

CITY OF NEWTON

IN BOARD OF ALDERMEN

REAL PROPERTY REUSE COMMITTEE REPORT

TUESDAY, SEPTEMBER 24, 2013

Present: Ald. Albright (Chairman), Ald. Laredo, Crossley, Danberg, Fischman, and Gentile;
absent: Ald. Salvucci; 1 vacancy; also present: Ald. Harney and Swiston
Staff: Candace Havens (Director of Planning & Development), Alexandra Ananth (Chief
Planner for Current Planning), Ouida Young (Associate City Solicitor), Linda Finucane
(Assistant Clerk of the Board)

#287-11(4) JOINT ADVISORY PLANNING GROUP and PLANNING & DEVELOPMENT DEPARTMENT filing their separate reports pursuant to Ordinance Sec. 2-7(2)b identifying alternatives for the future use of the former Newton Centre Library/Health Department building at 1294 Centre Street, Newton Centre, which was declared surplus by the Board of Aldermen on March 6, 2012.

ACTION: HELD 6-0

NOTE: The Planning Department memorandum dated September 30, 2013 included a draft of the Parking Study prepared by Howard/Stein-Hudson Associates, Inc. dated June 13, 2013, which is attached. The study was commissioned in part by adjacent property owners in part to consider the future use of the building within the context of plans for the entire block.

The study shows that under existing conditions there is enough parking in Newton Centre to meet current needs for short term parking; however, there are not enough long-term spaces, especially on weekdays. Surface lots are not particularly effective and occupy expensive real estate, whereas parking structures free it up, but if parking is removed from the Triangle Lot those spaces will need to be replaced elsewhere. The Cypress Street lot is the most used lot in the area by long-term commuters and local employees. The study indicates that 40% of long-term parkers go to Boston. In response to a question from the committee, Ms. Havens explained that it is cost prohibitive to collect multiple days of data. Two days are typical for a traffic study. The consultant compared its data with data the city had on file from previous studies. Studies are called off in cases of bad weather and unusual circumstances; however, other unusual factors such as a Red Sox game are taken into account. The consultant was conservative in its estimates.

The question remains whether the committee wishes to support a conceptual plan for the future re-development of the block bounded by Union Street, Herrick Road, the MBTA tracks, Cypress Street, and Centre Street which includes a parking garage and will integrate this parcel. The Committee acknowledged that Newton Centre needs to be looked at as a whole, with a need for a master plan. There is no question that a parking structure would change traffic circulation. Ms. Havens said that the Triangle Lot could accommodate a 60,000 square-foot building that in turn could leverage the money needed to pay for the parking structure. The city is also looking at bonding, and other funding means. The next step is to have an outside consultant check these figures so an informed decision can be made relative to the future of this property.

Since the property is currently zoned Public Use, the Committee may want obtain an appraisal based on the new zoning designation before setting a minimum sales price; also it was suggested that if the Committee seeks an appraisal the appraisal take into consideration different scenarios such as demolition of the rear addition and/or re-orienting the building. The Chairman noted that time constraints make it likely this item will be referred to the 2015-2015 Board of Aldermen. However, the Committee voted 6-0 to hold it this evening.

N.B. The item was referred to the 2014-2015 Board of Aldermen on December 2, 2013. Please see the attached Parking Study and the Committee report dated February 26, 2013.

#384-11(4) JOINT ADVISORY PLANNING GROUP and PLANNING & DEVELOPMENT DEPARTMENT filing their separate reports pursuant to Ordinance Sec. 2-7(2)b identifying alternatives for the future use of the former Parks & Recreation site at 70 Crescent Street, Auburndale, which was declared surplus by the Board of Aldermen on February 6, 2012.

ACTION: HELD 6-0

NOTE: This was discussed on April 11, 2013 (report attached). Initially excluded from the Declaration of Surplus, the Planning Department and the Joint Advisory Planning Group (JAPG) recommended that the Commissioner surplus the portion of the site currently used as the Reverend Ford Playground to allow flexibility in the design of the proposed residential development and improve access to the playground for the entire neighborhood. The relocated park should be at least equal in size to the existing playground that contains approximately 37,000 square feet, which still leaves 67,000 square feet for residential development. At the last meeting, it had not yet been determined whether the park is protected Article 97 land. If it is, a change in status will require a two-thirds vote from the General Court. Although there is no indication that a better space is to be found for the playground, the Planning Department and JAPG believe relocating it will allow a potential developer greater flexibility. Consensus is that it would be a disservice not to explore the possibility of moving it and looking at various configurations of the site. There is no rush to do something with the property. Several members noted that the density and number of units is the greatest concern and the only reason to move the playground is for a better development that all the stakeholders like.

Ms. Young said that recent cases in Land Court and the SJC determined that playgrounds are not included in Article 97 especially if they are kept on the site. Ms. Havens reported that when she met with the Parks & Recreation Commission it seemed generally supportive. Perhaps the City could issue a Request for Interest, not a Request for Proposals, with or without the playground. The Planning Department is willing to hold a meeting to engage the neighborhood prior to the issuance of either. The Committee was reminded that the property is a 21E site. Typically, the cleanup is put on the developer, which reduces the value of the land but saves the City the remediation costs. This evening, Alderman Harney told the Committee that the neighborhood wants the entire property left as open space, with ball fields and other amenities. Does Parks & Recreation want to keep the property? Can Community Preservation Funds be used? There is no point in obtaining an appraisal if the City is going to retain the property.

The Committee agreed to hold the petition so the Parks & Recreation Commissioner and the Commission can be apprised of the latest development and weigh in on whether or not the department wants to retain the property. The Committee voted 6-0 to hold the petition.

N.B. The item was referred to the 2014-2015 Board of Aldermen on December 2, 2013. Please see the attached Committee reports dated February 26, 2013 and April 11, 2013.

The meeting was adjourned at approximately 10:30 PM.

Respectfully submitted,

Susan A. Albright, Chairman

Draft Report

Parking Study

Newton Centre

Prepared for
City of Newton, Massachusetts

Prepared by
Howard/Stein-Hudson Associates, Inc.

June 13, 2013



Howard/Stein-Hudson Associates, Inc.

CREATIVE SOLUTIONS • EFFECTIVE PARTNERING®

Contents

List of Figures	ii
List of Tables	iii
Executive Summary	1
Introduction.....	2
Existing On-street Parking	4
Existing On-street Parking Inventory.....	4
On-street Parking Analysis	7
On-street Parking Observations	9
Union Street	9
Beacon Street	10
Braeland Avenue.....	10
Willow Street	11
Bowen Street, Homer Street, and Everett Street	11
Off-street Parking Inventory	11
Off-street Parking Analysis	13
Cypress Street Lot	15
Centre Triangle Lot.....	21
Pleasant Street Lot	22
Pelham Street Lot.....	23
Existing Parking Summary	24
Future Build Analysis.....	24
Option 1: Construction of a 400-space Parking Structure replacing Cypress Street Lot.....	25
Option 2: Removal of Centre Triangle Lot.....	25
Option 3: Construction of a 400-space Parking Structure Replacing Cypress Street Lot; Removal of Centre Triangle Lot	28
Option 4: Construction of a 400-space Parking Structure Replacing Cypress Street Lot, Removal of Centre Triangle Lot, and Addition of 131,000 SF of Retail/Restaurant.....	28
Conclusions and Recommendations.....	36

List of Figures

Figure 1. Study Area	3
Figure 2. On-street Parking in the Study Area	5
Figure 3. Hourly Parking Occupancy on Union Street	9
Figure 4. Hourly Occupancy on Beacon Street between Centre Street and Union Street.....	10
Figure 5. Off-street Parking in the Study Area	12
Figure 6. Hourly Occupancy in Off-street Parking Lots, Weekday.....	14
Figure 7. Hourly Occupancy in Off-street Parking Lots, Saturday	14
Figure 8. Hourly Occupancy at Cypress Street Lot	15
Figure 9. Origin of Users of Cypress Street Lot, Weekday.....	17
Figure 10. Origin of Users of Cypress Street Lot, Saturday	17
Figure 11. Destination of Users of Cypress Street Lot, Weekday.....	19
Figure 12. Destination of Users of Cypress Street Lot, Saturday.....	19
Figure 13. Duration of Stay at Cypress Street Lot, Weekday.....	20
Figure 14. Duration of Stay at Cypress Street Lot, Saturday	20
Figure 15. Hourly Occupancy of 2-Hour Metered Spaces in Centre Triangle Lot	21
Figure 16. Hourly Occupancy at Pleasant Street Lot	22
Figure 17. Hourly Occupancy at Pelham Street Lot.....	23
Figure 18. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Weekday	26
Figure 19. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Saturday	27
Figure 20. Added Parking Demand after Development with Garage – 100% Retail – Weekday	30
Figure 21. Added Parking Demand after Development with Garage– 100% Retail – Saturday.....	30
Figure 22. Added Parking Demand after Development with Garage– 100% Office – Weekday.....	31
Figure 23. Added Parking Demand after Development with Garage– 100% Office – Saturday.....	31
Figure 24. Added Parking Demand after Development with Garage – 100% Restaurant – Weekday.....	32
Figure 25. Added Parking Demand after Development with Garage – 100% Restaurant – Saturday.....	32
Figure 26. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Optimized – Weekday	34
Figure 27. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – 100% Restaurant – Saturday	34

List of Tables

Table 1.	Existing On-street Parking Occupancy.....	7
Table 2.	Existing On-Street Parking Occupancy	13
Table 3.	Parking Demand by Land Use – Weekday	29
Table 4.	Parking Demand by Land Use – Saturday.....	29

Executive Summary

In order to plan for its present and future parking needs, the City of Newton has requested an analysis that considers four potential parking scenarios. These parking scenarios include:

- Replacing the 59-space surface parking lot on Cypress Street with a 400 space structure, a net gain of 341 parking spaces;
- Removing the 157 parking spaces within the Centre Triangle parking lot;
- Replacing the 59-space surface parking lot on Cypress Street with a 400 space structure and removing the 157 parking spaces from the Centre Triangle lot; and
- Replacing the 59-space surface parking lot on Cypress Street with a 400 space structure, removing the 157 parking spaces from the Centre Triangle lot, and adding additional commercial/community space in the Centre triangle.

The following report summarizes the findings of parking turnover analysis, which was conducted between 7:00 AM and 8:00 PM on a typical weekday and 9:00 AM – 9:00 PM on a typical Saturday. The turnover analysis is broken down by individual street and by parking regulation. The analysis also includes the four municipal parking lots in the study area.

The on-street parking on most of the streets in Newton Centre are generally under capacity, with two notable exceptions. Union Street, which provides access to the Newton Center MBTA Green Line station as well as various retail locations and restaurants, reaches capacity on both typical weekdays and typical Saturdays during the afternoons and evenings. Beacon Street, which is also adjacent to retail and restaurant locations, also reaches capacity on Saturday afternoons and evenings.

The off-street parking locations within Newton Centre are generally well-utilized. The Cypress Street lot is at or near capacity between 9:00 AM and 5:00 PM on typical weekdays, and is at or near capacity between 9:00 AM and 2:00 PM on typical Saturdays. The 12-hour spaces in the Cypress Street lot do not meet their demand, especially on weekdays. The Centre Triangle lot is generally below capacity except between 11:00 AM and 2:00 PM and after 6:00 PM. The Pleasant Street lot has 43 12-hour parking spaces, which generally are at or near capacity during typical weekdays, and 31 three-hour spaces, which are typically below capacity. The Pelham Street lot has 21 12-hour spaces, which are generally at or near capacity between 9:00 and 5:00 on both weekdays and Saturdays. The 62 three-hour spaces are generally below capacity, but reach their peak occupancy between 11:00 AM and 1:00 PM on both weekdays and Saturdays.

The existing parking supply is generally sufficient for today's short-term parking demand; however, more all-day spaces are necessary to meet the demand of those who wish to park in Newton Centre and take the MBTA Green Line to Boston, and/or for those who work all day in Newton Centre.

Removing parking from the Centre Triangle lot, even without further development, would cause parking demand to exceed supply during the early afternoon hours unless replacement parking is built elsewhere. If a 400-space structure replaced the Cypress Street lot, the Centre Triangle lot could be removed and repurposed with a mixed-use development of approximately 50,000 sf, plus an additional 80,000 sf of development elsewhere in Newton Centre. Assuming a peak parking demand of 1.25 spaces per 1,000 sf of development, a rate used in the Allston and Brighton neighborhoods in Boston, parking occupancy would likely return to existing levels. Removing the Centre Triangle lot without replacing parking elsewhere may be possible if other measures are taken to reduce the parking demand in the area, such as a parking permit program. It would be necessary to construct additional parking if the Centre Triangle lot is removed and additional restaurant and/or retail development is added to Newton Centre.

Introduction

The City of Newton wishes to evaluate its parking supply within the Newton Centre area. The study area is shown in Figure 1. On-street parking is permitted on most of the streets within the study area; most of these spaces are regulated with meters or one-hour or two-hour parking signage. In addition to on-street parking, the study area contains four off-street parking lots: the Cypress Street lot, the Centre Triangle lot, the Pleasant Street lot, and the Pelham Street lot. Except for the Centre Triangle lot, which contains two-hour parking spaces, the parking lots contain some mix of 12-hour spaces and three-hour parking spaces.

In order to assess the parking trends within the study area, Howard/Stein-Hudson Associates ("HSH") conducted parking turnover analysis on all streets with on-street parking within the study area, as well as at the four off-street parking lots. The data was organized on a street-by-street basis and also broken down by parking restriction.

After data analysis, recommendations are given based on the assumption that the parking supply would remain as is. Recommendations were also provided based on the following scenarios:

1. A 400-space parking structure replaces the 59 parking spaces currently in the Cypress Street lot, resulting in a net gain of 341 parking spaces;
2. Additionally, the 157 parking spaces in the Centre Triangle parking lot are removed, resulting in the overall net gain of 184 parking spaces; and
3. The area previously occupied by the Centre Triangle lot is replaced by 50,000 square feet (sf) of gross floor area of retail, restaurant, and commercial uses, plus a possible 80,000 sf of additional development in Newton Centre.

Figure 1. Study Area



Existing On-street Parking

Parking is generally permitted on all roadways in Newton Centre. In commercial areas, parking is generally metered two-hour parking, which becomes free after 6:00 PM. In residential areas, restrictions are generally one-hour parking and two-hour parking during the day, with no restrictions at night. In two locations near the Newton Center MBTA Green Line station, spaces are restricted to live parking. General on-street parking restrictions are shown in Figure 2.

Existing On-street Parking Inventory

The study area roadways and their on-street parking restrictions are as follows:

Centre Street is a two-way roadway with one lane in each direction. Parking is not permitted on Centre Street between Cypress Street and Beacon Street. Metered parking is provided on the west side of Centre Street between Beacon Street and Homer Street. Metered parking is provided on the east side of Centre Street between Beacon Street and Willow Street. Parking is prohibited on the east side of Centre Street between Willow Street and Homer Street. Most metered parking on Centre Street is in effect between 8:00 AM and 6:00 PM, except on Sundays and holidays, and is restricted to one hour.

Beacon Street is a two-way roadway with one lane in each direction. Between 860 Beacon Street and Centre Street, metered parking is provided on both sides of the roadway. On the south side of the roadway, parking is prohibited between 7:00 AM and 9:00 AM, and between 4:00 PM and 6:00 PM, Monday through Saturday, in order to create a second peak hour approach lane on Beacon Street eastbound. Metered parking, restricted to one hour, is provided on both sides of Beacon Street between Centre Street and Chesley Road. Between Chesley Road and Dalton Road, metered parking is provided on the south side of Beacon Street. On the north side of Beacon Street, parking is restricted to one-hour between 8:00 AM and 6:00 PM.

Cypress Street is a two-way roadway with one lane in each direction. Between Parker Street and Braeland Avenue, 2-hour parking is provided on both sides of the roadway. This parking is restricted to two hours between 7:00 AM and 10:00 PM, except on Sundays and holidays. Parking is prohibited between Braeland Avenue and Centre Street.

Homer Street is a two-way roadway with one lane in each direction. Between Centre Street and Furber Lane, two-hour parking is provided. On the north side of the roadway, the two-hour restriction is enforced between 7:00 AM and 6:00 PM, except on Saturdays, Sundays, and holidays. On the south side of Homer Street, parking is prohibited between 9:00 AM and 11:00 AM, and between 3:00 PM and 6:00 PM, except on Saturdays, Sundays, and holidays, and is otherwise limited to two hours.

Bowen Street is a one-lane roadway that runs one-way westbound. Parking is prohibited on the north side of the roadway. Parking is provided on the south side of the roadway, and is restricted to two hours between 9:00 AM and 5:00 PM, except on Sundays and holidays.

Pleasant Street is a roadway that runs one-way eastbound. Pleasant Street provides access to the Pleasant Street lot, a public, metered parking lot. Between Centre Street and the Pleasant Street lot west driveway, metered parking is provided on the south side of Pleasant Street, and is restricted to one hour between 8:00 AM and 6:00 PM. Parking is prohibited on the north side of Pleasant Street.

Figure 2. On-street Parking in the Study Area



Parking Study

Newton Centre – Newton, MA

Pelham Street is a one-lane roadway that runs one-way westbound. Pelham Street provides access to the Pleasant Street and Pelham Street lots, which are public, metered parking lots. Parking is prohibited on the south side of Pelham Street. On the north side of Pelham Street, metered parking is provided, and is restricted to one hour between 8:00 AM and 6:00 PM, except on Sundays and Holidays.

Willow Street is a two-way roadway with one lane in each direction. Parking is prohibited along the south side of the roadway. Unrestricted parking is provided along the north side of the roadway.

Union Street is a one-lane roadway that runs one-way eastbound. Along the north side of Union Street, metered parking is provided between Beacon Street/Centre Street and Langley Road, which is restricted to two hours between 8:00 AM and 6:00 PM. Along the south side of Union Street, parking is generally metered and restricted to two hours between 8:00 AM and 6:00 PM; however, four meters adjacent to the Newton Center MBTA Green Line station are restricted to live parking only between 4:30 PM and 6:30 PM, except on weekends. Between Langley Road and Beacon Street/Chesley Road, parking is prohibited along the north side of Union Street. Metered parking is provided along the south side of Union Street, and is restricted to one hour between 8:00 AM and 6:00 PM.

Herrick Road is a two-way roadway with one lane in each direction. Between Union Street and Braeland Avenue, parking is prohibited on the east side of the roadway. Metered parking is provided on the west side of the roadway, which is restricted to one hour between 8:00 AM and 6:00 PM, except on Sundays and holidays. North of Braeland Road and Chase Street, parking is prohibited on the east side of Herrick Road between 7:00 AM and 7:00 PM. Parking is prohibited on the west side of Herrick Road between Braeland Avenue and Chase Street.

Lyman Street is a two-way roadway with one lane in each direction. Metered parking is provided along the south side of the roadway, and is restricted to three hours. Parking is restricted along the north side of the roadway.

Langley Road is a two-way roadway with one lane in each direction. Between Centre Street and Braeland Road, metered parking is provided along both sides of Langley Road, and is restricted to one hour.

Centre Green is a one-lane driveway that runs one-way southbound between Lyman Street and Langley Road. Parking is prohibited along the west side of the roadway. Along the east side of the roadway, just south of Lyman Street, four parking spaces are provided, which are restricted to one-hour between 7:00 AM and 7:00 PM except on Sundays and holidays. Two handicap parking spaces are provided directly in front of Citizens Bank. Five metered parking spaces are provided at the approach to Langley Road., which are restricted to one hour between 8:00 AM and 6:00 PM, except on Sundays and holidays.

Braeland Road is a two-way roadway with one lane in each direction. Parking is not permitted along the south side of the roadway, or along the south side of the roadway between Cypress Street and Herrick Road. East of Herrick Road, 19 spaces are provided, which are unrestricted except between 4:00 PM and 6:00 PM, when parking is prohibited. Five spaces are provided that are restricted to live parking only. These spaces are located in proximity to a stairwell down to the Newton Centre MBTA Green Line station. West of Langley Road, six metered parking spaces are provided, which are restricted to one hour between 8:00 AM and 6:00 PM except on Sundays and holidays.

Sumner Street is one-way northbound between Beacon Street and Willow Street. It is one-way southbound between Willow Street and Everett Street, and two-way between Everett Street and Commonwealth Avenue. Between Beacon Street and Willow Street, metered parking is provided on each side of the roadway, which is restricted to one hour between 8:00 AM and 6:00 PM. North of Willow Street, parking is prohibited on the east side of Sumner Street. Parking is provided along the west side of Sumner Street, which is restricted to two hours between 7:00 AM and 7:00 PM.

Everett Street is a two-way roadway with one lane in each direction. Parking is prohibited along the south side of the roadway. Parking is generally permitted along the north side of the roadway, and is restricted to two hours.

Chesley Road is a two-way roadway with one lane in each direction. One-hour parking is provided along the east side of the roadway, and is restricted to one hour between 7:00 AM and 7:00 PM except on Sundays and holidays. Parking is prohibited along the west side of Chesley Road.

Dalton Road is a two-way roadway with one lane in each direction. Parking is restricted on both sides of the roadway between 8:00 AM and 5:00 PM, except on Sundays and holidays.

Chase Street is a two-way roadway with one lane in each direction. Chase Street runs between Langley Road and Herrick Road. Parking is provided on the north side of the roadway, and is restricted to two hours between 10:00 AM and 7:00 PM, except on Sundays and holidays.

On-street Parking Analysis

Parking turnover data for the on-street parking in the study area was collected on Wednesday, October 17, 2012, except for Langley Road, Sumner Street, and Union Street, which were collected on Wednesday, October 24, 2012, 7:00 AM – 8:00 PM. Parking turnover data was also collected on Saturday, October 20, 2012, 9:00 AM – 9:00 PM. Parking turnover was conducted every hour. Parking analysis was conducted for each individual street. On streets with multiple parking restrictions (metered, two-hour parking, etc.), separate analysis was conducted for each restriction. **Table 1** lists the number of spaces, average occupancy, and average duration for each parking restriction for each street in the study area. **Appendix A** shows complete parking turnover data collected in the study area.

Table 1. Existing On-street Parking Occupancy

Zone	Regulation	# Spaces	Average Weekday Occupancy	Average Weekday Duration	Average Saturday Occupancy	Average Saturday Duration
Centre Street	1-Hour Meter	64	53%	1.3 hrs.	57%	1.2 hrs.
	Total	64	53%		57%	
Beacon Street	1-Hour Meter	67	53%	1.3 hrs.	74%	1.3 hrs.
	1-Hour	11	35%	1.5 hrs.	42%	1.3 hrs.
	Total	78	51%		69%	
Cypress Street	2-hour	24	17%	1.6 hrs.	17%	2.0 hrs.
	Total	24	17%		17%	
Homer Street	Handicap	1	46%	6.0 hrs.	0%	0.0 hrs.
	2-Hour	12	27%	1.4 hrs.	35%	2.8 hrs.
	Total	13	30%		33%	
Bowen Street	2-Hour	9	72%	4.5 hrs.	73%	2.8 hrs.
	Total	9	72%		73%	
Pleasant Street	1-Hour Meter	7	42%	1.9 hrs.	54%	1.0 hrs.
	Total	5	71%		54%	
Pelham Street	1-Hour Meter	4	71%	1.1 hrs.	56%	1.1 hrs.
	Total	4	42%		56%	

Parking Study
 Newton Centre – Newton, MA

Table 1. Existing On-street Parking Occupancy (continued)

Zone	Regulation	# Spaces	Average Weekday Occupancy	Average Weekday Duration	Average Saturday Occupancy	Average Saturday Duration
Willow Street	Unrestricted	16	75%	6.2 hrs.	62%	4.1 hrs.
	Total	16	75%		62%	
Union Street	Handicap	1	31%	1.0 hrs.	58%	1.4 hrs.
	1-Hour Meter	7	68%	1.5 hrs.	77%	1.4 hrs.
	2-Hour Meter	58	82%	1.8 hrs.	97%	1.7 hrs.
	Total	66	80%		94%	
Herrick Road	1-Hour Meter	6	68%	1.4 hrs.	83%	1.6 hrs.
	No Parking 7AM-7PM	7	0%	0.0 hrs.	7%	1.0 hrs.
	Total	13	62%		70%	
Lyman Street	3-Hour Meter	8	38%	1.9 hrs.	52%	2.0 hrs.
	Total	8	38%		52%	
Langley Road	1-Hour Meter	49	66%	1.2 Hrs.	87%	1.3 Hrs.
	Total	49	66%			
Centre Green	1-Hour Meter	5	43%	1.3 Hrs.	33%	1.1 Hrs.
	Handicap	2	12%	1.0 Hrs.	13%	1.0 Hrs.
	1-Hour	4	48%	1.0 Hrs.	40%	1.1 Hrs.
	Total	11	39%		32%	
Braeland Avenue	2-Hour Parking, No Parking 4PM-6PM	19	62%	3.7 Hrs.	71%	2.6 Hrs.
	Live Parking*	5	74%	6.0 Hrs.	87%	5.2 Hrs.
	1-Hour Meter	6	26%	1.4 Hrs.	64%	1.3 Hrs.
	Total	30	57%		72%	
Sumner Street	1-Hour Meter	24	61%	1.6 Hrs.	74%	1.2 Hrs.
	2-Hour 7AM-7PM	6	42%	1.7 Hrs.	44%	2.0 Hrs.
	Total	32	57%		66%	
Everett Street	2-Hour	27	5%	2.5 Hrs.	2%	2.3 Hrs.
	Total	27	5%		2%	
Chesley Road	1-Hour 7AM-7PM	22	22%	1.5 Hrs.	38%	1.6 Hrs.
	Total	22	22%		38%	
Dalton Road	No Parking 8AM-5PM	54	1%	1.0 Hrs.	2%	1.0 Hrs.
	Total	54	1%		2%	
Chase Street*	2-Hour 7AM-10PM	26	51%	--	--	--
	Total	26	51%		--	--

*Note: Observations on Chase Street were conducted on Wednesday, May 1, 2013 from 9:00 AM to 4:00 PM and did not include parking turnover.

The rates shown in the table represent how often the vehicles parked in each zone change. Rates above 2.0 signify that vehicles tend to turnover less than once every two hours. As shown in the table, average turnover rates tend to comply with parking restrictions in most locations. It should be noted that, since parking turnover was observed every hour, average duration has a minimum of one hour. It is likely that some motorists parked for less than one hour, which would cause the average turnover rates to decrease.

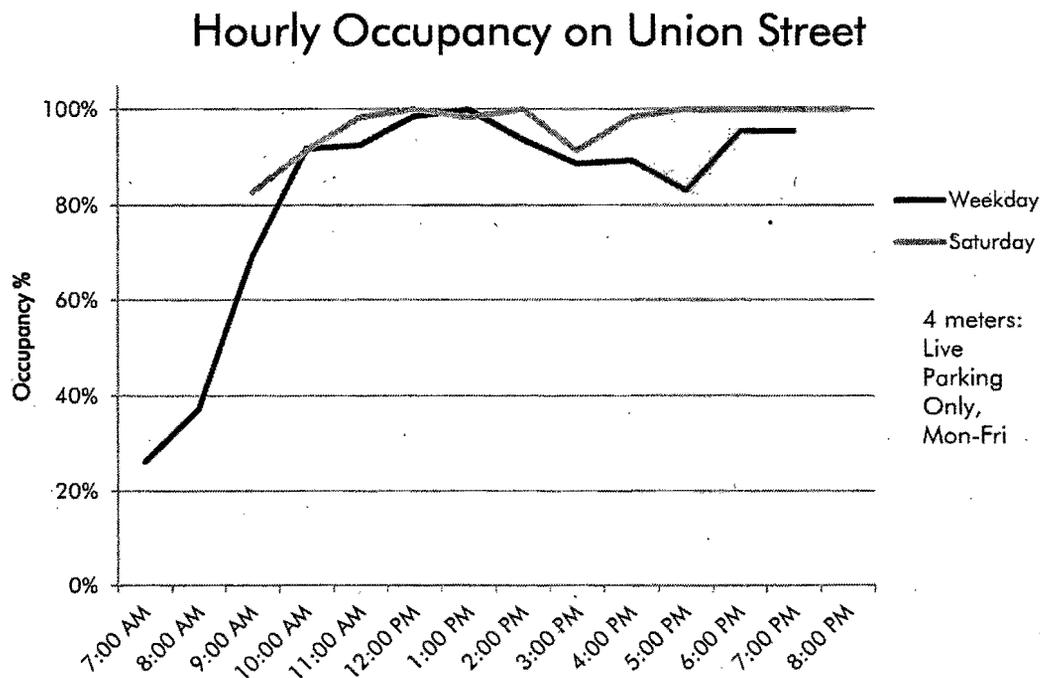
Vehicles were observed to have parked in live parking spaces on Braeland Avenue for up to 9 hours between 7:00 AM – 4:00 PM on weekdays, indicating insufficient enforcement on Braeland Avenue. These live parking spaces were unoccupied when observed between 4:00-6:00 PM, indicating that the live parking restriction may be enforced at the same times as the Live Parking zone on Union Street (4:30-6:30 PM) but not enforced at any other time.

On-street Parking Observations

Union Street

Of all the streets with on-street parking, only Union Street has an average occupancy of over 75%. Union Street is home to various attractions including shops, restaurants, and the Newton Center MBTA Green Line station. On a typical weekday, the average occupancy of the two-hour meters on Union Street is 82%; this rate increases to 97% on a typical Saturday. The high average occupancy signifies a high demand for Union Street over the course of the day. Figure 3 illustrates the number of spaces that are occupied on Union Street every hour over the course of a typical weekday and Saturday.

Figure 3. Hourly Parking Occupancy on Union Street



Union Street is the only street in the study area that has two-hour limits on meters. A two-hour limit, when properly enforced, encourages visitors to shop and to dine while also encouraging turnover. However, turnover

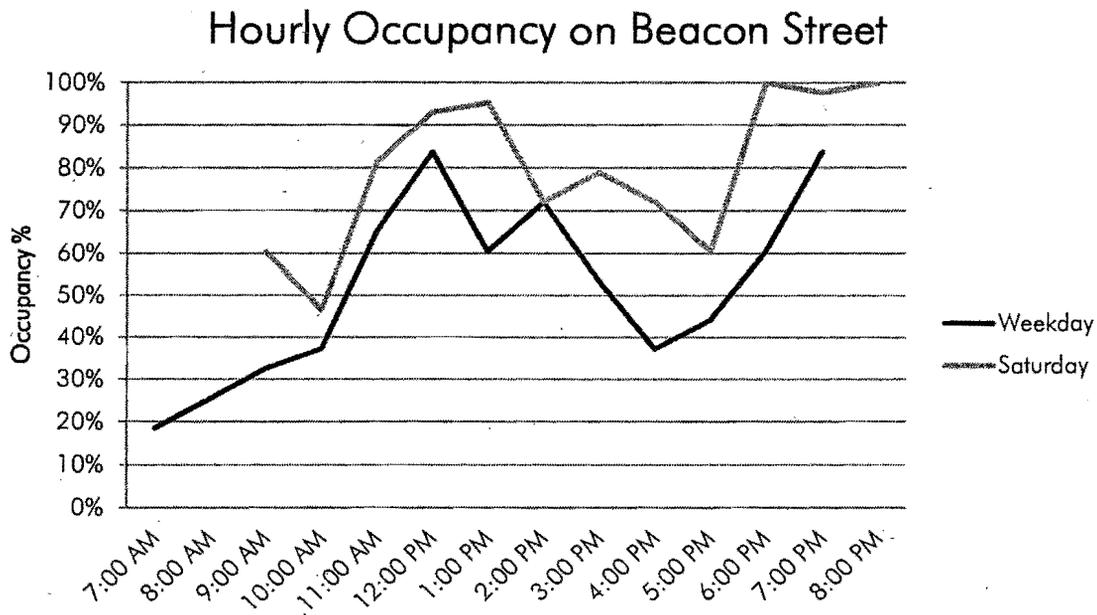
Parking Study
Newton Centre – Newton, MA

data suggests that some motorists park at meters for up to 12 hours. This may be a result of a lack of long-term parking in the area.

Beacon Street

Beacon Street has a relatively high average occupancy over the course of a typical weekday (51%) and a typical Saturday (69%). However, the area of Beacon Street between Centre Street and Union Street sees occupancies at or close to capacity at several time periods on a typical Saturday. Figure 4 illustrates the occupancy on Beacon Street between Centre Street and Union Street.

Figure 4. Hourly Occupancy on Beacon Street between Centre Street and Union Street



As shown on Figure 4, the occupancy on Beacon Street is at or close to capacity between 12:00 and 1:00 PM and between 6:00 and 8:00 PM on a typical Saturday. Parking on Union Street is also at or close to capacity during these times, meaning that on-street parking is difficult to come by in the area on Saturday afternoons and evenings.

