

CITY OF NEWTON

IN BOARD OF ALDERMEN

REAL PROPERTY REUSE COMMITTEE AGENDA

TUESDAY, SEPTEMBER 24, 2013

7:45 PM
Room 222

#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.

#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.

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

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

Candace Havens
Director

MEMORANDUM

DATE: September 20, 2013

TO: Real Property Reuse Committee of the Board of Aldermen

FROM: Candace Havens, Director of Planning and Development
Alexandra Ananth, Chief Planner for Current Planning

SUBJECT: Reuse of Health Department Property

MEETING DATE: September 24, 2013

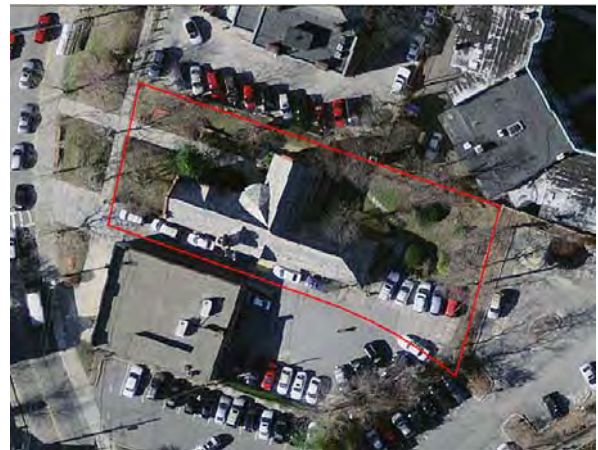
CC: Dori Zaleznik, Commissioner of Health and Human Services
Bob Rooney Chief Operating Officer

In response to questions raised at the Real Property Reuse Committee Public Hearing held on February 6, 2013, the Planning Department is providing the following information for the upcoming working session.

PETITION #267-11(4)

1294 Centre Street

At previous meetings of the Real Property Reuse Committee, Planning staff provided a summary of the Newton Centre Task Force's conclusions, noting that all agreed that streetscape improvements are needed and that a park and community space would be an asset; however, the groups differed in the extent to which they supported new development in the Centre. At that time, the Committee members requested information that would allow them to consider this request for reuse of the former Health Department site in a broader context of the block and the Centre:



- **How does it relate to other possible development on the block?** At the last review by the Real Property Reuse Committee, staff summarized the design ideas endorsed by the property owners on this block, as shown in the following drawing. This Concept Plan for the block includes a 400-space parking structure spanning the MBTA rail bed and an open plaza area accessed by several walkways to create a community space in the interior of the block. The proposed parking structure also extends over some privately-owned land at 39 Herrick Road. The owners of this property are willing to relocate their development elsewhere on the block

in order to facilitate the optimal design of a structure and meet their own desires to create a mixed-use building with retail and housing and frontage on Cypress Street.



- **Is construction of a parking structure is needed?** A parking study prepared by Howard Stein Hudson and commissioned by the City and adjacent property owners concluded that under existing conditions, parking is adequate to meet current needs, although noting there are not enough long-term parking spaces and reallocation of short- and long-term spaces is needed (Attachment A). It also notes that if parking were to be removed from the Center Triangle, those spaces would need to be replaced elsewhere, and certainly any additional development in the area would warrant a structure. Current parking best practices for parking management recommend exhausting parking management strategies for maximizing existing parking before investing in a parking structure unless there are other urban design considerations for doing so. One such consideration is how to maximize not only parking spaces, but also available real estate. Consolidating parking in structures allows parking spaces essentially to be “stacked” and located where they can be accessed by multiple users; this creates an efficiency that frees land for development that can add vitality to the village, makes the village more walkable by eliminating driveways to multiple surface lots, and adds to a synergy that is characteristic of mixed-use environments. In sum, the study suggests that parking supply and demand are in balance, except for the allocation of short- and long-term spaces. It also suggests that no changes to the intensity of the uses or structures in the village can be made without addressing future parking needs. Should the Board wish to

consider additional development or even replacement of one-story buildings with taller ones, additional parking should be provided.

- **Is the Cypress Street Parking Lot the best place for a parking structure?** The Cypress Street Parking Lot has the highest demand for parking in Newton Centre and is typically full by 7:30 a.m. (9 a.m. at the latest) and remains nearly full for most of the day. Not only is a larger facility likely to be well used, especially if it provides more long-term parking for employees, there also is merit to providing parking on the perimeter so drivers can go directly to the structure and avoid circling the blocks in search of available spaces contributing to traffic in the core of the village. To ensure optimal use of the structure and parking in the Centre, generally, pricing of parking on the street and the structure can be managed to incentivize merchants and their employees to park in the structure so the most convenient spaces are available to customers; this can be done by increasing metered parking near the stores and keeping parking prices in the structure lower. To date, there is no evidence that a modest increase in meter rates will scare off customers. Wayfinding signs should also be used to direct drivers to available parking and to reinforce desired parking behaviors.
- **If parking is removed from the Centre Triangle, how will this affect merchants on Langley Road?** Most of the businesses on Langley Road have parking in the rear. It is also possible to create additional parking on Langley Road by reallocating some area from the Centre Triangle to enable diagonal parking nearest the stores, if desired. It is also possible to leave some parking on the Centre Triangle, if developed in the future. Again, good signage directing drivers to available spaces would be helpful.
- **How will these potential developments affect the sale and lease options of 1294 Centre Street?** Redevelopment of the block with a parking structure and plaza will increase the value of the surrounding properties and make the lot at 1294 Centre Street more attractive to potential developers, as will further enhancements in the Centre Triangle. A professional appraisal of the property will be needed to make the assessment of the values with and without proposed improvements. Such appraisal must also take into account any other requirements that the City may wish to make, such as whether it seeks preservation of the existing structure, and the cost to improve the poor condition of the structure.

Since the last meeting of the Real Property Reuse Committee, the City received six proposals for the purchase and redevelopment of the Austin Street Parking Lot and and received no proposals for lease of the property. Whether there are parallels in the case of City land with an existing building is unknown; however, 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 lesee showing that the building has been properly maintained. If the Board decides to recommend that the property be sold, the City may have less control over its future use and/or demolition. Although the Newton Historical Commission may place an 18-month Demolition Delay on the building because it is listed on the National Register of Historical Places (versus a one-year delay that is

applicable for most 50+ year old buildings in the City), after the delay expires, the new owner may demolish it within two years. If the City’s ultimate goal to maintain more control on the use of the site and/or preserve the building in perpetuity, the Planning Department recommends a deed restriction be placed on the property with the desired specific restrictions; however, such a deed restriction will likely depress the selling price. Below is a summary of the pros and cons of lease vs. sale of the property:

Reuse Option	Advantages	Disadvantages
Lease	<ul style="list-style-type: none"> • Allows City to retain ownership of historic building that will become more valuable over time • Allows City larger say in future development of immediate area • Allows City to hold building without investing monies if developer repairs and maintains it • City may collect payment-in-lieu-of-taxes (PILOT) for commercial enterprise on the City-owned property 	<ul style="list-style-type: none"> • City may need to invest some money to achieve desirable revenue/income potential • Landlord responsibilities will require investments of time and money and the City is not currently structured to do this efficiently
Sell	<ul style="list-style-type: none"> • City receives purchase price from sale that can be reinvested to provide other goods and/or services • No up-front or future maintenance costs • City receives on-going tax revenue • If part of a master plan, may bring higher price 	<ul style="list-style-type: none"> • Condition of building may lead to a lower than optimal sale price for City • City has less control over future development of block unless the sale is conditioned to prohibit demolition and/or require specific outcomes

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 and 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 either the Business 1 zone or the Mixed Use 4 are appropriate for the subject site because they allow a wide range of uses that will invigorate the neighborhood and are compatible with the existing surrounding uses and zoning. As the Board of Aldermen may recall, before the RFP for the Austin Street parking lot was released, the Board “pre-zoned” the property to provide a level of certainty to developers as the what would be allowed on the site. The pre-zoning will also enhance the value of the property when/if it is made available for purchase or lease. A comparison of the differences between BU1, BU2 and MU4 are shown in the table below. While the Mixed Use 4 zone allows more height, the maximum height is comparable to the buildings on Union Street, and the zone includes incentives for creating housing and active street facades, as well as a variety of complementary uses that will add vitality to the area.

Zone	Stories	Height	FAR	Front – Side – Rear
BU1				
By right	2	24'	1.0	Average – ½ bldg. ht. – 0'
By special permit	3	36'	1.5	Average – ½ bldg. ht. – 0'
BU2				
By right	2	24'	1.0	Average – ½ bldg. ht. – 0'
By special Permit	3	36'	1.5	Average – ½ bldg. ht. – 0'
By special permit	4	48'	2.0	½ bldg. ht – ½ bldg. ht. – 0'
MU4				
By right	2	24	1.0	0-10' – 0 or 20' – 0 or 20'
MU residential by right	3	36'	2.0	0-10' – 0 or 20' – 0 or 20'
Special permit	4	48'	1.5	0-10' – 0 or 20' – 0 or 20'
MU residential special permit	5	60'	2.5	0-10' – 0 or 20' – 0 or 20'

What is the potential for other improvements in Newton Center, such as in the Cypress or Centre Street Triangles? Should the Committee wish to initiate consideration of the reuse of the Cypress Street Parking lot, a similar reuse process is required; the DPW Commissioner must first declare the property available for reuse and the Board must decide if it wishes to engage the previous JAPG, set up a new one, or forgo the option before proceeding with consideration of its disposition. Staff can provide additional information about the financing and potential for other possible improvements to Centre that were recommended by the Newton Centre Task Force, at a future meeting, if desired.

NEXT STEPS

The charge of the Board is to consider whether to make the Health Department site available for sale or lease and at what price. The Committee has the following options:

1. **Request more information.** Staff asks the Committee provide staff with direction as to the type of additional information is needed for it to make a decision regarding disposition of this property.
2. **Take action to recommend lease or sale and set a minimum price.** If the Board wishes to take action to approve of lease or sale, at a minimum staff recommends the following the following considerations:
 - Conceptual Plan. Endorsement of this Plan can serve as guidance for future redevelopment of the block bounded by Union Street, Herrick Road, the MBTA train tracks, Cypress Street and Centre Street that promotes an interconnected design for a parking structure and pedestrian-friendly amenities, as well vibrant commercial and residential development.
 - Rezoning. Upon determination of the preferred zoning, direct Planning staff to initiate rezoning of the subject property to provide future developers with certainty as to the parameters around which development can occur.
 - Historic. Retain the historic building. The Board may want to consider whether to advocate for removal of the rear portion of the building to integrate it into a plaza when/if it should be created, subject to the approval of the Historical Commission.
 - Appraisal. Initiate an appraisal to establish the value of the existing structure based on the new zoning designation and other conditions that establishes a fair market value given

these parameters. Under current conditions, the Assessor's database shows the value of the property to be \$715,400.

- Sale Price. Establish a minimum sale price. In keeping with the Board's recent actions regarding valuation of Austin Street to allow for maximum flexibility in price negotiations, staff recommends the sale price be set at a value at least equal to cost of an appraisal and other assessments needed to prepare for a sale, which are estimated to be in the range of \$30,000.
- Request for Proposals. Issue an RFP that includes the provisions noted, along with any others the Committee may wish to include.

Attachment A: Parking study prepared by Howard Stein Hudson, dated June 13, 2013

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.

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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.

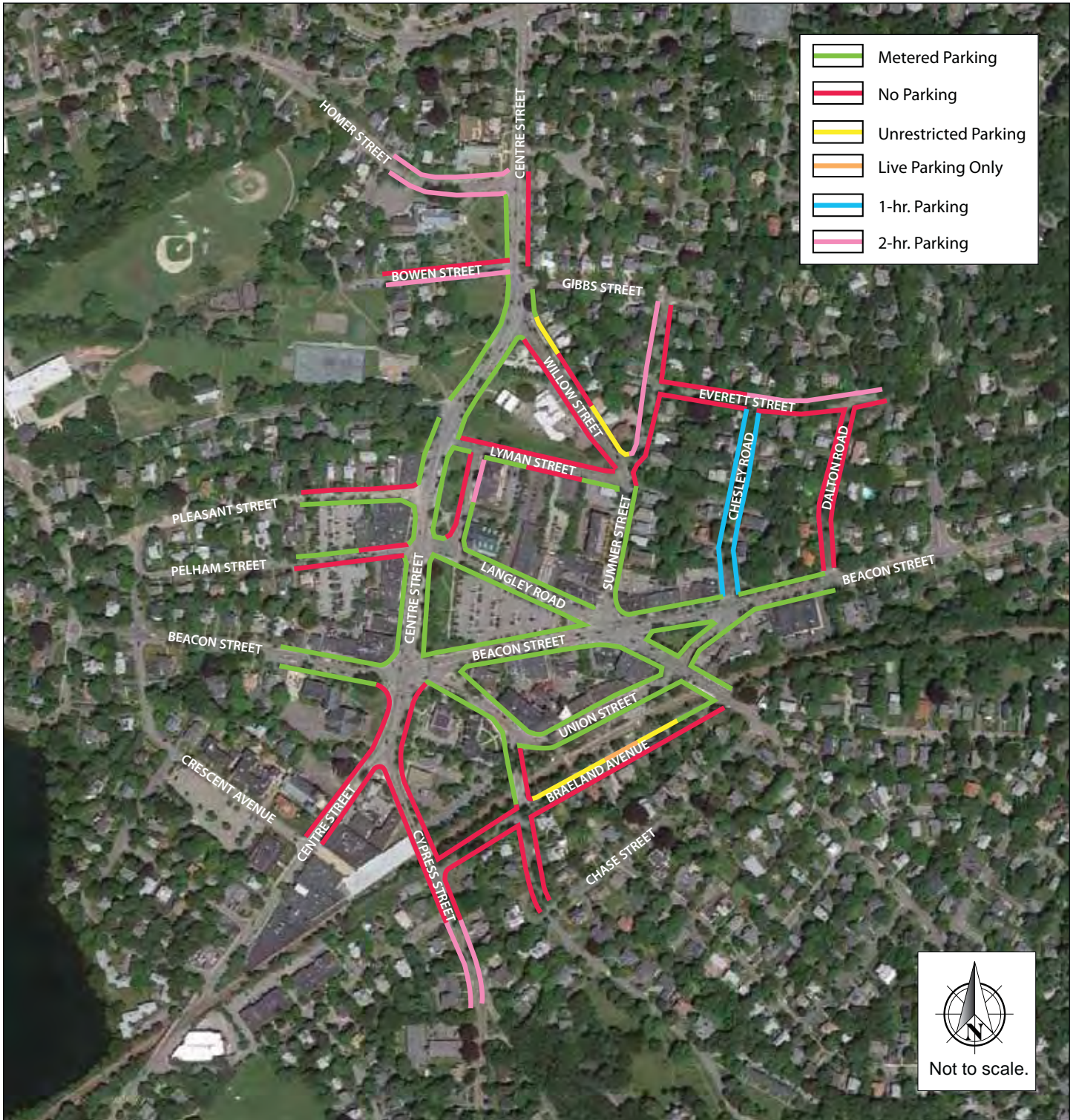
Cypress Street is a two-way roadway with one lane in each direction. Between Parker Street and Braeland Avenue, 2-hour parking is provided on both sides of the roadway. This parking is restricted to two hours between 7:00 AM and 10:00 PM, except on Sundays and holidays. Parking is prohibited between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

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.

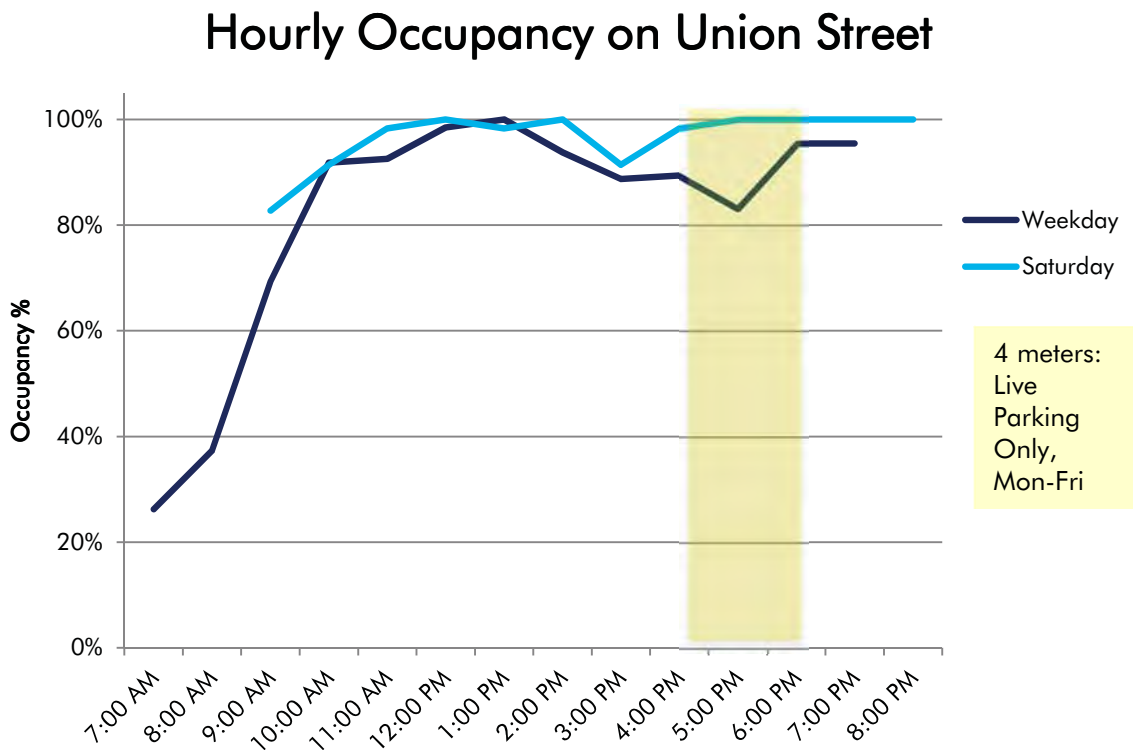
Vehicles were observed to have parked in live parking spaces on Braeland Avenue for up to 9 hours between 7:00 AM – 4:00 PM on weekdays, indicating insufficient enforcement on Braeland Avenue. These live parking spaces were unoccupied when observed between 4:00-6:00 PM, indicating that the live parking 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

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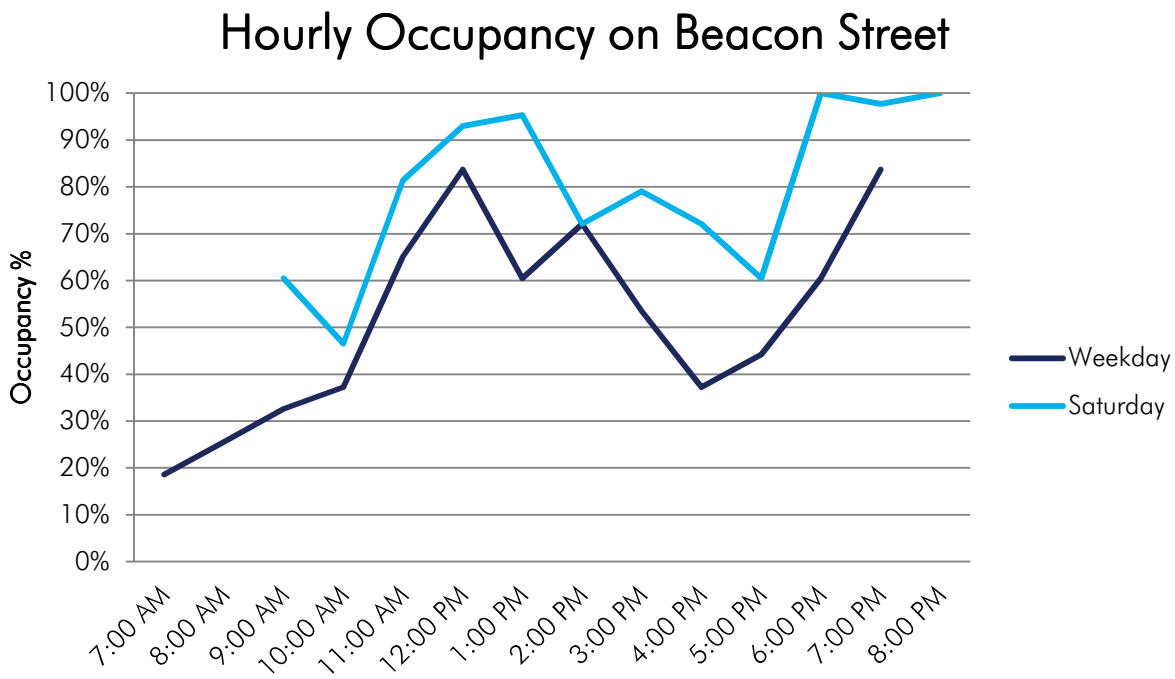
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data suggests that some motorists park at meters for up to 12 hours. This may be a result of a lack of long-term parking in the area.

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

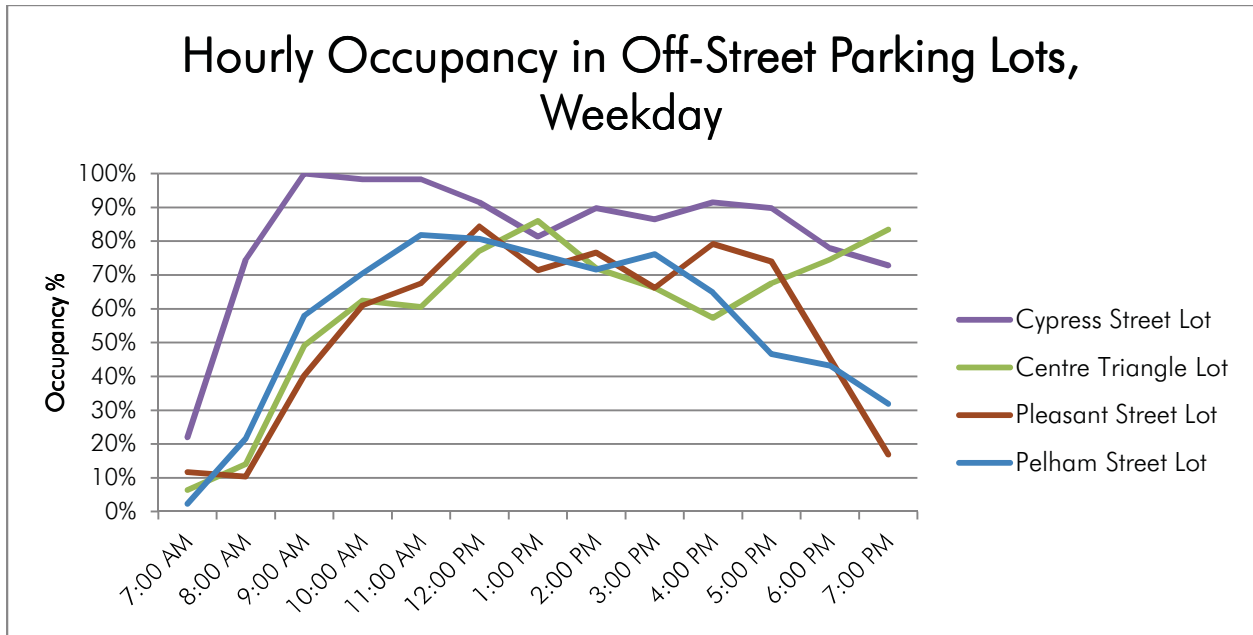
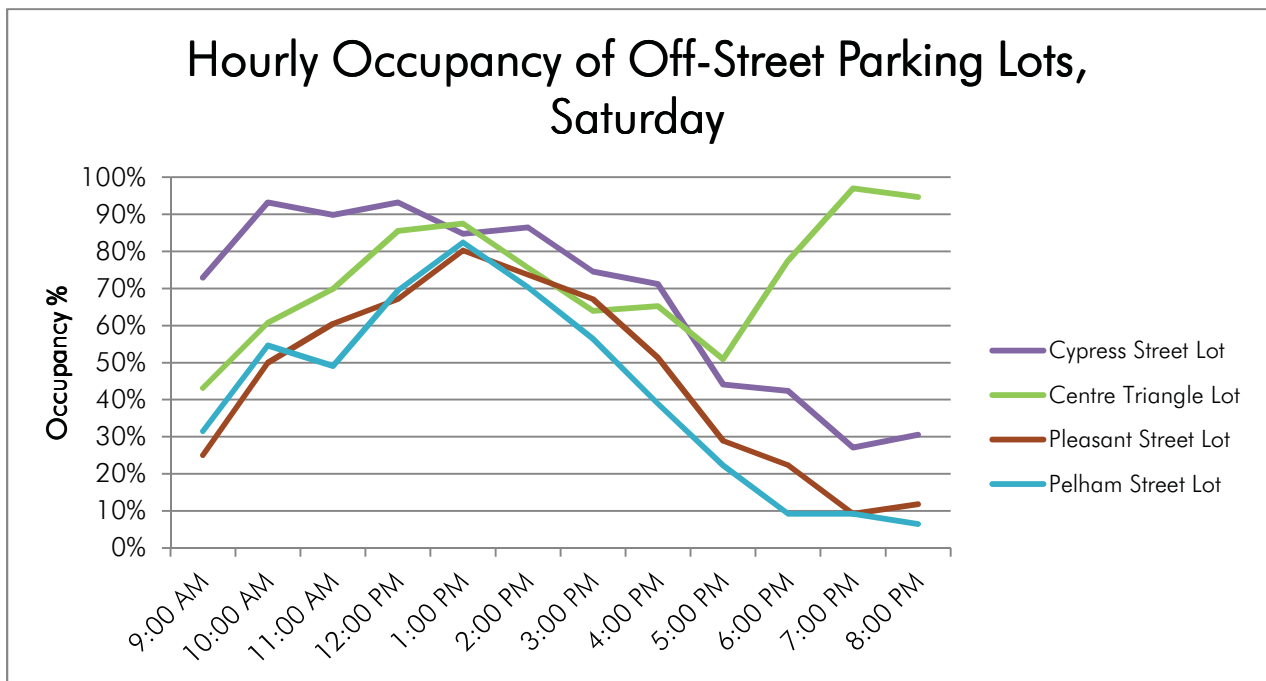


Figure 7. Hourly Occupancy in Off-street Parking Lots, Saturday



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

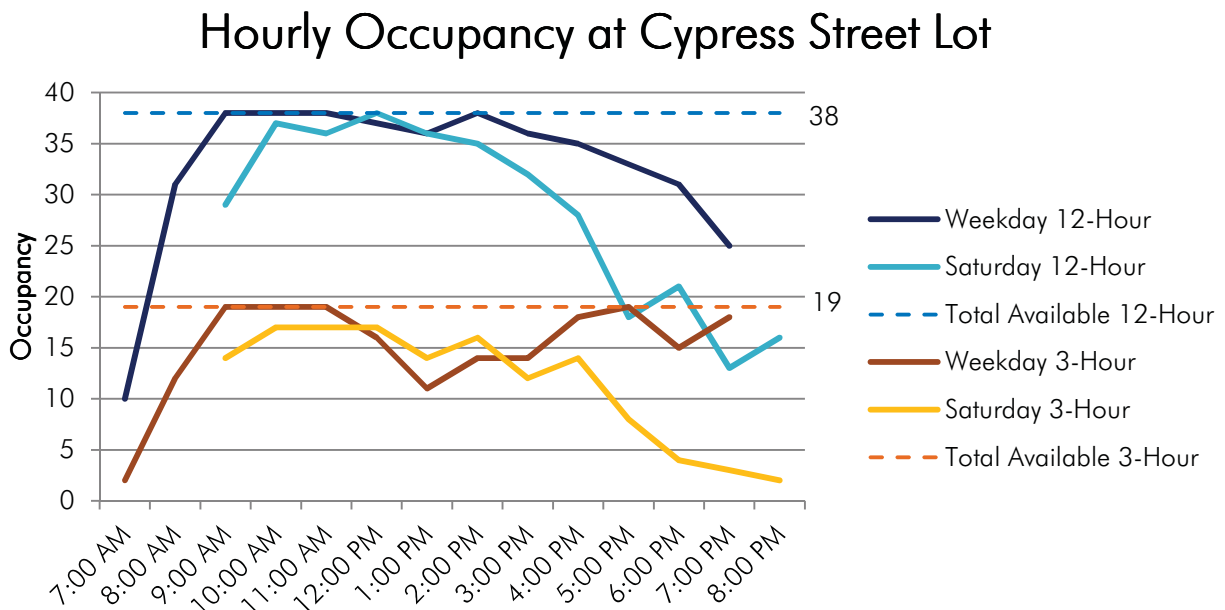
through 8:00 PM, when occupancy spikes to approximately 95%. Like on weekdays, the Centre Triangle lot is used primarily during peak shopping and dining hours. The Pleasant Street and Pelham Street lots reach their peak occupancy of about 80% at 1:00 PM and decline steadily thereafter. This indicates 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,

