

CITY OF HAVERHILL, MASSACHUSETTS

**CENTRAL BUSINESS
DISTRICT
PARKING PLAN**

WINTER 2008

REPORT SUMMARY

Revised April 27, 2008

Submitted by the Central Business District Parking Commission
Wayne S. Amaral, Chairman
Councillor David E. Hall
John Fahimian
Joe Romatelli
Pat Noonan, Parking Clerk
John H. Pettis III, PE, City Engineer

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING COMMISSION
PARKING PLAN
SUBMITTED BY CBDPC
WINTER 2008

In March of 2007, the Central Business District Parking Commission (CBDPC) was reestablished for the purpose of addressing the parking concerns of the downtown business district. The commission consists of previously appointed and newly appointed members. The CBDPC members include three residents, a business owner, a City Councillor, the Parking Clerk and the City Engineer.

The CBDPC's main goal was to evaluate existing and perceived parking shortages in the downtown and recommend solutions that meet the needs of the city. The CBDPC looked at existing parking, spoke with residents and business owners, and identified a number of possible parking solutions.

In the world of parking, there is no parking plan that can satisfy all users. People have perceptions of what is a reasonable distance to walk, and that they should be able to see their vehicle at all times from where they live or work. Our goal in this parking plan is to establish flexible tools for today and future parking needs of the City of Haverhill's Central Business District Parking area.

In this report, the CBDPC recommends a phased implementation approach that focuses on maximizing parking for three key users in a manner that encourages growth in the downtown and makes possible future adjustments and enhancements.

INTRODUCTION

The CBDPC is recommending a phased approach to address the real and perceived concern of a parking shortage. Our Phase 1 recommendations focus on the most congested areas of downtown. This is contrary to previous parking plans, which called for regulating all the parking spaces in the downtown area. Focusing on the most congested areas first will resolve the most problematic concerns; as a result add available parking immediately.

The plan outlines recommendations for Phase 1 of the implementation and lays out the tools for future parking regulation on a street by street basis, pending on the growing needs. **Future phases should be implemented by the CBDPC.**

We also identify more complicated and expensive parking solutions that may be implemented at a later time when demand requires such solutions.

KEY PARKING USERS

The CBDPC's recommendations are based on a balanced approach to address three key users of the downtown area. The three users are listed below in order of priority.

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING COMMISSION
PARKING PLAN
SUBMITTED BY CBDPC
WINTER 2008

1. Customers and Visitors to the downtown area. Without customers and visitors there is no business district in the downtown area. Successful downtown areas can only survive if people are willing to visit.
2. Residents who live in the downtown area. This type of user gives the downtown area life 18-hours a day. A successful downtown requires 18-hours of activity. Without residential activity, a downtown “closes down” in the early evening, which may be unattractive for customers and visitors and can also encourage crime.
3. Owners and Employees of the downtown area. These users only have employment if the other two types of users are satisfied. A business having a great business plan or a product in strong demand can only succeed if people are willing to visit their establishment.

CHALLENGES

There is a belief that there is a parking shortage in downtown. Concerns regarding parking shortages have been expressed by the business and residential community and also by the City Council and Mayor’s Office.

Some more specific problems include:

1. Long-term parking users such as the MBTA & MVRTA riders who park on the public way occupy valuable parking spaces longer than two-hours at a time and impact the business and residential community. Long-term parking on private property is more appropriate for these users.
2. Long-term residential users that do not use their vehicle during the daytime take up valuable parking spaces that can be used by customers and visitors. Residents living in a downtown area should expect to walk at least a block or two from their front door.
3. Short-term and long-term parking of business owners and employees causes parking congestion in the most active areas of the downtown. Free parking for these users should be offered by the city to encourage business growth. However, these parking spaces should be placed outside the most congested areas to ensure visitors and customers have parking close to their destination.

PHASE 1

Phase 1 is focused on moving long-term MBTA and MVRTA commuter parking from the public parking lots and public ways into privately owed parking lots. By removing the long-term parkers from the Central Business District, additional parking spaces will become available for the key users of the downtown community.

