

Central Square City Lots Study

Appendix C: Parking Memo

MEMORANDUM: CENTRAL SQUARE MUNICIPAL LOT INVENTORY AND EVALUATION STUDY

The Central Square Municipal Lot Inventory and Evaluation Study completed for the City of Cambridge explores parking and curb use in the Central Square neighborhood. It is intended to provide context for the overall Central Square City Lots Study, a City-led effort to assess the municipal property needs for city-owned properties in Central Square. Of the ten city-owned properties that are part of the Central Square City Lots Study, all six off-street parking facilities are analyzed.

This study is not meant to be reflective or indicative of future conditions but rather is a snapshot in time of parking supply and demand throughout the study area. Utilization counts were conducted in late June 2023 at a time when most schools were not in session, which impacts parking patterns – utilization counts in this study may be an underrepresentation of demand during normal operations. An important consideration is that much of the existing on-street parking on River Street and Massachusetts Avenue is expected to go offline within the next few years due to other ongoing City projects. As work on the broader Central Square City Lots Study continues throughout the next 10 to 15 years, updated parking studies will be necessary to reflect changing on- and off-street parking conditions.

This memo includes the following sections:

- Key findings (from the data collection efforts)
- Key takeaways (some observations/insights that may be useful for the overall Central Square City Lots Study)
- Study area and process
- Inventory findings (in more detail)
- Utilization findings (in more detail)
- Appendix which breaks down the inventory and utilization findings by lot

Key Findings

There are **2,660 total parking spaces** in the study area. 2,288 are on-street parking and 372 are off-street parking, accounting for 86% and 14% of available parking respectively.

Breakdowns by key categories are below:

- On-street – restricted (permit only, ADA accessible): 1,829 spaces

- On-street – generally available (unregulated, metered at specified times): 458 spaces
- Lot – generally available (metered, pay-by-plate, daily rates): 372 spaces

On-street parking averaged 70% occupancy across time periods. While this occupancy level suggests there is some capacity to accommodate additional parking demand, further insights below note a difference in occupancy rates between permit only, metered, and unregulated parking.

- On-street parking utilization was fairly consistent across time periods – utilization was highest on Sunday afternoon (74%) and lowest on Saturday evening (66%).
- Metered and unregulated on-street parking generally had higher utilization than permit only parking spaces. Permit only parking averaged 68% occupancy while metered and unregulated parking averaged 82% and 74% occupancy respectively. The difference between metered and unregulated parking utilization suggests that metered spaces are in higher demand locations.
- The 65 ADA accessible on-street parking spaces averaged 41% occupancy.

Off-street parking was 83% full during the weekday afternoon period but had a lower average utilization (55%) than on-street parking. While utilization varied heavily by lot, off-street parking is generally underutilized in the study area.

- Some lots were heavily utilized – Lots 4, 5, and 6 averaged over 80% occupancy. Lot 6 was fully or over occupied at all time periods besides Saturday evening.
- The Green Street Garage accounted for 69% of off-street spaces but was only 41% full on average. Utilization peaked during the weekday afternoon period (78%) but was below 40% at all other times.

Key Takeaways

Based on the findings from this study, the following observations/insights may be useful when determining future uses at these sites in the overall Central Square City Lots Study:

- A better understanding of who is using the existing lots (as well as non-lot locations being reviewed) and where they are going to and coming from is needed to understand if there will be an impact with a change in use.
- All proposed site uses should require transportation demand management (TDM) to reduce vehicle trips & parking demand.
- Permit parking shows the lowest demand and is generally located farther from the core of Central Square than metered parking. More equitable uses of these spaces may include allowing for time-limited non-permit use during certain time periods. Changes in on-street use may generate more traffic looking for parking.

Central Square Municipal Lot Inventory and Evaluation Study

City of Cambridge

- Off-street parking in the study area is generally underutilized compared to on-street parking. These off-street spaces may be utilized more effectively through incentives, improved wayfinding, or changes to regulations. There is also potential to accommodate current limited off-street parking demand by converting some on-street permit only parking to on-street metered parking, which may open underutilized municipal lots for alternative land uses.
- ADA parking has the lowest utilization. The City may want to look at ADA parking requirements and assess whether they are distributed efficiently geographically.
- Green Street Garage is centrally located yet was generally underutilized during the June 2023 data collection period. The City should consider implementing strategies to better utilize this garage and provide relief for other over-subscribed lots and over-subscribed on-street parking. Recommendations for these strategies include:
 - Clear wayfinding to the garage.
 - Changes in parking pricing to shift parking use to the garage.
 - Ensure the garage is a safe parking location, especially for workers who have late shifts.
- Consider a district-wide program to implement equitable parking pricing and TDM program strategies to ensure changes do not overburden low-income residents, visitors, and employees. Consider partnering with the Central Square BID and local businesses to implement such a program. This program could include transportation wallets that provide subsidies for a diverse set of transportation options and income-based parking pricing options.
- Green Street Garage provides 257 parking spaces (233 available to the general public, 15 ADA spaces, and 9 reserved for other uses) and has an average occupancy of 41%. This means that, on average, 59% or 151 spaces are available at the Green Street Garage. The other parking lots reviewed provide 115 off-street parking spaces and have an average occupancy of 85%, or 98 spaces. If these non-Green Street Garage lots were repurposed for uses other than parking, the lost parking could be accommodated in Green Street Garage.
 - Other lots reviewed during this study range from 0.1 to 0.3 miles away from Green Street Garage, which translates to a 3 to 6 minute walk.
 - Shifting parking demand to Green Street Garage will have traffic implications. The City will want to think through traffic circulation and impacts to bus route 47.
- Standardize on-street and Green Street Garage parking regulations to make it easier for users to understand.

- Lot 6 is the most over-subscribed. The City should investigate where that demand is coming from, the mode-split of Market Central residents, and if the TDM strategies in place in the Market Central building are effective at reducing parking demand.
- Anecdotally, there are under-utilized private parking lots in the study area. Understanding utilization patterns in these private lots is key to developing a more holistic picture of parking supply and demand. The City should consider establishing partnerships with private parking properties to unlock additional parking.

Study Area and Process

This study collected data of five surface parking lots and one parking structure, as well as on-street parking and curbs within 0.25 miles of the six identified lots. The off-street lots included the following:

- Lot 4: 96 Bishop Allen Drive
- Lot 5: 84 Bishop Allen Drive
- Lot 6: 38 Bishop Allen Drive
- Lot 8: 375 Green Street
- Lot 9: 9 Pleasant Street
- Green Street Garage: 260 Green Street

The baseline parking inventory of municipal parking lots and on-street parking in the study area was completed using online aerial imaging via the platforms Nearmap and Google Maps.

