

# CITY OF CLAREMONT Downtown Parking Study



Prepared for the **City of Claremont** by **The Cecil Group**  
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# 1. OVERVIEW

## Introduction

This report summarizes findings and observations regarding an inventory and utilization study of parking within downtown Claremont.

In concert with the staff and volunteers from the City of Claremont, The Cecil Group undertook investigations and analyses of parking conditions within the historic downtown and adjacent neighborhoods. These professional services were funded through a grant received by the City as part of its initiative as a Sustainable Community, and were managed by the Department of Planning and Development. The study included a series of observations based on the findings and the experience of the professional team led by The Cecil Group regarding parking conditions and their relationship to future plans and policies.

## Study Goals

The primary purpose of this study was to provide the City of Claremont with observations and analysis regarding the supply and use patterns for parking within the downtown. It was intended to provide information to inform future City plans, policies and regulations as they relate to parking needs and requirements for existing and potential development.

The study provides a basis for understanding whether there are adequate parking supplies for typical circumstances, and where there may be excess supply or parking shortages. It also provides a basis for understanding the balance between the amount of uses that require parking and the available parking supply.

This study was not intended to be a comprehensive parking study or provide a complete set of parking recommendations that might be associated with a comprehensive parking evaluation. Such studies and recommendations would require additional resources and a more extensive data base of land uses, occupancy rates, parking counts and other information not available at this time. However, using the available resources, this effort provided a variety of insights and observations that may help set the stage for additional study, discussion and solutions in the future.

## Study Area

The area examined within this study consists of substantial portions of the City Center that include non-residential uses as a significant component of land use. The boundaries of the study area were coordinated with relevant zoning boundaries, street configuration and parcelization patterns to represent areas that may have current or future issues associated with the provision

of parking. In particular, the study concerns the potential balance between the demand and supply for on-site parking and on-street parking for uses above the scale of two-family units.

The outlines of the study area are indicated in **Figure 1**.

For the purposes of assessing parking supply relative to demand, the study area was further divided into subareas. Boundaries of subareas were selected based on development patterns, street traffic levels, and likely locations where a driver might be willing to park and then walk a block or two to his destination. The parking utilization counts were intended to be aggregated by subarea. The subareas are shown in **Figure 2**.

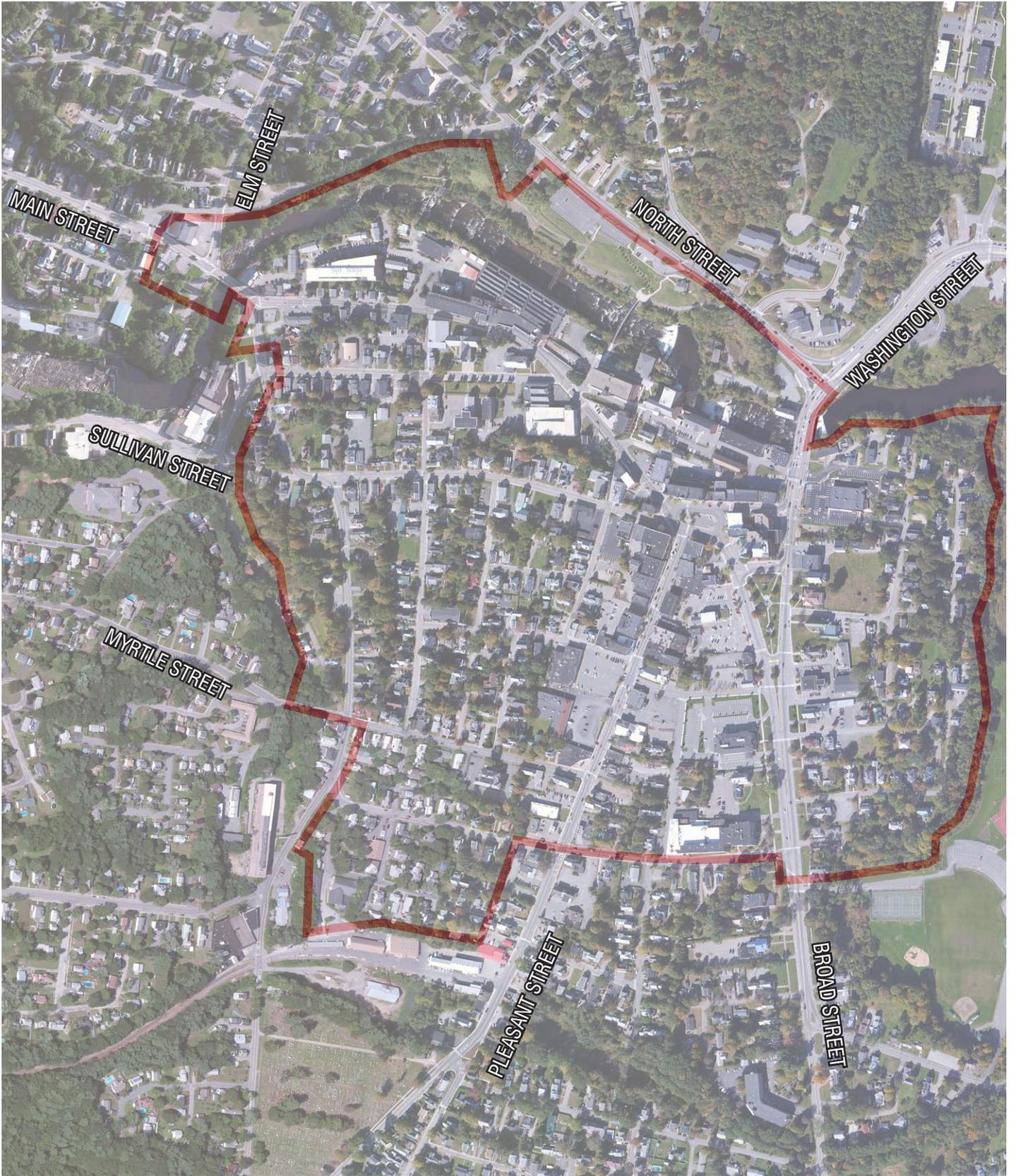
## Process

The study assembled mapping to locate municipal parking supplies and significant supplies of off-street parking for commercial, retail, multi-family and other uses. Based on field observations, the study compiled information about the amount of parking that is utilized during a typical weekday. The study then considered the allocation of parking relative to the estimated mix of uses within the existing building stock and provided observations about the utilization of existing buildings.

The study process included assembly of new base mapping, review of previous reports, and evaluation of existing parking regulations using City ordinances. Field inventories of existing parking supply and utilization were conducted for the downtown area by City staff and volunteers during a three-period survey on a weekday afternoon; however, the data was not collected with the same level of detail and completeness in all locations. To supplement the field data, The Cecil Group used aerial photography to supplement and refine inventories of on-street striped parking and off-street parking lot supplies.

Assessor data on land use and building area was obtained from the City and mapped in GIS as a basis for generating theoretical parking demand and comparing it to the existing supply and parking utilization observed in the downtown.

The analysis took into account information assembled during recent zoning evaluations of Claremont City Center and parking use and demand patterns in comparable New England communities.



**Figure 1. Parking Study Area**

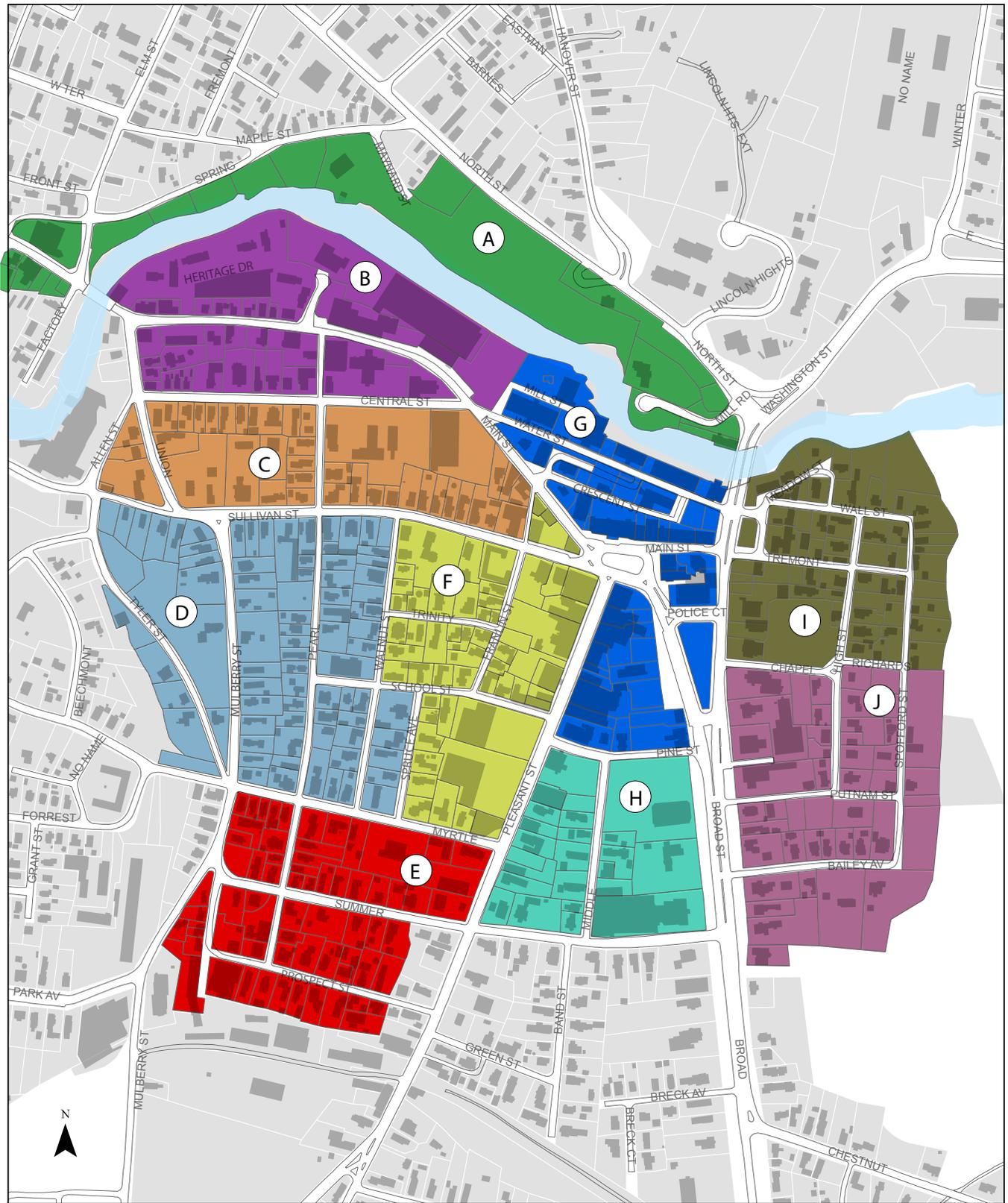


Figure 2. Parking Study Subareas

## 2. SUMMARY OF FINDINGS

### Parking Supply

The parking supply that was measured in this study consists of striped on-street spaces and in parking lots for multiple vehicles serving multi-family housing, commercial, retail, civic and other needs. A total of about 2,300 parking spaces were counted in downtown Claremont (**Table 1**), with the majoring being off-street spaces.

Parking for small residences and smaller commercial properties on small lots with driveways were assumed to be able to accommodate parking on site, and were not considered in calculating the supply of parking, nor were they considered in the calculation of potential demand.

### On-Street Parking Supply

The supply of regulated, striped on-street parking spaces is indicated in **Figure 3**. Other on-street parking spaces exist in various portions of the downtown, but are not striped, and are generally associated with areas that are less intensively used on a regular basis.

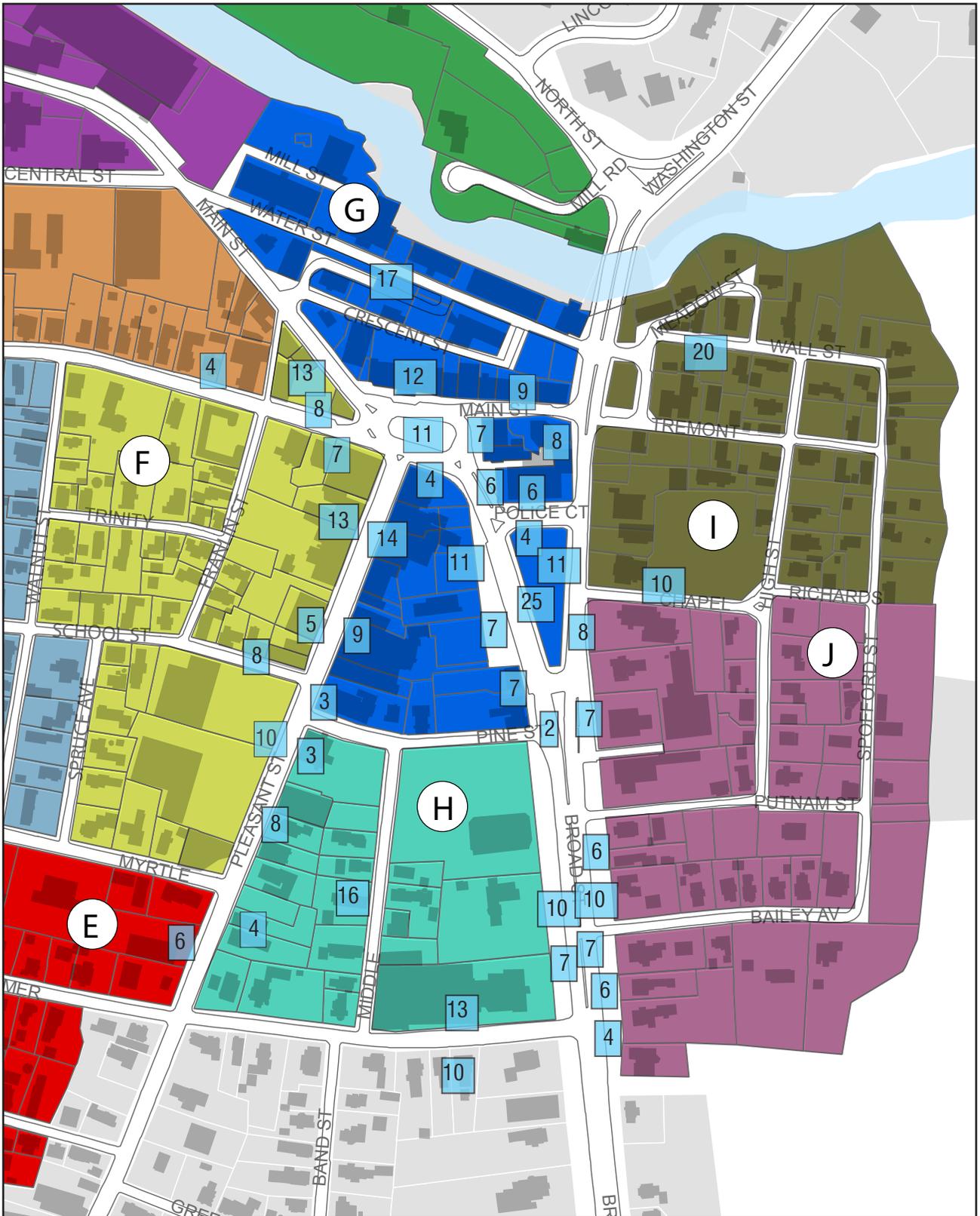
Aerial photography was used to verify parking counts conducted through the parking utilization survey by the Town and its participants. The supply of on-street parking is located along the major streets in the City Center, and is also the subject of various regulations regarding parking duration.

