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# TOWN CENTER PARKING REPORT

PREPARED BY:  
Amherst Planning Department  
Amherst, Massachusetts  
1996



## ABSTRACT

**TITLE:** Amherst Town Center Parking Report

**AUTHOR:** Town of Amherst Planning Department

**SUBJECT:** Presentation of an overview of reports and events pertaining to parking in the Amherst Town Center.

**DATE:** June 1996

**PLANNING AGENCY:** Town of Amherst Planning Department

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Town Hall  
Amherst, MA 01002

### **ABSTRACT:**

This document represents the most recent and up-to-date compilation of facts and events pertaining to parking in the Amherst Town Center. Given the number of committees previously appointed and past reports produced on parking in the Town Center, it was decided that a comprehensive compilation and review of these efforts would be helpful in informing the on-going discussions regarding this subject. It is expected that this report will be modified and expanded in the future as additional activity on the downtown takes place and other issues are further researched.

This report is divided into two interrelated sections: Section A: Synopses of Major Reports Pertaining to the Parking in the Town Center; Section B: A list of Report Recommendations by Subcategory of Parking Issues. The main and initial emphasis of the project was based on reviewing all reports and studies to date that address parking in the Town Center. The List of Report Recommendations provides a matrix of such recommendations by subject matter and report title.

In general, the Amherst Town Center Parking Report is intended to be used as a resource for Town committees, Town government, the business community, and citizens in their future efforts to address the parking issues facing the Amherst Town Center.

# **SECTION A**

**TOWN OF AMHERST  
A HISTORY OF PARKING REPORT  
RECOMMENDATIONS**

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

| REPORT TITLE  | RECOMMENDATIONS   |
|---|---|
| <u>Comprehensive Plan Report</u> , (1969).  | <ul style="list-style-type: none"> <li>- Remove the municipal parking zone from the Zoning By-Laws</li> <li>- Recommends that a parking lot behind the Town Hall could be used for an addition to serve the growing needs of the municipal government</li> </ul>  |
| <u>Final Report of the Select Committee on Goals for Amherst (SCOG)</u> , (1973). | <ul style="list-style-type: none"> <li>- Create new parking areas and parking garages</li> </ul>  |
| <u>Draft- A Parking Study</u> , (1977).   | <ul style="list-style-type: none"> <li>- Stress the importance of locationally appropriate employee parking</li> <li>- Improve signage indicating parking areas</li> <li>- Meter rates should be raised to increased revenues and promote parking efficiency</li> <li>- 1 hour meter limits should be at the Common, Spring Street and Unitarian Church lots; ½ hour meter limits should be on the North Pleasant Street meters and at the 103 Shops</li> <li>- Hire a Community Service Officer to log meter violations and issue summonses</li> <li>- Board of Selectmen should develop specific policies on parking</li> <li>- A goal of the Town should be to create 225 new spaces to be built over the next 10 years</li> <li>- The Post Office should develop its own parking facilities</li> <li>- Private owners should have their property professionally redesigned for greater parking use efficiency</li> <li>- Zoning By-Law amendments should be developed to permit compact car spaces</li> <li>- Compact car parking space standards should be included in the Town's street and site work construction standards</li> </ul> |

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|---|--|
|   | <ul style="list-style-type: none"> <li>- Specific recommendations and priorities for land acquisition for parking areas should be established</li> <li>- Annual allocations for downtown parking development should continue</li> <li>- Town Hall employee parking might be leased from the First Congregational Church</li> </ul>   |
| <p><u>Proposals to Enhance Economic Development in Amherst Town Center (1977-78).</u></p> | <ul style="list-style-type: none"> <li>- Promote idea of an Amherst Town Center Trolley to loop around the CBD and keep parking on the periphery of Town</li> </ul>  |
| <p><u>Parking Report (1977)</u></p>   | <ul style="list-style-type: none"> <li>- 17 space lot within Lessey Street right of way and the eastern half of Sweetser Park</li> <li>- 22 car lot behind shops on the east side of North Pleasant Street</li> <li>- 20 car lot for customer parking along Kellogg Street behind the Post Office and a 22 car lot adjacent for postal employee parking</li> <li>- Explore the possibility of one or more parking decks (1-2 stories) at these potential locations: behind Louis Foods, Town Hall, Amherst Saving Bank</li> <li>- Make 2 compact car spaces out of the already existing one in front of the Mobil Station north of the Post Office</li> <li>- Make 3 compact car spaces out of the already existing two in front of the Gulf Station</li> <li>- 1 hour meters for the Common Parking lot; ½ hour meters along Main St. (Lincoln Building to North Pleasant St.), east side along North Pleasant St.(Main St. to Warehouse), north side of Amity St.(North Pleasant St. to Jones Library driveway), south side of Amity St. (west entrance of the public parking lot to South Pleasant St.), and the west side of South Pleasant Street (Amity St. to the Peter Pan Bus Terminal)</li> <li>- 2 hour meters on both sides of Boltwood Ave. between Spring and College Streets</li> </ul> |

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| REPORT TITLE   | RECOMMENDATIONS   |
|--|---|
|  | <ul style="list-style-type: none"> <li>- Town's Zoning By-Law and Street &amp; Site Work Construction Standards should be amended to allow development of compact car parking spaces</li> <li>- Alternative downtown employee/resident parking locations should be sought where shoppers are unlikely to park or where shopper parking is inappropriate, ie: Douglas Funeral Home should be encouraged to lease spaces to downtown employees/residents in conjunction with their business needs; there are 10 developable spaces behind the Amherst Record building</li> <li>- Signs for public off-street parking should be designed/installed</li> <li>- Develop remote "park &amp; ride" lots so employees could use public transit</li> <li>- Parking enforcement policies should be enforced</li> <li>- Appropriate parking location maps should be distributed separately for downtown shoppers and employees</li> <li>- Private lots should be professionally evaluated to determine if all optimum space is being used</li> <li>- South Prospect Street lots (owned by the Amherst Savings Bank) should have additional spaces leased to employees of other downtown businesses</li> <li>- 2 spaces behind the Amherst Speedwash should have 12 minute meters</li> <li>- Sellen Street should be made one way west with 5 hour meters installed for parking along the north side</li> </ul> |
| <p><u>Parking in the Central Business District</u><br/>(1978).</p> | <ul style="list-style-type: none"> <li>- Encourage the Post Office to provide it own parking</li> <li>- Signs to point out hard-to-notice lots should be installed</li> <li>- A bus stop near northern end of the business district should be installed</li> <li>- Adjusting meter hours</li> <li>- Small addition to the Transit Service bus fleet</li> </ul>  |