Braeland Avenue

Braeland Avenue contains 19 two-hour spaces where parking is prohibited between 4:00 PM and 6:00 PM, and five live parking spaces, in addition to six metered spaces. The two-hour spaces on Braeland Avenue have an average turnover of 3.7 hours on a typical weekday and 2.6 hours on a typical Saturday. The live parking spaces have an average turnover of 6.0 hours on a typical weekday and 5.2 hours on a typical Saturday, indicating a lack of enforcement at these spaces. On both weekdays and Saturdays, vehicles typically vacated the live parking spaces by 4:00 PM, indicating that the live parking on Braeland Avenue may be primarily enforced during the same 4:30-6:30 PM time period that it is enforced on Union Street. Braeland Avenue is adjacent to the Newton Center MBTA Green-Line station and a short walk from Union Street, so it is likely that motorists park on Braeland Avenue because of its proximity to the station.

Willow Street

Willow Street is the only study area roadway that provides completely unrestricted parking within the study area. The 16 unrestricted spaces on Willow Street have average turnovers of 6.2 hours on a typical weekday and 4.1 hours on a typical Sunday. Motorists who are aware of the lack of parking restrictions on Willow Street may use Willow Street as a way to park for the day without paying.

Bowen Street, Homer Street, and Everett Street

Bowen Street, Homer Street, and Everett Street are designated as two-hour parking zones; however, they all have average occupancies of over 2.0 hours on a typical weekday and/or a typical Saturday. Bowen Street has an average turnover of 4.5 hours on a typical weekday and 2.8 hours on a typical Saturday. Homer Street has an average turnover of 2.8 hours on a typical Saturday. Everett Street has an average turnover of 2.5 hours on a typical weekday and an average turnover of 2.3 hours on a typical Saturday. However, the average occupancy on Everett Street is very low (5% and 2%, respectively) in each case. Bowen Street, Homer Street, and Everett Street are in residential areas that are at least one-quarter mile away from Beacon Street, indicating that residents or their visitors, and not shoppers, may be parking longer than two hours.

Off-street Parking Inventory

Visitors to Newton Center are provided with four municipal parking lots, which can accommodate those who wish to park in the area for up to 12 hours. The four lots are illustrated in **Figure 5**.

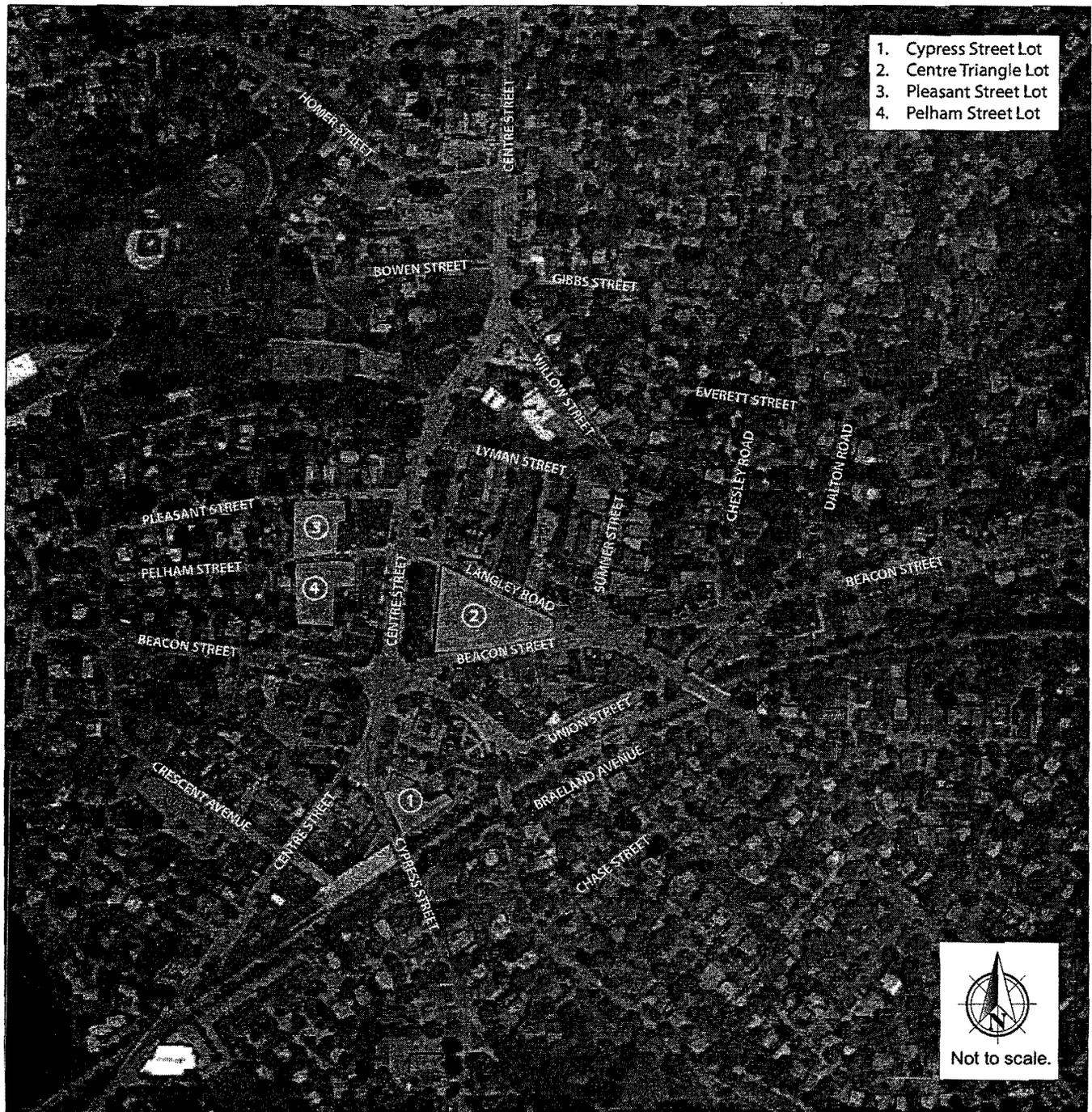
The **Cypress Street Lot** is located approximately 150 feet south of the intersection of Cypress Street/Centre Street. The lot has 57 metered parking spaces and two handicap parking spaces. Nineteen of the metered parking spaces are limited to three hours, and the 38 remaining metered spaces are limited to 12 hours. Users of the lot pay using an electronic meter. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays.

The **Centre Triangle Lot** is located in between Centre Street, Beacon Street, and Langley Road, and can be accessed from Langley Road and from Beacon Street. The parking lot contains 157 parking spaces, including 150 metered spaces, five handicap spaces, and two spaces reserved for Zipcars. The metered spaces are all limited to two hours. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays.

The **Pleasant Street Lot** is located between Pleasant Street and Pelham Street, behind retail buildings that include a CVS Pharmacy. Access driveways are provided on both Pleasant Street and Pelham Street. The lot contains 74 metered parking spaces and three handicap spaces. Of the 74 metered spaces, 31 spaces are three-hour spaces, and 43 are 12-hour spaces. Meters are located at each parking space. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays; however, overnight parking is not permitted without a permit.

The **Pelham Street Lot** is located on Pelham Street, just south of the Pleasant Street lot. Its only access point is on Pelham Street. The Pelham Street lot contains 84 metered parking spaces and four handicap spaces. Of the 84 metered spaces, 21 spaces are three-hour spaces, and 63 are 12-hour spaces. Meters are located at each parking space. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays; however, overnight parking is not permitted without a permit.

Figure 5. Off-street Parking in the Study Area



Off-street Parking Analysis

Parking turnover data for the four off-street parking lots in the study area was collected on Wednesday, October 17, 2012, 7:00 AM – 8:00 PM, and on Saturday, October 20, 2012, 9:00 AM – 9:00 PM. Parking turnover was conducted every hour. In addition to parking turnover in the four parking lots, an intercept survey was conducted in the Cypress Street parking lot on Wednesday, October 17, 2012, 6:30 AM – 9:30 AM, and on Saturday, October 20, 2012, 8:00 AM – 11:00 AM. The intercept survey was performed to find the origins and destinations of motorists who park in the lot, as well as anticipated stay, purpose of parking in the lot, and frequency of use. Table 2 shows the results of the parking turnover analysis, including average occupancy and average duration of parking in each lot.

Table 2. Existing On-Street Parking Occupancy

Zone	Regulation	# Spaces	Average Weekday Occupancy	Average Weekday Duration	Average Saturday Occupancy	Average Saturday Duration
1. Cypress Street Lot	12-Hour	38	84%	5.1 hrs.	75%	3.2 hrs.
	3-Hour	19	79%	2.0 hrs.	61%	1.8 hrs.
	Handicap	2	46%	3.5 hrs.	4%	1.0 hrs.
	Total	59	83%		68%	
2. Centre Triangle Lot	2-Hour	150	60%	1.7 hrs.	74%	1.6 hrs.
	Handicap	5	48%	1.8 hrs.	50%	1.9 hrs.
	Zipcar	2	100%	13.0 hrs.	54%	1.9 hrs.
	Total	157	60%		73%	
3. Pleasant Street Lot	12-Hour	43	71%	5.4 hrs.	55%	3.6 hrs.
	3-Hour	31	34%	1.4 hrs.	32%	1.5 hrs.
	Handicap	3	21%	1.0 hrs.	19%	1.8 hrs.
	Total	77	54%		46%	
4. Pelham Street Lot	12-Hour	22	72%	5.5 hrs.	71%	6.9 hrs.
	3-Hour	62	52%	1.8 hrs.	42%	1.6 hrs.
	Handicap	4	21%	1.1 hrs.	15%	1.2 hrs.
	Total	88	56%		48%	

As shown in Table 2, the Cypress Street lot sees the highest average occupancy on weekdays, while the Centre Triangle lot sees the highest average occupancy on Saturdays. The Cypress Street lot has the highest average occupancy at its 12-hour spaces, which is likely a result of its proximity to the Newton Center MBTA Green Line station. Figure 6 and Figure 7 show parking occupancy at the four study area parking lots over the course of a typical weekday and a typical Saturday, respectively.

As shown in Figure 6, the Cypress Street lot fills up to about 100% of capacity by 9:00 AM on a typical weekday, and remains relatively full until 5:00 PM, when the occupancy declines steadily. The high occupancy of the Cypress Street lot on weekdays indicates motorists are using the lot primarily for all-day parking; the station contains 38 12-hour spaces and is a short walk to the Newton Center MBTA Green Line station. The Centre Triangle lot reaches approximately 85% occupancy at 1:00 PM and at 7:00 PM on a typical weekday, corresponding with peak shopping and dining times, but is considerably less occupied at other times. The Pleasant Street and Pelham Street lots reach their peak occupancies of just over 80% between 11:00 AM – 12:00 PM. The Pleasant Street lot generally remains between 70% and 80% occupancy until 5:00 PM. The Pelham Street lot declines to about 45% at 5:00 PM. This difference in evening occupancy may be a result of the larger percentage of 12-hour spaces in the Pleasant Street lot (62% of total spaces) than the Pelham Street lot (24%).

Figure 6. Hourly Occupancy in Off-street Parking Lots, Weekday

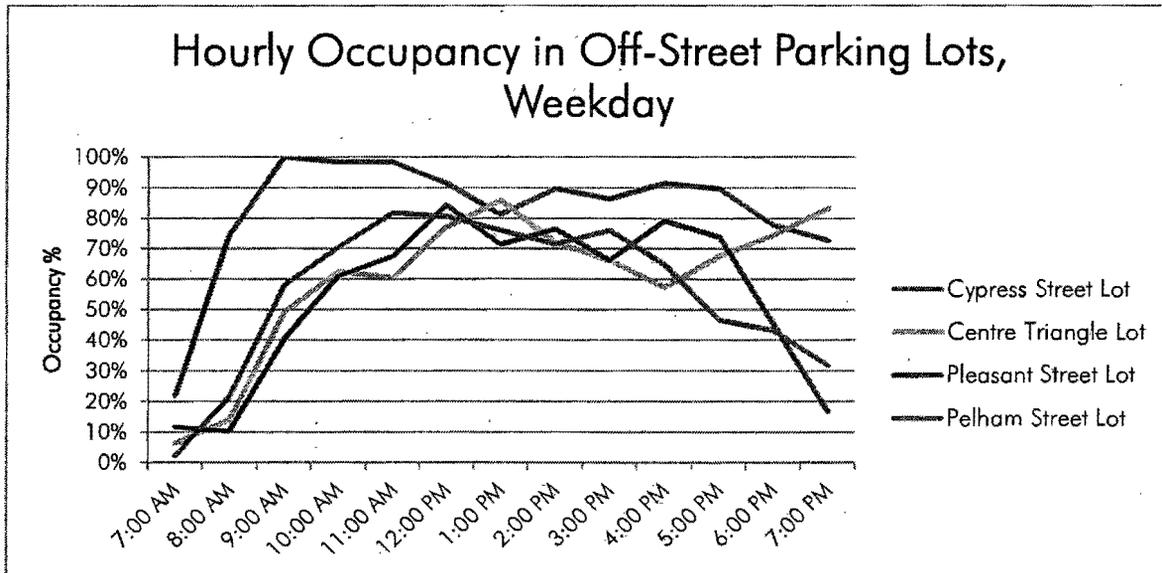
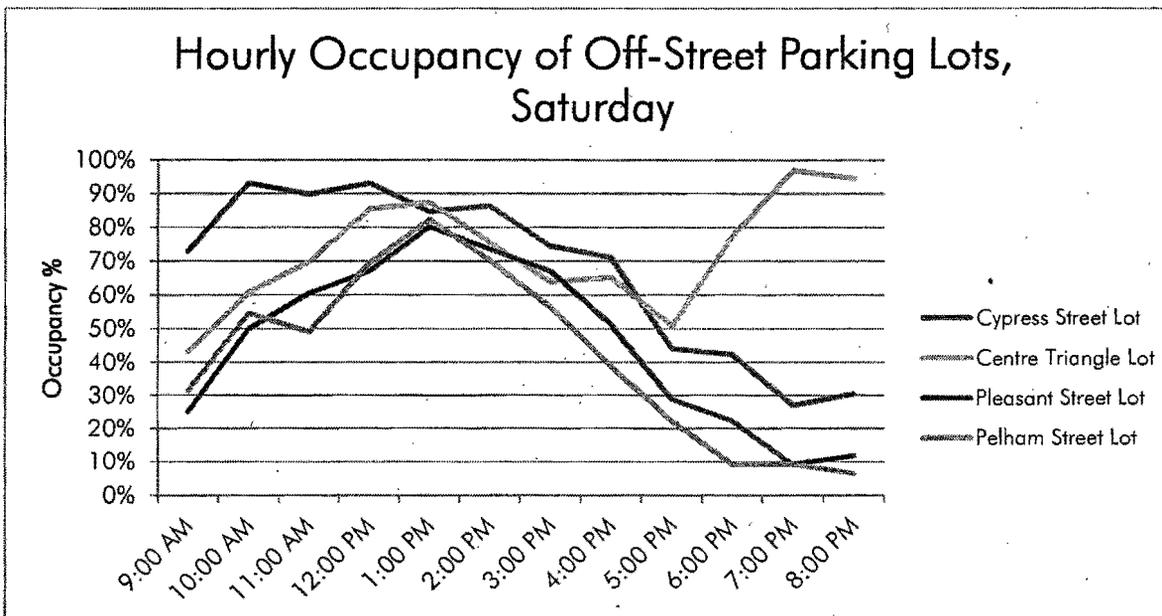


Figure 7. Hourly Occupancy in Off-street Parking Lots, Saturday



On a typical Saturday, as shown in Figure 7, the Cypress Street lot reaches approximately 95% occupancy at 10:00 AM. The occupancy declines steadily after 12:00 PM. This indicates that, unlike on weekdays, more visitors may be using the Cypress Street lot for local uses rather than to access the MBTA Green Line. The Centre Triangle lot reaches approximately 90% occupancy at 1:00 PM, but occupancy declines until 6:00 PM

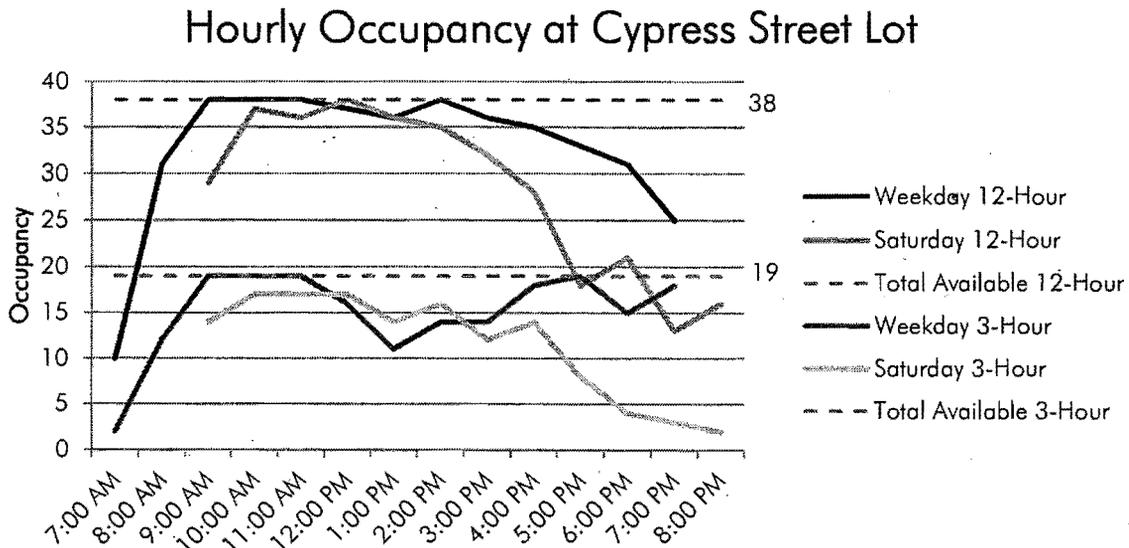
through 8:00 PM, when occupancy spikes to approximately 95%. Like on weekdays, the Centre Triangle lot is used primarily during peak shopping and dining hours. The Pleasant Street and Pelham Street lots reach their peak occupancy of about 80% at 1:00 PM and decline steadily thereafter. This indicates that visitors are using the Pleasant and Pelham Street lots for short term, local uses more than for all-day parking.

Cypress Street Lot

The Cypress Street lot (Lot #1 in Figure 5) contains 59 parking spaces, including 38 12-hour parking spaces, 19 three-hour parking spaces, and two handicap parking spaces. The lot fills up quickly on both weekdays and Saturdays, reaching 100% capacity at 9:00 AM on Wednesday, October 17, and exceeding 90% of capacity by 10:00 AM on Saturday, October 20. The lot is approximately 500 feet to Union Street, which is home to many shops and retail locations, and approximately 800 feet to the Newton Center MBTA Green Line station. Pedestrians can access these locations by walking through a private lot adjacent to the Cypress Street lot and over a footbridge that connects to Herrick Road. The Cypress Street lot is also the only lot in the study area that has an electronic meter which accepts cash bills and credit cards, which may increase demand. The 12-hour parking spaces are in particularly high demand, which is most likely due to the lot's proximity to the Green Line station and the lack of similar long-term parking in the area. The three-hour parking also experiences high occupancy over the course of a day. Figure 8 shows the occupancy over the course of a typical weekday and a typical Saturday for the 12-hour spaces and the three-hour spaces.

As shown in Figure 8, the Cypress Street lot is generally more occupied on a typical weekday than on a typical Saturday. The lot is fully occupied between 9:00 AM and 11:00 AM on weekdays. On Saturdays, the lot is generally below capacity, though the lot is close to full between 10:00 AM and 12:00 PM.

Figure 8. Hourly Occupancy at Cypress Street Lot



In addition to occupancy and turnover data, an intercept survey was conducted at the Cypress Street lot on Wednesday, October 17, 2012, and on Saturday October 20, 2012, the same days that occupancy data was collected. The survey was conducted between on Wednesday, October 17, 2012, between 6:30 AM and 9:00 AM, when the lot was fully occupied, and on Saturday, October 20, 2012, between 8:00 AM and 10:00 AM,

Parking Study

Newton Centre – Newton, MA

when the lot was fully occupied. On Wednesday, October 17, 2012, 51 people were surveyed; nine people were asked to participate and refused. On Saturday, October 20, 2012, 55 people were surveyed; four others were asked to participate and refused. Users of the lot were asked the following questions while paying at the electronic meter:

- What is your hometown?
- Is your purpose of parking in the lot for nearby work, shopping, the MBTA Green Line station, or something else (please specify)?
- What street in Newton Centre is your destination located, or if you're accessing the MBTA Green Line, in what city is your destination?
- What is your anticipated duration of parking?
- How often do you park in the Cypress Street lot?

In addition to these questions, the time of arrival, number of passengers (including the driver), and whether the vehicle was parked in a 12-hour space or three-hour space were recorded for each vehicle that parked in the lot. After completing the survey, visitors sometimes expressed their feelings on the lot or the general availability of parking in the area. Comments included:

- There is not enough all-day parking;
- Residents should have stickers exempting them from time limits on residential streets;
- The electronic parking meter is temperamental and sometimes does not accept cash and/or credit cards or that sometimes ticket is issued even after paying;
- There should be more than one kiosk in case one breaks or there is a line;
- The machine should accept \$5 bills and give change;
- The machine automatically charges for a minimum of 2 hours of parking when a credit card is used;
- I would use the Cypress Street more often, but it is usually full when I arrive; and
- A monthly permit parking system was once in place for the lot, but was eliminated.

Figure 9 and Figure 10 show the origins of the users of the Cypress Street lot on weekdays and on Saturday, respectively. As shown in Figure 9 and Figure 10, more local users use the Cypress Street lot on weekdays than on Saturdays. This indicates that local residents use the lot to park and access the MBTA Green Line on weekdays, but on weekends, the majority of users park in the Cypress Street lot to access local businesses. Complete intercept survey data from the Cypress Street lot is located in Appendix B.

Figure 9. Origin of Users of Cypress Street Lot, Weekday

Cypress Street Lot -- Origin, Weekday

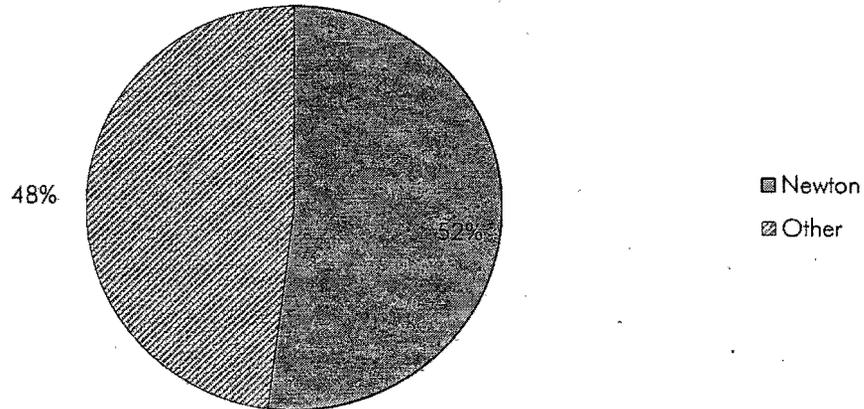


Figure 10. Origin of Users of Cypress Street Lot, Saturday

Cypress Street Lot -- Origin, Saturday

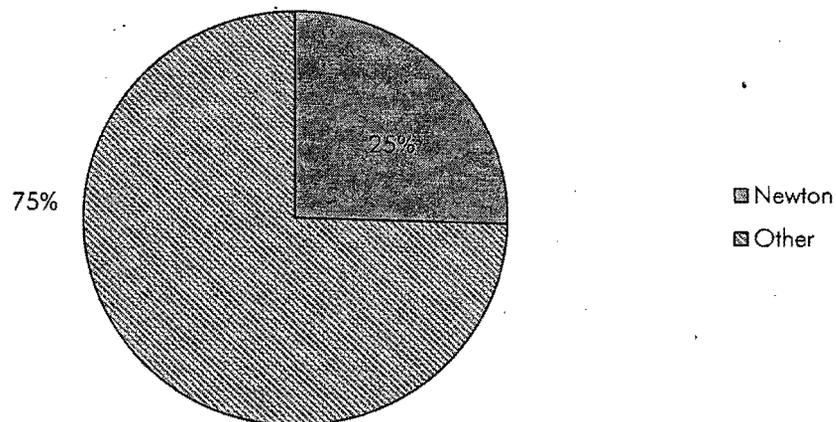


Figure 11 and Figure 12 show the destinations of users of the Cypress Street lot on weekdays and Saturdays, respectively. As shown in Figure 11 and Figure 12, a much greater percentage of users of the Cypress Street Lot

Parking Study

Newton Centre – Newton, MA

use the lot to access the MBTA Green Line on weekdays (33%) than on Saturdays (2%). Consequently, more users of the lot are destined for Cypress Street and Union Street on Saturdays than on weekdays. A large portion of the users destined for Cypress Street were patrons of Pure Barre, a fitness center with hourly classes. It was noted that a large portion of the 18 three-hour parking spaces turned over between classes at Pure Barre.

On weekdays, all users of the Cypress Street lot with a destination on Union Street use it to park during work (8 of 8 respondents); however, on Saturday, 8 of 18 (44%) respondents whose destination was on Union Street reported that they were going shopping, getting breakfast, going to the bank, or other non-work activity. This indicates that, while the lot is primarily used to park during the work day on a weekday, there is also some demand for short-term parking for other activities on Union Street.

Figure 11. Destination of Users of Cypress Street lot, Weekday

Cypress Street Lot -- Destination, Weekday

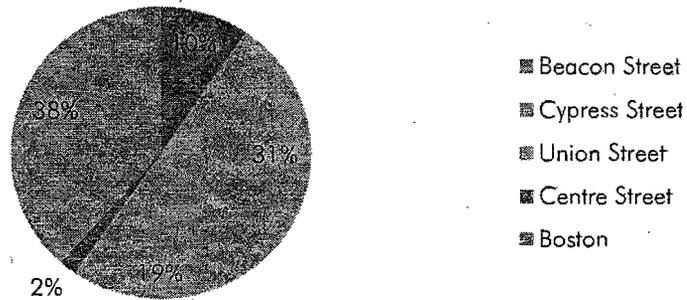
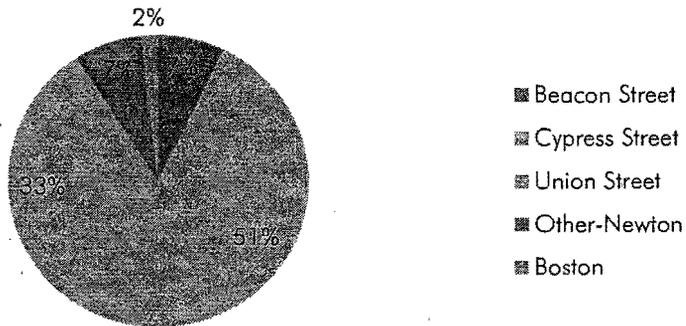


Figure 12. Destination of Users of Cypress Street Lot, Saturday

Cypress Street Lot -- Destination, Saturday



Parking Study
Newton Centre – Newton, MA

Figure 13 and Figure 14 show the duration of stay of the users of the Cypress Street lot, as estimated by the users, on weekdays and Saturdays, respectively. As shown in Figure 13 and Figure 14, a much larger portion of users of the Cypress Street lot use the lot for all-day parking on weekdays (52%) than on Saturdays (12%). Consequently, a much higher percentage of users of the Cypress Street lot park for less than four hours on Saturdays (73%) than on weekdays (27%). This indicates that the lot is used routinely by those who use the MBTA Green Line to commute to Boston and by employees at local businesses on weekdays, but is used more by shoppers on Saturdays.

Figure 13. Duration of Stay at Cypress Street Lot, Weekday

**Cypress Street Lot -- Duration,
Weekday**

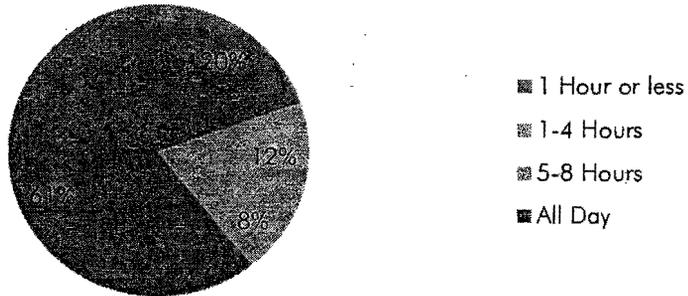
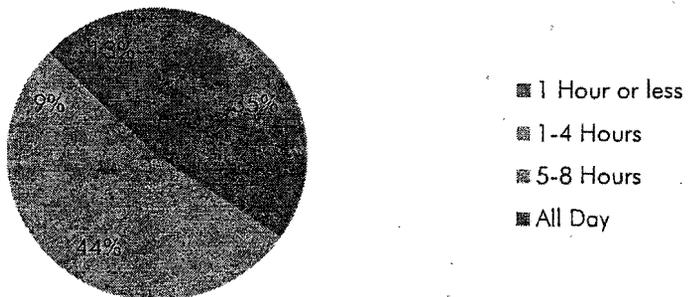


Figure 14. Duration of Stay at Cypress Street Lot, Saturday

**Cypress Street Lot -- Duration,
Saturday**

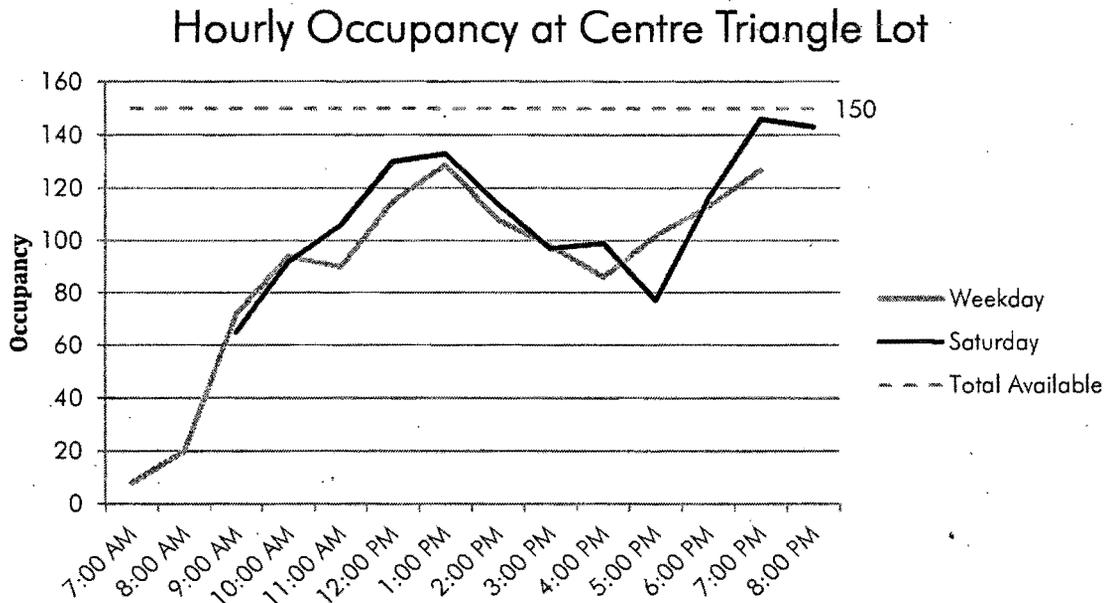


Centre Triangle Lot

The Centre Triangle lot is the primary short-term parking lot servicing the Newton Centre area. It contains 157 spaces, 150 of which are metered with a two-hour limit. The seven remaining spaces include five handicap spaces and two Zipcar spaces. Figure 15 shows the occupancy of the 150 two-hour parking spaces over the course of a typical weekday and a typical Saturday.

As shown in Figure 15, the Centre Triangle lot typically sees the most occupancy at 12:00 PM and 1:00 PM and at 6:00 PM and later on both weekdays and Saturdays. The Centre Triangle lot is close to capacity at 7:00 PM on Saturdays. Occupancy for handicap spaces is not shown in Figure 15 for clarity; however, occupancy of handicap spaces never exceeded 4 of the available 5 spaces. On weekdays, occupancy at the handicap spaces reached 80% at 12:00 PM and at 1:00 PM; on Saturday, occupancy reached 80% at 8:00 PM.