It should be noted that certain residential streets that have relatively small lots and a high number of two-family and multi-family units including conversions of former homes into apartment buildings. These locations experience significant problems with on-street parking, despite the requirements for off-street spaces in Claremont's zoning and parking ordinances. The street edges of parcels are being used for parking in some locations with cars extending partially into the roadway. This is effectively narrowing the streets and creates a safety issue. This problem becomes more significant in wintertime under snow conditions.

### Off-Street Parking Supply

The off-street parking includes the larger private commercial and multi-family parking areas, parking for institutions, and other business parking. City-owned parking lots were identified through reference to the City's ordinances and through data checks by City staff.

The supply of off-street parking is indicated in **Figure 4**.



**KEY** 12 On-Street Striped Public Parking Segment, Number of Spaces

**Figure 3. On-Street Striped Parking Supply**



**Table 1. Summary of Available Parking Supply**

subarea	on-street	off-street		total
		public	private	
<b>A</b>	0	73	109	182
<b>B</b>	0	0	185	185
<b>C</b>	4	64	275	343
<b>D</b>	4	0	10	14
<b>E</b>	6	0	65	71
<b>F</b>	64	30	301	395
<b>G</b>	171	85	195	451
<b>H</b>	87	15	293	395
<b>I</b>	30	4	79	113
<b>J</b>	50	0	105	155
<b>TOTAL</b>	416	271	1,617	2,304

*Note: Supply does not include unstriped on-street spaces and small private lots and driveways.*

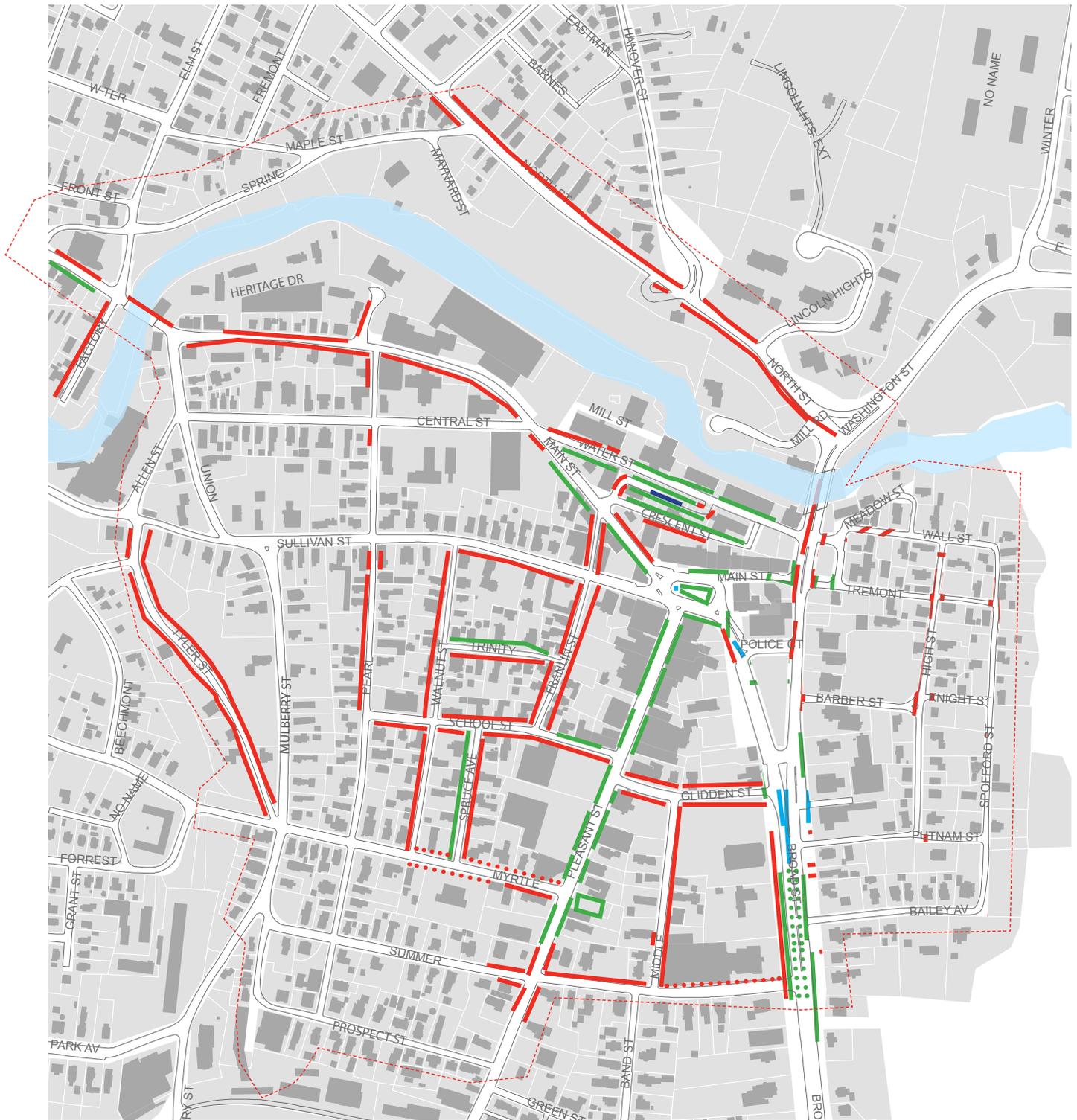
## Municipal Parking Regulations

The City of Claremont has established detailed ordinances regulating on-street and off-street parking. These regulations include restrictions on 15-minute parking in limited locations. Most striped on-street spaces are regulated with a 2-hour maximum limit, although a few areas are striped and have no regulated or posted limit. Numerous locations are prohibited from on-street parking because of the narrowness of the roads. The City also maintains regulated handicapped parking in many locations.

Special standards are in place around Stevens High School to facilitate pick-up and drop-off activities.

The City prohibits on-street parking overnight during the winter months to facilitate snow removal.

The location of on-street parking standards is indicated in **Figure 5**. A compilation of the City parking ordinances is contained in the **Appendix**.



**KEY**

**Limited Parking during Business Hours**

- 15 minute parking zone
- 30 minute parking zone
- 2 hour parking zone
- No Parking zone
- - - Limits of Study Area
- ⋯ 2 hour parking zone during school hours
- ⋯ No Parking zone during commute periods

**Figure 5. Location of Municipal Parking Restrictions**

# Parking Utilization

## Compiled Parking Utilization

The City of Claremont’s field inventories of parking supply and parking utilization were conducted during the afternoon and early evening on Friday, November 21, 2014. On the whole, parking utilization within the study area appears to be low to moderate, particularly in off-street spaces, with the exception of several areas that have compact building complexes or highly active uses.

**Table 2** shows parking utilization by type of parking for each subarea. On-street parking utilization ranged from about 25 to 50 percent, and averaged 38 percent across downtown Claremont during the three survey periods. Off-street parking utilization, while not consistently surveyed, ranged from 9 to 42 percent, and averaged just 19 percent across downtown Claremont during the three survey periods. Several of the subareas do not have striped on-street parking, so no utilization rates are indicated for those circumstances.

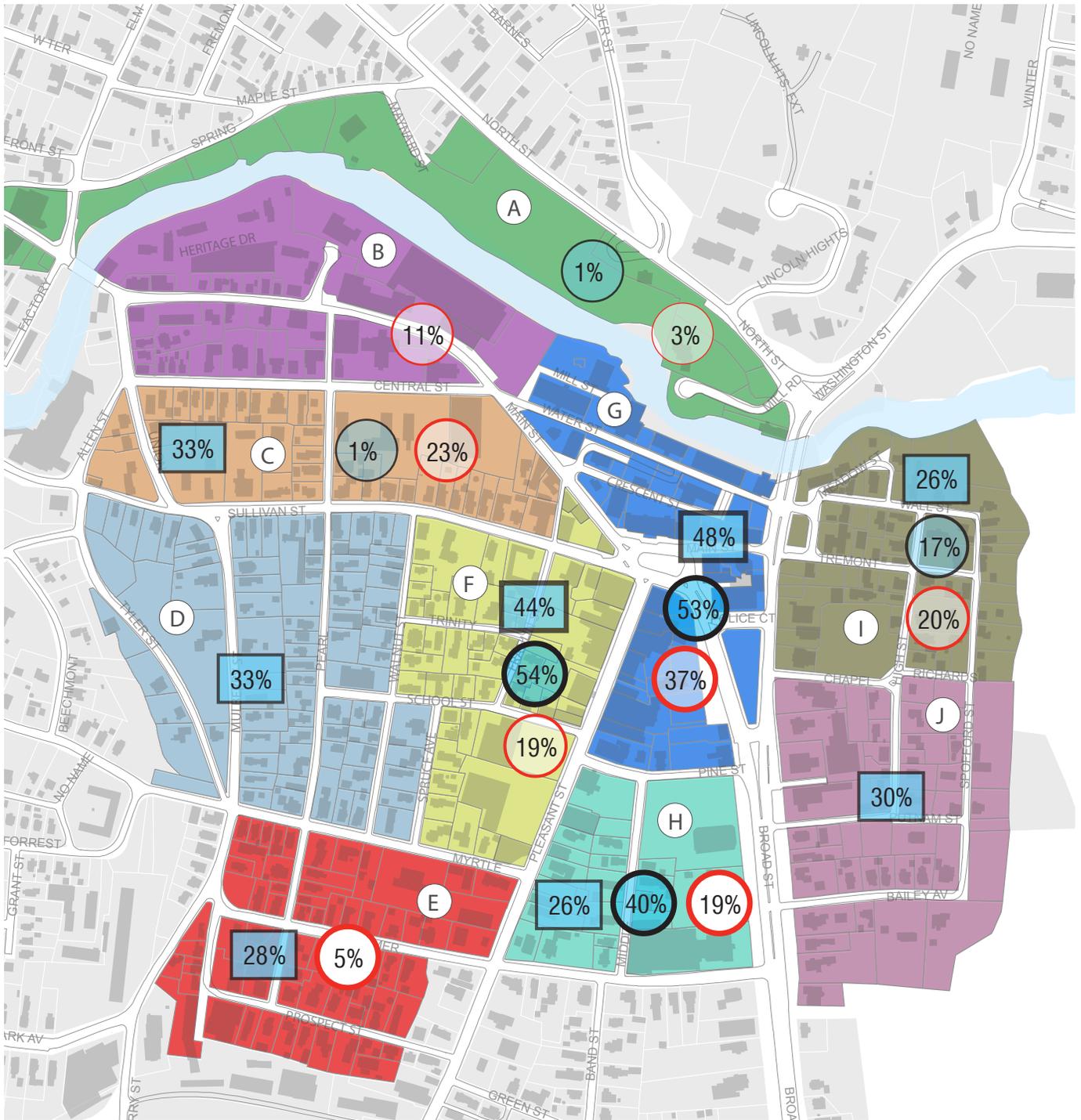
**Figure 6** shows average parking utilization by subarea for on-street and off-street parking supplies. The symbol “N/A” indicates information regarding utilization of lots in this area is not available because it was not obtained during the field observations

**Table 2. Parking Utilization in the Study Area**

subarea	on-street			off-street						
	supply *	avg. utilization		supply *			avg. utilization**			
		count	percent	public	private	total	public	private	total	percent
A	0	-	N/A	73	109	182	1	3	4	2%
B	0	-	N/A	0	185	185	0	20	20	11%
C	4	1	33%	64	275	339	1	62	63	19%
D	4	1	33%	0	10	10	0	0	0	0%
E	6	2	28%	0	65	65	0	4	4	6%
F	64	28	44%	30	301	331	16	57	73	22%
G	171	82	48%	85	195	280	45	72	117	42%
H	87	23	26%	15	293	308	6	55	61	20%
I	30	8	26%	4	79	83	1	16	17	20%
J	50	15	30%	0	105	105	0	0	0	0%
<b>TOTAL</b>	<b>416</b>	<b>160</b>	<b>38%</b>	<b>271</b>	<b>1617</b>	<b>1888</b>	<b>69.7</b>	<b>289.7</b>	<b>359</b>	<b>19%</b>

\* Supply and utilization counts do not include unstriped on-street spaces or small private lots and driveways, such as those associated with single-family homes.

\*\* Utilization in many private parking lots was not counted in the parking survey. The off-street utilization counts shown here reflect only the parking lots that were counted. If all lots were counted, the overall utilization for each subarea could be different than shown here.