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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

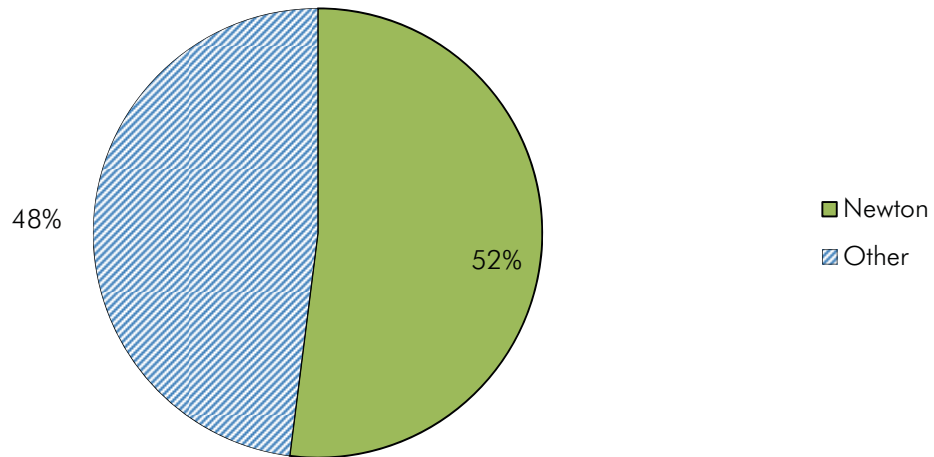


Figure 10. Origin of Users of Cypress Street Lot, Saturday

Cypress Street Lot -- Origin, Saturday

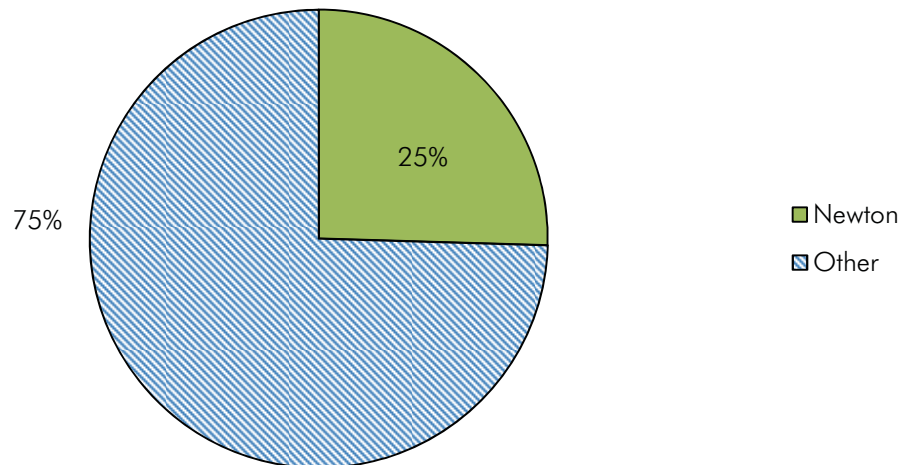


Figure 11 and Figure 12 show the destinations of users of the Cypress Street lot on weekdays and Saturdays, respectively. As shown in Figure 11 and Figure 12, a much greater percentage of users of the Cypress Street Lot

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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

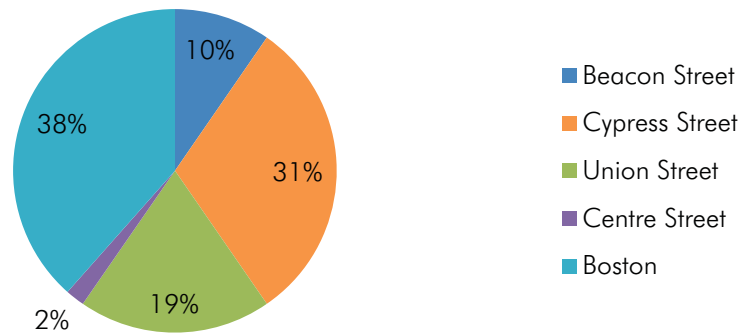
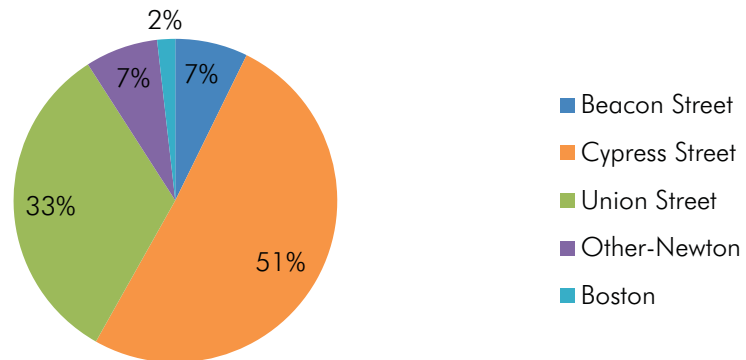


Figure 12. Destination of Users of Cypress Street Lot, Saturday

Cypress Street Lot -- Destination, Saturday



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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

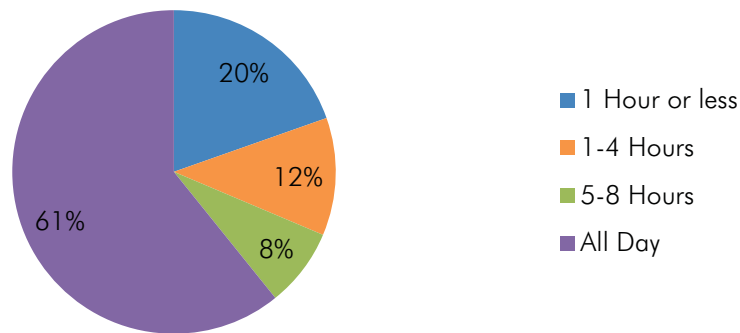
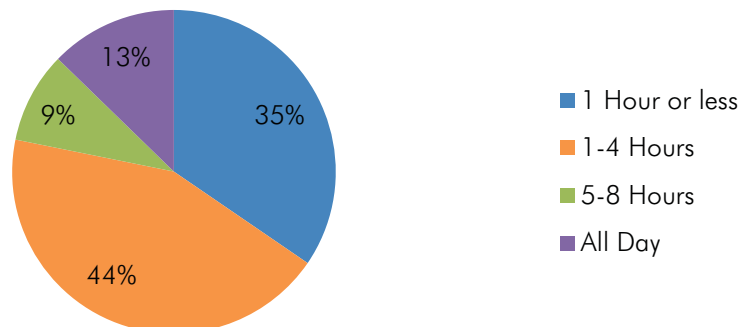


Figure 14. Duration of Stay at Cypress Street Lot, Saturday

Cypress Street Lot -- Duration, Saturday

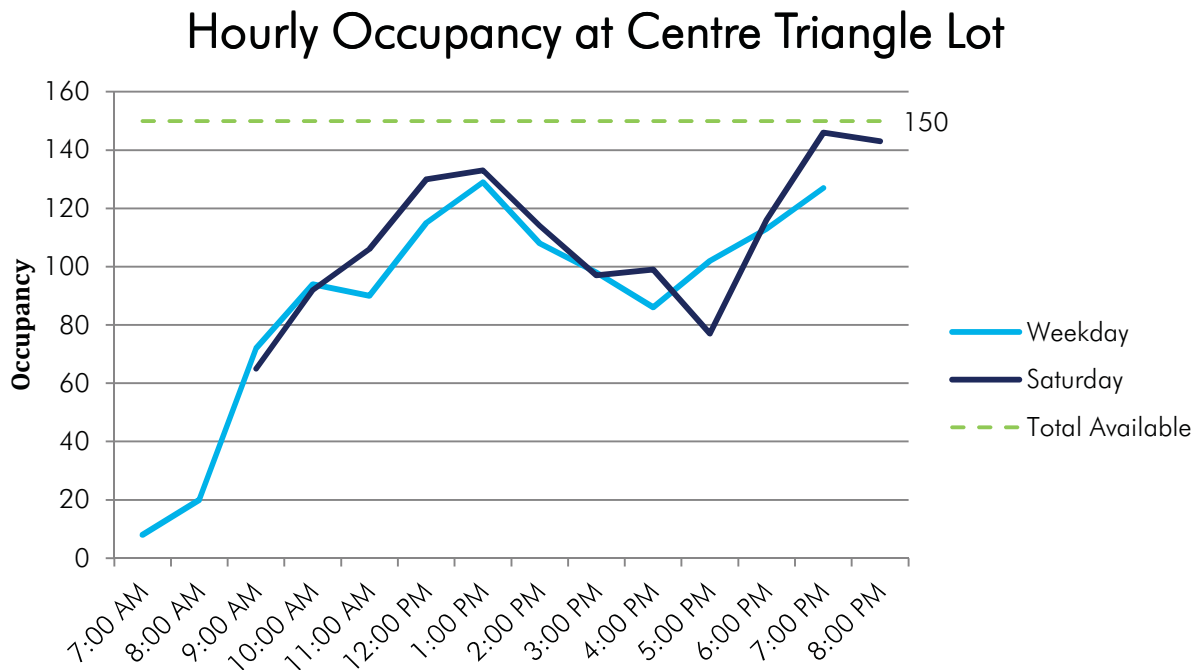


Centre Triangle Lot

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



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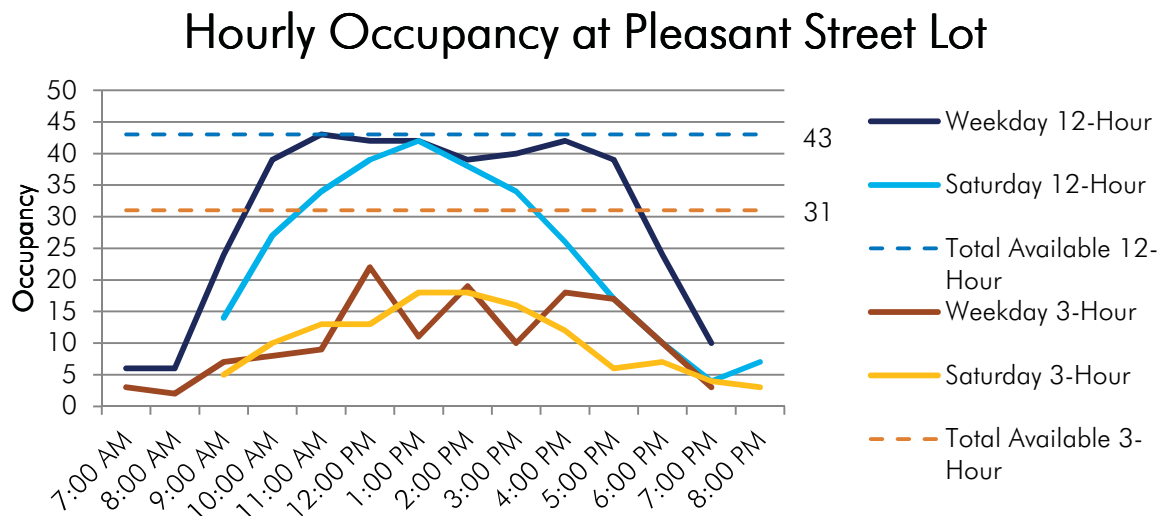
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Pleasant Street Lot

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.

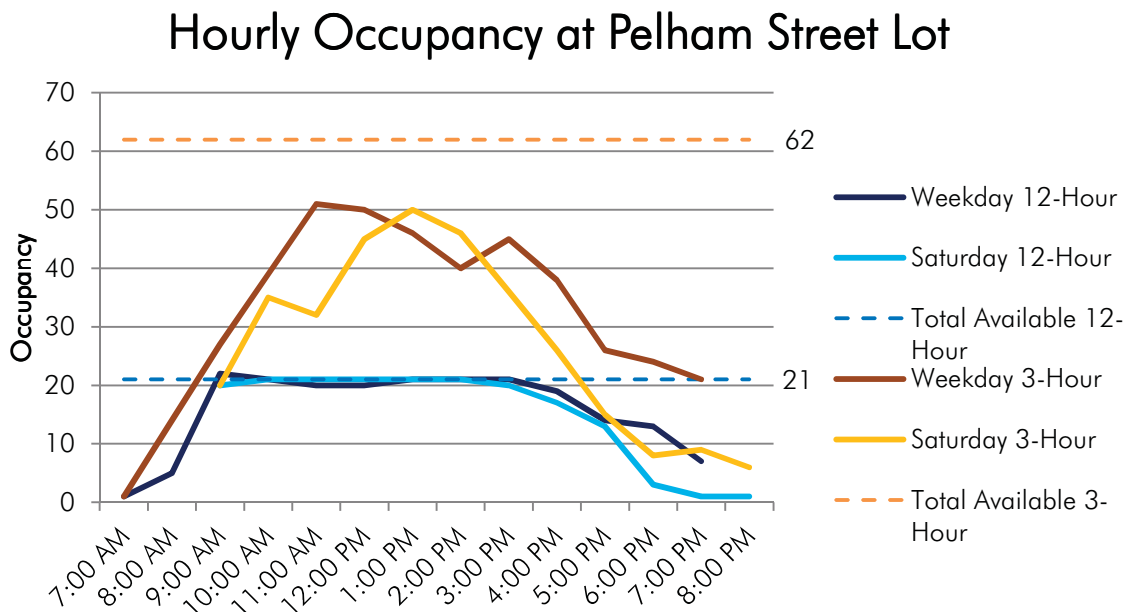
Figure 16. Hourly Occupancy at Pleasant Street Lot



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.

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.

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

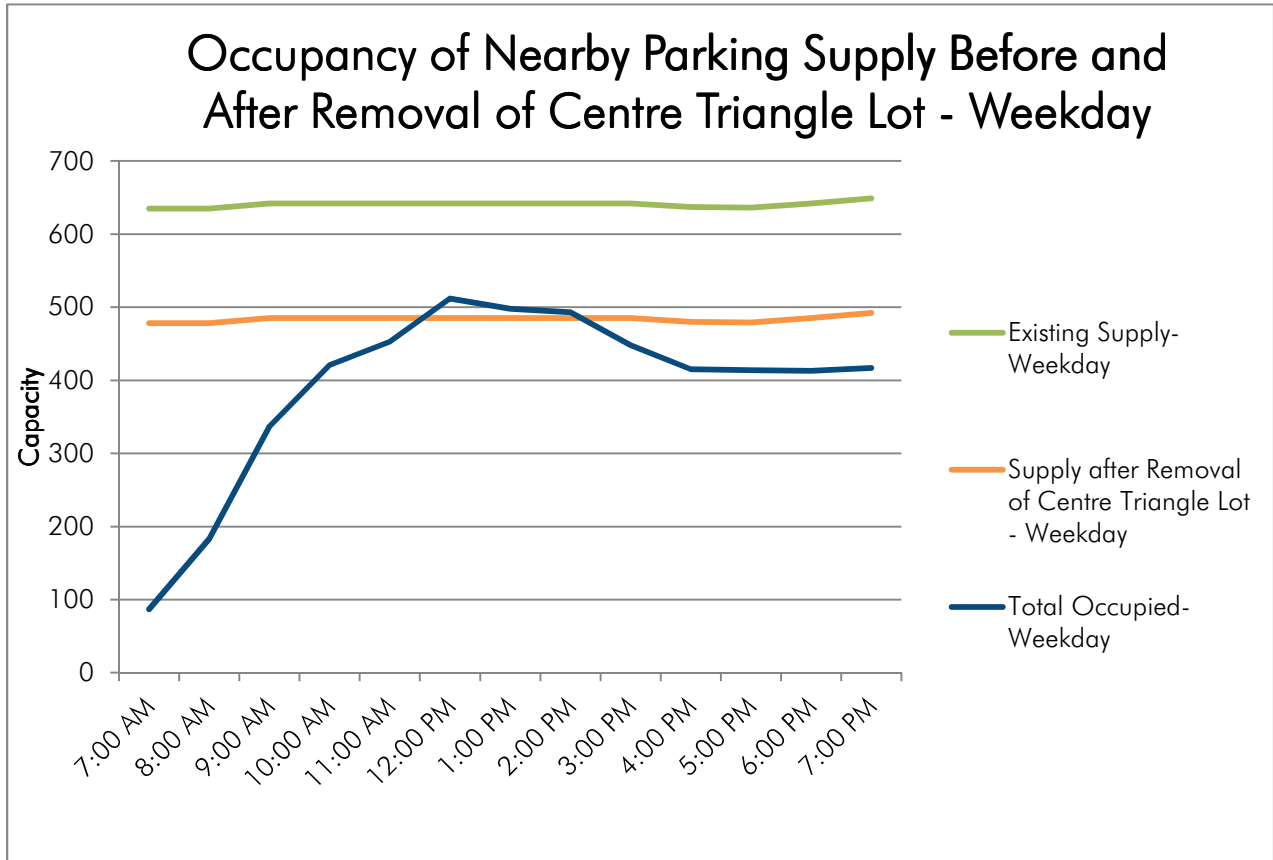
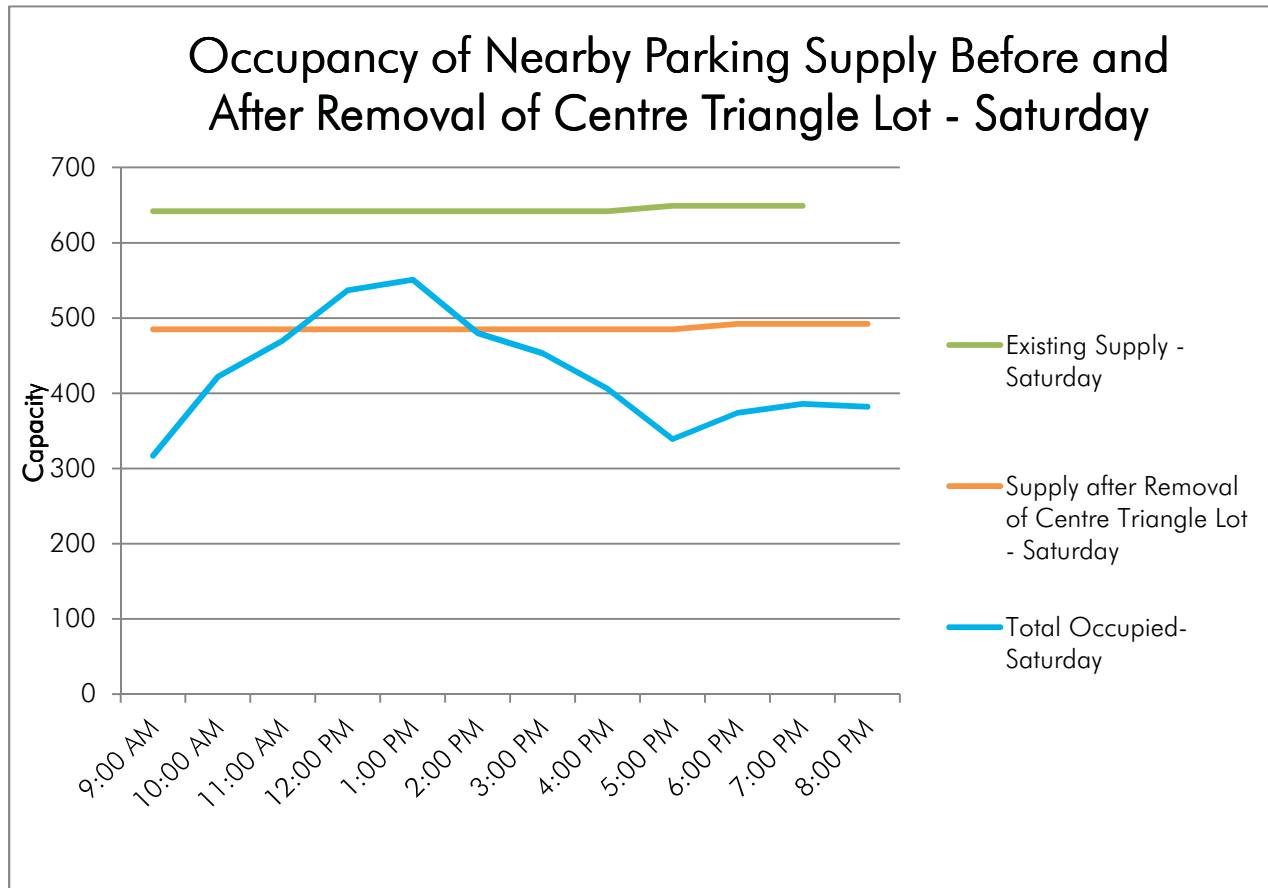


Figure 19. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Saturday



As shown **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.

Table 3. Parking Demand by Land Use – Weekday

Time/Land Use	Retail	Office	Restaurant
7:00 AM	5%	30%	0%
8:00 AM	15%	75%	0%
9:00 AM	35%	95%	0%
10:00 AM	65%	100%	15%
11:00 AM	85%	100%	40%
12:00 PM	95%	90%	75%
1:00 PM	100%	90%	75%
2:00 PM	95%	100%	65%
3:00 PM	90%	100%	40%
4:00 PM	90%	90%	50%
5:00 PM	95%	50%	75%
6:00 PM	95%	25%	95%
7:00 PM	80%	10%	100%

Source: Urban Land Institute, Shared Parking, 2nd edition

Table 4. Parking Demand by Land Use – Saturday

Time/Land Use	Retail	Office*	Restaurant
9:00 AM	30%	80%	0%
10:00 AM	50%	90%	0%
11:00 AM	65%	100%	15%
12:00 PM	80%	90%	50%
1:00 PM	90%	80%	55%
2:00 PM	100%	60%	45%
3:00 PM	100%	40%	45%
4:00 PM	95%	20%	45%
5:00 PM	90%	10%	60%
6:00 PM	80%	5%	90%
7:00 PM	75%	0%	95%
8:00 PM	65%	0%	100%

Source: Urban Land Institute, Shared Parking, 2nd edition.

*Overall demand on Saturday may range from 10% to 90% of weekday demand (source: Institute of Transportation Engineers, Parking Generation, 4th Edition).

The parking demand values shown in **Table 3** and **Table 4** were used to determine which land use(s) would be ideal for development in place of the Centre Triangle Lot in terms of parking available. While construction of a new 400-space garage would ensure adequate capacity (see **Figure 18** and **Figure 19**), land uses that are not in particularly high demand during the midday hours should be utilized more heavily in order to more uniformly distribute the parking demand over the course of the day. **Table 3** and **Table 4** show that restaurant uses see moderate demand in the midday periods, but the peak demand occurs at night. Retail and office uses see peak demand during the midday hours. Parking demand analysis was conducted assuming 100% of the development is devoted to one of the three land use types (retail, office, and restaurant). Analysis was also conducted assuming the development goes forward using multiple uses; in this case, 50% retail, 25% office, and 25% restaurant.

The following figures show the number of spaces demanded before and after occupancy of the Centre Triangle lot, assuming a peak parking demand of 1.25 spaces per 1,000 sf for all land uses.