Figure 15. Hourly Occupancy of 2-Hour Metered Spaces in Centre Triangle Lot

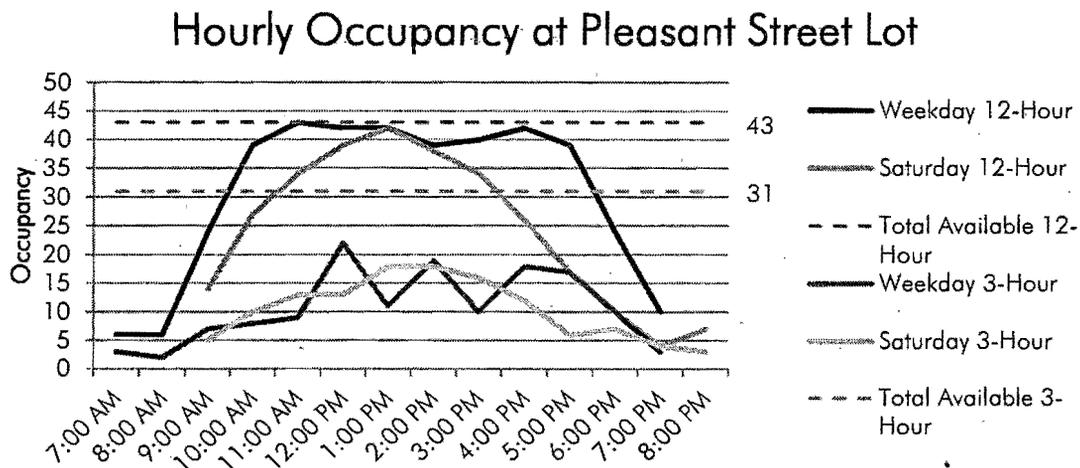


Pleasant Street Lot

The Pleasant Street lot is a municipal lot located between Pleasant Street and Pelham Street, behind retail buildings on Centre Street. The Pleasant Street lot contains 43 12-hour parking spaces and 31 three-hour spaces, and three handicap spaces. **Figure 16** shows the hourly occupancy at the Pleasant Street lot.

As shown in **Figure 16**, the 12-hour parking spaces at the Pleasant Street lot are at or close to capacity between 10:00 AM and 4:00 PM on weekdays and at about 1:00 PM on Saturdays. The 31 three-hour spaces are considerably less occupied over the course of the day; the peak occupancy of the 3-hour spaces is at 12:00 on weekdays (71% occupancy) and at 1:00 PM on Saturdays (58%). This indicates that there is a high demand for long-term parking within the study area. Handicap spaces are not shown in **Figure 16** for clarity; the three handicap spaces reaches a maximum occupancy of two (67%) at 1:00 PM on weekdays and at 1:00 PM and 3:00 PM on Saturdays.

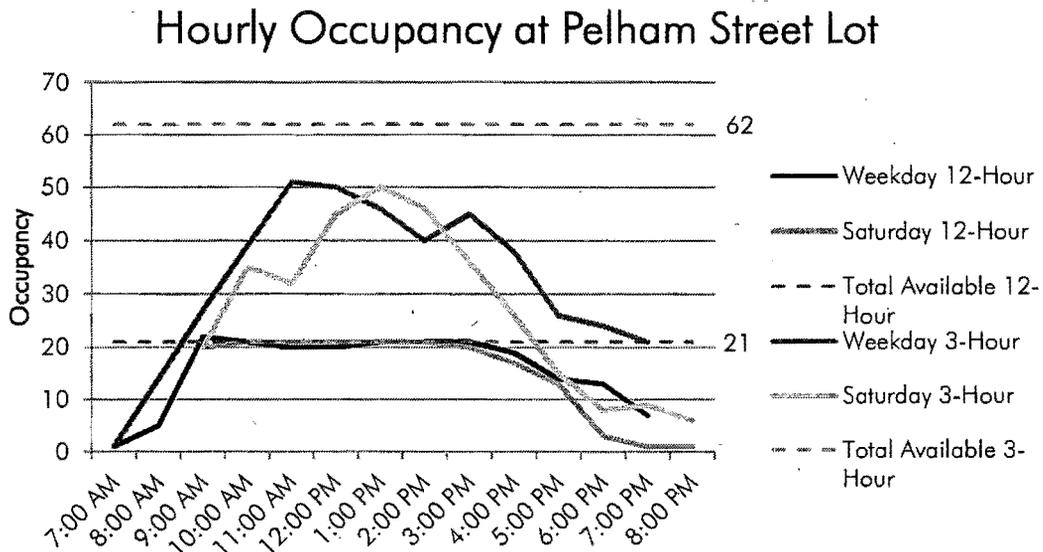
Figure 16. Hourly Occupancy at Pleasant Street Lot



Pelham Street Lot

The Pelham Street lot is a municipal lot located south of Pelham Street, opposite the Pleasant Street lot. The Pelham Street lot contains 21 12-hour parking spaces, 62 three-hour parking spaces, and four handicap spaces. Figure 17 shows the hourly occupancy at the Pelham Street lot.

Figure 17. Hourly Occupancy at Pelham Street Lot



As shown in Figure 17, the 21 12-hour parking spaces at the Pelham Street lot are at or near capacity between 9:00 AM and 4:00 PM on both weekdays and Saturdays. The 62 three-hour parking spaces reach their peak occupancy of about 80% at 11:00 AM on weekdays and at 1:00 PM on Saturdays. The four handicap parking spaces are not shown on Figure 17; the occupancy at these spaces never exceed 2 (50%) on weekdays and reaches 3 (75%) at 1:00 PM on Saturdays.

Parking Study

Newton Centre – Newton, MA

Existing Parking Summary

The parking currently provided in Newton Center is generally sufficient. There are two time periods when parking is highly occupied: between 11:00 AM and 2:00 PM, and evenings after 6:00 PM, particularly in the vicinity of Beacon Street. Between 11:00 AM and 2:00 PM, parking occupancy on Union Street is close to 100%, and the four study area parking lots are close to capacity, on both weekdays and Saturdays. On given days, parking occupancies in these locations may be at or close to capacity between 11:00 AM and 2:00 PM.

After 6:00 PM, when meters shut off, occupancy on Union Street and at the Centre Triangle lot are close to capacity; however, occupancies at the Cypress Street lot, the Pleasant Street lot, and the Pelham Street lot drop off due to the high amount of motorists parking at these lots all day. Thus, the parking capacity of Newton Centre as a whole is abundant after 6:00 PM; however, most of the demand is along Beacon Street, Langley Road, and Union Street, causing nearby parking to fill up before the Cypress Street lot, the Pleasant Street lot, and the Pelham Street lot. Despite the close proximity to Union Street from the Cypress Street lot, occupancies after 6:00 PM may not be high because it is not in a centralized location, like the Centre Triangle lot is.

Despite an overall adequate parking supply, the amount long-term parking is insufficient. Based on the intercept survey at the Cypress Street lot and occupancies of 12-hour parking spaces at the Cypress Street lot, the Pleasant Street lot, and the Pelham Street lot, occupancies at long-term parking spaces are at or near capacity between 9:00 AM and 5:00 PM on weekdays. During the intercept survey at the Cypress Street lot, some of the last users to park in a 12-hour space said they would park at the Cypress Street lot said they would park in the Cypress Street lot more often if there was room. Some motorists parked in 3-hour parking spaces, despite the fact that they said they would be parked all day.

Since the data for this study was collected, time limits on some meters were changed on study area streets. The eight three-hour meters on Lyman Street were changed to 12-hour meters, and nine two-hour spaces on Centre Street between Lyman Street and Willow Street were changed to 12-hour meters. One-hour meters on Union Street, Herrick Road, Braeland Avenue, Langley Road, Beacon Street, Sumner Street, and Centre Green were changed to two-hour meters. These changes, particularly the addition of 12-hour spaces, increase the supply of longer-term parking. While the new 12-hour parking would not be as convenient to Union Street and Beacon Street as the 12-hour parking in the parking lots, it is still within walking distance. Businesses that demand long-term parking for employees should be notified of the additional long-term parking supply.

If parking remains as it is today, HSH recommends the following in order to improve parking operations in the Newton Centre area.

- Consider increasing enforcement on Braeland Avenue at the Live Parking Only spaces, or consider changing or eliminating the restriction. Consider a permit parking system on Braeland Avenue as described above, while enforcing the existing live parking spaces only during the same 4:30-6:30 PM period as on Union Street.
- Consider implementing a permit parking system, where nearby residents and/or business owners can park on certain residential streets during the work day.
- Consider removing restrictions on residential streets where they are not necessary.
- Consider increasing enforcement on Bowen Street, or consider changing or eliminating the two-hour parking restriction.
- Consider restrictions on Willow Street that are consistent with nearby residential streets, such as meters or two-hour parking.

Future Build Analysis

The City of Newton is evaluating several options regarding parking in the Newton Centre area. The City is evaluating four possible Build options:

- Construction of a 400-space parking structure in place of the 59 parking spaces currently in the Cypress Street lot, resulting in a net gain of 341 parking spaces;
- Removal of the Centre Triangle parking lot, a net loss of 157 spaces;
- Construction of a 400-space parking structure in place of the Cypress Street lot and removal of the 157 parking spaces in the Centre Triangle parking lot, resulting in the overall net gain of 184 parking spaces; and
- Replacement of the parking spaces within Centre Triangle lot with up to 50,000 sf of mixed-use development, plus the addition of up to 80,000 sf of development elsewhere in Newton Centre.

Option 1: Construction of a 400-space Parking Structure replacing Cypress Street Lot

The replacement of the Cypress Street lot with a 400-space parking structure would result in the net gain of 341 parking spaces. Since the existing parking supply in Newton Centre is generally sufficient, the new parking spaces created by the parking structure would alleviate the demand for 12-hour parking spaces. Due to the fact that all of the all-day parking spaces within Newton Centre are generally 100% occupied on weekdays, it is likely that the parking structure would welcome motorists from the Newton area that work in Newton Centre. Short-term parking spaces, such as the three-hour spaces currently provided at the Cypress Street lot, should be replaced within a parking structure. The occupancy of the three-hour spaces at the Cypress Street lot also reaches 100% occupancy during the weekday mornings and evenings, so additional short-term spaces should be provided within a parking structure as well.

The parking currently provided is generally sufficient, and, while parking may be limited on Union Street, Beacon Street, Cypress Street Lot, and Centre Triangle Lot during peak periods, parking is generally available within walking distance. In fact, after 6:00 PM on both weekdays and Saturdays, when available parking on Union Street, Beacon Street, and the Centre Triangle Lot is scarce, the occupancy of the Pleasant Street and Pelham Street lots both drop below 50% occupancy. During the midday peak periods on weekdays and Saturdays, short-term spaces in the four area parking lots are well occupied, but never reach capacity; the Centre Triangle lot reaches 86% and 88% occupancy at 1:00 PM on weekdays and Saturdays, respectively. While the parking lots and streets closest to Union Street and Beacon Street are often close to full, there is generally sufficient parking within walking distance to Beacon Street and Union Street, even without a costly parking garage replacing the Cypress Street lot. Given that the parking supply in Newton Centre is generally sufficient, the benefit to the area may not justify the cost of building a garage.

Option 2: Removal of Centre Triangle Lot

The Centre Triangle lot contains 157 parking spaces, including five handicap spaces and two Zipcar spaces. Removing the Centre Triangle lot without adding additional off-street parking elsewhere would reduce the public off-street parking capacity of Newton Centre by 41%.

Figure 18 and Figure 19 show the total number parking spaces in the immediate vicinity of the Centre Triangle lot on a weekday and on a Saturday, before and after a potential removal of the 157 spaces in the Centre Triangle Lot. These spaces are located in the four public parking lots in the study area, as well as Union Street, Beacon Street, Centre Street, Langley Street, and Herrick Road. These areas were isolated from the rest of the study area due to the significant supply of metered parking and their vicinity to the Centre Triangle lot.

Figure 18. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Weekday

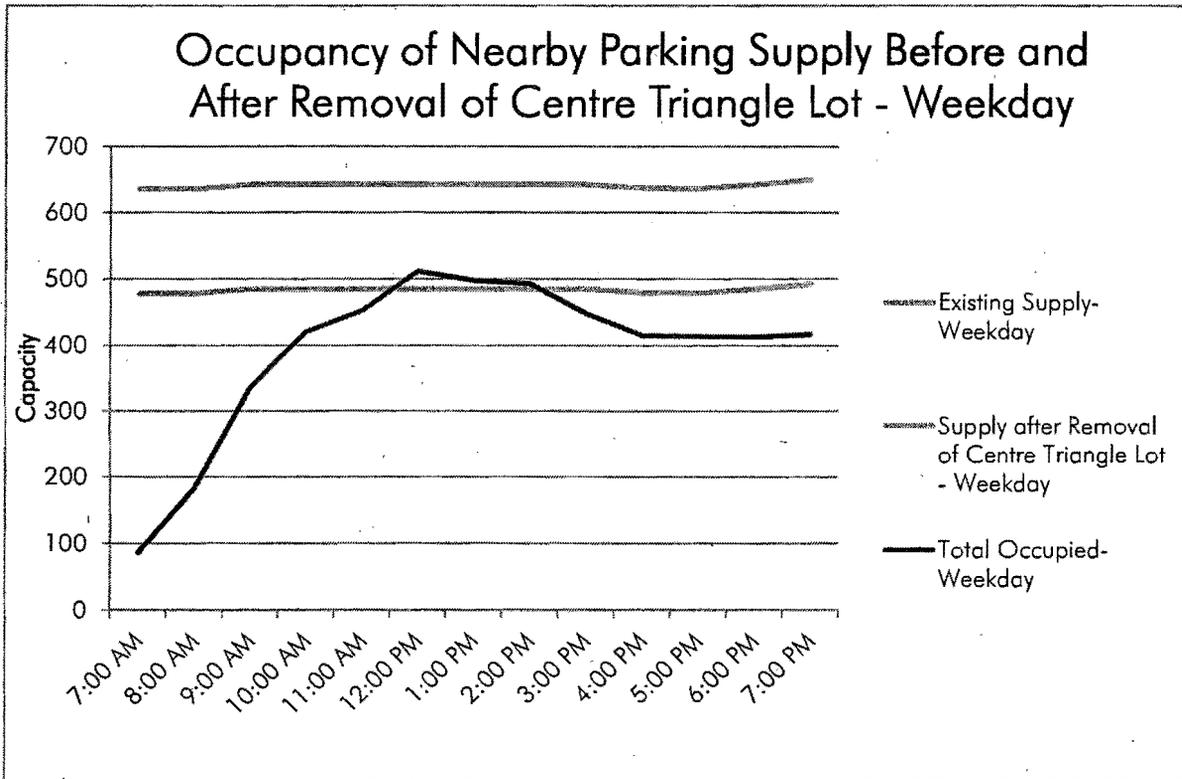
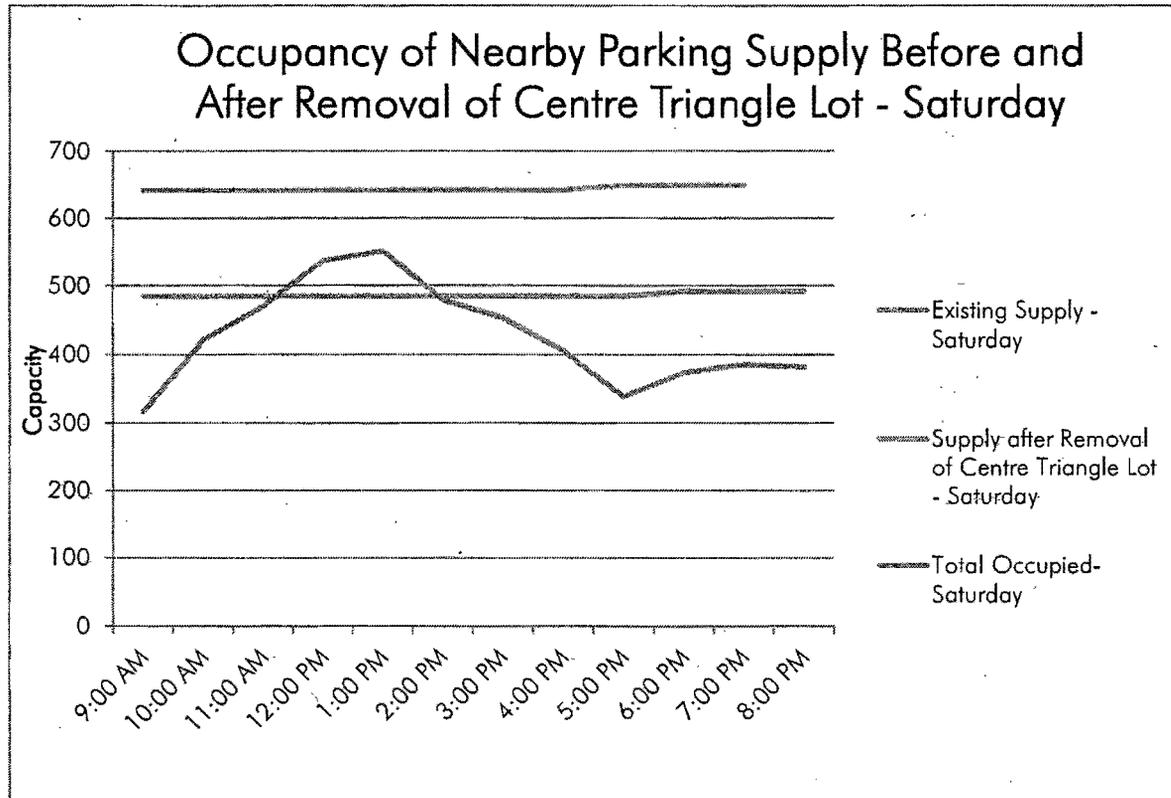


Figure 19. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Saturday



As shown in Figure 18, the occupancy of the parking spaces in the vicinity of the Centre Triangle Lot—including the Centre Triangle Lot itself—is well below the existing supply. However, if the 157 parking spaces within the Centre Triangle lot are removed, the existing occupancy would be larger than the supply for three hours between 12:00-3:00 PM. Additionally, the area parking spaces would be over 90% occupied for two additional hours (11:00 AM and 3:00 AM), and at least 85% occupied between 10:00 AM and 7:00 PM on a typical weekday.

As shown in Figure 19, the parking spaces in the vicinity of the Centre Triangle lot would be over capacity between 12:00-2:00 PM on a typical Saturday if the Centre Triangle lot were to be removed. Occupancy would be above 90% between 11:00 AM and 3:00 PM, and above 75% between 10:00 AM and 8:00 PM.

While parking spaces may be available during most time periods, the high occupancy level would exacerbate the existing perception that there is not enough parking in Newton Centre. The reduction in spaces would likely result in an increase in traffic due to vehicles searching for an on-street parking space. If the Centre Triangle lot is removed without the addition of new off-street parking elsewhere, the existing parking regulations on nearby residential streets, such as Braeland Avenue, Herrick Road, Chase Street, Chesley Road, and Dalton Road, should be reconsidered in order to maintain as many available parking spaces in the area as possible. Businesses that have on-site off-street parking should be encouraged to place wayfinding signage on their property so that customers are more aware of their on-site parking. Short-term metered parking should continue to be enforced to ensure that short-term parking spaces are occupied by customers.

Option 3: Construction of a 400-space Parking Structure Replacing Cypress Street Lot; Removal of Centre Triangle Lot

The removal of the parking spaces from the Centre Triangle lot can be implemented, assuming the 400-space parking structure replacing the Cypress Street lot is built. The lot would still create a net gain of 184 parking spaces. Assuming the 150 two-hour spaces, the five handicap spaces, and the two Zipcar spaces are replaced within the parking structure, the remaining 184 spaces would be best utilized if most of them were designated as all-day spaces. Some spaces should still be designated as short-term spaces to relieve some of the Saturday midday short-term parking demand in Newton Centre.

The replacement of parking from the Centre Triangle lot to a garage on Cypress Street would have the added side-effect of decentralizing the parking layout. The Centre Triangle lot is located at the heart of Newton Centre, between Beacon Street, Centre Street, and Langley Road. The lot is visible from the adjacent streets and is easy to find for visitors to the area. The replacement of parking spaces in the Centre Triangle lot should be accompanied by wayfinding signage and public education to avoid frustration of visitors and residents of local neighborhoods.

Option 4: Construction of a 400-space Parking Structure Replacing Cypress Street Lot, Removal of Centre Triangle Lot, and Addition of 131,000 SF of Retail/Restaurant

The removal of the 157 spaces within the Centre Triangle lot combined with 131,000 sf of retail and/or restaurant development in the Newton Centre area would create significant strain on the Centre's parking supply. If an additional 341 spaces were created by the replacement of the Cypress Street lot with a 400-space parking structure, the overall occupancy levels of parking in the Centre would be similar to those seen today.

Due to the mixed-use nature of Newton Centre and of the potential development itself, an aggressive parking ratio was used to calculate the parking demand of the development replacing Centre Triangle lot. The City of Boston Transportation Department Guidelines suggest a parking ratio of 0.75-1.25 parking spaces per 1,000 sf of office or non-residential use that is located within a 10-minute walk from an MBTA station. A mixed-use neighborhood allows for more aggressive parking ratios due to differences in each use's demand over the course of a day. For example, office uses see peak demand during late mornings and early afternoons, while restaurants see peak demands in the evening. When employees of the office begin to leave at the end of a workday, these spaces become available to patrons of the restaurant use. Parking demand as a percentage of the peak demand on a typical weekday and a typical Saturday is shown in Table 3 and Table 4, respectively.



TRANSPORTATION
PLANNING

TRAFFIC
ENGINEERING

PUBLIC
INVOLVEMENT

CIVIL
ENGINEERING

STRATEGIC
PLANNING

Howard/Stein-Hudson Associates, Inc.

CREATIVE SOLUTIONS • EFFECTIVE PARTNERING ®

38 Chauncy Street, 9th Floor
Boston, Massachusetts 02111
617.482.7080

www.hshassoc.com

Newton Centre Parking Study
 Cypress Street Lot Intercept Survey
 Saturday 10/20/2012

A=all day lot 3=3 Hour Lot H=Handicapped

Time	Lot	# Passengers	Hometown	Purpose	Destination	Stay	Frequency
7:56	A		1 Brookline	Work	Union St	All Day	6x/week
8:01	3		1 Brookline	Gym	Cypress St	1 Hour	3x/week
8:06	3		1 Wellsley	Gym	Cypress St	1.5 Hours	3x/week
8:10	3		1 N/A	N/A	N/A	N/A	N/A
8:13	3		1 Newton	Gym	Cypress St	1 Hour	3x/week
8:16	3		1 Newton	Gym	Cypress St	1 Hour	2x/week
8:16	3		1 Newton	gym	Cypress St	1 Hour	7x/week
8:18	3		1 Newton	Gym	Cypress St	1 Hour	4x/week
8:29	3		1 N/A	N/A	N/A	N/A	N/A
8:38	3		1 Brighton	Work	Cypress St	2 Hours	1x/week
8:56	3		1 Newton	Shopping	Union St	1 Hour	Rarely
8:57	3		1 Medfield	Appt	Cypress St	1.5 Hours	Rarely
9:10	3		1 Needham	Gym	Cypress St	1 Hour	3x/week
9:10	3		1 Newton	Gym	Cypress St	1 Hour	3x/week
9:15	3		1 Belmont	Gym	Cypress St	1 Hour	2x/week
9:15	3		1 Newton	Gym	Cypress St	1 Hour	4x/week
9:17	3		1 Roslindale	Gym	Cypress St	1.5 Hours	1x/week
9:21	3		1 Wayland	Gym	Cypress St	1 Hour	2x/week
9:24	3		1 Brookline	Gym	Cypress St	1 Hour	3x/week
9:24	3		1 N/A	N/A	N/A	N/A	N/A
9:25	3		1 Brookline	Gym	Cypress St	1 Hour	3x/week
9:27	3		1 Chestnut Hill	Gym	Cypress St	1 Hour	2x/week
9:27	3		1 Waltham	Gym	Cypress St	1 Hour	6x/week
9:37	3		1 Newton	Appt	Centre St	1.5 Hours	1x/week
7:58	A		1 Watertown	Work	Union St	4 hours	3x/week
8:04	A		1 Dover	Gym	Cypress St	1 Hour	3x/week
8:10	A		1 Abington	Work	Beacon St.	6 hours	6x/week
8:12	A		1 Marlborough	Work	Cypress St	4 hours	4x/week
8:16	A		1 Belmont	Hair	Cypress St	2 Hours	Rarely
8:18	A		1 Boston	Work	Union St	All Day	1x/week
8:20	A		1 Boston	Work	Union St	All Day	1x/week
8:24	A		1 Lowell	Work	Beacon St.	6 Hours	Rarely
8:26	A		1 N/A	N/A	N/A	N/A	N/A
8:32	A		1 Newton	Gym	Union St	4 hours	1x/week
8:34	A		1 Hopkinton	Work	Union St	All Day	5x/week
8:36	A		1 Revere	Work	Union St	5 Hours	3x/week
8:39	A		1 Newton	Hair	Cypress St	3 Hours	Rarely
8:41	A		1 Newton	Train	Boston	7 Hours	1x/week
8:47	A		1 Wellsley	Hair	Cypress St	1.5 Hours	Rarely
8:48	A		1 Norwood	Work	Washington St.	All Day	5x/week
8:51	A		2 Newton	Bank	Union St	1 Hour	1x/week
8:51	A		1 Waltham	Work	Union St	3 Hours	1x/week
8:56	A		1 Wayland	Appt	Cypress St	2 Hours	1x/week
8:58	A		2 Cambridge	Shopping	Union St	1.5 Hours	Rarely
9:01	A		1 Chestnut Hill	Gym	Beacon St.	3 Hours	1x/week
9:03	A		1 West Roxbury	Work	Cypress St	All Day	5x/week
9:07	A		1 Lexington	Work	Union St	4 hours	1x/week
9:12	A		2 Belmont	Shopping	Union St	2 Hours	Rarely
9:14	A		1 Merrimack, NH	Work	Sumner St	4 hours	1x/week
9:17	A		1 Watertown	Gym	Cypress St	1 Hour	3x/week
9:33	A		1 Greenfield	Visiting	Union St	2 Hours	5x/week
9:35	A		1 Wellsley	Work	Union St	6 hours	1x/week
9:43	A		1 Newton	Work	Union St	2 Hours	2x/week
9:44	A		1 Quincy	Church	Cypress St	4 hours	Rarely
9:46	A		1 Brookline	Church	Cypress St	4 hours	1x/week
9:47	A		1 Wayland	Work	Beacon St.	4 hours	5x/week
9:48	A		1 Ashland	Work	Union St	All Day	2x/week
9:50	A		2 Waltham	Shopping	Centre St	1/2 Hour	Rarely
9:54	A		3 Newton	Shopping	Union St	2 Hours	1x/week

Lot full at 9:54am

Newton Centre Parking Study

Cypress Street Lot Intercept Survey

Wednesday 10/17/2012

A=all day lot

3=3 Hour Lot

H=Handicapped

Time	Lot	# Passengers	Hometown	Purpose	Destination	Stay	Frequency
6:45	3	1	Newton	Work	Cypress St	1 Hour	2x/week
6:50	3	1	N/A	N/A	N/A	N/A	N/A
6:52	3	1	N/A	N/A	N/A	N/A	N/A
6:55	3	1	N/A	N/A	N/A	N/A	N/A
6:59	3	1	Newton	Gym	Cypress St	1.5 Hours	4x/week
7:01	3	1	Marlborough	Work	Cypress St	2 Hours	4x/week
7:01	3	1	Brookline	Gym	Cypress St	1 Hour	3x/week
7:04	3	1	Newton	Gym	Cypress St	1 Hour	5x/week
7:10	3	1	Waltham	Gym	Cypress St	1 Hour	4x/week
7:11	3	1	N/A	Hair	Cypress St	2 Hours	Rarely
7:15	3	1	Needham	Gym	Cypress St	1 Hour	3x/week
7:17	3	1	Newton	Gym	Cypress St	1 Hour	3x/week
7:20	3	1	Newton	Gym	Cypress St	1 Hour	3x/week
7:21	3	1	Newton	Gym	Cypress St	1 Hour	2x/week
7:22	3	1	Brighton	Gym	Cypress St	1 Hour	3x/week
7:24	3	1	N/A	N/A	N/A	N/A	N/A
7:25	3	1	Newton	Train	Boston	4 hours	rarely
7:33	3	1	Brookline	Work	Union St.	7 hours	6x/week
7:33	3	1	Brookline	Gym	Cypress St	1.5 hours	2x/week
7:34	3	1	N/A	N/A	N/A	N/A	N/A
7:35	3	1	Newton	Train	Boston	All Day	3x/week
7:42	3	1	Boston	Barber	Cypress St	1 Hour	Rarely
7:43	3	1	N/A	N/A	N/A	N/A	N/A
7:44	3	1	N/A	N/A	N/A	N/A	N/A
8:59	A	1	Dover	Work	Beacon St.	7 hours	5x/week
8:20	A	1	Lynn	Work	Beacon St.	All Day	4x/week
8:38	A	1	Wayland	Work	Beacon St.	All Day	5x/week
8:55	A	1	Boston	Work	Beacon St.	All Day	5x/week
8:57	A	1	Westborough	Work	Beacon St.	All Day	5x/week
8:57	A	1	Newton	Train	Boston	6.5 Hours	4x/week
7:46	A	1	Newton	Train	Boston	All Day	3x/week
7:47	A	1	Newton	Train	Boston	All Day	5x/week
7:53	A	1	Newton	Train	Boston	All Day	3x/week
7:56	A	1	Newton	Train	Boston	All Day	4x/week
8:06	A	1	Foxborough	Train	Boston	All Day	4x/week
8:08	A	1	Newton	Train	Boston	All Day	3x/week
8:10	A	1	Newton	Train	Boston	All Day	5x/week
8:11	A	1	Newton	Train	Boston	All Day	5x/week
8:13	A	1	Newton	Train	Boston	All Day	5x/week
8:13	A	1	Newton	Train	Boston	All Day	5x/week
8:24	A	1	Norwood	Train	Boston	All Day	2x/week
8:26	A	1	Newton	Train	Boston	All Day	5x/week
8:29	A	1	Newton	Train	Boston	All Day	4x/week
8:32	A	1	Newton	Train	Boston	All Day	5x/week
8:44	A	1	Newton	Train	Boston	All Day	5x/week
8:44	A	1	Newton	Train	Boston	All Day	5x/week
8:04	A	1	Newton	Train	Cambridge	All Day	5x/week
8:31	A	1	Newton	Work	Centre St	4 Hours	3x/week
8:08	A	1	Boston	Work	Cypress St	All Day	5x/week
8:12	A	2	N/A	N/A	N/A	N/A	N/A
8:55	A	1	Brookline	Work	Union St.	6.5 Hours	5x/week
7:51	A	1	Needham	Work	Union St.	All Day	1x/week
7:53	A	1	Everett	Work	Union St.	All Day	3x/week
7:53	A	1	Holliston	Work	Union St.	All Day	3x/week
7:58	A	1	Allston	Work	Union St.	All Day	2x/week
8:01	A	1	Scituate	Work	Union St.	All Day	2x/week
8:07	A	1	Spencer	Work	Union St.	All Day	2x/week
8:12	A	1	Newton	Work	Union St.	All Day	6x/week
8:17	A	1	Weyland	Work	Union St.	All Day	5x/week
9:03	H	1	N/A	N/A	N/A	N/A	N/A

Lot full at 9:05am

Appendix B. Cypress St. Lot Intercept Survey

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Herrick Road south of Union Street

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Union Street																	
Braeland Ave																	
No Park 7a-7p													0	12	0	#DIV/0!	0%
No Park 7a-7p													0	12	0	#DIV/0!	0%
No Park 7a-7p													0	12	0	#DIV/0!	0%
No Park 7a-7p				201									1	11	1	1.00	8%
No Park 7a-7p													0	12	0	#DIV/0!	0%
No Park 7a-7p													0	12	0	#DIV/0!	0%
Chase Street																	
West Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM					
Union Street																	
Meter	PX5	PX5	PX5	PX5		290		C66	C66	680	680	AJ4	10	2	5	2.00	83%
Meter	IPO	KX4		A31	KAB	1HP	MP8		YNG	YNG	YNG	YNG	10	2	7	1.43	83%
Meter		74N	46C	RKS	93M	93M	93M	W64	AKO	AKO	MBO	MBO	11	1	7	1.57	92%
Meter	CY9	CY9	CY9	CY9	CY9	MX9	ITH	ITH	N87	N87		WKO	11	1	5	2.20	92%
Meter		968	B19	DX6	DX6	880	7VH		SS4	EJ7	250	H67	10	2	9	1.11	83%
Meter		NR5		EL5	EL5	V50			JY3	JY3	HB2	HB2	8	4	5	1.60	67%
Braeland Ave																	
No Parking																	
Chase Street																	
Occupied	3	6	5	6	5	6	4	3	6	6	5	6	60	12	38	1.58	83%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Union Street/Herrick Street from east to west

North Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Beacon Street																	
Langley Road																	
Meter 710	KKO	KKO	H77	H77	H77	DK6	DK6	518	710	C39	C39	C39	12	0	6	2.00	100%
Meter 711	PW3	PW3	PW3	PW3	6YY	6YY	EC8	3WN	373	BEF	BEF	J64	12	0	7	1.71	100%
Meter 712	E72	E72	E72	Y70	Y70	Y70	Y70	Y70	HNC	HNC	Z04	Z70	12	0	5	2.40	100%
Driveway																	
Meter 713	MHI	964	964	HF6	RT5	JFF	JFF	JFF	Y70	Y70	2PA	2PA	12	0	7	1.71	100%
Meter 714	Y90		W39	W39	950	990	798	1RX	VIP	VIP	VIP	VIP	11	1	7	1.57	92%
Meter 715	078	830	830	CB6	CB6	271	954	D19	R10	R10	JE7	JE7	12	0	8	1.50	100%
Meter 716	R65	480	480	G58	G58	XRX	089	089	L67	E70	E70	E70	12	0	7	1.71	100%
Meter 717	MDF	62F	6TE	MP8		JK1	JK1	L77	L77	GW4	GW4	GW4	11	1	7	1.57	92%
Meter 718	PF9	PF9	6VR	V83	JT6	JT6	JT6	JT6	HH6	AMK	AMK	REG	12	0	7	1.71	100%
Curb Extension																	
Meter 719	WIH	TM5	49V	49V	49V	49V	49V	49V	49V	XIW	F56	KK2	12	0	6	2.00	100%
Meter 720	GH2	X70	DY3	WA5	WA5	290	760	760	AXL	AXL	AXL	GV4	12	0	8	1.50	100%
Meter 721	F50	F50	F50	F50	F50	F50	F50	F50	F50	F50	F50	F50	12	0	1	12.00	100%
Meter 722	FY6	TN9	TN9	TN9	TN9	TN9	TN9	TN9	TN9	TN9	TN9	W98	12	0	3	4.00	100%
Meter 723	PC8		2MP	9WD	PF5	PF5	4HC	ELG	298	298	BB5	BB5	11	1	8	1.38	92%
Meter 724	GN6	SM7	2MP	EG8	2U1	JJ4	JJ4	KP9	KP9	KP9	KP9	KP9	12	0	7	1.71	100%
Meter 725	PR6	PR6	PR6	PR6	PR6	J77	N89	M07	M07	D25	D25	D25	12	0	5	2.40	100%
Meter 726	198		XES	XES	CUJ	OD1	M02	N88	N88	GG2	LPS	LPS	11	1	8	1.38	92%
Meter 727	JD6	E37	E37	854	854	AM8	AM8	JH8	SW5	KJ9	GB5	GB5	12	0	8	1.50	100%
Meter 728	A44	A44	650	650	7FZ	7FZ	S85	JN6	D87	DB7	S14	S14	12	0	7	1.71	100%
Meter 729	M40	350	350	216	PE9	8KL	RAH	ECA	ECA	ECA	ECA	ECA	12	0	7	1.71	100%
Meter 730			530	530	530	3YX	7K1	SH3	SH3	KJO	570	570	10	2	6	1.67	83%
Meter 731	NF2	FH3	FH3	SGX	SGX	4DI	4DI	282	SR4	SR4	NVO	S9K	12	0	8	1.50	100%
Meter 732	WSL	WSL	WSL	WSL	WSL	L17	L17	L17	L58	L58	L58	L58	12	0	3	4.00	100%
Meter 733	W40	RA5	RA5	RA5	RA5	RA5	RA5	RA5	RA5	RA5	RA5	RA5	12	0	2	6.00	100%
Meter 734		210	CZ9	V09	Y40	Y84	FP9	AB5	BB7	BB7	T77	6X9	11	1	10	1.10	92%
Meter 735		AJM	AJM	AJM	KD2	KD2	505	CH2	CH2	KL4	SST	CH2	11	1	7	1.57	92%
Meter 736	8LK	RY6	3T4	859	859	EJX	EJX	EE6	280	V81	CK1	CK1	12	0	8	1.50	100%
Driveway (BoA)																	
Meter 737		W05	63G	G18	G18	CYO	8YL	7MC	PH6	PH6	PH6	PH6	11	1	7	1.57	92%
Meter 738		G25	8T5	878	ZLX	RP4	RP4	226	226	226	2XM	692	11	1	8	1.38	92%
Meter 739		EY0	930	709	5XF	HW0	HW0	F10	109	109	SGM	E32	11	1	9	1.22	92%
Meter 740		541	P80	N70	390	PT5	PT5	WVJ	WVJ	864	L46	L46	11	1	8	1.38	92%
Meter 650	MY7	W17	B14	M39	LHV	LHV	6CR	3YX	D13	D13	N84	N84	12	0	9	1.33	100%
Beacon Street													372	12	214	1.74	97%
Occupied	25	28	32	32	31	32	32	32	32	32	32	32					
Empty	7	4	0	0	1	0	0	0	0	0	0	0					
Occupancy	78%	88%	100%	100%	97%	100%	100%	100%	100%	100%	100%	100%					

Newton Centre Parking Turnover
 Saturday, October 20, 2012

Union Street/Herrick Street from east to west

South Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Beacon Street																	
Meter 880			M73	MN4	MN4		096		GH5	TC3	280	280	8	4	6	1.33	67%
Driveway																	
Meter 698	795			C24	ARG			TL3	T50	HK3	HK3	WNL	8	4	7	1.14	67%
Meter 697			440	9MH		ESB	J85			BA6	167	ATS	7	5	7	1.00	58%
Meter 696	DH9	DH9	DM3	P93	172		760		G50	Z69	B60	B60	10	2	8	1.25	83%
Meter 695	B54	770	MR4	MK9	MK9	JX9	T23				NST	NST	9	3	7	1.29	75%
Meter 694	RF7	RF7	RF7	RF7	RF7	RF7	NL6	NL6	NL6	NL6	NL6	NL6	12	0	2	6.00	100%
Meter 693	B25	E7D	E7D	GHB	B24	GF2	330	6XV	6XV	389		4KW	11	1	9	1.22	92%
Langley Road																	
Meter 679	L79	L79	L79	HYB	HYB	P33		212	212	212	212	212	11	1	4	2.75	92%
Meter 678	EG9	EG9	EG9	EG9	EG9	EG9		JW5	TL3	TL3	TL3	TL3	11	1	3	3.67	92%
Meter 677	629	CDI	229	830	F16	F16	G5H	CA4	EJ	K45	4CZ	R57	12	0	11	1.09	100%
Meter 676	P90	JF3	510	794	GV8	695	695	M44	M44	M44	M44	M44	12	0	7	1.71	100%
Meter 675	O2C	O2C	O2C	O2C	O2C	E17	BJ3	3RT	3RT	S22	S22	760	12	0	6	2.00	100%
Meter 674	N25	5H2	5H2	469	FH3	FH3	FH3	CL5	1N2	1N2	24T		12	0	7	1.71	100%
Meter 673	L90	AFA	AR1	GLC	5D7	5D7	H4F	H4F	E24	E24	E72	E72	12	0	8	1.50	100%
Meter 672	4YN	470	470	E72	E72	B55	OJ2	OJ2	E72	E72	Z01	XXX	12	0	8	1.50	100%
Driveway																	
Meter* 662	6LM			SJ3	MO2	PL4			F92	1PF	R94	R94	8	4	7	1.14	67%
Meter* 671	6VB	6AO	PHL	TNP	TNP	CR6	CR6	BMS	BMS	BMS	BMS	BMS	12	0	6	2.00	100%
Meter* 670	BLU	CCP	CCP	TA8	FW6	FW6		DL1	DL1	DW2	DW2	DW2	11	1	6	1.83	92%
Meter* 669	H17	ITS	ITS	ITS	ITS	ITS	ITS	ITS	890	890	LPF	VB9	12	0	5	2.40	100%
Meter 668	673	RGI	RGI	RGI	RGI	RGI	RGI	KTS	WP8	WP8	CD8	CD8	12	0	5	2.40	100%
Meter 667	8IC	JM3	JM3	JM3	NH6	GY1		G55	G62	586	YGD	YGD	11	1	8	1.38	92%
Meter 666	LHI	LHI	L71	L71	L71	L71	L71	A50	A50	L66	GS1		12	0	5	2.40	100%
Meter 665	720	ST5	ST5	OWH	Y75	Y75	170	LWH	LWH	LWH	LWH	LWH	12	0	6	2.00	100%
Meter 664	PC8	HD2	HD2	KJO	947	TL5	ODJ	PK8	503	OWH	OWH	OWH	12	0	9	1.33	100%
Meter 663	R53	Z80	Z80	Z80	Z80	Z80	Z80	ET3	ET3	E85	E85	E85	12	0	4	3.00	100%
Handicapped	LS8		J87			GR2			NJ5	NJ5	RB8	RB8	7	5	5	1.40	58%
Herrick Road																	
Meter 655	F94	GX6	A72	A24	SA3	1RX	1RX	YTF	P68	P68	P68	TB4	12	0	9	1.33	100%
Meter 654	AA4	660	20T	CL7	92F	HH0	ICT	E30	443	443	443	RC6	12	0	10	1.20	100%
Meter 653	FIE	GO7	AP9	AP9	E27	L87	KE3	KE3	R56	R56	L49	L49	12	0	8	1.50	100%
Meter 652		P53	NK3	NK3	8NZ	MFO	H03	MRC	F35	160	160	160	11	1	8	1.38	92%
Meter 651	F54	7LG	7LG	EC7	EC7	HH4	241	T25	2E7	SB5	AV9	AV9	12	0	9	1.33	100%
Driveway																	
Meter 648		F84	627	9D0	TVS	DX8	511	511	610	610	5FL	5FL	11	1	8	1.38	92%
Meter 647		8B0	8B0	FJ3	FJ3	BMD	E85	BO1	46G	46G	NX8	NX8	11	1	7	1.57	92%
Meter 649	A46	RIV	X09	E07	E07	KE9	OMO	OMO	6GN	6GN	RM9	485	12	0	9	1.33	100%
Beacon Street																	
*Live Parking 4:30pm-6:30pm													366	30	229	1.60	92%
Union Total													738	42	443	1.67	95%

Occupied	28	29	31	33	32	30	27	28	31	32	32	33
Empty	5	4	2	0	1	3	6	5	2	1	1	0
Occupancy	85%	88%	94%	100%	97%	91%	82%	85%	94%	97%	97%	100%

Union Totals:

Occupied	53	57	63	65	63	62	59	60	63	64	64	65
Empty	12	8	2	0	2	3	6	5	2	1	1	0
Occupancy	82%	88%	97%	100%	97%	95%	91%	92%	97%	98%	98%	100%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Bowen/Homer Streets west of Centre Street

Homer Street
 No Parking North Side
 *No Parking 9am-11am+3pm-6pm, 2 hour limit

Bowen Street

South Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Centre Street																	
2-Hour	EO3	EO3	EO3	EO3	AW4	AW4	AW4	AW4					8	4	2	4.00	67%
2-Hour	JT3	JT3	JT3	JT3	D13	JT3	JT3	JT3	B23				9	3	4	2.25	75%
2-Hour	9LV	9LV	9LV	9LV	E20	9LV	E20	D13	2MP	2MP			10	2	6	1.67	83%
2-Hour	8TX	8TX	8TX	8TX	G65	CW7	G65			9LV	9LV		9	3	5	1.80	75%
2-Hour	7T3	7T3	7T3	7T3	7T3	G65	T58	B23	BL2				9	3	5	1.80	75%
2-Hour	G65	G65	G65	G65			OCB	OCB	OCB	OCB			8	4	2	4.00	67%
2-Hour	E20	E20	E20	E20	9LV	9LV	9LV	9LV	9LV				9	3	2	4.50	75%
2-Hour	D13	D13	D13	D13	D13	JT3	JT3						8	4	1	8.00	67%
2-Hour	AW4	AW4	AW4	AW4	AW4	AW4	AW4	AW4	EO3				9	3	2	4.50	75%
No Parking																	
No Parking North Side													79	29	29	2.72	73%

No Parking North Side

Homer Street

North Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Centre Street																	
Handicapped													0	12	0	#DIV/0!	0%
2-Hr 7a-6p							K86					LW6	2	10	2	1.00	17%
2-Hr 7a-6p					DM7	DM7					ALB	BW7	4	8	3	1.33	33%
2-Hr 7a-6p												32X	1	11	1	1.00	8%
2-Hr 7a-6p	KC7	KC7	KC7	KC7	KC7	KC7	KC7	KC7	KC7				9	3	1	9.00	75%
2-Hr 7a-6p											TLB	TLB	2	10	1	2.00	17%
2-Hr 7a-6p													0	12	0	#DIV/0!	0%
No Pkg 9-11am*					BRT	BRT	BRT	BRT	BRT	BRT			6	6	1	6.00	50%
No Pkg 9-11am*	ESB	ESB	ESB	ESB	KE3	KE3	KE3	KE3	KE3				9	3	2	4.50	75%
No Pkg 9-11am*					839								2	10	2	1.00	17%
No Pkg 9-11am*		M41	M41	M41	M41								4	8	1	4.00	33%
No Pkg 9-11am*	KE3	KE3	KE3	KE3		KE3		KE3					6	6	3	2.00	50%
No Pkg 9-11am*		BRT	XHK	XHK	XHK	XHK	XHK	XHK	XHK				8	4	2	4.00	67%
													53	103	19	2.79	34%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Pelham/Pleasant Streets west of Centre Street

Pelham Street

North Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	#Empty	Turnover	Duration	Occup.
Centre Street																	
Meter 616	9TB	357	294	HN6	RP5	AYZ	LW9	810		V90	OVM		10	2	11	0.91	83%
Meter 617	K77	K77	7KM	FTO	FTO		C67	D30		881	881		9	3	12	0.75	75%
Meter 618		S60			YFI	6AW	TTF	A86					5	7	13	0.38	42%
Meter 619				S2B		P32	22B						3	9	14	0.21	25%
Parking Lot Dr													0	12	15	0.00	0%

No Parking South Side

27 33 65 0.42 45%

Pleasant Street

South Side	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	#Empty	Turnover	Duration	Occup.
Centre Street																
Meter 611		RK5	R38				6T6	S40		HD4	F90	6	6	22	0.27	50%
Meter 610		BY2	FJ3	J23		TG5	690			G45		6	6	23	0.26	50%
Meter 582	293	D75	ETF	CT4	SLZ	NH3	SW4					7	5	24	0.29	58%
Meter 609	6ZF	ZDW	HF3	W80	HJ3	T60		BP9		282	282	9	3	25	0.36	75%
Meter 608		B38	LX7	Y20						F69	AYS	5	7	26	0.19	42%
Meter 607		KD6	342	528	9F5A	919		JD8				6	6	27	0.22	50%
Meter 579			950	2RK	486	480	033	GY8				6	6	28	0.21	50%
Parking Lot Dr												45	39	175	0.26	54%

No Parking North Side

Newton Centre Parking Turnover
Saturday, October 20, 2012

Note: Cross-streets, driveways, etc. located between numbered meters are not shown.

Centre Street from Beacon Street to Willow Street

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Beacon Street																	
Meter 777	LL9	KR2	WM9	549	549	200	K47	5EN	8XT	JP6	350	FB9	12	0	11	1.09	100%
Meter 778	PS4	PS4	PT9	PT9	CB	HT6	ZER	N68	N68		430	K81	11	1	8	1.38	92%
Meter 779		LS8	RAE	HKI	WFG	291	JX4	827	A51	3HJ	3HJ	HHH	11	1	10	1.10	92%
Meter 780		FP1	9ZH	2AD	M46		CK2	866		477	400	FLA	9	3	9	1.00	75%
Meter 781		8JZ	J58	J88	XZX		M02	257	GCZ	GCZ	GCZ	GCZ	10	2	7	1.43	83%
Meter 782	VWT	923	14P	K70	T15	KGU	KGU	KGU		XYC	W84	PA5	11	1	9	1.22	92%
Meter 783			2M1	4WI	EC8	KD1	JE8	B67	824	824	VY8	65Y	10	2	9	1.11	83%
Meter 784		6FW		G84	814			239				N43	5	7	5	1.00	42%
Meter 785	505	397	LGB	GYG	95D	K63	J3A	C71	J11			PJ8	10	2	9	1.11	83%
Meter 787			R33	STL	16Z	CJ5		PL4	431	RP3		NFO	8	4	8	1.00	67%
Meter 788			LP5	3ZR	BT1	DW4	B20		SA6	E54		YXE	8	4	8	1.00	67%
Meter 789				HE4		FP1	S91	5V4			1FE	3P2	6	6	6	1.00	50%
Meter 790				397	310	L40	JF2	K03			311		6	6	6	1.00	50%
Meter 791				2XW	240	E80	35N	HN8	SK7			RN3	7	5	7	1.00	58%
Meter 792				3DP	001		400		420	F82		V72	6	6	6	1.00	50%
Meter 793				HT2	774							F45	3	9	3	1.00	25%
Lyman Street																	
Meter 589		WDH		860		A98	RH7			2FA			5	7	5	1.00	42%
Meter 590													0	12	0	#DIV/0!	0%
Meter 591			Y42		SSL			N52	N52				5	7	3	1.67	42%
Meter 592		S60	LMD		640	640	640	640					6	6	3	2.00	50%
Meter 593			Z84										1	11	1	1.00	8%
Meter 594				210	RR9	HX3							3	9	3	1.00	25%
Meter 595		A75	A75	256	256	DXF							5	7	3	1.67	42%
Meter 596		531	G55	FL8	FL8	D45	FT3	B99	L46				8	4	7	1.14	67%
Meter 597	1WD	1WD	EOC	G58	A29			FVY	FVY				7	5	5	1.40	58%
Meter 598	SA5		K63	RK3	RK3	033	W86	W86		RAT			8	4	6	1.33	67%
Meter 599	5AO	260	SKF	SKF			FG8	FG8	921				7	5	5	1.40	58%
Willow Street																	
Occupied	7	14	18	22	22	18	19	18	14	11	10	15	188	136	162	1.16	58%
Empty	20	13	9	5	5	9	8	9	13	16	17	12					
Occupancy	26%	52%	67%	81%	81%	67%	70%	67%	52%	41%	37%	56%	428	328	363	1.18	57%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Centre Street from Homer Street to Beacon Street

West Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Homer Street																	
Meter 572								2TM					1	11	1	1.00	8%
Meter 573													0	12	0	#DIV/0!	0%
Meter 574													0	12	0	#DIV/0!	0%
Meter 575													0	12	0	#DIV/0!	0%
Meter 576													0	12	0	#DIV/0!	0%
Meter 577													0	12	0	#DIV/0!	0%
Meter 578		512	512	512	512	512	512	512	512	512			9	3	1	9.00	75%
Bowen St																	
Meter 500	6GW	6GW	C1E	C1E	C1E	C1E	C1E	C1E	C1E	C1E			10	2	2	5.00	83%
Meter 501				XF5	K38		DEI	DEI	DEI				5	7	3	1.67	42%
Meter 502		89F	LW4	LW4	LW4	LW4	LW4		780				7	5	3	2.33	58%
Meter 503		B67		JCS	JCS	JCS	N45	N45					6	6	3	2.00	50%
Meter 504			BYP	A94	A94								3	9	2	1.50	25%
Meter 505				DG7	970		410						3	9	3	1.00	25%
Meter 506			PVX	PVX		E85	PGK	GS1					5	7	4	1.25	42%
Meter 507				SRX	H83		N39	G40	G40				5	7	4	1.25	42%
Meter 508			4WG		GL4					NT4			3	9	3	1.00	25%
Meter 601			X13	760		DG5	KW4		NR6	KD6	BCY		7	5	7	1.00	58%
Meter 602			JM6	72J	GRI		D39	62R	G45				6	6	6	1.00	50%
Meter 603		YRX	LCI	H14	Y42	JJ1	JA3		6ZR		IIT		8	4	8	1.00	67%
Meter 604		R25	M54	NF5	591	W39	FL2		E57	AA5	RG4		9	3	9	1.00	75%
Meter 605		LCI	JF7	CH8	Z55	Z55	Z55			A23	5LY		8	4	6	1.33	67%
Meter 606	785	JY9	T20		VS8	AVA	095	ME7	700	C76	941	310	11	1	11	1.00	92%
Meter 612	LP5	931	250	W53	BV4	YD1	378	W84	946	X44	F67	LMS	12	0	12	1.00	100%
Meter 613			V70	GTG	SE8	WP7	556	RG4	F51		IDG		8	4	8	1.00	67%
Meter 614	NA9	N24	986	CC6	5YW	HLS	6TR	R47	R47	R74	ANG		11	1	10	1.10	92%
Meter 615	4YB	2SM	SF5	OCZ	GE5	KX4	KX4	RG4	1A7	2SM	B44	CM6	12	0	11	1.09	100%
Meter 620	45K	900	YT7		L7W	XHM	XHM	647	R93	GC4		KK7	10	2	9	1.11	83%
Meter 621	470	237	237	K50	L32	H90	LR2	DAT	TK3	X84	MTW	870	12	0	11	1.09	100%
Meter 622	370			980	I42	F40	DR3	CB1	WK3			JL3	8	4	8	1.00	67%
Meter 623	949	Y90	7RZ		V13	DG6	910	O5C	130	B50	B50		10	2	9	1.11	83%
Meter 624	9CL			115	JL7		CT4	CT4	GF2			K33	7	5	6	1.17	58%
Meter 625	07X	L69	G84	VE2	WC4	T25	LR7	XRV		940	VA9	VA9	11	1	11	1.00	92%
Meter 626			6DR	W60	JV7		62K		021		BW7	LR2	7	5	7	1.00	58%
Meter 627	038			973	BMS	630	L84	1TY	597		E66		8	4	8	1.00	67%
Meter 628	570		KD7	BV9	OGJ	GZ0	87T		569	569		115	9	3	8	1.13	75%
Meter 629	120		1RE	V70	V70	715		DRY	777		SNA	SNA	9	3	7	1.29	75%
Homer Street																	

Note: Most cross-streets, driveways, etc. located between numbered meters are not shown on this sheet.

240 192 201 1.19 56%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Everett Street between Sumner Street and Dalton Road

North Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Sumner Street																	
No Parking																	
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
No Parking																	
Space	C79	C79	C80	C80						C79	C79	C79	7	5	3	2.33	58%
Space													0	12	0	#DIV/0!	0%
Space													0	12	0	#DIV/0!	0%
No Parking																	
Chesley Road																	
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
Driveway																	
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
Hydrant																	
2-Hour													0	12	0	#DIV/0!	0%
													0	12	0	#DIV/0!	0%
													0	12	0	#DIV/0!	0%
													0	12	0	#DIV/0!	0%
North Side Cont.	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM					
Driveway																	
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
2-Hour													0	12	0	#DIV/0!	0%
Dalton Road																	
													7	353	3	2.33	2%

South Side No Parking

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Sumner Street between Everett Street and Beacon Street

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.	
Everett Street																		
No Parking																		
Willow Street																		
Meter 837	B59		4LT	NM2	SEP						ME6		5	7	5	1.00	42%	
Meter 836	EJ5				MA8	4LF							4	8	4	1.00	33%	
Meter 835	SJF		RO3		7NV	1TW					EY7	748	6	6	6	1.00	50%	
Meter 834	455			680	H19								5	7	4	1.25	42%	
Meter 833	0AH						BW7				2E5	2E5	6	6	5	1.20	50%	
Meter 832	LZ4				DB7	E59	KVV				BMH	BMH	8	4	6	1.33	67%	
Meter 830			OEP	624	717	5VG		245	245	245	245	245	9	3	5	1.80	75%	
Meter 829			S2E	6LV	Y29	P50	030				BM5	TNR	7	5	7	1.00	58%	
Meter 828	GL8	TL5	273	273			990	XR8			HH1	HH1	9	3	7	1.29	75%	
Meter 827	9MC	9MC	680	E69	SM5		540			2E2	A69	7TI	10	2	8	1.25	83%	
Meter 826	330	KS6	KS6	LF9	J25		M91	V24			990	990	10	2	7	1.43	83%	
Meter 825	94E	94E	X50	990	7LC		SA6	F57	5V5		RW6	RW6	11	1	8	1.38	92%	
Meter 824	SD0	LW7	SA6	LG5	YK7		5XA	WD9	125		KNO	KNO	11	1	10	1.10	92%	
Meter 823	LK7	DX2	JLD	4PL	M98		812	K61	L68		N70	N70	11	1	9	1.22	92%	
Beacon Street																		
West Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM						
Everett Street																		
2-Hour					A27	A27							2	10	1	2.00	17%	
2-Hour					SXR								1	11	1	1.00	8%	
2-Hour	ABY	ABY		830	980	980	980	980	980				8	4	3	2.67	67%	
2-Hour	8NW	8NW	830	FP3	FP3	FP3	FP3	FP3	FP3				9	3	3	3.00	75%	
2-Hour	B55	B55								FAC			3	9	2	1.50	25%	
2-Hour	MCS	MCS		1CR	C80		GRP	GRP					6	6	4	1.50	50%	
2-Hour	YO6				760	760	760	760	760		C29	C29	9	3	4	2.25	75%	
Hydrant																		
2-Hour	L79		547					JC8	JC8				4	8	3	1.33	33%	
Willow Street Corner			CM9	CM9									2		1			
Meter 838	FD6			469	VZ8		FD6			L40	L40		6	6	5	1.20	50%	
Driveway																		
Meter 839	EW2		SG8	G10	G10					808	DS7	PS4	7	5	6	1.17	58%	
Meter 840	BX7		WE8	82G	B41	AA1	DT3	DT3			PK8	PK8	9	3	7	1.29	75%	
Meter 841	LHM	EDB		839		GDP	433	455	596	BC3	1PE	1PE	10	2	9	1.11	83%	
Meter 842	MG3			NW4	X5G	HL6	9P5	Y40			ZPN	EC1	8	4	8	1.00	67%	
Meter 843	830	830	OEO	LF9	820		R10			HT7	T72	X47	10	2	8	1.25	83%	
Meter 844	448	WG8	52V	PX8	PX8	PX8	AK2	596	T48	ANI	OZM	OZM	12	0	9	1.33	100%	
Hydrant													0					
Meter 845	V78	V78	V78	V78	CP3	CP3	BK3	LC9	P.O. Truck	M57	FY7	FY7	12	0	7	1.71	100%	
Meter 846	868	N70	LV2	Z54	4HF	FY0	F34	R50	MBK	JR7	TYW	TYW	12	0	11	1.09	100%	
Meter 847	7RV	930	Y64	EJ7	ANI	Y82	E60	ME6	RX4	T25	240	240	12	0	11	1.09	100%	
Beacon Street																		
Beacon Street Loading Zone						WZ				Z10			2	0	2	1.00	100%	
Note: Driveways, etc. not included between numbered meters on this sheet													254	132	194	1.31	66%	

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Lyman Street from Centre Green to Sumner Street

South Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	#Empty	Turnover	Duration	Occup.	
Centre Green																		
Meter 509					HL3						PX6		2	3	2	1.00	40%	
Meter 510	GW1	GW1	GW1		4YC								4	4	2	2.00	50%	
Meter 511													0	4	0	#DIV/0!	0%	
Drive/Hydrant																		
Meter 512					KM5	MEO	MEO						3	4	1	3.00	43%	
Meter 513	596		477	477	115								4	4	3	1.33	50%	
Meter 514			E54	E54	E54	E54	E54	NX8					6	4	2	3.00	60%	
Meter 515	SH1				WKR	WKR	WKR						4	4	2	2.00	50%	
Meter 516	R50	R50	JW1	JW1	P20	P20	P20	P20				R21	9	3	4	2.25	75%	
Sumner Street																		
													32	30	16	2.00	52%	

North Side no parking

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Willow Street from Centre Street to Lyman Street (North to South)

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Centre Street																	
Hydrant																	
Space	V84	V84	V84	V84	V84	V84	V84	V84					8	4	1	8.00	67%
No Park 7am-9am	HA2	HA2	HA2	HA2	HA2	HA2	HA2	HA2					8	4	1	8.00	67%
Space	00N	00N	00N	00N	00N	00N	00N	00N					8	4	1	8.00	67%
Space	HJO	HJO	HJO	HJO	HJO	HJO	HJO	RK3	RK3	RK3			10	2	2	5.00	83%
Space	ZCS	ZCS	ZCS	ZCS	ZCS	ZCS	ZCS	ZCS					7	5	1	7.00	58%
Space	SYN	SYN	SYN	SYN	SYN	SYN	SYN	SYN	SYN				9	3	1	9.00	75%
Hydrant																	
Space	Y39	Y39	Y39		990							H36	5	7	3	1.67	42%
Space	380	380	380	380	380	380	380	380	380		380		10	2	2	5.00	83%
Hydrant																	
Space													0	12	0	#DIV/0!	0%
Space	147	147	N70	N70	N70	N70	N70	N70	N70				9	3	2	4.50	75%
Space	H92	H92	H92	H92	H92	H92		7GD	7GD	7GD	7GD		10	2	2	5.00	83%
Space	OMK	OMK	OMK	OMK	ST9	ST9	ST9		S85	S85			9	3	3	3.00	75%
Space	BMH	BMH	BMH	BMH	BMH	BMH						Z17	7	5	2	3.50	58%
Space	MF7	MF7	MF7	MF7	641	641	641				641	641	9	3	3	3.00	75%
Space	990	990		DEP	DEP	DEP		OMK	OMK	OMK	OMK	OMK	10	2	3	3.33	83%
Lyman Street																	

West Side no parking

119 61 27 4.41 66%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Dalton Road from Beacon to Everett (South to North)

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	#Empty	Turnover	Duration	Occup.
Beacon Street																	
Space													0	4	0	#DIV/0!	0%
Space											SN8		1	3	1	1.00	25%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space	560	560											2	4	2	1.00	33%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Hydrant																	
Space													0	4	0	#DIV/0!	0%
Driveway																	
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Driveway																	
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Space													0	4	0	#DIV/0!	0%
Everett St													3	111	3	1.00	3%

West Side on new sheet
 All No Parking 8am-5pm except Sundays/Holidays
 Spaces are approximate-few cars were parked during observation

Dalton Totals 5 214 5 1.00 2%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Chesley Road from North to South

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.		
Everett Street																			
Space													0	12	0	#DIV/0!	0%		
Space					OYP	OYP	OYP						3	9	1	3.00	25%		
Space													0	12	0	#DIV/0!	0%		
Driveway																			
Space										159			1	11	1	1.00	8%		
Space					350								1	11	1	1.00	8%		
Driveway																			
Space	126												1	11	1	1.00	8%		
Space	261	261	261	261	261	261	261	261	261				9	3	1	9.00	75%		
Space					A54	A54		A54	A54	A54			5	7	2	2.50	42%		
Space					JS7	JS7							2	10	1	2.00	17%		
Space					VL8	VL8	2JY	2JY	2JY	2JY	2JY	2JY	9	3	2	4.50	75%		
Space					2JY	2JY	2JY	K43	T91	T91	H77	008	D78	9	3	6	1.50	75%	
Driveway																			
Space									TP8	TP8	TP8	7PX	4	8	2	2.00	33%		
Space					H18				K83				2	10	2	1.00	17%		
Space						T20	NM9	NM9	NM9	NM9	NM9	NM9	7	5	2	3.50	58%		
Driveway																			
Space					MX9				350	990	D99		4	8	4	1.00	33%		
Space					095	SY8	C87		T30	350	990	990	7	5	6	1.17	58%		
Space									7				1	11	1	1.00	8%		
Space					V03			JF5	JF5	MT6	170	170	6	6	4	1.50	50%		
Space					C16	H40	H40	H40			004	004	6	6	3	2.00	50%		
Driveway																			
Space					JP2					W2J	D35	L98	4	8	4	1.00	33%		
Space					RK3	RS9	IKH	NB9	NB9	J38	J33	N40	Y79	B94	10	2	9	1.11	83%
Space					027	HA4	KET	OC1	RK3	Z25	RK3	930	930	930	10	2	9	1.11	83%
Staples Driveway																			
All One-Hour parking Mon-Sat 7am-7pm																			
West Side no parking																			
Spaces are approximate-few cars were parked during observation													101	163	62	1.63	38%		

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Centre Green from South to North

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	#Empty	Turnover	Duration	Occup.	
Langley																		
Meter		K19	F61					3IK		899			4	8	4	1.00	33%	
Meter			J88	MR6	J92		WTE				GMI		5	7	5	1.00	42%	
Meter			000	4TH							S67	S67	4	8	3	1.33	33%	
Meter			KDJ		TN3							GV7	3	9	3	1.00	25%	
Meter			92H	D24	PV9	RJ5							4	8	4	1.00	33%	
Driveway																		
Handicapped													0	12	0	#DIV/0!	0%	
Handicapped	B34		260			TDX							3	9	3	1.00	25%	
1-Hour		4D2	EF6	C73									3	9	3	1.00	25%	
1-Hour	PA7	PA7	900	X33		679	261					SY8	7	5	6	1.17	58%	
1-Hour	190	W43		N77	SGM	1ES	1ES						6	6	5	1.20	50%	
1-Hour			F39	182	SW4								3	9	3	1.00	25%	
Lyman Street																		
West side no parking													Meter Total	39	69	36	1.08	36%
													HP Total	3	21	3	1.00	13%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Langley Road from East to West

South Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Braeland Ave																	
Bridge																	
Meter 682	244	450	J86	SCG	DYI				G47	S52	H20		9	3	9	1.00	75%
Meter 681	G91	SJW	1LR	850	850	28F	P81		570	570	570	570	11	1	7	1.57	92%
Meter 680	J72	DH2	DH2	CA7	CA7		XNF	JP6	JP6	88X	V18	881	11	1	9	1.22	92%
Union Street																	
Meter 708	A65	Y39	Y39	Y39	Y39	Y39	Y39	Y39	Y39	Y39	KH6	KH6	12	0	3	4.00	100%
Meter 690		5XK	OAK	F26	MT4	U13	U13	PWT	M91	2PK	N59	N59	11	1	9	1.22	92%
Meter 689	4LL	4LL	V21	V21	V21	V21	V21	V90	225	NX3	NX3	NX3	12	0	5	2.40	100%
Meter 705		372	372	7W1	L37	N21	V60	IES	IES	IES	MP6	MP6	11	1	7	1.57	92%
Meter 704	VZH	FH1	FH1	EP5	SJT	8TP	NH2	JR5	JR5	M06	GM3	630	12	0	10	1.20	100%
Beacon Street																	
Hydrant																	
Driveway																	
Meter 811	V06	TA8	TA8	GSH	140	435	742	H27		D78	JD3	JD3	11	1	9	1.22	92%
Meter 810	NT6	DVO	DVO	TM5	TM5	6MH	401	ILO		N89	ECO	T20	11	1	9	1.22	92%
Meter 809	AJP	OEV	SHC	757	7HH			C29	C29	NC9	WB8		9	3	8	1.13	75%
Meter 808		135	078	T09	GR9			J05	M14	H86	SPH	D21	9	3	9	1.00	75%
Meter 807	Y49	62	N82	N82	9MO			JCS		LV2	H81	H81	9	3	7	1.29	75%
Meter 806		LE9	LE9	480	EWO	NES	965	GM1	DW4	YVB	HL6	TJ5	11	1	10	1.10	92%
Meter 805	BV2		20H	20H	S61	9RG	EW9			848	590	590	9	3	7	1.29	75%
Meter 804		MV2	FX3	S83	LT2			JF7		MHK	935	935	8	4	7	1.14	67%
Meter 803	EEG	TW8	2TT	6DF	CN2	2TD	T20	JG6	JG6	MA9	4AF	4AF	12	0	10	1.20	100%
Driveway																	
Meter 802	976	MEO	NX3	TOA	TO9	9W5	VFH		KG6	HK6	HK6	HK6	11	1	9	1.22	92%
Meter 801		RCM	340	YTZ	YTZ	YTZ	YTZ	672	255	255	G58	650	11	1	7	1.57	92%
Meter 800		SF7	630		420	420	420	F29	407	407	B08	HLN	10	2	7	1.43	83%
Meter 799	48H	B1B	N2D	N2D	92H	FIS	KD6	JX9	CM7	CM7	X90	693	12	0	10	1.20	100%
Hydrant																	
Meter 798		KD7	LR8	DNG	746	FGO	805	P94	LG8	W50	W50	EM2	11	1	10	1.10	92%
Meter 797		BJW		6KG	F74			828		3RO	3RO	LW7	7	5	6	1.17	58%
Meter 796	290	126	GO2	GO2	L22	RM7	RM7	GG3	852	C48	C48	K46	12	0	9	1.33	100%
Centre Street																	

North Side on new sheet

Meter	252	36	193	1.31	88%
Langley Totals	512	76	384	1.33	87%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Langley Road from East to West

North Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Braeland Ave																	
Bridge																	
Meter 689	OHW	FM6	431	NEW	R40	SLS	B29	B29	B29	SEV	SEV	SEV	12	0	8	1.50	100%
Meter 690	TE3	980	93R	93R	74V	B29			FAN	MM6	MM6	JT3	10	2	8	1.25	83%
Meter 691	LD5	E80	E80	N49	H27	DAL	DAL		2VH	B36	B49	B49	11	1	8	1.38	92%
Meter 692	2B6		BC9	538	868	HM3	E25	E25	4XM	EX7	340	340	11	1	9	1.22	92%
Union Street																	
Hydrant																	
Meter 699	280	R98	AB4	AB4	FJ4	ET7	ET7	1NY	D51	F84	32	32	12	0	9	1.33	100%
Meter 700		YCT	OEV	OEV	NC4	684	CF6	CF6	CF6	GV9	HV4	3MC	11	1	8	1.38	92%
Meter 701	840	MVO	MVO	MVO	SD5			D67	2GF	H33	J98	J98	10	2	7	1.43	83%
Meter 702		ECO	LR6	LR6	HH7	FJ6		KY1	827	9BC	N39	N39	10	2	8	1.25	83%
Beacon Street																	
Meter 850	H27	H27	H27	H27	H27	H27		SW3		580	KV5	X99	10	2	5	2.00	83%
Meter 851	DA4	4E8	8TW	8TW	618		K6P	PF3			7XE	7XE	9	3	7	1.29	75%
Meter 852	V34	RG5	350	350	ORE			J23	LP9	52R	Y61		9	3	8	1.13	75%
Meter 853	721	721		C74	XX0	XX0	XX0	XHY		012	872	730	10	2	7	1.43	83%
Meter 854	OBA	C11	C11	L18	S83	E35			000	000	W25	PP5	10	2	8	1.25	83%
Meter 855		K40	KX1	TC3			67R	274		72R	ES8	KY3	9	3	9	1.00	75%
Meter 856	RW5	AS2	R40		SAG	C50	C50	C50	C50	C50	110	110	11	1	6	1.83	92%
Meter 857	DV2	7XM	S36	RW3	H15			924	SD8	VO9	VO9	TA9	10	2	9	1.11	83%
Meter 858		W20		JB4	JB4	EV7	W14		BH3	R15	B71	B71	9	3	7	1.29	75%
Meter 859	HM2	L2K		764	B72	TC3	GH2	GH2	GH2	GH2	GH2	GH2	11	1	6	1.83	92%
Meter 860	930	LD9	1FR	1FR	519	519		LW9	MHD	NMT	NMT	NMT	11	1	1	11.00	92%
No Parking																	
Driveway																	
Meter 861	CMF	CMF	RY4	JP7	NL8	593	363	P45	KN7	KL5	LM3	PE4	12	0	11	1.09	100%
Meter 862	E72	880	JE8	B14	7F5		332	AC6	AC6	891	891	A72	11	1	9	1.22	92%
Meter 863		7WN	7WN	W71	L85	L85	DX6	N90	XMC	NMK	NMK	NMK	11	1	7	1.57	92%
Meter 864		K60	5J8	5J8	126	280	OHI	AT4	W23	E40	KT8	HRO	11	1	10	1.10	92%
Meter 865	A30	LB6		LPM	92J	286			M27	865	DY1	DY1	9	3	8	1.13	75%
Meter 866		R59	5TC	C73	L56	ITG	ITG		N65	6HE	6HE	GE4	10	2	8	1.25	83%
Centre Street																	

South Side on new sheet

Space | 260 | 40 | 191 | 1.36 | 87%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Braeland Ave from West to East

North Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.	
Cypress																		
No Parking											HNO		1	0	1	1.00	100%	
Herrick Road	L70	L70	L70	L70	L70	L70	L70				CER	CER	9	3	2	4.50	75%	
Space	F65	F65	F65	F65	110		EE9					AL8	7	5	4	1.75	58%	
Space	HK5	HK5	HK5	HK5	HK5	HK5	HK5			E47			8	4	2	4.00	67%	
Space	ND7	ND7	ND7	ND7	ND7	F93				VEZ	VEZ		8	4	3	2.67	67%	
Space	H70	H70	H70	H70	H70	H70	H70			D14	M68	M68	10	2	3	3.33	83%	
Space	F55	F55	F55	VR8	VR8	VR8	VR8	VR8		GC7	GC7	VV95	11	1	4	2.75	92%	
Space	BN3	BN3	BN3	BN3	BN3	BN3	BN3	BN3			F27	NVO	9	3	3	3.00	75%	
Space	RT6	RT6	RT6	RT6	RT6	RT6	RT6				HOO	HOO	9	3	2	4.50	75%	
Space	ELM	ELM	ELM	ELM	ELM	ELM					SLY	SLY	8	4	2	4.00	67%	
Space	DT8	DT8	DT8	ZNY	ZNY	3CM	3CM	3CM				CS3	10	2	3	3.33	83%	
Space	B30	B30	B30	B30	B30	O18	O18					TM8	8	4	3	2.67	67%	
Space	70	70	70	70	70	S31	S31	S31	S31				8	4	2	4.00	67%	
Space	430	430	430	430	W86					EG5	EG5	N55	8	4	4	2.00	67%	
Space	SE5	SE5	SE5	SE5	SE5	SE5				D2P	D2P	4KA	9	3	3	3.00	75%	
Space	S07	S07	S07	S07	S07	S07				N55	N55		8	4	2	4.00	67%	
Space	TF3	TF3	TF3	TF3	TF3	TF3				900	NOW	JH6	9	3	4	2.25	75%	
Space	VF8	VF8	VF8	VF8	VF8	VF8	VF8			DW8	DW8	NT2	10	2	3	3.33	83%	
Space	KL5	KL5	KL5	KL5	KL5	KL5	KL5			N18	N18	7DA	10	2	3	3.33	83%	
Space	LJ7	LJ7	LJ7	LJ7	5W5	5W5	5W5						7	5	2	3.50	58%	
Space	WS8	560	560	560	560	560			624	V2P	V2P	V2P	10	2	4	2.50	83%	
Space	293	293	293	293	293	293	293	293	293	293	293	293	12	0	1	12.00	100%	
Live Parking	5M1	6M1	6M1	6M1	6M1	6M1	E72	E72		K23	K23	K23	10	1	3	3.67	93%	
Live Parking	8WN	8WN	8WN	8WN	8WN	8WN				HX6	HX6	HX6	9	3	2	4.50	75%	
Live Parking	9C1	9C1	9C1	9C1	9C1	9C1	9C1			SM9	SM9	SM9	10	2	2	5.00	83%	
Live Parking	FP8	FP8	FP8	FP8	FP8	FP8	FP8			GR2	GR2	GR2	10	2	2	5.00	83%	
Live Parking													9	12	0	0.00	0%	
Meter 688			515	515		BS8	BS8			CM6	621	HJ1	7	5	5	1.40	58%	
Meter 687			GWI	6YS	266	266	RN5	RN5	H12				9	3	7	1.29	75%	
Meter 686			5HY	5HY						WG8	Y21	800	5	7	4	1.25	42%	
Meter 685	501		N74	MAR	398	398	398	398			HA2	HG1	10	2	7	1.43	83%	
Meter 684			922	JCI	JCI	JCI	160			PYO	AY3	DC9	8	4	6	1.33	67%	
Meter 683			ORJ	F22		440	AVO			E85	RV3	RV3	7	5	6	1.17	58%	
Langley Road																		
No Parking south side													Space	229	72	69	3.32	76%
													Meter	46	26	35	1.31	64%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Cypress Street from South to North

West Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	#Empty	Turnover	Duration	Occup.
Parker St.																	
Space			RL5										1	11	1	1.00	8%
Space													0	12	0	#DIV/0!	0%
Space							DS1	DS1					2	10	1	2.00	17%
Space													0	12	0	#DIV/0!	0%
Space				380	380								2	10	1	2.00	17%
Space				HN3	HN3								2	10	1	2.00	17%
Space				H66	H66								2	10	1	2.00	17%
Space						GW5	GW5						2	10	4	0.50	17%
Space													0	12	0	#DIV/0!	0%
Space													0	12	0	#DIV/0!	0%
Space													0	12	0	#DIV/0!	0%
Space				EY6	EY6	EY6							3	9	1	3.00	25%
Space				L80	L80	L80	L80	L80					5	7	1	5.00	42%
Paul Street													19	137	11	1.73	12%
No Parking																	
Centre St.																	

East Side	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	#Empty	Turnover	Duration	Occup.
Parker St.																	
Driveway																	
Space	TE5	TE5	TE5	TE5	TE5	TE5	TE5	TE5	TE5	TE5	TE5	TE5	12	0	0	#DIV/0!	100%
Space			113			4KB		HJ1					3	9	1	3.00	25%
Driveway																	
Space				7VX	7VX								2	10	1	2.00	17%
Space		534						703					2	10	2	1.00	17%
Driveway																	
Space	HJ1	HJ1											2	10	4	0.50	17%
Space			1TB										1	11	0	#DIV/0!	8%
Space			A62										1	11	0	#DIV/0!	8%
Space													0	12	0	#DIV/0!	0%
Driveway																	
Hydrant													0	12	1	0.00	0%
Space		GEN			BM9								2	10	2	1.00	17%
Space	JB4	JB4	680		W19	W19							5	7	3	1.67	42%
Space		792	792										2	10	1	2.00	17%
Bus Stop																	
Centre St.																	

Cypress Totals: 51 249 26 1.96 17%

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Pelham Street Lot

12-Hour
 3-4 Hour
 Handicap

Space	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	# Parked	# Empty	Turnover	Duration	Occup.
Space 1					260	LY1	P24	XJM					6	6	1	1.20	50%
Space 2		FMX	FMX	M18		CD9	CD9	CD9					6	6	3	2.00	50%
Space 3					M81		LG5	AG9					3	9	3	1.00	25%
Space 4		BC3		L98		H18	B78				HA7		5	7	3	1.00	42%
Space 5	ZAO		CD9	CD9	CD9	CD9	CD9	CD9				3L7	3	3	3	3.00	75%
Space 6	F19	F19	F19	F19	F19	F19	F19	F19		LW	F30		5	4	2	4.00	67%
Space 7		307	HR	OK4	CC6	CC6	BR1	BR1	BR1	BR1	BR1	TVC	11	1	6	1.43	92%
Space 8	YUR	YUR	YUR	YUR	YUR	YUR	YUR	YUR	YUR	YUR	YUR		10	2	1	10.00	83%
Space 9				GC1		VEG							2	10	2	1.00	17%
Space 10				HRI	EM0		654			EG	LCI		6	6	2	1.20	50%
Space 11	LY4												2	10	2	1.00	17%
Space 12				6V9		M18		AT5	AT5	JNW			5	7	2	1.67	42%
Space 13											390	390	5	7	2	1.67	42%
Space 14		GL5	GD4	M56	M56				NEO				5	7	4	1.25	42%
Space 15		P29	P29	Z10	Z10	GG9				770	35A		7	5	2	1.40	58%
Space 16		T59	T59	MR7	MR7	MR7	TY3						4	6	3	2.00	50%
Space 17	999			NP3	NP3	RF7	SSA	XPX			92M	92M	8	4	6	1.33	67%
Space 18		Y83	Y83	GP9	EAR	LD6					XX1		6	6	5	1.20	50%
Space 19	GL5	GL5	3X8	NX8	LB5	ED0	KB8	3DR				720	9	3	7	1.29	75%
Space 20				Y86		342				GG5	EAN		4	8	4	1.00	50%
Handicap													1	11	1	1.00	8%
Handicap													0	12	0	ND/10	0%
Handicap													3	9	2	1.50	50%
Space 25	B18	B18	IC9	3E4		6C1	ST4	4E1					2	5	6	1.17	58%
Space 26	MY1	Z0T	Z0T	Z0T	Z0T	Z0T	Z0T	Z0T	Z0T	Z0T	Z0T		11	1	2	5.50	94%
Space 27	50E	50E		RM0	RM0	RM0	1HA				RH4		7	5	4	1.75	58%
Space 28	58E	A83	68E	T36	T36		N98	MV6	R90				8	4	2	1.14	67%
Space 29	8K6	8K6	8K6	8K6	8K6	8K6	DM2	6K6					8	4	3	2.67	67%
Space 30	8P9	8P9		AKW	AKW	876	M29	M29					7	5	4	1.75	58%
Space 31	15B		58D	ZV1	33C	BB3	LHV	4KW					7	5	7	1.00	58%
Space 32	354	354	354	MV9	MV9	MV9							7	5	2	3.50	58%
Space 33	6CD	6CD	618	LN4	LN4	N24			LS				7	5	4	1.75	58%
Space 34		CS9		920	KAB	ALS	ALS	Z5R					7	5	5	1.40	58%
Space 35		540		JVS	5DE	5DE	5DE						4	8	3	1.33	39%
Space 36	3H7	372	F78	DK1	DK1	DK1	ST7	317	317				9	3	5	1.80	75%
Space 37		XMG	07H	MM2	S11		3E3	TE3					7	5	5	1.40	58%
Space 38				314	314	314	314	314					6	6	4	1.50	50%
Space 39	480	480	480	480	480	480	480	480					9	1	1	9.00	75%
Space 40				P38	P38	710	N67	N67					5	7	5	1.67	42%
Space 41	CS8	CS8	V16	V60	T89	D53	N04						7	5	6	1.17	58%
Space 42			F23	F23	F23	W50							4	8	2	2.00	33%
Space 43		536	7E8	ILC		MD8		DM2	DM2	DM2			7	5	5	1.40	58%
Space 44	597		438	E77	H16	PH3	J58						6	6	6	1.00	50%
Space 45			X92	X92	X92	L45							4	8	2	2.00	33%
Space 46		EQN	ECN	C45	P43	780	L32	L32					7	5	5	1.40	58%
Space 47					DK0	DK0	DK0						3	9	1	3.00	25%
Space 48						A18							1	11	4	3.00	8%
Space 49		GL7		063	655	656							4	8	3	1.33	39%
Space 50					244								1	11	1	1.00	8%
Space 51					5A5								1	11	1	1.00	8%
Space 52					DLD								1	11	1	1.00	8%
Space 53													0	12	0	ND/10	0%
Space 54					MAR	MAR	KA6	KA6	KA6				2	7	2	2.50	42%
Space 55				M13	H13								2	10	1	2.00	17%
Space 56					NK8	492							2	10	2	1.00	17%
Space 57					A54	492							1	11	1	1.00	8%
Space 58				H86									2	10	1	1.00	17%
Space 59		658			GM2		XEE						3	9	3	1.00	25%
Space 60		52N	52N	DG9									4	8	2	2.00	33%
Space 61		8PV	8PV		GMM		F29						4	8	3	1.33	39%
Space 62		PK9		531	558								4	8	3	1.33	39%
Space 63				J44	K14		D91						3	9	3	1.00	25%
Space 64		G26	G26	G26	C17	C17							6	6	2	3.00	50%
Space 65	CK2	CK2	CK2		299	262							5	7	2	2.50	42%
Space 66	H26				480								2	10	2	1.00	17%
Space 67	ST5	ST5	ST5	ST5	H59	H59	BK6	JP1	JP1	JP1			10	2	4	2.50	83%
Space 68	PT9	PT9	PT9	PT9	PT9	PT9	PT9	PT9					9	3	1	9.00	75%
Space 69	E6E	E6E	E6E	E6E	E6E	E6E	E6E	SE4					8	4	2	4.00	67%
Space 70	DR6	DR6	DR6	DR6	DR6	DR6	DR6	DR6	DR6				9	3	1	9.00	75%
Space 71	530	530	530	530	530	530	530	530					8	4	1	8.00	67%
Space 72	WZJ	WZJ	WZJ	WZJ	WZJ	WZJ	WZJ	WZJ					8	4	1	8.00	67%
Space 73	110	110	110	110	110	110	110	110					9	3	1	9.00	75%
Space 74	A30	A30	A30	A30	A30	A30	A30	A30					9	3	1	9.00	75%
Space 75	EG4	EG4	EG4	EG4	EG4	EG4	EG4	EG4					9	3	1	9.00	75%
Space 76	574	574	574	574	574	574	574	574					8	4	1	8.00	67%
Space 77	SAA	SAA	SAA	SAA	SAA	SAA	SAA						7	5	1	7.00	58%
Space 78	2YB	2YB	2YB	2YB	2YB	2YB	2YB	2YB					8	4	1	8.00	67%
Space 79	D67	D67	D67	D67	D67	D67	D67	D67					9	3	1	9.00	75%
Space 80	EF8	EF8	EF8	EF8	EF8	EF8	EF8	EF8					9	3	2	4.50	75%
Space 81	890	890	890	890	890	890	890	890	890				10	2	1	10.00	83%
Space 82		A71	A71	A71	A71	A71	A71	A71	A71	A71	A71		11	1	1	11.00	92%
Space 83	P35	P35	P35	P35	P35	P35	P35						9	3	1	9.00	75%
Space 84	64Z	64Z	64Z	64Z	64Z	64Z							6	6	1	6.00	50%
Space 85	TC3	TC3	TC3	TC3	TC3	TC3	TC3						7	5	1	7.00	58%
Space 86	RF6	RF6	RF6	RF6	RF6	RF6	RF6	RF6	RF6				9	3	1	9.00	75%
Space 87	P91	P91	P91	P91	P91	P91	P91						8	4	1	8.00	67%

12-Hour	180	72	26	6.92	71%
3-4 Hour	95	47	21	1.58	42%
Handicap	2	4	1	1.17	15%
Total	522	570	243	2.45	48%

#Parked	20	21	21	21	21	21	20	17	13	3	1	1
#Empty	1	0	0	0	0	0	1	4	8	18	20	20
Occupancy	95%	100%	100%	100%	100%	100%	95%	81%	62%	14%	5%	5%
#Parked	20	35	32	45	50	45	36	36	35	8	9	6
#Empty	42	27	30	17	12	15	26	36	47	24	53	56
Occupancy	32%	56%	52%	73%	81%	74%	58%	42%	24%	13%	15%	10%
#Parked	0	0	0	0	0	0	0	0	0	0	0	0
#Empty	0	3	4	3	1	4	2	4	4	4	4	4
Occupancy	0%	25%	25%	25%	0%	0%	0%	0%	0%	0%	0%	0%
#Parked	40	57	53	67	74	67	58	43	28	11	10	7
#Empty	47	30	34	20	13	20	29	44	59	76	77	80
Occupancy	46%	66%	61%	77%	85%	77%	67%	49%	32%	13%	11%	8%

Option 3: Construction of a 400-space Parking Structure Replacing Cypress Street Lot; Removal of Centre Triangle Lot

The removal of the parking spaces from the Centre Triangle lot can be implemented, assuming the 400-space parking structure replacing the Cypress Street lot is built. The lot would still create a net gain of 184 parking spaces. Assuming the 150 two-hour spaces, the five handicap spaces, and the two Zipcar spaces are replaced within the parking structure, the remaining 184 spaces would be best utilized if most of them were designated as all-day spaces. Some spaces should still be designated as short-term spaces to relieve some of the Saturday midday short-term parking demand in Newton Centre.

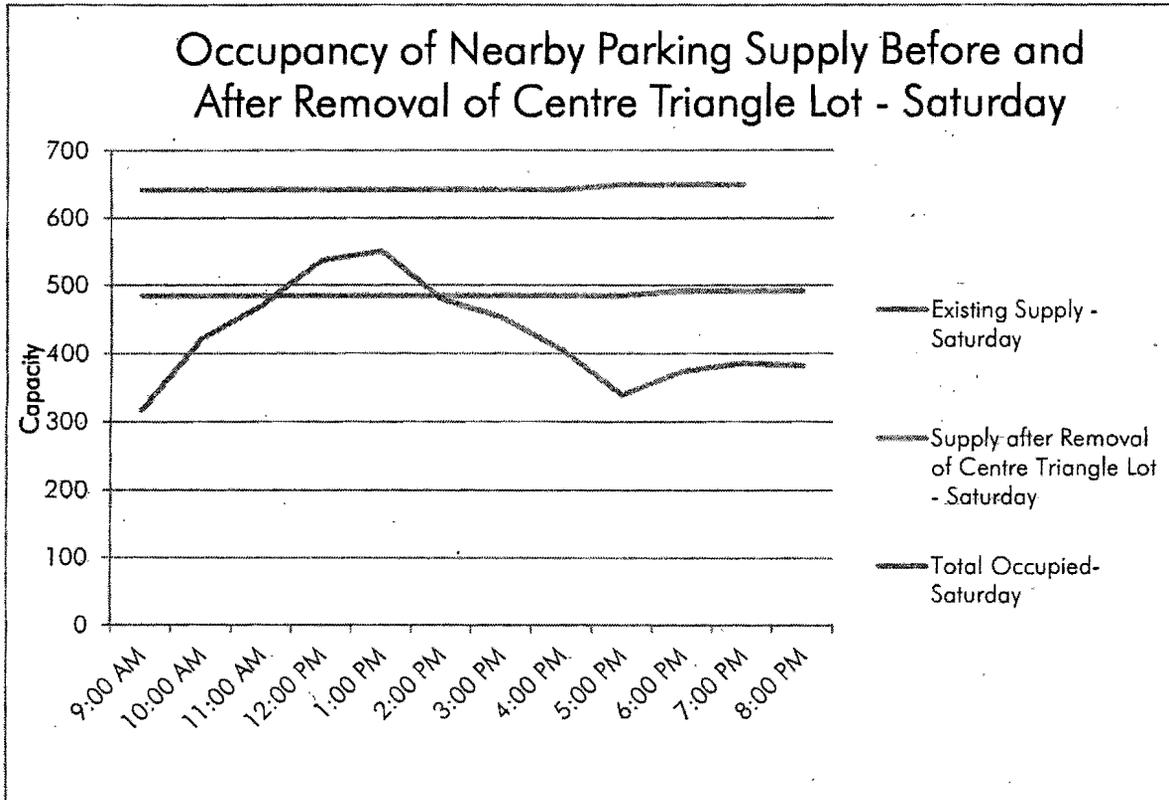
The replacement of parking from the Centre Triangle lot to a garage on Cypress Street would have the added side-effect of decentralizing the parking layout. The Centre Triangle lot is located at the heart of Newton Centre, between Beacon Street, Centre Street, and Langley Road. The lot is visible from the adjacent streets and is easy to find for visitors to the area. The replacement of parking spaces in the Centre Triangle lot should be accompanied by wayfinding signage and public education to avoid frustration of visitors and residents of local neighborhoods.

Option 4: Construction of a 400-space Parking Structure Replacing Cypress Street Lot, Removal of Centre Triangle Lot, and Addition of 131,000 SF of Retail/Restaurant

The removal of the 157 spaces within the Centre Triangle lot combined with 131,000 sf of retail and/or restaurant development in the Newton Centre area would create significant strain on the Centre's parking supply. If an additional 341 spaces were created by the replacement of the Cypress Street lot with a 400-space parking structure, the overall occupancy levels of parking in the Centre would be similar to those seen today.

Due to the mixed-use nature of Newton Centre and of the potential development itself, an aggressive parking ratio was used to calculate the parking demand of the development replacing Centre Triangle lot. The City of Boston Transportation Department Guidelines suggest a parking ratio of 0.75-1.25 parking spaces per 1,000 sf of office or non-residential use that is located within a 10-minute walk from an MBTA station. A mixed-use neighborhood allows for more aggressive parking ratios due to differences in each use's demand over the course of a day. For example, office uses see peak demand during late mornings and early afternoons, while restaurants see peak demands in the evening. When employees of the office begin to leave at the end of a workday, these spaces become available to patrons of the restaurant use. Parking demand as a percentage of the peak demand on a typical weekday and a typical Saturday is shown in Table 3 and Table 4, respectively.

Figure 19. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Saturday

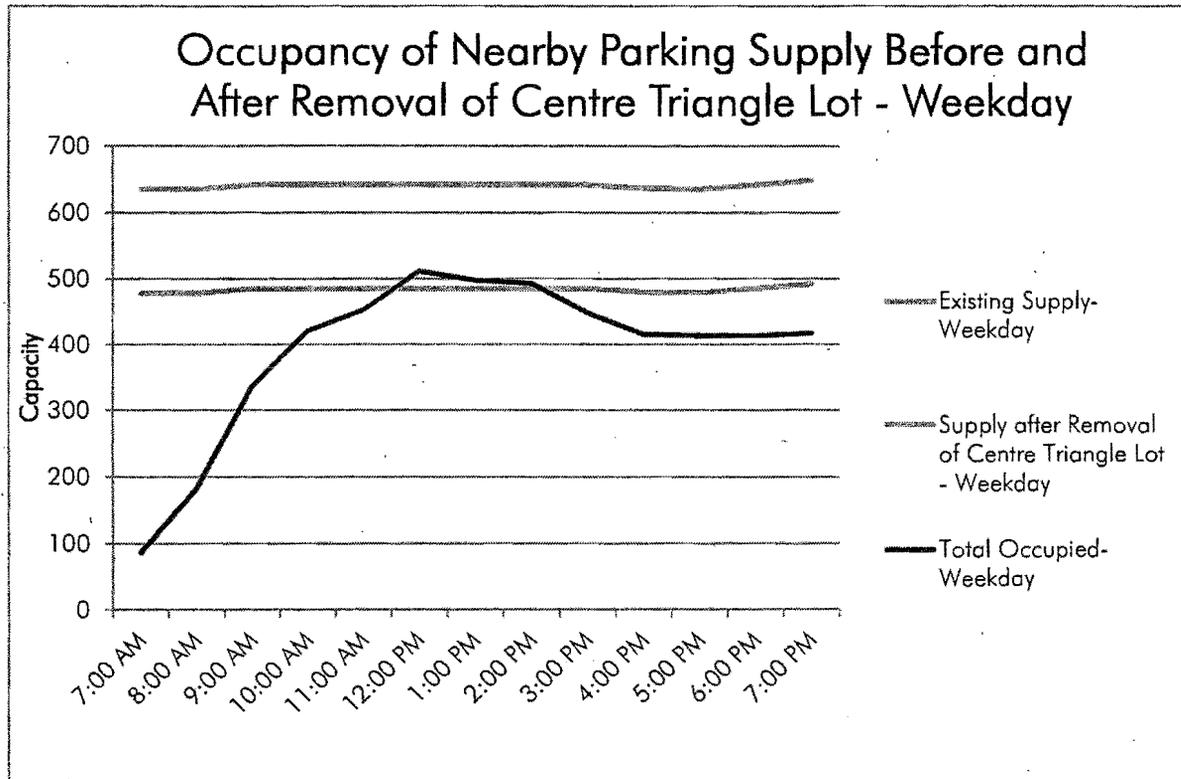


As shown Figure 18, the occupancy of the parking spaces in the vicinity of the Centre Triangle Lot—including the Centre Triangle Lot itself—is well below the existing supply. However, if the 157 parking spaces within the Centre Triangle lot are removed, the existing occupancy would be larger than the supply for three hours between 12:00-3:00 PM. Additionally, the area parking spaces would be over 90% occupied for two additional hours (11:00 AM and 3:00 AM), and at least 85% occupied between 10:00 AM and 7:00 PM on a typical weekday.

As shown in Figure 19, the parking spaces in the vicinity of the Centre Triangle lot would be over capacity between 12:00-2:00 PM on a typical Saturday if the Centre Triangle lot were to be removed. Occupancy would be above 90% between 11:00 AM and 3:00 PM, and above 75% between 10:00 AM and 8:00 PM.

While parking spaces may be available during most time periods, the high occupancy level would exacerbate the existing perception that there is not enough parking in Newton Centre. The reduction in spaces would likely result in an increase in traffic due to vehicles searching for an on-street parking space. If the Centre Triangle lot is removed without the addition of new off-street parking elsewhere, the existing parking regulations on nearby residential streets, such as Braeland Avenue, Herrick Road, Chase Street, Chesley Road, and Dalton Road, should be reconsidered in order to maintain as many available parking spaces in the area as possible. Businesses that have on-site off-street parking should be encouraged to place wayfinding signage on their property so that customers are more aware of their on-site parking. Short-term metered parking should continue to be enforced to ensure that short-term parking spaces are occupied by customers.

Figure 18. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Weekday



The City of Newton is evaluating several options regarding parking in the Newton Centre area. The City is evaluating four possible Build options:

- Construction of a 400-space parking structure in place of the 59 parking spaces currently in the Cypress Street lot, resulting in a net gain of 341 parking spaces;
- Removal of the Centre Triangle parking lot, a net loss of 157 spaces;
- Construction of a 400-space parking structure in place of the Cypress Street lot and removal of the 157 parking spaces in the Centre Triangle parking lot, resulting in the overall net gain of 184 parking spaces; and
- Replacement of the parking spaces within Centre Triangle lot with up to 50,000 sf of mixed-use development, plus the addition of up to 80,000 sf of development elsewhere in Newton Centre.

Option 1: Construction of a 400-space Parking Structure replacing Cypress Street Lot

The replacement of the Cypress Street lot with a 400-space parking structure would result in the net gain of 341 parking spaces. Since the existing parking supply in Newton Centre is generally sufficient, the new parking spaces created by the parking structure would alleviate the demand for 12-hour parking spaces. Due to the fact that all of the all-day parking spaces within Newton Centre are generally 100% occupied on weekdays, it is likely that the parking structure would welcome motorists from the Newton area that work in Newton Centre. Short-term parking spaces, such as the three-hour spaces currently provided at the Cypress Street lot, should be replaced within a parking structure. The occupancy of the three-hour spaces at the Cypress Street lot also reaches 100% occupancy during the weekday mornings and evenings, so additional short-term spaces should be provided within a parking structure as well.