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|  | <ul style="list-style-type: none"> <li>- Keeping 103 Shops parking lot should be encouraged</li> <li>- Parking on Lessey Street near Main Street intersection should be kept</li> <li>- Analysis of advisability/viability of a retail bazaar in the Boltwood Walk Project and how it will affect downtown parking should be done</li> <li>- Encourage all-day parkers to use Amity Street Lot</li> <li>- Create off-street areas for all-day shoppers</li> <li>- Town planning must seek to obtain suitable parking space</li> </ul>  |
| <u>Economic Development - Amherst 1979, (1979).</u>                      | <ul style="list-style-type: none"> <li>- "hidden" parking to be leased as a means to pay back construction loans</li> <li>- Construction of parking decks on existing parking lots</li> <li>- Change existing meter parking to short term parking</li> <li>- Bus service expansion to reduce demand for existing parking places</li> </ul>   |
| <u>Preliminary Report of the Amherst Parking Study Committee, (1979)</u> | <ul style="list-style-type: none"> <li>- Extend meters to adjacent downtown areas, designate one-way traffic on certain streets, complete meter installation approved plans</li> <li>- Change the Parking Meter Fund to a Parking Reserve Fund</li> <li>- Secure a position in the Police Department for parking administration</li> <li>- Increase parking meter rates</li> <li>- Mark parking meter rates</li> <li>- Establish an instant method of paying meter fines</li> <li>- Promote existing public parking areas</li> <li>- Promote the use of Amherst's bus system</li> <li>- Assign parking spaces to Town employees and vehicles that require proximity to Town Hall and the Bangs Center</li> </ul> |

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|--|--|
|  | <ul style="list-style-type: none"> <li>- Present the Gates Lot proposal to the Town Meeting</li> <li>- Do not Extend the municipal parking zone at this time</li> <li>- Realign and designate certain off-street parking areas for compact car parking</li> <li>- Develop additional parking for Post Office employees and patrons</li> <li>- The Town should investigate and consider some parking use of the Kendrick Trust area (a 3.3 acre island bound by North Pleasant/East Pleasant/Triangle Streets)</li> </ul>   |
| <p><u>Overall Economic Development Program Plan, (1980).</u></p> | <ul style="list-style-type: none"> <li>- Develop a parking facility and/or increase the total number of parking spaces</li> </ul>  |
| <p><u>Town Center Task Force Final Report, (1984).</u></p>       | <ul style="list-style-type: none"> <li>- Change the Municipal Parking Zone so that new construction would incur some payment to the Town for parking not offered on its premises</li> <li>- Separate CBD traffic and through traffic as much as possible</li> <li>- Remove the current requirement for parking in the CBD residential development and require that the ZBA be left to determine what requirement be imposed on a case by case basis</li> <li>- Remove the rental of surplus land for use as a parking from the prohibited category of "second primary use" in the CBD and Limited Business Zones</li> <li>- Affirm the recommendations of the Klein Report (Preliminary Report of the Amherst Parking Study Committee-1979) and ask they be implemented (save only the items relating to Sweetser Park and the Kendrick Trust).</li> <li>- Proceed with all deliberate speed to plan and construct central parking structure(s) in the CBD.</li> </ul> |



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|--|---|
| <p><u>Report on Downtown Parking Facilities Downtown Subcommittee Amherst Planning Board (1986).</u></p> | <ul style="list-style-type: none"> <li>- Real need for new parking spaces in downtown. The present deficit is 300 or more spaces.</li> <li>- CBD is physically limited in terms of new parking space. Development of new parking lots outside of the downtown but within walking distance would occur at the expense of those neighborhoods.</li> <li>- Market conditions are pushing development activity which will generate more parking demand.</li> <li>- Parking need should be met by the development of constructed parking facilities which provide more parking in less space - parking garage and decks. Recommended sites:             <ul style="list-style-type: none"> <li>* the undeveloped portion of the <b>Boltwood Walk</b> area</li> <li>* the Amherst Academy site at the corner of Amity St. and South Prospect Street - <b>Amity Site</b>.</li> <li>* the former Louis' Foods parking lot - <b>Louis' Site</b></li> <li>* the Town-owned lot on Pray St.</li> <li>* the lot behind Town Hall</li> </ul> </li> <li>- The 3 largest sites should be developed in the following priority sequence- Boltwood, Amity and Louis'.</li> <li>- Have ARA ensure parking is a significant component of any Boltwood Walk development project.</li> <li>- Examine the feasibility of involving the entirety of the "Boltwood Block" for construction of a parking facility.</li> <li>- Underground or partially-buried parking structures are strongly recommended for Boltwood Walk and other sites.</li> <li>- Developers of any new downtown commercial space should have an option of providing parking in the amounts required in the Zoning By-Law, or of paying an established fee per required space into a Municipal Parking Fund.</li> </ul> |

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|---|---|
|   | <ul style="list-style-type: none"> <li>- The existing Municipal Parking Zone should be expanded to include the remainder of the downtown General Business (B-G) district and the Limited Business (L-B) district bounded by North Pleasant St., McClellan St. and Cowles Lane.</li> <li>- Seek State funding: Small Cities CBDG program, Off-Street Parking program and Industrial Revenue Bonds.</li> <li>- Town should take the lead role in CBD parking development. Specifically the Planning Board, ARA, and Board of Selectmen.</li> </ul>  |
| <p><u>Parking Task Force Preliminary Report &amp; Recommendations to the Select Board (1989).</u></p> | <ul style="list-style-type: none"> <li>- Recommend CVS Lot as preferred parking facility site. Other sites to consider are Boltwood and Amity sites.</li> <li>- Separate short-term and long-term parking by location. Short-term closer to shopping with meters (30 min., 1hr. and 2hr.). Long-term meters (5 hr. and 9 hr.) in more remote areas of lots or streets.</li> <li>- Change current parking meter rates from 10¢/hour to 25¢/hour and 10¢/20 minutes.</li> <li>- Convert a minimum of 125 presently un-metered street parking spaces to metered spaces. Specifically: Spring St., Churchhill St., Lessey St., South Prospect St., Amity St., North Pleasant St., Hallock St., Cottage St.</li> <li>- Assign/hire adequate personnel to check all meters and ticket violators on at least an hourly basis.</li> <li>- Increase parking violation fines--\$5.00 for meters, \$10.00 for moderate violations, and \$15 for hazardous violations. Ticketing and collection of parking fines should become priority for the Police Dept. and Collector.</li> <li>- Designate some specific residential street parking areas "For Residents Only", and issue stickers to residents: North Prospect St., Hallock St., South Prospect St., McClellan St.</li> <li>- Involve the Chamber and other groups of CBD financial, professional, mercantile and residential community in the development of the new parking management plan--their support is critical.</li> </ul> |