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Figure 20. Added Parking Demand after Development with Garage – 100% Retail – Weekday

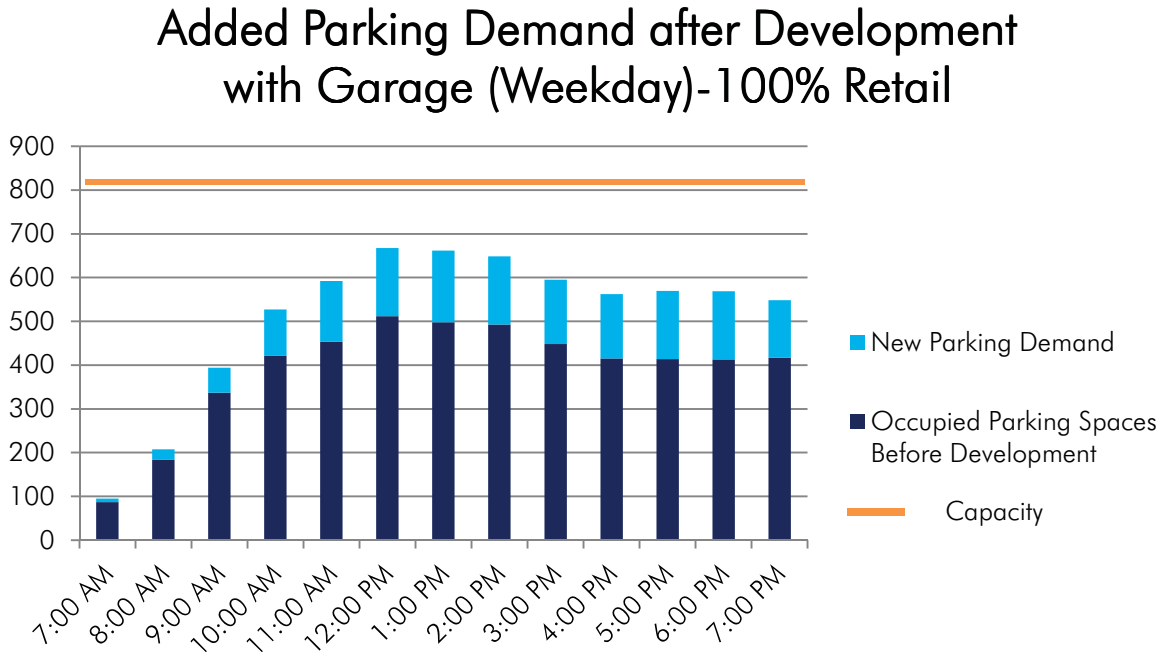


Figure 21. Added Parking Demand after Development with Garage– 100% Retail – Saturday

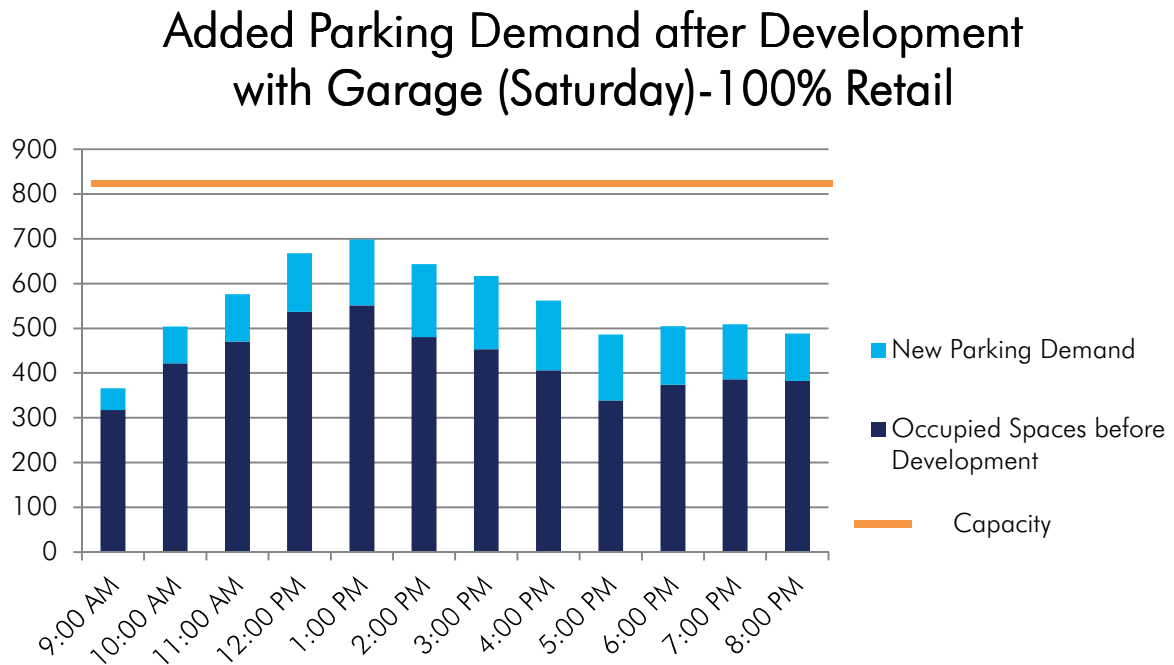


Figure 22. Added Parking Demand after Development with Garage– 100% Office – Weekday

Added Parking Demand after Development with Garage (Weekday)-100% Office

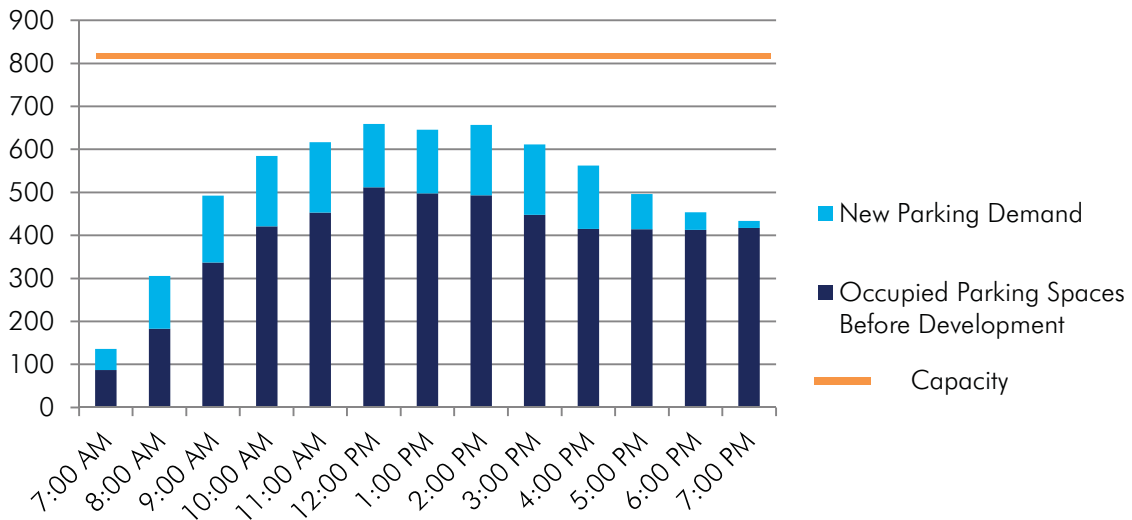
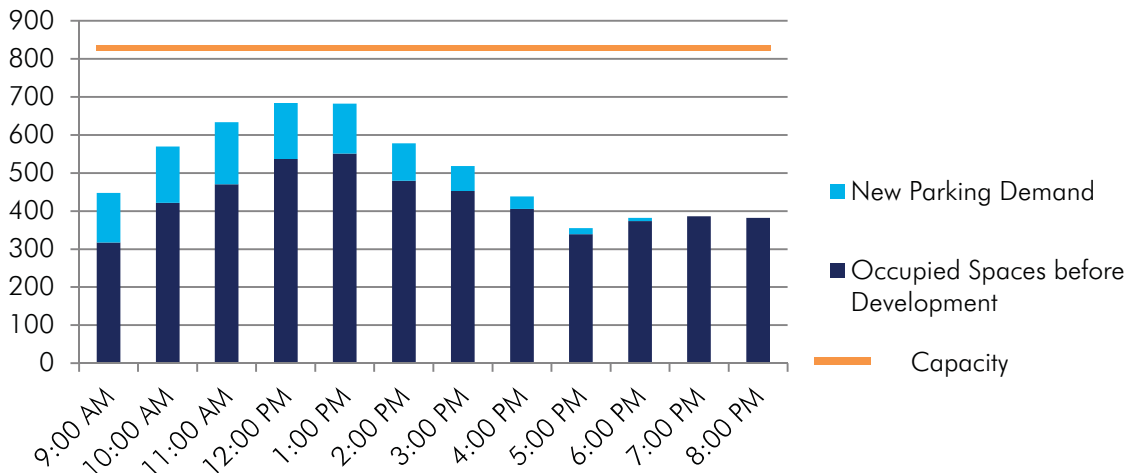


Figure 23. Added Parking Demand after Development with Garage– 100% Office – Saturday

Added Parking Demand after Development with Garage (Saturday)-100% Office



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Figure 24. Added Parking Demand after Development with Garage
– 100% Restaurant – Weekday

Added Parking Demand after Development with Garage (Weekday)-100% Restaurant

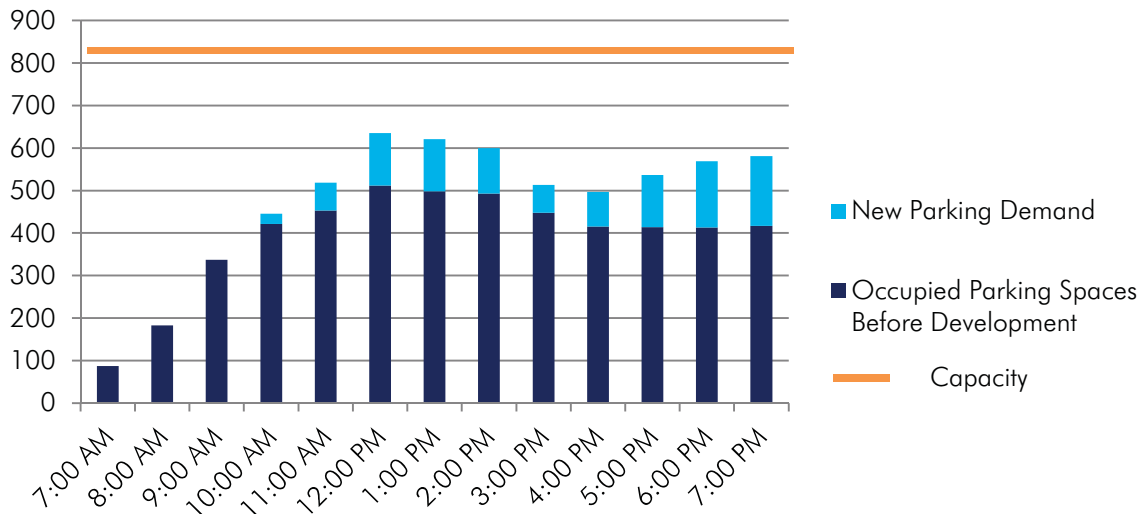
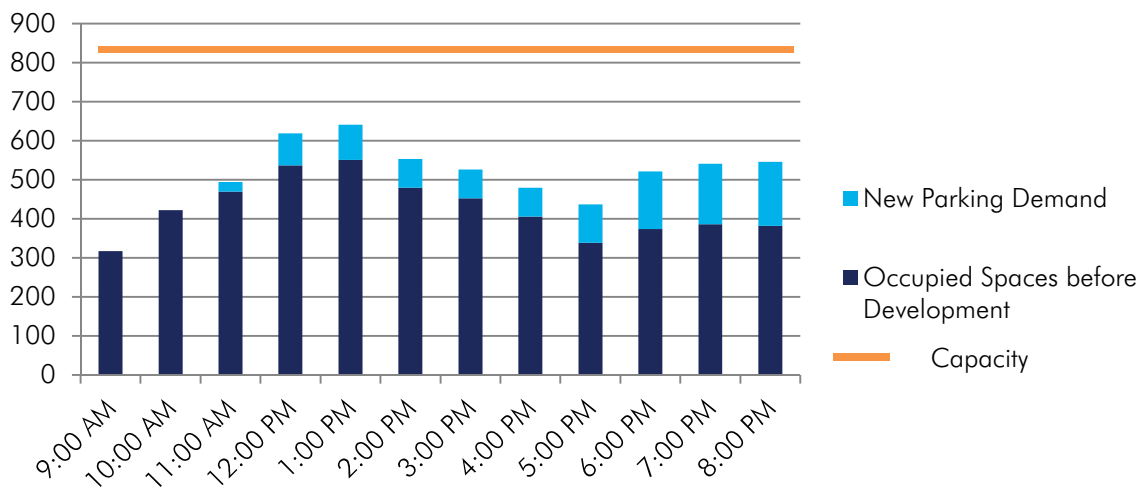


Figure 25. Added Parking Demand after Development with Garage
– 100% Restaurant – Saturday

Added Parking Demand after Development with Garage (Saturday)-100% Restaurant



As shown in **Figure 20**, the addition of 131,000 sf of retail space and the net gain of 184 parking spaces would create a peak parking demand that would be approximately 80% of supply for three hours between 12:00-2:00 PM. On a typical Saturday, as shown in **Figure 21**, peak demand would be 85% of capacity at 1:00 PM.

Figure 22 and **Figure 23** show the parking demand associated with a 131,000 sf office development replacing the Centre Triangle lot. On a typical weekday, the development would cause parking demand to exceed 75% between 11:00 AM-3:00 PM, with a peak demand of 80% of supply. During a typical Saturday, peak demand would be 83% of the parking supply between 12:00-2:00 PM; however, it should be noted that a demand of 1.25 spaces per 1,000 sf for an office use on a weekend may be too large. According to the Institute of Transportation Engineers *Parking Generation, 4th Edition*, Saturday parking demand was approximately 10% of weekday demand in one case study, but about 90% of weekday demand in another study. If an office use eventually occupies some or all of the 131,000 sf development, Saturday demand could be largely discounted if the office is not typically open on weekends. Medical and dental office uses may have a peak demand on a Saturday that is similar to a typical weekday, but on a Saturday, this demand is concentrated between the hours of 8:00 AM-12:00 PM, when there is even more parking available than in the afternoon hours.

Figure 24 and **Figure 25** show the parking demand associated with a 131,000 sf restaurant development replacing the Centre Triangle lot. On a typical weekday, this development would cause parking demand to reach 77% of supply between 12:00-1:00 PM. On a Saturday, parking demand would reach 78% of supply between 1:00-2:00 PM.

It was assumed that all restaurant space would be attributed to the “Fine/Casual Dining” style of restaurant; if other types of restaurants, such as breakfast restaurants, fast food, and/or coffee shops were included in the development, the demand for parking to access these uses may shift to the morning, when there would generally be even more parking available.

Figure 26 and **Figure 27** show a land use option that combines the Retail, Office, and Restaurant land uses to form a mixed-use development in Newton Centre after the Centre Triangle lot is removed and a 400-space garage replaces the Cypress Street lot. This mixed-use option consists of 65,500 sf of retail space (50%), 32,750 sf of office space (25%), and 32,750 sf of restaurant space (25%). It is not an optimized use of available parking, but shows that any combination of land uses may be used with the parking supply available, assuming a peak demand of 1.25 spaces per 1,000 sf of development.

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Figure 26. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – Optimized – Weekday

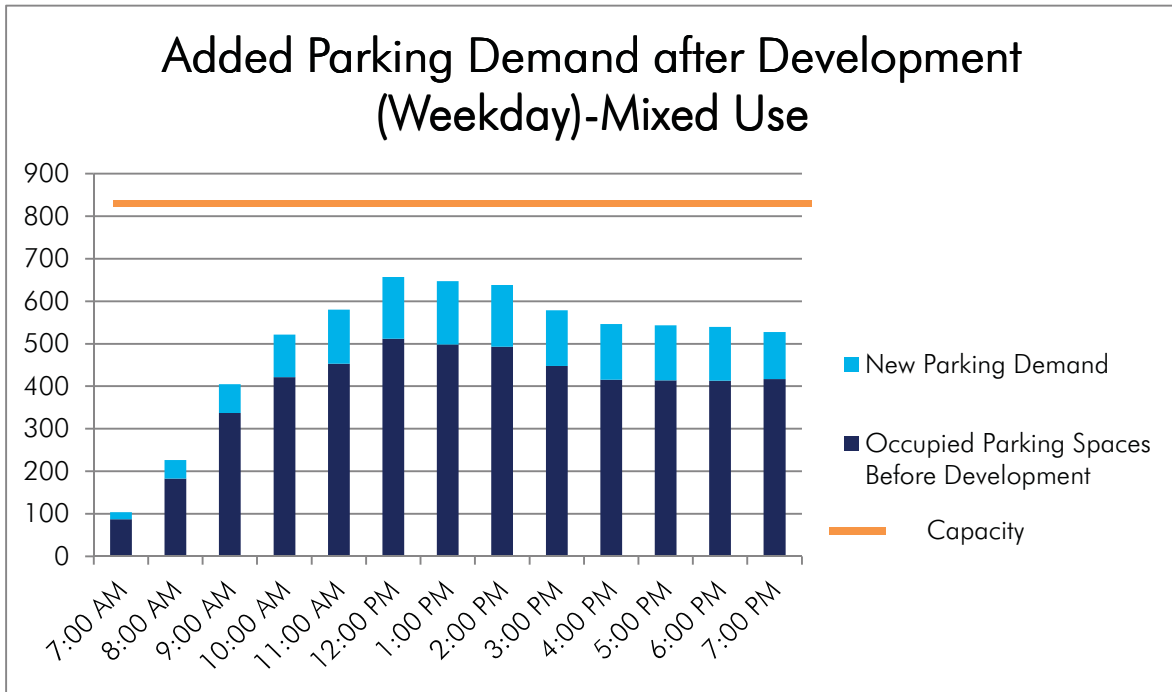
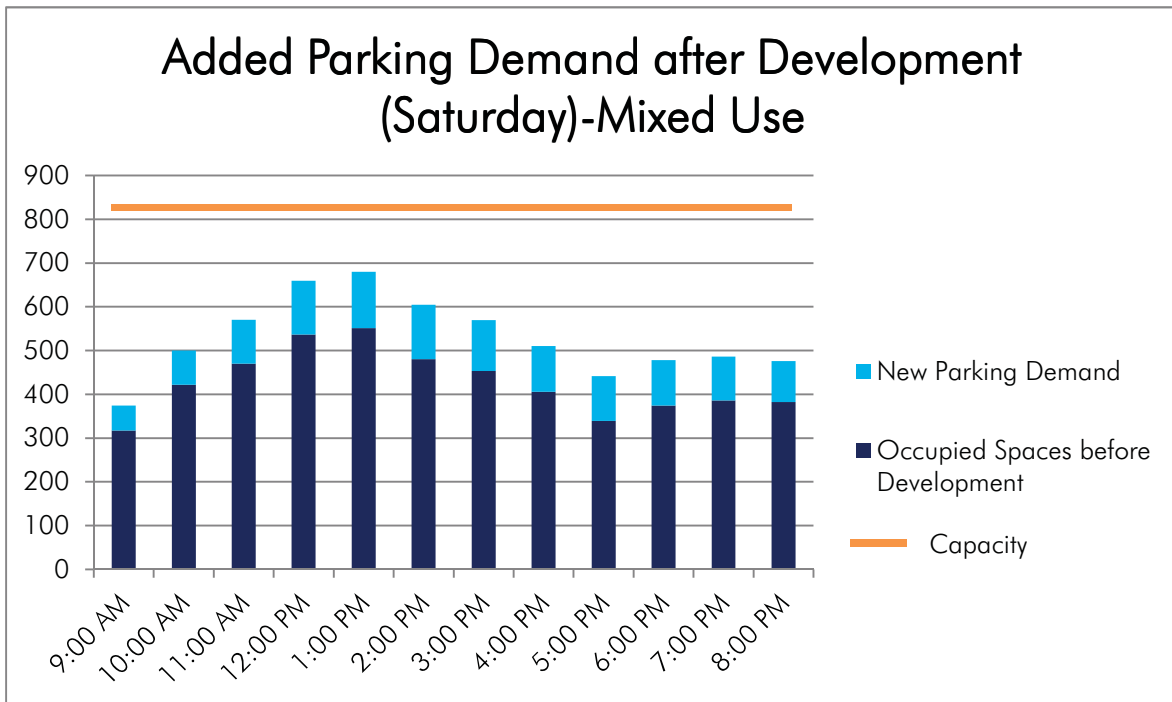


Figure 27. Occupancy of Nearby Parking Supply Before and After the Removal of the Centre Triangle Lot – 100% Restaurant – Saturday



As shown in **Figure 26** and **Figure 27**, the mixed-use option, despite adding most of its new trips to the midday periods, when the parking demand in the Centre Triangle area is highest, still leaves at least 140 available spaces, reaching a peak demand of 80% of capacity on a typical weekday and a peak demand of 82% of capacity on a typical Saturday.

All parking demand analysis was conducted using a peak demand ratio of 1.25 spaces per 1,000 sf, the maximum suggested parking ratio for areas near MBTA stations in the Allston/Brighton neighborhood of Boston. If a ratio is chosen that is closer to the City of Newton Zoning Code (3.33 spaces/KSF for retail/office, over 10.00 spaces per 1,000 sf for restaurant), parking demand may meet or exceed capacity for some parts of the day; however, these ratios are intended for areas for stand-alone developments, without accounting for public transit in the vicinity.

Conclusions and Recommendations

Parking supply in Newton Centre is generally sufficient, with the exception of long-term spaces, especially on weekdays. The 12-hour spaces at the Cypress Street lot, the Pleasant Street lot, and the Pelham Street lot are generally occupied between 9:00 AM and 4:00 PM on weekdays, and reach occupancies close to capacity during some time periods on Saturdays. The short-term parking supply is abundant, but occupancy reaches capacity in some locations during midday and evening peak periods. These locations include Union Street, Beacon Street, the Centre Triangle lot, and the Cypress Street lot. Therefore, additional parking spaces would be utilized if supplied, especially additional long-term spaces near the Newton Center MBTA Green Line station, and additional short-term spaces near the retail and residential uses along Union Street and Beacon Street.

Removing the Centre Triangle lot without replacing parking elsewhere would create a shortage of parking in the Newton Centre area; the parking demand would exceed capacity between 12:00-2:00 PM on a typical weekday, and demand would approach capacity for most of the day, compounding the perception that there is not enough parking in Newton Centre. This option may be pursued if measures are taken to reduce the demand on parking in the vicinity of the Centre Triangle lot. These measures may include parking permits that allow employees of certain businesses to park on certain residential streets; changes in parking restrictions and time limits on meters; and programs to encourage use of public transit, such as subsidized MBTA pass programs for employers.

The replacement of the 59 spaces in the Cypress Street lot with a 400-space parking structure would provide both long-term and short-term parking within walking distance to the Green Line station and the shops and restaurants on Union Street and Beacon Street. Even if the 157 spaces in Centre Triangle lot are removed, a new Cypress Street garage would still supply and additional 184 additional parking spaces; however, the bulk of the area's parking supply would then be primarily located on Cypress Street rather than in a centralized area between Centre Street, Beacon Street, and Langley Road. Removal of the Centre Triangle lot should be accompanied by wayfinding signage and a public education program to inform visitors of the new Cypress Street garage, so that residential streets are not burdened with additional traffic and parked cars.

If a 400-space parking structure replaces the Cypress Street lot, it would be feasible to remove the Centre Triangle lot entirely and add 131,000 sf of development in Newton Centre, assuming the development's demand for parking is similar to the 1.25 spaces per 1,000 sf recommended by the City of Boston and not the 3.33 spaces per 1,000 sf as outlined by the City of Newton Zoning Code. If the Centre is fully developed, parking supply would still be adequate to meet the needs of Newton Centre with the 400 space structure in place; in fact, occupancy rates would be very similar to those seen today. A development consisting primarily of restaurant uses would have the least impact on parking demand, since the peak demand for restaurants occurs in the evenings, when there is very little parking demand for office uses. Developments consisting primarily of retail and/or office uses would have the most impact on parking demand, but parking supply would still be ample if a garage is built to replace the Cypress Street lot. It is not recommended that the Centre Triangle lot be developed without construction of a parking garage at the Cypress Street lot or elsewhere. Parking demand would already be over capacity if the lot was removed, and developing the lot without replacing the parking elsewhere would cause parking demand that exceeds supply for most of the day.

Appendix A. Parking Turnover Data

Parking Study

Newton Centre – Newton, MA

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Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Cypress Street Lot

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

	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy	
Space 1				E72	E72	E72	E72	E72	E72	E72	E72	E72	E72		10	3	1	10.00	77%
Space 2			456	456	456	456	456	456	456	456	456	456	456		9	4	3	3.00	68%
Space 3				F57	F57	F57	F57	F57	F57	F57	F57	F57	F57		9	4	2	4.50	69%
Space 4			V89	V89	V89	V89	V89	V89	V89	V89	V89	V89	V89		12	1	1	12.00	92%
Space 5				BM7	BM7	BM7	BM7	BM7	BM7	BM7	BM7	BM7	BM7		11	2	4	2.75	85%
Space 6			2HH	BK3	BK3	BK3	BK3	BK3	BK3	BK3	BK3	BK3	BK3		10	3	1	10.00	77%
Space 7				3YK	3YK	3YK	3YK	3YK	3YK	3YK	3YK	3YK	3YK		10	3	2	5.00	77%
Space 8			ZYH	ZYH	ZYH	ZYH	ZYH	ZYH	ZYH	ZYH	ZYH	ZYH	ZYH		10	3	4	2.50	77%
Space 9			5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX	5PX		10	3	4	2.50	77%
Space 10			5A5	5A5	5A5	5A5	5A5	5A5	5A5	5A5	5A5	5A5	5A5		11	2	2	6.00	92%
Space 11			R50	R50	R50	R50	R50	R50	R50	R50	R50	R50	R50		12	1	2	5.50	85%
Space 12			NL8	NL8	NL8	NL8	NL8	NL8	NL8	NL8	NL8	NL8	NL8		10	3	2	5.00	77%
Space 13			95R	95R	95R	95R	95R	95R	95R	95R	95R	95R	95R		12	1	4	3.00	92%
Space 14			NEO	NEO	NEO	NEO	NEO	NEO	NEO	NEO	NEO	NEO	NEO		12	1	1	12.00	91%
Space 15			8IC	8IC	8IC	8IC	8IC	8IC	8IC	8IC	8IC	8IC	8IC		11	2	2	5.50	85%
Space 16			711	711	711	711	711	711	711	711	711	711	711		13	0	2	6.50	100%
Space 17			B68	B68	B68	B68	B68	B68	B68	B68	B68	B68	B68		10	3	1	10.00	77%
Space 18			C52	C52	C52	C52	C52	C52	C52	C52	C52	C52	C52		13	0	1	13.00	100%
Space 19			8Y1	8Y1	8Y1	8Y1	8Y1	8Y1	8Y1	8Y1	8Y1	8Y1	8Y1		11	2	3	3.67	85%
Space 20			8JX	8JX	8JX	8JX	8JX	8JX	8JX	8JX	8JX	8JX	8JX		9	4	3	3.00	69%
Space 21			BE3	BE3	BE3	BE3	BE3	BE3	BE3	BE3	BE3	BE3	BE3		11	2	2	5.50	85%
Space 22			7Q9	7Q9	7Q9	7Q9	7Q9	7Q9	7Q9	7Q9	7Q9	7Q9	7Q9		12	1	2	6.00	92%
Space 23			5ER	5ER	5ER	5ER	5ER	5ER	5ER	5ER	5ER	5ER	5ER		9	4	2	4.50	69%
Space 24			Z11	Z11	Z11	Z11	Z11	Z11	Z11	Z11	Z11	Z11	Z11		12	1	1	12.00	92%
Space 25			AK8	AK8	AK8	AK8	AK8	AK8	AK8	AK8	AK8	AK8	AK8		10	3	1	10.00	77%
Space 26			DNR	DNR	DNR	DNR	DNR	DNR	DNR	DNR	DNR	DNR	DNR		12	1	1	12.00	92%
Space 27			W90	W90	W90	W90	W90	W90	W90	W90	W90	W90	W90		11	2	1	11.00	85%
Space 28			DRO	DRO	DRO	DRO	DRO	DRO	DRO	DRO	DRO	DRO	DRO		13	0	2	6.50	100%
Space 29			6FJ	6FJ	6FJ	6FJ	6FJ	6FJ	6FJ	6FJ	6FJ	6FJ	6FJ		13	0	1	13.00	100%
Space 30			VF8	VF8	VF8	VF8	VF8	VF8	VF8	VF8	VF8	VF8	VF8		13	0	4	3.25	100%
Space 31			RP8	RP8	RP8	RP8	RP8	RP8	RP8	RP8	RP8	RP8	RP8		13	0	4	3.25	100%
Space 32			4PB	4PB	4PB	4PB	4PB	4PB	4PB	4PB	4PB	4PB	4PB		13	0	4	6.50	100%
Space 33			J07	J07	J07	J07	J07	J07	J07	J07	J07	J07	J07		13	0	3	4.33	100%
Space 34			D81	D81	D81	D81	D81	D81	D81	D81	D81	D81	D81		10	3	4	2.50	77%
Space 35			J93	J93	J93	J93	J93	J93	J93	J93	J93	J93	J93		11	2	3	3.67	85%
Space 36			D05	BE3	BE3	BE3	BE3	BE3	BE3	BE3	BE3	BE3	BE3		11	2	5	2.20	85%
Space 37			HA7	HA7	HA7	HA7	HA7	HA7	HA7	HA7	HA7	HA7	HA7		10	3	7	1.43	77%
Space 38			C01	C01	C01	C01	C01	C01	C01	C01	C01	C01	C01		11	2	8	1.38	85%
Space 39			M24	NT0	NT0	NT0	NT0	NT0	NT0	NT0	NT0	NT0	NT0		11	2	5	2.20	85%
Space 40			D40	D40	D40	D40	D40	D40	D40	D40	D40	D40	D40		12	1	7	1.71	92%
Space 41			BE3	V78	V78	V78	V78	V78	V78	V78	V78	V78	V78		10	3	5	2.00	77%
Space 43			L77	L77	L77	L77	L77	L77	L77	L77	L77	L77	L77		11	2	7	1.57	85%
Space 44			D36	59	59	59	59	59	59	59	59	59	59		9	4	4	2.25	69%
Space 45			4HM	K18	PF9	PF9	PF9	PF9	PF9	PF9	PF9	PF9	PF9		10	3	7	1.43	77%
Space 46			49H	NV6	NV6	T54	T54	T54	T54	T54	T54	T54	T54		11	2	6	1.83	85%
Space 47			A24	FC3	GH9	JL5	T70	T70	T70	T70	T70	T70	T70		11	2	5	2.20	85%
Space 48			A24	A24	A24	A24	A24	A24	A24	A24	A24	A24	A24		9	4	8	1.13	69%
Space 49			XDR	D77	K63	KN7	S2C	G14	G14	G14	G14	G14	G14		10	3	7	1.43	77%
Space 50			M14	M14	M14	M14	M14	M14	M14	M14	M14	M14	M14		10	3	2	5.00	77%
Space 51			NM7	NM7	T81	T81	T81	T81	T81	T81	T81	T81	T81		8	5	3	2.67	62%
Space 52			S38	S38	S38	S38	S38	S38	S38	S38	S38	S38	S38		10	3	2	5.00	77%
Space 53			S04	S04	S04	S04	S04	S04	S04	S04	S04	S04	S04		12	1	3	4.00	92%
Space 54			K31	K31	K31	K31	K31	K31	K31	K31	K31	K31	K31		12	1	3	4.00	92%
Space 55			FMS	FMS	FMS	FMS	FMS	FMS	FMS	FMS	FMS	FMS	FMS		10	3	1	10.00	77%
Space 56			4XY	4XY	4XY	4XY	4XY	4XY	4XY	4XY	4XY	4XY	4XY		10	3	3	3.33	77%
Space 57			EK7	EK7	EK7	EK7	EK7	EK7	EK7	EK7	EK7	EK7	EK7		12	1	2	6.00	92%
Handicap			XMA	XMA	XMA	XMA	XMA	XMA	XMA	XMA	XMA	XMA	XMA		3	10	1	3.00	23%
Handicap			CT4	CT4	CT4	CT4	CT4	CT4	CT4	CT4	CT4	CT4	CT4		9	4	1	6.90	69%