The parking currently provided is generally sufficient, and, while parking may be limited on Union Street, Beacon Street, Cypress Street Lot, and Centre Triangle Lot during peak periods, parking is generally available within walking distance. In fact, after 6:00 PM on both weekdays and Saturdays, when available parking on Union Street, Beacon Street, and the Centre Triangle Lot is scarce, the occupancy of the Pleasant Street and Pelham Street lots both drop below 50% occupancy. During the midday peak periods on weekdays and Saturdays, short-term spaces in the four area parking lots are well occupied, but never reach capacity; the Centre Triangle lot reaches 86% and 88% occupancy at 1:00 PM on weekdays and Saturdays, respectively. While the parking lots and streets closest to Union Street and Beacon Street are often close to full, there is generally sufficient parking within walking distance to Beacon Street and Union Street, even without a costly parking garage replacing the Cypress Street lot. Given that the parking supply in Newton Centre is generally sufficient, the benefit to the area may not justify the cost of building a garage.

Option 2: Removal of Centre Triangle Lot

The Centre Triangle lot contains 157 parking spaces, including five handicap spaces and two Zipcar spaces. Removing the Centre Triangle lot without adding additional off-street parking elsewhere would reduce the public off-street parking capacity of Newton Centre by 41%.

Figure 18 and Figure 19 show the total number parking spaces in the immediate vicinity of the Centre Triangle lot on a weekday and on a Saturday, before and after a potential removal of the 157 spaces in the Centre Triangle Lot. These spaces are located in the four public parking lots in the study area, as well as Union Street, Beacon Street, Centre Street, Langley Street, and Herrick Road. These areas were isolated from the rest of the study area due to the significant supply of metered parking and their vicinity to the Centre Triangle lot.

Parking Study

Newton Centre – Newton, MA

Existing Parking Summary

The parking currently provided in Newton Center is generally sufficient. There are two time periods when parking is highly occupied: between 11:00 AM and 2:00 PM, and evenings after 6:00 PM, particularly in the vicinity of Beacon Street. Between 11:00 AM and 2:00 PM, parking occupancy on Union Street is close to 100%, and the four study area parking lots are close to capacity, on both weekdays and Saturdays. On given days, parking occupancies in these locations may be at or close to capacity between 11:00 AM and 2:00 PM.

After 6:00 PM, when meters shut off, occupancy on Union Street and at the Centre Triangle lot are close to capacity; however, occupancies at the Cypress Street lot, the Pleasant Street lot, and the Pelham Street lot drop off due to the high amount of motorists parking at these lots all day. Thus, the parking capacity of Newton Centre as a whole is abundant after 6:00 PM; however, most of the demand is along Beacon Street, Langley Road, and Union Street, causing nearby parking to fill up before the Cypress Street lot, the Pleasant Street lot, and the Pelham Street lot. Despite the close proximity to Union Street from the Cypress Street lot, occupancies after 6:00 PM may not be high because it is not in a centralized location, like the Centre Triangle lot is.

Despite an overall adequate parking supply, the amount long-term parking is insufficient. Based on the intercept survey at the Cypress Street lot and occupancies of 12-hour parking spaces at the Cypress Street lot, the Pleasant Street lot, and the Pelham Street lot, occupancies at long-term parking spaces are at or near capacity between 9:00 AM and 5:00 PM on weekdays. During the intercept survey at the Cypress Street lot, some of the last users to park in a 12-hour space said they would park at the Cypress Street lot said they would park in the Cypress Street lot more often if there was room. Some motorists parked in 3-hour parking spaces, despite the fact that they said they would be parked all day.

Since the data for this study was collected, time limits on some meters were changed on study area streets. The eight three-hour meters on Lyman Street were changed to 12-hour meters, and nine two-hour spaces on Centre Street between Lyman Street and Willow Street were changed to 12-hour meters. One-hour meters on Union Street, Herrick Road, Braeland Avenue, Langley Road, Beacon Street, Sumner Street, and Centre Green were changed to two-hour meters. These changes, particularly the addition of 12-hour spaces, increase the supply of longer-term parking. While the new 12-hour parking would not be as convenient to Union Street and Beacon Street as the 12-hour parking in the parking lots, it is still within walking distance. Businesses that demand long-term parking for employees should be notified of the additional long-term parking supply.

If parking remains as it is today, HSH recommends the following in order to improve parking operations in the Newton Centre area.

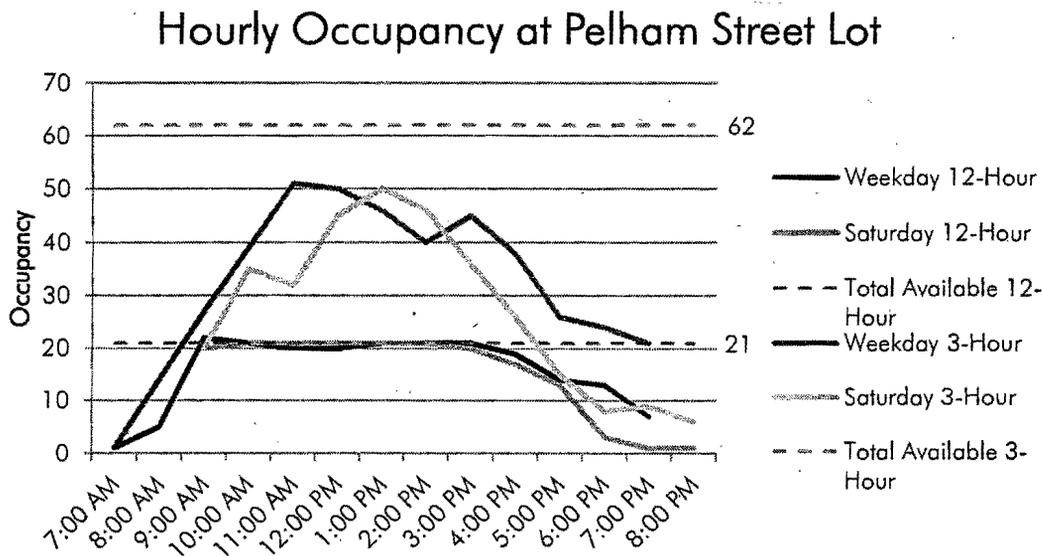
- Consider increasing enforcement on Braeland Avenue at the Live Parking Only spaces, or consider changing or eliminating the restriction. Consider a permit parking system on Braeland Avenue as described above, while enforcing the existing live parking spaces only during the same 4:30-6:30 PM period as on Union Street.
- Consider implementing a permit parking system, where nearby residents and/or business owners can park on certain residential streets during the work day.
- Consider removing restrictions on residential streets where they are not necessary.
- Consider increasing enforcement on Bowen Street, or consider changing or eliminating the two-hour parking restriction.
- Consider restrictions on Willow Street that are consistent with nearby residential streets, such as meters or two-hour parking.

Future Build Analysis

Pelham Street Lot

The Pelham Street lot is a municipal lot located south of Pelham Street, opposite the Pleasant Street lot. The Pelham Street lot contains 21 12-hour parking spaces, 62 three-hour parking spaces, and four handicap spaces. Figure 17 shows the hourly occupancy at the Pelham Street lot.

Figure 17. Hourly Occupancy at Pelham Street Lot



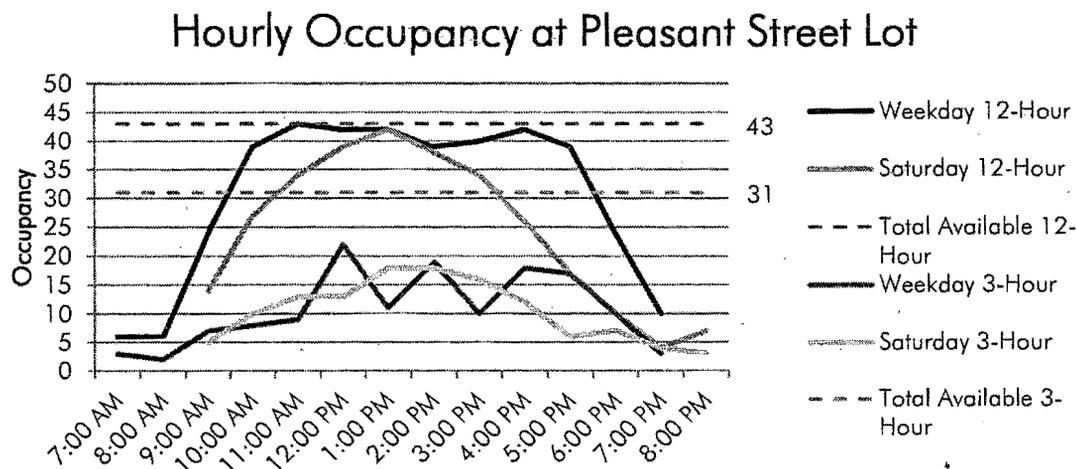
As shown in Figure 17, the 21 12-hour parking spaces at the Pelham Street lot are at or near capacity between 9:00 AM and 4:00 PM on both weekdays and Saturdays. The 62 three-hour parking spaces reach their peak occupancy of about 80% at 11:00 AM on weekdays and at 1:00 PM on Saturdays. The four handicap parking spaces are not shown on Figure 17; the occupancy at these spaces never exceed 2 (50%) on weekdays and reaches 3 (75%) at 1:00 PM on Saturdays.

Pleasant Street Lot

The Pleasant Street lot is a municipal lot located between Pleasant Street and Pelham Street, behind retail buildings on Centre Street. The Pleasant Street lot contains 43 12-hour parking spaces and 31 three-hour spaces, and three handicap spaces. Figure 16 shows the hourly occupancy at the Pleasant Street lot.

As shown in Figure 16, the 12-hour parking spaces at the Pleasant Street lot are at or close to capacity between 10:00 AM and 4:00 PM on weekdays and at about 1:00 PM on Saturdays. The 31 three-hour spaces are considerably less occupied over the course of the day; the peak occupancy of the 3-hour spaces is at 12:00 on weekdays (71% occupancy) and at 1:00 PM on Saturdays (58%). This indicates that there is a high demand for long-term parking within the study area. Handicap spaces are not shown in Figure 16 for clarity; the three handicap spaces reaches a maximum occupancy of two (67%) at 1:00 PM on weekdays and at 1:00 PM and 3:00 PM on Saturdays.

Figure 16. Hourly Occupancy at Pleasant Street Lot

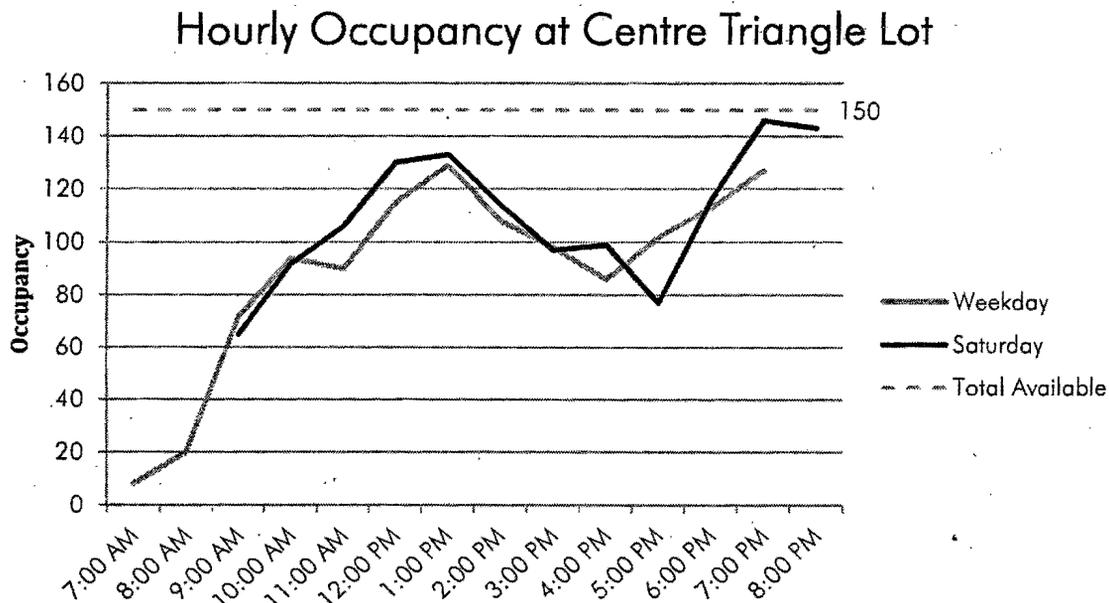


Centre Triangle Lot

The Centre Triangle lot is the primary short-term parking lot servicing the Newton Centre area. It contains 157 spaces, 150 of which are metered with a two-hour limit. The seven remaining spaces include five handicap spaces and two Zipcar spaces. Figure 15 shows the occupancy of the 150 two-hour parking spaces over the course of a typical weekday and a typical Saturday.

As shown in Figure 15, the Centre Triangle lot typically sees the most occupancy at 12:00 PM and 1:00 PM and at 6:00 PM and later on both weekdays and Saturdays. The Centre Triangle lot is close to capacity at 7:00 PM on Saturdays. Occupancy for handicap spaces is not shown in Figure 15 for clarity; however, occupancy of handicap spaces never exceeded 4 of the available 5 spaces. On weekdays, occupancy at the handicap spaces reached 80% at 12:00 PM and at 1:00 PM; on Saturday, occupancy reached 80% at 8:00 PM.

Figure 15. Hourly Occupancy of 2-Hour Metered Spaces in Centre Triangle Lot



Parking Study
Newton Centre – Newton, MA

Figure 13 and Figure 14 show the duration of stay of the users of the Cypress Street lot, as estimated by the users, on weekdays and Saturdays, respectively. As shown in Figure 13 and Figure 14, a much larger portion of users of the Cypress Street lot use the lot for all-day parking on weekdays (52%) than on Saturdays (12%). Consequently, a much higher percentage of users of the Cypress Street lot park for less than four hours on Saturdays (73%) than on weekdays (27%). This indicates that the lot is used routinely by those who use the MBTA Green Line to commute to Boston and by employees at local businesses on weekdays, but is used more by shoppers on Saturdays.

Figure 13. Duration of Stay at Cypress Street Lot, Weekday

**Cypress Street Lot -- Duration,
Weekday**

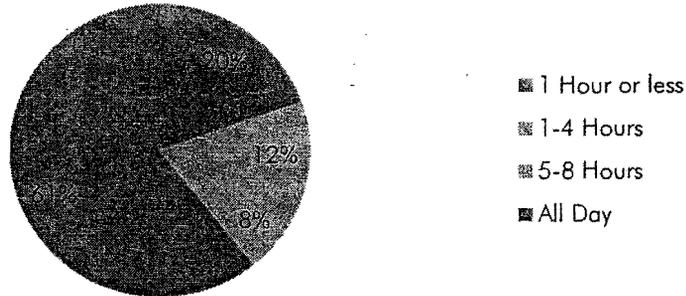


Figure 14. Duration of Stay at Cypress Street Lot, Saturday

**Cypress Street Lot -- Duration,
Saturday**

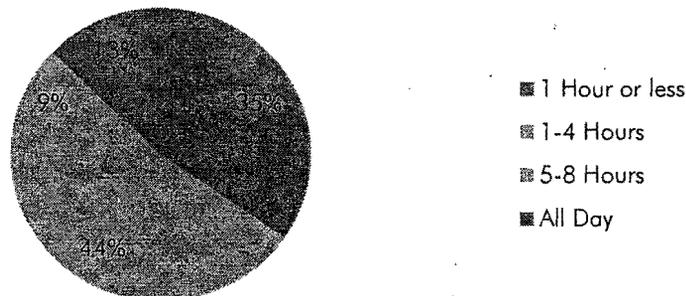


Figure 11. Destination of Users of Cypress Street Lot, Weekday

Cypress Street Lot -- Destination, Weekday

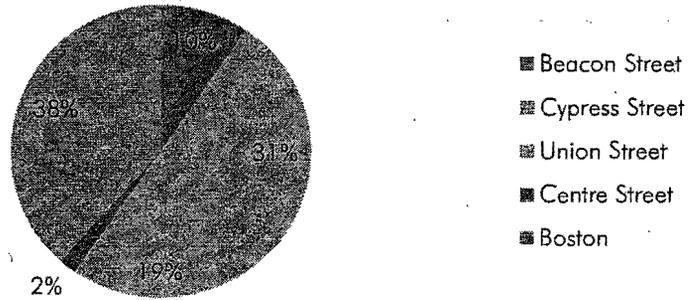
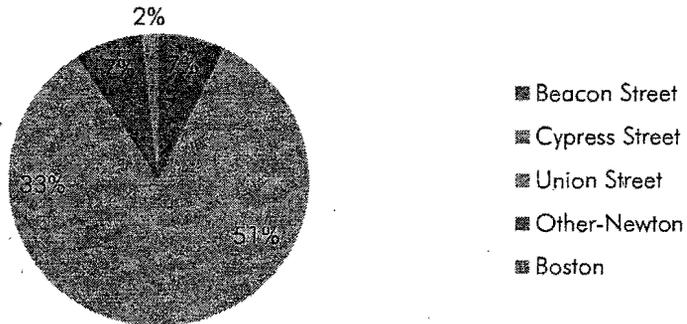


Figure 12. Destination of Users of Cypress Street Lot, Saturday

Cypress Street Lot -- Destination, Saturday



Parking Study

Newton Centre – Newton, MA

use the lot to access the MBTA Green Line on weekdays (33%) than on Saturdays (2%). Consequently, more users of the lot are destined for Cypress Street and Union Street on Saturdays than on weekdays. A large portion of the users destined for Cypress Street were patrons of Pure Barre, a fitness center with hourly classes. It was noted that a large portion of the 18 three-hour parking spaces turned over between classes at Pure Barre.

On weekdays, all users of the Cypress Street lot with a destination on Union Street use it to park during work (8 of 8 respondents); however, on Saturday, 8 of 18 (44%) respondents whose destination was on Union Street reported that they were going shopping, getting breakfast, going to the bank, or other non-work activity. This indicates that, while the lot is primarily used to park during the work day on a weekday, there is also some demand for short-term parking for other activities on Union Street.

Figure 9. Origin of Users of Cypress Street Lot, Weekday

Cypress Street Lot -- Origin, Weekday

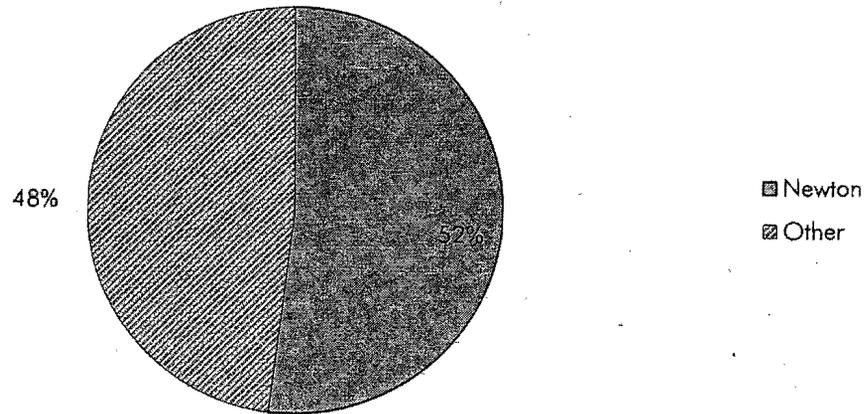


Figure 10. Origin of Users of Cypress Street Lot, Saturday

Cypress Street Lot -- Origin, Saturday

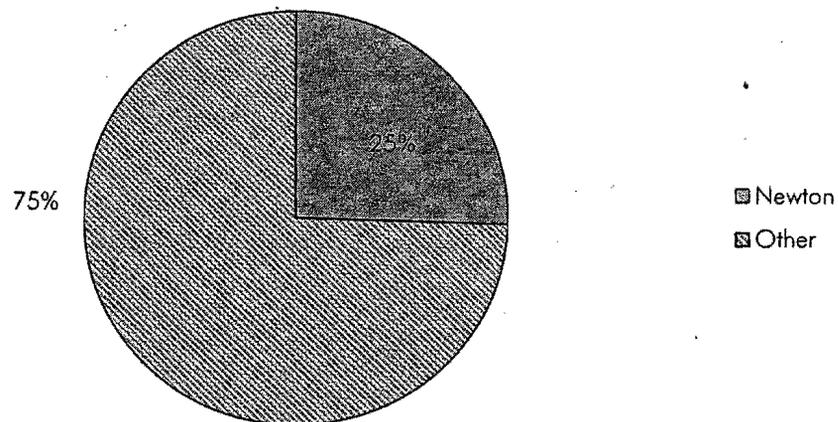


Figure 11 and Figure 12 show the destinations of users of the Cypress Street lot on weekdays and Saturdays, respectively. As shown in Figure 11 and Figure 12, a much greater percentage of users of the Cypress Street Lot

Parking Study

Newton Centre – Newton, MA

when the lot was fully occupied. On Wednesday, October 17, 2012, 51 people were surveyed; nine people were asked to participate and refused. On Saturday, October 20, 2012, 55 people were surveyed; four others were asked to participate and refused. Users of the lot were asked the following questions while paying at the electronic meter:

- What is your hometown?
- Is your purpose of parking in the lot for nearby work, shopping, the MBTA Green Line station, or something else (please specify)?
- What street in Newton Centre is your destination located, or if you're accessing the MBTA Green Line, in what city is your destination?
- What is your anticipated duration of parking?
- How often do you park in the Cypress Street lot?

In addition to these questions, the time of arrival, number of passengers (including the driver), and whether the vehicle was parked in a 12-hour space or three-hour space were recorded for each vehicle that parked in the lot. After completing the survey, visitors sometimes expressed their feelings on the lot or the general availability of parking in the area. Comments included:

- There is not enough all-day parking;
- Residents should have stickers exempting them from time limits on residential streets;
- The electronic parking meter is temperamental and sometimes does not accept cash and/or credit cards or that sometimes ticket is issued even after paying;
- There should be more than one kiosk in case one breaks or there is a line;
- The machine should accept \$5 bills and give change;
- The machine automatically charges for a minimum of 2 hours of parking when a credit card is used;
- I would use the Cypress Street more often, but it is usually full when I arrive; and
- A monthly permit parking system was once in place for the lot, but was eliminated.

Figure 9 and Figure 10 show the origins of the users of the Cypress Street lot on weekdays and on Saturday, respectively. As shown in Figure 9 and Figure 10, more local users use the Cypress Street lot on weekdays than on Saturdays. This indicates that local residents use the lot to park and access the MBTA Green Line on weekdays, but on weekends, the majority of users park in the Cypress Street lot to access local businesses. Complete intercept survey data from the Cypress Street lot is located in Appendix B.

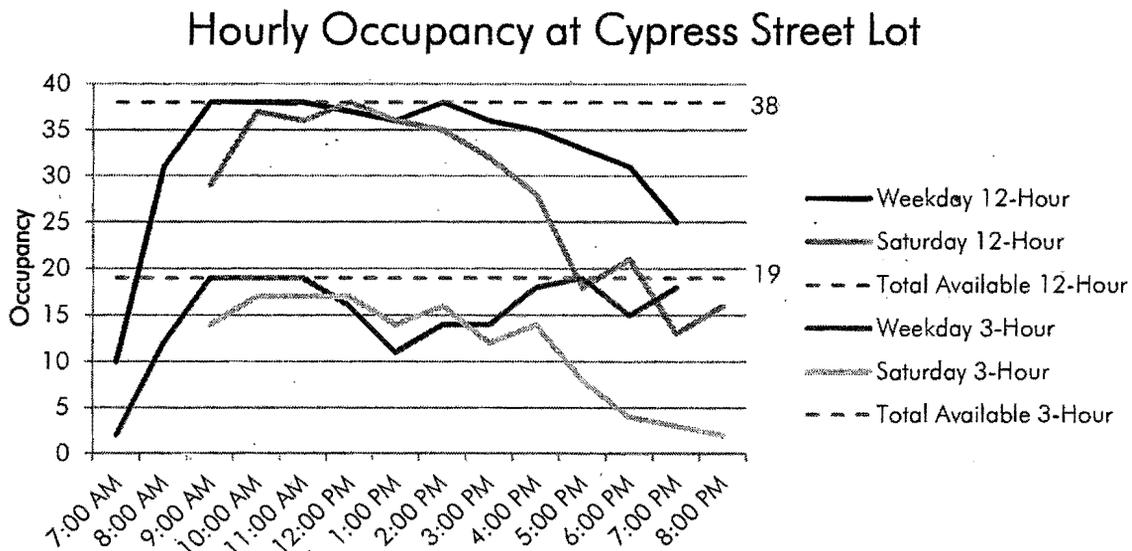
through 8:00 PM, when occupancy spikes to approximately 95%. Like on weekdays, the Centre Triangle lot is used primarily during peak shopping and dining hours. The Pleasant Street and Pelham Street lots reach their peak occupancy of about 80% at 1:00 PM and decline steadily thereafter. This indicates that visitors are using the Pleasant and Pelham Street lots for short term, local uses more than for all-day parking.

Cypress Street Lot

The Cypress Street lot (Lot #1 in Figure 5) contains 59 parking spaces, including 38 12-hour parking spaces, 19 three-hour parking spaces, and two handicap parking spaces. The lot fills up quickly on both weekdays and Saturdays, reaching 100% capacity at 9:00 AM on Wednesday, October 17, and exceeding 90% of capacity by 10:00 AM on Saturday, October 20. The lot is approximately 500 feet to Union Street, which is home to many shops and retail locations, and approximately 800 feet to the Newton Center MBTA Green Line station. Pedestrians can access these locations by walking through a private lot adjacent to the Cypress Street lot and over a footbridge that connects to Herrick Road. The Cypress Street lot is also the only lot in the study area that has an electronic meter which accepts cash bills and credit cards, which may increase demand. The 12-hour parking spaces are in particularly high demand, which is most likely due to the lot's proximity to the Green Line station and the lack of similar long-term parking in the area. The three-hour parking also experiences high occupancy over the course of a day. Figure 8 shows the occupancy over the course of a typical weekday and a typical Saturday for the 12-hour spaces and the three-hour spaces.

As shown in Figure 8, the Cypress Street lot is generally more occupied on a typical weekday than on a typical Saturday. The lot is fully occupied between 9:00 AM and 11:00 AM on weekdays. On Saturdays, the lot is generally below capacity, though the lot is close to full between 10:00 AM and 12:00 PM.

Figure 8. Hourly Occupancy at Cypress Street Lot



In addition to occupancy and turnover data, an intercept survey was conducted at the Cypress Street lot on Wednesday, October 17, 2012, and on Saturday October 20, 2012, the same days that occupancy data was collected. The survey was conducted between on Wednesday, October 17, 2012, between 6:30 AM and 9:00 AM, when the lot was fully occupied, and on Saturday, October 20, 2012, between 8:00 AM and 10:00 AM,

Figure 6. Hourly Occupancy in Off-street Parking Lots, Weekday

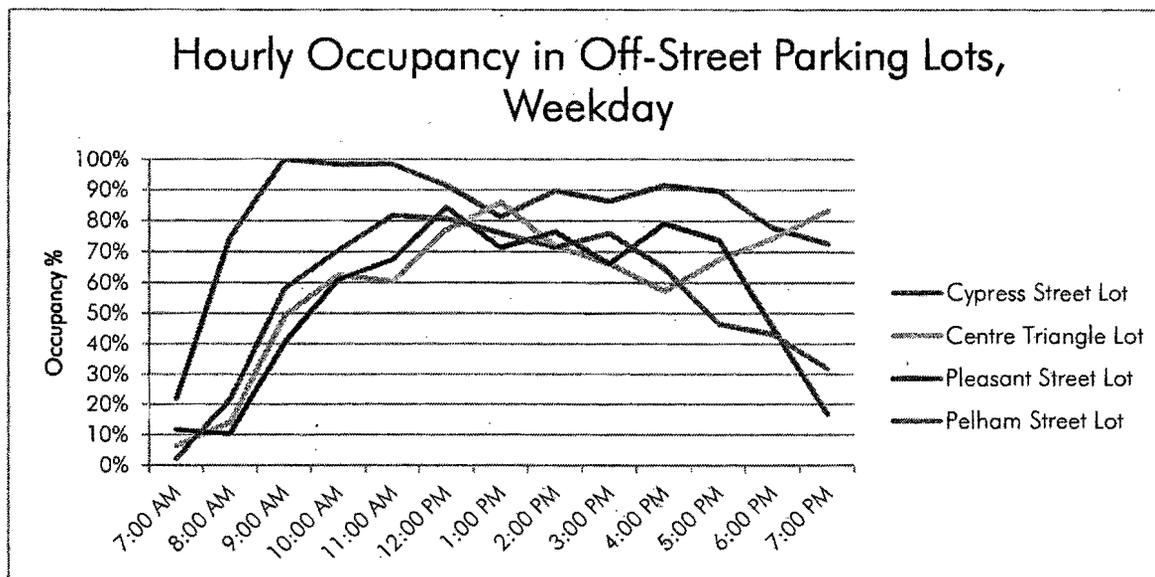
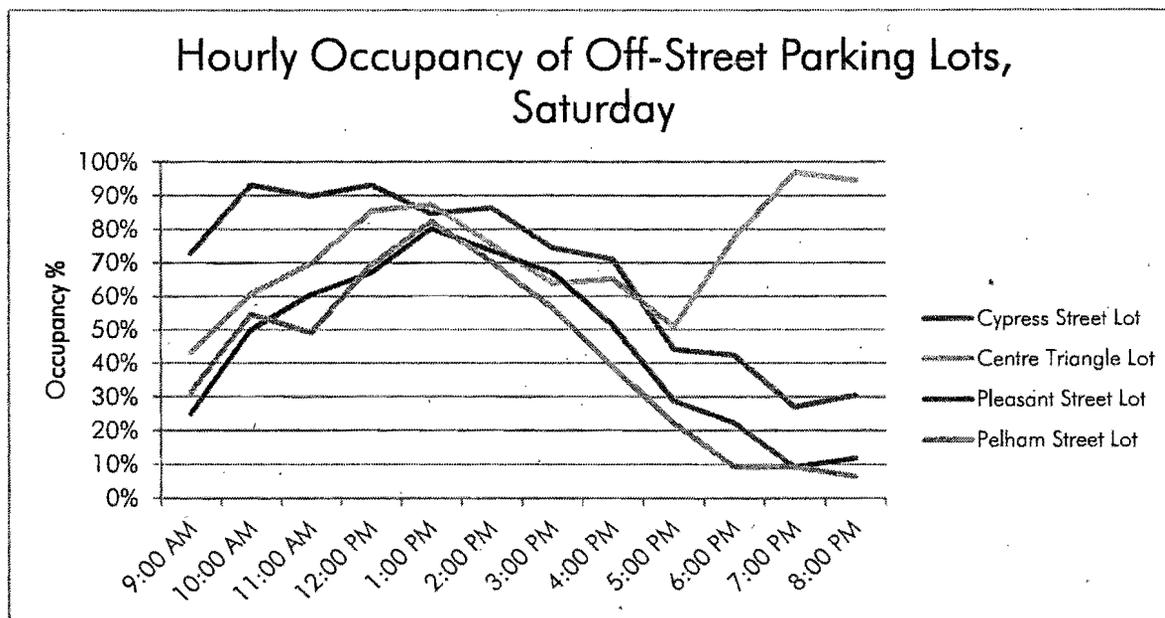


Figure 7. Hourly Occupancy in Off-street Parking Lots, Saturday



On a typical Saturday, as shown in Figure 7, the Cypress Street lot reaches approximately 95% occupancy at 10:00 AM. The occupancy declines steadily after 12:00 PM. This indicates that, unlike on weekdays, more visitors may be using the Cypress Street lot for local uses rather than to access the MBTA Green Line. The Centre Triangle lot reaches approximately 90% occupancy at 1:00 PM, but occupancy declines until 6:00 PM

Off-street Parking Analysis

Parking turnover data for the four off-street parking lots in the study area was collected on Wednesday, October 17, 2012, 7:00 AM – 8:00 PM, and on Saturday, October 20, 2012, 9:00 AM – 9:00 PM. Parking turnover was conducted every hour. In addition to parking turnover in the four parking lots, an intercept survey was conducted in the Cypress Street parking lot on Wednesday, October 17, 2012, 6:30 AM – 9:30 AM, and on Saturday, October 20, 2012, 8:00 AM – 11:00 AM. The intercept survey was performed to find the origins and destinations of motorists who park in the lot, as well as anticipated stay, purpose of parking in the lot, and frequency of use. Table 2 shows the results of the parking turnover analysis, including average occupancy and average duration of parking in each lot.