Once the long-term commuters are relocated into private property, a more precise evaluation of parking demand and supply can be established. It is unclear if the commuters will move beyond the Phase 1 designated area, but having tools to address this possibility is useful.

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING COMMISSION
PARKING PLAN
SUBMITTED BY CBDPC
WINTER 2008

The next step is to focus on the three key users and how they coexist in a congested area. We currently have shared parking occurring in downtown, without any effort by the city. Many downtown residents leave for work in the morning before the owners and employees arrive and as a result, open up available parking spaces for the business community. The opposite occurs later in the day. This unofficial and unregulated behavior is typical of a permit parking program and is not a perfect system. However, from comments received by the business and residential community – it tends to work the majority of the time.

The real problem occurs when customers and visitors start arriving in the downtown area and are unable to find adequate parking within walking distance from their destination. These users must be given priority during business hours to support the businesses and encourage growth in downtown.

The first phase of this parking plan can be initiated with no educational ramp-up for the downtown users and at a much lower expense to the city than previous proposals.

PHASE 1 RECOMMENDATIONS

- Hire Parking Control Officers (PCO's) to enforce the parking regulations within the downtown Phase 1 area. The PCO's can also be used for other locations in the city to conduct selective enforcement.

- Post parking signs per Appendix A on the follow street:
 - Washington Avenue
 - Washington Street (between Washington Ave. – Essex St.)
 - Railroad Square
 - Wingate Street
 - Moulton Way Lot
 - Essex Street (between Locust St. – Washington Sq.)
 - Washington Square
 - Emerson Street.
 - Sanders Place Lot (Along River Walk row only.)
 - Merrimack Street
 - West Street
 - Bailey Blvd (15 Minute Parking and Police Business Parking zones only)
 - Moulton Way Lot (No Parking 7am-8am restriction only.)

Once these signs are installed, use the PCO's to enforce the new parking restrictions. This type of enforcement is difficult without parking meters or other types of paid parking control devices; however the negative impact of paid parking can discourage growth critical to the downtown at this time. For internal enforcement purposes, parking spaces in the downtown area can be numbered on a plan. These numbers can be used to log vehicle license plates and times observed and this information can be used for time limit

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING COMMISSION
PARKING PLAN
SUBMITTED BY CBDPC
WINTER 2008

enforcement. Parking space numbers can be put onto existing parking signs at random locations to assist the PCO's with identifying the correct parking space numbers.

- As noted in previous reports, an attempt should be made to maintain consistency by making all time-limit parking "Two-Hour Parking". Shorter time-limits should only be used when an establishment requires such a posting to operate their business effectively. Shorter time-limits should be discouraged as they are more difficult to enforce.
- Enforce all time-limit parking from 8AM to 6PM Monday – Friday; with no restrictions on Saturdays, Sundays and holidays. An ordinance must be written that requires a vehicle to move from the occupied parking space completely once the posted time-limit has expired. The vehicle is welcome to continue parking in the downtown area, however must find a different space and can not return back to the previous for another eight hours.
- Unrestricted parking outside of the Phase 1 area should be maintained at this time to offer free parking to the downtown community. Overall, space is currently available in the surrounding area and offering free unrestricted parking with the current demand will encourage growth. At a later date when demand exceeds the supply, other options may be considered.
- Change the length of a typical curb-side parking space from the existing ordinance to 18 feet long for the first and last parking space for any continuous row of parking and 20 feet long for all parking spaces between the first and last space. By changing the length of a parking space to the current national traffic engineering standards, it will increase the number of parking spaces. This can be accomplished during the next pavement marking season of the downtown area.
- All parking signs should meet the standards outlined by the federal government in "The Manual of Uniform Traffic Control Devices". Parking signs should be uniform, easily understood, and posted at reasonable intervals. Installing parking signs at the beginning and the end point of a regulated parking area will eliminate confusion and maximize parking.
- All disability parking spaces should have two signs, marking the beginning and end points of a parking space.
- At locations where parking too close to an intersection can cause a public safety concern, a "No Parking Here to Corner" sign should be installed. Any place that parking is not allowed should be posted with "No Parking" signs also.
- All pavement markings (crosswalks, parking stalls and lane lines) should be Thermoplastic material and not paint. New England weather and heavy traffic causes paint to wear quickly, about 3-6 months, while Thermoplastic material can last up to 3-5 years and keeps it's reflectively for 2-3 years.