To understand the existing demand for parking and curb access in the study area, the project team conducted parking occupancy counts using on-the-ground data collection. Field teams walked all streets and visited the six off-street lots during six time periods to understand the extent of utilization during different times of day and on different days of the week. On-site parking occupancy counts were collected during the following times:

- Wednesday, June 21, 2023 at 12pm
- Saturday, June 24, 2023 at 12pm
- Saturday, June 24, 2023 at 6pm
- Sunday, June 25, 2023 at 12pm
- Thursday, June 29, 2023 at 6pm
- Thursday, June 29, 2023 at 8pm¹

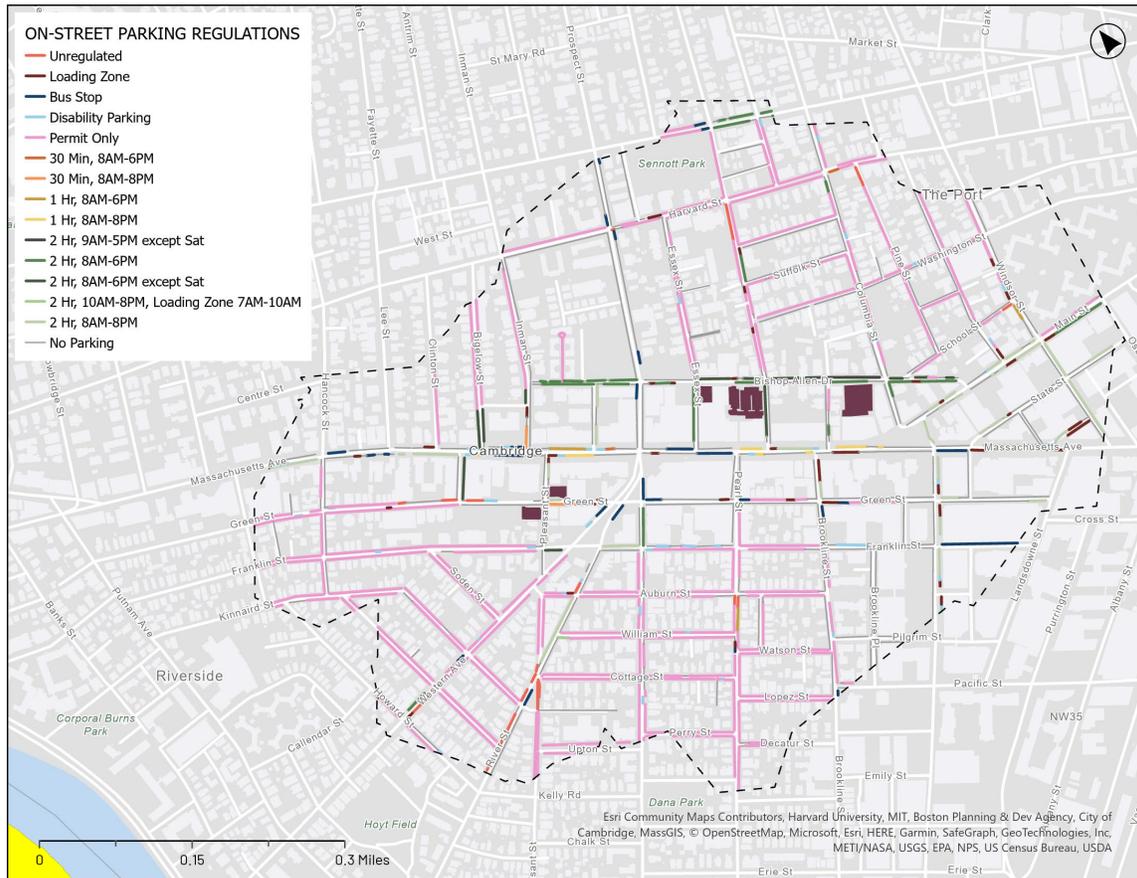
¹ The data collection on Thursday, June 29 was originally scheduled for Friday, June 23. This was rescheduled due to road closures in the area from the Cambridge City Dance Party.

Inventory Findings

2,288 on-street parking spaces exist in the study area surrounding the six identified lots, which have a total of **372 off-street spaces**. **On-street parking accounts for a large majority (86%) of available parking in the study area.**

- 77% of on-street parking spaces are designated as "Permit Only."
- Most metered on-street parking is concentrated around Massachusetts Avenue and nearby/directly parallel streets.
- 2-hour meters are the most common, accounting for 345 of 405 metered on-street parking spaces (85%).
- 257 of 372 off-street parking spaces (69%) are in the Green Street Garage.

Figure 1: On-Street Parking Regulations in the Study Area



Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Table 1: Parking Inventory in Study Area

| <i>On-/Off-Street</i> | <i>Regulation²</i> | <i>Sum of Spaces</i> | <i>% of Total</i> |
|-----------------------|---|----------------------|-------------------|
| On-Street | Permit Only | 1,764 | 77% |
| | 2 Hr, 8AM-8PM | 149 | 7% |
| | 2 Hr, 8AM-6PM | 118 | 5% |
| | 2 Hr, 8AM-6PM except Sat | 70 | 3% |
| | Disability Parking | 65 | 3% |
| | Unregulated | 53 | 2% |
| | 1 Hr, 8AM-8PM | 25 | 1% |
| | 1 Hr, 8AM-6PM | 17 | 1% |
| | 30 Min, 8AM-8PM | 14 | 1% |
| | 2 Hr, 9AM-5PM except Sat | 6 | 0% |
| | 30 Min, 8AM-6PM | 4 | 0% |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 2 | 0% |
| | Total On-Street | | 2,288 |
| Off-Street | Pay by plate Monday-Saturday 8am-6pm (max 2 hours) 6pm-10pm (max 4 hours) 10pm-8am (not regulated) | 115 | 31% |
| | Garage – Daily rates vary | 257 | 69% |
| | Total Off-Street | 372 | 100% |

Table 2: Lot/Garage Inventory in Study Area by Type

| <i>Lot/ Garage</i> | <i>General Use Spaces</i> | <i>EV Charging Spaces</i> | <i>Zipcar Spaces</i> | <i>ADA Spaces</i> | <i>Other Reserved Spaces</i> | <i>Sum of Spaces</i> |
|------------------------|-------------------------------|-------------------------------|----------------------|-------------------|--------------------------------------|--------------------------|
| Lot 4 | 15 | 0 | 3 | 0 | 0 | 18 |
| Lot 5 | 19 | 2 | 0 | 2 | 0 | 23 |
| Lot 6 | 38 | 0 | 0 | 2 | 0 | 40 |
| Lot 8 | 13 | 2 | 0 | 2 | 0 | 17 |
| Lot 9 | 15 | 2 | 3 | 0 | 0 | 17 |
| Garage | 242 | 0 | 0 | 15 | 9 | 257 |
| Total | 342 | 6 | 6 | 21 | 9 | 372 |

² Parking is regulated and metered only during specified times. All parking is unregulated and free on Sundays.

Utilization Findings

Parking is generally considered challenging when it exceeds a 95% occupancy level. An 85% - 95% occupancy level indicates parking that is highly utilized but still has spaces available. A 70% - 85% occupancy level indicates an efficient use of parking that still ensures users can easily find an available space. Occupancy levels below 70% indicate parking is underutilized – incentives, improved wayfinding, or changes to regulations on these blocks or lots may be recommended if more parking has been identified as a need by community members despite a low overall neighborhood utilization.

On-street parking averaged 70% occupancy across time periods. While this occupancy level suggests there is some capacity to accommodate additional parking demand, further insights below note a difference in occupancy rates between permit only, metered, and unregulated parking.

- On-street parking utilization was fairly consistent across time periods – utilization was highest on Sunday afternoon (74%) and lowest on Saturday evening (66%).
- Metered and unregulated on-street parking generally had higher utilization than permit only parking spaces. Permit only parking averaged 68% occupancy while metered and unregulated parking averaged 82% and 74% occupancy respectively. The difference between metered and unregulated parking utilization suggests that metered spaces are in higher demand locations.
- The 65 ADA accessible on-street parking spaces averaged 41% occupancy.

Off-street parking was 83% full during the weekday afternoon period but had a lower average utilization (55%) than on-street parking. While utilization varied heavily by lot, off-street parking is still underutilized in the study area.