Table 2. Existing On-Street Parking Occupancy

Zone	Regulation	# Spaces	Average Weekday Occupancy	Average Weekday Duration	Average Saturday Occupancy	Average Saturday Duration
1. Cypress Street Lot	12-Hour	38	84%	5.1 hrs.	75%	3.2 hrs.
	3-Hour	19	79%	2.0 hrs.	61%	1.8 hrs.
	Handicap	2	46%	3.5 hrs.	4%	1.0 hrs.
	Total	59	83%		68%	
2. Centre Triangle Lot	2-Hour	150	60%	1.7 hrs.	74%	1.6 hrs.
	Handicap	5	48%	1.8 hrs.	50%	1.9 hrs.
	Zipcar	2	100%	13.0 hrs.	54%	1.9 hrs.
	Total	157	60%		73%	
3. Pleasant Street Lot	12-Hour	43	71%	5.4 hrs.	55%	3.6 hrs.
	3-Hour	31	34%	1.4 hrs.	32%	1.5 hrs.
	Handicap	3	21%	1.0 hrs.	19%	1.8 hrs.
	Total	77	54%		46%	
4. Pelham Street Lot	12-Hour	22	72%	5.5 hrs.	71%	6.9 hrs.
	3-Hour	62	52%	1.8 hrs.	42%	1.6 hrs.
	Handicap	4	21%	1.1 hrs.	15%	1.2 hrs.
	Total	88	56%		48%	

As shown in Table 2, the Cypress Street lot sees the highest average occupancy on weekdays, while the Centre Triangle lot sees the highest average occupancy on Saturdays. The Cypress Street lot has the highest average occupancy at its 12-hour spaces, which is likely a result of its proximity to the Newton Center MBTA Green Line station. Figure 6 and Figure 7 show parking occupancy at the four study area parking lots over the course of a typical weekday and a typical Saturday, respectively.

As shown in Figure 6, the Cypress Street lot fills up to about 100% of capacity by 9:00 AM on a typical weekday, and remains relatively full until 5:00 PM, when the occupancy declines steadily. The high occupancy of the Cypress Street lot on weekdays indicates motorists are using the lot primarily for all-day parking; the station contains 38 12-hour spaces and is a short walk to the Newton Center MBTA Green Line station. The Centre Triangle lot reaches approximately 85% occupancy at 1:00 PM and at 7:00 PM on a typical weekday, corresponding with peak shopping and dining times, but is considerably less occupied at other times. The Pleasant Street and Pelham Street lots reach their peak occupancies of just over 80% between 11:00 AM – 12:00 PM. The Pleasant Street lot generally remains between 70% and 80% occupancy until 5:00 PM. The Pelham Street lot declines to about 45% at 5:00 PM. This difference in evening occupancy may be a result of the larger percentage of 12-hour spaces in the Pleasant Street lot (62% of total spaces) than the Pelham Street lot (24%).

Willow Street

Willow Street is the only study area roadway that provides completely unrestricted parking within the study area. The 16 unrestricted spaces on Willow Street have average turnovers of 6.2 hours on a typical weekday and 4.1 hours on a typical Sunday. Motorists who are aware of the lack of parking restrictions on Willow Street may use Willow Street as a way to park for the day without paying.

Bowen Street, Homer Street, and Everett Street

Bowen Street, Homer Street, and Everett Street are designated as two-hour parking zones; however, they all have average occupancies of over 2.0 hours on a typical weekday and/or a typical Saturday. Bowen Street has an average turnover of 4.5 hours on a typical weekday and 2.8 hours on a typical Saturday. Homer Street has an average turnover of 2.8 hours on a typical Saturday. Everett Street has an average turnover of 2.5 hours on a typical weekday and an average turnover of 2.3 hours on a typical Saturday. However, the average occupancy on Everett Street is very low (5% and 2%, respectively) in each case. Bowen Street, Homer Street, and Everett Street are in residential areas that are at least one-quarter mile away from Beacon Street, indicating that residents or their visitors, and not shoppers, may be parking longer than two hours.

Off-street Parking Inventory

Visitors to Newton Center are provided with four municipal parking lots, which can accommodate those who wish to park in the area for up to 12 hours. The four lots are illustrated in **Figure 5**.

The **Cypress Street Lot** is located approximately 150 feet south of the intersection of Cypress Street/Centre Street. The lot has 57 metered parking spaces and two handicap parking spaces. Nineteen of the metered parking spaces are limited to three hours, and the 38 remaining metered spaces are limited to 12 hours. Users of the lot pay using an electronic meter. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays.

The **Centre Triangle Lot** is located in between Centre Street, Beacon Street, and Langley Road, and can be accessed from Langley Road and from Beacon Street. The parking lot contains 157 parking spaces, including 150 metered spaces, five handicap spaces, and two spaces reserved for Zipcars. The metered spaces are all limited to two hours. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays.

The **Pleasant Street Lot** is located between Pleasant Street and Pelham Street, behind retail buildings that include a CVS Pharmacy. Access driveways are provided on both Pleasant Street and Pelham Street. The lot contains 74 metered parking spaces and three handicap spaces. Of the 74 metered spaces, 31 spaces are three-hour spaces, and 43 are 12-hour spaces. Meters are located at each parking space. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays; however, overnight parking is not permitted without a permit.

The **Pelham Street Lot** is located on Pelham Street, just south of the Pleasant Street lot. Its only access point is on Pelham Street. The Pelham Street lot contains 84 metered parking spaces and four handicap spaces. Of the 84 metered spaces, 21 spaces are three-hour spaces, and 63 are 12-hour spaces. Meters are located at each parking space. Parking is free before 8:00 AM and after 6:00 PM, and on Sundays and holidays; however, overnight parking is not permitted without a permit.

Parking Study

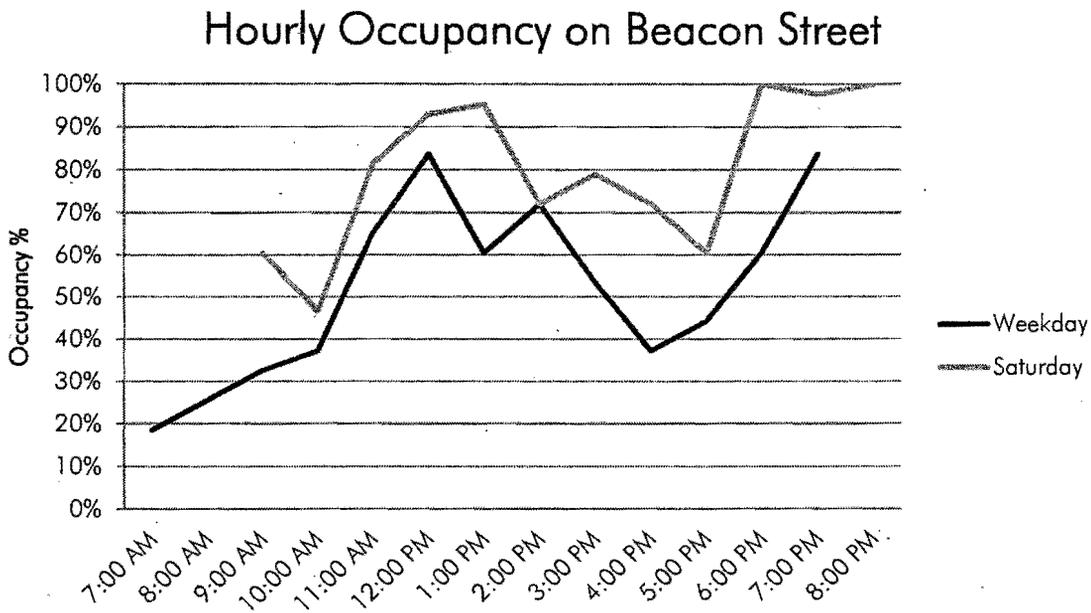
Newton Centre – Newton, MA

data suggests that some motorists park at meters for up to 12 hours. This may be a result of a lack of long-term parking in the area.

Beacon Street

Beacon Street has a relatively high average occupancy over the course of a typical weekday (51%) and a typical Saturday (69%). However, the area of Beacon Street between Centre Street and Union Street sees occupancies at or close to capacity at several time periods on a typical Saturday. Figure 4 illustrates the occupancy on Beacon Street between Centre Street and Union Street.

Figure 4. Hourly Occupancy on Beacon Street between Centre Street and Union Street



As shown on Figure 4, the occupancy on Beacon Street is at or close to capacity between 12:00 and 1:00 PM and between 6:00 and 8:00 PM on a typical Saturday. Parking on Union Street is also at or close to capacity during these times, meaning that on-street parking is difficult to come by in the area on Saturday afternoons and evenings.

Braeland Avenue

Braeland Avenue contains 19 two-hour spaces where parking is prohibited between 4:00 PM and 6:00 PM, and five live parking spaces, in addition to six metered spaces. The two-hour spaces on Braeland Avenue have an average turnover of 3.7 hours on a typical weekday and 2.6 hours on a typical Saturday. The live parking spaces have an average turnover of 6.0 hours on a typical weekday and 5.2 hours on a typical Saturday, indicating a lack of enforcement at these spaces. On both weekdays and Saturdays, vehicles typically vacated the live parking spaces by 4:00 PM, indicating that the live parking on Braeland Avenue may be primarily enforced during the same 4:30-6:30 PM time period that it is enforced on Union Street. Braeland Avenue is adjacent to the Newton Center MBTA Green Line station and a short walk from Union Street, so it is likely that motorists park on Braeland Avenue because of its proximity to the station.

The rates shown in the table represent how often the vehicles parked in each zone change. Rates above 2.0 signify that vehicles tend to turnover less than once every two hours. As shown in the table, average turnover rates tend to comply with parking restrictions in most locations. It should be noted that, since parking turnover was observed every hour, average duration has a minimum of one hour. It is likely that some motorists parked for less than one hour, which would cause the average turnover rates to decrease.

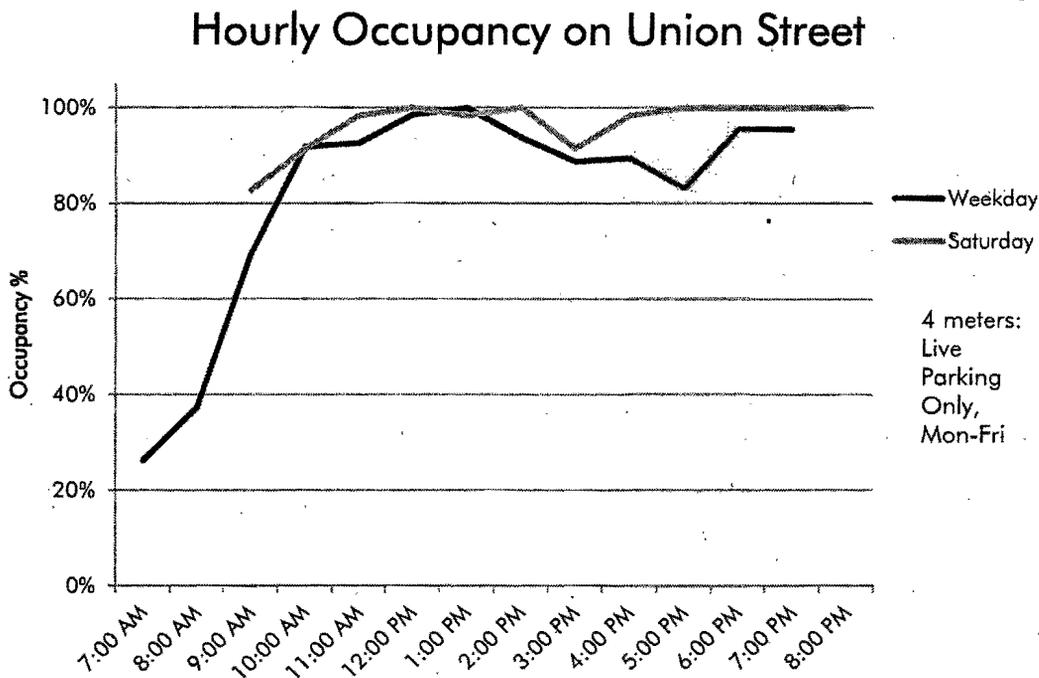
Vehicles were observed to have parked in live parking spaces on Braeland Avenue for up to 9 hours between 7:00 AM – 4:00 PM on weekdays, indicating insufficient enforcement on Braeland Avenue. These live parking spaces were unoccupied when observed between 4:00-6:00 PM, indicating that the live parking restriction may be enforced at the same times as the Live Parking zone on Union Street (4:30-6:30 PM) but not enforced at any other time.

On-street Parking Observations

Union Street

Of all the streets with on-street parking, only Union Street has an average occupancy of over 75%. Union Street is home to various attractions including shops, restaurants, and the Newton Center MBTA Green Line station. On a typical weekday, the average occupancy of the two-hour meters on Union Street is 82%; this rate increases to 97% on a typical Saturday. The high average occupancy signifies a high demand for Union Street over the course of the day. Figure 3 illustrates the number of spaces that are occupied on Union Street every hour over the course of a typical weekday and Saturday.

Figure 3. Hourly Parking Occupancy on Union Street



Union Street is the only street in the study area that has two-hour limits on meters. A two-hour limit, when properly enforced, encourages visitors to shop and to dine while also encouraging turnover. However, turnover

Table 1. Existing On-street Parking Occupancy (continued)

Zone	Regulation	# Spaces	Average Weekday Occupancy	Average Weekday Duration	Average Saturday Occupancy	Average Saturday Duration
Willow Street	Unrestricted	16	75%	6.2 hrs.	62%	4.1 hrs.
	Total	16	75%		62%	
Union Street	Handicap	1	31%	1.0 hrs.	58%	1.4 hrs.
	1-Hour Meter	7	68%	1.5 hrs.	77%	1.4 hrs.
	2-Hour Meter	58	82%	1.8 hrs.	97%	1.7 hrs.
	Total	66	80%		94%	
Herrick Road	1-Hour Meter	6	68%	1.4 hrs.	83%	1.6 hrs.
	No Parking 7AM-7PM	7	0%	0.0 hrs.	7%	1.0 hrs.
	Total	13	62%		70%	
Lyman Street	3-Hour Meter	8	38%	1.9 hrs.	52%	2.0 hrs.
	Total	8	38%		52%	
Langley Road	1-Hour Meter	49	66%	1.2 Hrs.	87%	1.3 Hrs.
	Total	49	66%			
Centre Green	1-Hour Meter	5	43%	1.3 Hrs.	33%	1.1 Hrs.
	Handicap	2	12%	1.0 Hrs.	13%	1.0 Hrs.
	1-Hour	4	48%	1.0 Hrs.	40%	1.1 Hrs.
	Total	11	39%		32%	
Braeland Avenue	2-Hour Parking, No Parking 4PM-6PM	19	62%	3.7 Hrs.	71%	2.6 Hrs.
	Live Parking*	5	74%	6.0 Hrs.	87%	5.2 Hrs.
	1-Hour Meter	6	26%	1.4 Hrs.	64%	1.3 Hrs.
	Total	30	57%		72%	
Sumner Street	1-Hour Meter	24	61%	1.6 Hrs.	74%	1.2 Hrs.
	2-Hour 7AM-7PM	6	42%	1.7 Hrs.	44%	2.0 Hrs.
	Total	32	57%		66%	
Everett Street	2-Hour	27	5%	2.5 Hrs.	2%	2.3 Hrs.
	Total	27	5%		2%	
Chesley Road	1-Hour 7AM-7PM	22	22%	1.5 Hrs.	38%	1.6 Hrs.
	Total	22	22%		38%	
Dalton Road	No Parking 8AM-5PM	54	1%	1.0 Hrs.	2%	1.0 Hrs.
	Total	54	1%		2%	
Chase Street*	2-Hour 7AM-10PM	26	51%	--	--	--
	Total	26	51%		--	--

*Note: Observations on Chase Street were conducted on Wednesday, May 1, 2013 from 9:00 AM to 4:00 PM and did not include parking turnover.

Everett Street is a two-way roadway with one lane in each direction. Parking is prohibited along the south side of the roadway. Parking is generally permitted along the north side of the roadway, and is restricted to two hours.

Chesley Road is a two-way roadway with one lane in each direction. One-hour parking is provided along the east side of the roadway, and is restricted to one hour between 7:00 AM and 7:00 PM except on Sundays and holidays. Parking is prohibited along the west side of Chesley Road.

Dalton Road is a two-way roadway with one lane in each direction. Parking is restricted on both sides of the roadway between 8:00 AM and 5:00 PM, except on Sundays and holidays.

Chase Street is a two-way roadway with one lane in each direction. Chase Street runs between Langley Road and Herrick Road. Parking is provided on the north side of the roadway, and is restricted to two hours between 10:00 AM and 7:00 PM, except on Sundays and holidays.

On-street Parking Analysis

Parking turnover data for the on-street parking in the study area was collected on Wednesday, October 17, 2012, except for Langley Road, Sumner Street, and Union Street, which were collected on Wednesday, October 24, 2012, 7:00 AM – 8:00 PM. Parking turnover data was also collected on Saturday, October 20, 2012, 9:00 AM – 9:00 PM. Parking turnover was conducted every hour. Parking analysis was conducted for each individual street. On streets with multiple parking restrictions (metered, two-hour parking, etc.), separate analysis was conducted for each restriction. Table 1 lists the number of spaces, average occupancy, and average duration for each parking restriction for each street in the study area. Appendix A shows complete parking turnover data collected in the study area.

Table 1. Existing On-street Parking Occupancy

Zone	Regulation	# Spaces	Average Weekday Occupancy	Average Weekday Duration	Average Saturday Occupancy	Average Saturday Duration
Centre Street	1-Hour Meter	64	53%	1.3 hrs.	57%	1.2 hrs.
	Total	64	53%		57%	
Beacon Street	1-Hour Meter	67	53%	1.3 hrs.	74%	1.3 hrs.
	1-Hour	11	35%	1.5 hrs.	42%	1.3 hrs.
	Total	78	51%		69%	
Cypress Street	2-hour	24	17%	1.6 hrs.	17%	2.0 hrs.
	Total	24	17%		17%	
Homer Street	Handicap	1	46%	6.0 hrs.	0%	0.0 hrs.
	2-Hour	12	27%	1.4 hrs.	35%	2.8 hrs.
	Total	13	30%		33%	
Bowen Street	2-Hour	9	72%	4.5 hrs.	73%	2.8 hrs.
	Total	9	72%		73%	
Pleasant Street	1-Hour Meter	7	42%	1.9 hrs.	54%	1.0 hrs.
	Total	5	71%		54%	
Pelham Street	1-Hour Meter	4	71%	1.1 hrs.	56%	1.1 hrs.
	Total	4	42%		56%	

Parking Study

Newton Centre – Newton, MA

Pelham Street is a one-lane roadway that runs one-way westbound. Pelham Street provides access to the Pleasant Street and Pelham Street lots, which are public, metered parking lots. Parking is prohibited on the south side of Pelham Street. On the north side of Pelham Street, metered parking is provided, and is restricted to one hour between 8:00 AM and 6:00 PM, except on Sundays and Holidays.

Willow Street is a two-way roadway with one lane in each direction. Parking is prohibited along the south side of the roadway. Unrestricted parking is provided along the north side of the roadway.

Union Street is a one-lane roadway that runs one-way eastbound. Along the north side of Union Street, metered parking is provided between Beacon Street/Centre Street and Langley Road, which is restricted to two hours between 8:00 AM and 6:00 PM. Along the south side of Union Street, parking is generally metered and restricted to two hours between 8:00 AM and 6:00 PM; however, four meters adjacent to the Newton Center MBTA Green Line station are restricted to live parking only between 4:30 PM and 6:30 PM, except on weekends. Between Langley Road and Beacon Street/Chesley Road, parking is prohibited along the north side of Union Street. Metered parking is provided along the south side of Union Street, and is restricted to one hour between 8:00 AM and 6:00 PM.

Herrick Road is a two-way roadway with one lane in each direction. Between Union Street and Braeland Avenue, parking is prohibited on the east side of the roadway. Metered parking is provided on the west side of the roadway, which is restricted to one hour between 8:00 AM and 6:00 PM, except on Sundays and holidays. North of Braeland Road and Chase Street, parking is prohibited on the east side of Herrick Road between 7:00 AM and 7:00 PM. Parking is prohibited on the west side of Herrick Road between Braeland Avenue and Chase Street.

Lyman Street is a two-way roadway with one lane in each direction. Metered parking is provided along the south side of the roadway, and is restricted to three hours. Parking is restricted along the north side of the roadway.

Langley Road is a two-way roadway with one lane in each direction. Between Centre Street and Braeland Road, metered parking is provided along both sides of Langley Road, and is restricted to one hour.

Centre Green is a one-lane driveway that runs one-way southbound between Lyman Street and Langley Road. Parking is prohibited along the west side of the roadway. Along the east side of the roadway, just south of Lyman Street, four parking spaces are provided, which are restricted to one-hour between 7:00 AM and 7:00 PM except on Sundays and holidays. Two handicap parking spaces are provided directly in front of Citizens Bank. Five metered parking spaces are provided at the approach to Langley Road., which are restricted to one hour between 8:00 AM and 6:00 PM, except on Sundays and holidays.

Braeland Road is a two-way roadway with one lane in each direction. Parking is not permitted along the south side of the roadway, or along the south side of the roadway between Cypress Street and Herrick Road. East of Herrick Road, 19 spaces are provided, which are unrestricted except between 4:00 PM and 6:00 PM, when parking is prohibited. Five spaces are provided that are restricted to live parking only. These spaces are located in proximity to a stairwell down to the Newton Centre MBTA Green Line station. West of Langley Road, six metered parking spaces are provided, which are restricted to one hour between 8:00 AM and 6:00 PM except on Sundays and holidays.

Sumner Street is one-way northbound between Beacon Street and Willow Street. It is one-way southbound between Willow Street and Everett Street, and two-way between Everett Street and Commonwealth Avenue. Between Beacon Street and Willow Street, metered parking is provided on each side of the roadway, which is restricted to one hour between 8:00 AM and 6:00 PM. North of Willow Street, parking is prohibited on the east side of Sumner Street. Parking is provided along the west side of Sumner Street, which is restricted to two hours between 7:00 AM and 7:00 PM.

Figure 2. On-street Parking in the Study Area



Existing On-street Parking

Parking is generally permitted on all roadways in Newton Centre. In commercial areas, parking is generally metered two-hour parking, which becomes free after 6:00 PM. In residential areas, restrictions are generally one-hour parking and two-hour parking during the day, with no restrictions at night. In two locations near the Newton Center MBTA Green Line station, spaces are restricted to live parking. General on-street parking restrictions are shown in Figure 2.

Existing On-street Parking Inventory

The study area roadways and their on-street parking restrictions are as follows:

Centre Street is a two-way roadway with one lane in each direction. Parking is not permitted on Centre Street between Cypress Street and Beacon Street. Metered parking is provided on the west side of Centre Street between Beacon Street and Homer Street. Metered parking is provided on the east side of Centre Street between Beacon Street and Willow Street. Parking is prohibited on the east side of Centre Street between Willow Street and Homer Street. Most metered parking on Centre Street is in effect between 8:00 AM and 6:00 PM, except on Sundays and holidays, and is restricted to one hour.

Beacon Street is a two-way roadway with one lane in each direction. Between 860 Beacon Street and Centre Street, metered parking is provided on both sides of the roadway. On the south side of the roadway, parking is prohibited between 7:00 AM and 9:00 AM, and between 4:00 PM and 6:00 PM, Monday through Saturday, in order to create a second peak hour approach lane on Beacon Street eastbound. Metered parking, restricted to one hour, is provided on both sides of Beacon Street between Centre Street and Chesley Road. Between Chesley Road and Dalton Road, metered parking is provided on the south side of Beacon Street. On the north side of Beacon Street, parking is restricted to one-hour between 8:00 AM and 6:00 PM.

Cypress Street is a two-way roadway with one lane in each direction. Between Parker Street and Braeland Avenue, 2-hour parking is provided on both sides of the roadway. This parking is restricted to two hours between 7:00 AM and 10:00 PM, except on Sundays and holidays. Parking is prohibited between Braeland Avenue and Centre Street.

Homer Street is a two-way roadway with one lane in each direction. Between Centre Street and Furber Lane, two-hour parking is provided. On the north side of the roadway, the two-hour restriction is enforced between 7:00 AM and 6:00 PM, except on Saturdays, Sundays, and holidays. On the south side of Homer Street, parking is prohibited between 9:00 AM and 11:00 AM, and between 3:00 PM and 6:00 PM, except on Saturdays, Sundays, and holidays, and is otherwise limited to two hours.

Bowen Street is a one-lane roadway that runs one-way westbound. Parking is prohibited on the north side of the roadway. Parking is provided on the south side of the roadway, and is restricted to two hours between 9:00 AM and 5:00 PM, except on Sundays and holidays.

Pleasant Street is a roadway that runs one-way eastbound. Pleasant Street provides access to the Pleasant Street lot, a public, metered parking lot. Between Centre Street and the Pleasant Street lot west driveway, metered parking is provided on the south side of Pleasant Street, and is restricted to one hour between 8:00 AM and 6:00 PM. Parking is prohibited on the north side of Pleasant Street.

Figure 1. Study Area



Introduction

The City of Newton wishes to evaluate its parking supply within the Newton Centre area. The study area is shown in **Figure 1**. On-street parking is permitted on most of the streets within the study area; most of these spaces are regulated with meters or one-hour or two-hour parking signage. In addition to on-street parking, the study area contains four off-street parking lots: the Cypress Street lot, the Centre Triangle lot, the Pleasant Street lot, and the Pelham Street lot. Except for the Centre Triangle lot, which contains two-hour parking spaces, the parking lots contain some mix of 12-hour spaces and three-hour parking spaces.

In order to assess the parking trends within the study area, Howard/Stein-Hudson Associates ("HSH") conducted parking turnover analysis on all streets with on-street parking within the study area, as well as at the four off-street parking lots. The data was organized on a street-by-street basis and also broken down by parking restriction.

After data analysis, recommendations are given based on the assumption that the parking supply would remain as is. Recommendations were also provided based on the following scenarios:

1. A 400-space parking structure replaces the 59 parking spaces currently in the Cypress Street lot, resulting in a net gain of 341 parking spaces;
2. Additionally, the 157 parking spaces in the Centre Triangle parking lot are removed, resulting in the overall net gain of 184 parking spaces; and
3. The area previously occupied by the Centre Triangle lot is replaced by 50,000 square feet (sf) of gross floor area of retail, restaurant, and commercial uses, plus a possible 80,000 sf of additional development in Newton Centre.

Executive Summary

In order to plan for its present and future parking needs, the City of Newton has requested an analysis that considers four potential parking scenarios. These parking scenarios include:

- Replacing the 59-space surface parking lot on Cypress Street with a 400 space structure, a net gain of 341 parking spaces;
- Removing the 157 parking spaces within the Centre Triangle parking lot;
- Replacing the 59-space surface parking lot on Cypress Street with a 400 space structure and removing the 157 parking spaces from the Centre Triangle lot; and
- Replacing the 59-space surface parking lot on Cypress Street with a 400 space structure, removing the 157 parking spaces from the Centre Triangle lot, and adding additional commercial/community space in the Centre triangle.

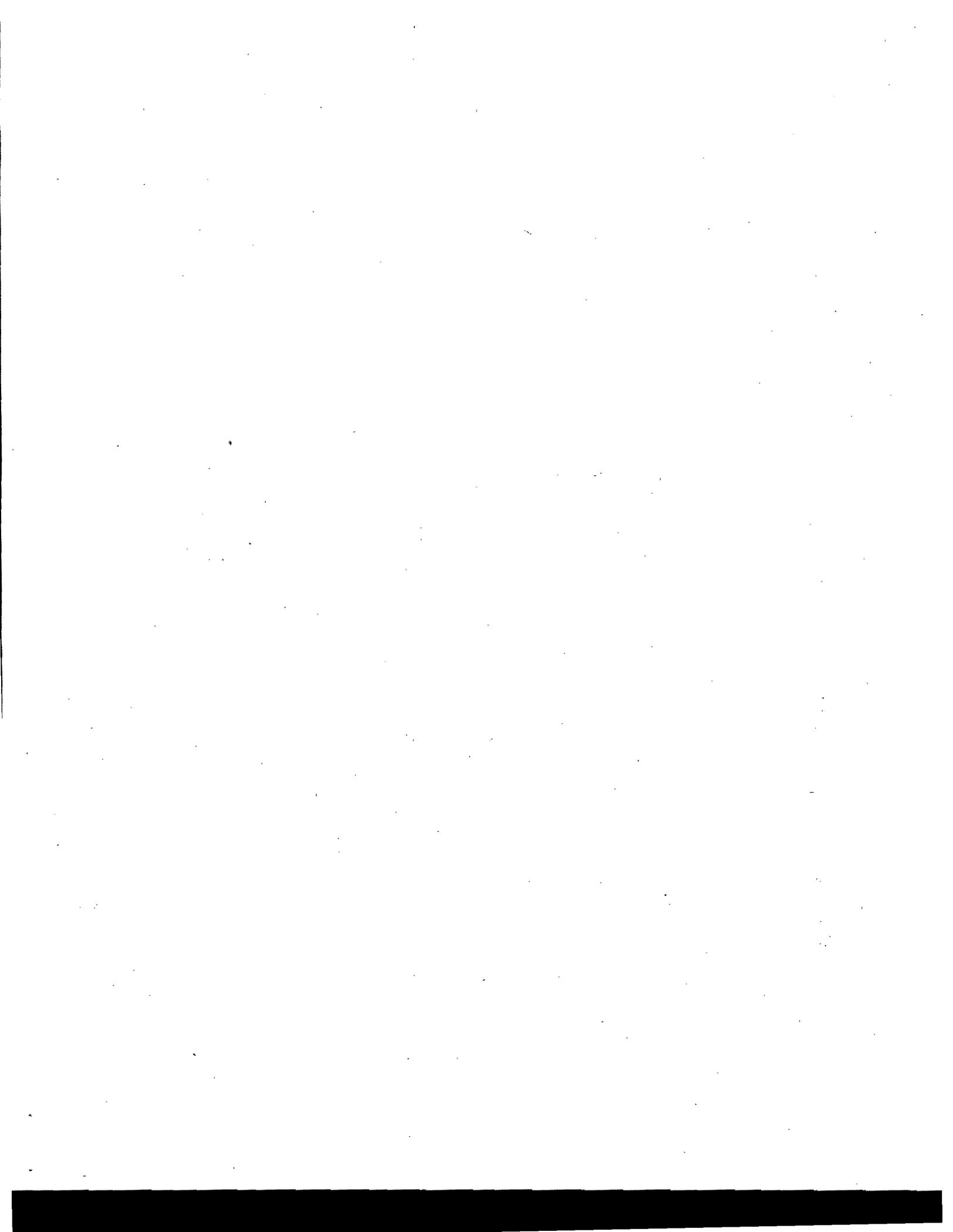
The following report summarizes the findings of parking turnover analysis, which was conducted between 7:00 AM and 8:00 PM on a typical weekday and 9:00 AM – 9:00 PM on a typical Saturday. The turnover analysis is broken down by individual street and by parking regulation. The analysis also includes the four municipal parking lots in the study area.

The on-street parking on most of the streets in Newton Centre are generally under capacity, with two notable exceptions. Union Street, which provides access to the Newton Center MBTA Green Line station as well as various retail locations and restaurants, reaches capacity on both typical weekdays and typical Saturdays during the afternoons and evenings. Beacon Street, which is also adjacent to retail and restaurant locations, also reaches capacity on Saturday afternoons and evenings.

The off-street parking locations within Newton Centre are generally well-utilized. The Cypress Street lot is at or near capacity between 9:00 AM and 5:00 PM on typical weekdays, and is at or near capacity between 9:00 AM and 2:00 PM on typical Saturdays. The 12-hour spaces in the Cypress Street lot do not meet their demand, especially on weekdays. The Centre Triangle lot is generally below capacity except between 11:00 AM and 2:00 PM and after 6:00 PM. The Pleasant Street lot has 43 12-hour parking spaces, which generally are at or near capacity during typical weekdays, and 31 three-hour spaces, which are typically below capacity. The Pelham Street lot has 21 12-hour spaces, which are generally at or near capacity between 9:00 and 5:00 on both weekdays and Saturdays. The 62 three-hour spaces are generally below capacity, but reach their peak occupancy between 11:00 AM and 1:00 PM on both weekdays and Saturdays.

The existing parking supply is generally sufficient for today's short-term parking demand; however, more all-day spaces are necessary to meet the demand of those who wish to park in Newton Centre and take the MBTA Green Line to Boston, and/or for those who work all day in Newton Centre.

Removing parking from the Centre Triangle lot, even without further development, would cause parking demand to exceed supply during the early afternoon hours unless replacement parking is built elsewhere. If a 400-space structure replaced the Cypress Street lot, the Centre Triangle lot could be removed and repurposed with a mixed-use development of approximately 50,000 sf, plus an additional 80,000 sf of development elsewhere in Newton Centre. Assuming a peak parking demand of 1.25 spaces per 1,000 sf of development, a rate used in the Allston and Brighton neighborhoods in Boston, parking occupancy would likely return to existing levels. Removing the Centre Triangle lot without replacing parking elsewhere may be possible if other measures are taken to reduce the parking demand in the area, such as a parking permit program. It would be necessary to construct additional parking if the Centre Triangle lot is removed and additional restaurant and/or retail development is added to Newton Centre.



