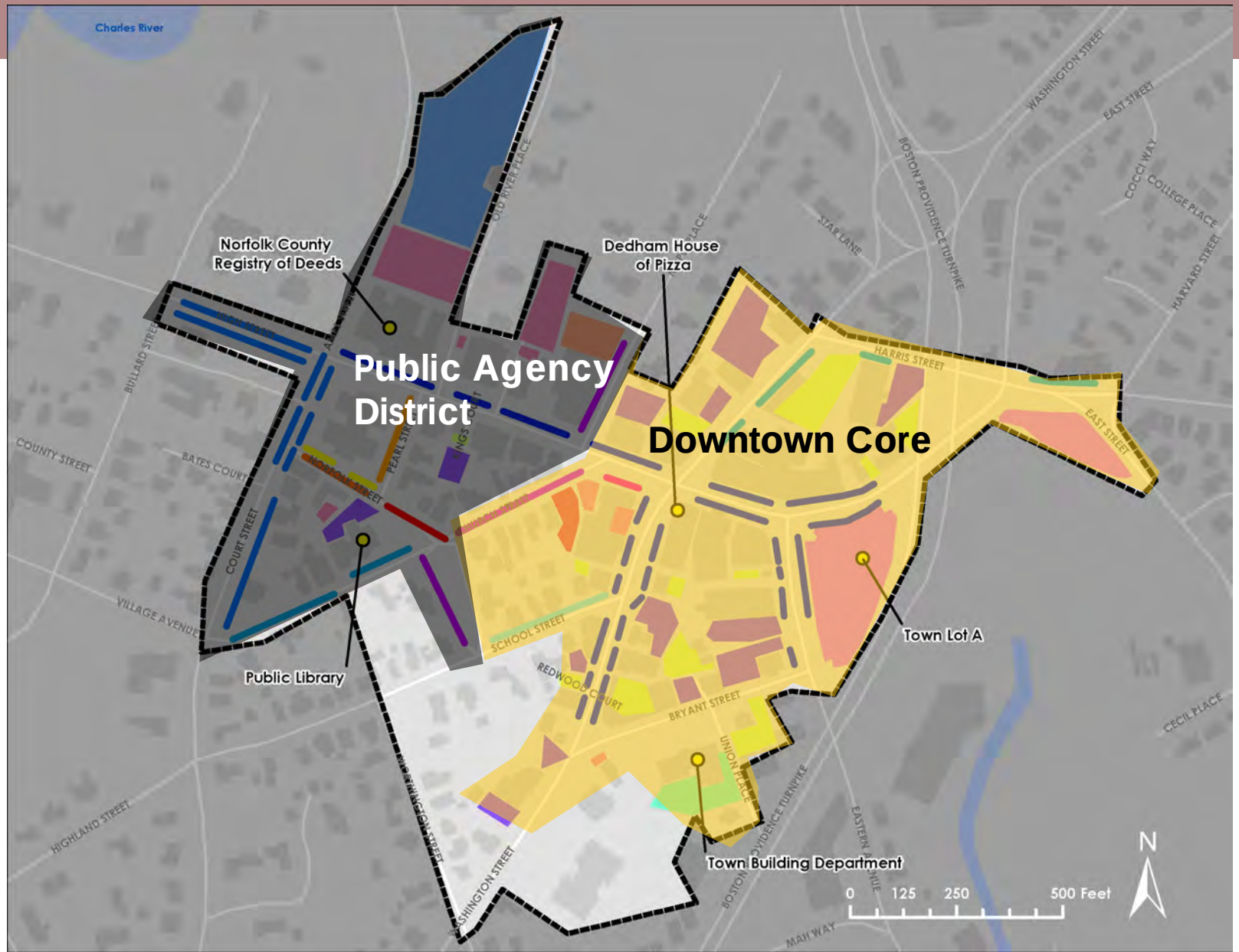
ON-STREET



OFF-STREET



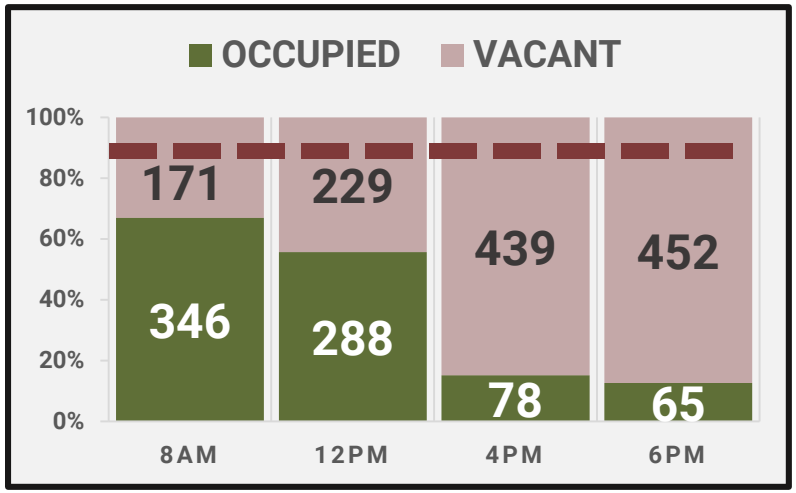
DOWNTOWN CORE & PUBLIC AGENCY DISTRICT



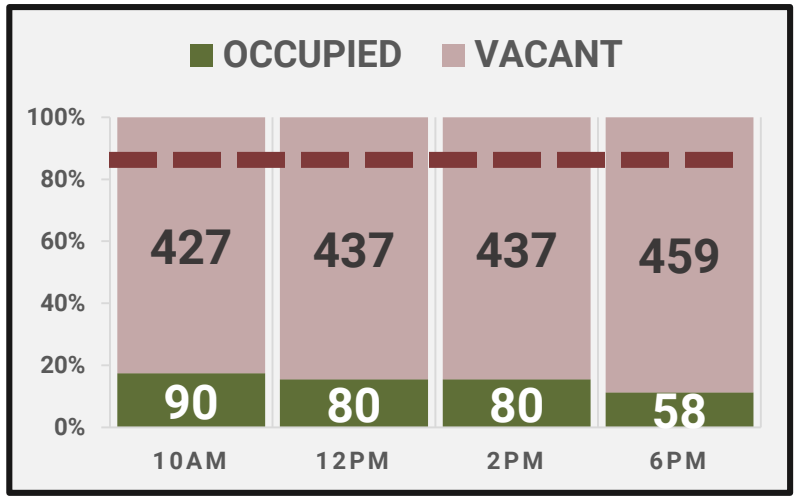
PARKING UTILIZATION FINDINGS

Public Agency District

WEEKDAY

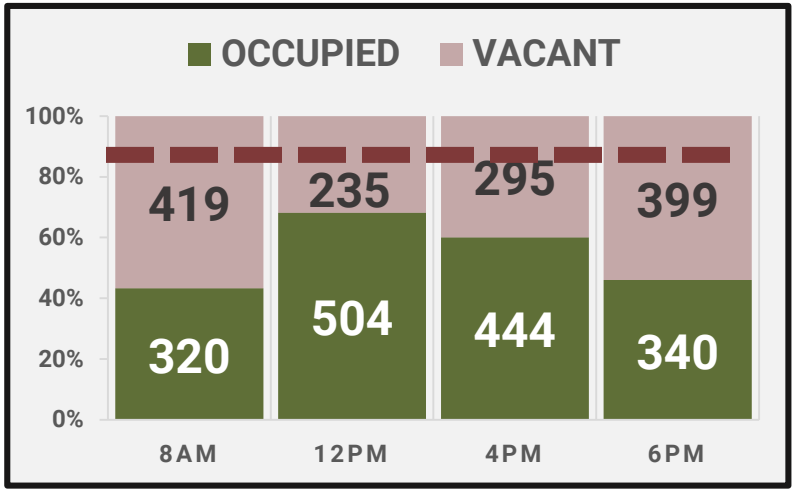


WEEKEND

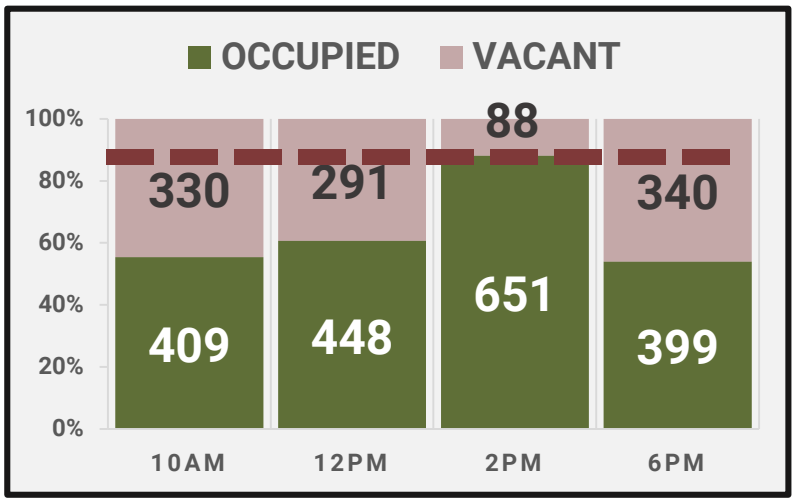


Downtown Core

WEEKDAY



WEEKEND

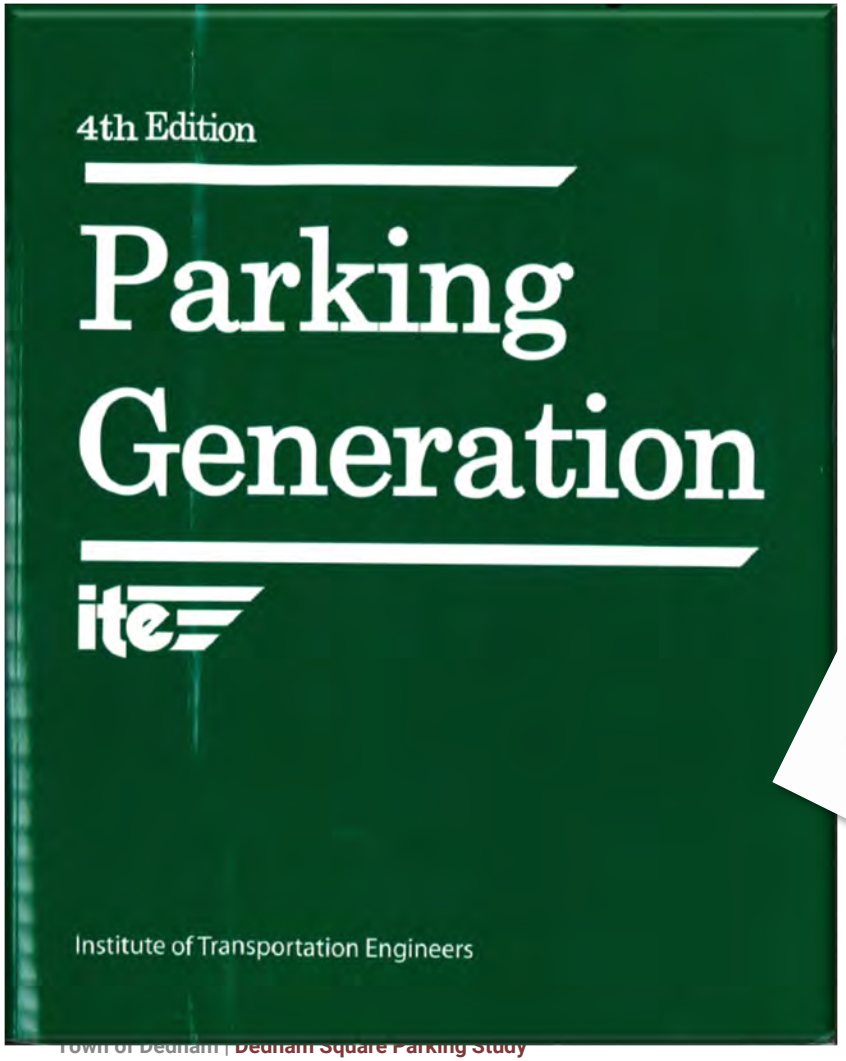


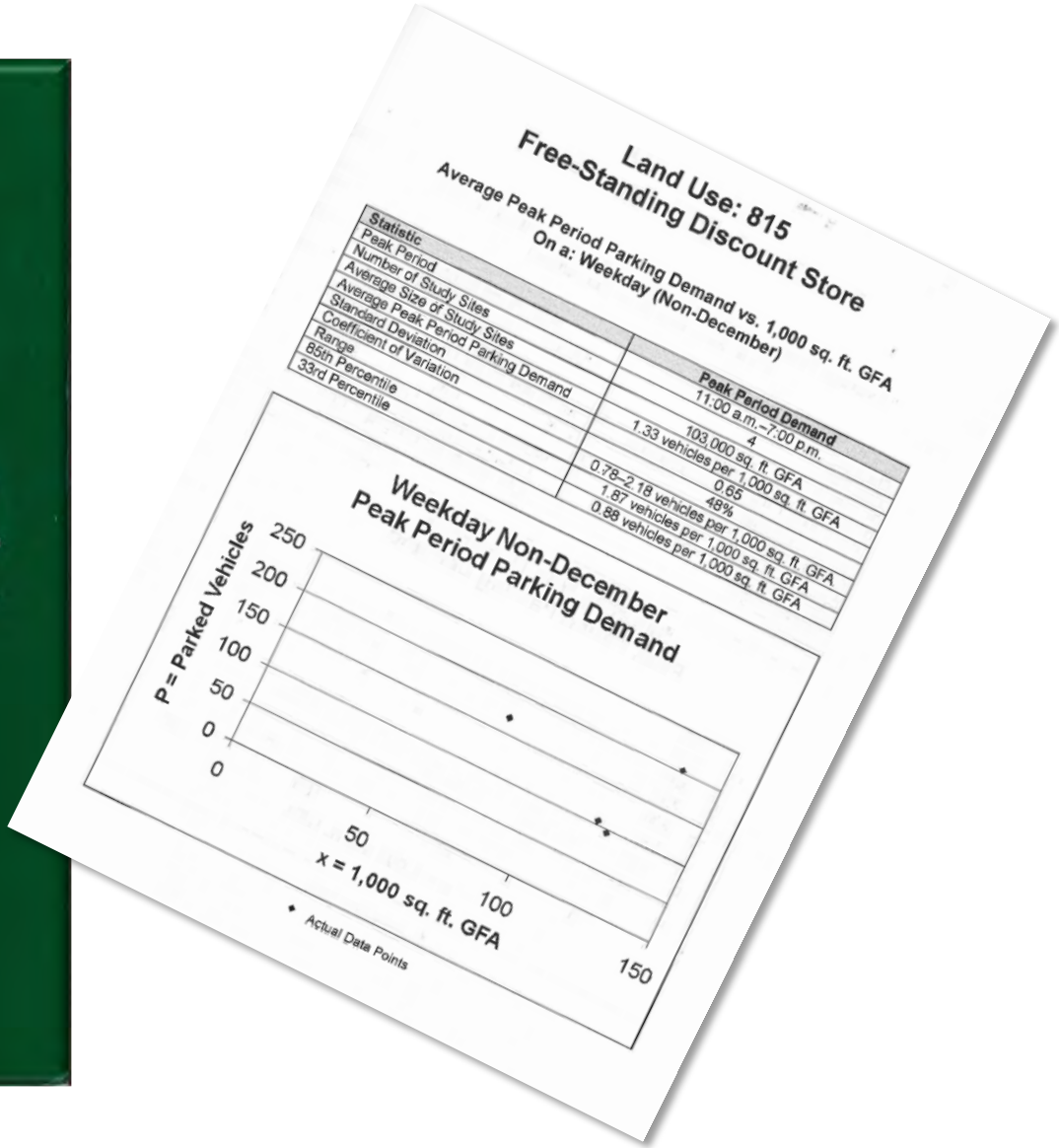
MULTIMODAL CONDITIONS

MULTIMODAL CONDITIONS

ZONING REVIEW

UNDERSTANDING ZONING STANDARDS





ZONING REVIEW

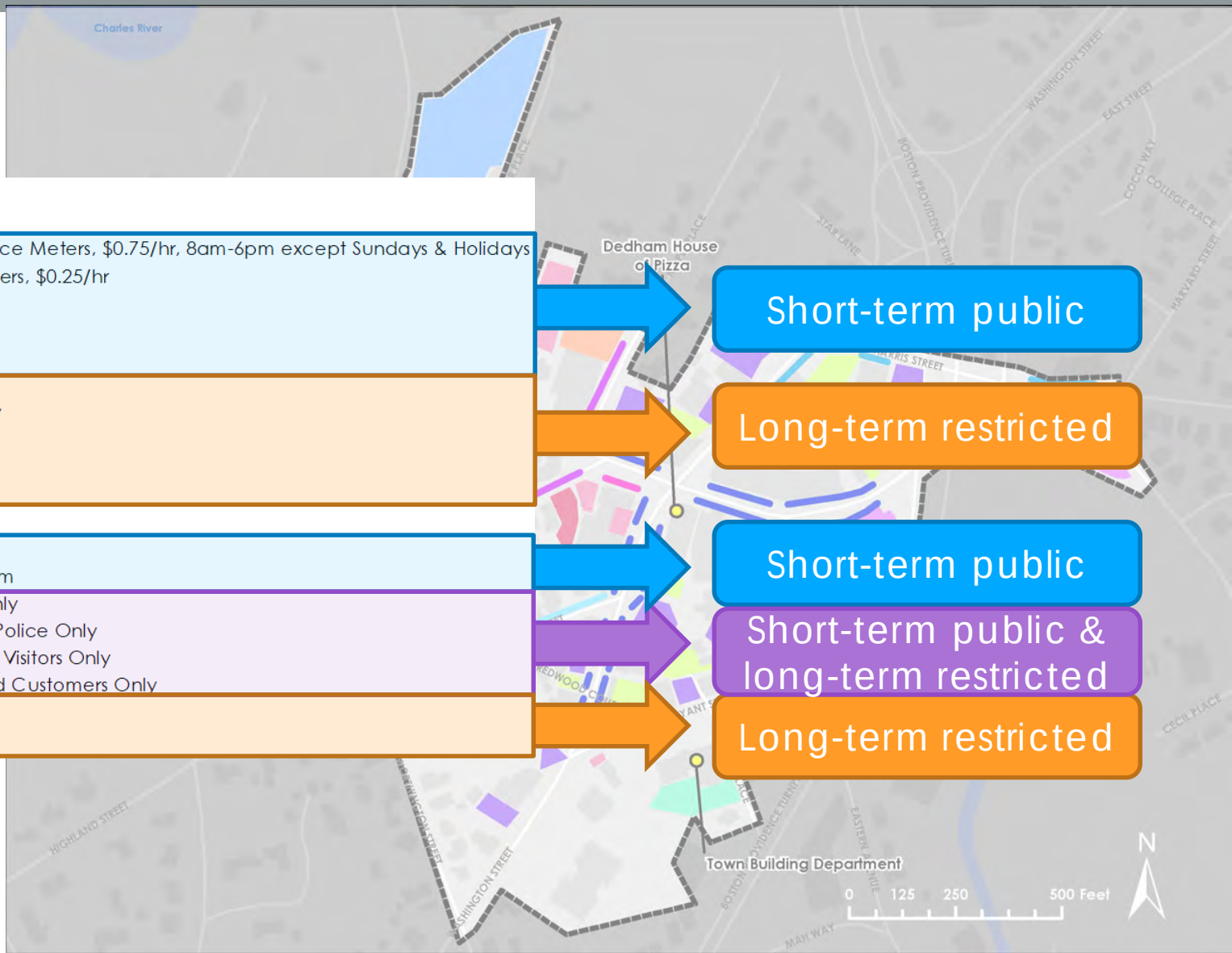
Use	Dedham Req (per 1,000 sf unless otherwise noted)	National Stds (per 1,000 sf unless otherwise noted)	Above/Below
Apartments	1.5 (unit)	1.2 (unit)	Above
Retail	5	2.55	Above
Restaurant	0.4 (seat)	0.35 (seat)	Above
Commercial & Governmental Offices	5 (ground floor) 3.3 (floors above)	2.47	Above