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING COMMISSION
PARKING PLAN
SUBMITTED BY CBDPC
WINTER 2008

- One 40-foot long loading zone should be installed on Washington Street and another on Merrimack Street to help reduce congestion caused by double parking trucks making deliveries. These loading zones can also be utilized for the possibility of evening valet parking. The loading zone locations can be determined by the Traffic and Safety Committee.
- All existing parking signs not included in the Phase 1 implementation should be removed to reduce confusion.
- The CBDPC shall submit a quarterly report to the mayor on the status of the existing and future parking recommendations.

PHASE 2 POSSIBLE FUTURE RECOMMENDATIONS

- Extend the time-limit parking restrictions and enforcement on a street by street basis, pending on request from the community based on increased demand. This can be implemented by the Traffic and Safety Committee on an as needed basis. Future target areas to be posted for time-limit parking and enforcement may include Park Way, Washington Square Lot, Co-op Bank Lot and the east section of the upper deck.
- To address night-time parking concerns, the proposed time limit parking restrictions can be extended from 6pm to 9pm in certain highly congested area where night-time activity may exist.
- For future parking restriction suggestion see a detailed list of streets in Appendix A.

OTHER PARKING CONTROL OPTIONS

The CBDPC investigated many options to regulate parking including the installation of parking meters or pay stations and/or a permit parking program. Our findings are listed below.

- A. **PARKING METERS** – Parking meters are expensive to install, maintain, collect and process payments. They are known for consistently being vandalized. A damaged meter could be a consistent and costly problem. City staff would need to be hired to maintain the meters. The revenue raised would not cover these expenses.

Downtown is still developing. There is number of empty commercial property currently available. Parking meters may discourage much needed growth.

For these reasons, the CBDPC does not support installing parking meters or pay stations at this time. Paid parking should be revisited at a later date when the demand for parking is higher. The parking “shortage” can be address by other means, without

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING COMMISSION
PARKING PLAN
SUBMITTED BY CBDPC
WINTER 2008

detrimental impacts on the growing downtown. Further, not charging for parking allows the downtown the opportunity to compete with area shopping centers and large box stores, by offering the same free parking amenity.

B. PERMIT PARKING PROGRAM – Permits are typically used to address a shortage of residential or business employee parking. Some possible types of permit parking programs include:

- i. **Resident Permit Parking** – There are two types of permits: limit and no limit. A limit permit would be sold at a higher dollar amount and the number of permits sold would match the number of available spaces. A no limit permit is usually issued at a smaller dollar amount and the number of permits issued is greater than the number of spaces available. Parking is then based on a first-come first-serve system. Permit parking areas would need to be posted for resident permit parking and should not interfere with customer and visitor parking. A time restriction can also be effective in balancing a program suitable to all users of the downtown. Both programs would issue a yearly permit that could expire at the same time or one year from issuance.
- ii. **Business Permit Parking** – Resembles the above program, however is for owners and their employees. The business permit parking areas locations would be outside the most congested areas, but within a reasonable walking distance.
- iii. **Shared Permit Parking** – This type of program combines both of the above and creates a formal shared parking program. The same areas would be posted for permit parking for both the residential and business community. This program works when we assume the majority of the business and residential community work on opposite schedules. For example, a resident leaves for work at 8AM in the morning and an employee arrives shortly after to park in this same space, switching off again in the PM.
- iv. **Two-Hour Parking Except by Permit** - In mixed use areas, this program allows a two-hour limit for customers and visitors and no time-limit for residents and employees. This program follows the same rules as the above, but offers parking to all three users.