- 25% On-Street Parking, Average Utilization during Survey
- 25% Municipal Parking Lots, Average Utilization during Survey
- 25% Private Lots, Average Utilization during Survey

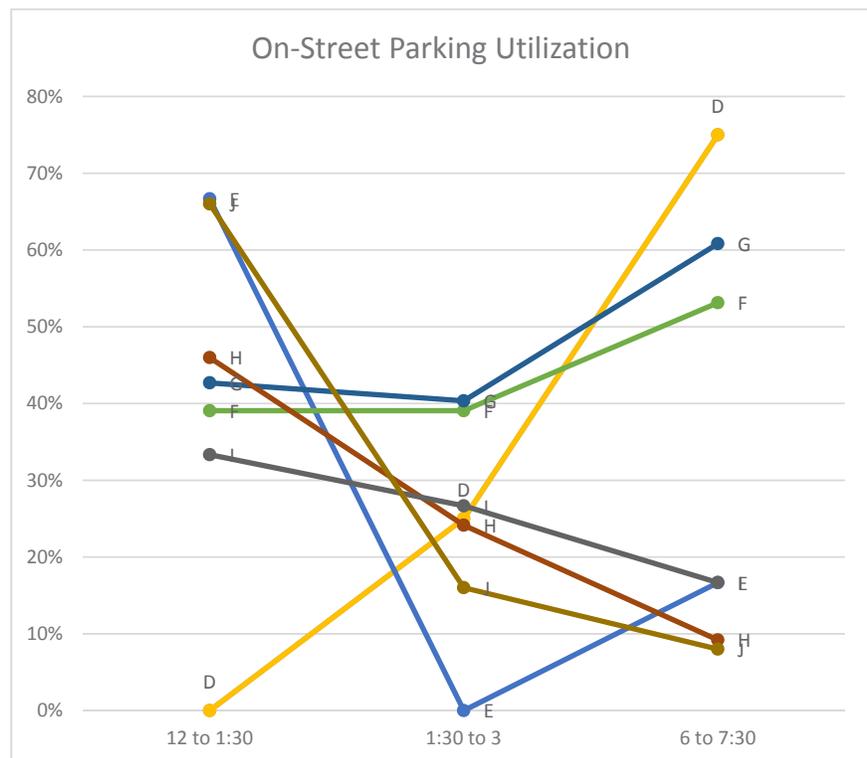
**Figure 6. Average Parking Utilization**

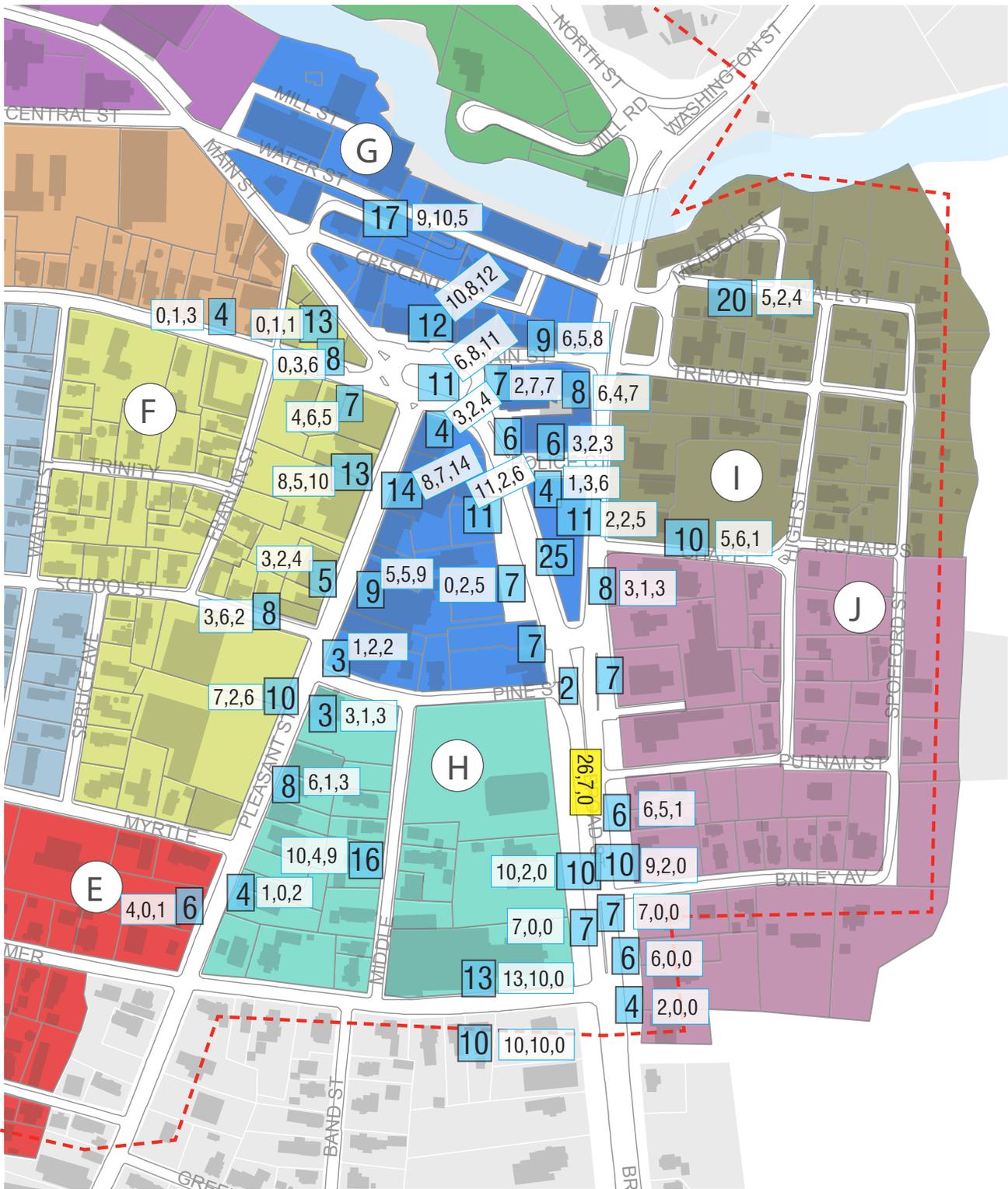
## On-Street Parking Utilization

On-street parking was used at a low to moderate rate fairly consistently across the study area. However, several conditions are noteworthy, as indicated in **Figure 7**. In outlying areas and around the High School (subarea H), the parking utilization tended to decrease as the day progressed. In areas around Opera Square (subareas F and G), the utilization increased in early evening, but never exceeded about 50 to 60 percent. (Early evening utilization also increased in subareas C and D in the evening, but as each area has only has 4 on-street striped spaces, the data is not significant.)

Detailed on-street parking counts are shown in **Figure 8**. **Table 3** shows the detailed counts for on-street parking.

**Figure 7. On-Street Parking Utilization by Survey Period**





- KEY**
- 12 On-Street Striped Public Parking Segment, Number of Spaces
  - 6,5,1 Corresponding Utilization Count (for Survey Periods 1,2,3) in Striped Spaces
  - 6,5,1 Utilization Count (for Survey Periods 1,2,3) in Unstriped Areas

**Figure 8. On-Street Striped Parking Utilization Counts**

**Table 3. On-Street Parking Supply and Utilization**

		On-street Parking Supply and Utilization					
sub-area	location	Available Spaces	Utilization during Survey Period			Average Utilization	
			12 to 1:30	1:30 to 3	6 to 7:30	#	%
A	all	0	0	0	0	0.0	N/A
B	all	0	0	0	0	0.0	N/A
C	all	4	0	1	3	1.3	33%
D	all	4	0	1	3	1.3	33%
E	all	6	4	0	1	1.7	28%
F	west side of Main	13	0	1	1	0.7	5%
F	north side of Sullivan	8	0	3	6	3.0	38%
F	south side of Sullivan	7	4	6	5	5.0	71%
F	west side of Pleasant, north	13	8	5	10	7.7	59%
F	west side of Pleasant, middle	5	3	2	4	3.0	60%
F	north side of School	8	3	6	2	3.7	46%
F	west side of Pleasant, south	10	7	2	6	5.0	50%
subtotal, F		64	25	25	34	28.0	44%
G	area between Water and Crescent	17	9	10	5	8.0	47%
G	north side of Main, west	12	10	8	12	10.0	83%
G	north side of Main, east	9	6	5	8	6.3	70%
G	opera square	11	6	8	11	8.3	76%
G	south side of Main, west	7	2	7	7	5.3	76%
G	south side of Main, east	8	6	4	7	5.7	71%
G	south side of Sullivan	4	3	2	4	3.0	75%
G	east side of Pleasant, north	14	8	7	14	9.7	69%
G	east side of Pleasant, middle	9	5	5	9	6.3	70%
G	east side of Pleasant, south	3	1	2	2	1.7	56%
G	west leg of Broad, west side, north	11	11	2	6	6.3	58%
G	west leg of Broad, west side, middle	7	0	2	5	2.3	33%
G	west leg of Broad, west side, south	7	0	0	0	0.0	0%
G	west leg of Broad, east side	6	0	0	0	0.0	0%
G	Broad, parking around park	25	0	0	0	0.0	0%
G	Police Court, north side	6	3	2	3	2.7	44%
G	Police Court, south side	4	1	3	6	3.3	83%
G	east leg of Broad, west side	11	2	2	5	3.0	27%
subtotal, G		171	73	69	104	82.0	48%

**Table 3** *continued.* **On-Street Parking Supply and Utilization**

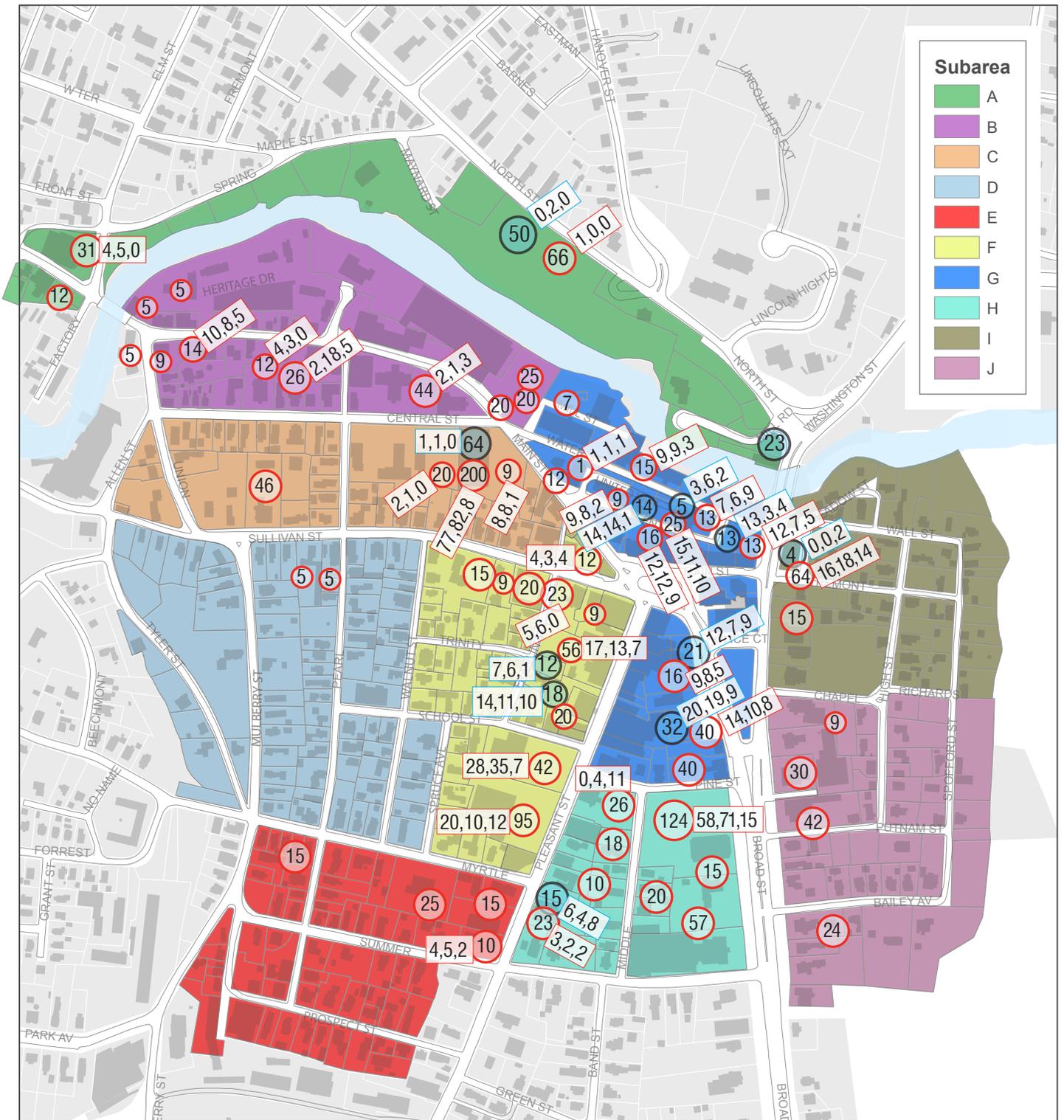
		On-street Parking Supply and Utilization					
sub-area	location	Available Spaces	Utilization during Survey Period			Average Utilization	
			12 to 1:30	1:30 to 3	6 to 7:30	#	%
H	east side of Pleasant, north	3	3	1	3	2.3	78%
H	east side of Pleasant, middle	8	6	1	3	3.3	42%
H	east side of Pleasant, south	4	1	0	2	1.0	25%
H	west side of Middle	16	0	0	0	0.0	0%
H	west side of Broad, north	10	10	2	0	4.0	40%
H	west side of Broad, south	7	7	0	0	2.3	33%
H	north side of Summer	13	13	10	0	7.7	59%
H	Broad, center island	26	0	7	0	2.3	9%
subtotal, H		87	40	21	8	23.0	26%
I	Wall Street	20	5	2	4	3.7	18%
I	Barber St, north side	10	5	6	1	4.0	40%
subtotal, I		30	10	8	5	7.7	26%
J	east side of Broad, just south of Barber	8	3	1	3	2.3	29%
J	east side of Broad, across from Glidden	7	0	0	0	0.0	0%
J	Broad around small center island	2	0	0	0	0.0	0%
J	east side of Broad, south of Putnam	6	6	5	1	4.0	67%
J	east side of Broad, north of Bailey	10	9	2	0	3.7	37%
J	east side of Broad, south of Bailey,north	7	7	0	0	2.3	33%
J	east side of Broad, south of Bailey, middle	6	6	0	0	2.0	33%
J	east side of Broad, south of Bailey, south	4	2	0	0	0.7	17%
subtotal, J		50	33	8	4	15.0	30%
<b>TOTAL</b>		<b>416</b>	<b>185</b>	<b>133</b>	<b>162</b>	<b>160.0</b>	<b>38%</b>

## Off-Street Parking Lot Utilization

Based on the lots where parking utilization was counted (see **Figure 9**), it is clear that there is a significant amount of underutilized parking in lots throughout the downtown. Underutilized parking lots include those within the historic center and mill districts. The average utilization for public and private parking lots is only about 20 to 25 percent for the observed conditions. **Table 4** shows detailed off-street counts with time of day utilization breakdowns separately for public and private parking by subarea.

In Subarea E, at the southwest corner of the downtown, only one of four identified parking lots were surveyed. However, this lot was not highly utilized.