Medical office	5 (per practicing professional)	3.2	Above

RECOMMENDATIONS

RECOMMENDATIONS

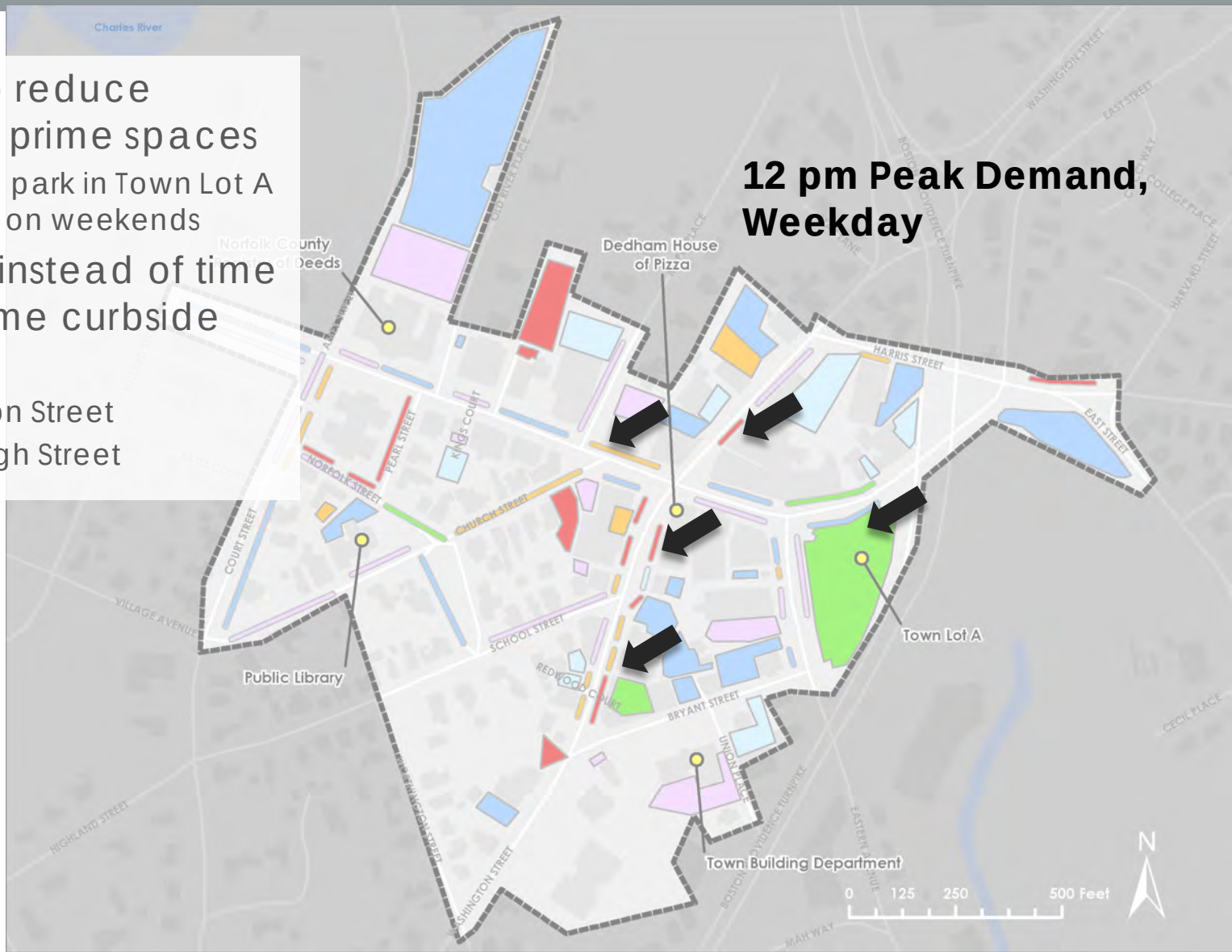
1. Streamline regulations/simplify
2. Restructure parking pricing + promote free parking
3. Designate enforcement role and enforce
4. Identify potential shared off-street lot(s)
   - Designate employee parking lot
5. Create unified downtown Dedham parking system
   - Enhance user-experience/information
   - Add wayfinding & signage
   - Streamline payment systems
6. Reduce car trips: add walk, bike, car share amenities
7. Plan for long-term re-development

1: Streamline regulations/simply



2: Restructure Parking Pricing to Better Match Demand

- Use price to reduce pressure on prime spaces
  - Charge to park in Town Lot A especially on weekends
- Use pricing instead of time limits for prime curbside spaces
  - Washington Street
  - Eastern High Street