12-Hour Occupied	31	38	38	37	36	36	38	36	35	33	31	25
Empty	28	7	0	0	2	0	2	3	5	7	13	
Occupancy	26%	82%	100%	100%	97%	95%	100%	95%	92%	87%	82%	66%
3-Hour Occupied	2	12	19	16	11	14	14	18	19	15	18	
Empty	17	0	0	3	8	5	5	1	0	4	1	
Occupancy	11%	63%	100%	100%	84%	58%	74%	95%	100%	79%	95%	
Handicapped Occupied	1	1	2	1	1	1	1	1	1	1	0	
Empty	1	1	0	1	1	1	1	1	1	2	2	
Occupancy	50%	50%	100%	50%	50%	50%	50%	50%	50%	0%	0%	
Total Occupied	13	44	59	58	58	54	53	51	54	53	46	43
Empty	46	15	0	1	1	6	8	5	6	13	16	
Occupancy	22%	75%	100%	98%	92%	86%	90%	86%	92%	90%	73%	

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

	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours)	Occupancy
Space 1														0	13	3	0.00	0%
Space 2				LV2	TT3			5GT			CT7	J84	J84	6	7	5	1.20	46%
Space 3			BL6		KC2	KC2	L78	HH2	HH2			J98	542	8	5	6	1.33	62%
Space 4				7KZ	72N	330	330	330	B18			790	790	9	4	5	1.80	69%
Space 5			S16	FJ3	3ML	GMH	GMH	4CA	4CA	X40	5FV	VCW	VCW	11	2	8	1.38	85%
Space 6					123			277	277			2GD	889	7	6	4	1.75	54%
Space 7					EC2	XAX	S87	S87	S87	451	T25	T25		8	5	5	1.60	62%
Space 8			M52	YKP	AK3		N80			DJL		BEL	8EL	7	6	6	1.17	54%
Space 9			YVZ	YVZ		30A	30A			8BN	MK8			6	7	4	1.50	46%
Space 10						90	90	L44	SPU	SPU		PM4	PM4	7	6	5	1.40	54%
Space 11			865	865	865	H35	H35	H35	H35	700	700			9	4	3	3.00	69%
Space 12				6CK	6CK	6CK						9FP	9FP	7	6	3	2.33	54%
Space 13			NR6	E59	E59		847					183		5	8	4	1.25	38%
Space 14														0	13	0	#DIV/0!	0%
Space 15				FC6		VID	L8K	H24	H24				JR6	6	7	5	1.20	46%
Space 16			BE3		5DP			SN8		760				5	8	4	1.25	38%
Space 17				WZ1			5NZ	5NZ		E30				4	9	3	1.33	31%
Space 18						988	988	988	988			LP3	9GW	7	6	3	2.33	54%
Space 19	9RV							950		JW1				3	10	3	1.00	23%
Space 20		VH8			814	814	910				L09	L09	L09	7	6	4	1.75	54%
Space 21						RTK	DC7		6VK	6VK			668	5	8	4	1.25	38%
Space 22				7RX			Y68	Y68		147	ADJ	ADJ		6	7	4	1.50	46%
Space 23				65	65	65	AD5	4HK			063	063	063	8	5	4	2.00	62%
Space 24				320	320	WT4	WT4			W19	W81	W81		9	4	4	2.25	69%
Space 25			B01		FJG	BL2	508	508	508			S11	S11	8	5	5	1.60	62%
Space 26						L71	AP6	530	530	D71	D71			7	6	5	1.40	54%
Space 27					8JO	6YW	7WC	FX8	FX8		DE8			7	6	6	1.17	54%
Space 28						294	327	GL1	GL1				GL1	6	7	4	1.50	46%
Space 29		T23	T23		KT4	E40	BVV		T75			AB9	AB9	8	5	5	1.60	62%
Space 30		X25		OSL	MF9	MF9				95G	GL8	311	311	8	5	6	1.33	62%
Space 31			369			K99	4NP		02J				40C	5	8	5	1.00	38%
Space 32		SJ3		LFO	Z74	Z74	J90	J90			D42	D42	AAL	10	3	6	1.67	77%
Space 33		AW9	AW9	MCL	4DX	4CX	DVA		DP1	DP1	064	064	064	11	2	7	1.57	85%
Space 34				872	872	148		T66	T66			RX6		6	7	4	1.50	46%
Space 35		BF3	BF3	260		E99	420	RS6			178	178	178	9	4	6	1.50	69%
Space 36		RX9	RX9	KV5		3VR	3MH	3MH	3MH	2GD		RP3		9	4	6	1.50	69%
Space 37		RE2	TEJ	TEJ	C23	SR4	59C	59C		282		758	559	11	2	8	1.38	85%
Space 38			9VZ		82C		GB9	1LV	M51	M51		861	77C	8	5	7	1.14	62%
Space 39			NM7	NOF		CH3	3PM	3PM	5WS	5WS	GR1	GR1	1CC	10	3	7	1.43	77%
Space 40				J78		VGL	J83	J83	BVR	BVR	YSX	YSX		9	4	5	1.80	69%
Space 41			K84	K84	K81	976	976	R54	R54	R54	SJE	S26	211	11	2	7	1.57	85%
Space 42				976	130	130	130	399	WG8	WG8	D76		7AB	10	3	6	1.67	77%
Space 43				RW5		6XL	6XL	HA1	HA1		LV2		337	7	6	5	1.40	54%
Space 44					FLO	FLO	OHE		N43	N43	N43	N43		8	5	3	2.67	62%
Space 45			W70	A10	AM1	4HL	A78	DX4	DX4	DX4	DX4		DP2	10	3	7	1.43	77%
Space 46				MP6		1MS	42E	9PP	C73	322	322	322		9	4	7	1.29	69%
Space 47				GH8	PH4	560	560	OCO		E98	G22	G22	G22	10	3	7	1.43	77%
Space 48			M64	E59	W50	W50	W50	W50	W50	Y83	8CZ	XNA	X01	12	1	7	1.71	92%
Space 49				6CA	6CA	6CA	6CA	6CA	6CA	653	HK5	HK5	HK5	11	2	3	3.67	85%
Space 50		V78	820	2PH	HW3	DM6	3JW	088	YCT	AKC	AKC	B59	KB4	12	1	11	1.09	92%
Space 51					B55	B55		JV9	JV9	C61	C61		A63	7	6	4	1.75	54%
Space 52		4TC	FD2	BD2		AV4	AV4	AV4	AV4	AV4		5CP		9	4	5	1.80	69%
Space 53			BN4		775	E27	W21	W21	W21	W21	W21	W21	W21	10	3	4	2.50	77%
Space 54			ER9	ER9	6CW	LB6	LB6	AT6	AT6		H43	H43	H43	10	3	5	2.00	77%
Space 55			F71	H21	5BN	BK6	BK6	K30	AK6	AJ5	AJ5	TRK	TRK	11	2	8	1.38	85%
Space 56				JKO	7XY	7XY		RTP	RTP	RG5	S68	L93	SJK	10	3	7	1.43	77%
Space 57				KN7	KN7	IRA		629	629	JR8	176	G91	G91	10	3	6	1.67	77%
Space 58				H89	DB3	DB3	534	7JP	7JP	N66	R23	R23	R23	11	2	6	1.83	85%
Space 59				7XR	7XR	E98	L14	JV9	2XL	2XL	1HJ	1HJ	P22	11	2	7	1.57	85%
Space 60				883	BK3	BK3	BK3	BK3	BK3	BK3	BK3	BK3	BK3	11	2	2	5.50	85%
Space 61				C90	HR6	HR6	HR6	HR6	HR6	HR6	HR6	HR6	HR6	11	2	2	5.50	85%
Space 62					940	940	940	940	935	43C	JN1	JN1		10	3	4	2.50	77%
Space 63				VW5	VW5	JC5	JC5	JC5	JC5	4RH	EX7	EX7	EX7	11	2	4	2.75	85%
Space 64				V02	V02	V02	V02	V02	V02	V02	V02	V02		9	4	1	9.00	69%
Space 65				CJ5	CJ5	7HI	8TP	8TP	8TP	8TP	121	121	121	11	2	4	2.75	85%
Space 66					350	K56	K56		XRE	ORH	ORH	S72	S72	9	4	5	1.80	69%
Space 67				950	950	JD7	JD7			EW9	EW9	EW9	EW9	9	4	3	3.00	69%
Space 68				LL3	LL3	LL3	LL3	LL3	LL3		LL3	LL3	DT2	11	2	2	5.50	85%
Space 69			E80	8VY	5YP		H23	H23		H12	C65	1LT	1LT	10	3	7	1.43	77%
Space 70				VFO	VFO	BD3	BD3	KBP			RV7	RV7		7	6	4	1.75	54%
Space 71				RJ3	RJ3		JE7	HIE	HIE	HIE	KJ4	KJ4	AHY	10	3	5	2.00	77%
Space 72				X21	X21	HD6	980	KF8	354		E07	E07	E07	9	4	6	1.50	69%
Space 73					N12	N12	N12	N12	902	9DP	9DP	W45	W45	10	3	3	3.33	77%
Space 74			6JI	530	140	8YX	8YX				870	870	870	10	3	5	2.00	77%
Space 75				710	PH4	PH4	PH4	PH4	PH4	PH4	PH4	PH4	PH4	11	2	2	5.50	85%
Space 76				7F2	7F2	5XK	5XK	30A	X89		7KF	7KF	D30	10	3	6	1.67	77%
Space 77		Zip car												0	12	0	#DIV/0!	0%
Space 78		Zip car												0	12	0	#DIV/0!	0%
Space 79				HJ2			098	OKX		121		L30	L30	7	6	5	1.40	54%
Space 80							PRE	947	947	L55		2X3		5	8	4	1.25	38%
Space 81				EE6	P66	708	708	708	708	708	708	708		10	3	3	3.33	77%
Space 82					SGT	UPS		UYO	UYO				MLL	5	8	4	1.25	38%
Space 83				ED1	ED1	5JA	5JA	623	8KE	898	898	363	363	10	3	6	1.67	77%
Space 84					LY4	LY4		ODN	ODN		ZAT	AM3	AM3	8	5	4	2.00	62%
Space 85					HA7		D40	D40	D40	K08		Y92	X37	7	6	5	1.40	54%
Space 86				LT8								N12		4	9	2	2.00	31%
Space 87						ZVC	ZVC	ZVC	ZVC	ZVC	ZVC	JW6	JW6	8	5	2	4.00	62%
Space 88						NL6	457					ISE		6	7	5	1.20	46%
Space 89					LT8	LT8	DR7	DR7			RHI	PX6	PX6	8	5	4	2.00	62%
Space 90			007	G86		GM7	GM7	VHZ	VHZ		ZHV	S60	S60	9	4	6	1.50	69%
Space 91				MF8		4EL		9BD	9BD	RR3	RR3	RR3	RR3	8	5	4	2.00	62%
Space 92						JL7	DE1					GT2		4	9	3	1.33	31%
Space 93						3YG	3YG	8PT	8PT			38D	38D	7	6	4	1.75	54%
Space 94					ET7	260				RR9	RR9	AKS	RR9	6	7	5	1.20	46%
Space 95				J23		J53	OPX	TM5	TM5	TM5		GRZ	V18	9	4	7	1.29	69%
Space 96					D84	EYO	EYO					JX8	JX8	5	8	3	1.67	38%
Space 97					S73		X32	K69	K69	K69	K69	K69	K69	8	5	3	2.67	62%
Space																		

	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours)	Occupancy	
Space 109			P56		T17	WG8	CJ5	CJ5	887	JDR		9XR	9XR	9	4	7	1.29	69%	
Space 110	VAC			370		32X		T28	T28			S16	S16	7	6	5	1.40	54%	
Space 111			T73	T73	XG8	GV2		443	443		KJ7	KJ7	KJ7	9	4	5	1.80	69%	
Space 112			6VE	R45	Y43	AHW	AHW			514	300	300	300	9	4	6	1.50	69%	
Space 113			77E	782		CW9		K80	SB5			M73	M73	7	6	6	1.17	54%	
Space 114		MW8	R52	R52	356	356	720	W11	JV9		D25	D25	D25	11	2	7	1.57	85%	
Space 115			X76	X76		5YF	5YF	FK6			P38	P38	P38	8	5	4	2.00	62%	
Space 116						H30	LD1				8JO	8JO	8JO	5	8	3	1.67	38%	
Space 117				370	370	KF7	KF7			775	460	LYJ	LYJ	8	5	5	1.60	62%	
Space 118			1EA			ETO	ETO			950		L91	L91	6	7	4	1.50	46%	
Space 119		JK1			PCA		C14	RR4			YXF	YXF	539	7	6	6	1.17	54%	
Space 120					268	SVE	SVE	C38	51J		51J	TE6	718	9	4	6	1.50	69%	
Space 121			E53	F27		573	573				AA9	AA9	CDC	7	6	5	1.40	54%	
Space 122					668	4WR	470	470	470					5	8	3	1.67	38%	
Space 123					OBC		1TA	F11	F11			IXN	IXN	6	7	4	1.50	46%	
Space 124			PH4			2KF	4NC	4NC	4NC		9AM	9AM	9AM	9	4	5	1.80	69%	
Space 125				50S	BG4		52H					347	399	5	8	5	1.00	38%	
Space 126			HJ1			9JL	R37	R37	LP5	998	YGT	YGT	YGT	10	3	7	1.43	77%	
Space 127					NF7	E26	G01	215	591		640	640	640	8	5	6	1.33	62%	
Space 128				950	950	GM1	N65		5YP	62D	62D	62D	62D	9	4	5	1.80	69%	
Space 129				72Y	28L	28L	282	282	FNG	OMW	D30	D30	058	11	2	7	1.57	85%	
Space 130			1EN		611		611		CK7	C61	CT2	Y39	460	9	4	7	1.29	69%	
Space 131		MR2		350		13X	C10			OKO	S30	S30	S30	8	5	6	1.33	62%	
Space 132				RCO			92M				D03	X34	X34	5	8	4	1.25	38%	
Space 133				NY6			S69		JS4	JS4	JS4	J77	J77	7	6	4	1.75	54%	
Space 134					L75	L75					FV7	FV7		4	9	2	2.00	31%	
Space 135						V17				CRF	CRF	G28	G28	5	8	3	1.67	38%	
Space 136				988	TB4	92M	E61				707			5	8	5	1.00	38%	
Space 137						S45					00G	00G	00G	4	9	2	2.00	31%	
Space 138						E61	D59	HA1	244	244			988	7	6	6	1.17	54%	
Space 139			RFV		575		A58	A71	A71				RFV	6	7	5	1.20	46%	
Space 140							310	MH8	MH8	MH8		W70	VV2	6	7	4	1.50	46%	
Space 141				680	680	CZ4	C24	K09			XVN	XVN	XWX	8	5	5	1.60	62%	
Space 142							290	5JY	XRW		72D		XRW	5	8	5	1.00	38%	
Space 143							972	972	972	P28	P28	6X2	6X2	7	6	3	2.33	54%	
Space 144					ONA	ONA	1IW	KN2		B39	B39			6	7	4	1.50	46%	
Space 145							W26	N2G	8VO					3	10	3	1.00	23%	
Space 146					VCS	VC5	VC5	VC5	VC5					6	7	1	6.00	46%	
Space 147			9WE	2FR	2FR	2FR	2FR	992		214				7	6	4	1.75	54%	
Space 148					V29	V29	V29	K87	617	L46	L46	7PX	7PX	9	4	5	1.80	69%	
Space 149			229	229	229	00G	00G	SB5	SB5	SB5	SB5			9	4	3	3.00	69%	
Space 150					DTZ	DTZ	DTZ	B60				887	887	7	6	3	2.33	54%	
Handicap			L71	L71	7CH	00G	L71	L71	L71	L71	L71	L71	L71	11	2	4	2.75	85%	
Handicap			58X	921	921	6RC	Y12	Y12	Y12	Y12	6HB	E20	E20	11	2	6	1.83	85%	
Handicap			474		L71	OWF	OWF	OWF	430					6	7	4	1.50	46%	
Handicap						L71	CNH		7V5					3	10	3	1.00	23%	
Handicap														0	13	0		0%	
Zipcar	TE3	TE3	TE3	TE3	TE3	TE3	TE3	TE3	TE3	TE3	TE3	TE3	TE3	13	0	1	#DIV/0!	13.00	100%
Zipcar	RL6	RL6	RL6	RL6	RL6	RL6	RL6	RL6	RL6	RL6	RL6	RL6	RL6	13	0	1		13.00	100%
2-Hour Occupied	9	21	73	95	91	116	130	109	99	87	103	114	128						
Empty	142	130	78	56	60	35	21	42	52	64	48	37	23						
Occupancy	6%	14%	48%	63%	60%	77%	86%	72%	66%	58%	68%	75%	85%						
Handicapped Occupied	0	0	3	2	3	4	4	3	4	2	2	2	2						
Empty	5	5	2	3	2	1	1	2	1	3	3	3	3						
Occupancy	0%	0%	60%	40%	60%	80%	80%	60%	80%	40%	40%	40%	40%						
Zipcar Occupied	2	2	2	2	2	2	2	2	2	2	2	2	2						
Empty	0	0	0	0	0	0	0	0	0	0	0	0	0						
Occupancy	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%						
Total Occupied	11	23	78	99	96	122	136	114	105	91	107	118	132						
Empty	147	135	80	59	62	36	22	44	53	67	51	40	26						
Occupancy	7%	15%	49%	63%	61%	77%	86%	72%	66%	58%	68%	75%	84%						
														7.733333	5.253333	4.62666667			1.67

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Pleasant Street lot

Note: Cross-streets, C12-Hour
 Handicapped
 All others 3-hour

Space	7:00AM	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	Turnover	Average Stay (hours)	Occupancy		
Space 1														1	4.00	92%		
Space 2														3	1.25	38%		
Space 3														6	1.00	46%		
Space 4														6	1.17	54%		
Space 5														5	1.20	46%		
Space 6														5	1.00	38%		
Space 7														1	1.00	8%		
Space 8														1	1.00	15%		
Space 9														2	1.00	15%		
Space 10														2	1.00	15%		
Space 11														2	3.00	46%		
Space 12														4	1.50	69%		
Space 13														2	1.00	15%		
Space 14														2	1.00	15%		
Space 15														4	1.00	31%		
Space 16														9	1.00	31%		
Space 17														1	6.00	0%		
Space 18														12	2.00	23%		
Space 19														3	4.00	62%		
Space 20														3	3.00	23%		
Space 21														2	1.00	15%		
Space 22														4	1.00	31%		
Space 23														4	2.00	31%		
Space 24														9	2.00	31%		
Space 25														5	2.00	31%		
Space 26														5	1.00	38%		
Space 27														6	2.33	56%		
Space 28														4	1.33	31%		
Space 29														3	1.00	23%		
Space 30														5	1.25	38%		
Space 31														4	1.33	31%		
Space 32														5	1.00	38%		
Space 33														6	1.00	68%		
Space 34														9	4.50	69%		
Space 35														4	2	5.00	77%	
Space 36														3	5.00	77%		
Space 37														10	3	5.00	77%	
Space 38														8	1.60	62%		
Space 39														5	2	4.00	62%	
Space 40														9	4	4.50	69%	
Space 41														10	3	2.50	77%	
Space 42														4	2.00	62%		
Space 43														8	2.67	62%		
Space 44														5	2	4.00	62%	
Space 45														9	4	9.00	69%	
Space 46														4	1	5.00	77%	
Space 47														10	3	5.00	69%	
Space 48														9	4	9.00	69%	
Space 49														8	5	8.00	62%	
Space 50														5	1	10.00	77%	
Space 51														10	3	10.00	77%	
Space 52														9	4	9.00	69%	
Space 53														4	1	9.00	69%	
Space 54														8	5	2.00	62%	
Space 55														10	3	5.00	77%	
Space 56														10	3	9.00	69%	
Space 57														8	5	2	10.00	77%
Space 58														10	3	10.00	77%	
Space 59														10	3	10.00	77%	
Space 60														9	4	9.00	69%	
Space 61														9	4	9.00	69%	
Space 62														11	2	11.00	85%	
Space 63														10	3	10.00	77%	
Space 64														10	3	10.00	77%	
Space 65														10	3	5.00	77%	
Space 66														6	1	9.00	69%	
Space 67														4	1	9.00	69%	
Space 68														10	3	10.00	77%	
Space 69														8	5	1	8.00	62%
Space 70														9	4	9.00	69%	
Space 71														9	4	9.00	69%	
Space 72														8	5	2	6.00	62%
Space 73														9	4	2	4.50	69%
Space 74														9	4	2	4.50	69%
Space 75														4	2	1.00	15%	
Handicap														4	3	1.00	31%	
Handicap														3	10	23%	8%	
Handicap														1	12	1	1.00	8%
Occupied	6	6	24	39	43	42	39	40	42	39	24	10						
Empty	37	37	19	4	0	1	1	4	3	1	4	19	33					
Occupancy	14%	14%	10%	91%	100%	98%	91%	93%	98%	91%	50%	23%						
Turnover	3	2	7	8	7	8	7	8	7	8	7	10	17					
Occupied	3	2	7	8	7	8	7	8	7	8	7	10	17					
Empty	0	0	0	0	0	0	0	0	0	0	0	0	0					
Occupancy	10%	6%	23%	26%	29%	71%	35%	61%	32%	58%	55%	32%	10%					
Occupied	0	0	0	0	0	1	2	1	1	1	1	1	1					
Empty	3	3	3	3	3	2	1	2	2	2	2	2	3					
Occupancy	0%	0%	0%	0%	0%	33%	67%	33%	33%	33%	33%	33%	0%					
Occupied	9	8	31	47	52	65	55	59	51	61	57	35	13					
Empty	68	69	46	30	25	12	22	18	26	16	20	42	64					
Occupancy	12%	10%	40%	61%	68%	84%	71%	77%	66%	79%	74%	45%	17%					

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Cypress Street from South to North

Note: Cross-streets, driveways, etc. located between numbered meters are not shown.
 Restriction: 2 Hour Parking 7am-10pm except Sundays/Holidays

	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours) #DIV/0!	Occupancy
West Side																		
Parker St				A58						MR3	5VP			0	13	0		0%
Space				KG7						JJI				3	10	3	1.00	23%
Space				RL5							GS4	GS4		2	11	2	1.00	15%
Space														3	10	2	1.50	23%
Space														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
Space				79C										1	12	1	1.00	8%
Space				GC7	GC7									2	11	1	2.00	15%
Space			260	260		9020							3	10	2	1.50	23%	
Paul Street													14	168	11	1.27	8%	
No Parking																		
Centre St.																		

	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours) #DIV/0!	Occupancy
East Side																		
Parker St																		
Driveway																		
Space			R48	R48	R48				G63	G63	G63	G63		7	6	2	3.50	54%
Space	T34	T34	CR9	CR9	6LV	6LV								6	7	3	2.00	46%
Driveway																		
Space		F05	F05	JB4	5XH						888	888		5	8	3	1.67	38%
Space		ZPD	ZPD	JB4	JB4	C23					MNO	MNO		6	7	4	1.50	46%
Driveway																		
Space														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
Space					TT3									1	12	1	1.00	8%
Space			NCO	NCO	KR3	P76					X39	2PD		6	7	4	1.50	46%
Driveway																		
Hydrant																		
Space			4KB	4KB							VV8			3	10	2	1.50	23%
Space			GB5	GB5	962	962			FC6	FC6	FC6			6	7	3	2.00	46%
Bus Stop														40	90	22	1.82	31%
Centre St.																		