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|---|--|
|   | <ul style="list-style-type: none"> <li>- Assign management of parking system to: 1) An existing position in an existing department (DPW or Police); 2) A new position (Parking Coordinator?) in an existing department; or 3) A new position in a new Town department (Parking Department?)--a separate, autonomous entity with the sole responsibility for the Town's parking meter system.</li> <br/> <li>- Revenue from meter should go to "Parking Reserve Fund" to pay for:               <ul style="list-style-type: none"> <li>* Collection System--Community Service Officers and administration</li> <li>* Traffic Enforcement (Police Dept.)</li> <li>* Parking meter upkeep &amp; replacement (DPW)</li> <li>* Debt Service on the CVS lot (funds for eminent domain acquisition).</li> <li>* Fine revenues- go into the General fund.</li> </ul> </li> <br/> <li>- Reconfigure the Lessey/Main/Boltwood Walk intersection.</li> <br/> <li>- Consider adopting the Town Common Plan recommendations for reconfiguring the Spring Street lot which includes realigning the spaces to perpendicular lines. This would add 7-9 additional spaces.</li> </ul> |
| <p><u>Parking Task Force Recommendations on Distribution of Parking Meters &amp; Creation of New Metered Spaces (1990).</u></p> | <ul style="list-style-type: none"> <li>-Proposed distribution of new meter time periods in existing parking meter locations on-street and in public lots. Listed in the report.</li> <br/> <li>- Proposed new on-street parking meter spaces. Listed in report.</li> <br/> <li>- Metering the Town's portion of CVS lot. The majority of spaces should be short-term, with spaces near North Prospect St. medium-term spaces.</li> <br/> <li>- Strictly enforce meter feeding regulations.</li> <br/> <li>- Periodic review of meter times and rates by the Planning Board.</li> </ul>   |

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|--|---|
| <p><u>Downtown Action Plan</u><br/>(1992).</p> | <ul style="list-style-type: none"> <li>- Consolidate responsibility for management and operations of the parking meter system under one authority.</li> <br/> <li>- Improve management of all Town lots by adding attendants and gates, or central ticket machines. (provides flexibility in length of parking time)</li> <br/> <li>- Implement and administer the short-term parking recommendations of the Parking Task Force, including bringing existing public parking into conformance with accessibility codes.</li> <br/> <li>- Pursue agreements with owners of major private lots for better controls, consolidation or sharing of lots, selective public access or other improvements.</li> <br/> <li>- Seek a home rule act from the state legislature to enable the creation of a dedicated Parking Fund that would receive all parking meter and fine revenues and pay for all parking system costs.</li> <br/> <li>- Reorganize parking time periods and rates, including an increase in medium time (2hrs) periods in all central lots and selected on-street locations, and relocation of longest time periods (5,9 and 10hrs) to outlying lots and streets.</li> <br/> <li>- Design and install signs, color coding or other visible symbols to direct people to major parking lots and indicate meter hours and rates.</li> <br/> <li>- Initiate ongoing joint public/private efforts to identify appropriate locations for downtown employers and employee parking, and to encourage responsible use.</li> <br/> <li>- Increase enforcement against illegal meter-feeding , to prevent abuse on on-street parking spaces.</li> <br/> <li>- Complete the eminent domain acquisition of CVS lot parking areas and entryways. Design and implement interim lot improvements.</li> <br/> <li>- Develop a more rapid schedule for installation of new on-street metered spaces, based on Parking Task Force and other recommendations--incorporate schedule into Town capital plan.</li> </ul> |

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| REPORT TITLE  | RECOMMENDATIONS   |
|---|---|
|   | <ul style="list-style-type: none"> <li>- Begin actions leading to development, funding and implementation of long-term capital parking improvements.</li> <li>- Examine sizes of vehicles using downtown parking to determine if compact on- and off-street parking spaces should be added by restriping and relocating existing meters.</li> <li>- Determine the feasibility and potential gain in total spaces that would result from changing some sections of on-street parking from parallel to diagonal orientation.</li> <li>- Evaluate the conversion of Boltwood Ave. between Spring and College St. to a one-way street with diagonal parking along its east side and the conversion of Spring St. 'lot' to perpendicular parking for net spaces gained. Determine if these changes would offset removal of the North Common lot, allowing its conversion to pedestrian space.</li> <li>- Investigate joint public/private mechanisms for funding parking facilities with affected and abutting downtown commercial property owners.</li> <li>- Proceed with the design development phase of the CVS parking facility.</li> <li>- Identify and evaluate all other existing and potential sites for new public off-street parking downtown (lots or garages), and begin planning for their development.</li> </ul> |
| <p><u>Overall Economic Development Program Plan (1994).</u></p> | <ul style="list-style-type: none"> <li>- Maximize the availability of on- and off-street parking spaces.</li> <li>- Develop downtown pedestrian walkways and open spaces, including signs, kiosks, pedestrian furniture, plantings and other amenities; improve maintenance; comply with ADA guidelines.</li> <li>- Prepare a financial feasibility plan for a downtown parking garage. Study was to find out current construction costs of such a facility cost, the potential income, optimal modes of operation and available sources for initial funding.</li> </ul>  |

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| REPORT TITLE  | RECOMMENDATIONS  |
|---|--|
|   | <ul style="list-style-type: none"> <li>- Improve downtown traffic circulation. Five steps to improvements are:               <ul style="list-style-type: none"> <li>* examine traffic signal timing at all major intersections;</li> <li>* improve the signage system which directs traffic circulation;</li> <li>* improve downtown bus service;</li> <li>* create incentives for people to use the bus system or alternative transportation to reach the downtown;</li> <li>* undertake an engineering/traffic/circulation study as part of a comprehensive plan to improve downtown circulation.</li> </ul> </li> <br/> <li>- Create a performing and visual arts facility in the downtown.</li> <br/> <li>- Explore the need for the development of a hotel. The Chamber will work with the HRTA Department at UMass to research and facilitate the need for development of a hotel in Amherst proper.</li> </ul>  |
| <p><u>Central Business District Access Plan (1994).</u></p> | <p><b>Intersection of Main Street, Amity Street, N &amp; S Pleasant Street</b></p> <ul style="list-style-type: none"> <li>- Cut a walkway level to the roadway through the two curb-cuts between the southeast corner of Main and S Pleasant St. This will provide a connection for the adjacent HP space. Connect this lowered walkway to the sidewalk with a handrailed ramp.</li> <br/> <li>- Provide HP parking spaces that meet MAAB and ADA requirements.</li> <br/> <li>- Provide a connection from HP space to the sidewalk.</li> <br/> <li>- Provide wheel stops at all parking spaces that abut walkways to prevent cars from overhanging the walkways.</li> <br/> <li>- Provide accessible seating or benches near all curb-cuts for resting.</li> <br/> <p><b>Boltwood Walk North</b></p> <ul style="list-style-type: none"> <li>- Provide new HP signs.</li> <br/> <li>- Provide an 8' aisle for van parking. Add bollards to prevent illegal parking in aisle.</li> <br/> <li>- Re-grade HP parking spaces to level. If not possible, relocate HP parking to other level spaces nearby.</li> </ul> </ul> |