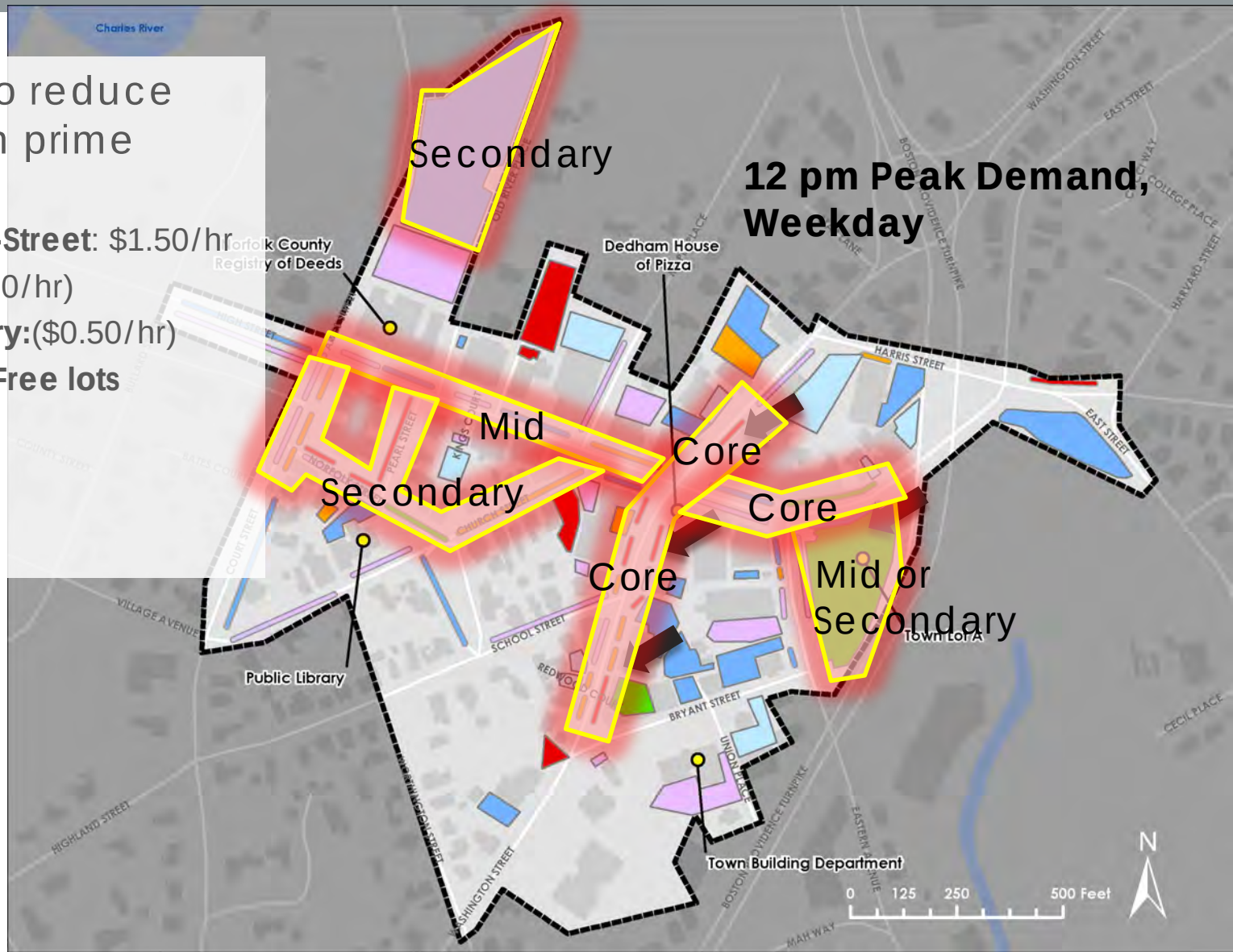


Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

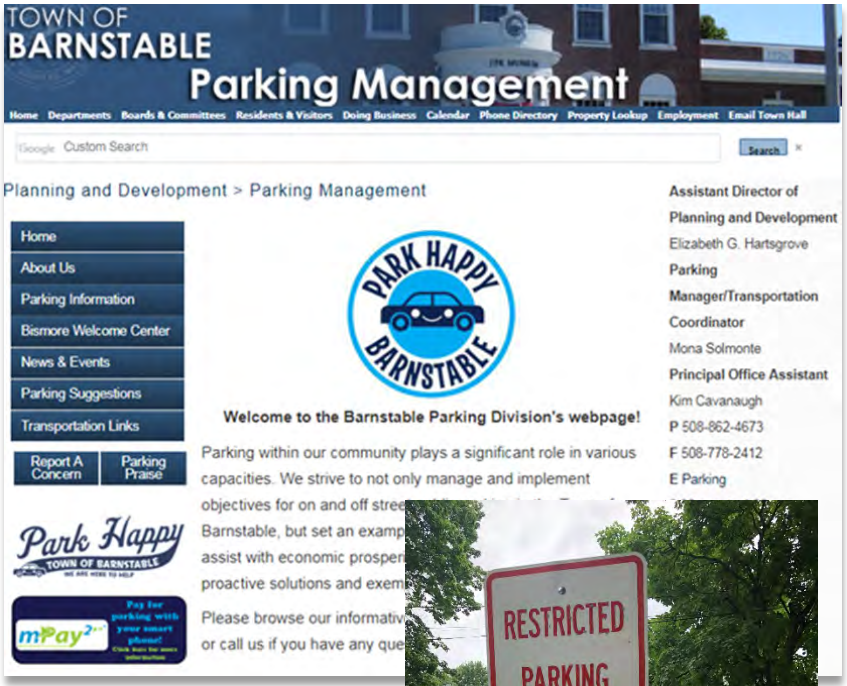
2: Restructure Parking Pricing to Better Match Demand

- Use price to reduce pressure on prime spaces
  - **Core/On-Street**: $1.50/hr
  - **Mid**: ($1.00/hr)
  - **Secondary:**($0.50/hr)
  - **Promote Free lots**



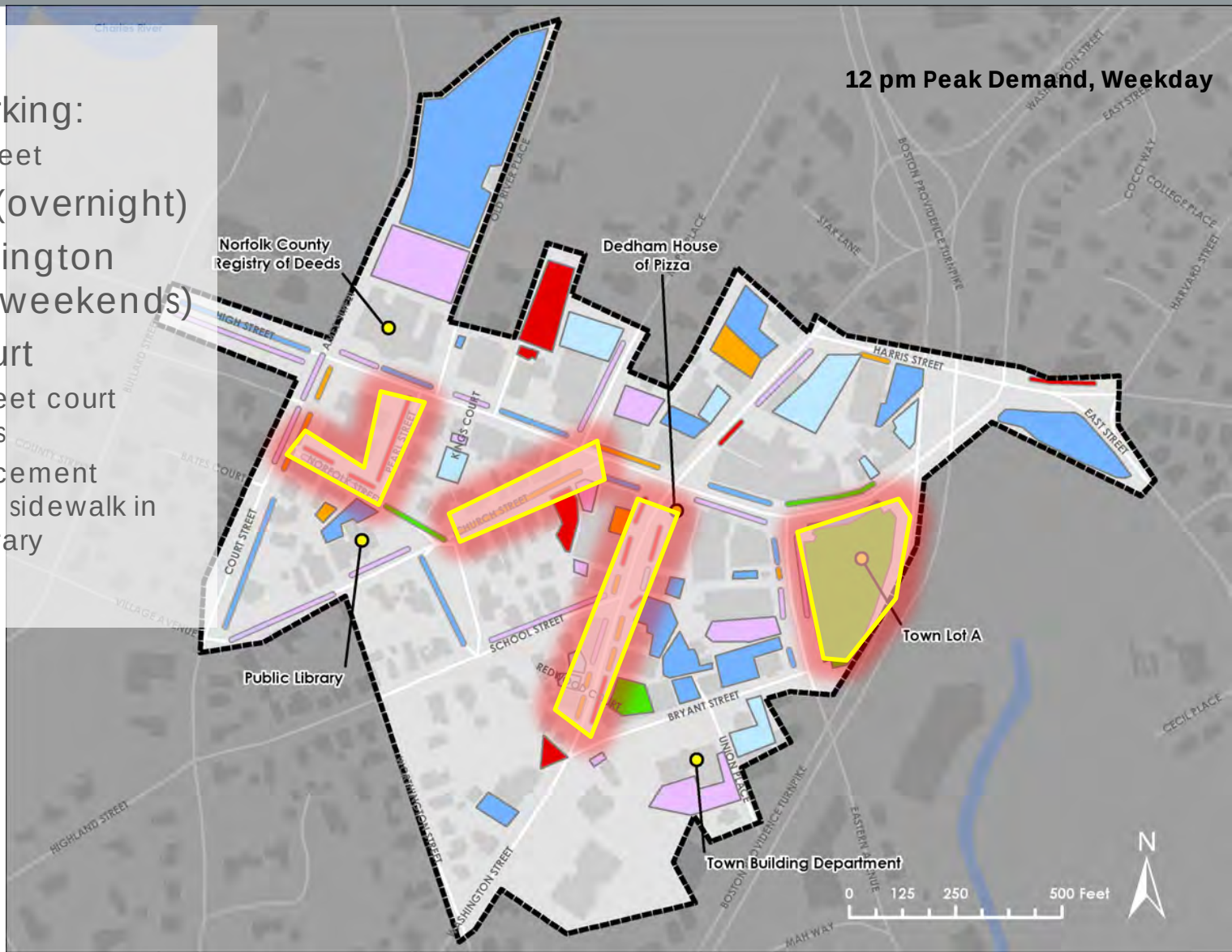
3: Designate Enforcement Role

- Identify parking enforcement role
- **Add “parking ambassador” to job description**
- Ensure meter time limits are properly enforced
- Increase overnight enforcement in Town Lots **and spillover parking**

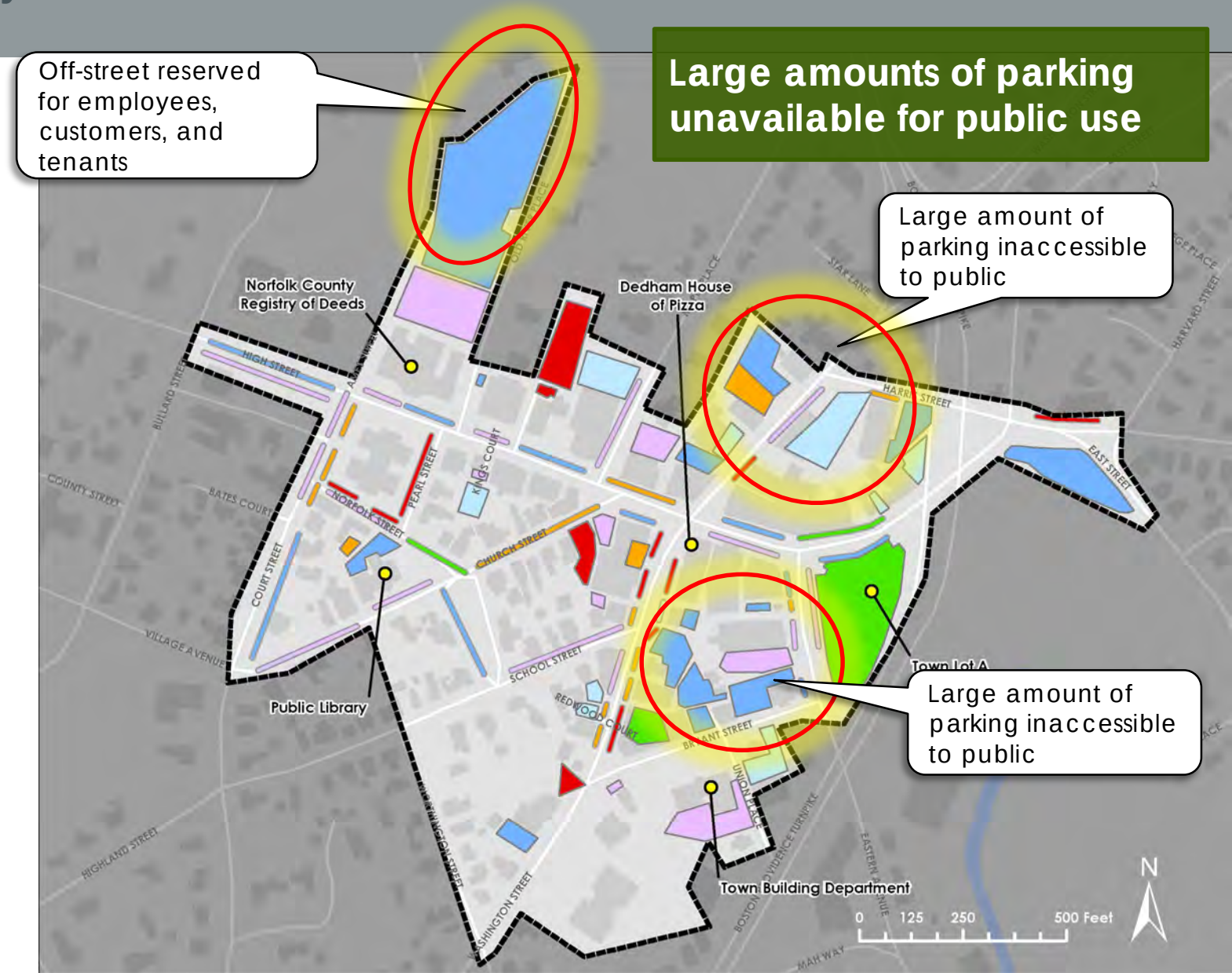


3: Designate Enforcement Role & Enforce

- Spillover Parking:
  - Church Street
- Town Lot A (overnight)
- Lower Washington Street (esp. weekends)
- Work w/Court
  - Norfolk Street court employees
  - Law enforcement parking on sidewalk in front of library