The parking lots adjacent to the Claremont Savings Bank between Broad Street and Middle Street (subarea H) contain a considerable number of improved spaces. The survey counts of the largest of these lots with an observed capacity of 124 spaces indicated a peak utilization of about 57 percent during the mid-afternoon and dropping to about 12% by early evening. However, utilization in the other three lots was not measured, so an overall utilization conclusion for off-street lots in Subarea H is not possible.



- KEY**
- 60 Municipal Parking Lot, Number of Spaces
  - 6,5,1 Municipal Lot Utilization Count (for Survey Periods 1,2,3)
  - 12 Private Parking Lot, Number of Spaces
  - 6,5,1 Private Lot Utilization Count (for Survey Periods 1,2,3)

**Figure 9. Off-Street Parking Lot Utilization Counts**

**Table 4. Off-Street Parking Supply and Utilization**

sub-area	location (* with notes on any omissions)	PUBLIC off-street parking					PRIVATE off-street parking							
		Available Spaces	Utilization during Survey Period			Average Utilization		Available Spaces		Utilization during Survey Period			Average Utilization	
			12 to 1:30	1:30 to 3	6 to 7:30	#	%	All Spaces	Counted for utilization	12 to 1:30	1:30 to 3	6 to 7:30	#	%
A	west of Elm							31	31	4	5	0	3.0	10%
A	west of Factory							12	12	0	0	0	0.0	0%
A	Visitor Center	50	0	2	0	0.7	1%	66	66	1	0	0	0.3	1%
A	North and Wash St corner	23	N/A	N/A	N/A									
<b>subtotal, A (does not include all lots)</b>		<b>73</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0.7</b>	<b>1%</b>	<b>109</b>	<b>109</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>3.3</b>	<b>3%</b>
B	north of Main							10	10					
B	west of Union							5	5					
B	south of Main, Union to Pearl							9	9	0	0	0	0.0	0%
B	south of Main, Union to Pearl							14	14	10	8	5	7.7	55%
B	south of Main, Union to Pearl							12	12	4	3	0	2.3	19%
B	south of Main, Union to Pearl							26	26	2	18	5	8.3	32%
B	south of Main, east of Pearl							44	44	2	1	3	2.0	5%
B	north of Main, east end							65		N/A	N/A	N/A		
<b>subtotal, B</b>								<b>185</b>	<b>120</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>20.3</b>	<b>17%</b>
C	between Union and Pearl							46		N/A	N/A	N/A		
C	Sawtooth Garage	64	1	1	0	0.7	1%	20	20	2	1	0	1.0	5%
C	south of Central, east of Pearl							200	200	77	82	8	55.7	28%
C	Sawtooth Garage							9	9	8	8	1	5.7	63%
C	south of Central, east of Pearl													
<b>subtotal, C</b>		<b>64</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0.7</b>	<b>1%</b>	<b>275</b>	<b>229</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>62.33</b>	<b>27%</b>
D	south of Sullivan (*D1)	0						10		N/A	N/A	N/A		
E	west of Pearl (*E1)							15		N/A	N/A	N/A		
E	east of Pearl, north of Summer							10	10	4	5	2	3.7	37%
E	east of Pearl, north of Summer							40		N/A	N/A	N/A		
<b>subtotal, E</b>								<b>65</b>	<b>10</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>3.7</b>	<b>37%</b>
F	west of Main, north of Sullivan							12	12	4	3	4	3.7	31%
F	south side of Sullivan							56	56	17	13	7	12.3	22%
F	west side of Pleasant, Sullivan to School	30	21	17	11	16.3	54%	23	23	5	6	0	3.7	16%
F	west side of Pleasant, Sullivan to School							73		N/A	N/A	N/A		
F	west side of Pleasant, School to Myrtle							137	137	48	45	19	37.3	27%
<b>subtotal, F</b>		<b>30</b>	<b>21</b>	<b>17</b>	<b>11</b>	<b>16.3</b>	<b>54%</b>	<b>301</b>	<b>228</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>57</b>	<b>25%</b>
G	north of Water St							22	22	10	10	4	8.0	36%
G	between Water and United Way	18	16	9	6	10.3	57%	27	27	20	14	15	16.3	60%
G	between United Way and Crescent	14	14	14	1	9.7	69%	34	34	24	19	12	18.3	54%
G	between Crescent and Main							16	16	12	12	9	11.0	69%
G	Broad at Police Court	21	12	7	9	9.3	44%							
G	west of Broad btwn Police and Glidden	32	20	19	9	16.0	50%	56	56	23	18	13	18.0	32%
G	North side of Glidden							40		N/A	N/A	N/A		
<b>subtotal, G</b>		<b>85</b>	<b>62</b>	<b>49</b>	<b>25</b>	<b>45.3</b>	<b>53%</b>	<b>195</b>	<b>155</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>71.7</b>	<b>46%</b>
H	south of Glidden, btwn Pleasant and Middle	15	6	4	8	6.0	40%	49	49	3	6	13	7.3	15%
H	south of Glidden, btwn Pleasant and Middle							28		N/A	N/A	N/A		
H	south of Glidden, btwn Middle and Broad							92		N/A	N/A	N/A		
H	south of Glidden, btwn Middle and Broad							124	124	58	71	15	48.0	39%
<b>subtotal, H</b>		<b>15</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>6.0</b>	<b>40%</b>	<b>293</b>	<b>173</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>55.3</b>	<b>32%</b>
I	east of Broad	4	0	0	2	0.7	17%	64	64	16	18	14	16.0	25%
I	east of Broad (*I1)							15		N/A	N/A	N/A		
<b>subtotal, I</b>		<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>17%</b>	<b>79</b>	<b>64</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>16</b>	<b>25%</b>
J	east of Broad (*J1)							105		N/A	N/A	N/A		
<b>TOTAL</b>		<b>271</b>				<b>69.0</b>	<b>25%</b>	<b>1617</b>	<b>1088</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>290</b>	<b>27%</b>

## Utilization within Different Parts of the Downtown

### Highest Utilization Areas

Evidence of highest utilization was obtained by the field inventories. The areas of relatively highest utilization are:

- On-street and off-street parking areas north of Opera House Square (the north end of Subarea G). The short-term public parking and private parking spaces appear to be well used, including likely instances of illegal parking, with average utilization between 50 and 70 percent.
- Private parking spaces in Subarea C's Sawtooth garage (200 spaces total) had a maximum utilization of 40 percent during the middle survey period.
- The central portion of downtown (Subareas F, G, and H) were relatively well used, with small individual lots having up to 100 percent average utilization for short periods of time. However, the overall averages for each of these study areas remained below 50 percent, indicating that shared and connected parking resources could easily alleviate any localized shortages.
- Areas around Stevens High School, located at Broad Street and Summer Street. On-street parking in this area (subarea H) was well-used early in the afternoon, peaking at about 45 percent utilization, but tapered off greatly after 1:30 PM. Utilization data was not collected for the many off-street lots near the high school.

### Low Utilization Areas

In general, off-street parking areas serving downtown retail stores and much of the on-street parking are not well utilized within the study area. Examples of low utilization include the following:

- In the area north of the Sugar River, along North Street (subarea A), no more than 2 spaces were in use at any time during the survey, out of a total of approximately 116 public and private off-street spaces.
- Subarea B and C had some of the lowest utilization overall for off-street parking lots – even when including the higher localized utilization in the Sawtooth Parking garage – ranging from 3 to 27 percent. (The number of striped on-street parking spaces in these areas is negligible.) Public parking spaces in the Sawtooth Garage were barely used – only 1 car was counted in the 64 public spaces during the surveys.
- The CVS lot in Subarea I, northeast of Broad and Tremont Streets, was noted as having a capacity of about 64 spaces. Utilization peaked at 18 spaces (28%) at mid-afternoon.

## Use of the Sawtooth Parking Garage

A particular focus of this study is the City’s Sawtooth Parking Structure along Main Street, near the renovated mills and reasonably convenient to other downtown destinations.

Most of the spaces in this parking structure (264 spaces) serve private uses (200 spaces) within the mill complex, but some public spaces (64 spaces) are provided within the garage as well. The allocation of spaces within the garage is shown in **Table 5**.

As with the overall parking survey, the parking survey counts at the Sawtooth Garage were incomplete. But the results seem to be indicative of typical patterns, based on discussions with City staff. **Table 6** shows that utilization of private spaces was moderate in the early and mid-afternoon (average about 40 percent across all levels), particularly on lower levels and the adjoining lot; Public space utilization was low at all times. Evening utilization for both public and private spaces was very low, approaching zero.

The relatively low utilization of spaces reflects the incomplete renovation and revitalization of the nearby mill complexes; when complete, the utilization can be expected to significantly increase because of the limited alternatives for parking in the area. Improved signage for the public parking spaces may help as well.

**Table 5. Allocation of Parking Spaces in Sawtooth Parking Garage**

Level	Surface Level Exterior	Grade Level	Second Level	Third Level	Roof Level	Totals by Use
<b>Public Spaces</b>						
All	0	1	3	38	22	64
<b>Private Spaces</b>						
Common Man Restaurant	0	7	0	0	0	7
Common Man Inn	0	6	11	10	0	27
Lofts	0	57	37	0	0	94
SRMR	0	0	30	0	0	30
RRC	0	0	0	33	0	33
Other Private	9	0	0	0	0	9
<b>Total Private Spaces</b>	9	70	78	43	0	200
<b>total Spaces</b>	9	71	81	81	22	264

Source: Nancy Merrill, Director of Planning and Development, 2014

**Table 6. Utilization of Parking Spaces in Sawtooth Parking Garage**

Sawtooth Parking			Level					Total
			Surface Level Exterior	Grade Level	Second Level	Third Level	Roof Level	
<b>Public Spaces</b>								
All available spaces			0	1	3	38	22	64
Utilization by Time Period	Noon to 1:30 PM	Count	0	0	0		1	
		% utilized	N/A	0%	0%		5%	
	1:30 - 3:00 PM	Count	0	0	0		1	
		% utilized	N/A	0%	0%		5%	
	6:00 - 7:30 PM	Count	0		3		0	
		% utilized	N/A		100%		0	
<b>Private Spaces</b>								
All available spaces			9	70	78	43	0	200
Utilization by Time Period	Noon to 1:30 PM	Count	8	40	25	4	0	77
		% utilized	89%	57%	32%	9%	N/A	39%
	1:30 - 3:00 PM	Count	8	42	27	5	0	82
		% utilized	89%	60%	35%	12%	N/A	41%
	6:00 - 7:30 PM	Count	1	7		1		
		% utilized	11%	10%		2%		

Observations were not recorded so evaluation cannot be completed for these items

## Parking Demand and Building Area

Parking demand is determined by the types and amount of uses in the downtown, along with other factors. Parking spaces are required by residents, employees, patrons and visitors except for those that walk, bike or use transit to reach their destinations. It is possible to accurately predict the number of parking spaces that are required for a downtown if the buildings are fully occupied and fully utilized - whether for businesses, shops, restaurants, institutions or other uses. Various calculation methods are used to establish the right balance between demand and supply of parking.

There are several possible conditions that can occur in a downtown:

- **BUILDINGS ARE FULL, AND MORE PARKING IS NEEDED** – If the buildings and the uses in them produce more demand for parking than the supply of available spaces, then additional parking lots or structures need to be provided.
- **BUILDINGS ARE FULL, BUT NO MORE PARKING IS NEEDED** – If there is a larger parking supply than full buildings would require, then excess parking lots can be converted to other uses.
- **BUILDINGS ARE NOT FULL, AND NO MORE PARKING IS NEEDED** – If the buildings are not fully utilized, then they will not generate the demand for parking that would occur if they were full. In this case, no more parking is needed until the parking supply is fully absorbed, if the available parking areas can be used to support expanding uses. As described below, this seems to be the case for downtown Claremont.

Under any circumstance, however, the parking supply must be managed so that the supply is effective in meeting needs. This includes a combination of providing excellent pedestrian connections between parking and destinations, using regulations and pricing to distribute demand, and solving issues associated with high demand locations.

The Cecil Group undertook several analyses to understand the relationships between existing parking demand, the existing building stock and the potential maximum parking demand. These evaluations were also used to estimate the extent that the current building stock is fully utilized, and how much excess capacity may be available.

## Estimating Current Parking Demand

The current demand for parking during typical conditions is assumed to be effectively the same as the amount of parking recorded during the field observations. Because some parking lot counts were not completed, the overall utilization rate obtained for the observed conditions was applied pro rata to the total supply of off-street parking to represent total demand.

This calculation results in an estimate that under current typical conditions, parking demand for lots and striped on-street spaces is approximately 660 vehicles.

## Calculating Maximum Parking Demand

The maximum parking demand was derived by calculating the spaces that would be needed if each existing building were occupied and fully utilized in the downtown. This was accomplished for each parcel and was determined by multiplying the usable building area by an appropriate parking ratio for that land use type. Parking ratios used in the analysis are based on averages associated with similar communities and downtowns.

Because the parking for small residential buildings is assumed to be accommodated on individual sites rather than in parking lots, no parking demand for these buildings has been assumed to contribute to the demand for parking lots and striped on-street spaces. **Table 7** shows parking ratios used for generalized land use categories. Details of how each land use type in the assessor database was generalized into the broad use categories are provided in **Table 8**. A summary of calculated parking demand for each subarea is shown in **Table 9**. The full details of parking demand by land use type for each subarea are shown in **Table 10**.

The resulting parking demand for all of downtown from this analysis would be 3,126 spaces if every building had dedicated parking for the uses within it. However, there is a significant amount of shared parking in a downtown district. This occurs when individuals use a single parking space and then walk to multiple destinations. Shared parking also occurs if the same space is used at different times of the day for different uses. So, for example, the

same space used during the day by an employee might be used at night for a restaurant patron. As a result, the total demand can be adjusted by a shared use factor. Using a reasonably conservative reduction of 20%, the maximum demand is estimated at about 2,500 spaces.

## Calculating Current Parking Supply

The current parking supply was calculated as described previously in this section of the report, and consists of approximately 2,300 spaces in lots and in striped, on-street parking.

## Relationship between Parking Demand and Current Parking Supply

Based on these estimates and calculations, the current parking supply is roughly equivalent to maximum parking demand that would be generated if all of the buildings in the downtown were fully occupied and highly utilized. However, the actual parking demand has been estimated at about 660 spaces, significantly less than the current supply.