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| REPORT TITLE   | RECOMMENDATIONS   |
|--|---|
|  | <p><b>East Side of N &amp; E Pleasant Streets from the Carriage Shops to Triangle Street</b></p> <ul style="list-style-type: none"> <li>- Repaint HP parking spaces and access aisles. Repaint and/or replace faded HP parking signs.</li> <li>- Relocate HP parking spaces at the rear of Amherst Chinese Foods to level area in front of Pinocchio's but maintain existing access aisle to curb-cut and install "No Parking" sign to discourage blocking of the aisle.</li> </ul>   |
| <p><u>Parking Commission Actions to Date (1996).</u></p> | <ul style="list-style-type: none"> <li>- Temporary Parking Amnesty- Intended to offset the constraint on downtown shopping and dining created by an insufficient number of long-term (2hr or more) meters</li> <li>- Directional Signs- New signs indicating directions to the major downtown parking lots. These were included in the Downtown Wayfinding Sign System paid for by the CDBG funds and installed in fall 1995.</li> <li>- Remeasuring/Restriping Spaces-sought accurate site survey information on downtown streets. Found a modest increase in the number of existing parking spaces might result from remeasuring and restriping.</li> <li>- Meter Times- short-term (1hr) meters for on-street parking and long-term (2hrs or more) meters for off-street parking.</li> </ul> <p><u>Off-Street Lots:</u></p> <ul style="list-style-type: none"> <li><i>Town Common lots</i> (Spring St. and N Common)- Change all meters to 2 hour and add 4 HC spaces</li> <li><i>Amity St. lot</i>- Change all meters to 2 hours add a second HC space</li> <li><i>Boltwood Walk</i>- Recommendation deferred</li> <li><i>Unitarian lot</i>- Remain as is (1hr meters)</li> <li><i>CVS lot</i>- Change all meters to 2 hours (temporary improvement)</li> <li><i>Pray St. lot</i>- Change all meters to 2 hours.</li> </ul> <p><u>On-Street Spaces:</u> No change recommended in the 1 hour meter pattern.</p> <ul style="list-style-type: none"> <li>- Visual Indicators- Recommend the application of die-cut vinyl numerals of different colors to indicate the time periods of on-street and off-street parking meters. Installed in summer of 1995.</li> </ul> |

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|--------------|---|
|              | <p>- Central Controls- Improve flexibility of, and control over lots:<br/> <u>CVS Lot-</u> Purchase and installation of central ticket machine to serve the 69 parking spaces in Town-owned portion of the CVS lot. Installed Feb. 1995.<br/> <u>Other Large Parking Areas-</u> Considering feasibility of combining adjacent public and private parking areas in several locations in the downtown--Boltwood Walk, the Amity/South Prospect St. area and the multiple lots in the vicinity of Pray St. and E Pleasant St. are examples. Results would be larger, more manageable lots.</p> <p>- Handicapped Parking Spaces- Recommended locations for HC spaces for the Town Common lots and the Amity St. lot.</p> <p>- Parking Permit System- Working to develop a parking permit system for downtown employees, employers and residents. Would allow enforcement against meter feeding--ensuring turnover and keep on-street spaces available. This would supercede existing Town Hall and Bangs Center permit systems.</p> <p>- Additional On-Street Spaces- New spaces have been created on the north side of Main St. Changes are being contemplated to Lessey St., Cowles Lane and other downtown streets.</p> <p>- Parking Garage- Recommend the Town obtain funding, design and construct an off-street parking garage in the downtown.</p> |



## **SECTION B**

### **TOWN OF AMHERST PARKING REPORT RECOMMENDATIONS BY SUBCATEGORY**

- **Parking Garages**
- **Parking Lots**
- **Meter Parking**
- **Employee Parking**
- **Zoning By-Law Recommendations**
- **Handicapped Parking**
- **Miscellaneous Parking Recommendations**

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**PARKING GARAGE**

| REPORT TITLE  | RECOMMENDATIONS  |
|---|--|
| <u>Final Report of the Select Committee on Goals for Amherst (SCOG), (1973).</u>                  | - Direct the Planning Board and Redevelopment Authority to study ways to help the Central Business District, including "new parking areas and parking garages"   |
| <u>Parking Report, (1977)</u>   | - Explore the possibility of one or more parking decks (1-2 stories) at these potential locations: behind Louis Foods, Town Hall, Amherst Saving Bank  |
| <u>Economic Development - Amherst 1979, (1979).</u>   | - "hidden" parking to be leased as a means to pay back construction loans<br><br>- Construction of parking decks on existing parking lots  |
| <u>Overall Economic Development Program Plan, (1980).</u>   | - Develop a parking facility and/or increase the total number of parking spaces  |
| <u>Town Center Task Force Final Report, (1984).</u>   | - Proceed with all deliberate speed to plan and construct central parking structure(s) in the CBD.<br><br>- Affirm the recommendations of the Klein Report (Preliminary Report of the Amherst Parking Study Committee-1979) and ask they be implemented (save only the items relating to Sweetser Park and the Kendrick Trust).  |
| <u>Report on Downtown Parking Facilities Downtown Subcommittee Amherst Planning Board (1986).</u> | - Real need for new parking spaces in downtown. The present deficit is 300 or more spaces.<br><br>- Parking need should be met by the development of constructed parking facilities which provide more parking in less space - parking garage and decks. Recommended sites:<br><ul style="list-style-type: none"> <li>* the undeveloped portion of the Boltwood Walk area</li> <li>* the Amherst Academy site at the corner of Amity St. and South Prospect Street - Amity Site.</li> <li>* the former Louis' Foods parking lot - Louis' Site</li> <li>* the Town-owned lot on Pray St.</li> <li>* the lot behind Town Hall</li> </ul> |