Street Total: 54 258 33 1.64 17%

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Braeland Ave from West to East

Note: Cross-streets, driveways, etc. located between numbered meters are not shown.
 No Restrictions unless noted
 Meters: 1 hour limit 8am-6pm except sundays and holidays

North Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours)
Parker St																	
No Parking																	
Herrick Road																	
Space												160		1	12	1	1.00
Space												D15		1	12	1	1.00
Space												DRO		2	3	3	3.67
Space	T88	T88	T88	T88	T88	T88	8IX	8IX	8JX					7	6	3	2.33
Space	G70	G70	G70	G70	G70	NR2								11	2	3	3.67
Space	ELM	ELM	LV2	LV2	LV2	LV2	LV2	LV2	LV2	LV2	LV2			11	2	3	3.67
Space	RV3	RV3	RV3	RV3	RV3	RV3	RV3	RV3	CVJ					10	3	3	3.33
Space	H42	H42	H42	H42	H42	H42	ND7	ND7	ND7	ND7				10	3	3	3.33
Space	ND7	ND7	ND7	ND7	ND7	ND7	RP5	RP5	RP5					9	4	2	4.50
Space	RP5	RP5	RP5	RP5	RP5	RP5	F33	F33	F33					9	4	1	9.00
Space	870	870	870	870	870	G86								6	7	3	2.00
SPACE	F39	F39	F39	F39	F39	F39								7	6	1	7.00
Space	R33	R33	R33	R33	R33	R33	F16	F16						10	3	3	3.33
Space	N30	N30	N30	N30	N30	N30	N30	N30	N30					10	3	2	5.00
Space	8VO	8VO	8VO	8VO	8VO	8VO	8VO	8VO	8VO					10	3	2	5.00
Space	BT6	BT6	BT6	BT6	BT6	BT6	B30	B30	B30					9	4	3	3.00
Space		04C												1	12	1	1.00
Space	TL5	TL5	TL5	964	964	964	964	964	964					11	2	3	3.67
Space	ESH	ESH	ESH	ESH	ESH	ESH	ESH	ESH	ESH					9	4	1	9.00
Space	V41	V41	V41	V41	V41	6VH	6VH	6VH						9	4	3	3.00
Space	650	650	650	650	650	650	650	650	650					10	3	2	5.00
Live Pkg Only	K55	GT2	GT2	GT2	GT2	GT2	GT2	GT2	OBO					10	3	3	3.33
Curb Cut																	
Live Pkg Only	742	742	742	742	742	742	742	742	742					10	3	2	5.00
Live Pkg Only	S34	S34	S34	S34	S34	S34	S34	S34						9	4	2	4.50
Live Pkg Only	H85	H85	H85	H85	H85	H85	H85	H85						10	3	2	5.00
Live Pkg Only	BA6	BA6	BA6	BA6	BA6	BA6	BA6	BA6						9	4	2	4.50
Braeland PG 2	7:00 AM	8:00 AM	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				
Meter 688														0	13	0	#DIV/0!
Meter 687					90	350	TA9					KET	KET	5	8	4	1.25
Meter 686						250	Y70					PE9		3	10	3	1.00
Meter 685						15W						72G		2	11	2	1.00
Meter 684					RP4	RP4	OZJ	OZJ				AN5	AN5	6	7	3	2.00
Meter 683						R90					SCZ	SCZ	SCZ	4	9	2	2.00
Langley Road																	
No Parking south side																	
Space														161	99	44	3.66
Live Meters														48	17	11	4.36
Meters														20	58	14	1.43

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Centre Green from South to North

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

	7:00 AM	8:00 AM	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	# Empty	# Parked	# Turnovers	Average Stay (hours)	Occupancy	
Langley																			
Meter			ZTC	FYZ	FYZ		FY7		F33	F33		877	877	8	5	5	1.60	62%	
Meter						D01	640		6J1	379	379	379	379	7	6	4	1.75	54%	
Meter					142						KX2	JE8	230	4	9	4	1.00	31%	
Meter					442	442					Y68		P90	4	9	3	1.33	31%	
Meter				136		Y68	TL5		4VR				6LZ	5	8	5	1.00	38%	
Driveway																			
Handicapped				OZC			7PD							2	11	2	1.00	15%	
Handicapped														1	12	1	1.00	8%	
1-Hour		730	KAZ		HN6	HA7	PFB	3PB	L82	329	C70			9	4	9	1.00	69%	
1-Hour		N65	P77			713	K10	7ZL	RKE	C70		K83	TAU	9	4	9	1.00	69%	
1-Hour				200	CSW	3YX	049	EJ9		B55			L10	7	6	7	1.00	54%	
Lyman Street																			
West side no parking																			
														28	37	21	1.33	43%	
														3	23	3	1.00	12%	
														25	14	25	1.00	64%	

Meters
 Handicapped
 1-Hour

NewTon Centre Parking Turnover
 Wednesday, October 17, 2012

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

Beacon Street from	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours)	Occupancy	
North Side																			
853 Beacon Drive	SIF	SIF		MB6		D62	VOI	VOI	255	H23	KP6			9	13	7	1.29	41%	
Meter 639				ARK		FP1	74P	102	74P	HS9	HS9	HS9		8	4	7	1.14	67%	
Meter 638	R19	SMI		198	859	HF4			853	J04	J04			5	5	7	1.14	62%	
Meter 637	FSI	BP5	MD4			L74	CY2	CY2	CF1	9U6	72L	F61		11	5	10	1.10	69%	
Meter 635	CIR	CIR	RD6	6WX	718	FKL	CLK	CLK	AF4	GL4	GL4	GL4	110	11	2	9	1.22	85%	
Meter 634	V17	TAN	RNG	RNG	RNG	NK3	Y90	FLK	ZLE	LD3	3XL	X20		13	2	10	1.30	87%	
Meter 633	46K	46K	46K	46K	46K	46K	MB9	MB9	BD8	FZ7	242	P53		12	0	6	2.00	100%	
Meter 632	ME7	075	200	RE7	TG5	TG5	TG5	CHM	LP7	LP7	JK2			11	1	8	1.38	92%	
Meter 631	429	OYA	325	N50	131	131	D76	AKO	998	GJ				10	2	9	1.11	83%	
Meter 630	630	VP8	948	MP1	J17									11	3	10	1.10	79%	
Centre Street																			
Parking Lot Drive																			
Meter 775	VR5		400	400	6TL									5	13	4	1.25	28%	
Meter 774					EAT	TRR	GL2	GL2						5	8	4	1.25	38%	
Meter 773						EDA	L78	L78						4	8	3	1.33	33%	
Meter 772	GW4		RE7	CFT	RE7	457	FC3	454				GL2		9	9	6	1.50	50%	
Meter 771					CFT		BRI	407				170		6	4	4	1.50	60%	
Meter 770					OXE	OXE	T30	LMN						5	7	4	1.25	42%	
Meter 769	T44	E21	E21	E21	X65	BL5	FNX	3JB						9	8	6	1.50	53%	
Meter 768					OVG	OVG	OVT	7LK						4	4	3	1.33	50%	
Meter 767						H16	T85							5	9	4	1.25	36%	
Meter 766	218	EB4		MB7	808	1HJ								6	8	6	1.00	43%	
Langley Road																			
Meter 893														12	13	5	2.40	48%	
Meter 892	HM3	HM3	HM3	HM3	HM3	HM3	HM3	HM3	HM3	NG4				11	1	3	3.67	92%	
Meter 891												N74		5	2	4	1.25	71%	
Meter 765	818	818	818	818	249				249	249	ORX			11	8	6	1.83	58%	
Meter 764					5TV	211	G78	G78	SHN	K60	62V			9	2	8	1.13	82%	
Meter 793														10	4	7	1.43	71%	
North Side Cont																			
Drive	7:00 AM	8:00 AM	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						
Meter 762														9	12	6	1.50	43%	
Meter 761														9	4	5	1.80	69%	
Meter 895														6	4	5	1.20	60%	
Meter 894														5	7	3	1.67	42%	
Meter 760														6	8	5	1.20	43%	
Chesley Road																			
1-Hour														3	7	2	1.50	30%	
1-Hour														9	13	4	2.25	41%	
Drive																			
1-Hour														8	13	6	1.33	38%	
1-Hour														4	5	3	1.33	44%	
1-Hour														6	9	4	1.50	40%	
1-Hour														5	7	4	1.25	42%	
Drive																			
1-Hour														3	13	2	1.50	19%	
1-Hour														2	10	2	2.00	27%	
1-Hour														4	11	2	2.00	27%	
1-Hour														8	9	5	1.60	47%	
1-Hour														4	5	4	1.00	44%	
Dalton Road														255	180	184	1.39	59%	
BEACON BETWEEN CENTRE AND CHESLEY ONLY														56	102	38	1.47	35%	
Occupied	16	14	15	22	20	28	23	24	17	14	15	19	28						
Empty	15	17	16	9	11	3	8	7	14	17	16	12	3						
Occupancy	52%	45%	48%	71%	65%	90%	74%	77%	55%	45%	48%	61%	90%						

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Note: Cross-streets, driveways, etc. located between numbered meters are not shown.
 Beacon Street from 860 Beacon to Dalton Road (West to East)

South Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy	
860 Beacon																			
Meter 640*			R25				126	126							3	5	2	1.50	38%
Meter 641*			138	138	41C	41C									5	3	2	2.50	63%
Meter 642*						BPL	42M	42M		HH6					4	5	3	1.33	44%
Meter 643*						FBO	BV9	917	FLO						5	3	5	1.00	63%
Hydrant																			
Meter 644*			KK9	ZVP	674	9VS									5	3	5	1.00	63%
Meter 645*			6IV	E69		HG3	F16			NL8	NSP			7	3	6	1.17	70%	
Meter 646*			569											4	4	3	1.33	50%	
Centre Street																			
Herrick Road																			
Meter 776																			
Meter 741						EV5	BK9	NS1	NS1	8MN	CV2	229	74D		8	5	7	1.14	62%
Meter 742						4HJ	113	YXF	YXF				C76		6	7	5	1.20	46%
Meter 743							GM5	LA5	LA5	LBK			C93		6	7	5	1.20	46%
Driveway										LM7	LM7	PL6	PL6		5	8	3	1.67	38%
Meter 744		940																	
Meter 745		CG9								HHB	67M	7VS	7VS		9	4	7	1.29	69%
Meter 580										XBP	52D	V39	00S		12	1	9	1.33	92%
Meter 581										CG2	281	RV5	E49		6	7	6	1.00	46%
Meter 746											RP5	RP5	KG6		6	7	4	1.50	46%
Meter 747											LF7	SF5	34D		6	7	6	1.00	46%
Driveway											RND	730	E9D		9	4	7	1.29	69%

South Side Cont.	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy	
Langley Road																			
Meter 748		A27																	
Meter 749			K80																
Meter 750		5T4								90P	558				6	8	4	1.50	46%
Meter 751		300	300	300						FE4	FE4				8	5	4	1.25	38%
Meter 752										W67	NH2				7	6	5	2.00	62%
Meter 753										D11	5NR	2PH	2PH		6	6	5	1.40	54%
Meter 754											T73	T73	T73		7	6	4	1.75	54%
Meter 755											S50	VG8	VG8		5	8	4	1.25	38%
Meter 756												K55	K55		7	6	6	1.17	54%
Meter 757												2TC			2	11	2	1.00	15%
Meter 758												120			2	11	2	1.00	15%
Meter 759												GL4			5	8	5	1.00	38%
Driveway												9KS	MCS		6	7	6	1.00	46%
Meter (Curb Cut)																			
Meter 883										V18					2	11	2	1.00	15%
Meter 884										GDM					5	8	5	1.00	38%
Meter 885												5DA	5DA		5	8	4	1.25	38%
Meter 886												885	8L7		7	6	6	1.17	54%
Meter 887												886	470		6	7	5	1.20	46%
Meter 888												559	2AA		4	9	4	1.00	31%
Staples Driveway												601	B2L		8	5	8	1.00	62%
*Parking is restricted between 7-9 AM and 4-6 PM at meters on the south side of Beacon Street west of Centre Street														209	227	170		48%	
BEACON BETWEEN CENTRE AND UNION ONLY-SOUTH SIDE														464	407	354		53%	
														520	509	392		51%	

Occupied	1	5	9	10	22	26	19	26	22	10	15	20	24		
Empty	28	24	27	26	14	10	17	10	14	21	15	16	12		
Occupancy	3%	17%	25%	28%	61%	72%	53%	72%	61%	32%	50%	56%	67%		
NORTH SIDE															
Occupied	16	14	16	27	24	31	26	32	23	20	20	25	37		
Empty	26	28	26	15	18	11	16	10	19	22	22	17	5		
Occupancy	33%	33%	43%	57%	67%	86%	71%	76%	33%	38%	29%	52%	100%		
TOTAL															
Occupied	17	19	25	37	46	57	45	58	45	30	35	45	61		
Empty	54	52	53	41	32	21	33	20	33	43	37	33	17		
Occupancy	24%	27%	32%	47%	59%	73%	58%	74%	58%	41%	49%	58%	78%		

North Side on new sheet

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Lyman Street from Centre Green to Summer Street

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

South Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy	
Centre Green																			
Meter 509				3RM			345		RV4					3	10	3	1.00	23%	
Meter 510				WVX			050							3	10	2	1.50	23%	
Meter 511			AJ9	AJ9	AJ9		AJ9	AJ9						6	7	1	6.00	46%	
Drive/Hyrdant																			
Meter 512	Y29	Y29		TJY			CN3			3DV				5	8	4	1.25	38%	
Meter 513		664	664	664				DD6		2JV	2JV	2JV	2JV	8	5	3	2.67	62%	
Meter 514			5HI		778									2	11	2	1.00	15%	
Meter 515	HF3		KRY	KRY	KRY	450	450	2JV	2JV					8	5	4	2.00	62%	
Meter 516			R50	R50		N70	N70							4	9	2	2.00	31%	
Summer Street																			
Lyman Totals														39	65	21	1.86	38%	

North Side no parking

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Everett Street between Summer Street and Dalton Road

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

	7:00 AM	8:00 AM	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	# Empty	# Parked	# Turnovers	Average Stay (hours)	Occupancy
North Side																		
Summer Street														0	13	0	#DIV/0!	0%
No Parking														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
No Parking														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
Space														0	13	0	#DIV/0!	0%
No Parking														0	13	0	#DIV/0!	0%
Chesley Road														0	13	0	#DIV/0!	0%
2-Hour				W56	W56	W56	W56	W56	W56	W56	W56	CD5	CD5	10	3	2	5.00	77%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														2	11	1	2.00	15%
Driveway														4	9	3	1.33	31%
2-Hour						6H6	4MV							1	12	1	1.00	8%
2-Hour										C29				0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour										BW8	BW8	BW8	BW8	3	10	1	3.00	23%
Hydrant														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
North Side Cont.																		
Driveway														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
2-Hour														0	13	0	#DIV/0!	0%
Dalton Road														0	13	0	#DIV/0!	0%
South Side No Parking														20	344	8	2.50	5%

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Centre Street from Homer Street to Beacon Street

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

West Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy	
Homer Street																			
Meter 572								X34	X34					2	11	2	1.00	15%	
Meter 573														0	13	0	#DIV/0!	0%	
Meter 574														0	13	0	#DIV/0!	0%	
Meter 575						512	512	512	512	512	512	512	512	8	5	1	8.00	62%	
Meter 576					JK3									1	12	1	1.00	8%	
Meter 577				A84	A84	A84	A84	A84	A84	A84				7	6	1	7.00	54%	
Meter 578				KE3	KE3	KE3								4	9	1	4.00	31%	
Bowen St																			
Meter 500						T81	T81	FE4	E93		G65	MV5		6	7	5	1.20	46%	
Meter 501				TN1	TN1	CK2	CK2	CK2				OK6		6	7	3	2.00	46%	
Meter 502					TTV	98L	98L							4	9	3	1.33	31%	
Meter 503								NBO	NBO	NBO	NBO	NBO	NBO	6	7	1	6.00	46%	
Meter 504				PA4			742							2	11	2	1.00	15%	
Meter 505						ST3	663	NJ5	NJ5	NJ5	NJ5	NJ5	NJ5	8	5	3	2.67	62%	
Meter 506						KB7	KB7	KB7	KB7	KB7	KB7	KB7	KB7	8	5	1	8.00	62%	
Meter 507				TJV	TJV	TJV	TJV	TJV	TJV	TJV	TJV	TJV	TJV	10	3	1	10.00	77%	
Meter 508														0	13	0	#DIV/0!	0%	
Tyler Terrace																			
Meter 601					350	M07	220	8TY	031	142	MV5	RSE	SMD	9	4	9	1.00	69%	
Meter 602					TA9	X38	219	HV7	PK7	CMZ	EH8	Y66	NX8	9	4	9	1.00	69%	
Meter 603						KL8	490	ERC	OND	1VX	W93	GW4	KM6	10	3	10	1.00	77%	
Meter 604						DWL	512	693	767	W54	JW4	KE9	K28	10	3	10	1.00	77%	
Meter 605							7LH	410	RB4	4HM	FC9	SK5	DM3	12	1	12	1.00	92%	
Meter 606							9JD		LH5	LH5	C2	YEX	GRF	9	4	8	1.13	69%	
Meter 612							H86	541	X81	436	7AB	B99	J92	11	2	11	1.00	85%	
Meter 613							W34	78H	R45	P89	A58	5FF	XVC	10	3	8	1.25	77%	
Meter 614							XVA	4B4	E43	WED	260	PN6	GEV	9	4	9	1.00	69%	
Meter 615							3L3	5C3	A82	R90	342	FP4	J99	9	4	9	1.00	69%	
Meter 620							2YM	ND7	Y24	570	980	AMO	EE6	7	6	7	1.00	54%	
Meter 621							6E1		JWY		H77			5	8	4	1.25	38%	
Meter 622							PE9		Y59	7MF	862	A46	380	9	4	8	1.13	69%	
Meter 623									ZEL	DT4	HD7	PD5	PE8	9	4	8	1.13	69%	
Meter 624							3K8	3K8	NN6	6ZA	A69	AK1	62K	10	3	6	1.67	77%	
Meter 625							DF4	DF4	H52	AE4	7JN	RK9	569	8	5	8	1.00	62%	
Meter 626							Y68	361	A35	L55	653	YWD	CK2	11	2	10	1.10	85%	
Meter 627								222	KKO	HP6	8TP	EB7	CBZ	7	6	6	1.17	54%	
Meter 628								746	NC6	8EV	YFC	BM5	MF9	12	1	11	1.09	92%	
Meter 629									AAO	C08	NV4	8XX	5AW	8	5	7	1.14	62%	
Homer Street																			
														254	201	193	1.32	56%	

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

Newton Centre Parking Turnover
Wednesday, October 17, 2012

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

Centre Street from Beacon Street to Willow Street

	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy #DIV/0!	
Beacon Street																			
Meter 777	EJ1	EJ1			JN1	JN1	JN1	JN1	3Z5	AD6	J30	H53	H53	11	2	6	1.83	85%	
Meter 778	6XW	AC8	AV6	AV6	AV6	AV6	195	FH3	C41	C41	519	519	390	12	1	8	1.50	92%	
Meter 779	MK3	8FO	438	830		038	2WH	C15			H50	WFP	740	10	3	10	1.00	77%	
Meter 780		G99		S80		100		110	GF2	GF2		ED7	K80	8	5	7	1.14	62%	
Meter 781		CA4	CA4	HC7	X86	X86	594				OVV	9LI	RY7	9	4	7	1.29	69%	
Meter 782		B84		9P5	KOO	B93	976	B85	JF1	695	W19		N40	10	3	10	1.00	77%	
Meter 783		SFO	ARW	190	190	F84	OWW	KD7	FF4	010	TF4	TF4	J60	12	1	10	1.20	92%	
Meter 784		FA9		X26	X26		HD6	FR3	A16	06A	81L	TW5	H66	10	3	9	1.11	77%	
Meter 785		W20		59K	OXI			5FV	NY6	NY6	5KM	Z73	JA4	8	5	7	1.14	62%	
Meter 787				390	JR6	RV7	231		686		SNK		WA8	8	5	8	1.00	62%	
Meter 788					7MC	8DM	Y48		R56	PF7	TB9		PC4	7	6	7	1.00	54%	
Meter 789	2FL				LT7	K39	FW4					T83	WL8	6	7	5	1.20	46%	
Meter 790						TAM	MG7		X09	R07		M44	760	6	7	6	1.00	46%	
Meter 791					6CN		260	MF9		KM5		440	R28	8	5	8	1.00	62%	
Meter 792		830		DR5		303	FC1	N43	JY9	FNO		RL3		7	6	7	1.00	54%	
Meter 793		877			P58	BL7	2CH		1MA					4	9	4	1.00	31%	
Lyman Street																			
Meter 589		000			EX7	875					P18			4	9	4	1.00	31%	
Meter 590		644							032					2	11	2	1.00	15%	
Meter 591		835	835	835	835	473	360							7	6	3	2.33	54%	
Meter 592		278			EE6	147	875							5	8	4	1.25	38%	
Meter 593		678						RV4	RV4					4	9	2	2.00	31%	
Meter 594		728			SL5	SL5	WKT	WKT						6	7	3	2.00	46%	
Meter 595		684	381				540	540	GG3	GG3				7	6	4	1.75	54%	
Meter 596		870												1	12	1	1.00	8%	
Meter 597		568												1	12	1	1.00	8%	
Meter 598		852					535	535	535					4	9	2	2.00	31%	
Meter 599							353	353	353	OGN				4	9	2	2.00	31%	
Willow Street																			
Occupied	9	21	6	12	16	15	20	15	17	13	11	12	14	182	169	148	1.23	52%	
Empty	18	6	21	15	11	12	7	12	10	14	16	15	13	436	370	341	1.28	54%	
Occupancy	33%	78%	22%	44%	59%	56%	74%	56%	63%	48%	41%	44%	52%	Centre Totals					
Centre Totals																			
Occupied	15	28	22	28	39	43	44	42	40	36	33	33	34						
Empty	48	35	41	35	24	20	19	21	23	27	30	30	29						
Occupancy	24%	44%	35%	44%	62%	68%	70%	67%	63%	57%	52%	52%	54%						

Newton Centre Parking Turnover Wednesday, October 17, 2012
 Note: Cross-streets, driveways, etc. located between numbered meters are not shown.
 Pelham/Pleasant Streets west of Centre Street

Pelham Street														# Parked	#Empty	# turnovers	Average Stay (hours)	Occupancy	
North Side	7:00 AM	8:00 AM	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						
Centre Street																			
Meter 616			MR7	470	170	DW4	DW4	MPF	W80		J2T				8	5	7	1.14	62%
Meter 617		919	KD7	M65		LLO	173		KE9	797	797				8	5	7	1.14	62%
Meter 618					WD7		EKK	400			9CM				4	9	4	1.00	31%
Meter 619							N67	AP9							2	11	2	1.00	15%
Parking Lot Dr															22	30	20	1.10	42%

No Parking South Side

Pleasant Street														# Parked	#Empty	# turnovers	Average Stay (hours)	Occupancy	
South Side	7:00 AM	8:00 AM	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						
Centre Street																			
Meter 611	CS3	565	565	565	565	565	565	565	GK4	2NW	51	W03	W03		11	2	2	5.50	85%
Meter 610			RJ5			3T6	GK4	GK4			Y14		FP2		8	5	3	2.67	62%
Meter 582		000		S24	S24	FJ6	6BY		709	P80	281				8	5	4	2.00	62%
Meter 609	BTA	F52	T93	324	6HI	141	141	WDC	AP9	AP9					10	3	5	2.00	77%
Meter 608	EL8	H48	8TR		LOO	KKO		H40	3AX		OLM	Y04			9	4	6	1.50	69%
Meter 607		GT2	F46	9EX	EJ2	6FM		KH2	491	LR7	M64	HP7			10	3	7	1.43	77%
Meter 579		ORO	KKO			L70	T28	A51	R93	W58	Y22		BD4		9	4	8	1.13	69%
Parking Lot Dr															65	26	35	1.86	71%

No Parking North Side

Newton Centre Parking Turnover
 Wednesday, October 17, 2012
 Herrick Road south of Union Street

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

East Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnover	Average St Occupancy	
Union Street																		
Braeland Ave															0	0	0	#DIV/0!
No Park 7a-7p															0	0	0	#DIV/0!
No Park 7a-7p															0	0	0	#DIV/0!
No Park 7a-7p															0	0	0	#DIV/0!
No Park 7a-7p															0	0	0	#DIV/0!
No Park 7a-7p															0	0	0	#DIV/0!
No Park 7a-7p															0	0	0	#DIV/0!
Chase Street															0	0	0	#DIV/0!
Union Street																		
Meter			589	G75	NK5	NK5	LL5	Z40	Z40	HL2	MZ7	MZ7	NFO	11	2	8	1.38	85%
Meter	XUX	OTB	Z74	546	5ER	5ER	V28	V28	M02		AT6	AT6	SS6	11	2	9	1.22	85%
Meter				546	JG1	JG1	JG1	95E	EAO	826	826	826	VZ1	9	4	6	1.50	69%
Meter					Z29	Z29	Z29	Z29	Z29	Z29	M59	710	710	8	5	3	2.67	62%
Meter				741	XYJ	XYJ	N59	527	527	B78	DN5	PE7	867	9	4	8	1.13	69%
Meter				741	OSI	OSI	OSI	GF2			FW6			5	8	4	1.25	38%
Braeland Ave																		
No Parking																		
Chase Street																		
Occupied	1	1	1	2	5	6	6	6	6	5	4	5	5	53	25	38	1.39	68%

Newton Centre Parking Turnover
 Wednesday, October 24, 2012
 Langley Road from East to West

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

North Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours)	Occupancy	
Braeland Ave																			
Bridge																			
Meter 689			PG4		HM7	H83	WG8	FD9	FKG	FKG	DE7	DE7	5VH	10	3	8	1.25	77%	
Meter 690				J51	950	OND	AV4	IME	6CB	833	833	833	72C	9	4	7	1.29	69%	
Meter 691				SL8	OWR	8FR	RC3	MP8	MP8	BP2	BP2	72C		9	4	7	1.29	69%	
Meter 692			79F	GW7	1PJ	1PJ		070	070	N57	52C			9	4	6	1.50	69%	
Union Street																			
Hydrant																			
Meter 699		K08		670	685	685	5KN	PE7	B43	4GK	KH9	KH9	G48	11	2	0	#DIV/0!	0%	
Meter 700				FY8	FY8	FY8	FY8	FY8	7YM	646	646	646	646	9	4	3	3.00	69%	
Meter 701			R78	Y52	JD1	KG2	3YP	PK7	Y16	205	D18	D18		10	3	9	1.11	77%	
Meter 702		505		R78		6TE	880	KVZ	A35	2IA	YXF	NK8	K59	10	3	10	1.00	77%	
Beacon Street																			
Meter 850			DD6			5ER	7Y0	H27		E28	E28	E28	EK5	7	6	6	1.17	54%	
Meter 851			H27	H27	NM6	NM6	V52	MR2	9CX	DN9	MPT			9	4	7	1.29	69%	
Meter 852					Y65	RK5					T32			3	10	3	1.00	23%	
Meter 853		G87	711	716	020		520	520	XED	XED	XED	XED	XED	11	2	6	1.83	85%	
Meter 854			A84	571		NT0	27C	F27		5GI	LA7			7	6	7	1.00	54%	
Meter 855			FDO	6HS	524		E98	7TM		T75	KV1			8	5	7	1.14	62%	
Meter 856			M84		T39		P41	T6R		BH9				6	7	5	1.20	46%	
Meter 857					RJ5	MM6	096		S68		1FB			6	7	6	1.00	46%	
Meter 858		K14		R74	MR8		9CL	9CL	9CL	W82	4TJ			9	4	7	1.29	69%	
Meter 859		J86	J86	8RP		SC9			N85	521				6	7	5	1.20	46%	
Meter 860		RET		N70	AH4	V84	9VJ	110	RWI	794	SN5	E76		10	3	10	1.00	77%	
No Parking Driveway														1	12	1	1.00	8%	
Meter 861		180	570	5GB		15N	938	6FM	250	98F	E88	E88	GA9	11	2	11	1.00	85%	
Meter 862		V17	180	290		S48	S48	565	F29	F29	F29	F29	F29	9	4	6	1.50	69%	
Meter 863			LE9	750	SX3	K10	478	930	DB9		BE3	X70		9	4	9	1.00	69%	
Meter 864			D26		747	PY7	A17	HM7	F33	F33	843	4G1		9	4	8	1.13	69%	
Meter 865			CV2	N30	N30	V50	943	943	F10	MC8	EP9			10	3	6	1.67	77%	
Meter 866		NOO		379	BUH	H65	SJ		642	642	292	292		10	3	8	1.25	77%	
Centre Street																			
Occupied	4	10	15	19	16	19	21	20	18	15	19	19	23	218	133	177	1.23	62%	

Newton Centre Parking Turnover
 Wednesday, October 24, 2012
 Langley Road from East to West

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

South Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours)	Occupancy	
Braeland Ave																			
Bridge																			
Meter 682	GMO	GMO			DW6	203	4GN	W13	C66	V82	JX2	E30	E30	11	2	9	1.22	85%	
Meter 681				X83	DM7	DM7	ART	WG8	5XA		KE3	PT5	P20	9	4	8	1.13	69%	
Meter 680			G91	Y9R		GF2	C85	D15	790	790	790	990	990	10	3	7	1.43	77%	
Union Street																			
Meter 708				X46		859	R60	PX6	S73	S73	ITC	GX5	GX5	9	4	7	1.29	69%	
Meter 690				HA2		J53	J53	AV4	AV4	AV4	AV4	FY8	FRO	9	4	5	1.80	69%	
Meter 689		4TK			727	N85	KDJ	46E	BA8	D87	444	444	444	10	3	8	1.25	77%	
Meter 705					RV7	H2V	NV4	NV4	R45	11S	11S	DC8	200	9	4	7	1.29	69%	
Meter 704			JR2		76A	HV5	R92	R92	880	880	880	S60	BW2	10	3	7	1.43	77%	
Beacon Street																			
Hydrant																			
Driveway																			
Meter 811			414	M56					KAB	911	7PW	ND5	773	8	5	7	1.14	62%	
Meter 810				10W	10W	H27	WD9	FA3	J68					5	8	4	1.25	38%	
Meter 809		F53		B70	H27	H27			K30		SG3	SG3	AE5	8	5	6	1.33	62%	
Meter 808				PH4			LR4	LR4			6FJ	6FJ	H67	7	6	5	1.40	54%	
Meter 807				R84	R84	NG6		561		JV8		PB9	TM5	8	5	7	1.14	62%	
Meter 806				100	ADB			240			NKO		P85	6	7	6	1.00	46%	
Meter 805				KL7	DN2	HM6	T66	TR3	97H			P46	P46	10	3	8	1.25	77%	
Meter 804				W39			JV1	EEF				L38		4	9	4	1.00	31%	
Meter 803				710	JMO	AMI	AG5	569	F52	2BF		410	410	11	2	10	1.10	85%	
Driveway																			
Meter 802				JK1	DA8	5AB	093	7EK	L5L		PBX		TJ5	9	4	8	1.13	69%	
Meter 801		MW8					KE7	SX8				4KY	3RV	5	8	5	1.00	38%	
Meter 800				379	3YH	DDC	DD8	A24	964	RD7	RD7		NP7	11	2	8	1.38	85%	
Meter 799				222	NY3	PX3		WPF		K21	BPY	3YZ	3YZ	9	4	7	1.29	69%	
Hydrant																			
Meter 798				450	6XN	9AE	GTO	GTO		460	D70		LL3	10	3	8	1.25	77%	
Meter 797					FC6	ENG	4CD	LC5	329	J67			305	8	5	7	1.14	62%	
Meter 796					TJ5	SNS	AJ9	OAD		H59	1TR		DON	9	4	8	1.13	69%	
Centre Street																			
Occupied	1	10	15	18	15	17	18	23	17	15	17	17	17	205	107	166	1.23	66%	
Empty	23	14	9	6	9	7	6	1	7	9	7	7	7						
Occupancy	4%	42%	63%	75%	63%	71%	75%	96%	71%	63%	71%	71%	71%	423	240	343	1.23	64%	