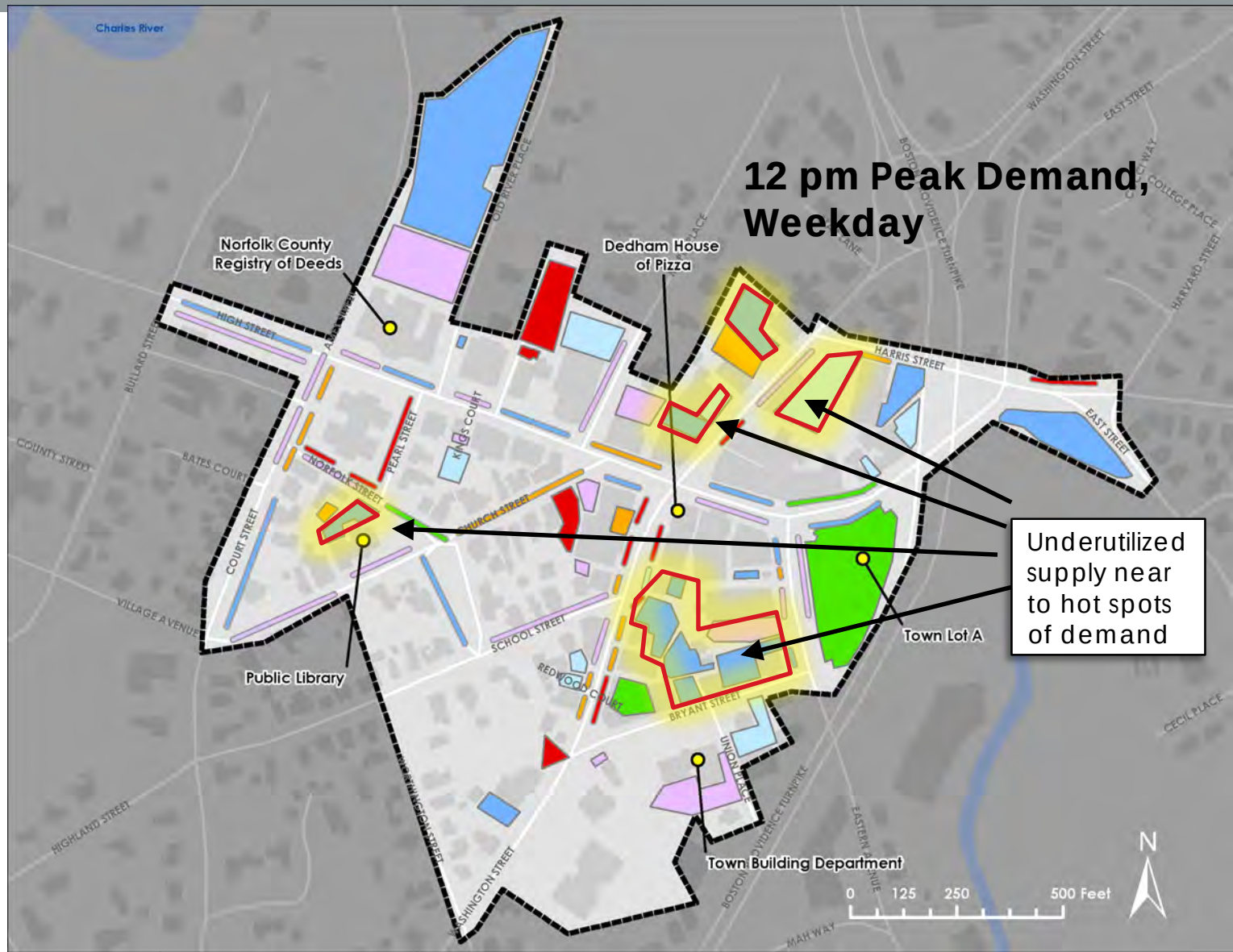
4: Identify Potential Shared Off-Street Lots



Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

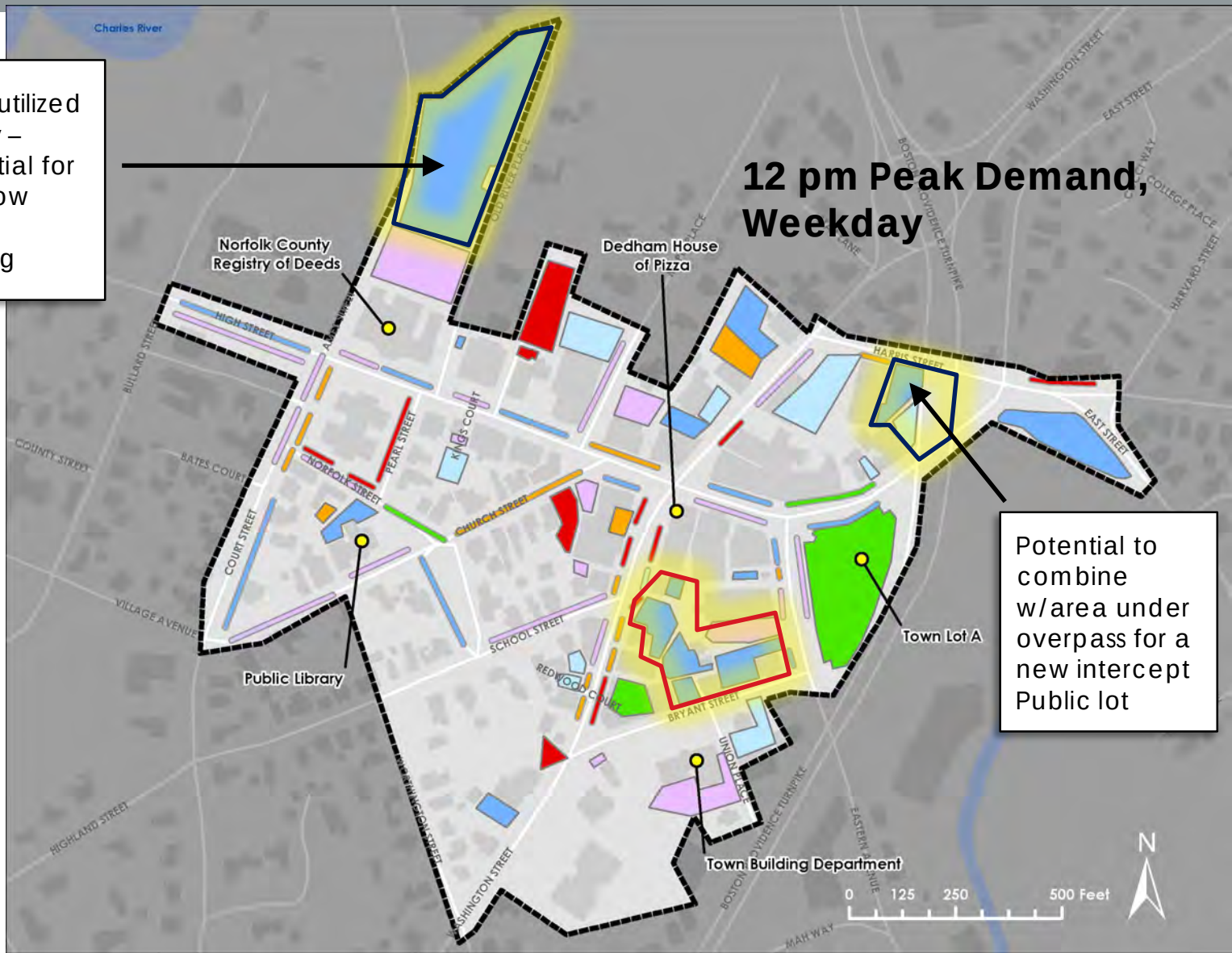
4: Identify Potential Shared Off-Street Lots



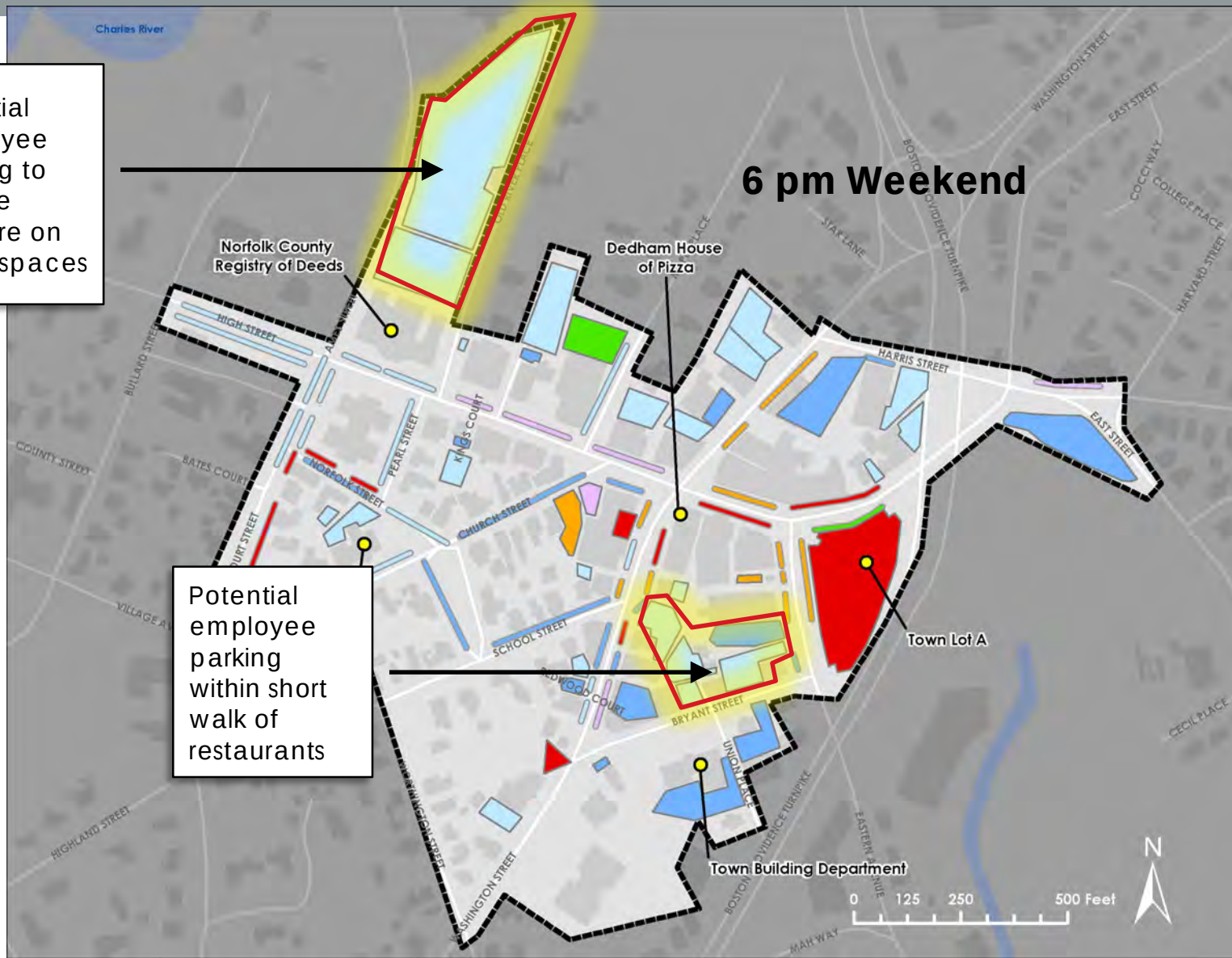
Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

4: Identify Potential Shared Off-Street Lots & Expanded Supply



4: Work with Employers to Designate Employee Parking Areas

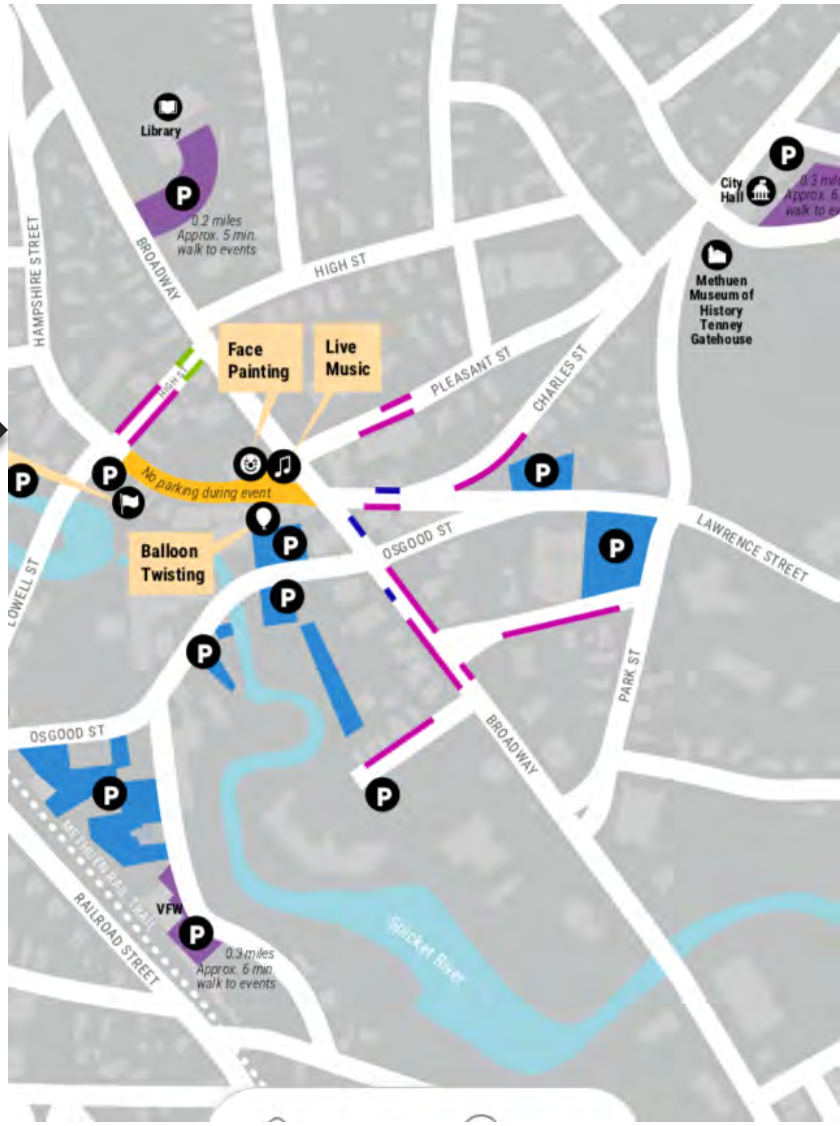


Parking Utilization

- 0% - 30%
- 30% - 60%
- 60% - 80%
- 80% - 90%
- 90% - 100%
- 100% +

5: Create a Unified Downtown Dedham Parking System

- Add “parking ambassador” function
- **Develop downtown parking map**
- Institute resident parking exception
- User based
  - Identify customer, employee and municipal/court parking areas
  - Protect residential neighbors