**Table 7. Parking Ratios for Parking Demand Analysis**

LAND USE	PARKING RATIO	UNIT OF MEASUREMENT
<b>Residential, 1 to 4 units per building</b>	0.0	spaces per building, assumed all self-parked (no use of on-street parking)
<b>Residential, 5-family building</b>	6.0	spaces per building, which could be provided on-street (based on 2 spaces per unit, with 4 provided onsite, 6 on-street)
<b>Residential, 6- to 8-unit building</b>	12.0	spaces per building, which could be provided on-street (based on 2 spaces per unit x 8 units, with 4 provided onsite, 12 on-street)
<b>Residential, Apartments</b>	1.5	per dwelling unit
<b>Auto</b>	3.0	per 1,000 SF
<b>Office</b>	2.5	per 1,000 SF
<b>Retail</b>	3.0	per 1,000 SF
<b>Mixed-Use</b>	2.5	per 1,000 SF; however, allowance of shared parking could reduce required parking supply
<b>Restaurant / Clubs</b>	5.0	per 1,000 SF; however, usually based on capacity
<b>Industrial</b>	0.50	per 1,000 SF
<b>Storage</b>	0.25	per 1,000 SF
<b>Motel</b>	1.50	per 1,000 SF; however, usually based per room

*Note: The demand calculation assumes fully utilized buildings for each type of use, and is based on average parking ratios associated with similar communities and downtowns.*

**Table 8. Detail of Parking Ratios for Parking Demand Analysis**

Land Occupancy Description from Assessor Database	Ratio	Ratio applies to
1 Family MDL-01	0.00	spaces per building
1 Family MDL-03	0.00	spaces per building
2 Family MDL-03	0.00	spaces per building
2 Family MDL-03	0.00	spaces per building
3 Family MDL-01	0.00	spaces per building
4 Family MDL-03	0.00	spaces per building
4 Family MDL-03	0.00	spaces per building
5 Family	3.50	spaces per building
6-8 Units MDL-03	8.00	spaces per building
Apartments MDL-03	1.50	spaces per 1,000 SF living area
Apartments MDL-94	1.50	spaces per 1,000 SF living area
Auto Repr MDL-96	3.00	spaces per 1,000 SF living area
Bank Bldg MDL-94	2.50	spaces per 1,000 SF living area
Cemetery MDL-00	0.00	spaces per 1,000 SF living area
Charitable MDL-03	1.50	spaces per 1,000 SF living area
Charitable MDL-94	3.00	spaces per 1,000 SF living area
Church MDL-94	5.00	spaces per 1,000 SF living area
Church MDL-96	5.00	spaces per 1,000 SF living area
Com Ld Dv	0.00	spaces per 1,000 SF living area
Comm Whse MDL-96	0.50	spaces per 1,000 SF living area
Condo MDL-05	1.50	spaces per 1,000 SF living area
Conv Store MDL-94	3.00	spaces per 1,000 SF living area
Conv Store MDL-96	3.00	spaces per 1,000 SF living area
Elec Plant MDL-00	0.00	spaces per 1,000 SF living area
Elec ROW	0.00	spaces per 1,000 SF living area
Elecsubsta	0.00	spaces per 1,000 SF living area
Exempt MDL-94	5.00	spaces per 1,000 SF living area
Fire MDL-00	2.50	spaces per 1,000 SF living area
Fire MDL-96	2.50	spaces per 1,000 SF living area
Fratnl Org	5.00	spaces per 1,000 SF living area
Funeral Hm	1.50	spaces per 1,000 SF living area
Garage/Res MDL-96	3.00	spaces per 1,000 SF living area
Gas St Ser MDL-94	3.00	spaces per 1,000 SF living area
Gas/Mart	3.00	spaces per 1,000 SF living area
Hrdware St MDL-96	3.00	spaces per 1,000 SF living area
Hse Author MDL-94	1.50	spaces per 1,000 SF living area
Hydo Power MDL-00	0.00	spaces per 1,000 SF living area
Hydo Power MDL-94	0.00	spaces per 1,000 SF living area
Ind Ld Dv	0.00	spaces per 1,000 SF living area
Ind Ld Po	0.00	spaces per 1,000 SF living area
Ind Ln Ud	0.00	spaces per 1,000 SF living area
Industrial MDL-96	0.75	spaces per 1,000 SF living area
Job Shop MDL-96	0.75	spaces per 1,000 SF living area
Library	3.00	spaces per 1,000 SF living area
Manuf Hsng MDL-02	1.50	spaces per 1,000 SF living area
Motel MDL-96	1.50	spaces per 1,000 SF living area
Mun Comm MDL-94	2.50	spaces per 1,000 SF living area
Mun Comm MDL-96	2.50	spaces per 1,000 SF living area

**Table 8 *continued*. Detail of Parking Ratios for Parking Demand Analysis**

Land Occupancy Description from Assessor Database	Ratio	Ratio applies to
<i>Mun Garage</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Mun Land C</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Mun Land R MDL-00</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Mun Land R MDL-96</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Mun Park MDL-00</i>	0.00	<i>spaces per 1,000 SF living area</i>
Mun Reside MDL-00	1.50	spaces per 1,000 SF living area
Mun Reside MDL-01	1.50	spaces per 1,000 SF living area
Nbhd Ctr MDL-94	5.00	spaces per 1,000 SF living area
Non Profit MDL-01	5.00	spaces per 1,000 SF living area
Off Bldg MDL-94	2.50	spaces per 1,000 SF living area
Off Bldg MDL-96	2.50	spaces per 1,000 SF living area
Off Condo MDL-06	2.50	spaces per 1,000 SF living area
Office/Res MDL-03	2.50	spaces per 1,000 SF living area
Office/Res MDL-94	2.50	spaces per 1,000 SF living area
Office/Ret MDL-96	2.50	spaces per 1,000 SF living area
<i>Park Lot</i>	0.00	<i>spaces per 1,000 SF living area</i>
Police	2.50	spaces per 1,000 SF living area
PostOffice	2.50	spaces per 1,000 SF living area
Prof Bldg	2.50	spaces per 1,000 SF living area
<i>Pub School MDL-94</i>	0.00	<i>spaces per 1,000 SF living area</i>
Religious MDL-94	2.50	spaces per 1,000 SF living area
Res/Office MDL-01	2.50	spaces per 1,000 SF living area
Res/Office MDL-94	2.50	spaces per 1,000 SF living area
Res/Retail MDL-03	2.50	spaces per 1,000 SF living area
Res/Retail MDL-94	2.50	spaces per 1,000 SF living area
Resi&InLaw	1.50	spaces per 1,000 SF living area
Rest/Club	5.00	spaces per 1,000 SF living area
Ret/Office MDL-94	2.50	spaces per 1,000 SF living area
Ret/Office MDL-96	2.50	spaces per 1,000 SF living area
Retail MDL-94	3.00	spaces per 1,000 SF living area
Retail MDL-96	3.00	spaces per 1,000 SF living area
Retail/Res MDL-03	2.50	spaces per 1,000 SF living area
Retail/Res MDL-94	2.50	spaces per 1,000 SF living area
Retail/Res MDL-96	2.50	spaces per 1,000 SF living area
<i>RR Row</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Rtl Oil St MDL-96</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Rtl Propan</i>	0.00	<i>spaces per 1,000 SF living area</i>
Self Strg	0.25	spaces per 1,000 SF living area
State	2.50	spaces per 1,000 SF living area
State Bldg	2.50	spaces per 1,000 SF living area
<i>State Land</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Tel X Sta</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Vac. Unbl</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Vac. w OB MDL-00</i>	0.00	<i>spaces per 1,000 SF living area</i>
<i>Vacant MDL-00</i>	0.00	<i>spaces per 1,000 SF living area</i>

**Table 9. Parking Supply and Demand for Fully-Utilized Buildings Scenario**

<b>Parking Supply and Demand, Fully Utilized Buildings</b>			
<b>subarea</b>	<b>Parking Supply</b>	<b>Total Usable Area (SF)</b>	<b>Parking Need for Fully-Utilized Buildings</b>
<b>A</b>	182	49,965	102
<b>B</b>	185	356,590	465
<b>C</b>	343	128,018	230
<b>D</b>	14	194,147	110
<b>E</b>	71	160,328	67
<b>F</b>	395	286,846	564
<b>G</b>	451	475,803	1,073
<b>H</b>	395	231,508	227
<b>I</b>	113	93,945	100
<b>J</b>	155	116,433	188
<b>subtotal parking need</b>			<b>3,126</b>
<i>shared parking reduction, 20 percent</i>			<i>(625)</i>
<b>TOTAL</b>	<b>2,304</b>	<b>2,093,583</b>	<b>2,501</b>

### Building Utilization and Development Implications

The effective building utilization in the downtown can be estimated, using the parking and building area calculations described above.

Since the buildings are generating only about 25 percent of the parking demand that they would if they were fully utilized, it is reasonable to conclude that the downtown buildings are substantially underutilized on the whole.

So, in general, the existing building stock can provide space for considerable expanded use before there is a general need for additional parking in the downtown. However, individual projects may require additional on-site or nearby parking to meet their needs for convenient spaces if nearby parking supplies are not made available for their employees, patrons or residents.

**Table 10. Building Usable Area and Parking Requirement, Detail for all Subareas Land Use Types**

Subarea and Land Use Occupancy Type	Total Useable Area	Total Parking Requirement
<b>A</b>	<b>49,965</b>	<b>102</b>
3 Family MDL-03	2,653	-
4 Family MDL-03	4,514	-
Elec ROW	-	-
Elecsubsta	-	-
Mun Comm MDL-94	3,848	10
Mun Land C	-	-
Mun Land R MDL-00	-	-
Office/Ret MDL-94	22,254	56
Park Lot	-	-
Retail/Res MDL-94	14,656	37
Rtl Propan	2,040	-
<b>B</b>	<b>356,590</b>	<b>465</b>
1 Family MDL-01	12,842	-
1 Family MDL-03	1,155	-
2 Family MDL-03	8,385	-
3 Family MDL-03	8,204	-
4 Family MDL-03	8,529	-
Apartments MDL-94	130,878	196
Charitable MDL-94	3,700	11
Church MDL-96	16,628	83
Conv Store MDL-96	3,840	12
Ind Ln Ud	-	-
Industrial MDL-96	57,626	43
Non Profit MDL-94	10,605	53
Park Lot	-	-
Rest/Club	2,762	14
Retail/Res MDL-94	13,260	33
Self Strg	78,176	20
<b>C</b>	<b>128,018</b>	<b>230</b>
1 Family MDL-01	11,517	-
2 Family MDL-01	2,520	-
2 Family MDL-03	20,179	-
3 Family MDL-03	12,423	-
4 Family MDL-03	3,891	-
5 Family	4,577	4
6-8 Units MDL-03	6,393	16
Apartments MDL-03	13,828	21
Church MDL-94	18,576	93
Church MDL-96	9,799	49
Comm Whse MDL-96	2,912	1
Funeral Hm	5,477	8
Mun Comm MDL-96	10,800	27
Office/Res MDL-03	2,074	5
Res/Office MDL-01	1,535	4
Resi&InLaw	1,517	2
<b>D</b>	<b>194,147</b>	<b>110</b>
1 Family MDL-01	43,766	-

**Table 10** *continued*. **Building Usable Area and Parking Requirement, Detail for all Subareas Land Use Types**

Subarea and Land Use Occupancy Type	Total Useable Area	Total Parking Requirement
2 Family MDL-03	33,406	-
3 Family MDL-03	19,959	-
4 Family MDL-01	3,880	-
4 Family MDL-03	27,786	-
5 Family	14,510	14
6-8 Units MDL-03	14,389	24
Apartments MDL-03	16,146	24
Mun Comm MDL-94	9,304	23
Mun Land R MDL-00	-	-
Mun Reside MDL-00	-	-
Mun Reside MDL-01	2,749	4
Office/Res MDL-03	2,656	7
Park Lot	-	-
Res/Office MDL-94	5,596	14
Vac. Unblid (blank)	-	-
<b>E</b>	<b>160,328</b>	<b>67</b>
1 Family MDL-01	50,686	-
1 Family MDL-03	2,645	-
2 Family MDL-01	2,216	-
2 Family MDL-03	31,086	-
3 Family MDL-03	18,120	-
4 Family MDL-03	8,556	-
5 Family	3,488	4
Apartments MDL-03	8,432	13
Auto Repr MDL-96	5,927	18
Comm Whse MDL-96	21,421	11
Condo MDL-05	919	1
Gas/Mart	-	-
Retail MDL-94	5,320	16
Retail MDL-96	1,512	5
Vacant MDL-00 (blank)	-	-
<b>F</b>	<b>286,846</b>	<b>564</b>
1 Family MDL-01	14,901	-
2 Family MDL-03	33,339	-
3 Family MDL-03	5,674	-
4 Family MDL-01	2,505	-
4 Family MDL-03	15,800	-
Apartments MDL-03	4,514	7
Bank Bldg MDL-94	3,847	10
Charitable MDL-03	4,045	6
Comm Whse MDL-96	1,972	1
Industrial MDL-96	13,344	10
Motel MDL-96	6,253	9
Mun Comm MDL-00	-	-
Mun Comm MDL-94	7,406	19
Mun Land C	-	-

**Table 10 *continued*. Building Usable Area and Parking Requirement, Detail for all Subareas Land Use Types**

Subarea and Land Use Occupancy Type	Total Useable Area	Total Parking Requirement
Nbhd Ctr MDL-94	13,646	68
Non Profit MDL-01	3,249	16
Off Bldg MDL-94	2,730	7
Office/Res MDL-94	5,061	13
Res/Retail MDL-03	3,250	8
Res/Retail MDL-94	3,086	8
Ret/Office MDL-96	20,992	52
Retail MDL-94	35,831	107
Retail MDL-96	18,919	57
Retail/Res MDL-94	62,724	157
Retail/Res MDL-96	3,758	9
<b>G</b>	<b>475,803</b>	<b>1,073</b>
6-8 Units MDL-03	3,344	8
Bank Bldg MDL-94	6,268	16
Church MDL-96	6,888	34
Comm Whse MDL-96	5,158	3
Exempt MDL-94	6,998	35
Ind Ld Dv	-	-
Industrial MDL-96	106,863	80
Mun Comm MDL-00	-	-
Mun Comm MDL-94	31,078	78
Mun Land C	-	-
Mun Park MDL-00	-	-
Off Bldg MDL-94	16,634	42
Off Bldg MDL-96	61,907	155
Off Condo MDL-06	49,281	123
Office/Res MDL-94	10,868	27
Office/Ret MDL-94	6,630	17
Office/Ret MDL-96	11,600	29
Park Lot	-	-
Police	11,793	29
Rest/Club	11,646	58
Ret/Office MDL-94	14,088	35
Retail MDL-94	4,300	13
Retail MDL-96	30,534	92
Retail/Res MDL-94	58,516	146
State Bldg	21,409	54
(blank)	-	-
<b>H</b>	<b>231,508</b>	<b>227</b>
1 Family MDL-01	7,891	-
2 Family MDL-03	7,261	-
3 Family MDL-03	2,680	-
4 Family MDL-03	2,833	-
Bank Bldg MDL-94	51,360	128
Charitable MDL-94	3,206	10
Gas/Mart	2,194	7
Mun Comm MDL-94	6,056	15
Mun Land C	-	-