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**PARKING GARAGE**

| REPORT TITLE   | RECOMMENDATIONS  |
|--|--|
|  | <ul style="list-style-type: none"> <li>- The 3 largest sites should be developed in the following priority sequence- Boltwood, Amity and Louis'.</li> <li>- Have ARA ensure parking is a significant component of any Boltwood Walk development project.</li> <li>- Examine the feasibility of involving the entirety of the "Boltwood Block" for construction of a parking facility.</li> <li>- Underground or partially-buried parking structures are strongly recommended for Boltwood Walk and other sites.</li> <li>- Seek State funding: Small Cities CBDG program, Off-Street Parking program and Industrial Revenue Bonds.</li> <li>- Town should take the lead role in CBD parking development. Specifically the Planning Board, ARA, and Board of Selectmen.</li> <li>- Time to begin development is NOW.</li> </ul> |
| <u>Parking Task Force Preliminary Report &amp; Recommendations to the Select Board (1989).</u> | <ul style="list-style-type: none"> <li>- Recommend CVS Lot as preferred parking facility site. Other sites to consider are Boltwood and Amity sites.</li> </ul>  |
| <u>Downtown Action Plan (1992).</u>  | <ul style="list-style-type: none"> <li>- Complete the eminent domain acquisition of CVS lot parking areas and entryways. Design and implement interim lot improvements.</li> <li>- Begin actions leading to development, funding and implementation of long-term capital parking improvements.</li> </ul>  |
| <u>Overall Economic Development Program Plan (1994).</u>                                       | <ul style="list-style-type: none"> <li>-Prepare a financial feasibility plan for a downtown parking garage. Study was to find out current construction costs of such a facility cost the potential income, optimal modes of operation and available sources for initial funding.</li> </ul>  |
| <u>Parking Commission Actions to Date (1996).</u>  | <ul style="list-style-type: none"> <li>- Parking Garage- Recommend the Town obtain funding, design and construct an off-street parking garage in the downtown.</li> </ul>  |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**PARKING LOTS**

| REPORT TITLE  | RECOMMENDATIONS  |
|---|--|
| <u>Parking Report</u><br>(1977)   | <ul style="list-style-type: none"> <li>- 17 space lot in Lessey Street right of way and the eastern half of Sweetser Park</li> <li>- 22 car lot behind shops on the east side of North Pleasant Street</li> <li>- 20 car lot for customer parking along Kellogg Street behind the Post Office and a 22 car lot adjacent for postal employee parking</li> <li>- Appropriate parking location maps should be distributed separately for downtown shoppers and employees</li> <li>- Private lots should be professionally evaluated to determine if all optimum space is being used</li> <li>- South Prospect Street lots (owned by the Amherst Savings Bank) should have additional spaces leased to employees of other downtown businesses</li> </ul> |
| <u>Parking in the Central Business District</u><br>(1978).                | <ul style="list-style-type: none"> <li>- Keeping 103 Shops parking lot should be encouraged</li> <li>- Parking on Lessey Street near Main Street intersection should be kept</li> <li>- Analysis of advisability/viability of a retail bazaar in the Boltwood Walk Project and how it will affect downtown parking should be done</li> <li>- Encourage all-day parkers to use Amity Street Lot</li> <li>- Create off-street areas for all-day shoppers</li> <li>- Town planning must seek to obtain suitable parking space</li> </ul>  |
| <u>Economic Development - Amherst 1979</u> , (1979).                      | <ul style="list-style-type: none"> <li>- "hidden" parking to be leased as a means to pay back construction loans</li> </ul>  |
| <u>Preliminary Report of the Amherst Parking Study Committee</u> , (1979) | <ul style="list-style-type: none"> <li>- Promote existing public parking areas</li> <li>- Present the Gates Lot proposal to the Town Meeting</li> <li>- The Town should investigate and consider some parking use of the Kendrick Trust area (a 3.3 acre island bound by North Pleasant/East Pleasant/Triangle Streets)</li> </ul>   |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**PARKING LOTS**

| REPORT TITLE  | RECOMMENDATIONS   |
|---|---|
| <u>Report on Downtown Parking Facilities Downtown Subcommittee Amherst Planning Board (1986).</u> | <ul style="list-style-type: none"> <li>- CBD is physically limited in terms of new parking space. Development of new parking lots outside of the downtown but within walking distance would occur at the expense of those neighborhoods.</li> <li>- Have ARA ensure parking is a significant component of any Boltwood Walk development project.</li> </ul>   |
| <u>Parking Task Force Preliminary Report &amp; Recommendations to the Select Board (1989).</u>    | <ul style="list-style-type: none"> <li>- Separate short-term and long-term parking by location. Short-term closer to shopping with meters (30 min., 1hr. and 2hr.). Long-term meters (5 hr. and 9 hr.) in more remote areas of lots or streets.</li> <li>- Designate some specific residential street parking areas "For Residents Only", and issue stickers to residents: North Prospect St., Hallock St., South Prospect St., McClellan St.</li> <li>- Involve the Chamber and other groups of CBD financial, professional, mercantile and residential community in the development of the new parking management plan—their support is critical.</li> <li>- Consider adopting the Town Common Plan recommendations for reconfiguring the Spring Street lot which includes realigning the spaces to perpendicular lines. This would add 7-9 additional spaces.</li> </ul> |
| <u>Downtown Action Plan (1992).</u>   | <ul style="list-style-type: none"> <li>- Improve management of all Town lots by adding attendants and gates, or central ticket machines. (provides flexibility in length of parking time)</li> <li>- Implement and administer the short-term parking recommendations of the Parking Task Force, including bringing existing public parking into conformance with accessibility codes.</li> <li>- Pursue agreements with owners of major private lots for better controls, consolidation or sharing of lots, selective public access or other improvements.</li> <li>- Determine the feasibility and potential gain in total spaces that would result from changing some sections of on-street parking from parallel to diagonal orientation.</li> </ul>   |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**PARKING LOTS**