Newton Centre Parking Turnover
 Wednesday, October 24, 2012
 Summer Street between Everett Street and Beacon Street

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

	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy	
Everett Street																			
No Parking																			
Meter 837		LZ4	LZ4	LZ4								S32	S32		5	8	2	2.50	38%
Meter 836		EW2	EW2	EW2								NV9	NV9		4	9	2	2.00	31%
Meter 835					5JF										1	12	1	1.00	8%
Meter 834	J85	4S5	4S5	4S5								N84	N84		5	8	3	1.67	38%
Meter 833		H81	H81	H81									8TW		4	9	2	2.00	31%
Meter 832		AFA	AFA	AFA			1CL	1CL	1CL	1CL			KA9		8	5	3	2.67	62%
Meter 831															0	13	0	#DIV/0!	0%
Meter 830		EF5	EF5	EF5	608	775	775	775	775	775	775	775	JK1		7	6	5	1.40	54%
Meter 829	990	990	990	775	775	775	775	775	775	775	775	775	775		12	2	2	6.00	92%
Meter 828				M/AIL			430	P6B		EF6		749	M49		6	7	6	1.00	46%
Meter 827	PK8	R50	R50	R50	R50			92L				990	990		8	5	4	2.00	62%
Meter 826	HF3	9TB	9TB	990			MR7	903	903				ZXS		7	6	7	1.17	54%
Meter 825	DMK	DMK	YEA	886	002	HG3	RY5	9PF		S48	D60	EJ1	OMK		12	1	11	1.09	92%
Meter 824	330	330	330	TF3	7BF		AKO	RM5	837	B72		9MC	1HV		11	2	9	1.22	85%
Meter 823	LK7	LK7	LK7	N70			HS9	858	T66	T66	N70	N70		10	3	6	1.67	77%	
Beacon Street											M27			1	-1	1	1	1.00	#DIV/0!
														101	94	63	1.60	52%	

	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy	
Everett Street																			
2-Hour		4MV	4MV	980	855		K13	L74		K13					3	10	3	1.00	23%
Driveway				B55				K13	K13	K13					8	5	4	2.00	62%
2-Hour		OEP	OEP	T17	T17				760	760			760		1	12	1	1.00	8%
Hydrant	550	550	550	550					KH2	KH2	KH2	C11	C11		6	7	4	1.50	46%
2-Hour															0	13	0	#DIV/0!	0%
Willow Street								R70	R70			HF3	O14		6	7	5	1.20	46%
Meter 838	FD6	FD6	FD6	FD6			KW4					818	590		7	6	4	1.75	54%
Meter 839	B59	B59	B59	B59		587		92V			L56	KES	KES		8	5	5	1.60	62%
Meter 840	S68	S68	S68									E56	E56		4	9	2	2.00	31%
Meter 841	9MC	9MC	9MC	9MC			2NL	S84	W03			FD7	JAA		8	5	6	1.33	62%
Meter 842	LMH	LMH	5PG	5PG	5PG			55E	W8			664			8	5	5	1.60	62%
Meter 843	240	240	240	240		FP1			TYJ	OEP	OEP	6VF	6VF		10	3	5	2.00	77%
Meter 844	V78	V78	V78	V78	2Y8	W40	688	MAIL	W94	W94	W94	W94	W94		11	2	5	2.20	85%
Meter 845	JR2	JR2	JR2	JR2	F27	W40	M80	95Y	4YZ	4YZ	316	820	R89		12	1	9	1.33	92%
Meter 846	L68	L68	L68	P32	P32		C50		L68	AP9	AP9	EJ1			10	3	6	1.67	77%
Meter 847	7RV	7RV	7RV	B66	LH6	WF9	1PA	B68	240	MK4	038	235			12	1	10	1.20	92%
Beacon Street														123	98	77	1.60	56%	

Note: Driveways, etc. not included between numbered meters on this sheet

North Side

	7:00 AM	8:00 AM	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	# Parked	# Empty	# turnovers	Average Stay (hours)	Occupancy	
Beacon Street																			
Langley Road																			
Meter 710			Z80	Z80	Z80	Z80	2VH	D12	D12	D12	D12	D12	2YH	11	2	4	2.75	85%	
Meter 711			38I	T45	T45	T45	T45	T45	T45	T45	T45	T45	T45	11	2	2	5.50	85%	
Meter 712			7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	7PJ	12L	11	2	2	5.50	85%	
Driveway																			
Meter 713		G81	E72	E72	E72	05C	05C	05C	B94	KP9	KP9	KP9	KP9	12	1	5	2.40	92%	
Meter 714			Y99	BM7	BM7	BM7	BM7	BM7	L77	L77	L77	L77	ND9	10	3	4	2.50	77%	
Meter 715			FG2	FG2	FG2	FG2	FG2	FG2	HM6	T64	T64	T64		10	3	4	2.50	77%	
Meter 716	JN2		GK4	GK4	GK4	GK4	640	PE8	1RB	1RB	1RB	1RB	1RB	12	1	5	2.40	92%	
Meter 717			348	5CJ	5CJ	02C	02C	NR7	G57	G57	G57	FB6	J54	12	1	7	1.71	92%	
Meter 718			DP3	H19	H19	H19	H19	H19	H19	H19	H19	H19	F65	11	2	3	3.67	85%	
Curb Extension																			
Meter 719		09E		TN9	TN9	TN9	TN9	TN9	TN9	TN9	TN9	TN9	L77	11	2	3	3.67	85%	
Meter 720			780	MN8	MN8	MN8	MN8	MN8	MN8	MN8	MN8	ML8		11	2	3	3.67	85%	
Meter 721			RG4	RG4	2TG	440	T22	T22	T22	T22	T22	T22	TN8	10	3	5	2.00	77%	
Meter 722			F80	F80	LN9	GD7	GD7	1TS	1TS	1TS	1TS	R80	ML8	12	1	7	1.71	92%	
Meter 723			750	LFM	LFM	LFM	JJ1	TGY	121	KR5	NCO	T22		12	1	8	1.50	92%	
Meter 724			080	TDN	E52	W84	C24	8EG	8EG	8EG	8EG	SD8		12	1	8	1.50	92%	
Meter 725			ZYH	ZYH	W5L	W5L	W5L	W5L	W5L	W5L	W5L	RM3	8EG	11	2	4	2.75	85%	
Meter 726			B87	B87	B87	723	GC7	GC7	980	RT6	RT6	B57		10	3	6	1.67	77%	
Meter 727			G81	N76	N76	N76	940	V8N	9DP	1LX	1LX	1LX		12	1	7	1.71	92%	
Meter 728				470	D12	D12	D12	D12	92M	GB1	GB1	GB1		8	5	4	2.00	62%	
Meter 729			1CD	400	400	GN9	EEL	6NT	700	F16	F16	F16	F71	12	1	9	1.33	92%	
Meter 730			HP6	VA9	VA9	VA9	VA9	VA9	VA9	G19	G19	G19	G19	12	1	3	4.00	92%	
Meter 731			JX4	P62	P62	P62	GF2	GF2	0MX	0MX	0MX	CH3		12	1	6	2.00	92%	
Meter 732			9TF	DPA	929	SCOOTER	508	C30	MP8	7NH	7NH	492		11	2	10	1.10	85%	
Meter 733			GV2	B86	178	1NW	1NW	1NW	1NW	H76	RM9	PA5		11	2	7	1.57	85%	
Meter 734			TM8	INC	8TP	8TP	8TP	8TP	ACO	LW2	B57	WAB		9	4	7	1.29	69%	
Meter 735			980	980	980	980	980	980	J65	P6H	P6H	P6H		9	4	3	3.00	69%	
Meter 736			355	355	WD8	WD8	259	M86	M86	T90	6CK	3ME		12	1	8	1.50	92%	
Driveway (BoA)				857	857									2	-2	1	2.00	#DNV/01	
Meter 737			9JT	610	610	PF9	MP8	MP8	OX0	OX0	K19	YVB		12	1	8	1.50	92%	
Meter 738			6RW	6RW	6RW	G58	Z16	S14	W84	2JT	RA7	MM3		9	4	8	1.13	69%	
Meter 739				3VE	902	BUH	BUH	BUH	LC2	GD4	562			7	6	6	1.17	54%	
Meter 740				709	JG6	E23	1CI	AP6	432	XNR	A52	122		11	2	10	1.10	85%	
Meter 650				JG6	119	210	52R	F61	4RL	T68	L77			9	4	8	1.13	69%	
Beacon Street														347	69	185	1.88	83%	

Newton Centre Parking Turnover
Wednesday, October 24, 2012

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

Union Street/Herrick Street from east to west

South Side	7:00 AM	8:00 AM	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	# Parked	# Empty	# Turnovers	Average Stay (hours)	Occupancy
Beacon Street				X98	X98	X98	H64			143	881	881	BK7	7	6	5	1.40	54%
Meter 880																		
Driveway																		
Meter 698	029			SF7	SF7	SF7	SF7	KS8	HM8	HM8	416	948	260	10	3	7	1.43	77%
Meter 697				971	971	971	E17	E17		T26	DW8	JKO	4KO	8	5	6	1.33	62%
Meter 696				GC7	GC7	GC7	I1H	I1H		EJ9	CM7	45D	400	7	6	5	1.40	54%
Meter 695				F89			SE3	C89	CM7	CM7	CM7	1LT	YGH	10	3	7	1.43	77%
Meter 694	114			L10	EG9	EG9	EG9	EG9	EG9	DR6	MRS	BA8		11	2	6	1.83	85%
Meter 693				347	84B	84B	4VM		V77	607	607	NFO	NFO	9	4	6	1.50	69%
Langley Road																		
Meter 679				JT6	JT6	KDB	280		R78	R78	R78	R78	R78	10	3	4	2.50	77%
Meter 678				4GN	SH5	SH5	ILF	FG2	FG2	FG2	FG2	FG2	FG2	11	2	4	2.75	85%
Meter 677				4PT	4PT	Z37	Z37	Z37	Z37	BL5	YEX	AFB	AFB	10	3	5	2.00	77%
Meter 676				OZC	J15	S30	S30	S30	VK8	VK8	VK8	VK8	VK8	11	2	4	2.75	85%
Meter 675				H86	O5C	E72	E72	E72	E72	E72	E72	E72	E72	9	4	7	1.29	69%
Meter 674					LE9	LE9	LE9	LE9	LE9	LE9	LE9	LE9	LE9	11	2	5	2.20	85%
Meter 673				7WH	7WH	7WH	7WH	7WH	1R2	1R2	1R2	1R2	1R2	9	4	2	4.50	69%
Meter 672														10	3	4	2.50	77%
Driveway																		
Meter* 662				880	C73		OHK	OHK	8DM	DH1			299	9	4	7	1.29	69%
Meter* 671	J77			L26	2B3		FL4	103	TV5	TV5	TV5	960	RM6	10	3	9	1.11	77%
Meter* 670	T07			PK5	RR6	211	211	211	A39	A39		R01	E85	12	1	7	1.71	92%
Meter* 669				KD7	340		737	MMW8	MG3	MG3		MI7	921	8	5	7	1.14	62%
Meter 668	RP5			RP5	RP5	RP5	RP5	624	J98			L50	630	11	2	7	1.57	85%
Meter 667				P10	P10	191	7RL	7RL	LOV	LOV		T40	T18	11	2	7	1.57	85%
Meter 666				7RX	D11	PW3	PW3	PW3	OWE	OWE	OWE	OWE	OWE	12	1	4	3.00	92%
Meter 665	1SN			1SN	KP2	V50	V50	440	440	440	440	440	440	13	0	6	2.17	100%
Meter 664				777	P69	J43	J43	5WF	2ED	KE7	KE7	KE7	KE7	11	2	7	1.57	85%
Meter 663				355	902	902	52K	048	416	A39	A39	A39	A39	10	3	6	1.67	77%
Herrick Road																		
Meter 655	P68			P68	430	Y68	MWB	AKC	180	TZA	TZA	E56	E56	13	0	8	1.63	100%
Meter 654				B74	6E1	M15	751	R82	360	VFW	G84	L70	L70	12	1	9	1.33	92%
Meter 653	070			H80	V58	FP1	FP1	519	D13	184	MA6	MA6	EAS	12	1	9	1.33	92%
Meter 652					F88	BD2	GC4	BDB	1GY	DN3	AYF	EJ5	EJ5	8	5	8	1.00	62%
Meter 651					Y01	EY8	JW6	5VV	M50	LMW	OPN	476	476	9	4	8	1.13	69%
Driveway																		
Meter 648					CH1	CH1	CH1	HDH	SK4	VA5	VA5	VA5	VA5	9	4	4	2.25	69%
Meter 647					J50	PT3	F07	E06	NN3	SD7	SD7	VT8	MY5	11	2	9	1.22	85%
Meter 649						45R	8YM	2NW	JYO	JYO	JYO	K02	K02	9	4	6	1.50	69%
Beacon Street														333	96	205	1.62	78%
* Live Parking 4:30pm-6:30pm																		
Occupied	7	12	17	23	24	27	27	25	21	25	19	25	25	27	25	27	25	27
Empty	26	21	16	10	9	6	6	8	12	8	14	8	8	27	14	6	8	6
Occupancy	21%	36%	52%	70%	73%	82%	82%	76%	64%	76%	58%	76%	76%	82%	74%	88%	82%	82%
Union Totals																		
Occupied	15	22	41	52	55	59	59	56	50	53	48	57	57	57	57	57	57	57
Empty	50	43	24	13	10	6	6	9	15	12	17	8	8	27	14	6	8	6
Occupancy	23%	34%	63%	80%	85%	91%	91%	86%	77%	82%	74%	88%	88%	82%	74%	88%	88%	88%

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

	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	PF9	PF9	PF9	PF9	PF9	PF9	PF9	PF9					8	4	1	8.00	67%
Space 2	630	630	6NR	HL2	HL2	292	292	B32	B32	B32	B32		12	0	5	2.40	100%
Space 3	6FH	6FH	6FH	6FH	6FH	6FH	967	R06					8	4	3	2.67	67%
Space 4		LA9	LA9	LA9	LA9	LA9	LA9	LA9					7	5	1	7.00	58%
Space 5	520	520	642	IP1	IP1	IP1	IP1	IP1					8	4	3	2.67	67%
Space 6		V89	V89	V89	V89	V89	2TL	437					7	5	3	2.33	58%
Space 7	450	450	450	450	T2R	NL8	NL8	NL8		5WN	5WN	5WN	11	1	4	2.75	92%
Space 8		680	653	653	653	653	653	653		FD6			8	4	3	2.67	67%
Space 9	P53	P53	P53	P53	P53	P53	P53	P53	P53				9	3	1	9.00	75%
Space 10		A87	N65	N65	J93	J93	D11	D11	D11	D11	D11	D11	11	1	4	2.75	92%
Space 11	9WD	9WD	9WD	LD2	LD2	136	136	136	136				9	3	3	3.00	75%
Space 12		X34	X34	X34	X34	X34	X34	X34	BE3	BE3			9	3	2	4.50	75%
Space 13	TJ5	9EP	9EP	9EP	9EP	G83		4EL	4EL	4EL			9	3	4	2.25	75%
Space 14	7WH	7WH	7WH	7WH	7WH	7WH	7WH					EDG	8	4	2	4.00	67%
Space 15	LV7	LV7	C75	9RY	J46	316	316	316	316	316			10	2	5	2.00	83%
Space 16	DOG	DOG	DOG	DOG	R58	R58	R58			P21	P21		9	3	3	3.00	75%
Space 17	ME7	ME7	B50	B50	5LY	5LY							6	6	3	2.00	50%
Space 18	810	810	FM3	FM3	FM3	FM3	FM3	FM3	FM3			440	10	2	3	3.33	83%
Space 19		PP6	PP6	PP6	PP6	PP6	PP6	PP6	PP6	PP6		C30	10	2	2	5.00	83%
Space 20	FGO	FGO	FGO	OYD	OYD	OYD		L43	L43	L43	L43	L43	11	1	2	5.50	92%
Space 21	KD4	KDF	KDF	KDF	DW2	DW2	DW2	DW2	DW2	DW2	DW2	DW2	12	0	2	6.00	100%
Space 22	T22	T22	T22	T22	T22	T22	T22	T22	T22	T22	T22	T22	12	0	1	12.00	100%
Space 23	VM5	VM5	VM5	VM5	VM5		S17		GF1	GF1	GF1	GF1	10	2	3	3.33	83%
Space 24	M69	M69	M69		992								6	6	2	3.00	50%
Space 25	CGF	CGF	CGF	CGF	CGF	CGF	CGF	L70	L70	L70		M40	11	1	3	3.67	92%
Space 26			R47	R47	R47		NSK	NSK	NSK	NSK	NSK	NSK	9	3	2	4.50	75%
Space 27	F69	F69	F69	F69	920	106	106	106	103	103			10	2	4	2.50	83%
Space 28	R70	R70	R70	R70	R70	R70	R70			M22			8	4	2	4.00	67%
Space 29	P67	P67	P67	P67	P67	P67	P67					K13	8	4	2	4.00	67%
Space 30	C15	C15	C15	C15		558							5	7	2	2.50	42%
Space 31	K69	K69	K69	K69	K69	K69	K69	K69	P45				9	3	2	4.50	75%
Space 32	047	047	047	047	G64		N56	HM6			ZOA	SF8	9	3	6	1.50	75%
Space 33	205	205		MHO	MHO	R56	R56	R56		SG6	SG6	SG6	10	2	3	3.33	83%
3-Hour		RX5	KR9	KR9	KR9	653	653	653	KA9				8	4	4	2.00	67%
3-Hour	838	838	838	838	838	838	838	838	4RG	4RG	4RG	4RG	12	0	2	6.00	100%
3-Hour	LC9	LC9	LC9	LC9	P61	P61	6YF	F65	F65				9	3	4	2.25	75%
3-Hour	640	770	N94			591	591	591	591				7	5	4	1.75	58%
3-Hour	NM8	NM8		505	BG6	BG6	EV4	T58	T58				8	4	5	1.60	67%
3-Hour	R44	R44	DC7	PE9	PE9	LE9							6	6	4	1.50	50%
3-Hour	650	650		588	588	588	440	440					7	5	3	2.33	58%
3-Hour	E76	E76	M87	294	294	294	294	J92					8	4	4	2.00	67%
3-Hour	SH4	SH4	SH4			4AT							4	8	2	2.00	33%
3-Hour		726	MV6	MV6	N56	H84	290		CLG				7	5	6	1.17	58%
3-Hour	C87	AT6	R75	R75	N61	N61		6TE					7	5	5	1.40	58%
3-Hour	3ER		AT4	GB7	GB7		TJ5	T20					6	6	5	1.20	50%
3-Hour	371	371	BY7	FC3	FC3	NR7	NR7	NR7		998			9	3	5	1.80	75%
3-Hour		856	856	LEN	LEN	680			5VP	5VP	5VP		8	4	4	2.00	67%
3-Hour		GW5	BJ3	BJ3				P92					4	8	3	1.33	33%
3-Hour	Y53	Y53	RT9	N74		RR9							5	7	4	1.25	42%
3-Hour	BE2		5JE	570		B24	924	924	924	924	924	924	10	2	5	2.00	83%
3-Hour	LV7	LV7	9DR	GP4	GP4	9EP		S65					7	5	5	1.40	58%
3-Hour		850	C60	C60	554		4HM	4B2					6	6	5	1.20	50%
Space 53	IRB	IRB	IRB	IRB	IRB	IRB	IRB	IRB	IRB	IRB	IRB	IRB	12	0	1	12.00	100%
Space 54		NB8		NB8		SL5	880						4	8	4	1.00	33%
Space 55	KSI	KSI	KSI	KSI	WSL	WM8				OLY	OLY		8	4	4	2.00	67%
Space 56		RR9	RR9	RR9	RR9	950	950	950					7	5	2	3.50	58%
Space 57	EK7	EK7	EK7	EK7	EK7	EK7	EK7			SE7			9	3	2	4.50	75%
Handicap		LF9											1	11	1	1.00	8%
Handicap													0	12	0	#DIV/0!	0%
#parked	29	37	36	38	36	35	32	28	18	21	13	16					
#Empty	9	1	2	0	2	3	6	10	20	17	25	22					
Occupancy	76%	97%	95%	100%	95%	92%	84%	74%	47%	55%	34%	42%					
# Parked	14	17	17	17	14	16	12	14	8	4	3	2					
#Empty	5	2	2	2	5	3	7	5	11	15	16	17					
Occupancy	74%	89%	89%	89%	74%	84%	63%	74%	42%	21%	16%	11%					
#Parked	0	1	0	0	0	0	0	0	0	0	0	0					
#Empty	2	1	2	2	2	2	2	2	2	2	2	2					
Occupancy	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
#parked	43	55	53	55	50	51	44	42	26	25	16	18					
#Empty	16	4	6	4	9	8	15	17	33	34	43	41					
Occupancy	73%	93%	90%	93%	85%	86%	75%	71%	44%	42%	27%	31%					

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Centre Triangle Lot

	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	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	12	0	1	12.00	100%
Space 2	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	12	0	1	12.00	100%
Space 3	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	12	0	1	12.00	100%
Space 4	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	(PDI)	12	0	1	12.00	100%
Space 5		J75	CN5	CN5	4YR	663	F49	F49	F49	100	K46	K46	11	1	7	1.57	92%
Space 6	2XM	ALA		80P		P60	MT9			T09	LLK	LLK	8	4	7	1.14	67%
Space 7				930	7GV		BK3		AP6	8VT	TTW	TTW	7	5	6	1.17	58%
Space 8	397	397	397	BKC	670			K55		ES2	ES2	ES2	9	3	5	1.80	75%
Space 9		HW2	727		1RL		DP7	DP7			GT2	JW1	7	5	6	1.17	58%
Space 10	8FO			139	139				RP8	960	960	S38	7	5	5	1.40	58%
Space 11		OLM	OLM				A20	A20		E79	TFC	TFC	8	4	5	1.60	67%
Space 12			S40	S40	V85	V85	V85		J68		P61	D26	8	4	5	1.60	67%
Space 13	922	022	022	022	E66				K30		TRT	TRT	8	4	3	2.67	67%
Space 14					N41	N41	N41	N41	N41	N41	K28	AD9	8	4	3	2.67	67%
Space 15	4VR				PF6						G50	G50	4	8	2	2.00	33%
Space 16						KK4					XMM	XMM	3	9	2	1.50	25%
Space 17			NF7		265	265	265		H94		JL5	317	7	5	5	1.40	58%
Space 18						N98			PWT		834	834	4	8	3	1.33	33%
Space 19					5FV		750	PH4		700	NG3	KJ7	6	6	6	1.00	50%
Space 20			M36		H65	FXM		IJP			VTD	TD	6	6	6	1.00	50%
Space 21			C25	C25	GYR						F73	M67	5	7	4	1.25	42%
Space 22				SG6	D85	GN9	GN9	GN9	FPA		L38	670	8	4	6	1.33	67%
Space 23			L71	PD6	9PP	X83	2YE		KEA		942	R68	8	4	8	1.00	67%
Space 24			NH6	877	6JD	6JD			FK5		EJ4	LA4	7	5	6	1.17	58%
Space 25		RK5		S40	380					540	KA7	4TV	6	6	6	1.00	50%
Space 26				WF2	ZWB		53D			14N	XJS	XJS	6	6	5	1.20	50%
Space 27					B40						FBG	KTO	3	9	3	1.00	25%
Space 28	9ZH				W2F	530				510	KB7	FM9	6	6	6	1.00	50%
Space 29	750	547	RW9	JS2	990	990	477	752	ML3	DEL	DEL	HHO	12	0	10	1.20	100%
Space 30	R45		E89	WB5	VG8	FX3	FX3		492	L56	L56	M65	10	2	8	1.25	83%
Space 31	IPS	IP5	959	955	D42	K40	K40				LX5	LX5	9	3	6	1.50	75%
Space 32		MP7		N56	DT4	E40	E40		F11		J22	J22	8	4	6	1.33	67%
Space 33	NG9	NG9	YLN	FD9	FD9	KG6					B21	3VM	8	4	6	1.33	67%
Space 34	EP2	EP2	P04	P04	HLE	N65		5HC		J43	SH9	310	10	2	8	1.25	83%
Space 35	N66	DH1	A75	Z88	AJ9	7BV	MK9	PP5		KD7	KD7	619	11	1	10	1.10	92%
Space 36	E14	023	551	EUH	EUH	250	250	250	250	MM3	MM3	MM3	12	0	6	2.00	100%
Space 37	123	850	ET8	ET8	ET8	ET8	NX8	GFW		OTO	6X6	6X6	11	1	7	1.57	92%
Space 38	6EN		T84	5MG	M58	971				960	960	MS4	8	4	7	1.14	67%
Space 39	F50		840	840	JN6		PH4	L66	OTO		PZT	WW2	9	3	8	1.13	75%
Space 40		RW5	BSX	BSX		990		2EM		NT9	FN3	FN3	8	4	6	1.33	67%
Space 41		HY1	BIO	J56	J56	KAL	3VA	PIC	PIC	DM6	3YW	3YW	11	1	8	1.38	92%
Space 42	810	810	5FH	5FH	GG3	JD3	4PI	JNI	JNI	JNI	JNI	JNI	12	0	6	2.00	100%
Space 43			GG3	OSC	PV7	PV7	PV7	817	817	817	MJ4	DD6	10	2	6	1.67	83%
Space 44	AMI	AMI	AMI	S88	D43	D43	814	3DP	VR8	580	580	580	12	0	7	1.71	100%
Space 45	910	910	910	910	910	910	INI	ELL	456	K70	K70	C38	12	0	6	2.00	100%
Space 46		AB8	AB8	AB8	6BZ	NV4	B59	B59		6NJ	6NJ	6NJ	10	2	5	2.00	83%
Space 47	FB7	C58	C58	C58	V76	V76	V76	TBB	TBB	TBB	TBB	TBB	12	0	4	3.00	100%
Space 48	PE6	PE6	385	LS8	LS8	LS8	3FJ	3FJ	260		IBT		10	2	6	1.67	83%
Space 49	6CA	6CA	6CA	6CA	6CA	6CA	6CA	6CA		577		PG8	10	2	3	3.33	83%
Space 50		YOI	M60	M60	360	360	KVO	KVO		810	1WS	AF5	10	2	7	1.43	83%
Space 51	866	866	190	190	E42	E42	E42	NV4	N98	1WS	M39	1WS	12	0	8	1.50	100%
Space 52	B54	B54	NV9		GMI	GMI		TV5	TV5	M39	DM6	MB1	10	2	7	1.43	83%
Space 53	PV7	PV7	PV7	PV7	PV7	PV7	PV7	PV7	PV7	PV7	PV7	D44	12	0	2	6.00	100%
Space 54	E50	E50	E50	E50	GRI	GRI	GRI	1NW		DB7	DB7	DB7	11	1	10	1.10	92%
Space 55	214	214	79P	SEN	SEN	461	H43	OUM	FG1	695	J26	491	12	0	10	1.20	100%
Space 56		ER9		950	950	950		515		FM3	289	M25	8	4	6	1.33	67%
Space 57	GV4	GV4	C67	C67	C67	122	122	SJE		C50	CLX	289	11	1	7	1.57	92%
Space 58		G91	G91	G91	X47	DKA		OLD		AWO	AWO	AWO	9	3	5	1.80	75%
Space 59	1TB	N55	N55	N55	N55	N55		8WZ		R25	R25	R25	10	2	4	2.50	83%
Space 60		CLR	57X	692	RPS	LV7	LV7	LV7			B46	B46	9	3	6	1.50	75%
Space 61	GY8	GY8	179	6EY	6EY	DSI	DSI	DSI		LR7	EL8	EL8	11	1	6	1.83	92%
Space 62		3NM	M20	MA4	MA4		OYZ	G91	G91	G91	G91	G91	10	2	2	5.00	83%
Space 63	HR6	HR6	HR6	HR6	HR6	HR6	HR6	HR6		425	425		10	2	2	5.00	83%
Space 64	JZ5	JZ5	JZ5	JZ5	JZ5			6XE	370	SN8	5NJ	5NJ	11	1	5	2.20	92%
Space 65	940	940	940	ZAL	ZAL	LP9	Y13	Y13		5NJ	492	492	11	1	6	1.83	92%
Space 66	V02	V02	V02	V02	V02	V02	V02	V02	V02	Z85	233	RJ4	12	0	4	3.00	100%
Space 67		9RG	9RG	ED7	ED7	745	745	6JA	401	401	CFE	XY1	11	1	7	1.57	92%
Space 68	A75	A75	A75	A75	A75	A75	A75	A75	A75	A75	A75	A75	12	0	1	12.00	100%
Space 69	ZVW		BJ1	5BT	S19	OKG	T65	T65	V81	V81	V81	V81	11	1	7	1.57	92%
Space 70	G83	S01	S01		5HV	5HV	5HV	5HV	5HV		ZJB	FNO	10	2	5	2.00	83%
Space 71		GA4	GA4	GA2	GA2	GA2	EJ5	E90	PR9	GY2	C33	C33	11	1	7	1.57	92%
Space 72	HL2	HL2	KD2	AL9	AL9	ELD	1DX	NV6	NV6	PR9	EF6	NKO	12	0	9	1.33	100%
Space 73	940	940	940	7F2	7F2	SF5	SF5	NC4		455	S54	P53	11	1	7	1.57	92%
Space 74	271	271	271	F45	F45	Z77		M70	M70	S54	BEO	M70	11	1	7	1.57	92%
Space 75		PH4	PH4	PH4	PH4	PH4	PH4	PH4	PH4	M70	M70	32X	11	1	3	3.67	92%
Space 76	959	959	6XL	MR2	MR2	N12	N12	N12	PWT	BE7	900	900	12	0	7	1.71	100%
Zipcar																	
Zipcar																	
Space 79	8KP			522	522	L40	A05	A05		X90	EM8	EM8	9	3	6	1.50	75%
Space 80				92F	WRB				3ER	NLY	690	690	6	6	5	1.20	50%
Space 81		076		KD7			CEA	FL4		4Z5	4Z5	4Z5	7	5	5	1.40	58%
Space 82				140	140	WP8		716	716		DAY	DAY	7	5	4	1.75	58%
Space 83		H41	650	BK3	547	K50	LX4			GE7	GE7	GE7	9	3	7	1.29	75%
Space 84	PS3	PS3	HA7	N65	GB5			H28		OLN	58P	58P	9	3	7	1.29	75%
Space 85				650		FG9		3YJ		B46	CGR	CGR	6	6	4	1.50	50%