A permit program may help address night-time parking problems. However, permit programs come with a price. Dedicated staff, printed permits and software would be required to implement. Detailed policies and procedure would be needed. A permit parking program takes a greater amount of money and resources to implement than the Phase 1 recommendations, and therefore we do not recommend a permit parking program at this time.

CONCLUSION

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING COMMISSION
PARKING PLAN
SUBMITTED BY CBDPC
WINTER 2008

The CBDPC's parking plan is based on a phased approach, downtown is still developing and regulating parking for all unknown future users may discourage future growth. Most important, initiating the first phase will act as a trial period to work out any operational concerns and fine tune as needed.

The main goal of any successful parking plan is to satisfy the needs of a successful downtown; not to generate revenue for a city. Any revenue generated from this plan is a bonus; nevertheless, the revenues generated typically cover the cost of enforcement staff, signage, and pavement markings in the downtown area. Violation fees will generate these revenues. The success of the parking plan will be evident in the continued growth of the Downtown Central Business District.

STREET	Length of Available parking (in feet)	Existing Number of Parking Spaces	Proposed Number of Parking Spaces	Existing Type of Parking	Proposed Type of Parking	Notes
--------	---------------------------------------	-----------------------------------	-----------------------------------	--------------------------	--------------------------	-------

Bailey Blvd
Duncan Street
Emerson Street

Essex Street (North Side)

a. Locust - Locke	103'	5	5						
b. Locke - 115' west	115'	6	6						
c. crosswalk - D.W.	40	2	2						
d. D.W. - Bridge	115	6	6						

Essex Street (South Side)

x. Bridge - Moulton Way									
e. Moulton Way - Bar driveway ____' east of moulton way						(get measurement instead of bar driveway Recommend no parking			
f. Moulton Way - 250' east	230'	11	11						
g. 250' east of Moulton to Granite						Recommend no parking			
h. Granite - Wingate									
i. Wingate to end of curb extension						Recommend no parking			
j. Curb Extension to 44' east	44	1?							
k. Front of # _____		2							
l. Front of # _____		2		HP	HP				
m. Front of # _____				30 Min	30 Min				
o. In front of # _____				2HR	2HR				
p. In front of # _____				2HR	2HR				

Ginty Blvd
Granite Street
Haverhill Place
How Place
Locke Street
Locust Street
Main Street
Merrimack Street
Moulton Way
Park Way
Railroad Square
Walnut Street
Washington Avenue
Washington Square

Washington Street

West Street

Wingate Street (South Side)

a. Front of # _____	72'	3	3	30 min	30 min
b. Front of # _____				2HR	2HR

Wingate Street (North Side)

c. Railroad Square to crosswalk

PARKING LOT

Casey Building

Coop Bank

Cram Place

Haverhill Place

How Street

Locke Street

Moulton Way

Newcomb Place

Parking Deck

Sanders Place

Washington Square

Wingate Street

Other streets outside the Central Business District (CBD) - Recommendations to improve parking.