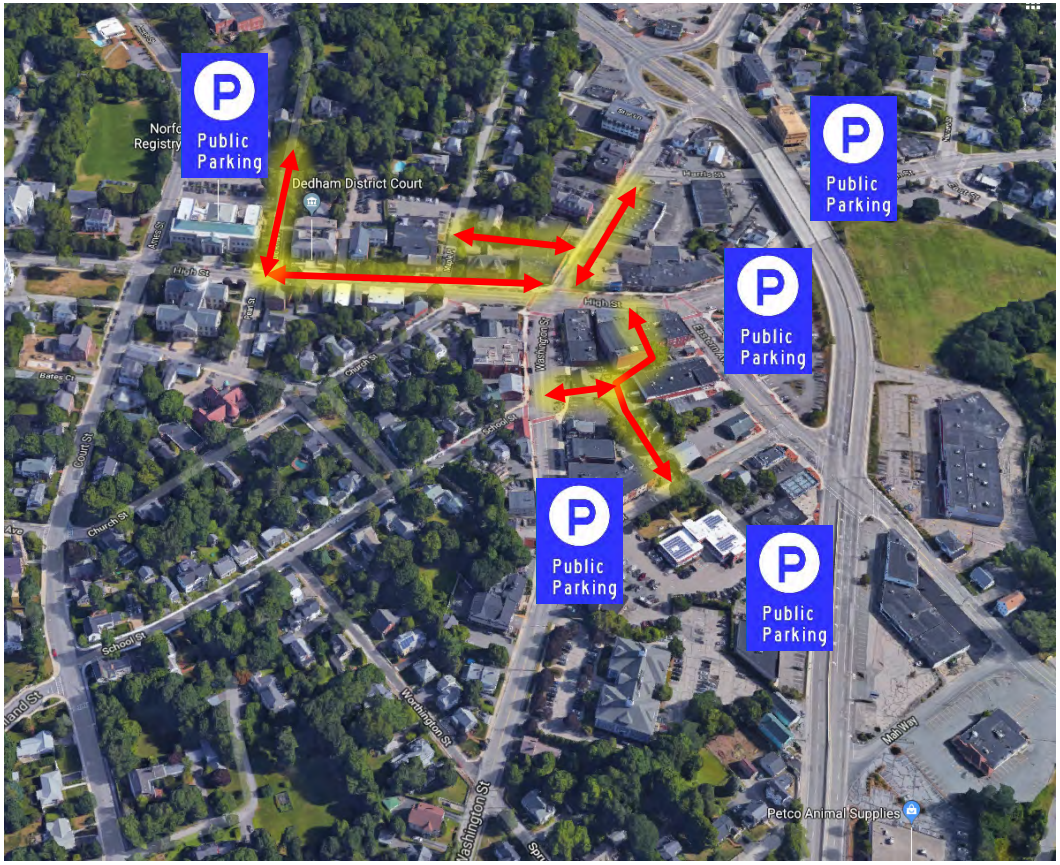


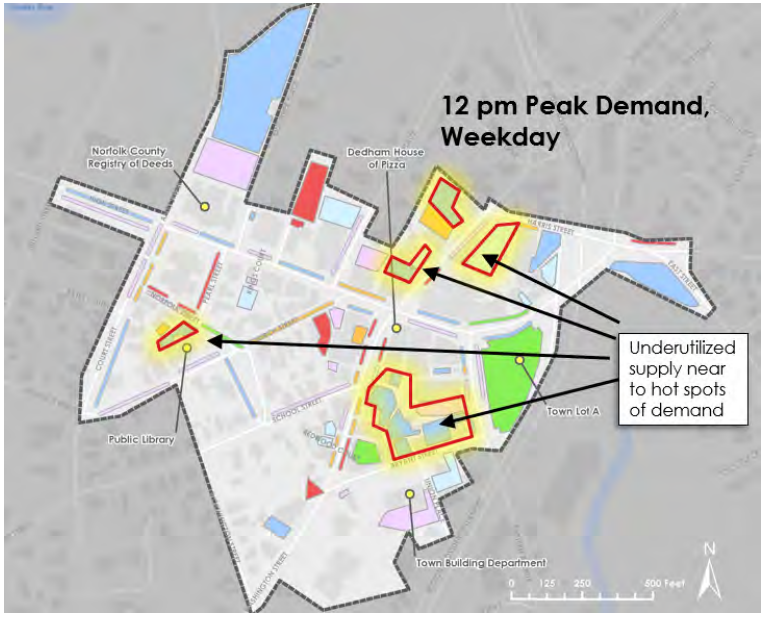
5: Create a Unified Downtown Dedham Parking System

- Create a “park once” environment
- Intercept signage for parkers in cars

5: Create a Unified Downtown Dedham Parking System

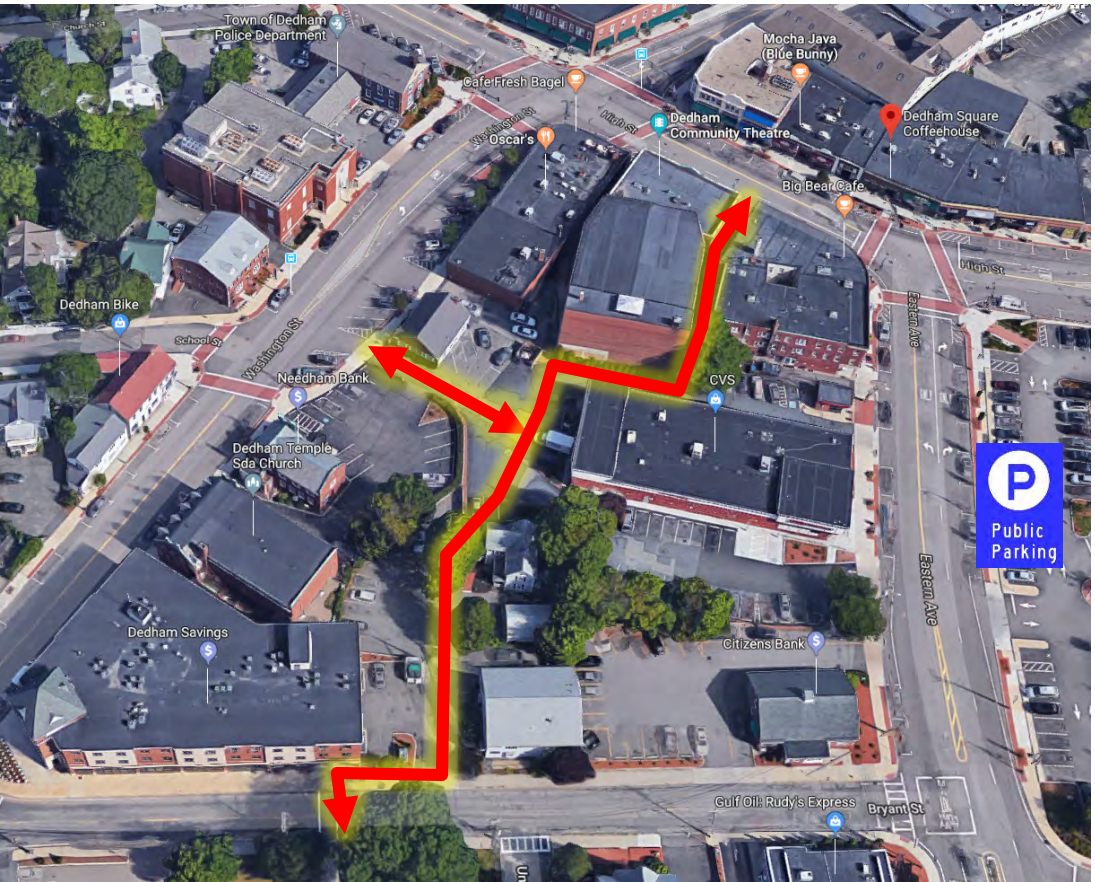
- Parking signs for those on foot
  - Add signs “5 min walk to parking”
- Connect walkers to less visible supply





5: Create a Unified Downtown Dedham Parking System

- Parking signs for those on foot
  - Add signs “5 min walk to parking”

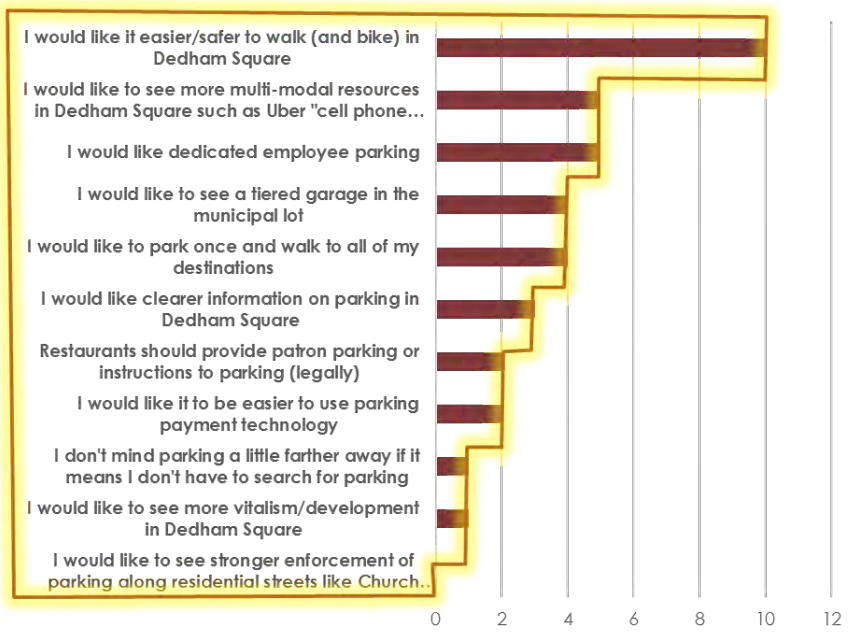


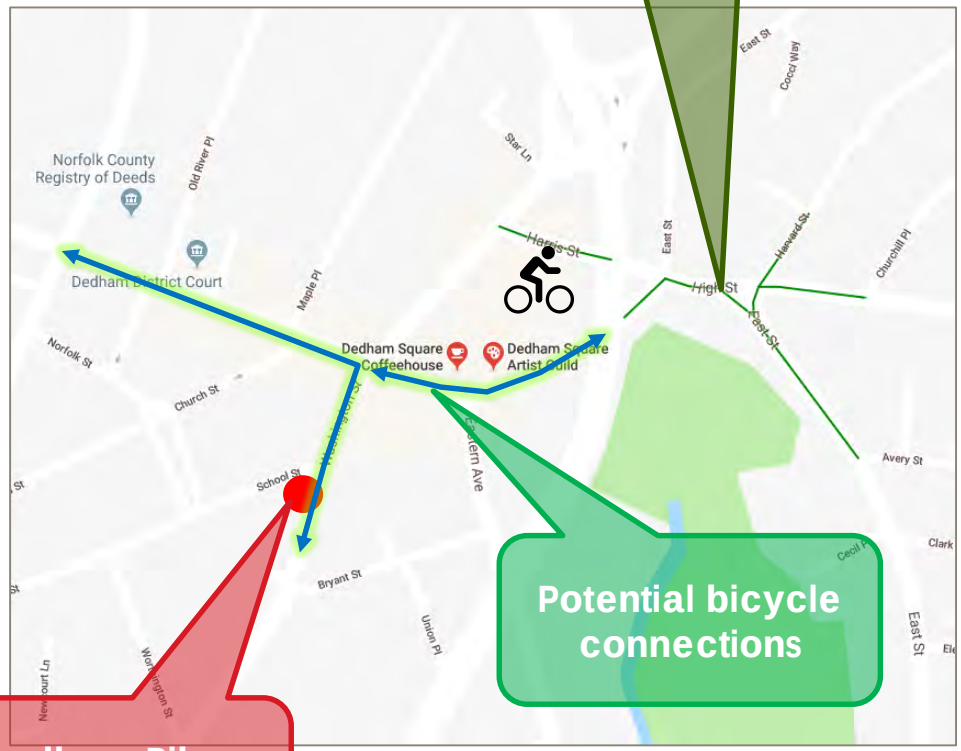
5: Create a Unified Downtown Dedham Parking System

- Streamline payment systems
  - Assess feasibility of MPS system
  - Implement same technology for all metered parking
  - Consider retaining ability to pay using credit cards, phone app **and coins**