- Some lots were heavily utilized – Lots 4, 5, and 6 averaged over 80% occupancy. Lot 6 was fully or over occupied at all time periods besides Saturday evening.
- The Green Street Garage accounted for 69% of off-street spaces but was only 41% full on average. Utilization peaked during the weekday afternoon period (78%) but was below 40% at all other times.

On-street parking was 15% more occupied than off-street parking in the study area.

The lower average utilization of off-street parking compared to on-street parking indicates an opportunity to utilize off-street spaces more effectively through incentives, improved wayfinding, or changes to regulations. There is also potential to accommodate current limited off-street parking demand by converting some on-street permit only parking to on-street metered parking, which may open municipal lots for alternative land uses.

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Figure 2: On-Street Parking Peak Utilization in the Study Area (Sunday, 12PM)

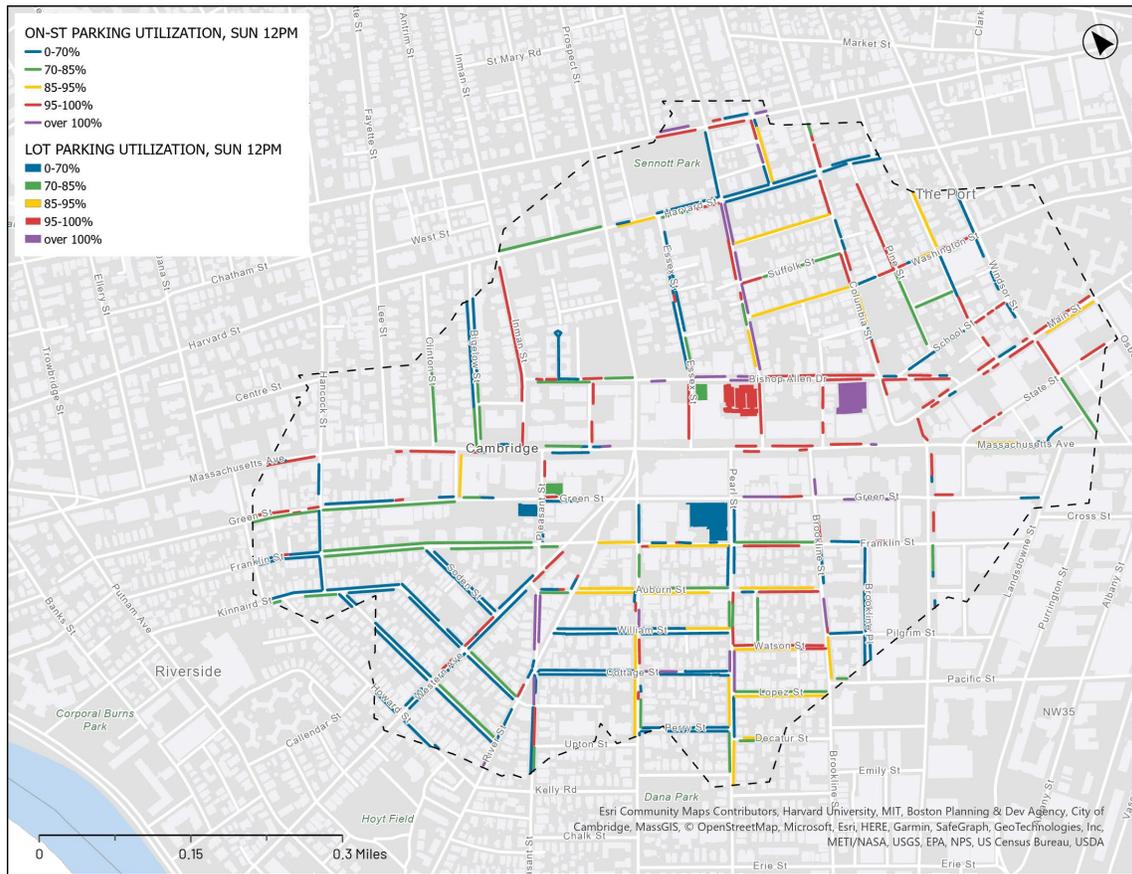


Table 3: On-Street Weekday Parking Utilization

| <i>Regulation</i> | <i>Inventory</i> | | <i>Weekday 12pm</i> | | <i>Weekday 6pm</i> | | <i>Weekday 8pm</i> | |
|--|------------------|--------------|---------------------|-----------------|--------------------|-----------------|--------------------|-----------------|
| | <i>Sum of</i> | <i>% of</i> | <i>Spaces</i> | <i>%</i> | <i>Spaces</i> | <i>%</i> | <i>Spaces</i> | <i>%</i> |
| | <i>Spaces</i> | <i>Total</i> | <i>Occupied</i> | <i>Occupied</i> | <i>Occupied</i> | <i>Occupied</i> | <i>Occupied</i> | <i>Occupied</i> |
| Permit Only | 1,764 | 77% | 1,258 | 71% | 1,188 | 67% | 1,194 | 68% |
| 1 Hr, 8AM-6PM | 17 | 1% | 11 | 65% | 12 | 71% | 13 | 76% |
| 1 Hr, 8AM-8PM | 25 | 1% | 25 | 100% | 21 | 84% | 25 | 100% |
| 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 2 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 2 Hr, 8AM-6PM | 118 | 5% | 96 | 81% | 94 | 80% | 99 | 84% |
| 2 Hr, 8AM-6PM except Sat | 70 | 3% | 69 | 99% | 64 | 91% | 56 | 80% |
| 2 Hr, 8AM-8PM | 149 | 7% | 134 | 90% | 112 | 75% | 134 | 90% |
| 2 Hr, 9AM-5PM except Sat | 6 | 0% | 7 | 117% | 6 | 100% | 6 | 100% |
| 30 Min, 8AM-6PM | 4 | 0% | 2 | 50% | 2 | 50% | 2 | 50% |
| 30 Min, 8AM-8PM | 14 | 1% | 10 | 71% | 10 | 71% | 14 | 100% |

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| | | | | | | | | |
|--------------------|--------------|-------------|--------------|------------|--------------|------------|--------------|------------|
| Disability Parking | 65 | 3% | 24 | 37% | 27 | 42% | 33 | 51% |
| Unregulated | 53 | 2% | 41 | 77% | 33 | 62% | 37 | 70% |
| Total | 2,288 | 100% | 1,677 | 73% | 1,568 | 69% | 1,613 | 71% |

Table 4: On-Street Weekend Parking Utilization

| <i>Regulation</i> | <i>Inventory</i> | | <i>Saturday 12pm</i> | | <i>Saturday 6pm</i> | | <i>Sunday 12pm</i> | |
|---------------------------------------|----------------------|-------------------|------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|
| | <i>Sum of Spaces</i> | <i>% of Total</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> |
| Permit Only | 1,764 | 77% | 1,174 | 67% | 1,160 | 66% | 1,270 | 72% |
| 1 Hr, 8AM-6PM | 17 | 1% | 13 | 76% | 9 | 53% | 13 | 76% |
| 1 Hr, 8AM-8PM | 25 | 1% | 24 | 96% | 23 | 92% | 23 | 92% |
| 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 2 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 2 Hr, 8AM-6PM | 118 | 5% | 110 | 93% | 76 | 65% | 107 | 91% |
| 2 Hr, 8AM-6PM except Sat | 70 | 3% | 55 | 79% | 55 | 79% | 65 | 93% |
| 2 Hr, 8AM-8PM | 149 | 7% | 117 | 79% | 108 | 72% | 136 | 91% |
| 2 Hr, 9AM-5PM except Sat | 6 | 0% | 7 | 117% | 6 | 100% | 6 | 100% |
| 30 Min, 8AM-6PM | 4 | 0% | 2 | 50% | 2 | 50% | 3 | 75% |
| 30 Min, 8AM-8PM | 14 | 1% | 10 | 71% | 4 | 29% | 9 | 64% |
| Disability Parking | 65 | 3% | 27 | 42% | 25 | 38% | 24 | 37% |
| Unregulated | 53 | 2% | 46 | 87% | 38 | 72% | 39 | 74% |
| Total | 2,288 | 100% | 1,585 | 69% | 1,507 | 66% | 1,695 | 74% |