STREET

Courthouse/Library

PARKING LOT

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING PLAN
WINTER 2008

APPENDIX A

Street	Street Side	From	To	Existing Parking Regulation	Phase 1 Proposal	Recommended Future Proposal
Bailey Blvd	N	Main St	Emerson St	10 HR Except 30 Min @ Main St (long-term parking option)	Unrestricted	Unrestricted
Bailey Blvd	S	Emerson St	Merrill Ct	15 Min	15 Min (Enforced)	15 Min
Bailey Blvd	S	Merrill Ct	West St	Unrestricted (long-term parking option)	Unrestricted	Unrestricted
Bailey Blvd	S	West St	How St	Unrestricted (long-term parking option)	Unrestricted	Unrestricted
Bailey Blvd	S	How St	Police Dept D.W.	Police Business Parking Only	Police Business Parking Only (Enforced)	Police Business Parking Only (Enforced)
Bailey Blvd	S	Police Dept D.W.	Haverhill Pl	10 HR (long-term parking option)	Unrestricted	Unrestricted
Bailey Blvd	S	Haverhill Pl	Main St	10 HR (long-term parking option)	Unrestricted	Unrestricted
Emerson Street	W	Walnut St	Washington Sq	1 HR	2 HR (Enforced)	2 HR (Enforced)
Emerson Street	E	Washington Sq	Bailey Blvd	30 Min	30 Min (Enforced)	30 Min (Enforced)
Emerson Street	E	Bailey Blvd	Welcome St	No Parking	No Parking (Enforced)	No Parking (Enforced)
Emerson Street	W	Orchard St	Walnut St	No Parking	No Parking (Enforced)	No Parking (Enforced)
Essex Street	N	Washington Sq	Private Lot Entrance	30 Min	30 Min (Enforced)	30 Min (Enforced)
Essex Street	N	Private Lot Entrance	Locust St	Unrestricted	2 HR (Enforced)	2 HR (Enforced)
Essex Street	N	Locust St	R&R Bridge	Unrestricted and some 2 HR spaces	2 HR (Enforced)	2 HR (Enforced)
Essex Street	S	R&R Bridge	Moulton Way	No Parking	No Parking (Enforced)	No Parking (Enforced)
Essex Street	S	Moulton Way	Large Driveway	2 HR	2 HR (Not Enforced)	2 HR (Enforced)
Essex Street	S	Large Driveway	Granite St	Unrestricted	Unrestricted	Unrestricted
Essex Street	S	Granite St	Wingate St	Unrestricted	Unrestricted	Unrestricted
Essex Street	S	Wingate St	Washington Sq	Unrestricted	Unrestricted	Unrestricted
Ginty Blvd	Both			10 HR	Unrestricted	Unrestricted
Granite Street	N	Essex St	D.W. at Back of Building	Unrestricted	Unrestricted	Permit Parking (Enforced)
Granite Street	N	D.W. at Back of Building	Railroad Sq	No Parking	No Parking (Enforced)	No Parking (Enforced)
Granite Street	S	Essex St	Railroad Sq	Unrestricted except 2HR at R@R Intersection	Unrestricted	2 HR or Permit Parking (Enforced)