**Table 10 continued. Building Usable Area and Parking Requirement, Detail for all Subareas Land Use Types**

Subarea and Land Use Occupancy Type	Total Useable Area	Total Parking Requirement
Off Bldg MDL-94	1,854	5
Park Lot	-	-
Pub School MDL-94	124,339	-
Rest/Club	2,464	12
Retail MDL-96	3,032	9
Retail/Res MDL-94	16,338	41
Vacant MDL-00	-	-
<b>I</b>	<b>93,945</b>	<b>100</b>
1 Family MDL-01	17,146	-
2 Family MDL-03	10,089	-
3 Family MDL-03	10,651	-
4 Family MDL-03	11,451	-
5 Family	9,041	11
Cemetery MDL-00	-	-
Fire MDL-00	-	-
Fire MDL-96	8,540	21
Library	7,532	23
Mun Comm MDL-94	3,130	8
Mun Land C	-	-
Mun Land R MDL-00	-	-
Off Bldg MDL-94	13,326	33
Resi&InLaw	3,039	5
Vac. w OB MDL-00	-	-
Vacant MDL-00	-	-
(blank)	-	-
<b>J</b>	<b>116,433</b>	<b>188</b>
1 Family MDL-01	24,895	-
2 Family MDL-01	1,830	-
2 Family MDL-03	15,051	-
3 Family MDL-03	5,745	-
4 Family MDL-03	5,684	-
5 Family	5,616	4
Church MDL-96	11,178	56
Funeral Hm	8,368	13
Mun Comm MDL-94	6,887	17
Mun Land R MDL-00	-	-
Non Profit MDL-94	8,507	43
Off Bldg MDL-94	3,630	9
Office/Res MDL-94	10,740	27
PostOffice	5,738	14
Prof Bldg	2,564	6
Vacant MDL-00	-	-
<b>(blank)</b>		
(blank)		
<b>Grand Total</b>	<b>2,093,583</b>	<b>3,126</b>

# 3. OBSERVATIONS AND RECOMMENDATIONS

## Distribution and Use of Parking

### Today

At present, the supply of parking within downtown Claremont is much greater than the demand warrants. On-street parking is not well used, and off-street parking is even less used. Taken as a whole, average utilization of the striped on-street parking in downtown was observed to be around 38 percent, while average utilization of off-street parking downtown was about 27 percent. The surplus of parking areas is in large part due to downtown's low building utilization and resultant low parking demand. In some areas such as north of the River, the lack of development or public attractions simply means there is no significant demand for parking.

Downtown Claremont can accommodate significant infill of new buildings, and increased occupancy of its existing buildings without needing significant new parking supplies. Under any circumstances, however, the City will benefit from enhanced management of its parking resources.

### In the Future

As the demand for parking increases in downtown Claremont, parking supplies will need to be managed effectively. The distribution of parking supply within the downtown core relative to the location of parking demand has some significant challenges, arising from the historic pattern of development and the topography of the City center. Significant building areas in the former mills are accompanied by relatively limited supplies of adjacent surface parking which the municipal parking structures will counteract over time, particularly in conjunction with enhanced parking management of these facilities and the areas around the mills.

The historic core will require shared parking provisions and the provision of municipal parking lots available to serve expanding uses and ongoing revitalization. On-street parking supplies in the retail and business core need to be managed to provide increased short-term convenience parking and options for patrons of area businesses, where off-street parking is in short supply. Larger off-street parking lots should be used for longer-term parking such as for offices and retail employees. Public parking lots need to be assigned for short-term or longer-term parking depending on where each type of demand is needed most. Finally, shared parking solutions that allow residential parking in conjunction with business parking lots will be needed to appropriately serve a mixed use center and provide convenient parking supplies and reduce the distances to remote lots.

## Urban Design and Parking in an Historic City Center

Traditional city centers like Claremont's downtown cannot provide parking lots and space immediately adjacent to the buildings and businesses that compose the core. The densely constructed collection of historic buildings is a highly desirable attribute of successful mixed-use communities, and includes sequences of buildings lining streets and public spaces. While some on-street parking is helpful and needed to support retail businesses and services, this type of center will always require a variety of parking options within a reasonable walking distance. In fact, reducing the compact building pattern to introduce additional surface parking is often counterproductive. Scattered buildings permeated by open parking lots does not provide the character and quality of a downtown, and cannot easily compete with convenience parking lots along auto-oriented strips.

## Parking Supply Relative to the Historic City Character

The Cecil Group reviewed a report prepared for the City in 2010 that charted the amount of building area and presumed parking supply and parking needs within the historic core of larger buildings, centered on Opera House Square and extending along Main, Pleasant and Broad Streets. Unfortunately, the information sources and basis of calculation were not included in the report. As a result, an alternative method was used to calculate both existing and prospective needs relative to supplies in the area.

However, it is apparent from the overall low parking utilization that the buildings are substantially underutilized relative to their potential capacity. As a result, current parking needs appear to be met. In the long term, parking capacity is likely to become a more significant issue if the buildings are renovated, re-used and more densely occupied.

## Public Policy and Parking Management

### Municipal Parking Lots

With the exception of the Main Street Parking Garage, the City currently owns a disparate set of lots that it has acquired for parking. Several of these lots are inadequately marked and are not improved as parking areas. They are not well integrated into the downtown parking supply.

### Past Restrictions on Business Parking

Under the City's ordinances, residential parking has been prohibited in private business parking lots, which is a significant constraint on the existing and prospective housing stock within the downtown. In many instances, a number of spaces in business parking lots could be allocated as reserved spac-

es or for flexible, shared use between residences and businesses. As The Cecil Group has discussed in previous studies prepared for Claremont regarding the City Center, regulations should encourage shared spaces and allow residential spaces as a shared portion of business parking lots, subject to site plan review, special permit approvals or other mechanisms.

## Parking Restrictions and Behaviors

The City maintains late night restrictions on parking (10 PM to 5 AM) along several streets in the downtown, including Glidden Street, Pleasant Street and School Street. These restrictions are likely intended to reduce conflicts with residential uses from entertainment uses, restaurants and bars. However, the restrictions near the Opera House Square and its vicinity may have a detrimental effect on some types of businesses that may be desirable in a vital downtown district, and should be considered as land planning proceeds for this area of the downtown.

## Lack of Alignment of Some Parking Regulations with Field Conditions

We noted a misalignment between some of the parking standards in the City Ordinance and observed field conditions.

None of the 30-minute zones appears to have any spaces allocated in the locations listed in the ordinance, probably due to realignment of streets and roads to meet safe traffic conditions.

Locations of such changes included an island near the Post Office, areas along Main Street near the Sugar River Mills, and a portion of Middle Street where the Sears store used to be. A designated 30-minute zone for 15 cars appears to have either been removed or not constructed opposite Monadnock Mill No. 1 on Water Street. The same situation occurs for 5 other spaces on Water Street near United Ways. Perhaps these spaces have been assigned in other locations not indicated in the ordinance, but the on-site inventory did not indicate such locations. The parking ordinance should be updated accordingly.

A 2-hour restriction on Spruce Avenue does seem to be in place, but there are few signs in evidence and no marked spaces. A 2-hour restriction on Trinity Street is not signed, and the street width appears inadequate for parking spaces. Spaces on United Way do not appear to exist anymore, but a 2-hour restriction persists. Some of the 2-hour spaces on the south side of Water Street west of United Way were not confirmed to exist.

A prohibition on parking on the west side of Broad Street between Glidden and Summer Street appears to conflict with other regulations suggesting that 2-hour parking is permitted outside of school hours.

## Recommended Regulations and Management Enhancements

The City is currently using a relatively limited set of parking management techniques within the downtown. Among the management tools and actions that it could consider are the following.

### Management through Pricing

The City could consider using meters or other methods to charge for parking in areas of high demand to better distribute parking supplies. These techniques are well established and can be highly effective in reallocating parking spaces so that individuals seeking convenience will have the opportunity to pay appropriate amounts, and distribute others within a walking distance that is acceptable to them. For example, employees who will be at work all day could park in all-day lots a few blocks from their place of work; while the closest on-street spaces could be metered for shorter-term use by shoppers and visitors. This same approach may be used in large off-street parking lots: the spaces closest to stores and other popular destinations would be metered for short-term use, while the farther spots would allow longer-term parking.

### Revised Parking Restrictions

The current parking restrictions may not be serving as an effective parking management system. In particular, the two-hour parking limits may be too short for some users, and are likely being abused by many individuals, so that they are not having the intended effect. The current ban on business parking lots being used for residential uses should be reconsidered. The City should review the reasons associated with parking restrictions and revise its standards in line with its intent.

### Increased Signage and Information

The signage posted to allow drivers to locate public spaces (particularly the off-street lots) is limited and could be beneficially increased. Additional information in the form of a brochure with a map showing public and shared-use parking lots would be a helpful resource, and could be distributed at public offices and at retailers.

### Improved Public Lots

Several of the public lots require basic infrastructure improvements such as paving, striping, signage and landscaping. More efficient striping patterns can also help create more spaces.

### More Striped On-Street Spaces

In areas where parking demand is high, but little or no on-street parking spaces are provided, the City should consider defining additional on-street

spaces through striping. This would require evaluating the roadway right-of-way to maintain adequate space for travel lanes and snow plowing.

## Increased Enforcement

In areas of high demand, the City could consider increased enforcement as a method to manage its parking supply. However, the overall system of parking restrictions, pricing, and other tools should be considered in concert with increased enforcement.

## Pedestrian Improvements

An effective pedestrian network with sidewalk and path connections is vital to a successful downtown parking strategy, and the City should consider improvements where connections and conditions are lacking.

## Connect Adjacent Parking Lots

Adjacent parking lots, whether municipal or privately owned, could be managed cooperatively. Shared access and circulation aisles could make better use of existing lots by freeing up more areas to be used as parking spaces. Visitors may also find it easier to locate parking when there are shared entry points to centralized parking lots from multiple streets.

## Parking Fee-in-Lieu

Claremont currently requires all new development to provide parking on site or within 1,200 feet (presumably in an off-street location) in the Mixed-Use District. However, the Town's ample public parking facilities could be used as another option for required parking supply. Some towns offer a "fee-in-lieu" approach to collect private contributions to support public parking facilities, programs, and strategies.

## Shared Parking Regulations

The City should explore shared parking recommendations for different land uses and for mixed-use buildings. A shared parking approach allows lower parking ratios for certain uses in certain situations, taking advantage of the differences in time of day and day of week parking usage patterns of different land uses. Shared parking will allow the City to make more efficient use of available parking supplies and assist in planning for future matching of demand and supply. For example, the individual uses in a building that includes both residential and retail uses could share some of the spaces in a common parking lot, because retail parking demand tends to be highest during the day, when residential parking rates are lower, and vice versa. As another example, an office building and a residential building could share spaces in a nearby offsite parking lot.

## Allow On-Street Parking to Count Towards Required Parking Supply

The City could allow on-street parking spaces to count towards part of all of parking requirements for individual uses, thus fostering more efficient use of its existing parking supply as development in the Town intensifies. To account for winter snow plowing needs, designated alternative parking areas can replace the on-street parking spaces during snow emergencies (discussed in more detail next).

## Snow Season Management

### Claremont's All-Season Parking Ban

Claremont's overnight parking ban is in effect every day, from 12:00 midnight until 7:00 AM, from November 1 to April 15 yearly, regardless of whether there is snow. The ban applies to all public streets and certain public parking lots.

The City's all-winter overnight parking ban on public streets means that Claremont cannot count its on-street supply towards meeting parking requirements. The City could consider allowing wintertime overnight use of on-street parking under the condition that use of such spaces would be banned only during actual snow events, not all winter long, and perhaps only in certain locations. With a more nuanced approach to parking restrictions in wintertime and during snow events, the City could make more efficient use of on-street parking spaces. A discussion of this important topic follows.

A similar all-season overnight parking ban is in effect in the Town of Wakefield, Massachusetts from December 1 to April 1. However, Wakefield defines all night parking as parking on any street for a period longer than one hour between 1 AM and 7 AM. Thus, short-term parking is still permitted on streets during the winter.

### Snow Emergency Bans

In contrast to Claremont's approach, some municipalities, including Salem and Somerville, Massachusetts, only institute emergency parking bans when a certain amount of snowfall is expected. Imposition of the ban is tied to the expected amount of snow; for example, Salem issues an emergency parking ban when the weather forecast anticipates at least two inches of snowfall.

Emergency bans may apply to all streets uniformly, or only to certain locations. For example, Somerville applies the parking ban only to the even-numbered side of all streets citywide, and tickets and tows cars that remain in even-side parking lanes. The City is thus able to plow the driving lanes as well as one parking lane on each street, helping to preserve enough passable space. During the recent severe winter storms of February 2015, when the City received a total of nine feet of snow in three snowstorms over three or

four weeks, the even side parking lane on each street became a storage repository for very tall mounds of plowed snow. It was not easy to drive around the city, but as Somerville is a very walkable city, most people managed to leave their cars at home, and roads were clear for emergency vehicles and city maintenance crews. Next door, the City of Cambridge imposes an emergency parking ban only on streets designated by signage as “No Parking during Snow Emergency.”

As Somerville recovers from a storm, the parking ban is lifted on a rolling basis, street by street, with parking bans on higher-traffic streets lifted first. The City announces these rolling lifts on its website. However, during February 2015’s severe storms, the emergency ban remained in effect citywide for most of the month, due to the difficulty in clearing the record snowfall.

### Other Overnight Parking Locations

Similar to Claremont, Somerville offers its residents the use of its public parking lots and parking lots at municipal buildings (such as libraries and City Hall) as well as public school parking lots during snow emergencies. Somerville’s school parking lots are only available from 6 PM to 7 AM on weekdays, and all day on weekends. The City also encourages residents to allow their neighbors to park in any extra spaces they may have in their driveways, in order to maintain the on-street parking ban.

In addition to municipal lots and school lots, Salem has arranged for a few other parking lots to be available, including at a church, a local college, and a private business. At some of these locations, a special snow parking permit is required and may be obtained from the parking lot owner. In Salem, many of the available parking spots are in garages that charge a nominal \$1/day fee.