Table 5: Off-Street Weekday Parking Utilization

| <i>Regulation</i> | <i>Inventory</i> | | <i>Weekday 12pm</i> | | <i>Weekday 6pm</i> | | <i>Weekday 8pm</i> | |
|-------------------|----------------------|-------------------|------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|
| | <i>Sum of Spaces</i> | <i>% of Total</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> |
| Lot 4 | 18 | 5% | 15 | 83% | 12 | 67% | 15 | 83% |
| Lot 5 | 23 | 6% | 21 | 91% | 15 | 65% | 22 | 96% |
| Lot 6 | 40 | 11% | 40 | 100% | 42 | 105% | 44 | 110% |
| Lot 8 | 17 | 5% | 14 | 82% | 14 | 82% | 14 | 82% |
| Lot 9 | 17 | 5% | 15 | 88% | 8 | 47% | 11 | 65% |
| Garage | 257 | 69% | 201 | 78% | 88 | 34% | 89 | 35% |
| Total | 372 | 100% | 306 | 82% | 179 | 48% | 195 | 52% |

Table 6: Off-Street Weekend Parking Utilization

| <i>Regulation</i> | <i>Inventory</i> | <i>Saturday 12pm</i> | <i>Saturday 6pm</i> | <i>Sunday 12pm</i> |
|-------------------|------------------|----------------------|---------------------|--------------------|
|-------------------|------------------|----------------------|---------------------|--------------------|

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| <i>Regulation</i> | <i>Sum of Spaces</i> | <i>% of Total</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> |
|-------------------|----------------------|-------------------|------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|
| Lot 4 | 18 | 5% | 15 | 83% | 17 | 94% | 15 | 83% |
| Lot 5 | 23 | 6% | 21 | 91% | 22 | 96% | 22 | 96% |
| Lot 6 | 40 | 11% | 44 | 110% | 27 | 68% | 43 | 108% |
| Lot 8 | 17 | 5% | 12 | 71% | 10 | 59% | 14 | 82% |
| Lot 9 | 17 | 5% | 7 | 41% | 4 | 24% | 11 | 65% |
| Garage | 257 | 69% | 100 | 39% | 89 | 35% | 68 | 26% |
| Total | 372 | 100% | 199 | 53% | 169 | 45% | 173 | 47% |

APPENDIX: PARKING AND CURB INVENTORY AND UTILIZATION FINDINGS BY LOT

This section explores specific parking and curb findings for the six off-street parking lots. The sub-study area associated with each lot consists of the on-street parking and curbs within a 0.25-mile walking radius of the lot. Utilization findings are based on parking occupation counts collected on Sunday afternoon, which was the peak on-street period for the overall study area. Note that the following two pairs of lots are directly adjacent or across from each other and therefore have very similar sub-study area results: Lots 4 and 5, Lots 8 and 9.

Lot 4: 96 Bishop Allen Drive

There are 1,040 on-street parking spaces within a 0.25-mile walk from Lot 4 (Figure 3). Note that lots 4 and 5 are in very close proximity and therefore share a large proportion of their surrounding on-street parking.

- While permit only parking is still the most common parking regulation, the proportion of permit only parking (70%) is lower than that of the entire study area (77%).
- Both metered and permit only parking is available on streets immediately surrounding Lot 4.
- On-street parking on Massachusetts Avenue is limited because of curb space dedicated to bus stops and loading zones.
- Parking is not available on most of Prospect Street and on large segments of Green Street.

On-street parking occupancy around Lot 4 averaged 75% across all time periods and peaked at 80% on Sunday afternoon (Figure 4).

- 2-hour meters and unregulated parking, which account for 216 spaces around Lot 4, had very high utilization on Sunday afternoon (94%). Given that parking is not regulated on Sundays, this suggests that these spaces are located in high demand locations.
- On-street parking was well-utilized on limited sections of Massachusetts Avenue, smaller streets intersecting Mass Ave to the northeast, and on longer sections of Inman Street, Columbia Street, and Bishop Allen Drive. This is likely due to key destinations located on or near these streets, including grocery stores, restaurants, and churches. In these areas, utilization was high across permit only and metered spaces.

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Lot 4 has 18 publicly accessible, pay-by-plate parking spaces, including 3 Zipcar-reserved spaces. 15 of 18 spaces were occupied on Sunday afternoon, which was also the average occupation across all time periods. Utilization was highest during the Saturday evening period (94%) and lowest during the early weekday evening period (67%).