| REPORT TITLE   | RECOMMENDATIONS  |
|--|--|
|  | <ul style="list-style-type: none"> <li>- Evaluate the conversion of Boltwood Ave. between Spring and College St. to a one-way street with diagonal parking along its east side and the conversion of Spring St. 'lot' to perpendicular parking for net spaces gained. Determine if these changes would offset removal of the North Common lot, allowing its conversion to pedestrian space.</li> <li>- Investigate joint public/private mechanisms for funding parking facilities with affected and abutting downtown commercial property owners.</li> <li>- Identify and evaluate all other existing and potential sites for new public off-street parking downtown (lots or garages), and begin planning for their development.</li> </ul> |
| <u>Overall Economic Development Program Plan (1994).</u> | <ul style="list-style-type: none"> <li>- Maximize the availability of on- and off-street parking spaces.</li> <li>- Develop downtown pedestrian walkways and open spaces, including signs, kiosks, pedestrian furniture, plantings and other amenities; improve maintenance; comply with ADA guidelines.</li> </ul>  |
| <u>Central Business District Access Plan (1994).</u>     | <ul style="list-style-type: none"> <li>- Provide HP parking spaces that meet MAAB and ADA requirements.</li> <li>- Provide a connection from HP space to the sidewalk.</li> <li>- Provide wheel stops at all parking spaces that abut walkways to prevent cars from overhanging the walkways.</li> </ul> <p><b>Boltwood Walk North</b></p> <ul style="list-style-type: none"> <li>- Provide new HP signs.</li> <li>- Provide an 8' aisle for van parking. Add bollards to prevent illegal parking in aisle.</li> <li>- Re-grade HP parking spaces to level. If not possible, relocate HP parking to other level spaces nearby.</li> </ul>  |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**PARKING LOTS**

| REPORT TITLE  | RECOMMENDATIONS  |
|---|--|
|   | <p><b>East Side of N &amp; E Pleasant Streets from the Carriage Shops to Triangle Street</b></p> <ul style="list-style-type: none"> <li>- Repaint HP parking spaces and access aisles. Repaint and/or replace faded HP parking signs.</li> <li>- Relocate HP parking spaces at the rear of Amherst Chinese Foods to level area in front of Pinocchio's but maintain existing access aisle to curb-cut and install "No Parking" sign to discourage blocking of the aisle.</li> </ul>  |
| <p><u>Parking Commission Actions to Date (1996).</u></p> <p>information</p> | <ul style="list-style-type: none"> <li>- Directional Signs- New signs indicating directions to the major downtown parking lots. These were included in the Downtown Wayfinding Sign System paid for by the CDBG funds and installed in fall 1995.</li> <li>- Remeasuring/Restripping Spaces- sought accurate site survey on downtown streets. Found a modest increase in the number of existing parking spaces might result from remeasuring and restripping.</li> <li>- Central Controls- Improve flexibility of, and control over lots: <ul style="list-style-type: none"> <li><u>CVS Lot-</u> Purchase and installation of central ticket machine to serve the 69 parking spaces in Town-owned portion of the CVS lot. Installed Feb. 1995.</li> <li><u>Other Large Parking Areas-</u> Considering feasibility of combining adjacent public and private parking areas in several locations in the downtown--Boltwood Walk, the Amity/South Prospect St. area and the multiple lots in the vicinity of Pray St. and E Pleasant St. are examples. Results would be larger, more manageable lots.</li> </ul> </li> <li>- Handicapped Parking Spaces- Recommended locations for HC spaces for the Town Common lots and the Amity St. lot.</li> <li>- Additional On-Street Spaces- New spaces have been created on the north side of Main St. Changes are being contemplated to Lessey St., Cowles Lane and other downtown streets.</li> </ul> |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**METER PARKING**

| REPORT TITLE   | RECOMMENDATIONS  |
|--|--|
| <u>Draft- A Parking Study, (1977).</u>                                   | <ul style="list-style-type: none"> <li>- Meter rates should be raised to increased revenues and promote parking efficiency</li> <li>- 1 hour meter limits should be at the Common, Spring Street and Unitarian Church lots; ½ hour meter limits should be on the North Pleasant Street meters and at the 103 Shops</li> <li>- Hire a Community Service Officer to log meter violations and issue summonses</li> </ul>  |
| <u>Parking Report, (1977)</u>  | <ul style="list-style-type: none"> <li>- 1 hour meters for the Common Parking lot; ½ hour meters along Main Street (Lincoln Building to North Pleasant St.), east side along North Pleasant Street (Main Street to Wearhouse), north side of Amity Street (North Pleasant St. to Jones Library driveway), south side of Amity St. (west entrance of the public parking lot to South Pleasant St.), and the west side of South Pleasant Street (Amity St. to the Peter Pan Bus Terminal)</li> <li>- 2 hour meters on both sides of Boltwood Ave. between Spring and College Streets</li> <li>- 2 spaces behind the Amherst Speedwash should have 12 minute meters</li> <li>- Sellen Street should be made one way west with 5 hour meters installed for parking along the north side</li> </ul> |
| <u>Parking in the Central Business District, (1978).</u>                 | <ul style="list-style-type: none"> <li>- Adjusting meter hours</li> </ul>  |
| <u>Economic Development - Amherst 1979, (1979).</u>                      | <ul style="list-style-type: none"> <li>- Change existing meter parking to short term parking</li> </ul>  |
| <u>Preliminary Report of the Amherst Parking Study Committee, (1979)</u> | <ul style="list-style-type: none"> <li>- Extend meters to adjacent downtown areas, designate one-way traffic on certain streets, complete meter installation approved plans</li> <li>- Change the Parking Meter Fund to a Parking Reserve Fund</li> <li>- Secure a position in the Police Department for parking administration</li> </ul>   |



TOWN OF AMHERST  
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A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**METER PARKING**

| REPORT TITLE  | RECOMMENDATIONS  |
|---|--|
|   | <ul style="list-style-type: none"> <li>- Increase parking meter rates</li> <li>- Mark parking meter rates</li> <li>- Establish an instant method of paying meter fines</li> </ul>  |
| <p><u>Parking Task Force Preliminary Report &amp; Recommendations to the Select Board (1989).</u></p> | <ul style="list-style-type: none"> <li>- Change current parking meter rates from 10¢/hour to 25¢/hour and 10¢/20 minutes.</li> <li>- Convert a minimum of 125 presently un-metered street parking spaces to metered spaces. Specifically: Spring St., Churchill St., Lessey St., South Prospect St., Amity St., North Pleasant St., Hallock St., Cottage St.</li> <li>- Assign/hire adequate personnel to check all meters and ticket violators on at least an hourly basis.</li> <li>- Increase parking violation fines--\$5.00 for meters, \$10.00 for moderate violations, and \$15 for hazardous violations. Ticketing and collection of parking fines should become priority for the Police Dept. and Collector.</li> <li>- Assign management of parking system to: 1) An existing position in an existing department (DPW or Police); 2) A new position (Parking Coordinator?) in an existing department; or 3) A new position in a new Town department (Parking Department?)--a separate, autonomous entity with the sole responsibility for the Town's parking meter system.</li> <li>- Revenue from meter should go to "Parking Reserve Fund" to pay for:               <ul style="list-style-type: none"> <li>* Collection System--Community Service Officers and administration</li> <li>* Traffic Enforcement (Police Dept.)</li> <li>* Parking meter upkeep &amp; replacement (DPW)</li> <li>* Debt Service on the CVS lot (funds for eminent domain acquisition).</li> <li>* Fine revenues- go into the General fund.</li> </ul> </li> </ul> |