List of Tables

Table 1.	Existing On-street Parking Occupancy.....	7
Table 2.	Existing On-Street Parking Occupancy.....	13
Table 3.	Parking Demand by Land Use – Weekday.....	29
Table 4.	Parking Demand by Land Use – Saturday.....	29

List of Figures

Figure 1. Study Area	3
Figure 2. On-street Parking in the Study Area	5
Figure 3. Hourly Parking Occupancy on Union Street	9
Figure 4. Hourly Occupancy on Beacon Street between Centre Street and Union Street.....	10
Figure 5. Off-street Parking in the Study Area	12
Figure 6. Hourly Occupancy in Off-street Parking Lots, Weekday.....	14
Figure 7. Hourly Occupancy in Off-street Parking Lots, Saturday	14
Figure 8. Hourly Occupancy at Cypress Street Lot.....	15
Figure 9. Origin of Users of Cypress Street Lot, Weekday.....	17
Figure 10. Origin of Users of Cypress Street Lot, Saturday	17
Figure 11. Destination of Users of Cypress Street lot, Weekday.....	19
Figure 12. Destination of Users of Cypress Street Lot, Saturday.....	19
Figure 13. Duration of Stay at Cypress Street Lot, Weekday.....	20
Figure 14. Duration of Stay at Cypress Street Lot, Saturday	20
Figure 15. Hourly Occupancy of 2-Hour Metered Spaces in Centre Triangle Lot	21
Figure 16. Hourly Occupancy at Pleasant Street Lot	22
Figure 17. Hourly Occupancy at Pelham Street Lot.....	23
Figure 18. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Weekday	26
Figure 19. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Saturday	27
Figure 20. Added Parking Demand after Development with Garage – 100% Retail – Weekday.....	30
Figure 21. Added Parking Demand after Development with Garage– 100% Retail – Saturday.....	30
Figure 22. Added Parking Demand after Development with Garage– 100% Office – Weekday.....	31
Figure 23. Added Parking Demand after Development with Garage– 100% Office – Saturday.....	31
Figure 24. Added Parking Demand after Development with Garage – 100% Restaurant – Weekday.....	32
Figure 25. Added Parking Demand after Development with Garage – 100% Restaurant – Saturday.....	32
Figure 26. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Optimized – Weekday	34
Figure 27. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – 100% Restaurant – Saturday	34

Contents

List of Figures ii

List of Tablesiii

Executive Summary..... 1

Introduction..... 2

Existing On-street Parking 4

Existing On-street Parking Inventory..... 4

On-street Parking Analysis 7

On-street Parking Observations 9

 Union Street 9

 Beacon Street 10

 Braeland Avenue 10

 Willow Street 11

 Bowen Street, Homer Street, and Everett Street 11

Off-street Parking Inventory 11

Off-street Parking Analysis 13

 Cypress Street Lot 15

 Centre Triangle Lot 21

 Pleasant Street Lot 22

 Pelham Street Lot..... 23

Existing Parking Summary 24

Future Build Analysis..... 24

Option 1: Construction of a 400-space Parking Structure replacing Cypress Street Lot 25

Option 2: Removal of Centre Triangle Lot..... 25

Option 3: Construction of a 400-space Parking Structure Replacing Cypress Street Lot; Removal of Centre Triangle Lot28

Option 4: Construction of a 400-space Parking Structure Replacing Cypress Street Lot; Removal of Centre Triangle Lot, and Addition of 131,000 SF of Retail/Restaurant..... 28

Conclusions and Recommendations..... 36



Draft Report

Parking Study

Newton Centre

Prepared for
City of Newton, Massachusetts

Prepared by
Howard/Stein-Hudson Associates, Inc.

June 13, 2013



Howard/Stein-Hudson Associates, Inc.

CREATIVE SOLUTIONS • EFFECTIVE PARTNERING ®

CITY OF NEWTON

IN BOARD OF ALDERMEN

REAL PROPERTY REUSE COMMITTEE REPORT

TUESDAY, FEBRUARY 26, 2013

Present: Ald. Albright (Chairman), Ald. Fischman, Laredo, Gentile, and Crossley; absent: Ald. Danberg, Swiston; 1 vacancy

Staff: Candace Havens (Director of Planning & Development), Eve Tapper (Chief Planner for Current Planning), Alexandra Ananth (Senior Planner), Ouida Young (Associate City Solicitor), and Linda Finucane (Assistant Clerk of the Board)

#287-11(4) JOINT ADVISORY PLANNING GROUP and PLANNING & DEVELOPMENT DEPARTMENT filing their separate reports pursuant to Ordinance Sec. 2-7(2)b identifying alternatives for the future use of the former Newton Centre Library/Health Department building at 1294 Centre Street, Newton Centre, which was declared surplus by the Board of Aldermen on March 6, 2012.

ACTION: HELD 5-0

NOTE: The public hearing was opened and closed on January 29, 2013. Present at the hearing were Alderman Albright, Fischman, Laredo, Crossley, and Danberg; also present were Aldermen Blazar and Fuller. Members of the Joint Advisory Planning Group (JAPG) included Loren Balsam, Warren Brown, Molly Gasnick, Peter Lew, Sarah Luria, George Mansfield, Trudy Reilly, Norman Sirk, John Sisson, Maurya Sullivan, Don Tellalian, Ben Tucker, Beth Wilkinson, and Carolyn Wong, several of whom were present.

The JAPG met over the course of three months and submitted a report dated September 21, 2012. The JAPG considered three alternatives for the building. One, that the city maintain ownership for community use was rejected given the estimated \$1.6 million cost to repair the building. The second alternative to lease the ground/and or building requiring the lessee to be responsible for physical renovations and for maintaining a civic use in a portion of the building was also rejected primarily because the city is not in the property management business. Ultimately, the JAPG recommended the following:

- selling the building for a specific use for a minimum bid of \$1;
- require the successful bidder to preserve and restore the historic features of the main portion of the building which is listed in the National Historic Register,
- put in place deed restrictions to ensure continued maintenance of the building;
- allow the rear addition of the building to be altered/or demolished to create a more open space, pedestrian flow, and vistas;
- encourage incorporating the site into a comprehensive plan that opens the site on all sides to promote connectivity to existing green space;
- rezone the site from Public Use to Business 1 (the same as surrounding commercial sites);
- consider future development on adjacent sites and the surrounding area including possible land swap with another property;

- implement goals of the *Comprehensive Plan* to enliven the area, to promote community access, improve pedestrian connectivity, etc., a gathering place such as a market, not a meeting room.

The Planning Department essentially agrees with the JAPG report, except it suggests leasing the building because the parcel, located in the heart of Newton Centre, is a valuable asset to the city that could generate significant revenue.

The committee grappled with sale vs. lease. Members agreed that the rear wing, a later addition, was not historic. Will the city do some of the repair work to secure the building's envelope? How much is the city willing to put into the building? Should an appraisal be done before setting a minimum price? The site does serve as a catalyst to development of adjacent lots.

Comment:

JAPG member Sarah Luria: The building is located at a large but difficult intersection in the heart of Newton Centre. It would lend itself to a "gathering spot."

JAPG member Norman Sirk: Selling the building would make it more appealing to a developer to preserve the historic elements and the city would be free and clear. Preservation and use guidelines could be included in the RFP. The site is pivotal to other developments in the area.

Former Alderman and JAPG member George Mansfield: A long-term lease would give the city more long-term control; there are different types and levels of management. The city could consider a ground lease, as it has done with Warren House. The city should take its time, it doesn't have to sell immediately, it needs to do it right to retain opportunity. Carlisle, where he is the town planner, decided to stabilize a much larger, older c. 1800 wood-frame school building before putting out the RFP.

Ruth Neiberg, 72 Dalton Road, a 47-year resident pointed out that the face of retail has changed with online shopping. The city should be thinking of a need for multiple usages, think more grandly, gathering place, library, etc.

One of the issues studied by the 2005 Newton Centre Task Force related to the 155-space triangle parking lot and whether it could be put to better use. Since 2010, a group of property owners and representatives from the city have been in discussions relative to providing long-term commuter and employer/employee parking. The group developed with Architect John Pears a proposal to construct over the MBTA tracks and a portion of the Cypress Street parking lot a 30-foot high, 4-level parking structure, containing 400 parking spaces. However, the parking garage cannot be built without a land swap involving a portion of city-owned land.

The contiguous sites are crucial; potential development, particularly if a land swap is involved, might attract a type of developer who could make it economically feasible to incorporate the building into a future development. What types of incentives could the city offer? Increased density? A reduction in parking? Preference to abutting properties? Ms. Young pointed out that

if a land swap were to occur it would trigger, as does anything over \$25,000, the public bidding process under GL chapter 30B.

Several members initially inclined towards sale are now leaning towards leasing. Are there examples of other long-term leases of city-owned property? Perhaps the city should solicit a sense of interest from the development community. Should the RFP be written with both options? Leasing the building could allow it to languish further, with just minimal functionality. Who will invest in a 4,000 square foot building? A preservation restriction could be an impediment. There is limited parking on the site. Sale proponents noted that selling the building would save the city from having to spend funds to make the lease work. A community gathering space could be incorporated into the RFP. Lease proponents expressed concern that the city will lose control of development of the site if it is sold. However, everyone concurred that the building needs to be secured; currently it is a liability.

Attorney Terrence Morris, representing 39 Herrick Road Realty Trust, which was granted a special permit – not yet exercised - in December 2009 for a 3-story mixed-use building containing 4 dwelling units and ground floor commercial space with a 75-seat restaurant and underground parking, explained that his client's property abuts 1294 Centre Street on two sides. The driveway providing the only access to the proposed underground garage at 39 Herrick Road traverses under 1294 Centre Street, but if the parking structure and associated land swap occur this could be turned into a pedestrian pathway out to Newton Centre. Although historic, the value of the building is affected negatively because it is only one story. However, demolishing the rear addition and constructing a new addition could help preserve the front of the building. A community gathering space could be located to the rear of the building.

Although this parcel would not be part of a land swap the Committee agreed it needs to be taken into consideration as part of the whole block. Should it be rezoned to Business 1 or as a type of Mixed Use? Is there opportunity to create green space? What about establishing an urban development corporation? How much money is the city willing to put into the building?

This evening the Committee reviewed a memo dated February 22 (attached) in which the Planning Department addressed a number of questions raised at the public hearing. The memo notes that exploration of the potential redevelopment of the whole block is ongoing. Ms. Havens said that the last parking study in Newton Centre was done seven years ago. Adjacent property owners have commissioned a parking study expected to be finalized within the month. The results will anticipate under various scenarios the need for additional parking in Newton Centre. If the Committee wishes to consider the future use of the building within the context of plans for the entire block, the Planning Department recommends holding the item. Several Committee members suggested that a short-term lease may be an interim solution to see if a proposed concept for the whole block comes to fruition. However, a crucial factor is how much the City is willing to put into the building. What is the best way to reconcile a revenue generator with a good project long-term for Newton Centre? The Committee voted 5-0 to hold the item.

#384-11(4) JOINT ADVISORY PLANNING GROUP and PLANNING & DEVELOPMENT DEPARTMENT filing their separate reports pursuant to Ordinance Sec. 2-7(2)b) identifying alternatives for the future use of the former Parks & Recreation site at 70 Crescent Street, Auburndale, which was declared surplus by the Board of Aldermen on February 6, 2012.

ACTION: HEARING CLOSED; HELD 5-0

NOTE: Joint Advisory Planning Group (JAPG) members included Mark Armstrong (Chair), James Robertson (Vice Chair), Eunice Kim, George Schnee, Rick Sewall, Jim Miller, Ed Hadro, David Snieckus, Tom Turner, Lawrence Schwirian, Andrea Kelley, Angelo Conti, Kathy Mazzola, Wataru Matsuyasu, many of whom were present this evening. Mr. Armstrong, an architect who resides at 61 Vaughn Avenue, presented the JAPG report.

Ms. Ananth presented the attached PowerPoint. The JAPG recommends that the City sell the 62,088 square feet of property that was declared surplus by the Commissioner of Parks & Recreation. This excludes the 37,000 square-foot piece designated as the Reverend Ford Playground/Park which is attached to the Myrtle Baptist Church and accessible only via private property. It believes the parcel is best suited for a moderately-sized residential development of 8 to 20 units in several low-rise structures with at least 25% affordable units that include a mix of types and sizes. It suggests that prior to its sale the existing buildings be demolished and the property be rezoned from Public Use to a Multi Residence district. Since the site has a history of being used to store vehicles and heavy equipment first by a contractor's yard and subsequently by the City, it may contain hazardous materials. As this may negatively affect the sale of the site, a study should be performed to assess the environmental conditions.

Speakers included:

Josephine McNeil, 53 Taft Avenue, a member of the Newton Housing Partnership and Executive Director of CAN-DO, who asked if the JAPG recommended ownership or rental. Mr. Armstrong explained that the JAPG was not specific intentionally. Members wished to be deliberately open ended to allow flexibility as to the type, mix, number of bedrooms, etc.

Bob Totaro, 88 Crescent Street, is a 70-year resident who has seen many changes with the B&M Railroad bisecting the street, construction of the Turnpike that included land takings, a contractor's yard, and then the city. It is a small street and he is concerned about the number of units and the increase in traffic. The neighborhood has been trying to get barriers installed along the Turnpike to lessen the noise from traffic.

A resident of 84 Crescent Street echoed Mr. Totaro's concerns about the number of units and the additional cars.

Phil Herr, 20 Marlboro Street, a member of the Newton Housing Partnership, said it is helpful to understand what is allowed in a Multi Residence zone. Would residences be more disruptive than the Parks & Recreation Department?

JAPG member Rick Sewall explained that the group had toured the neighborhood several times. As shown in the JPAG report, it is a dense neighborhood with small lots. Twenty units would be less dense than what exists and could provide better access to the open space portion that comprises the playground. A Multi Residence 1 district would allow ten units by right.

Both the JAPG and Planning reports suggest that the site and various scenarios be viewed in conjunction with the Myrtle Baptist Church and playground, perhaps the playground could be relocated to a different portion of the site providing better access to both pedestrians and drivers. The Committee agreed that access to the playground should be better. The whole site should be evaluated for its future use including parking accommodations if the church is willing to work with the city and potential developer. The Planning Department recommends, and the JAPG agrees, that the playground should be declared surplus as well to open up the entire site for reuse with the caveat that the playground remain on the site and be publicly accessible.

JAPG member Ed Hadro noted that the 20 units at 40 Crescent Street on the other side of the Turnpike, built in the late 1990's on a comparably sized lot, is a mix of market rate and affordable units that is very successful and effectively buffered by a sound barrier.

Alderman Gentile likes the flexibility recommended by the JAPG. Floor Area Ratio, although not applicable to attached dwellings, could provide guidance for reasonable density.

As to whether there are any title issues from the Turnpike takings, Ms. Young said that the city will need a survey. She believes the title is more significant than the 21E issue. It doesn't appear relocating the park within the site will trigger an Article 97, but that will have to be determined as well.

Alderman Laredo asked the Planning Department to provide for the working session the number of trips per day generated by the Parks & Recreation Department.

The Committee voted 5-0 to hold the item.

The meeting was adjourned at approximately 9:30 PM.

Respectfully submitted,

Susan S. Albright, Chairman



Setti D. Warren
Mayor

City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

287-11(4)
Telephone
(617) 796-1120
Telefax
(617) 796-1142
TDD/TTY
(617) 796-1089
www.newtonma.gov

Candace Havens
Director

MEMORANDUM

DATE: February 22, 2013

TO: Real Property Reuse Committee of the Board of Aldermen

FROM: Candace Havens, Director of Planning and Development
Eve Tapper, Chief Planner for Current Planning ^{ET}
Alexandra Ananth, Senior Planner 

RE: Disposition of 1294 Centre Street

MEETING DATE: February 26, 2013

CC: Stephanie Gilman, Commissioner of Public Buildings
Dori Zaleznik, Commissioner of Health and Human Services

In response to questions raised at the Real Property Reuse Committee public hearings held on January 29, 2013, the Planning Department is providing the following information for the upcoming working session. This information is supplemental to staff analysis previously provided at the public hearing.

PETITION #267-11(4)

1294 Centre Street

At the previous meeting of the Real Property Reuse Committee, the Committee commented that they felt it would be valuable to consider this request in the context of the whole block and asked the following questions:

What does the Newton Centre Task Force report say about the block? The Newton Centre Task Force was appointed by Mayor Cohen in 2005 and was charged to “develop viable option to address the commercial, residential, cultural and transportation needs of Newton Centre.” The Task Force was comprised of residents, including aldermen, business owners, property owners, planners, architects, landscape architects, and developers. In its final report, issued in July 2008, there was agreement among the participants that there ought to be something better in the center of the Newton Centre Triangle than a parking lot and all agreed that it would be desirable to improve the existing infrastructure, enhance the pedestrian experience, including beautifying the streetscape; however, the groups differed in the extent to which new development should be considered as part of a revitalization effort in the Centre.

One group (Group 1) commented that future development be in keeping with the current character of the Village and recommended that the City “reclaim public buildings for community uses, such as the former branch library [e.g., the 1294 Centre Street property].” The JAPG report echoed this

sentiment by recommending that the 1294 Centre Street building be preserved and at least some portion of it should be used for public and/or community space.

Other Newton Centre Task Force members (Groups Two and Three) made specific recommendations for several areas in the Centre and their recommendations included physical improvements, zone changes, as well as the reuse of publicly-owned land. Chief among their recommendations was to relocate 155 parking spaces from the Triangle Parking Lot to another convenient location in Newton Centre to enable its transformation into an all-season focus for public activity with an active public plaza, as well as a signature building. The Cypress Street Triangle was considered as one such destination on the edge of the business area. In addition to providing needed parking, locating a structure on the periphery of the commercial district will reduce traffic along the main streets that currently results from people driving around in search of parking spaces. It also will discourage parking on neighborhood streets if parking is readily available in a reliable location (p.17). The Group Two/Three assessment recognizes the uniqueness of each block in the Newton Centre; the lot and building sizes and locations demand different criteria for future development. The block containing 1294 Centre Street was identified as a transitional block between the commercial center and the adjacent neighborhoods. The report notes that these parcels may be suited to lower density commercial redevelopment and/or housing. Varied building height of two to four floors are compatible in height to adjacent residential neighborhoods (p.19) and are also allowed either by right or by special permit in the Business 1 zone. The Group also recommended pedestrian passageways and plazas as part of the infill construction in the central blocks of Newton Centre (p.37).

What is the vision for the block in which the former Health Department Building is located? Would this include a land swap for the subject property? The Newton Centre Task Force explored the potential for integrating a parking structure into the Cypress Street Triangle block, which would serve the purposes described above. Given the dimensional constraints of the existing City-owned parking lot, a functional parking structure could not easily be achieved. However, by swapping some land with an adjacent property owner, a properly-sized rectangular parcel could be assembled alongside and over the MBTA tracks, and a private building also could be constructed that would complement existing retail businesses and extend along the frontage of buildings along Cypress Street. To date the land swap discussion has not included any portion of the City-owned property at 1294 Centre Street. Subsequent conversations about this sort of redevelopment potential between City staff and the adjacent property owners (both commercial and residential) have been positive.

Is Business 1 the right zone for this site? The majority of the commercial property in Newton Centre is zoned either Business 1 or Business 2, including the adjacent privately-owned property on this block. The Cypress Street parking lot and the subject property are the only exceptions on this block; both parcels are zoned Public Use and have been used for public purposes, although the Health Department recently relocated its operations to City Hall. The Planning Department believes that the Business 1 zone is appropriate for the subject property because it allows a wide range of uses that will invigorate the neighborhood and are compatible with the existing surrounding uses and zoning. As was done with the Austin Street Parking Lot, pre-zoning this property would provide a level of certainty to prospective buyers or leaseholders as to the potential opportunities it offers, and will also enhance the value of the property when/if it is made available for purchase or lease.

The Committee requested more information on the lease vs. sale options.

The JAPG considered three alternative outcomes for the site:

- Maintain City ownership for community use. This would allow the City to retain its historic features, if desired, as well as use it for public purposes; however, the costs to repair building and City's limited funds led the JAPG to reject this alternative.
- Negotiated commercial lease. Leasing the building has three notable advantages: 1) it allows City to retain ownership over a valuable asset that will only become more valuable with time if well-maintained; 2) it allows the City to have larger say in future development of immediate area; and 3) it allows the City to retain the building without investing any monies in preservation or maintenance of the building, although it would command lower rents due to its condition. The Department of Conservation and Recreation (DCR) has successfully leased some of its historic structures; the lessee pays little or no annual rent, but is required to finance all renovation and maintenance work for the life of the long-term lease. If the Board chooses this option, the Planning Department recommends that the lease include specific requirements for an annual report from the lessee showing that the building has been properly maintained. Although a lease arrangement could be structured to satisfy City interests, the JAPG rejected this option, as it did not feel the City is currently well equipped or would want to take on ongoing management and maintenance of the property.
- Sell the property outright. The City would receive income from the sale, there would be little to no up-front or future maintenance costs, and the City would receive ongoing revenues from property taxes that it currently does not receive, which it could invest in priority needs. If the City wishes to have some control of the future use of the site and/or preserve the building in perpetuity, a deed restriction could be placed on the property with the desired specific restrictions, though such a deed restriction will likely depress the selling price. Likewise, the property value will be diminished by the current condition of the building. Rezoning for commercial uses and the promise of more parking nearby could increase its value.

RECOMMENDATION

The exploration of potential redevelopment of this block is ongoing. A parking study commissioned by the adjacent property owners is expected to be finalized within the month and the results of which will address the need for additional parking in Newton Centre under various scenarios and its appropriateness in this location. If the Committee wishes to consider the disposition of this property within the greater context of a plan for the block, staff recommends this item be held until staff can return to the Committee with this additional information.

Department of Planning and Development



REAL PROPERTY REUSE COMMITTEE

FEBRUARY 26, 2013

REUSE OF 70 CRESCENT STREET

Site:

- 98,088 square foot lot
Zoned Public Use
- Former Parks and Recreation headquarters
- Accessed via Crescent St @ intersection of Robinhood St
- Mostly paved, 37,000 used as park
- Leaving 62,088 development parcel



Neighborhood Context:

- Surrounded by predominantly MR1 zoned parcels
- Small area MR2
- Myrtle Baptist Church
- Fenced NSTAR facility



Process:

- ✓ No City department interested in property
- ✓ JAPG and Planning Department submitted recommendations to RPR
- **RPR holds PH and makes recommendation to Board**
- Board determines minimum sale or lease price and forwards recommendation to Mayor for appropriate action

JAPG Report Considerations:

- Provide a long-term tax benefit to the City without overburdening public services
- Contribute to the stock of affordable housing in the City in accordance with the objectives of the *2007 Newton Comprehensive Plan*
- Increase the diversity of the housing stock in accordance with the *Comp Plan* by providing a mix of unit sizes and types
- Maintain the playground as a neighborhood amenity and improve pedestrian and/or vehicular access to the playground from Crescent St.
- Consider the neighborhood context and maintain sensitivity to abutters
- Economic feasibility for prospective developers
- Minimize impact of Turnpike on future residents
- Not more traffic intensive than previous use

Further Recommendations:

- Rezone site to Multi-Residence 1
- Issue RFP to sell site
- Use site to further goals of Comp Plan and develop site for medium-density housing including significant percentage of affordable housing units (at least 25%)
- Improve access to park

Density Analysis:

- By-right options very limited, will need special permit
- Could accommodate up to 15 units at MR1, consistent with JAPG recommendation for 8-20 units
- MR2 could accommodate up to 30 garden apartments
- Encourage mix of unit sizes and types, multiple low-rise structures, at least 25% affordable units

Open Space:

- Portion of site not declared surplus and will remain park
- Connectivity of open space should be improved
- Potentially expand street frontage and remove fence to improve access



Prior Uses:

- Contractor's yard for City and private contractors
- Provide potential developers with information on prior uses of site



Next Steps and Recommendations

- Committee makes recommendations to the full Board
- Board with 2/3 majority makes recommendations to the Mayor

Recommendation:

- Survey property
- Rezone site to Multi-Residence 1
- Set minimum price
- Issue RFP with conditions
- Evaluate potential offers on:
 - enhancing residential character of the neighborhood
 - maximize the tax benefit and land sale proceeds without overburdening City services
 - improve access to existing playground
 - contribute to the stock of affordable housing in the City by designating 25% or more of the units as affordable
- Enter into sale agreement

CITY OF NEWTON

IN BOARD OF ALDERMEN

REAL PROPERTY REUSE COMMITTEE REPORT

THURSDAY, APRIL 11, 2013

Present: Ald. Albright (Chairman), Ald. Gentile, Crossley, and Fischman; absent: Ald. Laredo, Linsky, and Salvucci; also present: Ald. Harney, Hess-Mahan

City staff: Candace Havens (Director of Planning & Development), Eve Tapper (Chief Planner for Long Range Planning), Linda Finucane (Assistant Clerk of the Board)

#384-11(4) JOINT ADVISORY PLANNING GROUP and PLANNING & DEVELOPMENT DEPARTMENT filing their separate reports pursuant to Ordinance Sec. 2-7(2)b) identifying alternatives for the future use of the former Parks & Recreation site at 70 Crescent Street, Auburndale, which was declared surplus by the Board of Aldermen on February 6, 2012.

ACTION: HELD 4-0

NOTE: The committee reviewed the April 5, 2013 Planning Department memorandum, attached. One of the questions raised at the February 26 meeting was the number of vehicle trips per day generated by the Parks & Recreation Department. Although the exact number cannot be confirmed the site supported 25 employees with their vehicles which, assuming that each employee remained on-site making only two trips per day, generated approximately 50 trips per day, in addition there were 12 department cars, trucks, and an average of 10 visitors per day, all of which would have generated 50-100 total vehicle trips per day. The projection for a low-rise residential development is 10-20 vehicles trips per day. Although it is likely this number would be somewhat higher, it still would be fewer trips and no trucks.

The Planning Department recommends that the Commissioner declare surplus the portion of the site currently used as a playground to allow flexibility in the design of the proposed residential development and improve access to the playground for the entire neighborhood. The relocated park should be at least equal in size to the existing playground, which is approximately 37,000 square feet, which still leaves 67,000 square feet for residential development — nobody has expressed interest in a larger development. It was pointed out that the city would have to determine whether the park is protected Article 97 land before declaring it surplus. If it is determined that it is subject to Article 97 a change in status will require a two-thirds vote from the General Court.

The committee reviewed with architect and JAPG Chair Mark Armstrong a compilation of the density studies (Attachment A of the April 5 memorandum) prepared by the JAPG which helped them come to the conclusions in their report. The scenarios range from low-density 7 single-family dwellings; medium density of 8 cluster units; medium density of 12 cluster units, medium density of 16 cluster units, and medium density of 21 townhouse units and from 1200 to 1800 sq. ft. , 2-5 stories. Square footage can provide diverse units, however, interior space, e.g. the number of bedrooms, cannot legally be regulated. Although cluster development is not that

popular it tends to be compact and promotes, albeit shared, open space. While Floor Area Ratio does not apply to attached dwellings it can be used to get a sense of density; however, it is not a design tool like other elements such as modulated facades. For example, porches break up the mass of the 10 units at 192 Lexington Street. Neighborhood context needs to be considered relative to density and design. The Request for Proposals can include some controls.

The diversity of a project is driven by the market: bigger units subsidize smaller, affordable units. The committee was in agreement that 25% of the units should be affordable. Rezoning the parcel from Public Use to Multi Residence 1 prior to the RFP allows a potential developer to know upfront what can be done on the site whether by right or by special permit. Rev. Howard Haywood of Myrtle Baptist Church reiterated his support for the affordable housing component.

Jeremy and Jessica Merle of 96 Crescent Street believe that the square footage of the units should be consistent with the rest of the neighborhood.

The committee was not prepared to vote this evening. Crucial to further discussion is whether the existing playground is Article 97 land. The committee voted 4-0 to hold the item. All other business was held without discussion and the meeting was adjourned at approximately 9:00 PM.

Respectfully submitted,

Susan S. Albright, Chairman



Setti D. Warren
Mayor

City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

384-11(4)
Telephone
(617) 796-1120
Telefax
(617) 796-1142
TDD/TTY
(617) 796-1089
www.newtonma.gov

Candace Havens
Director

MEMORANDUM

DATE: April 5, 2013
TO: Real Property Reuse Committee of the Board of Aldermen
FROM: Candace Havens, Director of Planning and Development
Eve Tapper, Chief Planner for Current Planning 
RE: Disposition of 70 Crescent Street
MEETING DATE: April 11, 2013
CC: Josh Morse, Acting Commissioner of Public Buildings
Bob DeRubeis, Commissioner of Parks and Recreation

In response to questions raised at the Real Property Reuse Committee public hearings held on February 26, 2013, the Planning Department is providing the following information for the upcoming working session. This information is supplemental to staff analysis previously provided at the public hearing.

PETITION #384-11(4)

70 Crescent Street

Did the JAPG and the Planning Department look at the site holistically? The City-owned property has two distinct uses on it – the buildings and facilities now and formerly used by the Parks and Recreation Department and a playground fenced off from the structures and accessible only via the private property of Myrtle Baptist Church. When the Commissioner of Parks and Recreation declared the site surplus, he only included the portion of the property where the buildings are located. The playground area was not included. Nevertheless, both the JAPG's and the Planning Department's reports include a recommendation that any new development on the site should improve access to playground which is a well-used neighborhood amenity. In addition, there were several questions and comments regarding the playground/open space at the Committee's public hearing and subsequent scoping session in February. The Planning Department believes that the playground portion of the site should be declared surplus as well to officially open up the entire site for potential reuse. This should only be done with a condition that a playground remain somewhere on the site and that it be publicly accessible at all times.

Will the reuse proposed by the JAPG and the Planning Department be compatible with the surrounding neighborhood? The role of the JAPG and the Real Property Reuse Committee at this stage in the process is to recommend whether to issue an RFP for the sale or lease of the site. While there is significant discussion in the JAPG's and Planning Department's reports about the number of housing units that might be appropriate on the site, these are only estimates of what would be

allowed by right or with a special permit if the property were to be rezoned to Multi Residence-1 or Multi Residence-2, which are the predominate existing zones in the surrounding area. If a by-right development is proposed then there are set dimensional standards that must be met for any construction and these are the same as those that must be met by other residences elsewhere in the neighborhood. If the site is developed with more density than is allowed by right, a special permit from the Board of Aldermen would be required and as with all special permit applications, the Board must find that the proposed development “will not adversely affect the neighborhood.” The Planning Department is comfortable that these safeguards will ensure that any proposed reuse of the site will fit in with the surrounding area.

How did the JAPG determine what it considers the appropriate density for the site? Attachment A is a compilation of the density studies prepared by JAPG members to aid the group in coming to their conclusions. The JAPG report itself details how these studies were used. In particular, the JAPG wants to ensure that any project is both beneficial to the City and economically feasible and attractive to a private developer.

What will the traffic impacts of a new use on this site be on the surrounding neighborhood? The Planning Department’s report includes a section on infrastructure. The report notes that based on Institute of Transportation Engineers (ITE) Trip Generation Manual standards, which are used most often to project traffic generation for particular uses, a low-rise residential condominium development such as the use recommended by the JAPG memo will generate between 10-20 vehicle trips per day. In contrast, a single-tenant office building, similar to the former Parks and Recreation Department use, generates between 50-100 vehicle trips per day. One member of the Committee asked that the Planning Department confirm the actual number of trips generated by the Parks and Recreation Department. While we do not have a firm number, there were at least 20 employees on site. That figure alone translates to more than 40 trips per day (each employee roundtrip to work and home) if they stayed on site the entire day. This also does not include the truck traffic that was likely generated by the vehicle used to maintain the City’s parks system. As this was the Department headquarters, there were also “customers” who came to the site.

RECOMMENDATION

If the Board would like to explore reuse of this site holistically, the Commissioner of Parks and Recreation must declare surplus the portion of the site currently used for the playground. This area was not included in the Commissioner’s original declaration.

The Planning Department recommends that the Committee approve this docket item and recommend to the Mayor that he issue a Request for Proposals (RFP) for the reuse of the entire site with the following conditions:

1. The Commissioner of Parks and Recreation declares the entire site surplus to allow flexibility in the design of a residential development and park area and to facilitate improvements to vehicular, pedestrian and bicycle access to the site and the amenities thereon.
2. If the location of the existing playground is moved, the new park area should be at least equal in size to the existing amenity.

3. The Site should be rezoned to MR-1 to keep the scale of any new development compatible with the surrounding neighborhood.
4. A minimum of 25% of new housing units on the site should be “affordable.”

Existing Condition



Low Density 7 Single Family



Medium Density 8 Cluster Units



Medium Density 12 Cluster Units



Medium Density 16 Cluster Units



Medium Density 21 Townhouse Units