Lot 4 Parking and Curb Inventory

Figure 3: On-Street Parking Regulations around Lot 4

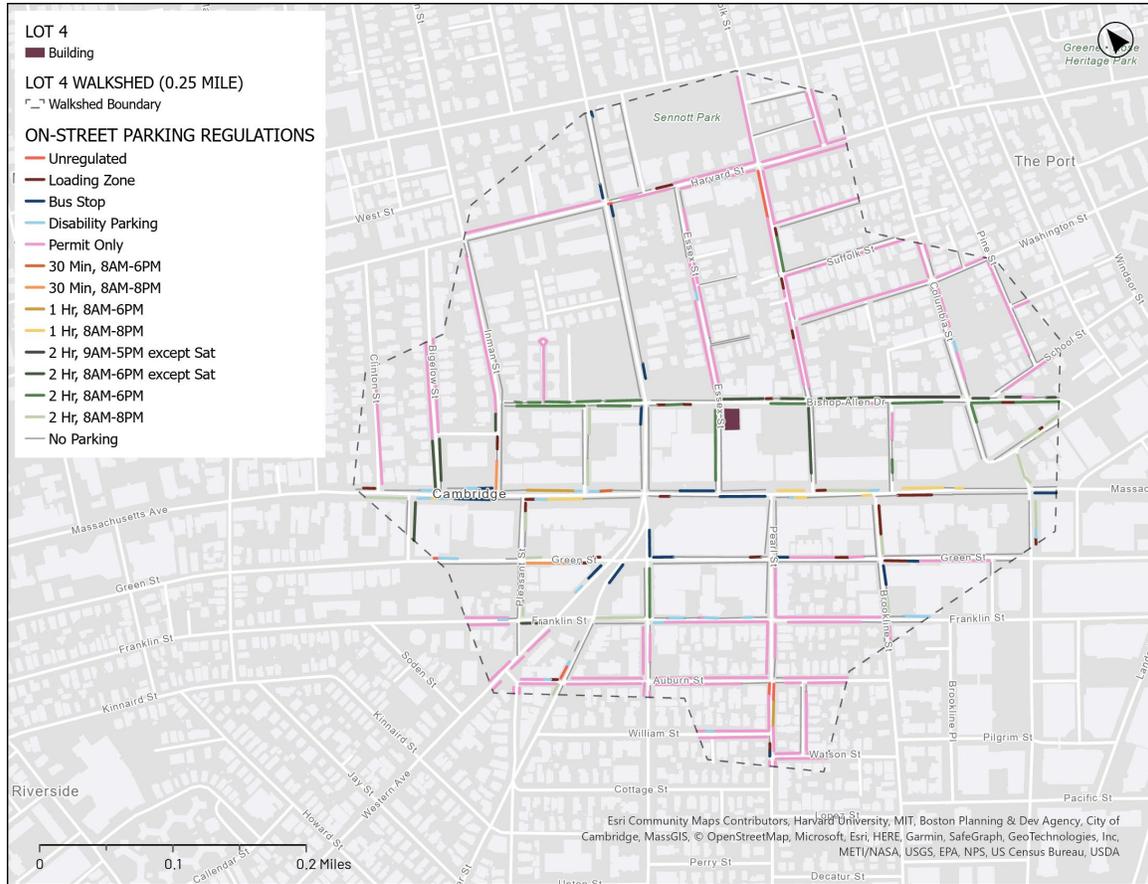


Table 7: Parking Inventory – Lot 4

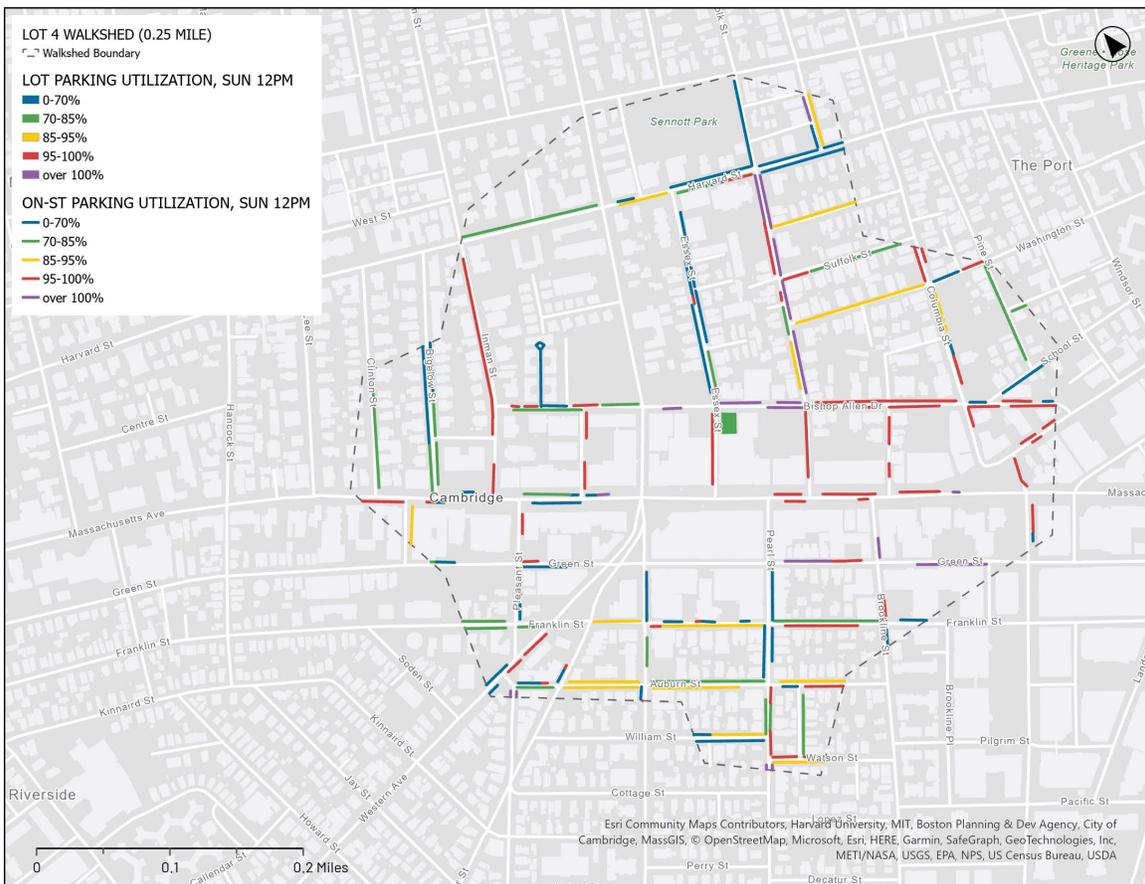
| <i>On-/Off-Street</i> | <i>Regulation</i> | <i>Sum of Spaces</i> | <i>% of Total</i> |
|-----------------------|--------------------------|----------------------|-------------------|
| On-Street | Permit Only | 731 | 70% |
| | 2 Hr, 8AM-8PM | 53 | 5% |
| | 2 Hr, 8AM-6PM | 80 | 8% |
| | 2 Hr, 8AM-6PM except Sat | 67 | 6% |
| | Disability Parking | 38 | 4% |
| | 1 Hr, 8AM-8PM | 25 | 2% |

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| | | | |
|-------------------------|---------------------------------------|--------------|-------------|
| | Unregulated | 10 | 1% |
| | 2 Hr, 9AM-5PM except Sat | 6 | 1% |
| | 30 Min, 8AM-6PM | 2 | 0% |
| | 1 Hr, 8AM-6PM | 14 | 1% |
| | 30 Min, 8AM-8PM | 14 | 1% |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 0 | 0% |
| Total On-Street | | 1,040 | 100% |
| Lot 4 | Pay by plate Monday-Saturday | | |
| | 8am-6pm (max 2 hours) | | |
| | 6pm-10pm (max 4 hours) | | |
| | 10pm-8am (not regulated) | 18 | 100% |
| Total Off-Street | | 18 | 100% |

Lot 4 Parking and Curb Utilization

Figure 4: Peak Parking Utilization around Lot 4 (Sunday, 12PM)



Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Table 8: Peak Parking Utilization (Sunday, 12PM) and Average Utilization – Lot 4

| <i>On- /Off- Street</i> | <i>Regulation</i> | <i>Inventory</i> | | <i>Sunday 12pm</i> | | <i>Average Occupancy</i> | | |
|---------------------------------|--|---|-----------------------|----------------------------|-----------------------|----------------------------|-----------------------|--|
| | | <i>Sum of Spaces</i> | <i>% of Total</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | |
| | Permit Only | 731 | 70% | 573 | 78% | 527 | 72% | |
| | 2 Hr, 8AM-8PM | 53 | 5% | 52 | 98% | 47 | 90% | |
| | 2 Hr, 8AM-6PM | 80 | 8% | 74 | 92% | 70 | 88% | |
| | 2 Hr, 8AM-6PM except Sat | 67 | 6% | 63 | 93% | 59 | 88% | |
| | Disability Parking | 38 | 4% | 13 | 35% | 14 | 38% | |
| On- Street | 1 Hr, 8AM-8PM | 25 | 2% | 23 | 92% | 24 | 94% | |
| | Unregulated | 10 | 1% | 10 | 97% | 9 | 94% | |
| | 2 Hr, 9AM-5PM except Sat | 6 | 1% | 6 | 100% | 6 | 106% | |
| | 30 Min, 8AM-6PM | 2 | 0% | 3 | 150% | 2 | 108% | |
| | 1 Hr, 8AM-6PM | 14 | 1% | 11 | 79% | 10 | 71% | |
| | 30 Min, 8AM-8PM | 14 | 1% | 9 | 64% | 10 | 68% | |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 0 | 0% | 0 | 0% | 0 | 0% | |
| | Total On-Street | 1,040 | 100% | 836 | 80% | 779 | 75% | |
| | Lot 4 | Pay by plate Monday-Saturday 8am-6pm (max 2 hours) | | | | | | |
| | | 6pm-10pm (max 4 hours) | | | | | | |
| 10pm-8am (not regulated) | | 18 | 100% | 15 | 83% | 15 | 83% | |
| Total Off-Street | | 18 | 100% | 15 | 83% | 15 | 83% | |

Lot 5: 84 Bishop Allen Drive

There are 1,033 on-street parking spaces within a 0.25-mile walk from Lot 5 (Figure 5). Note that lots 4 and 5 are in very close proximity and therefore share a large proportion of their surrounding on-street parking.