TOWN OF AMHERST  
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ON PARKING

**METER PARKING**

| REPORT TITLE  | RECOMMENDATIONS  |
|---|--|
| <p><u>Parking Task Force Recommendations on Distribution of Parking Meters &amp; Creation of New Metered Spaces</u> (1990).</p> | <ul style="list-style-type: none"> <li>- Proposed distribution of new meter time periods in existing parking meter locations on-street and in public lots. Listed in the report.</li> <li>- Proposed new on-street parking meter spaces. Listed in report.</li> <li>- Metering the Town's portion of CVS lot. The majority of spaces should be short-term, with spaces near North Prospect St. medium-term spaces.</li> <li>- Strictly enforce meter feeding regulations.</li> <li>- Periodic review of meter times and rates by the Planning Board.</li> </ul>  |
| <p><u>Downtown Action Plan</u> (1992).</p>  | <ul style="list-style-type: none"> <li>- Consolidate responsibility for management and operations of the parking meter system under one authority.</li> <li>- Seek a home rule act from the state legislature to enable the creation of a dedicated Parking Fund that would receive all parking meter and fine revenues and pay for all parking system costs.</li> <li>- Reorganize parking time periods and rates, including an increase in medium time (2hrs) periods in all central lots and selected on-street locations, and relocation of longest time periods (5,9 and 10hrs) to outlying lots and streets.</li> <li>- Increase enforcement against illegal meter-feeding , to prevent abuse on on-street parking spaces.</li> <li>- Develop a more rapid schedule for installation of new on-street metered spaces, based on Parking Task Force and other recommendations--incorporate schedule into Town capital plan.</li> </ul> |
| <p><u>Parking Commission Actions to Date</u> (1996).</p>  | <ul style="list-style-type: none"> <li>- Temporary Parking Amnesty- Intended to offset the constraint on downtown shopping and dining created by an insufficient number of long-term (2hr or more) meters</li> </ul>   |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**METER PARKING**

| REPORT TITLE   | RECOMMENDATIONS   |
|--|---|
| <p>WMO</p> <p>1995</p> <p>1996</p> <p>1997</p> <p>1998</p> <p>1999</p> <p>2000</p> <p>2001</p> <p>2002</p> <p>2003</p> <p>2004</p> <p>2005</p> <p>2006</p> <p>2007</p> <p>2008</p> <p>2009</p> <p>2010</p> <p>2011</p> <p>2012</p> <p>2013</p> <p>2014</p> <p>2015</p> <p>2016</p> <p>2017</p> <p>2018</p> <p>2019</p> <p>2020</p> <p>2021</p> <p>2022</p> <p>2023</p> <p>2024</p> <p>2025</p> | <p><b>- Meter Times- short-term (1hr) meters for on-street parking and long-term (2hrs or more) meters for off-street parking.</b></p> <p><b><u>Off-Street Lots:</u></b><br/> <i>Town Common lots</i> (Spring St. and N Common)- Change all meters to 2 hour and add 4 HC spaces<br/> <i>Amity St. lot</i>- Change all meters to 2 hours add a second HC space<br/> <i>Boltwood Walk</i>- Recommendation deferred<br/> <i>Unitarian lot</i>- Remain as is (1hr meters)<br/> <i>CVS lot</i>- Change all meters to 2 hours (temporary improvement)<br/> <i>Pray St. lot</i>- Change all meters to 2 hours.</p> <p><b><u>On-Street Spaces:</u></b> No change recommended in the 1 hour meter pattern.</p> <p><b>- Visual Indicators-</b> Recommend the application of die-cut vinyl numerals of different colors to indicate the time periods of on-street and off-street parking meters. Installed in summer of 1995.</p> |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**EMPLOYEE PARKING**

| REPORT TITLE  | RECOMMENDATIONS   |
|---|---|
| <u>Comprehensive Plan Report</u> , (1969).                                | <ul style="list-style-type: none"> <li>- Recommends that a parking lot behind the Town Hall could be used for an addition to serve the growing needs of the municipal government</li> </ul>   |
| <u>Draft- A Parking Study</u> , (1977).                                   | <ul style="list-style-type: none"> <li>- Stress the importance of locationally appropriate employee parking</li> <li>- Town Hall employee parking might be leased from the First Congregational Church</li> </ul>   |
| <u>Parking Report</u> , (1977)  | <ul style="list-style-type: none"> <li>- Alternative downtown employee/resident parking locations should be sought where shoppers are unlikely to park or where shopper parking is inappropriate, ie: Douglas Funeral Home should be encouraged to lease spaces to downtown employees/residents in conjunction with their business needs; there are 10 developable spaces behind the Amherst Record building</li> <li>- Develop remote "park &amp; ride" lots where employees could use public transit</li> </ul> |
| <u>Preliminary Report of the Amherst Parking Study Committee</u> , (1979) | <ul style="list-style-type: none"> <li>- Assign parking spaces to Town employees and vehicles that require proximity to Town Hall and the Bangs Center</li> <li>- Do not extend the municipal parking zone at this time</li> </ul>  |
| <u>Downtown Action Plan</u> (1992).                                       | <ul style="list-style-type: none"> <li>- Initiate ongoing joint public/private efforts to identify appropriate locations for downtown employers and employee parking, and to encourage responsible use.</li> </ul>  |
| <u>Parking Commission Actions to Date</u> (1996).                         | <ul style="list-style-type: none"> <li>- Parking Permit System- Working to develop a parking permit system for downtown employees, employers and residents. Would allow enforcement against meter feeding—ensuring turnover and keep on-street spaces available. This would supercede existing Town Hall and Bangs Center permit systems.</li> </ul>  |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
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**ZONING BY-LAW**