The City of Cambridge, Massachusetts offers free parking at four parking garages during snow emergencies, including a mall parking garage and a Harvard University garage.

Somerville requires that vehicles be moved within two hours after a snow emergency has been lifted. Lifting of snow emergencies is announced a day in advance, to allow residents time to move their cars.

### Public Announcements of Snow Emergencies

In many towns, the imposition and lifting of emergency bans are announced on local media, municipal websites, and on social media outlets such as Twitter and Facebook. Towns also offer residents the opportunity to sign up for text message and email alerts.

Cities such as Salem and Somerville have installed signalling lights at major intersections, which flash blue when the emergency parking ban is in effect. The flashing lights alerts motorists to the parking ban even if they have not used their radios or websites.

## Sidewalk Snow Removal for Pedestrian Accessibility

Having clear sidewalks makes it easier for people to walk during snow emergencies and leave their cars at home, helping to manage parking issues. In many cities, including Somerville and Salem, residents and business owners in the entire town are required to shovel their sidewalks to a minimum clear width within a certain time frame after snow has stopped falling. Tickets are issued to offenders. In other towns, such as Wakefield, sidewalk shoveling is only mandatory on certain specified streets in the downtown area.

## 4. NOTES ON METHODOLOGY

### Parking Supply and Utilization Data

The Cecil Group participated in discussions with City staff regarding parking and undertook a field visit to establish a general understanding of the overall parking supply and demand issues.

The Cecil Group prepared a set of instructions to City staff and volunteers to conduct a single day field observation of conditions within parking lots and for on-street parking areas. Tally sheets and maps were prepared for the participants.

The City of Claremont staff and a group of volunteer participants conducted field inventories of parking supply and parking utilization in downtown Claremont during the afternoon and early evening on Friday, November 21, 2014, the week before Thanksgiving. Three different survey periods were monitored as an indication of the typical demand patterns: 12:00 noon to 1:30 PM, 1:30 to 3 PM, and 6:00 to 7:30 PM. The results were assembled in hard copy, scanned, and transmitted to The Cecil Group, who then compiled the information in spreadsheet and mapped formats.

The field observers were not able to fully and accurately record all of the supply and use patterns within the study area within the time and number of volunteers available. However, The Cecil Group used the information that was gathered to make reasonable extrapolations regarding utilization.

The Cecil Group then augmented the field notes on parking supplies by preparing an estimate of the total supply of striped-on street parking within the entire study area using recent aerial photography. This consisted of estimates of the spaces in public parking lots and private parking lots. The estimates did not include parking associated with small residential buildings and driveways. The City then provided additional field confirmation of some of the lots, with particular attention to the counts within City-owned parking lots.

It should be noted that the private parking utilization in several locations was not included in the parking observations prepared by the City, including several parcels near the High School, and the parking associated with a larger 130,000 SF residential building in subarea B. The City may wish to consider undertaking additional parking audits in the future of these lots. However, the general findings in this report would not be altered by the results of these audits.

### Parking Regulations and Signage

The on-site inventories of parking supply and parking signage were not consistently collected or mapped during the field observations, although lists of signs were compiled for some areas. To augment the field observations, The

Cecil Group used existing regulatory standards in the City’s ordinances and photographs to represent approximate locations of The approximate limits of regulated parking (time limits, prohibitions) have been mapped and are shown in **Figure 5**. It was noted that some of the City ordinances regarding locations and regulations are inconsistent with field conditions.

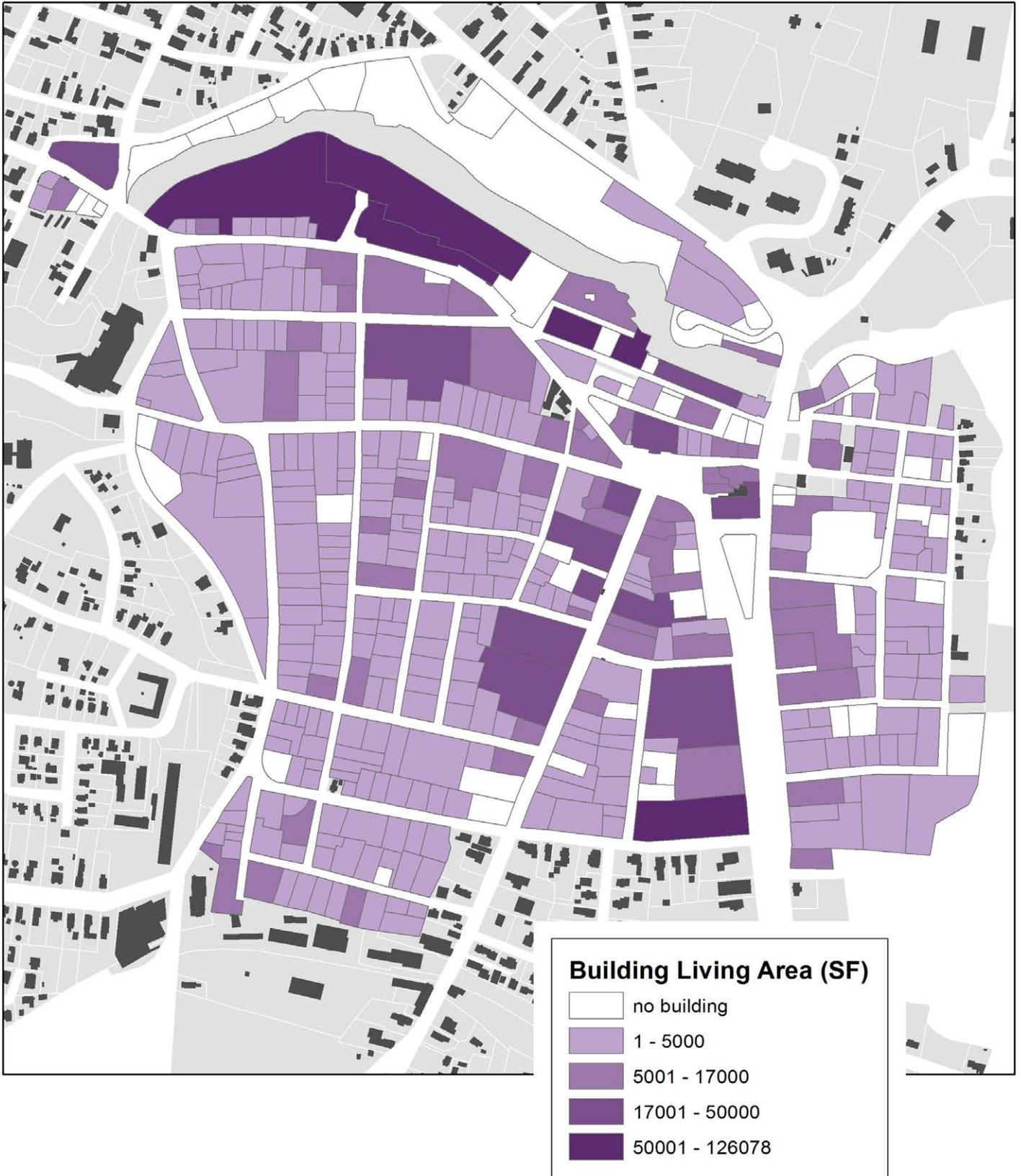
## Use of GIS Assessor Data

The Cecil Group extrapolated information from the City’s GIS database to provide the basis for calculating the approximate amount and distribution of building areas by major use categories that generate demand for on-street parking and off-street parking lots.

A field from the data set called “Living Area” provided the bases for estimating usable building areas by use category. According to the City’s assessor:

*Living area is the calculated space of each code that is finished which usually includes all typical living space that is heated and/or cooled and is located above grade. Living area does not include porches, garages, basement area, crawl spaces.*

The GIS database was updated and augmented during this study to allow it to perform the analytical tasks required. Initial data gaps and inconsistencies were resolved through City efforts which included the assessor providing missing data records in spreadsheet form, which The Cecil Group was then able to link to the parcel maps in GIS. As can be seen in **Figure 11**, living area data is now only missing for a few parcels (shown in white) in the study area that are known to include buildings, and are not considered material to the findings of this study.



**Figure 10. Building Usable Area Data by Parcel**



## 5. APPENDIX

### Streets Included in the Study Area

The streets referenced in this study included those shown in **Table 8**. This list indicates whether the entire street length is in the study area, or only a portion of its length.

**Table 8. List of Streets within the Study Area**

Street Names	Part	Whole
Allen Street		W
Bailey Avenue		W
Barber Street		W
Broad Street	P	
Central Street		W
Cleary Court		W
Crescent Street		W
Cul-de-Sac Way		W
Factory Street	P	
Glidden Street		W
Heritage Drive		W
High Street		W
Knight Street		W
Maynard Street		W
Meadow Street		W
Middle Street		W
Mill Road		W
Mill Street		W
Monadnock Place		W
Mulberry Street	P	
Myrtle Street	P	
North Street	P	
Pearl Street	P	
Pleasant Street		W
Police Court		W
Putnam Street		W
Spring Street	P	
Spofford Street		
Spruce Avenue		W
Sullivan Street		W
Summer Street		W
Tremont Street		W
Trinity Street		W
Tyler Street		W
United Way		W
Union Street	P	
Wall Street		W
Walnut Street		W
Water Street		W

## Summary of Relevant City Parking Ordinances

Applicable parking standards from the City's parking ordinances were assembled and reviewed. Relevant standards are compiled below for reference.

Claremont's parking standards are, in part, established through a series of ordinances. Relevant applicable standards within the study area include the following sections of the Municipal Code: Sections 19-2 through 19-97. These regulations encompass the following standards, which are excerpted from the City Ordinances, noting only those conditions pertaining to location in the study area.

There are conflicting regulations among these standards. For example, the south side of Main Street between Lafayette Street and Factory Street is listed twice:

- Two hour parking restriction, Section 19-92 at "Main Street, south side, from Factory Street to Lafayette Street."
- Parking Prohibitions, Section 19-94: "Main Street, southerly side, from a starting point two hundred thirty (230) feet from its intersection with Lafayette Street, one hundred forty-five (145) feet in an easterly direction to the intersection with Factory Street."

### Fifteen-minute Parking Restrictions (Section 19-90)

The driver of a vehicle shall not park such vehicle for longer than fifteen (15) minutes at any time between the hours of 9:00 a.m. and 6:00 p.m. of any day, except Sundays and public holidays, on the following described streets or parts of streets:

- Broad Street, easterly side, between the southerly and northerly property lines of the United States Post Office projected westerly to Broad Street.
- Broad Street, on the easterly and westerly side of the island situated westerly of and directly opposite the United States Post Office.
- Broad Street, on the westerly side of the island which is situated southerly from the south end of Broad Street Park and westerly of the United States Post Office, from its north end southerly to the crosswalk.
- City hall. The parking area located on the west side of city hall directly in front of the main (Opera House Square) entrance to city hall.

### Thirty-minute Parking Restrictions (Section 19-91)

The driver of a vehicle shall not park such vehicle for longer than thirty (30) minutes at any time, between the hours of 9:00 a.m. and 6:00 p.m. of any day, except Sundays and public holidays, on the following described streets or parts of streets:

- Main Street, north side, from the former River Street intersection easterly to the entrance to Sugar River Mills, a distance of approximately one hundred eighty (180) feet.
- Middle Street, west side, from a point opposite the southerly line of the driveway servicing the Sears store, southerly to Summer Street.
- Water Street, parking area, fifteen (15) spaces, located across from the State Office Building, historically known as Monadnock Mill No. 1, on the south side of Water Street, being the first fifteen (15) parking spaces commencing at the intersection of Water Street and United Way, proceeding in a westerly direction.
- Water Street, south side, from its intersection with United Way in a westerly direction five (5) parking places.

## Two-hour Parking Restrictions (Section 19-92)

The driver of a vehicle shall not park such vehicle for longer than two (2) hours at any time, between the hours of 6:00 a.m. and 6:00 p.m. of any day, except Sundays and public holidays, and between the hours of 9:00 a.m. and 9:00 p.m. on Fridays except when such days are public holidays, on the following described streets and areas:

- Broad Street, west branch, west side, between Glidden Street and south entrance to municipal parking lot.
- Broad Street Connector on south side of city hall, both sides.
- Broad Street, east side, from Putnam Street south to driveway to No. 178 Broad Street.
- Broad Street, east branch, east side, between the driveway of the Goodwin Community Center northerly to the northern wall of the city library.
- Broad Street Municipal Parking Lot: Broad Street, west side, between Tremont and Water Streets; excepting and reserving four parking spaces for the exclusive use of property located at Tax Map 120, Lot 17 and as further described by instrument dated April 18, 1984 and recorded in the Sullivan County Registry of Deeds at Vol. 759, Page 145;
- Broad Street Municipal Parking Lot: Broad Street, east side, between Tremont and Meadow Streets.
- Crescent Street, north side, except where under privately owned or separate agreement and signed separately, all parking from the intersection of United Way and Crescent Street to the easterly intersection of Crescent Street and the new connector street to Water Street.
- Glidden Street, north side, from Pleasant Street to Middle Street.
- Main Street, south side, from Opera House Square to 38 Main Street.
- Main Street, south side, from Factory Street to Lafayette Street.
- Opera House Square, center area and all sides.

- Pleasant Street, both sides, from Summer Street to Opera House Square.
- School Street, north side, from Pleasant Street to Franklin Street.
- Spruce Avenue, west side.
- Tremont Street, both sides, from Broad Street westerly to Opera House Square.
- Trinity Street, north side, from a point twenty-five (25) feet westerly on the westerly line of Franklin Street to a point twenty-five (25) feet westerly from the easterly line of Walnut Street.
- United Way, twelve (12) parallel parking spaces on northerly side.
- Water Street, both sides, from Broad Street to Main Street, except where privately owned or under separate agreement and separately signed and as provided for under section 19-90 et seq.
- Water Street, south side, from its intersection with United Way in a westerly direction starting after the fifth parking stall and going west ten (10) parking stalls.
- Winner Municipal Parking Lot: Pleasant Street, east side, north of Summer Street, as shown on Tax Map 120-106

## Two-hour Parking Restrictions during School Hours (Section 19-92.1)

The driver of a vehicle shall not park such vehicle for longer than two (2) hours at any time, during school hours when school is in session, on the following described streets and areas:

- Broad Street, on the median, both sides, from Putnam Street southerly, to the median's termination at Summer Street

## Special Time Restrictions (Section 19-93)

- Between 7:30 a.m. and 9:30 p.m. and between 2:00 p.m. and 4:00 p.m., the driver of a vehicle shall not park such vehicle at any time between the hours of 7:30 a.m. and 9:30 a.m. and between 2:00 p.m. and 4:00 p.m. at the following locations:
  - \* Myrtle Street, both sides, from its intersection with Pleasant Street to its intersection with Walnut Street.
- Between 10:00 p.m. and 5:00 a.m., the driver of a vehicle shall not park such vehicle at any time between the hours of 10:00 p.m. and 5:00 a.m. at the following locations:
  - \* Glidden Street, both sides, from its intersection with Pleasant Street to its intersection with Middle Street.
  - \* Pleasant Street, both sides, from its intersection with Opera House Square to its intersection with Summer Street.