- While permit only parking is still the most common parking regulation, the proportion of permit only parking (66%) is lower than that of the entire study area (77%).
- Both metered and permit only parking is available on streets immediately surrounding Lot 5.
- On-street parking on Massachusetts Avenue is limited because of curb space dedicated to bus stops and loading zones.
- Parking is not available on most of Prospect Street, large sections of Green Street, and sections of Main Street and State Street (at the southeast end of the study area).

On-street parking occupancy around Lot 5 averaged 76% across all time periods and peaked at 82% on Sunday afternoon (Figure 6).

Central Square Municipal Lot Inventory and Evaluation Study

City of Cambridge

- 2-hour meters and unregulated parking, which account for 258 spaces around Lot 5, had very high utilization on Sunday afternoon (95%). Given that parking is not regulated on Sundays, this suggests that these spaces are located in high demand locations.
- On-street parking was well-utilized on limited sections of Massachusetts Avenue, smaller streets intersecting Mass Ave to the northeast, and on longer sections of Inman Street, Columbia Street, and Bishop Allen Drive. This is likely due to key destinations located on or near these streets, including grocery stores, restaurants, and churches. In these areas, utilization was high across permit only and metered spaces.

Lot 5 has 23 publicly accessible, pay-by-plate parking spaces, including two ADA spaces and two EV charging spaces. 22 of 23 spaces were occupied on Sunday afternoon, and the lot averaged 89% occupation, making it the second most-utilized lot in the study area. Utilization was above 90% at all time periods outside of the weekday early evening period (65%).

Lot 5 Parking and Curb Inventory

Figure 5: On-Street Parking Regulations around Lot 5

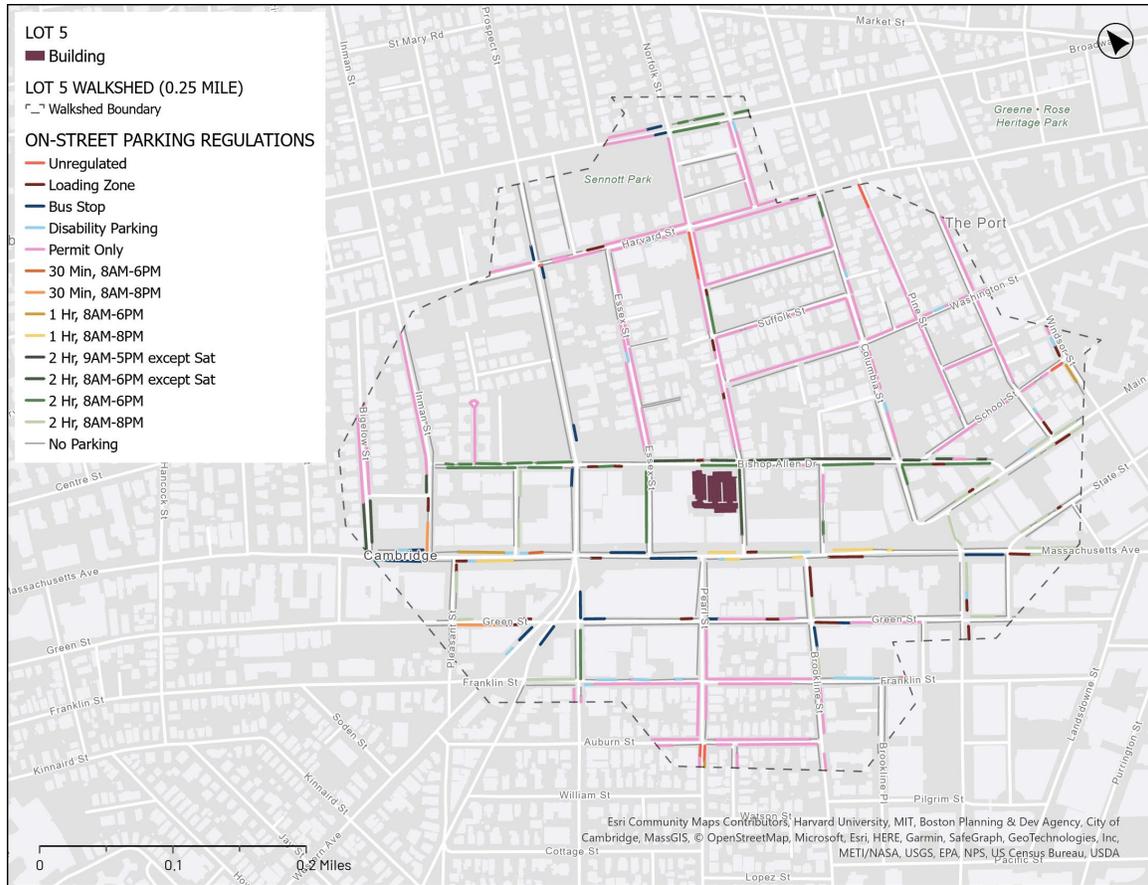


Table 9: Parking Inventory – Lot 5

| On-/Off-Street | Regulation | Sum of Spaces | % of Total |
|----------------|--------------------------|---------------|------------|
| On-Street | Permit Only | 681 | 66% |
| | 2 Hr, 8AM-8PM | 84 | 8% |
| | 2 Hr, 8AM-6PM | 101 | 10% |
| | 2 Hr, 8AM-6PM except Sat | 57 | 5% |
| | Disability Parking | 43 | 4% |
| | 1 Hr, 8AM-8PM | 22 | 2% |
| | Unregulated | 10 | 1% |
| | 2 Hr, 9AM-5PM except Sat | 6 | 1% |
| | 30 Min, 8AM-6PM | 2 | 0% |
| | 1 Hr, 8AM-6PM | 13 | 1% |
| | 30 Min, 8AM-8PM | 14 | 1% |

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| | | | |
|-------------------------|---|--------------|-------------|
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 0 | 0% |
| Total On-Street | | 1,033 | 100% |
| Lot 5 | Pay by plate Monday-Saturday 8am-6pm (max 2 hours) 6pm-10pm (max 4 hours) 10pm-8am (not regulated) | 23 | 100% |
| Total Off-Street | | 23 | 100% |

Lot 5 Parking and Curb Utilization

Figure 6: Peak Parking Utilization around Lot 5 (Sunday, 12PM)