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING PLAN
WINTER 2008

APPENDIX A

Street	Street Side	From	To	Existing Parking Regulator	Phase 1 Proposal	Recommended Future Proposal
Haverhill Place	W	Bailey Blvd	Park Way	No Parking	No Parking (Enforced)	No Parking (Enforced)
Haverhill Place	E	Park Way	Bailey Blvd	No Parking	No Parking (Enforced)	No Parking (Enforced)
How Street	W	Bailey Blvd	Merrimack St	No Parking	No Parking (Enforced)	2 HR Parking (Enforced)
How Street	S	Merrimack St	Bailey Blvd	No Parking	No Parking (Enforced)	No Parking (Enforced)
Locke Street	W	Duncan St	Essex St	Unrestricted (long-term parking option)	Unrestricted	Unrestricted
Locke Street	E	Essex St	Orchard St	Unrestricted (long-term parking option)	Unrestricted	Unrestricted
Locust Street	W	Orchard St	Essex St	Unrestricted	Unrestricted	2 HR Parking (Enforced)
Locust Street	E	Essex St	Walnut St	No Parking	No Parking (Enforced)	Permit Parking (Enforced)
Locust Street	E	Walnut St	Orchard St	Unrestricted	Unrestricted	Unrestricted
Main Street	Both			No Parking Both Sides	No Parking (Enforced)	No Parking (Enforced)
Merrimack Street	N	D.W. To Parking Deck	40' East of How St	Unrestricted	Unrestricted	2 HR Parking (Enforced)
Merrimack Street	N	40' East of How St	How St	30 Min	30 Min	30 Min (Enforced)
Merrimack Street	N	How St	West St	Unrestricted	2 HR Parking (Enforced)	2 HR Parking (Enforced)
Merrimack Street	N	West St	Emerson St	Unrestricted	2 HR Parking (Enforced)	2 HR Parking (Enforced)
Merrimack Street	S	Elliott Pl	Main St	Unrestricted	2 HR Parking (Enforced)	2 HR Parking (Enforced)
Moulton Way	W	Essex St	opp. Large D.W	No Parking	No Parking (Enforced)	No Parking (Enforced)
Moulton Way	W	opp. Large D.W	Granite St	No Parking	No Parking (Enforced)	No Parking (Enforced)
Moulton Way	E	Granite St	Large Driveway	No Parking	No Parking (Enforced)	No Parking (Enforced)
Moulton Way	E	Large Driveway	Essex St	No Parking	No Parking (Enforced)	No Parking (Enforced)
Park Way	N	Front of Health Center		30 Min	30 Min (Not Enforced)	30 Min (Enforced)
Park Way	S			2 HR	2 HR (Not Enforced)	2 HR Parking (Enforced)
Railroad Square	W	Granite St	Wingate St	Unrestricted	2 HR Parking (Enforced)	2 HR Parking (Enforced)
Railroad Square	W	Wingate St	Washington St	2 HR	2 HR Parking (Enforced)	2 HR Parking (Enforced)
Railroad Square	E	Wingate St	Granite St	Unrestricted	2 HR Parking (Enforced)	2 HR Parking (Enforced)
Railroad Square	E	Washington St	Wingate St	Unrestricted	2 HR Parking (Enforced)	2 HR Parking (Enforced)
Walnut Street	N	Emerson St	Locust St	No Parking	No Parking (Enforced)	No Parking (Enforced)
Walnut Street	S	Locust St	Emerson St	2 HR	Unrestricted	Unrestricted
Washington Avenue	E	Washington St	MBTA Entrance	1 HR	1 HR (Enforced)	1 HR (Enforced)

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING PLAN
WINTER 2008

APPENDIX A

Street	Street Side	From	To	Existing Parking Regulation	Phase 1 Proposal	Recommended Future Proposal
Washington Avenue	E	MBTA Entrance	House #49	10 HR 6am-6pm	10 HR 6am-6pm	10 HR 6am-6pm
Washington Avenue	W	House #56	Washington St	2 HR	2 HR (Enforced)	2 HR (Enforced)
Washington Street	N	Essex St	Railroad Sq	2 HR Special	2 HR 8am-6pm Mon-Fri (Enforced)	2 HR 8am-6pm Mon-Fri (Enforced)
Washington Street	N	Railroad Sq	Washington Ave	1 HR	1 HR (Enforced)	1 HR (Enforced)
Washington Street	N	Washington Ave	House #195	1 HR	1 HR	1 HR (Enforced)
Washington Street	S	Washington Ave	Sanders Pl	30 Min & 1 HR	30 Min & 2 HR 8am-6pm Mon-Fri (Enforced)	30 Min & 2 HR 8am-6pm Mon-Fri (Enforced)
Washington Street	S	Sanders Pl	Washington Sq	2 HR Special	2 HR 8am-6pm Mon-Fri (Enforced)	2 HR 8am-6pm Mon-Fri (Enforced)
Washington Square	N	Emerson St	Essex St	15 Min 8am-6pm	15 Min 8am-6pm (Enforced)	15 Min 8am-6pm (Enforced)
Washington Square	S	Front of MVTA - Between Driveways		15 Min	15 Min 8am-6pm (Enforced)	15 Min 8am-6pm (Enforced)
Washington Square	S	MVRTA Exit D.W.	Elliott Pl	15 Min 8am-6pm	15 Min 8am-6pm (Enforced)	15 Min 8am-6pm (Enforced)
West Street	W	Bailey Blvd	Merrimack St	No Parking	No Parking (Enforced)	No Parking (Enforced)
West Street	E	Merrimack St	Bank Driveway	10 HR	10 HR	Unrestricted
West Street	E	Bank Driveway	Merrimack St	2 HR	2 HR (Enforced)	2 HR Parking or Permit Parking (Enforced)
Wingate Street	N	Railroad Sq	Essex St	2 HR	2 HR (Enforced)	2 HR Parking and Permit Parking (Enforced)
Wingate Street	S	Railroad Sq	Private Lot	30 Min	30 Min (Enforced)	30 Min (Enforced)
Wingate Street	S	Private Lot	Essex St	2 HR	2 HR Parking (Enforced)	2 HR Parking (Enforced)