| REPORT TITLE  | RECOMMENDATIONS   |
|---|---|
| <u>Comprehensive Plan Report</u> , (1969).  | - Remove the municipal parking zone from the Zoning By-Laws   |
| <u>Draft- A Parking Study</u> , (1977).   | - Zoning By-Law amendments should be developed to permit compact car spaces   |
| <u>Parking Report</u> , (1977)  | - Town's Zoning By-Law and Street & Site Work Construction Standards should be amended to allow development of compact car parking spaces   |
| <u>Town Center Task Force Final Report</u> , (1984).  | <ul style="list-style-type: none"> <li>- Change the Municipal Parking Zone so that new construction would incur some payment to the Town for parking not offered on its premises</li> <li>- Separate CBD traffic and through traffic as much as possible</li> <li>- Remove the current requirement for parking in the CBD residential development and require that the ZBA be left to determine what requirement be imposed on a case by case basis</li> <li>- Remove the rental of surplus land for use as a parking from the prohibited category of "second primary use" in the CBD and Limited Business Zones</li> </ul> |
| <u>Report on Downtown Parking Facilities Downtown Subcommittee Amherst Planning Board</u> (1986). | <ul style="list-style-type: none"> <li>- Developers of any new downtown commercial space should have to option of providing parking in the amounts required in the Zoning By-Law, or of paying an established fee per required space into a Municipal Parking Fund.</li> <li>- The existing Municipal Parking Zone should be expanded to include the remainder of the downtown General Business (B-G) district and the Limited Business (L-B) district bounded by North Pleasant St., McClellan St. and Cowles Lane.</li> </ul>   |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**HANDICAPPED PARKING**

| REPORT TITLE  | RECOMMENDATIONS  |
|---|--|
| <p><u>Central Business District Access Plan (1994).</u></p> | <p><b>Intersection of Main Street, Amity Street, N &amp; S Pleasant Street</b></p> <ul style="list-style-type: none"> <li>- Cut a walkway level to the roadway through the two curb-cuts between the southeast corner of Main and S Pleasant St. This will provide a connection for the adjacent HP space. Connect this lowered walkway to the sidewalk with a handrailed ramp.</li> <li>- Provide HP parking spaces that meet MAAB and ADA requirements.</li> <li>- Provide a connection from HP space to the sidewalk.</li> <li>- Provide wheel stops at all parking spaces that abut walkways to prevent cars from overhanging the walkways.</li> <li>- Provide accessible seating or benches near all curb-cuts for resting.</li> </ul> <p><b>Boltwood Walk North</b></p> <ul style="list-style-type: none"> <li>- Provide new HP signs.</li> <li>- Provide an 8' aisle for van parking. Add bollards to prevent illegal parking in aisle.</li> <li>- Re-grade HP parking spaces to level. If not possible, relocate HP parking to other level spaces nearby.</li> </ul> <p><b>East Side of N &amp; E Pleasant Streets from the Carriage Shops to Triangle Street</b></p> <ul style="list-style-type: none"> <li>- Repaint HP parking spaces and access aisles. Repaint and/or replace faded HP parking signs.</li> <li>- Relocate HP parking spaces at the rear of Amherst Chinese Foods to level area in front of Pinocchio's but maintain existing access aisle to curb-cut and install "No Parking" sign to discourage blocking of the aisle.</li> </ul> |
| <p><u>Parking Commission Actions to Date (1996).</u></p>    | <ul style="list-style-type: none"> <li>- Handicapped Parking Spaces- Recommended locations for HC spaces for the Town Common lots and the Amity St. lot.</li> </ul>  |

TOWN OF AMHERST  
CENTRAL BUSINESS DISTRICT  
A HISTORY OF REPORT RECOMMENDATIONS  
ON PARKING

**MISCELLANEOUS PARKING RECOMMENDATIONS**

| REPORT TITLE   | RECOMMENDATIONS   |
|--|---|
| <u>Draft- A Parking Study, (1977).</u>   | <ul style="list-style-type: none"> <li>- The Post Office should develop its own parking facilities</li> </ul>   |
| <u>Draft- A Parking Study, (1977).</u>   | <ul style="list-style-type: none"> <li>- Compact car parking space standards should be included in the Town's street and site work construction standards</li> <li>- Board of Selectmen should develop specific policies on parking</li> <li>- A goal of the Town should be to create 225 new spaces to be built over the next 10 years</li> <li>- Private owners should have their property professionally redesigned for greater parking use efficiency</li> <li>- Specific recommendations and priorities for land acquisition for parking areas should be established</li> <li>- Annual allocations for downtown parking development should continue</li> </ul> |
| <u>Parking Report, (1977)</u> bba  | <ul style="list-style-type: none"> <li>- Make 2 compact car spaces out of the already existing one in front of the Mobil Station north of the Post Office</li> <li>- Make 3 compact car spaces out of the already existing two in front of the Gulf Station</li> <li>- Signs for public off-street parking should be designed/installed</li> <li>- Parking enforcement policies should be enforced</li> </ul>   |
| <u>Parking in the Central Business District, (1978).</u>                           | <ul style="list-style-type: none"> <li>- Encourage the Post Office to provide its own parking</li> </ul>  |
| <u>Proposals to Enhance Economic Development in Amherst Town Center (1977-78).</u> | <ul style="list-style-type: none"> <li>- promote idea of an Amherst Town Center Trolley to loop around the CBD and keep parking on the periphery of Town</li> </ul>   |

TOWN OF AMHERST  
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**MISCELLANEOUS PARKING RECOMMENDATIONS**

| REPORT TITLE  | RECOMMENDATIONS   |
|---|---|
| <u>Parking in the Central Business District</u> , (1978).   | <ul style="list-style-type: none"> <li>- Signs to point out hard-to-notice lots should be installed</li> <li>- A bus stop near northern end of the business district should be installed</li> </ul>   |
| <u>Preliminary Report of the Amherst Parking Study Committee</u> , (1979)   | <ul style="list-style-type: none"> <li>- Develop additional parking for Post Office employees and patrons</li> </ul>  |
| <u>Economic Development - Amherst 1979</u> , (1979).  | <ul style="list-style-type: none"> <li>- Bus service expansion to reduce demand for existing parking places</li> </ul>  |
| <u>Preliminary Report of the Amherst Parking Study Committee</u> , (1979)   | <ul style="list-style-type: none"> <li>- Realign and designate certain off-street parking areas for compact car parking</li> <li>-Promote the use of Amherst's bus system</li> </ul>  |
| <u>Report on Downtown Parking Facilities</u><br><u>Downtown Subcommittee</u><br><u>Amherst Planning Board</u> , (1986). | <ul style="list-style-type: none"> <li>- CBD is physically limited in terms of new parking space. Development of new parking lots outside of the downtown but within walking distance would occur at the expense of those neighborhoods.</li> <li>-Market conditions are pushing development activity which will generate more parking demand</li> </ul>  |
| <u>Downtown Action Plan</u> (1992).   | <ul style="list-style-type: none"> <li>- Examine sizes of vehicles using downtown parking to determine in new compact on- and off-street parking spaces should be added by restriping and relocating existing meters.</li> <li>-Design and install signs, color coding or other visible symbols to direct people to major parking lots and indicate meter hours and rates.</li> <li>-Proceed with the design development phase of the CVS parking facility</li> </ul> |