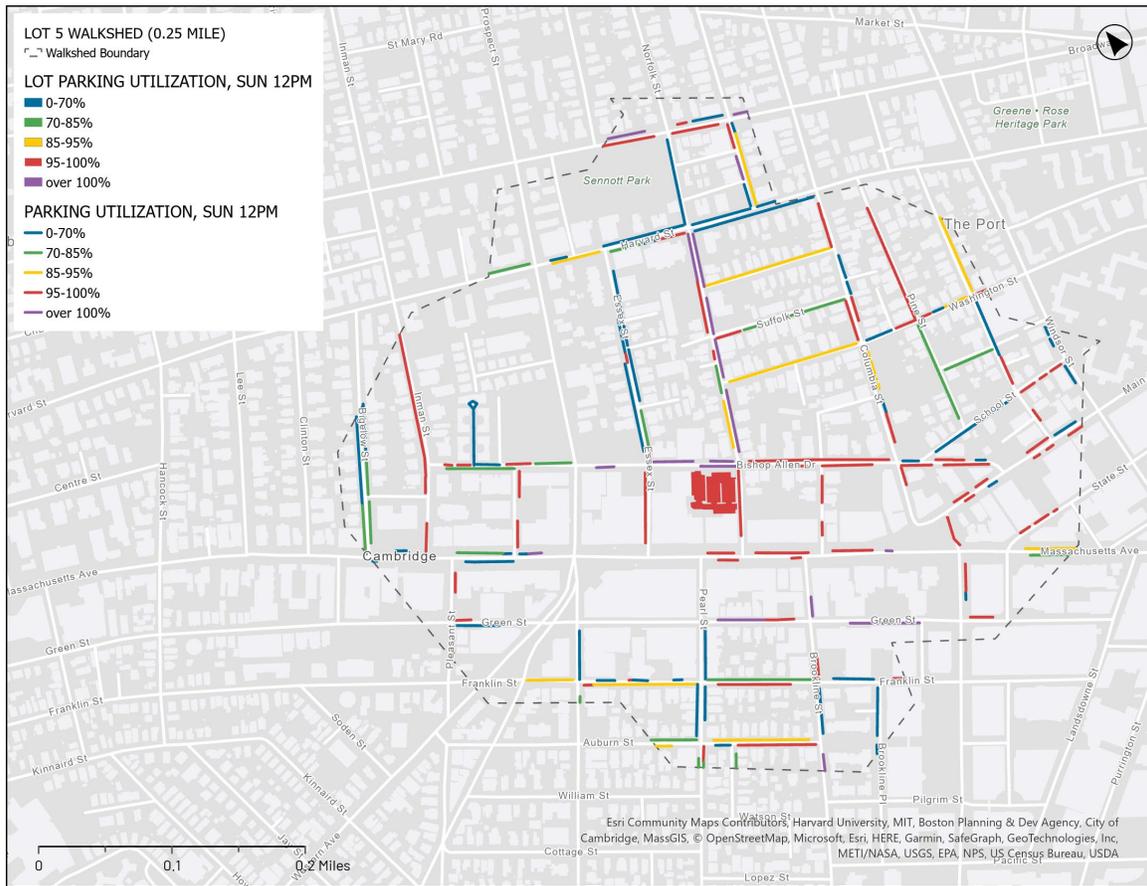


Table 10: Peak Parking Utilization (Sunday, 12PM) and Average Utilization – Lot 5

| On- /Off- Street | Regulation | Inventory | | Sunday 12pm | | Average Occupancy | |
|------------------------|---------------|------------------|---------------|--------------------|---------------|--------------------|---------------|
| | | Sum of Spaces | % of Total | Spaces Occupied | % Occupied | Spaces Occupied | % Occupied |
| On- Street | Permit Only | 681 | 66% | 541 | 79% | 499 | 73% |
| | 2 Hr, 8AM-8PM | 84 | 8% | 80 | 95% | 73 | 87% |

Central Square Municipal Lot Inventory and Evaluation Study

City of Cambridge

| | | | | | | |
|------------------------------|--------------|-------------|------------|------------|------------|------------|
| 2 Hr, 8AM-6PM | 101 | 10% | 93 | 92% | 89 | 88% |
| 2 Hr, 8AM-6PM except Sat | 57 | 5% | 54 | 95% | 52 | 91% |
| Disability Parking | 43 | 4% | 17 | 40% | 19 | 45% |
| 1 Hr, 8AM-8PM | 22 | 2% | 20 | 91% | 21 | 93% |
| Unregulated | 10 | 1% | 11 | 110% | 9 | 85% |
| 2 Hr, 9AM-5PM except Sat | 6 | 1% | 6 | 100% | 6 | 106% |
| 30 Min, 8AM-6PM | 2 | 0% | 3 | 150% | 2 | 108% |
| 1 Hr, 8AM-6PM | 13 | 1% | 10 | 75% | 9 | 72% |
| 30 Min, 8AM-8PM | 14 | 1% | 9 | 64% | 10 | 68% |
| 2 Hr, 10AM-8PM, Loading Zone | | | | | | |
| 7AM-10AM | 0 | 0% | 0 | 0% | 0 | 0% |
| Total On-Street | 1,033 | 100% | 845 | 82% | 788 | 76% |
| Pay by plate Monday-Saturday | | | | | | |
| Lot 5 8am-6pm (max 2 hours) | | | | | | |
| 6pm-10pm (max 4 hours) | | | | | | |
| 10pm-8am (not regulated) | 23 | 100% | 22 | 96% | 21 | 91% |
| Total Off-Street | 23 | 100% | 22 | 96% | 21 | 91% |

Lot 6: 38 Bishop Allen Drive

There are 898 on-street parking spaces within a 0.25-mile walk from Lot 6 (Figure 7).

- While permit only parking is still the most common parking regulation, the proportion of permit only parking (67%) is lower than that of the entire study area (77%).
- Limited metered and permit only parking is available on streets immediately surrounding Lot 6 – several bordering segments have no parking available.
- On-street parking on Massachusetts Avenue is limited because of curb space dedicated to bus stops and loading zones.
- Parking is not available on most of Prospect Street, large sections of Green Street, and sections of Main Street and State Street (at the southeast end of the study area).

On-street parking occupancy around Lot 6 averaged 76% across all time periods and peaked at 83% on Sunday afternoon (Figure 8).

- 2-hour meters and unregulated parking, which account for 239 spaces around Lot 6, had very high utilization across the study area (97%). Given that parking is not regulated on Sundays, this suggests that these spaces are located in high demand locations.
- On-street parking was well-utilized on limited sections of Massachusetts Avenue, smaller streets intersecting Mass Ave to the northeast, and on longer sections of Inman Street, Columbia Street, and Bishop Allen Drive. This is likely due to key

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Table 11: Parking Inventory – Lot 6

| <i>On-/Off-Street</i> | <i>Regulation</i> | <i>Sum of Spaces</i> | <i>% of Total</i> |
|-------------------------|---|----------------------|-------------------|
| On-Street | Permit Only | 603 | 67% |
| | 2 Hr, 8AM-8PM | 118 | 13% |
| | 2 Hr, 8AM-6PM | 68 | 8% |
| | 2 Hr, 8AM-6PM except Sat | 37 | 4% |
| | Disability Parking | 36 | 4% |
| | 1 Hr, 8AM-8PM | 14 | 2% |
| | Unregulated | 9 | 1% |
| | 2 Hr, 9AM-5PM except Sat | 6 | 1% |
| | 30 Min, 8AM-6PM | 4 | 0% |
| | 1 Hr, 8AM-6PM | 3 | 0% |
| | 30 Min, 8AM-8PM | 0 | 0% |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 0 | 0% |
| | Total On-Street | | 898 |
| Lot 6 | Pay by plate Monday-Saturday 8am-6pm (max 2 hours) | | |
| | 6pm-10pm (max 4 hours) | | |
| | 10pm-8am (not regulated) | 40 | 100% |
| Total Off-Street | | 40 | 100% |