6: Reduce car trips: add walk, bike, car share amenities

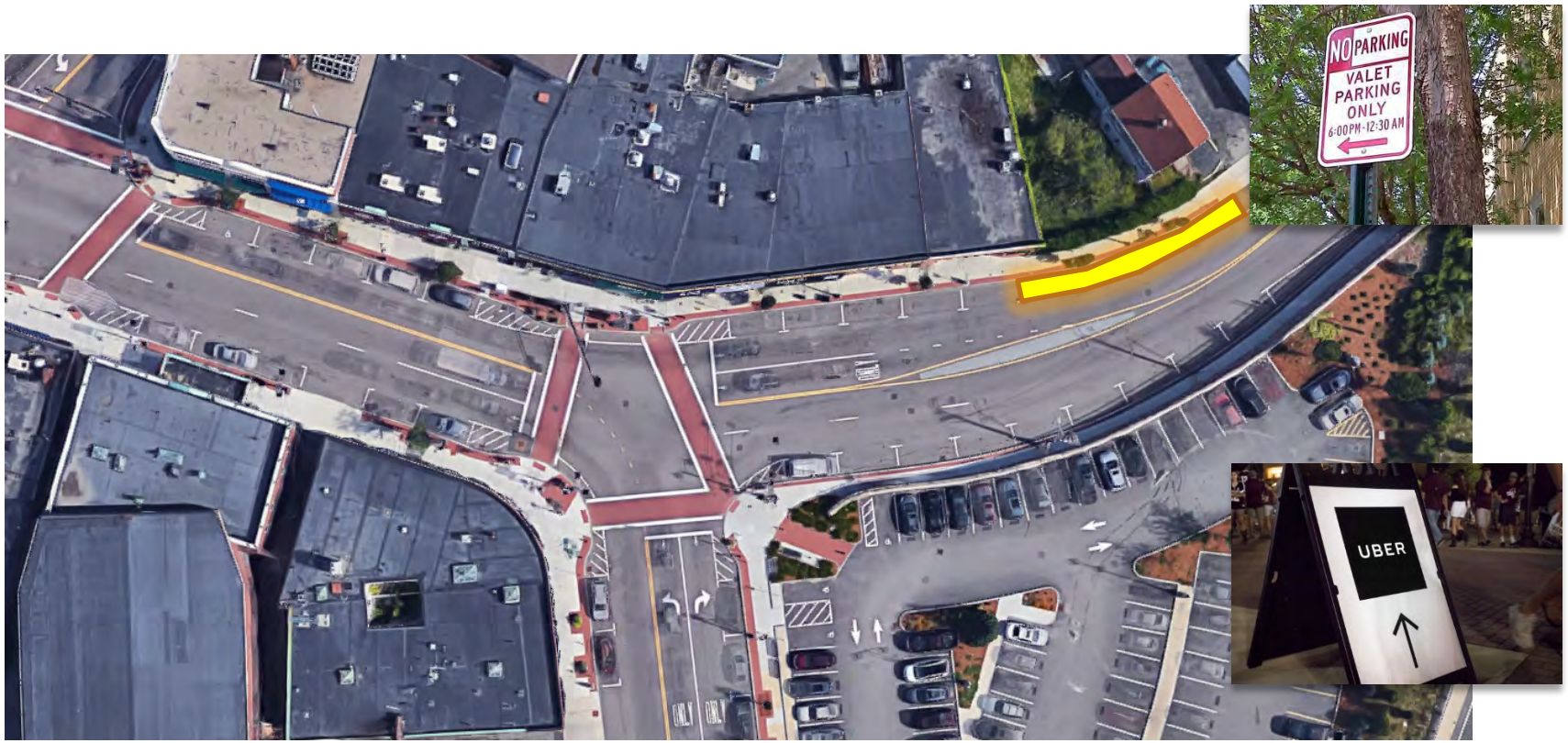
- Bring bike culture/ infrastructure downtown
  - Work with Dedham bike to promote cycling
  - Expand bike lanes/sharrows





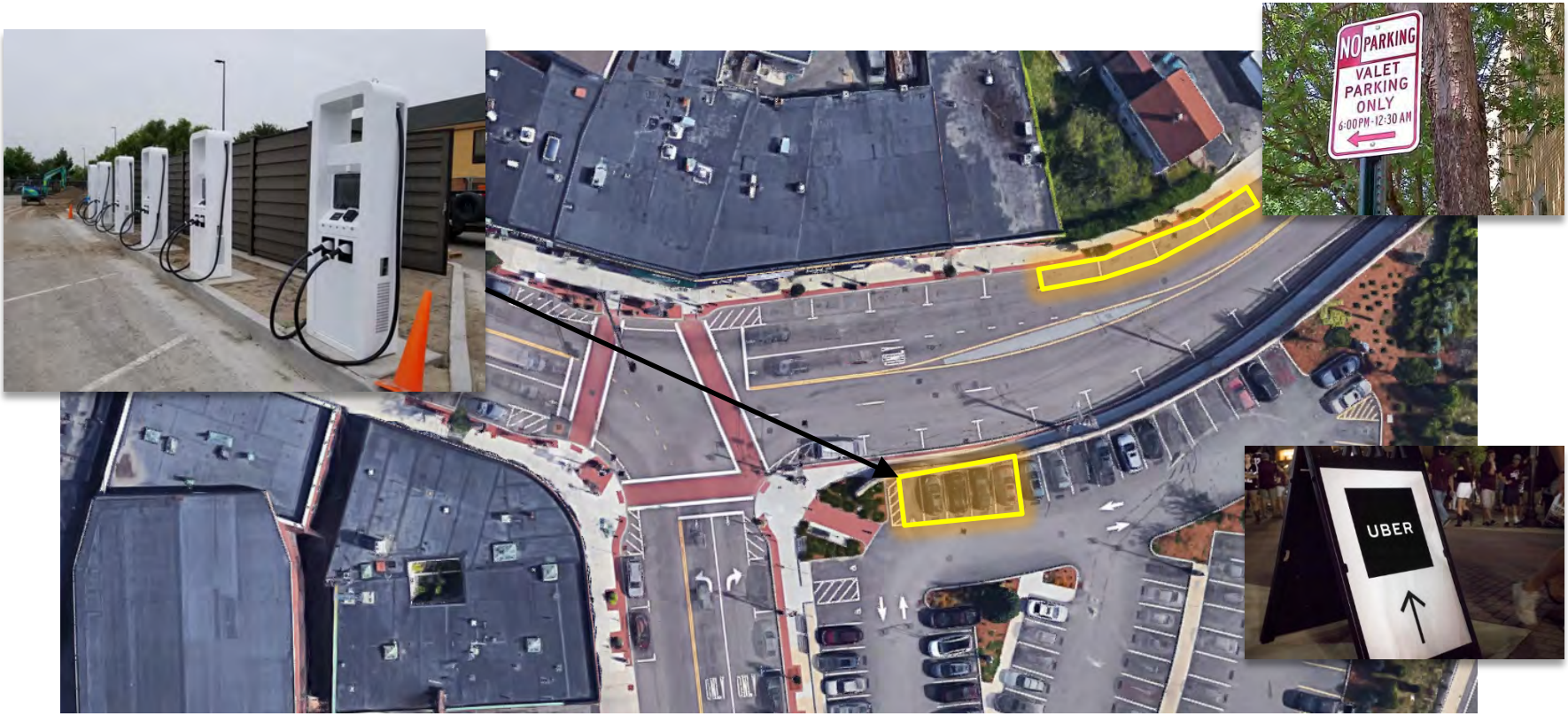
6: Reduce car trips: add walk, bike, car share amenities

- Consider designated valet area for evening customers



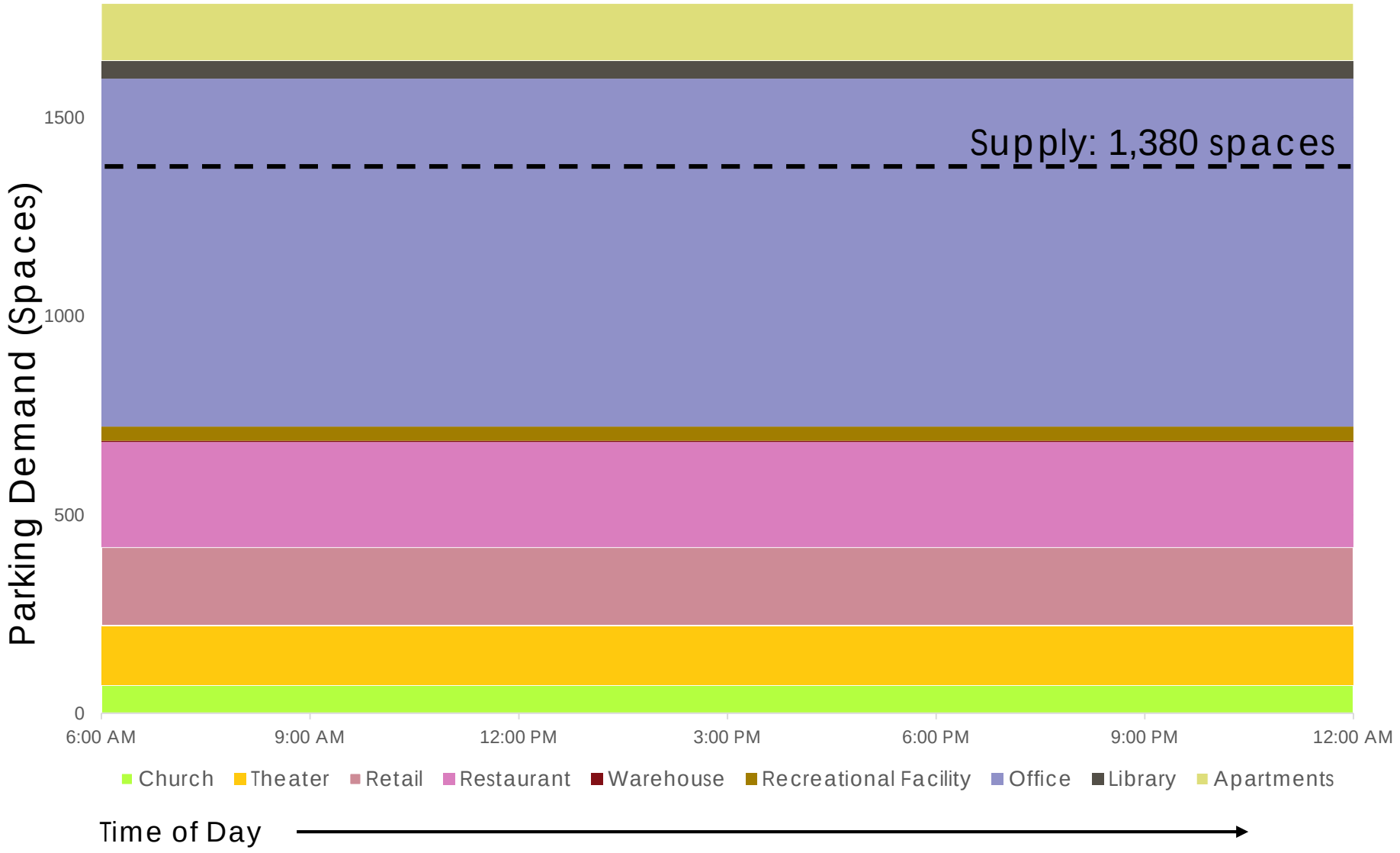
6: Reduce car trips: add walk, bike, car share amenities