	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 86	K18	K18			RG7	887		J54	J54	J54	J54	J54	9	3	4	2.25	75%
Space 87			GC8	GC8			BW8	BW8		KSI	D33	D33	7	5	4	1.75	58%
Space 88		BL8	133	C87		ER9				AO2	AO2	Z71	7	5	6	1.17	58%
Space 89	LT8	LT8	LT8	LT8	LT8	LT8	LT8	RCL	457		PS3	PS3	11	1	4	2.75	92%
Space 90		917	691	OKE		RG5	NW6	NW6		G14	71X	J17	9	3	8	1.13	75%
Space 91		JK7		RJ5	PD6			E58		S13	S13	LS8	7	5	6	1.17	58%
Space 92			80J	760	157	J71					RM6	3NY	6	6	6	1.00	50%
Space 93			A49	AP6	FG1		A59			500	500	500	7	5	7	1.00	58%
Space 94		KA4		NY5		017	828			SG3	45R	970	7	5	7	1.00	58%
Space 95			S16			K84			C14	CT4	CT4	CT4	6	6	4	1.50	50%
Space 96			MD8		72D	370	A37			D79	D79	D79	7	5	5	1.40	58%
Space 97			02W	02W	W13	W13		560	560	4R1	4R1	OFT	9	3	5	1.80	75%
Space 98			301	EM8	ED1	7WG				EJ9	L34	L34	8	4	6	1.33	67%
Space 99				WKS	R35		NV4	NV4	FC6	FC6	L19	8AN	8	4	6	1.33	67%
Space 100		N12	N12	N12	N12				R25	KX1	KX1	5AD	8	4	4	2.00	67%
Space 101		H33	H33	H33	920	KK3		MH5		R25	R25	R25	9	3	5	1.80	75%
Space 102		OJD	OJD	OJD	OJD	OJD	OJD	OJD	OJD	OJD	OJD	OJD	11	1	1	11.00	92%
Space 103		D49	Z29	M43	M43	Y52	Y52	44E	W16	W16	X1H	JN9	11	1	8	1.38	92%
Space 104		GC7	7RD	7RD	7RD	D40		FN6	F20	DO4	DO4	DO4	10	2	6	1.67	83%
Space 105			N57	NRO			7LO	6VB		ULI	FN3	FN3	7	5	6	1.17	58%
Space 106			XZN	LEE	LEE	LEE		EE5	EE5	VB9	410		8	4	5	1.60	67%
Space 107		XKK	XKK	LC9	J88	KA6	KA6	SJ6		7LL	RK4	RK4	10	2	7	1.43	83%
Space 108			1FC	KW1	T50	S98		PRB	PRB	79P	007	DF1	9	3	8	1.13	75%
Space 109	FL8	MM9		E48	M85	M85	M85	M85		A85	A85	SJR	10	2	6	1.67	83%
Space 110		TD5	ZTR	K60	PE9		474			CSW	CSW	CSW	8	4	6	1.33	67%
Space 111	H33	XIW		AP6	880		083	083	083	083	017		9	3	6	1.50	75%
Space 112	RP3	RP3	GE5	SR7	LD3	LN7	FSI	RR4		LN7	LN7	X09	11	1	9	1.22	92%
Space 113	4HK	4HK	G54	G54	G54	34A	613	EH7	DL	XJ1	XJ1	XJ1	12	0	7	1.71	100%
Space 114	863	878	813	6RZ	6RZ	6RZ		OHZ	H83	H83	G54	G54	11	1	8	1.38	92%
Space 115	FX4	FX4	YPA	1TS	420	ZOU	MJS	MJS		LMZ	284	284	12	0	8	1.50	100%
Space 116	W56	W56	G77	G77	5PE	7XZ				AD2	V73	V73	9	3	6	1.50	75%
Space 117		[*]	BWT	BWT	T67		BK2	BK2		WA5	5WF		8	4	6	1.33	67%
Space 118	LLI	8YP	BWT	B85	B85	EK7		PRK		AT4	J85	DB1	10	2	9	1.11	83%
Space 119		576	GN6	003	152	JD8	JD8			KF5	501	501	9	3	7	1.29	75%
Space 120				RR3	RR3	RR3			6ZA	VRA			6	6	4	1.50	50%
Space 121		AY5	SMP	JVO	490		RO5		GV4	GV4	CL6	JJ3	9	3	8	1.13	75%
Space 122			D89	50S	50S	ZJM	OYE			GJ4	GJ4	KJ5	8	4	6	1.33	67%
Space 123				NT2	3NR		WRK			NYO	NYO	NYO	6	6	4	1.50	50%
Space 124		M98	A56	60K	60K	60K	WP8		640	640	640	640	10	2	5	2.00	83%
Space 125			0EG	390	390	390		N72	S28	S28	S28	S28	9	3	4	2.25	75%
Space 126		BAJ	E27	YBX	OVT	5KV	C30	C30	C30	C30	C30	C30	11	1	6	1.83	92%
Space 127	4XK		J23	BJ1	BJ1	V28	183	183	183	183	183	183	11	1	5	2.20	92%
Space 128			RLJ	HC4	AJP	JL5	JL5	AG4	JN2	JN2	MT4	4NJ	10	2	8	1.25	83%
Space 129	HC7	HC7	R83	R83	ME9	ME9	ME9	ME9	ME9	ME9	WG8	WG8	12	0	4	3.00	100%
Space 130		822	822	822	530	L30		NY3		H53	H53	H53	9	3	5	1.80	75%
Space 131	JV5		100	2X0	DR5	DR5	DR5	DR5	DR5	DR5	DR5	DR5	11	1	4	2.75	92%
Space 132				PR3		KN2	281	281	281	JT3	6DR	6DR	8	4	5	1.60	67%
Space 133	Y18	Y18		729	W86	W86	W86	W86		559	J28	J28	10	2	5	2.00	83%
Space 134		FD2	FD2	FD2	HCF	FP9	FP9	JT3	JT3	BHV	L71	L71	11	1	7	1.57	92%
Space 135	720	PTJ		SLK	00G						072	889	6	6	6	1.00	50%
Space 136			E54	EIM	EIM		H27	L30	L30	L30	PC6	PC6	9	3	5	1.80	75%
Space 137		H71	489	489	46K	46K				W83	3YG	3YG	8	4	5	1.60	67%
Space 138			E54	E54	7MH			YAP	870	870	870	870	8	4	4	2.00	67%
Space 139				EG7	EG7					KK2	KK2	SX8	5	7	3	1.67	42%
Space 140				GSH	T53	T53			KN7		5YW	D80	6	6	5	1.20	50%
Space 141	7NY	7NY		VDJ	EPC	VGL	VGL			JO7	JO7	DJD	9	3	6	1.50	75%
Space 142				PTJ	PTJ	AG5					BE3	BE3	5	7	3	1.67	42%
Space 143				LAW	LAW			VC5	VC5	VC5	VC5	VC5	7	5	2	3.50	58%
Space 144				6VT	EC2	EC2					DE6	DE6	5	7	3	1.67	42%
Space 145				8VS	8VS	8VS	8VS	8VS	8VS	8VS	PF8	PF8	8	4	2	4.00	67%
Space 146				TNE	TNE	TNE					DD9	DD9	5	7	2	2.50	42%
Space 147	DD9				551						BT4	BT4	4	8	3	1.33	33%
Space 148		F50	F50	F50		SKY	ZAE	ZAE	ZAE	ZAE	EK7	EK7	10	2	4	2.50	83%
Space 149			GG5		F38		320	320			V74	V74	6	6	4	1.50	50%
Space 150	6KF	6KF	W84	NM6	NM6	LDP		RG5			KG7	KG7	9	3	6	1.50	75%
Handicap	L71	L71	L71	L71	L71	L71	L71	L71	L71	L71	L71		11	1	1	11.00	92%
Handicap	247	247	DF4	DF4	SB5	321		FG1	DW9	GPO			9	3	7	1.29	75%
Handicap	HN6		VX5	VX5						Z65	Z65	950	6	6	4	1.50	50%
Handicap										J50	J50		2	10	2	1.00	17%
Handicap										X69	X69		2	10	2	1.00	17%
Zipcar	TE3	TE3			TE3	TE3	TE3			TE3	TE3	TE3	8	4	3	2.67	67%
Zipcar	RL6		RL6							RL7	RL7	A35	5	7	4	1.25	42%
# Parked	61	88	102	126	129	110	93	95	73	112	142	139					
#Empty	85	58	44	20	17	36	53	51	73	34	4	7	1255	449	793	1.58	74%
Occupancy	42%	60%	70%	86%	88%	75%	64%	65%	50%	77%	97%	95%					
# Parked	3	2	3	3	2	2	1	2	2	3	4	3					
#Empty	2	3	2	2	3	3	4	3	3	2	1	2					
Occupancy	60%	40%	60%	60%	40%	40%	20%	40%	40%	60%	80%	60%					
#parked	2	1	1	0	1	1	1	0	0	2	2	2					
#Empty	0	1	1	2	1	1	1	2	2	0	0	0					
Occupancy	100%	50%	50%	0%	50%	50%	50%	0%	0%	100%	100%	100%					
#parked	66	91	106	129	132	113	95	97	75	117	148	144					
#Empty	87	62	47	24	21	40	58	56	78	36	5	9					
Occupancy	43%	59%	69%	84%	86%	74%	62%	63%	49%	76%	97%	94%					

Note: For occupancy calcs, PDI vehicles parked in spaces 1-4 were left out of both the count and the total # of available spaces. They were included in graphical representation of data to avoid inconsistencies with the total number of spaces.

Newton Centre Parking Turnover
 Saturday, October 20, 2012
 Pleasant Street lot

	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			585	600	606	YVT	YVT		887		E70	240	8	4	7	1.14	67%
Space 2		014	014		5DA	M79						5NW	5	7	4	1.25	42%
Space 3					P71	F35	512			110			4	8	4	1.00	33%
Space 4	G20	G20		FH3		V69	V69	PEZ		M22	R20	N57	9	3	7	1.29	75%
Space 5		RH4		L85	L85		81W		5FJ	E77			6	6	5	1.20	50%
Space 6						G07				LJ5	B70		3	9	3	1.00	25%
Space 7	1TJ	RB6	RB6	RB6		ONH	ONH	ONH					7	5	3	2.33	58%
Space 8													0	12	0	#DIV/0!	0%
Space 9	MA5	MA5	MA5	MA5	MA5	MA5	MA5	MA5	MA5	MA5	MA5		11	1	1	11.00	92%
Space 10	A73				T27	CTF	4D1			A73			5	7	5	1.00	42%
Space 11			000		WS9		980	980					4	8	4	1.00	33%
Space 12					F20	9JS							2	10	2	1.00	17%
Space 13				330				XNA	XNA				3	9	2	1.50	25%
Space 14					S2N	S2N							2	10	1	2.00	17%
Space 15													0	12	0	#DIV/0!	0%
Space 16	690	690	690	690	690	690	690	690	690	690	690		11	1	1	11.00	92%
Space 17			160										1	11	1	1.00	8%
Space 18			RV7	J76	NX8	DP1							4	8	4	1.00	33%
Space 19			640										1	11	1	1.00	8%
Space 20				190	190	190	S68						4	8	2	2.00	33%
Space 21			GX4				KA0	1YR					3	9	3	1.00	25%
Space 22				E25	7RX		W72						4	8	4	1.00	33%
Space 23			290										1	11	1	1.00	8%
Space 24		8MA											1	11	1	1.00	8%
Space 25			H77	KY1	19B			NW8					4	8	4	1.00	33%
Space 26					GF5	285							2	10	2	1.00	17%
Space 27		570	H67	N15		PJ7	819	819					7	5	5	1.40	58%
Space 28					NT4	N30	N30	N30	N30				5	7	2	2.50	42%
Space 29			X12	4R1	4R1	4R1	8YV	HL8					6	6	4	1.50	50%
Space 30		D63					7VZ						2	10	2	1.00	17%
Space 31						320	CA7	CA7	W48				4	8	3	1.33	33%
Space 32		NS7		YES	460	198							4	8	4	1.00	33%
Space 33					F85			R10					2	10	2	1.00	17%
Space 34	RM3	RM3	RM3	RM3	RM3	RM3	RM3						7	5	1	7.00	58%
Space 35			SK3	SK3	SK3	SK3	SK3	SK3	SK3	SK3	SK3	9WH	10	2	2	5.00	83%
Space 36		11B	11B	11B	11B	11B	11B	11B	11B				8	4	1	8.00	67%
Space 37	700	700	700	700	700	700	700						7	5	1	7.00	58%
Space 38				NL6	NL6	NL6	NL6	NL6	NL6	NL6			7	5	1	7.00	58%
Space 39			167	167	167	167							5	7	1	5.00	42%
Space 40				RX4	RX4	RX4	RX4	RX4	RX4				6	6	1	6.00	50%
Space 41	6K4	6K4	6K4	6K4	6K4	6K4	6K4					V32	8	4	2	4.00	67%
Space 42				CG1	CG1	CG1	435					576	5	7	3	1.67	42%
Space 43		H81	H81	H81	H81	H81	H81	H81					7	5	2	3.50	58%
Space 44					NW3								1	11	1	1.00	8%
Space 45			F27		TD5	G77	G77	G77	G77	G77			7	5	3	2.33	58%
Space 46	PT7	PT7		PT7	PT7	PT7	PT7	PT7					8	4	1	8.00	67%
Space 47				579	GP1	120							3	9	3	1.00	25%
Space 48			MR2	MR2	MR2	MR2	MR2						5	7	5	1.00	42%
Space 49			G77	G77	3NC	3NC	3NC						5	7	2	2.50	42%
Space 50	4XD	4XD	4XD	4XD	4XD	4XD	4XD	4XD					8	4	1	8.00	67%
Space 51			PE8	PE8	PE8	PE8							5	7	1	5.00	42%
Space 52		V14	V14	V14	V14	V14	V14	V14	V14	V14			9	3	1	9.00	75%
Space 53		N30	N30	N30	N30	N30	N30	N30	N30	N30			9	3	1	9.00	75%
Space 54	LM3	LM3	LM3	LM3	LM3	LM3	LM3	LM3	LM3	LM3	LM3	LM3	12	0	1	12.00	100%
Space 55		MM8	MM8	MM8	MM8	MM8	MM8						6	6	1	6.00	50%
Space 56	BK7	BK7	BK7	BK7	BK7	BK7	BK7	BK7	BK7	BK7			10	2	1	10.00	83%
Space 57	RG6	RG6	RG6					F77					4	8	2	2.00	33%
Space 58		LM9	LM9	LM9	LM9	LM9	LM9	LM9					7	5	1	7.00	58%
Space 59		WA8	WA8	WA8	WA8	WA8	WA8	WA8					7	5	1	7.00	58%
Space 60		6LX	6LX	6LX	6LX	6LX	6LX	T24					7	5	2	3.50	58%
Space 61	DY1	DY1	DY1	DY1	DY1	DY1							6	6	1	6.00	50%
Space 62	830	830	830	830	830	830	830	830	830				9	3	1	9.00	75%
Space 63		826	826	826	826	826	826	826	826	826			9	3	1	9.00	75%
Space 64	8ZV	8ZV	8ZV	8ZV	8ZV	8ZV	8ZV	8ZV	8ZV				9	3	1	9.00	75%
Space 65		JW9	JW9	JW9	JW9	JW9	JW9	JW9	JW9	JW9			9	3	1	9.00	75%
Space 66		D21	D21	D21	D21	D21	D21	D21	D21				8	4	1	8.00	67%
Space 67		PE3	PE3	PE3	PE3	PE3	PE3	PE3	PE3	PE3	PE3	PE3	11	1	1	11.00	92%
Space 68			221	221	221	221	221	221					6	6	1	6.00	50%
Space 69				7XZ	7XZ								2	10	1	2.00	17%
Space 70	SH4	SH4	SH4	SH4	SH4								5	7	1	5.00	42%
Space 71		FY7		5HC	5HC	5HC	5HC	5HC					6	6	1	6.00	50%
Space 72				FY7	258								3	9	2	1.50	25%
Space 73	M82	M82	M82	M82	M82	M82	M82	3NC	3NC				10	2	3	3.33	83%
Space 74	GR1	GR1	GR1	GR1	8JN	8JN						KD1	6	6	2	3.00	50%
Handicap		LER			1FY	1FY	1FY	1FY					5	7	2	2.50	42%
Handicap													0	12	0	#DIV/0!	0%
Handicap					D27		X60						2	10	2	1.00	17%
													318	258	89	3.57	55% 12 Hour
													99	213	66	1.50	32% 3 Hour
													7	29	4	1.75	19% Handicapped
													424	500	159	2.67	46% Total
#parked	14	27	34	39	42	38	34	26	17	10	4	7					
#Empty	29	16	9	4	1	5	9	17	26	33	39	36					
Occupancy	33%	63%	79%	91%	98%	88%	79%	60%	40%	23%	9%	16%					
#parked	5	10	13	13	18	18	16	12	6	7	4	3					
#Empty	26	21	18	18	13	13	15	19	25	24	27	28					
Occupancy	16%	32%	42%	42%	58%	58%	52%	39%	19%	23%	13%	10%					
#parked	0	1	0	0	2	1	2	1	0	0	0	0					
#Empty	3	2	3	3	1	2	1	2	3	3	3	3					
Occupancy	0%	33%	0%	0%	67%	33%	67%	33%	0%	0%	0%	0%					
#parked	19	38	47	52	62	57	52	39	23	17	8	10					
#Empty	58	39	30	25	15	20	25	38	54	60	69	67					
Occupancy	25%	49%	61%	68%	81%	74%	68%	51%	30%	22%	10%	13%					

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

12-Hour
 3-Hour
 Handicap

	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		T34	T34		260	LY4	P24	XXM					6	6	5	1.20	50%	
Space 2		PMX	PMX	H18		CD9	CD9	CD9					6	6	3	2.00	50%	
Space 3					M81		L65	A69					3	9	3	1.00	25%	
Space 4		BG3		L98		H18	878				HA7		5	7	5	1.00	42%	
Space 5	2RO		CJ9	CJ9	CJ9	CJ9	CJ9	CJ9				JL7	9	3	3	3.00	75%	
Space 6		NV4		T88	215					LJW	F30		5	7	5	1.00	42%	
Space 7	179	179	179	179	179	179	179	RV3					8	4	2	4.00	67%	
Space 8		907	HRI	OR4	CC6	CC6	8RI	8RI	8RI	8RI	8RI	FVC	11	1	6	1.83	92%	
Space 9	YUR	YUR	YUR	YUR	YUR	YUR	YUR	YUR	YUR	YUR			10	2	1	10.00	83%	
Space 10				GC4		VFG							2	10	2	1.00	17%	
Space 11	LT4			HRI	EN8		654				LCJ	LCJ	6	6	5	1.20	50%	
Space 12						MT6				1NW			2	10	2	1.00	17%	
Space 13				GV8			AT5	AT5			390	390	5	7	3	1.67	42%	
Space 14		K15	GD4		M56	M56			NEO				5	7	4	1.25	42%	
Space 15		P29	P29	210	210	G39					770	35A	7	5	5	1.40	58%	
Space 16		T59	T59	MR7	MR7	MR7	TY3						6	6	3	2.00	50%	
Space 17	Y99			NP3	NP3	PF7	SSA	XPX				92M	92M	8	4	6	1.33	67%
Space 18		Y83	Y83	GP9	EAR	126						KX1	6	6	5	1.20	50%	
Space 19	GL5	GL5	NX8	NX8	LB6	E20	KB8	30R					9	3	7	1.29	75%	
Space 20				Y86	J42				GG5	EAH			4	8	4	1.00	33%	
Handicap					590								1	11	1	1.00	8%	
Handicap		KY1			MR7		Z13						3	9	3	1.00	25%	
Handicap													0	12	0	#DIV/0!	0%	
Handicap				GP7	GP7		YXM						3	9	2	1.50	25%	
Space 25	918	918	JC9	JC9	JE4	61C	ST4	JET					7	5	6	1.17	58%	
Space 26	KV1	ZOT	ZOT	ZOT	ZOT	ZOT	ZOT	ZOT	ZOT	ZOT	ZOT		11	1	2	5.50	92%	
Space 27	SOE	SOE	RMO	RMO	RMO	RMO	1HA					RH4	7	5	4	1.75	58%	
Space 28	S88	A83	G86	T36	T36		N98	MVO	R90				8	4	7	1.14	67%	
Space 29	BK6	BK6	BK6	BK6	BK6	BK6	DN2	6RE					8	4	3	2.67	67%	
Space 30	BP9	BP9		4KW	4KW	876	M29	M29					7	5	4	1.75	58%	
Space 31	JSB		58D	2V1	33C	BB3	LHV	4XW					7	5	7	1.00	58%	
Space 32	SS4	SS4	SS4	SS4	MV9	MV9	MV9						7	5	2	3.50	58%	
Space 33	6CD	618	LN4	LN4	LN4	N24			L23				7	5	4	1.75	58%	
Space 34		C58		920	K48	ALS	AL5	2SR	2SR				7	5	5	1.40	58%	
Space 35		540		JV5		SDE	SDE						4	8	3	1.33	33%	
Space 36	SH7	J72	P78	P78	OKH	OKH	S17	S17	S17				9	3	5	1.80	75%	
Space 37		XXD	OYN	OYN	NM2	611	TE3	TE3					7	5	5	1.40	58%	
Space 38			V37	620	B14	B14	SEV	SEV					6	6	4	1.50	50%	
Space 39	460	460	460	460	460	460	460	460	460				9	3	1	9.00	75%	
Space 40				P38	P38	710	N87	N87					5	7	3	1.67	42%	
Space 41		C58	C58	V16	V60	T89	D53	NO4					7	5	6	1.17	58%	
Space 42			FZ3	FZ3	FZ3	W50							4	8	2	2.00	33%	
Space 43		536	7FR	ILC		MD8		DM2	DM2	DM2			7	5	5	1.40	58%	
Space 44	597		438	EY7	HL6	PH3	J58						6	6	6	1.00	50%	
Space 45			X92	X92	X92	L45							4	8	2	2.00	33%	
Space 46		ECN	ECN	C45	P43	78D	L32	L32					7	5	5	1.40	58%	
Space 47					DKO	DKO	DKO						3	9	1	3.00	25%	
Space 48						418							1	11	1	1.00	8%	
Space 49		GL7		063	656	656							4	8	3	1.33	33%	
Space 50					244								1	11	1	1.00	8%	
Space 51					SA6								1	11	1	1.00	8%	
Space 52					OLO								1	11	1	1.00	8%	
Space 53													0	12	0	#DIV/0!	0%	
Space 54					MAR	MAR	KA6	KA6	KA6				5	7	2	2.50	42%	
Space 55				HL3	HL3								2	10	1	2.00	17%	
Space 56					MK8	493							2	10	2	1.00	17%	
Space 57					AS4								1	11	1	1.00	8%	
Space 58				H86	H86								2	10	1	2.00	17%	
Space 59		858			GM2		XEE						3	9	3	1.00	25%	
Space 60		92N	92N	DG9	DG9								4	8	2	2.00	33%	
Space 61		8PV	8PV		GMM		FZ9						4	8	3	1.33	33%	
Space 62		PK9		531	531	558							4	8	3	1.33	33%	
Space 63				j44	k14		09a						3	9	3	1.00	25%	
Space 64		GZ6	GZ6	GZ6	GZ6	C12	C12						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	EE6	EE6	EE6	EE6	EE6	EE6	EE6	SE4					8	4	2	4.00	67%	
Space 70	DR6	DR6	DR6	DR6	DR6	DR6	DR6	DR6					9	3	1	9.00	75%	
Space 71	530	530	530	530	530	530	530						8	4	1	8.00	67%	
Space 72	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	5AA	5AA	5AA	5AA	5AA	5AA	5AA						7	5	1	7.00	58%	
Space 78	2Y8	2Y8	2Y8	2Y8	2Y8	2Y8	2Y8	2Y8					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	G86	G86	G86				9	3	2	4.50	75%	
Space 81	890	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	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					9	3	1	9.00	75%	
Space 87	P91	P91	P91	P91	P91	P91	P91	P91					8	4	1	8.00	67%	

180	72	26	6.92	71%	12-Hour
335	457	211	1.59	42%	3-Hour
7	41	6	1.17	15%	Handicap
522	570	243	2.15	48%	Total

#parked	20	21	21	21	21	21	17	13	3	1	1
#Empty	1	0	0	0	0	0	1	4	8	18	20
Occupancy	95%	100%	100%	100%	100%	100%	95%	81%	62%	14%	5%
#parked	20	35	32	45	50	46	36	26	15	8	9
#Empty	42	27	30	17	12	16	26	36	47	54	56
Occupancy	32%	56%	52%	73%	81%	74%	58%	42%	24%	13%	10%
#parked	0	1	0	1	3	0	2	0	0	0	0
#Empty	4	3	4	3	1	4	2	4	4	4	4
Occupancy	0%	25%	0%	25%	75%	0%	50%	0%	0%	0%	0%
#parked	40	57	53	67	74	67	58	43	28	11	7
#Empty	47	30	34	20	13	20	29	44	59	76	80
Occupancy	46%	66%	61%	77%	85%	77%	67%	49%	32%	13%	8%

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							D51	D51					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																		
Space		GEN				BM9							0	12	1	0.00	0%	
Space													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.																		