- \* School Street, both sides, from its intersection with Pleasant Street to its intersection with Franklin Street.
- c) Between 7:00 a.m. and 3:00 p.m., Monday through Friday, September 1 through June 15., the driver of a vehicle shall not park such vehicle at any time between the hours of 7:00 a.m. and 3:00 p.m., Monday through Friday, during the period of September 1 through June 15 at the following locations:
  - \* Summer Street, northerly side, from its intersection with Broad Street westerly to a point thirty (30) feet east of the Stevens High School cafeteria doors.

## Parking Prohibitions (Section 19-94)

Parking is prohibited at any time for the following street segments:

- Bailey Avenue, south side, from its intersection with Broad Street to its intersection with Spofford Street
- Bailey Avenue, both sides, seventy-five (75) feet from its intersection with Broad Street and seventy-five (75) feet from its intersection with Spofford Street.
- Barber Street, south side.
- Barber Street, north side, from a point two hundred sixty (260) feet easterly of its intersection with Broad Street easterly to High Street.
- Broad Street, easterly side, from a point in line with the northerly wall of the city library building northerly to Washington Street.
- Broad Street, on the easterly side of the island which is situated southerly from the south end of Broad Street Park and westerly of the United States Post Office, and on the westerly side southerly from the south side of the crosswalk.
- Broad Street, westerly side, from Broad Street Connector on south side of city hall northerly to North Street.
- Broad Street, westerly side, from Glidden Street to Summer Street.
- Broad Street, westerly side, from Opera House Square southerly to the entrance to the municipal parking lot.
- Franklin Street, both sides, from School Street to Sullivan Street and Sullivan Street to Main Street.
- Glidden Street, north side, and south side, from Broad Street to Middle Street.
- Glidden Street, south side, from Pleasant Street to Middle Street.
- High Street, east side, from Tremont Street southerly for eighty (80) feet and northerly from Richards Street for sixty (60) feet.
- High Street, west side, from Tremont Street to Barber Street.
- High Street, wall to Tremont Street, both sides.

- High Street, easterly side, from Putnam Street to Barber Street.
- Main Street, northerly side, from its point of intersection with Heritage Court, west for forty (40) feet.
- Main Street, northerly side, from its point of intersection with Opera House Square, westerly to its point of intersection with Crescent Street.
- Main Street, northerly side, from its point of intersection with the westerly line of Pearl Street, westerly for a distance of four hundred fifty (450) feet.
- Main Street, northerly side, one hundred thirty (130) feet from its intersection with Heritage Court to a westerly direction to the intersection with Elm Street.
- Main Street, southerly side, from a starting point two hundred thirty (230) feet from its intersection with Lafayette Street, one hundred forty-five (145) feet in an easterly direction to the intersection with Factory Street.
- Main Street, southerly side, from its point of intersection with Lafayette Street, easterly for eighty-five (85) feet.
- Main Street, southerly side, from its point of intersection with the easterly line of Pearl Street, easterly to the intersection with the northwesterly corner of Central Street.
- Main Street, southerly side, from its point of intersection with the westerly line of Pearl Street, westerly to its point of intersection with Union Street.
- Main Street, southerly side, from 38 Main Street westerly to the intersection of Pearl Street.
- Main Street, south side, from its intersection with Union Street east for a distance of seventy (70) feet.
- Main Street, west side, thirty (30) feet southerly direction from Lafayette Street.
- Meadow Street, both sides.
- Middle Street east side, from Summer Street to Glidden Street.
- Middle Street, west side, from the southerly line of the Sears store parking lot southerly for a distance of fifty (50) feet.
- North Street, northerly side, from its intersection with Broad Street westerly to its intersection with Elm Street.
- North Street, southerly side, from Broad Street two hundred (200) feet west of its intersection with Hanover Street.
- Pearl Street, east side, from its point of intersection with the southerly line of Sullivan Street, southerly a distance of fifty (50) feet.
- Pearl Street, westerly side, from Sullivan Street to School Street.
- Pearl Street, westerly side, from its point of intersection with the northerly side of Main Street, northerly a distance of one hundred forty-one (141) feet.

- Pearl Street, westerly side, from its point of intersection with the southerly line of Central Street, southerly a distance of forty (40) feet.
- Pleasant Street, east side, from its point of intersection with the southerly line of Summer Street, southerly a distance of one hundred ten (110) feet.
- Pleasant Street, east side, from its point of intersection with the northerly line of Summer Street, northerly a distance of forty-five (45) feet.
- Pleasant Street, west side, from its point of intersection with the southerly line of Summer Street, southerly a distance of ninety (90) feet.
- Pleasant Street, west side, from its point of intersection with the northerly line of Summer Street, northerly a distance of one hundred ten (110) feet.
- Post Office Road, south side with its intersection with Broad Street easterly for a distance of one hundred ninety (190) feet.
- Putnam Street, both sides, from its intersection with Broad Street to its intersection with High Street.
- Spruce Avenue, east side.
- Sullivan Street, south side, between Franklin Street and Walnut Street.
- Summer Street, north side, from its point of intersection with the easterly line of Pleasant Street, easterly to Middle Street.
- Summer Street, north side, from its point of intersection with the westerly line of Pleasant Street, westerly a distance of one hundred ten (110) feet.
- Summer Street, south side, from its point of intersection with the easterly line of Pleasant Street, easterly a distance of ninety (90) feet.
- Summer Street, south side, from its point of intersection with the westerly line of Pleasant Street, westerly a distance of one hundred (100) feet.
- Tremont Street, both sides, from Broad Street to High Street.
- Tremont Street, both sides, from High Street to Spofford Street.
- Trinity Street, south side.
- Trinity Street, north side, from the westerly line of Franklin Street to a point twenty-five (25) feet westerly of the westerly line of Franklin Street and from the easterly line of Walnut Street to a point twenty-five (25) feet easterly of the easterly line of Walnut Street.
- Tyler Street, both sides, from its intersection with Sullivan Street to its intersection with Myrtle Street.
- United Way, on the northerly side from the intersection with Crescent Street, the first one hundred fifty (150) feet and from the intersection with Water Street the first thirty (30) feet. On the southerly side from the intersection with Crescent Street the first one hundred fifty (150) feet and from the intersection with Water Street the first fifty (50) feet.
- Wall Street, both sides, from Spofford Street to Broad Street.

- Wall Street, southerly side from Spofford Street to a point one hundred (100) feet west of its intersection with Spofford Street.
- Wall Street Connector, both sides, from High Street to Broad Street.
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- Walnut Street, west side, from a point midway of the intersection of Walnut and Trinity Streets southerly for a distance of forty (40) feet and northerly for a distance of one hundred (100) feet.
- Walnut Street, west side, from its intersection with Sullivan Street to School Street.
- Walnut Street, west side, at its intersection with School Street, Myrtle Street.
- Water Street, at a starting point of 223 feet east of Mill Road east for a distance of 32 feet.

### Restricted Parking, School Hours (Section 19-94.1)

- a) No parking during school hours. The driver of a vehicle shall not park such vehicle during school hours when school is in session on the following described streets or parts of streets unless there is prominently displayed on the vehicle a valid Stevens High School parking permit issued by the superintendent of schools, school administrative unit #6, or designee:
  - \* Summer Street, north side, from a point thirty (30) feet east of the Stevens High School cafeteria doors in a westerly direction to the intersection on Summer and Middle Streets.
- b) Limited parking during school hours. The driver of a vehicle shall be permitted to park such vehicle during the hours of 2:00 p.m. and 3:30 p.m. on the following streets, or parts of streets, for the purpose of picking up students leaving school. Parking shall be prohibited at all other times.
  - \* Summit Road, north side, beginning twenty (20) feet to the west of the intersection with Tyler Street and proceeding westerly one hundred and sixty (160) feet to the southerly property line of the Bluff School, which is located approximately twenty (20) feet to the east of the entrance to the school parking lot. Such parking shall further be restricted to such times that Summit Road is closed to two-way traffic.

### Night Parking Restriction (Section 19-95)

- a) It shall be unlawful for the owner or operator of any vehicle to park a vehicle upon any public highway or public off-street parking area within the city, except as hereinafter provided, between the hours of 12:00 midnight and 7:00 a.m. within the period of November 1 to the following April 15. Time as used herein shall be in accordance with the standard of time in operation in the city. This subsection shall not apply to the Municipal Parking Lot on Franklin Street, the Winner Municipal Parking Lot on

Pleasant Street or to the area of the Rotary Island in Opera House Square known as the “bullpen.”

- b) No parking, vehicular or pedestrian traffic is allowed between the hours of 10:00 p.m. and 6:00 a.m. in that area of the Rotary Island in Opera House Square known as the “bullpen.” The chief of police shall have the authority to adjust the foregoing hours as he or she deems necessary without further action of the city council.

## Municipal Parking Lots. (Section 19-96)

- a) The following parking areas are designated municipal parking lots:
  - \* Broad Street Municipal Parking Lot: Broad Street, west side, between Tremont Street and Water Street.
  - \* Claremont Municipal Parking Lot: Broad Street, west side, adjacent American Legion property.
  - \* Claremont Municipal Parking Lot: Franklin Street, east side, shown as Tax Map 120-64.
  - \* Claremont Municipal Parking Lot: Pleasant Street, west side, behind the Latchis Block, shown as Lot #2 on a plan prepared by Wayne McCutcheon Assocs.
  - \* Lower Cul-de-Sac Place Municipal Parking Lot: Lower Cul-de-Sac Place, south and west side, as shown on Tax Map 120-9.
  - \* North Street Municipal Parking Lot: North Street, south side, west of the intersection of North Street and Lower Cul-de-Sac Place, as shown on Tax Map 120-11 and Tax Map 120-12.
  - \* Winner Municipal Parking Lot: Pleasant Street, east side, north of Summer Street, as shown on Tax Map 120-106.
- b) Parking is without charge in these areas on a first-come, first-served basis, between the hours of 7:00 a.m. until 12:00 midnight. It shall be unlawful for the owner or operator of any vehicle to park a vehicle in any municipal parking lot between the hours of 12:00 midnight and 7:00 a.m., except as indicated herein. Parking in the Winner Municipal Parking Lot is available on a twenty-four-hour basis, unless otherwise posted by the city. Snow removal restrictions shall be applicable to on-street parking and shall also apply to municipal lots between the hours of 12:00 midnight and 7:00 a.m. The snow removal restrictions as stated herein shall not be applicable to parking in the Municipal Parking Lot on Franklin Street, the Winner Municipal Parking Lot on Pleasant Street or to the area of the Rotary Island in Opera House Square known as the “bullpen.”

## Business Parking Lot Restrictions (Section 19-97.5)

- a) It shall be unlawful for the owner or operator of any vehicle to park his vehicle in any business parking lot within the city, except for the following purposes:

- \* Parking immediately prior to transacting business at a place of business, attending church services, attending lodge or club activity, attending a promotional event, fair or parade, shopping, or patronizing a facility open to the public, adjacent to or in the immediate vicinity of a business parking lot.
  - \* Leaving after parking.
  - \* Leaving a passenger.
  - \* Picking up a passenger.
  - \* Parking while employed at a business in the immediate vicinity.
  - \* With the permission of the owner of a business parking lot or private business premises.
- b) It shall be unlawful for the owner or operator of any vehicle to drive across, through or into and out of any business parking lot within the city, except for the purposes set forth herein.

## Fines and Penalties for Violations (Section 19-106)

- a) Each owner or operator of a vehicle who violates the provisions of this chapter which governs and regulates stopping, standing and parking of vehicles shall be fined in accordance with the following schedule:
- \* Seventy-two-dollar fine for handicapped parking.
  - \* Twenty-five-dollar fine for fire lane.
  - \* Fifteen-dollar fine for parking by fire hydrants, blocking driveways, and winter parking ban
  - \* Ten-dollar fine for parking on wrong side of street, parking on double white or double yellow lines, parking on highway obstructing traffic, parking on crosswalks, parking on sidewalk, parking in no parking zone, overtime parking, and double parking.
- b) All fines shall be doubled if not paid within five (5) days. All violators shall be summoned upon complaint, as provided by RSA 47, if not paid within ten (10) days and the fine shall be doubled again.
- c) Except as set forth in subsections (a) and (b) herein, any person who violates any provision of this chapter [article] shall be fined not less than one hundred dollars (\$100.00). Any such person shall be deemed guilty of a separate offense for every day during any portion of which any violation is committed, continued, or permitted.
- d) Any person not wishing to contest the merits of any complaint may, upon notice of violation, make payment to the police officer in charge at the police headquarters. Failure of such owner or operator to make such payment within five (5) days shall render such owner or operator subject to penalties provided for violation of the general provisions of this chapter.
- e) Any person wishing to contest the merits of any complaint may, upon notice of violation, notify the police officer in charge at the police head-

quarters either in person or in writing within five (5) days. Any person contesting the merits of any complaint shall be summoned upon complaint, as provided by RSA 47.

### **Sec. 19-108. - Municipal parking garages. (Section 19-108)**

- a) The following parking areas are designated municipal parking garages:
  - \* Sawtooth Parking Garage: Main Street, south side, as shown on Tax Map 119-348.
- b) Parking is permitted in municipal parking garages on both a first-come, first-serve and reserved basis. Reserved spaces shall be by agreement negotiated by the city manager at an annual charge of no less than the operational and maintenance costs per space. Each such reserved space shall be so designated by a sign approved by the city at the permittee/lessee's sole cost. Municipal parking garages are available on a twenty-four-hour basis, unless otherwise posted by the city. Parking in public spaces is without charge.
- c) No driver of a vehicle shall park such vehicle in a public space in a municipal parking garage that is not reserved for longer than ten (10) hours at any one time.
- d) It shall be unlawful for any person not so entitled to park, stand, block or otherwise occupy a designated, reserved parking space in a municipal parking garage that has been reserved by another