- Add EV charging in prime locations in Town Lot A



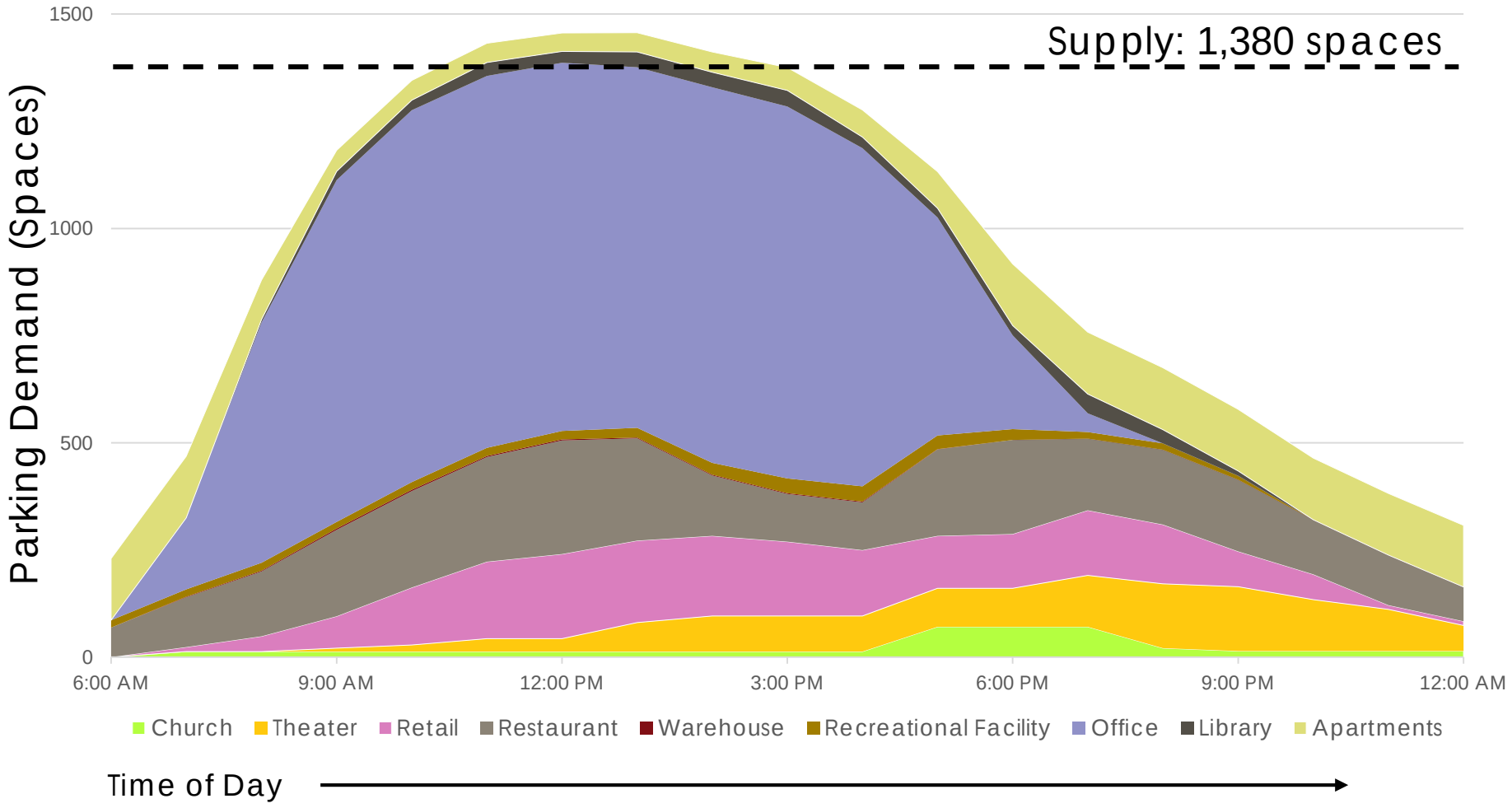
7: Plan for Additional Downtown Density

TYPICAL PARKING ANALYSIS: UNSHARED ITE DEMAND



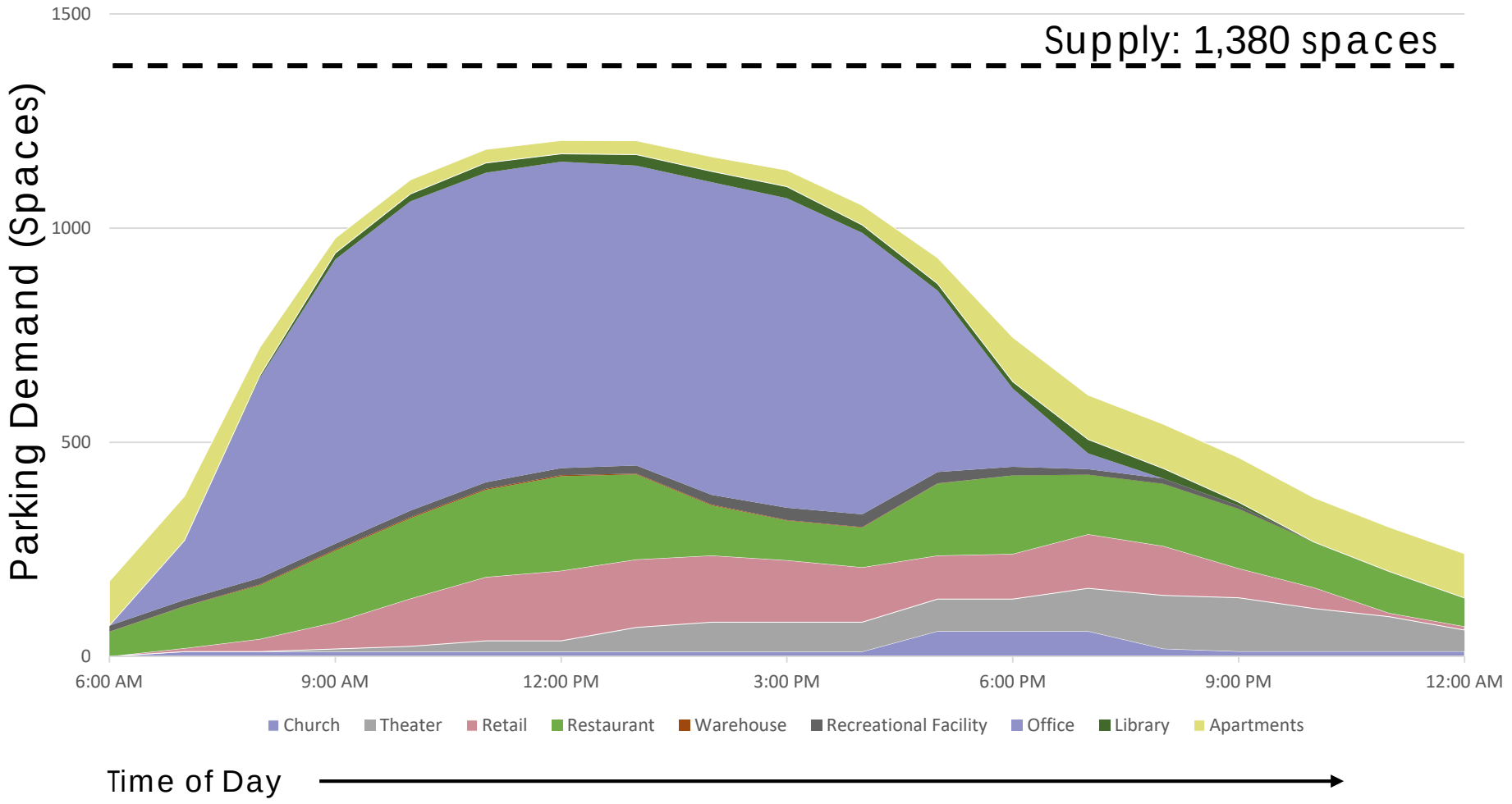
DOWNTOWN PARKING ANALYSIS: SHARED PARKING DEMAND

2000

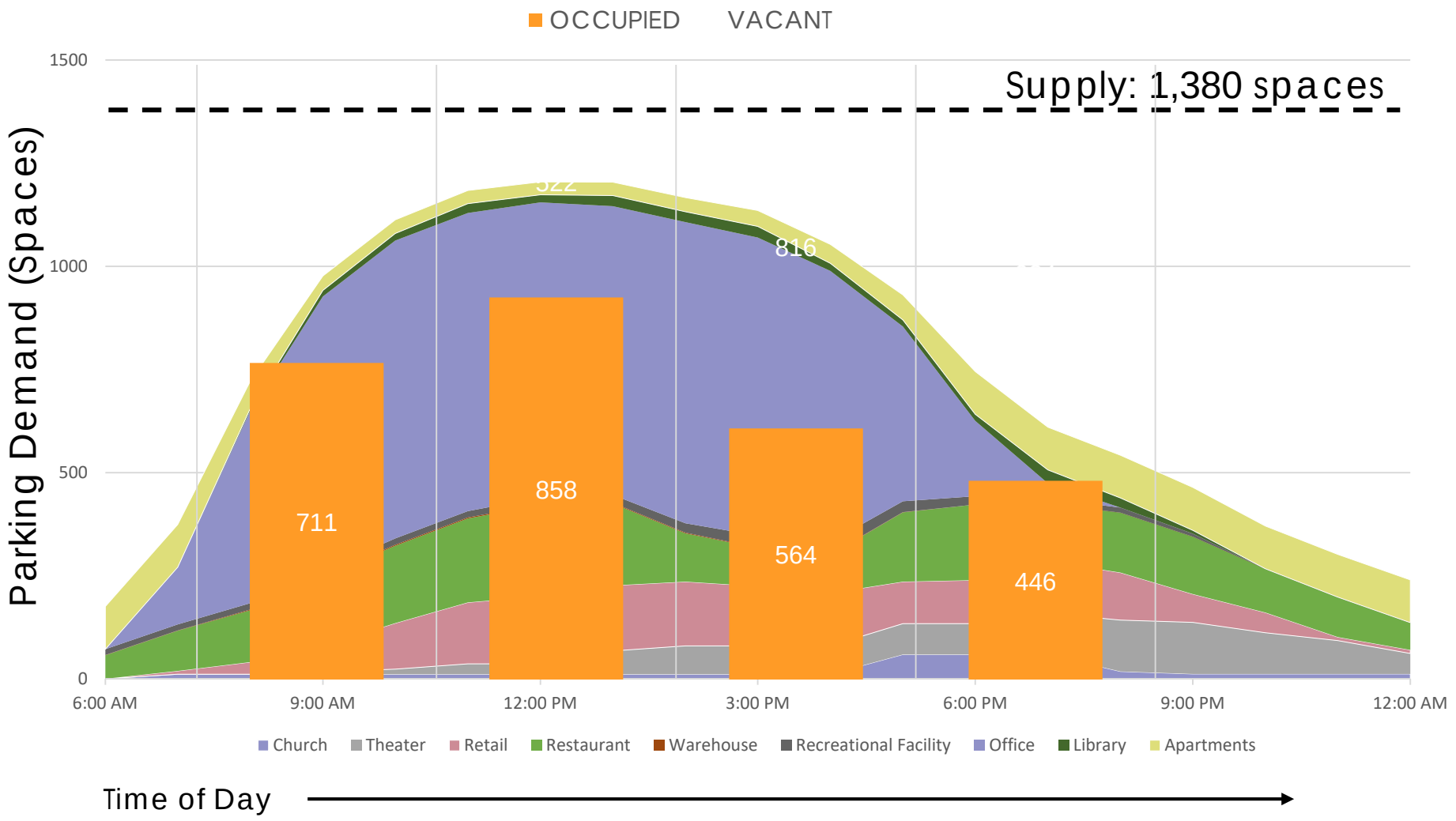


CONTEXT-BASED PARKING ANALYSIS: SHARED DEMAND W/CONTEXT

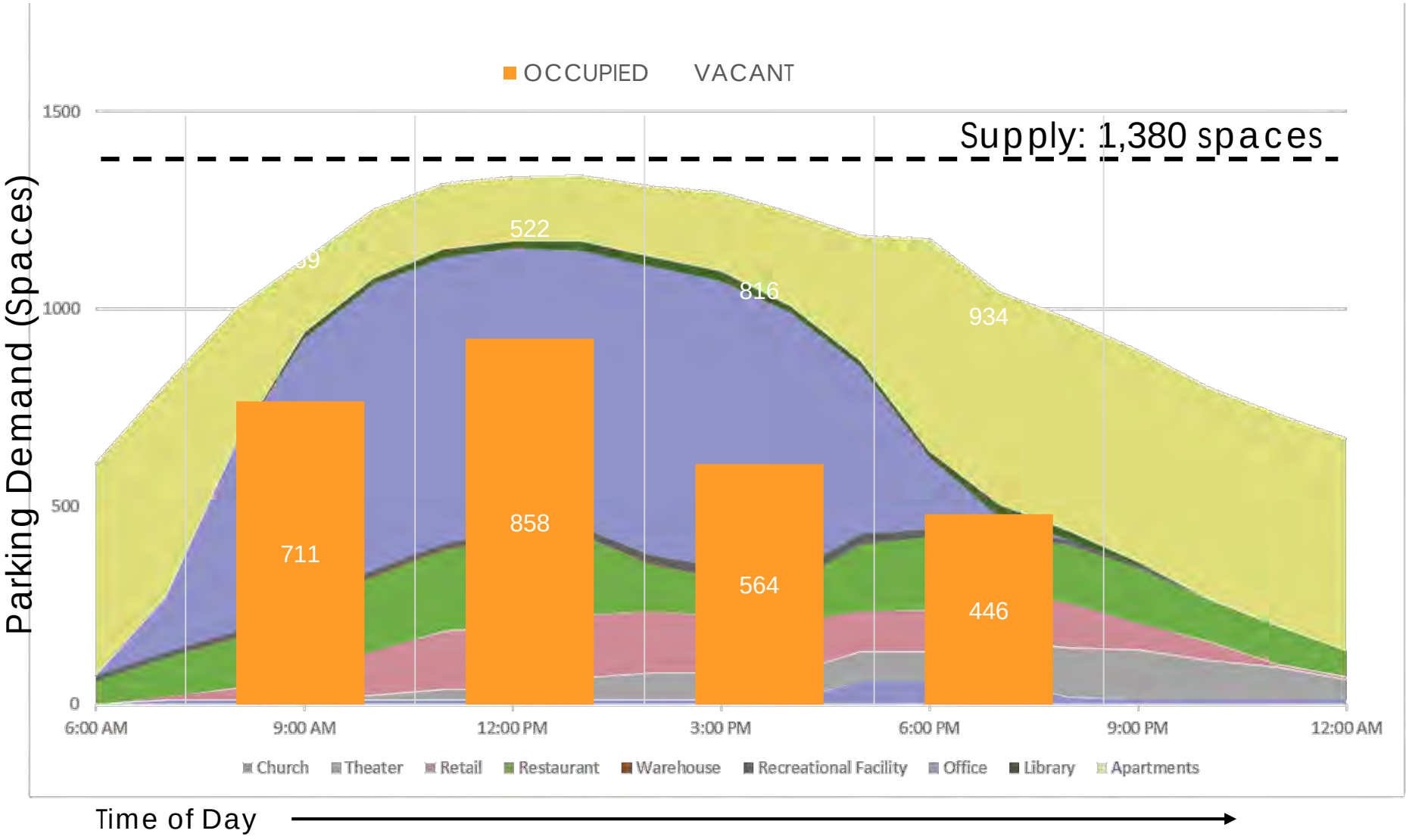
2000



CONTEXT-BASED PARKING ANALYSIS: SHARED DEMAND W/CONTEXT

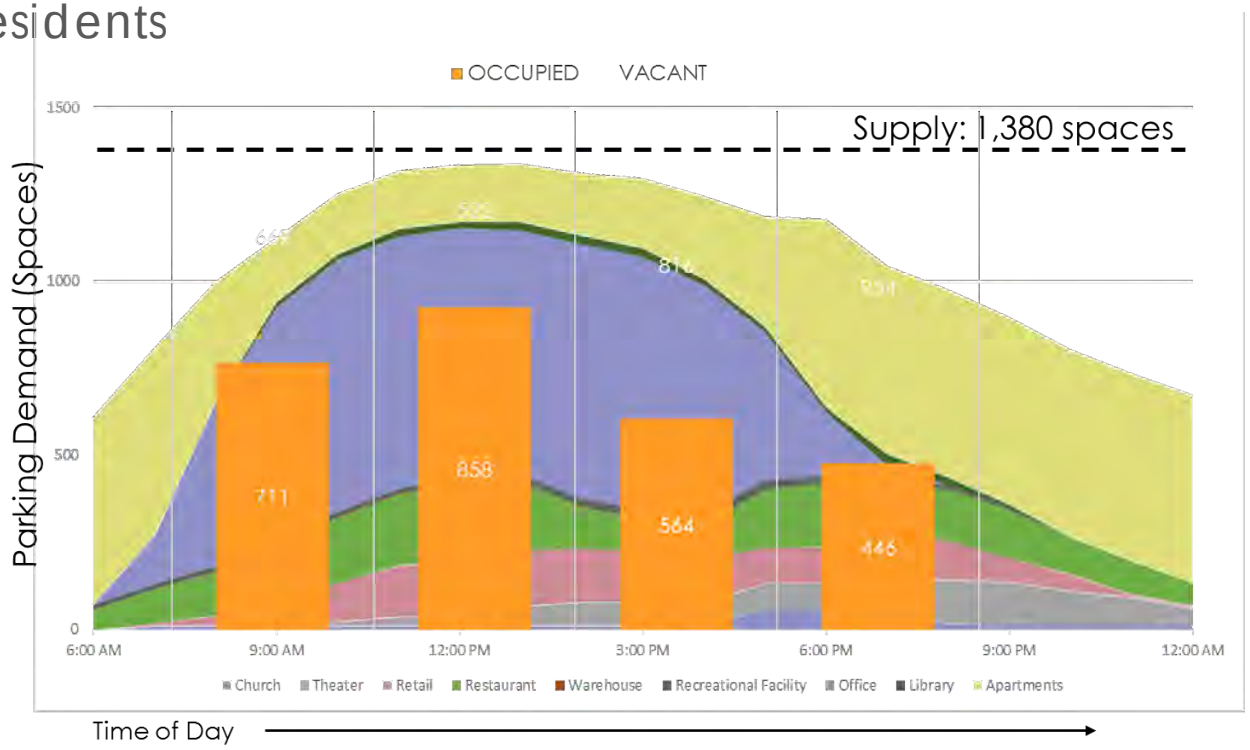


CONTEXT-BASED PARKING ANALYSIS: SHARED DEMAND W/CONTEXT PLUS 500 NEW APARTMENTS



7: Plan for Additional Downtown Density

- Monitor Parking Demand Annually/Bi-Annually:
  - Impacts of enforcement + pricing on demand
  - Actual parking demand in new projects
- Adjust parking requirements downtown
- Enhance connections to MBTA services for current and future downtown residents



RECOMMENDATIONS - RECAP

1. Streamline regulations/simplify
2. Restructure parking pricing + promote free parking
3. Designate enforcement role and enforce
4. Identify potential shared off-street lot(s)
   - Designate employee parking lot
5. Create unified downtown Dedham parking system
   - Enhance user-experience/information
   - Add wayfinding & signage
   - Streamline payment systems
6. Reduce car trips: add walk, bike, car share amenities
7. Plan for long-term re-development of Lot A

THANK YOU!

Stantec