PARKING LOTS

Casey Building Lot				No Parking 7am-8am Mon-Fri and 2 HR 8am-6pm Mon-Fri	No Parking 7am-8am Mon-Fri (Enforce) and 2 HR Parking 8am-6pm	2 HR Except by Permit or 2 HR Only (Enforced)
--------------------	--	--	--	---	---	---

CITY OF HAVERHILL
CENTRAL BUSINESS DISTRICT PARKING PLAN
WINTER 2008

APPENDIX A

Street	Street Side	From	To	Existing Parking Regulation	Phase 1 Proposal	Recommended Future Proposal
Coop Bank Lot				2 HR 9am-6pm except for unrestricted parking in back row Beside riverwalk.	2 HR 9am-6pm except for unrestricted	2 HR Except by Permit or 2 HR Only (Enforced)
Cram Pl. Lot				Unrestricted	Unrestricted	Permit Parking (Enforced)
Essex St/Locust St Lot				Unrestricted	Unrestricted	Unrestricted or 2 HR Except by Permit
Haverhill Pl Lot				Unrestricted	Unrestricted	Unrestricted or 2 HR Except by Permit
How St. Lot				Unrestricted	Unrestricted	Unrestricted or 2 HR Except by Permit
Moulton Way Lot				3 HR 8am-6pm & No Parking 7am-8am Mon-Fri	No Parking 7am-8am Mon-Fri (Enforced)	No Parking 7am-8am Mon-Fri (Enforced)
Newcomb Pl. Lot	W			2 HR	Unrestricted	Unrestricted or 2 HR Except by Permit
Newcomb Pl. Lot	E			Unrestricted	Unrestricted	Unrestricted or 2 HR Except by Permit
Sanders Pl Lot				2 HR except for the following	2 HR except for the following	2 HR except for the following (Enforced)
Sanders Pl Lot		Row on west side of parking lot		10 HR	10 HR	Permit Parking
Sanders Pl Lot		Row against riverwalk		10 HR 8am-6pm Mon-Fri	10 HR 8am-6pm Mon-Fri (Enforced)	Permit Parking
Sanders Pl Lot				No Parking 7am-8am Mon-Fri	No Parking 7am-8am Mon-Fri (Enforced)	Permit Parking
Washington Sq. Lot				2 HR	2 HR	2 HR (Enforced)
Wingate Street Lot				Unrestricted except for 2 HR against Potter Pl.	Unrestricted	Unrestricted or 2 HR Except by Permit

Parking Deck

Upper Section East				2 HR	2 HR	2 HR (Enforced)
Upper West Side				2 HR except for 10 HR against far west wall	2 HR except for 10HR against far west wall	2 HR and change 10 HR to Permit Parking

CITY OF HAVERHILL
 CENTRAL BUSINESS DISTRICT PARKING PLAN
 WINTER 2008

APPENDIX A

Street	Street Side	From	To	Existing Parking Regulation	Phase 1 Proposal	Recommended Future Proposal
Lower Below Deck				2 HR & 4 HR & 10 HR	2 HR & 4 HR & 10 HR	2 HR and change 4 HR & 10 HR to Permit Parking
Lower Street Front				2 HR	2 HR	2 HR (Enforced)

2HR Special = 2HR Parking 6am-6pm Mon-Sun Except 6am-9pm Fri