32 112 15 2.13 22%

Cypress Totals: 51 249 26 1.96 17%

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				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	3CM			C53	10	2	3	3.33	83%	
Space	B30	B30	B30	B30	B30	018	018					TM8	8	4	3	2.67	67%	
Space	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	5E5	5E5	5E5	5E5	5E5	5E5				D2P	D2P	4KA	9	3	3	3.00	75%	
Space	507	507	507	507	507	507				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	6MJ	6MJ	6MJ	6MJ	6MJ	6MJ	E72	E72		K23	K23	K23	11	1	3	3.67	92%	
Live Parking	8WN	8WN	8WN	8WN	8WN	8WN				HX6	HX6	HX6	9	3	2	4.50	75%	
Live Parking	964	964	964	964	964	964	964			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													0	12	0	#DIV/0!	0%	
Meter 688			515	515		BS8	BS8			CM6	621	HJ1	7	5	5	1.40	58%	
Meter 687			GWJ	6YS	Z66	Z66	RN5	RN5	H12		CJ5	782	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	412	10	2	7	1.43	83%	
Meter 684			922	JCI	JCI	JCI	160			FYO	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 Meter	229	72	69	3.32	76%
														46	26	35	1.31	64%

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	5L5	B29	B29	B29	5EV	5EV	5EV	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	DS1	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	5DS				D67	2GF	H33	J98	J98	10	2	7	1.43	83%
Meter 702		ECO	LR6	LR6	HH7	FJ6			KY1	B27	9BC	N39	N39	10	2	8	1.25	83%
Beacon Street																		
Meter 850	H27	H27	H27	H27	H27	H27			SW3		580	KVS	X99	10	2	5	2.00	83%
Meter 851	DA4	468	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	72I	72I		C74	XX0	XX0	XX0	XHY		012	872	730		10	2	7	1.43	83%
Meter 854	OBA	C11	C11	L18	583	E35			000	000	W25	PP5		10	2	8	1.25	83%
Meter 855		K40	KX1	TC3		67R	274		72R	ES8	KY3	4NP		9	3	9	1.00	75%
Meter 856	RW5	A52	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	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	SJ8	SJ8	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
 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	5CG	0YJ		JK2		G47	S52	H20		9	3	9	1.00	75%
Meter 681	G91	5JW	1LR	850	850	2BF	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		5XX	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	7WI	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		JD5		M14	H86	SPH	D21	9	3	9	1.00	75%
Meter 807	Y49	62	NB2	NB2	9MO		JCS			LV2	H81	H81	9	3	7	1.29	75%
Meter 806		LE9	LE9	480	EWO	NE5	965	GM1	DW4	YVB	HL6	TJ5	11	1	10	1.10	92%
Meter 805	BV2		20H	20H	561	9RG	EW9			84B	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	BD8	HLN	10	2	7	1.43	83%
Meter 799	48H	818	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
 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			JB8	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		4DZ	EF6	C73									3	9	3	1.00	25%	
1-Hour	PA7	PA7	900	X33		679	261					SYB	7	5	6	1.17	58%	
1-Hour	190	W43		N77	5GM	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
 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	2JY	9	3	2	4.50	75%	
Space		2JY	2JY	2JY	K43	T91	T91		H77		00B	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	R59	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
 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						7	5	1	7.00	58%
Space	5YN	5YN	5YN	5YN	5YN	5YN	5YN	5YN	5YN				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
 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/Hyrdant																		
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	5H1				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
 Summer 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	BS9		4LT	NM2	9EP						ME6		5	7	5	1.00	42%
Meter 836	EJ5				MA8	4LF						SN8	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						GB5	GB5	5	7	4	1.25	42%
Meter 833	0AH				NX3	Z13					2E5	2E5	6	6	5	1.20	50%
Meter 832	LZ4			DB7	E59	KVV	G85			BMH	BMH	BMH	8	4	6	1.33	67%
Meter 830			OEP	624	717	SVG		245	245	245	245	245	9	3	5	1.80	75%
Meter 829			52E	6LV	Y29	P50	030			BM5	TNR		7	5	7	1.00	58%
Meter 828	GL8	TL5	273	273			990	XRB		HH1	HH1	FV2	9	3	7	1.29	75%
Meter 827	9MC	9MC	680	E69	SM5		540		2E2	A69	7TI	7TI	10	2	8	1.25	83%
Meter 826	330	K56	K56	LF9	J25		M91	V24		990	990	990	10	2	7	1.43	83%
Meter 825	94E	94E	X50	990	7LC		SA6	F57	5V5	RW6	RW6	RW6	11	1	8	1.38	92%
Meter 824	SDO	LW7	SA6	LG5	KK7		SXA	WD9	125	KNO	KNO	IAG	11	1	10	1.10	92%
Meter 823	LK7	DX2	JLO	4PL	M98		B12	K61	L68	N70	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					5XR								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	855	855							FAC				3	9	2	1.50	25%
2-Hour	MC5	MC5		1CR	C80		GRP	GRP					6	6	4	1.50	50%
2-Hour	YO6		GK3		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					803	D57	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	X47	10	2	8	1.25	83%
Meter 844	44B	WG8	5ZV	PX8	PX8	PX8	AKZ	596	T48	ANI	OZN	OZN	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	B68	N70	LV2	Z54	4HF	FY0	F34	R50	MBK	JR7	TYW	TYW	12	0	11	1.09	100%
Meter 847	7RV	930	Y64	EJ7	AMI	Y82	E60	ME6	RX4	T25	240	240	12	0	11	1.09	100%
Beacon Street																	
Beacon Street Loading Zone							WIZ		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
 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%
Dalton Road																	
													7	353	3	2.33	2%

South Side No Parking

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				XFS	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		JC5	JC5	JC5	N45	N45					6	6	3	2.00	50%
Meter 504			8YP	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	BXY		7	5	7	1.00	58%
Meter 602			JM6	72J	GRI		D39	6ZR	G45				6	6	6	1.00	50%
Meter 603			YRX	LCI	H14	Y42	JJ1	JA3	6ZR		IJT		8	4	8	1.00	67%
Meter 604			RZ5	M54	NF5	591	W39	FL2		E57	AA5	RG4	9	3	9	1.00	75%
Meter 605			LCI	JF7	CH8	Z55	Z55	Z55			A23	SLY	8	4	6	1.33	67%
Meter 606	7BS	JY9	T20		VSF	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	5EB	WP7	556	RG4	F51		1DG		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	J42	F40	DR3	CB1	WK3			JL3	8	4	8	1.00	67%
Meter 623	949	Y90	7RZ		V13	DG6	910	OSC	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	VEZ	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	BM5	630	L84	1TY	597		E66		8	4	8	1.00	67%
Meter 628	570		KD7	BY9	OGJ	GZO	87T		569	569		115	9	3	8	1.13	75%
Meter 629	120		1RE	V70	V70	715		DRY	777		5NA	5NA	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

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	F89	12	0	11	1.09	100%
Meter 778	P54	P54	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	GYI	95D	K63	JA3	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	3PZ	6	6	6	1.00	50%
Meter 790				397	310	L40	JF2	KO3			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		5SL			N52	N52				5	7	3	1.67	42%
Meter 592		S60	LMO		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			FGB	FGB	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
 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	RPS	AYZ	LW9	810		V90	OVN		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	540		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	5LZ	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	AY5	5	7	26	0.19	42%	
Meter 607			KD6	342	528	9FSA	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																	
No Parking North Side													45	39	175	0.26	54%

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	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%

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												3ZX	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*					8RT	8RT	8RT	8RT	8RT	8RT			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*			8RT		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*		8RT	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

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	AT5	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	GH8	824	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	GSH	CA4	EEJ	K45	4CZ	R57	12	0	11	1.09	100%
Meter 676	P90	JF3	S10	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	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	M02	PL4			F92	1PF	R94	R94	8	4	7	1.14	67%
Meter* 671	6VB	6AO	PHL	TNP	TNP	CR6	CR6	BM5	BM5	BM5	BM5	BM5	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	81C	JM3	JM3	JM3	NH6	GY1		GS5	G62	586	YGD	YGD	11	1	8	1.38	92%
Meter 666	LHI	LHI	L71	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	Z80	ET3	ET3	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	EZ7	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		FB4	627	9D0	TVS	DX8	511	511	B10	B10	5FL	5FL	11	1	8	1.38	92%
Meter 647		8B0	8B0	FJ3	FJ3	BMO	EB5	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

Union Total	738	42	443	1.67	95%
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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
 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	270	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	LG7	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	XIIV	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	PR6	J77	N89	M07	M07	D25	D25	12	0	5	2.40	100%
Meter 726	198		XES	XES	CUJ	OD1	M02	N88	N88	GG2	LP5	LP5	11	1	8	1.38	92%
Meter 727	JD6	E37	E37	B54	B54	AM8	AM8	JH8	SW5	KJ9	GB5	GB5	12	0	8	1.50	100%
Meter 728	A44	A44	650	650	7FZ	7FZ	5B5	JN6	DB7	DB7	514	514	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	7KI	SH3	SH3	KJO	570	570	10	2	6	1.67	83%
Meter 731	NF2	FH3	FH3	SGX	SGX	4DI	4DI	282	SR4	SR4	NVO	59K	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		WOS	63G	G18	G18	CYO	8YL	7MC	PH6	PH6	PH6	PH6	11	1	7	1.57	92%
Meter 738		G25	8T5	B78	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	5GM	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
 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													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	# Parked	#Empty	Turnover	Duration	Occup.
Union Street																	
Meter	PX5	PX5	PX5	PX5		290		C66	C66	680	680	AJ4	10	2	5	2.00	83%
Meter	IPO	KX4		A31	KA8	1HP	MP8		YNG	YNG	YNG	YNG	10	2	7	1.43	83%
Meter		74N	46C	RK5	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		S54	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%

Appendix B. Cypress St. Lot Intercept Survey

Newton Centre Parking Study

Cypress Street Lot Intercept Survey

A=all day lot

3=3 Hour Lot

H=Handicapped

Wednesday 10/17/2012

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

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 Hopkington	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



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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: September 20, 2013

TO: Real Property Reuse Committee of the Board of Aldermen

FROM: Candace Havens, Director of Planning and Development
Alexandra Ananth, Chief Planner for Current Planning 

RE: #384-11(4); Disposition of 70 Crescent Street

MEETING DATE: September 24, 2013

CC: Josh Morse, Acting Commissioner of Public Buildings
Bob DeRubeis, Commissioner of Parks and Recreation
Bob Rooney, Chief Operating Officer

In response to questions raised at the Real Property Reuse Committee public hearing held on February 26th and Working Session on April 11th, 2013 the Planning Department is providing the following information for the upcoming working session.

PETITION #384-11(4)

70 Crescent Street

Declaration of the playground as surplus. The playground is approximately 37,000 square feet in area, and the remaining land available for development is an estimated 62,000 square feet. At the previous review, the Committee discussed the possibility of declaring the playground surplus so as to better integrate it into any prospective development on the City-owned land. To date, the Commissioner of Parks and Recreation has declared surplus only that portion of the site upon which the buildings are located for the benefit of the Myrtle Baptist Church, which has direct access to the playground and is its primary user. Both the JAPG and the Planning Department recommend that new development on the site improve access to the playground, which is a well-used amenity. The Parks and Recreation Commission, as well as neighbors concur that the playground and tot lot should remain, and should be equal to or larger than the existing playground. They further recommended improvements such as additional trees, benches, play areas for older children, accessible walking paths to various points of entry, links to the Commuter station and possibly a basketball court. The Board can choose to maintain the playground in its general size, location, public use zoning and municipal ownership structure. Alternatively, should the Board choose to add this parcel into the surplussed development parcel the playground would likely be rezoned to match the development parcel and then subdivided and transferred back to the City in order to maintain its status as tax exempt. The playground parcel could then be restricted with an easement in order to assure public use of this portion of the site.

Article 97. Article 97 of the Executive Office of Energy and Environmental Affairs intends to protect and maintain open space. Historically, Article 97 has applied to most any land used for open space, conservation or park purposes. Changes in configuration or allocation of such spaces have often required approval of the State Legislature. A recent court case with parallel considerations was determined not to require legislative approval and the Law Department's review of this case suggests that Article 97 will not apply if the playground remains in the general area and is the same size. The Law Department will be available to address any concerns regarding this issue at the working session.

Density and Design. The Reuse Committee considered several housing densities and layouts, which were explored by the JAPG and led to its conclusion that MR1 or possibly MR2 zoning would be in keeping with development elsewhere in the neighborhood. If zoned Multi-Residence 1 like most of the surrounding neighborhood, a by-right development would be subject to dimensional standards that must be met for any construction in the immediate vicinity. 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". As noted previously, the Planning Department believes these safeguards will ensure any proposed housing will fit in with the scale and density of the surrounding area. Board preferences can also help guide staff in crafting an RFP/RFQ and in working with a future developer to shape a project that best suits the neighborhood architecturally and contextually.

Other reviews. On September 16th, the Parks and Recreation Commission reviewed the request to surplus the playground along with the property previously used by the Parks and Recreation Department. The Commission was generally supportive of maintaining the playground and/or expanding it. On September 19th, staff held a community meeting at the Myrtle Baptist Church to update the neighborhood on the current status of the review and explain the reasons for considering declaration of the playground surplus, as well as to provide assurances of the City's intent to maintain a similarly-sized playground in the immediate neighborhood. As noted, the community also was generally supportive of keeping a playground that is at least as big with better access that can be enjoyed by the whole neighborhood. When asked about the need for parking, most seemed to indicate this as a place they can walk to, and there were no strong recommendations for parking.

OPTIONS

The Real Property Reuse Committee must determine whether it wishes to recommend sale or lease of the site, and set a minimum price for such disposition. It also may make recommendations that will shape future development on this site. As such, the Committee has the following options:

1. **Consider the whole site for reuse and recommend its sale or lease for housing and a playground.** This action will require declaration of the playground as surplus and referral to the Real Property Reuse Committee via the Board for recommendations that encompass the entire parcel. At such time, the Committee would determine whether it wishes to reconvene the JAPG to review the future of the site as a whole.
2. **Make available for lease or sale only the portion of the site occupied by the former Recreation Department as proposed for housing.** The playground will remain in its current location and configuration. Easements between the Myrtle Baptist Church and the City should be executed to formalize the current arrangement of use whereby by some Church parking is currently on City land, and part of the playground is on Church property.

3. **Maintain ownership of the property by the City for other purposes.** Although maintaining ownership of the property by the City is an option, no department has expressed an interest and the ability to administer this land.

Irrespective of the option selected, the following other actions also will be needed to pursue development of this property:

1. **Survey.** The property must be surveyed to verify property boundaries and identify site conditions, such as 21E issues and condition of existing infrastructure. Due to a long history of land transactions and uncertainty about property boundaries, the survey cannot be done in-house, and should be performed by a qualified surveyor. The estimated cost is \$10,000-\$20,000.
2. **Appraisal.** The value of the land will vary, depending on what is proposed to be built upon it. For example, the Assessor's Office estimates that if the land is zoned MR1, the 62,000 square feet of developable land includes 8 units, the land would be valued at around \$458,500; however, under the same circumstances if 20 units were to be built, the land would be valued at around \$980,000. The value of 37,000 square feet for a playground that can never be built upon is estimated at \$125,000.
3. **Community Engagement.** Although the JAPG has already advised on future uses, the Planning Department could hold a meeting designed to engage the neighborhood and solicit feedback on desired development for the site prior to developing an RFP.
4. **RFP.** An RFP should be developed and issued in order to seek a qualified developer to design an appropriate project for the site. *NOTE: Should the Board choose to issue an RFP for this site, sustainable development standards could be a cornerstone of the vision for this site. In 2011, the City of Boston launched the E+ Green Building Demonstration Program, which seeks to advance green building practices and sustainable development and to pilot projects that create more energy than they use (energy positive). These high performance buildings improve public awareness and serve as models for future practice. Three multi-family sites are currently under construction. Two more sites (one mixed use) were also added to the program this year. The Planning Department believes the Crescent Street site could develop net zero or energy positive housing units to advance and promote sustainable building awareness and practices in Newton.*

RECOMMENDATION

The Planning Department recommends that the Committee support sale or lease of combined parcels for a nominal fee, but requiring a monetary bid to allow maximum flexibility in selecting a developer than can best meet the terms and conditions of an RFP/RFQ on the following conditions:

1. The site should be rezoned to MR1 to provide certainty to future developers as to its development potential and to assure new development is compatible with the surrounding neighborhood.
2. A minimum of 25% of new housing units on the site shall be affordable to low- and moderate-income residents and shall be eligible for the City's Subsidized Housing Inventory.
3. The site shall include a publicly-accessible playground of no less than 37,000 square feet, with pathways from two or more points of entry so as to make it usable by the neighborhood, as well as the Myrtle Baptist Church with amenities that encourage use by all ages and abilities, such as play equipment, benches, trees, basketball court or other such features that enhance

its use. At a minimum, the playground will include the existing amenities and be designed to the approval of the Parks and Recreation Commission and under the direction of the Commissioner of Parks and Recreation, who will be responsible for maintaining the playground after occupancy of the residences is granted.

4. Design of new homes should be context-sensitive in the following ways:
 - a. Units should vary in size so as to reflect existing development patterns, offer a range of choices for housing, and can be either clustered or a traditional subdivision, whichever is most compatible with the neighborhood.
 - b. Colors and materials of buildings should draw upon architectural styles and materials used elsewhere in the neighborhood.
 - c. Designs should create interest and not be generic, flat-faced buildings.
 - d. Landscaping should complement and enhance the structures and existing vegetation. Landscaping along with MassPike barrier wall should be provided in such a way that it softens the appearance of the wall and enhances the neighborhood character.
5. The development should be physically, financially and legally feasible for the purchaser or lessee.
6. Traffic generated by the new project shall not exceed that which existed with the prior use.
7. The City shall provide sufficient information to the developer regarding the existing site conditions include, but not limited to, land surveying, contamination, adequacy of water and sewer services that may help determine the need for additional infrastructure improvements and/or development costs.
8. The development shall provide a long-term tax benefit to the City.
9. An RFP shall be issued that seeks a qualified developer that shall provide a conceptual plan of a development that satisfies the above recommendations, and can respond creatively to Board and public comments.

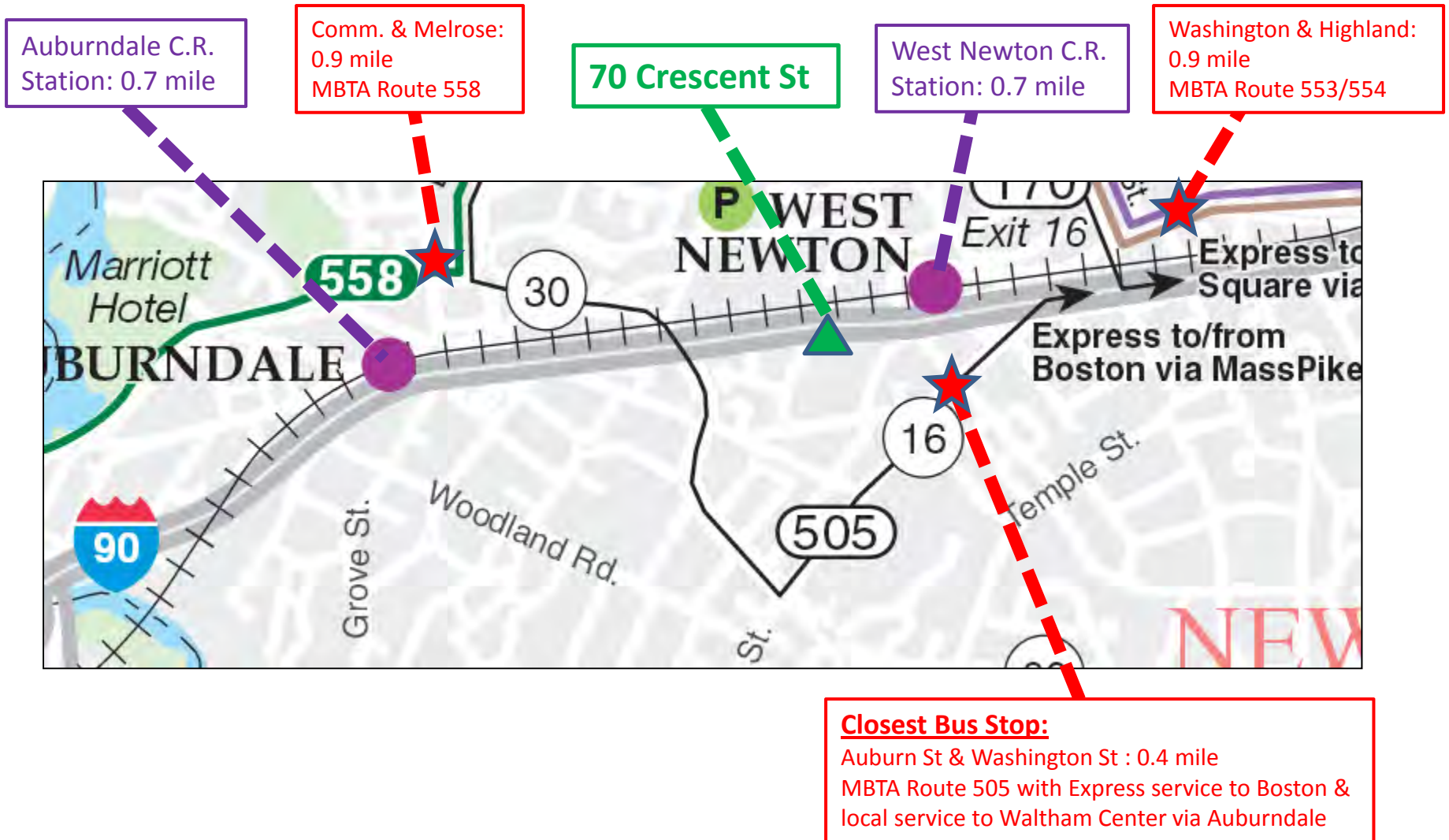
ATTACHMENTS :

Attachment A: Map of existing bus and transit lines

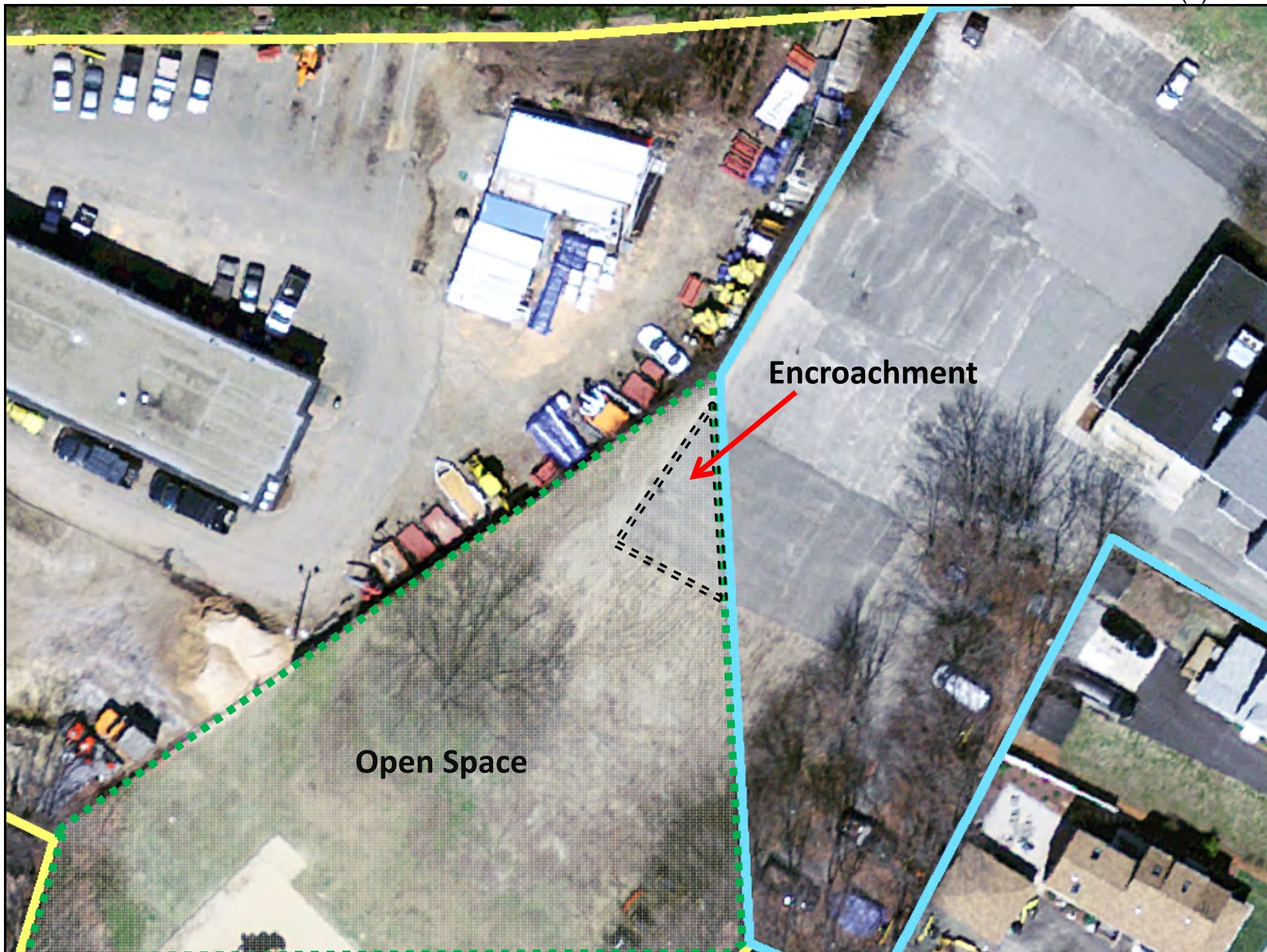
Attachment B: Aerial photo

Attachment C: Zoning Map

Walk distances to MBTA bus stops and Commuter Rail stations from 70 Crescent Street







Encroachment

Open Space

384-11(4) 70 Crescent St Zoning

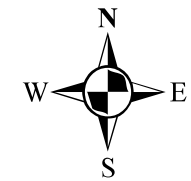
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Massachusetts

ATTACHMENT C



Legend

- Multi-Residence 1 (diagonal cross-hatch pattern)
- Multi-Residence 2 (dotted pattern)
- Business 2 (white)
- Public Use (green with tree symbols)



The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

CITY OF NEWTON, MASSACHUSETTS
Mayor - Setti D. Warren
GIS Administrator - Douglas Greenfield