APPENDIX E | 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 Licensor, 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 Licensor 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 Licensor 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, Licensor 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 Licensor does 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 Licensor for approval detailing all work to be performed at the Licensed Area. Such approval shall not be unreasonably withheld or delayed. Once approved by Licensor, any such plans will be incorporated as Exhibit B to this Agreement. Licensee agrees to follow any guidelines reasonably set forth by the Licensor, and Licensee shall coordinate any initial construction work in the Licensed Area with the Licensor. Licensee further agrees to reimburse Licensor for all costs associated with any construction activities (including but not limited to Licensor'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

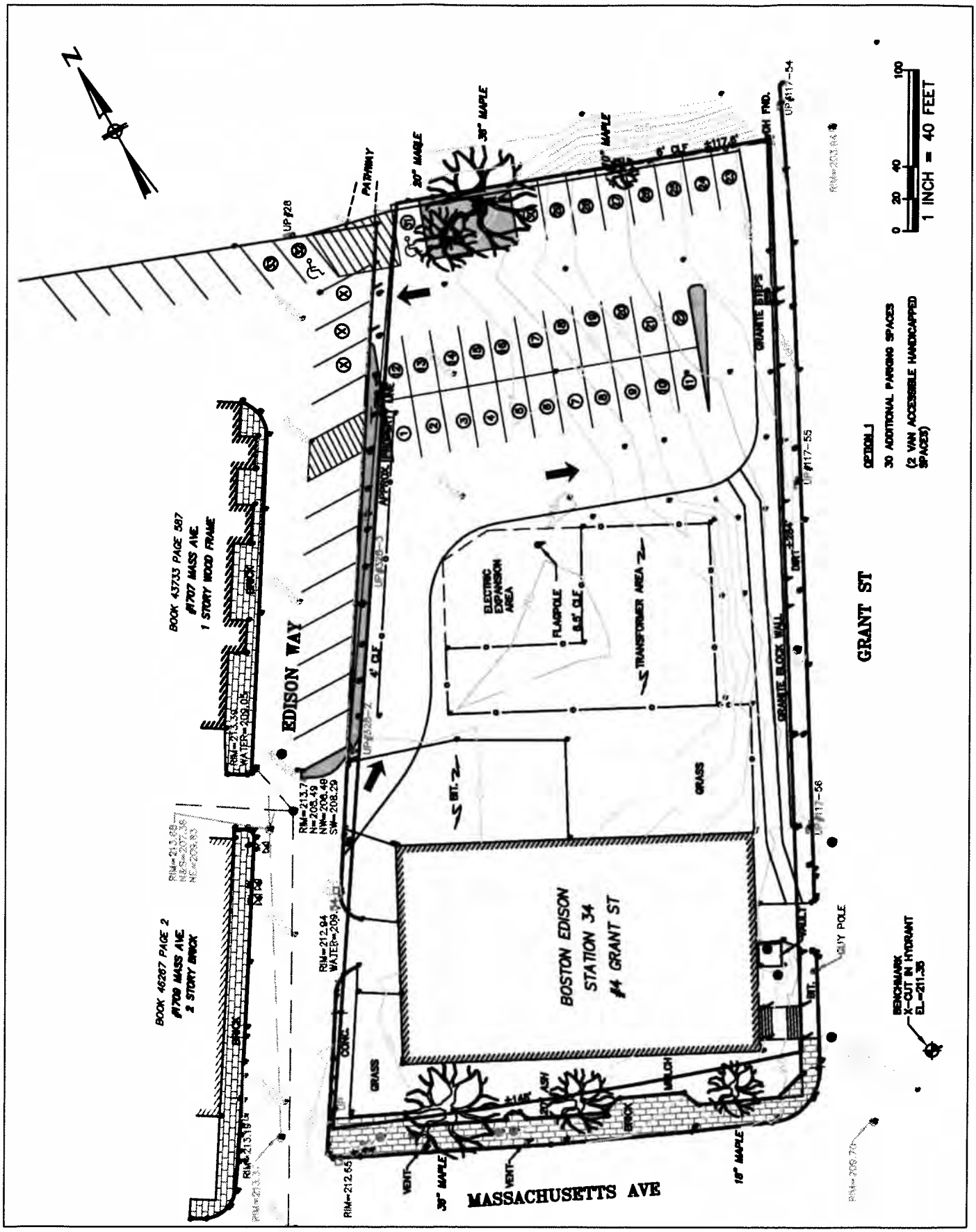
LICENSEE:

TOWN OF LEXINGTON

By:_____
Name: Carl F. Valente
Title: Town Manager

Exhibit A

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 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 used 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 Synagogues 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

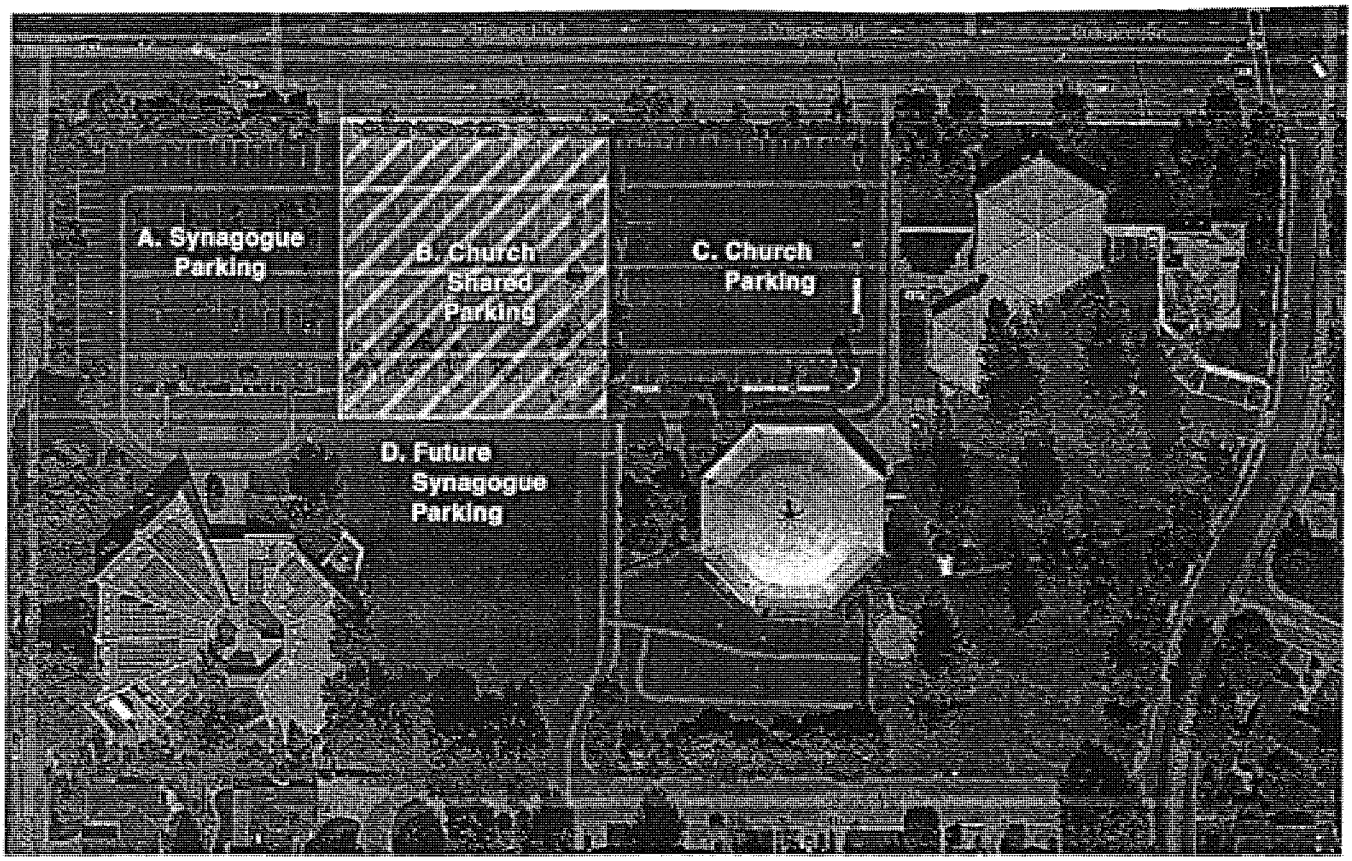
EXHIBIT A
Legal Description
Church of the Ascension

[to be supplied by the Church]

Exhibit B
Legal Description
Congregation Beth David

[to be supplied by Beth David]

Exhibit C
Parking Easement Diagram



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