Lot 6 Parking and Curb Utilization

Figure 8: Peak Parking Utilization around Lot 6 (Sunday, 12PM)

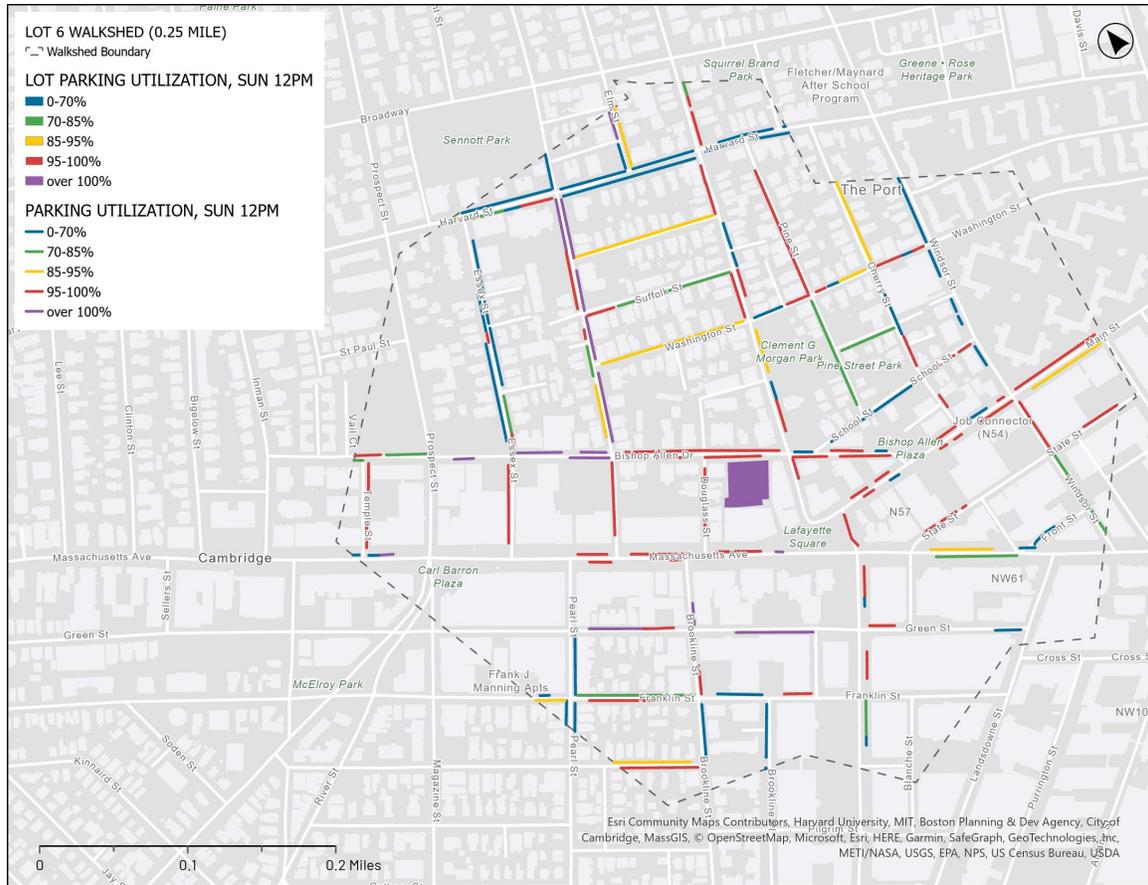


Table 12: Peak Parking Utilization (Sunday, 12PM) and Average Utilization – Lot 6

| On- /Off- Street | Regulation | Inventory | | Sunday 12pm | | Average Occupancy | |
|------------------------|--------------------------|------------------|---------------|--------------------|---------------|--------------------|---------------|
| | | Sum of Spaces | % of Total | Spaces Occupied | % Occupied | Spaces Occupied | % Occupied |
| | Permit Only | 603 | 67% | 480 | 80% | 432 | 72% |
| | 2 Hr, 8AM-8PM | 118 | 13% | 107 | 90% | 97 | 82% |
| | 2 Hr, 8AM-6PM | 68 | 8% | 70 | 103% | 63 | 92% |
| | 2 Hr, 8AM-6PM except Sat | 37 | 4% | 38 | 103% | 38 | 104% |
| On- Street | Disability Parking | 36 | 4% | 14 | 39% | 15 | 43% |
| | 1 Hr, 8AM-8PM | 14 | 2% | 15 | 107% | 15 | 106% |
| | Unregulated | 9 | 1% | 10 | 111% | 9 | 94% |
| | 2 Hr, 9AM-5PM except Sat | 6 | 1% | 6 | 100% | 6 | 106% |
| | 30 Min, 8AM-6PM | 4 | 0% | 3 | 75% | 2 | 54% |
| | 1 Hr, 8AM-6PM | 3 | 0% | 2 | 67% | 2 | 61% |

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| | | | | | | | |
|-------------------------|------------------------------|------------|-------------|------------|-------------|------------|-------------|
| | 30 Min, 8AM-8PM | 0 | 0% | 0 | 0% | 0 | 0% |
| | 2 Hr, 10AM-8PM, Loading Zone | | | | | | |
| | 7AM-10AM | 0 | 0% | 0 | 0% | 0 | 0% |
| Total On-Street | | 898 | 100% | 745 | 83% | 680 | 76% |
| | Pay by plate Monday-Saturday | | | | | | |
| Lot 6 | 8am-6pm (max 2 hours) | | | | | | |
| | 6pm-10pm (max 4 hours) | | | | | | |
| | 10pm-8am (not regulated) | 40 | 100% | 43 | 108% | 40 | 100% |
| Total Off-Street | | 40 | 100% | 43 | 108% | 40 | 100% |

Lot 8: 375 Green Street

There are 1,193 on-street parking spaces within a 0.25-mile from Lot 8 (Figure 9). Note that lots 8 and 9 are in very close proximity and therefore share a large proportion of their surrounding on-street parking.

- The proportion of permit only parking around Lot 8 (76%) is similar to that of the entire study area (77%).
- Most of the residential streets in the Cambridgeport and Riverside neighborhoods are permit only. Unlike many of the commercial/residential streets northeast of Massachusetts Avenue, these residential streets generally have parking available on both sides of the street.
- Limited unregulated and metered parking is available on streets immediately surrounding Lot 8.
- Parking is not available on most of Prospect Street and large sections of Green Street and River Street.

On-street parking occupancy around Lot 8 averaged 69% across all time periods and peaked at 72% during the weekday 12pm period. Utilization was generally higher on weekdays. Spaces were 70% occupied on Sunday afternoon (Figure 10).

- Most residential streets in the Cambridgeport and Riverside neighborhoods had lower utilization on Sunday afternoon.
- Segments closer to Central Square and to the west of Massachusetts Avenue generally had higher utilization.
- As to be expected, permit only parking had lower average utilization (67%) than metered and unregulated parking (84%). Given that parking is unregulated on Sundays, this suggests that metered/unregulated parking is available in higher demand locations than permit only parking.

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Lot 8 has 17 publicly accessible, pay-by-plate parking spaces, including two ADA spaces and two EV charging spaces. 14 of 17 spaces were occupied on Sunday afternoon, and the lot averaged 76% utilization across all time periods.

Lot 8 Parking and Curb Inventory

Figure 9: On-Street Parking Regulations around Lot 8

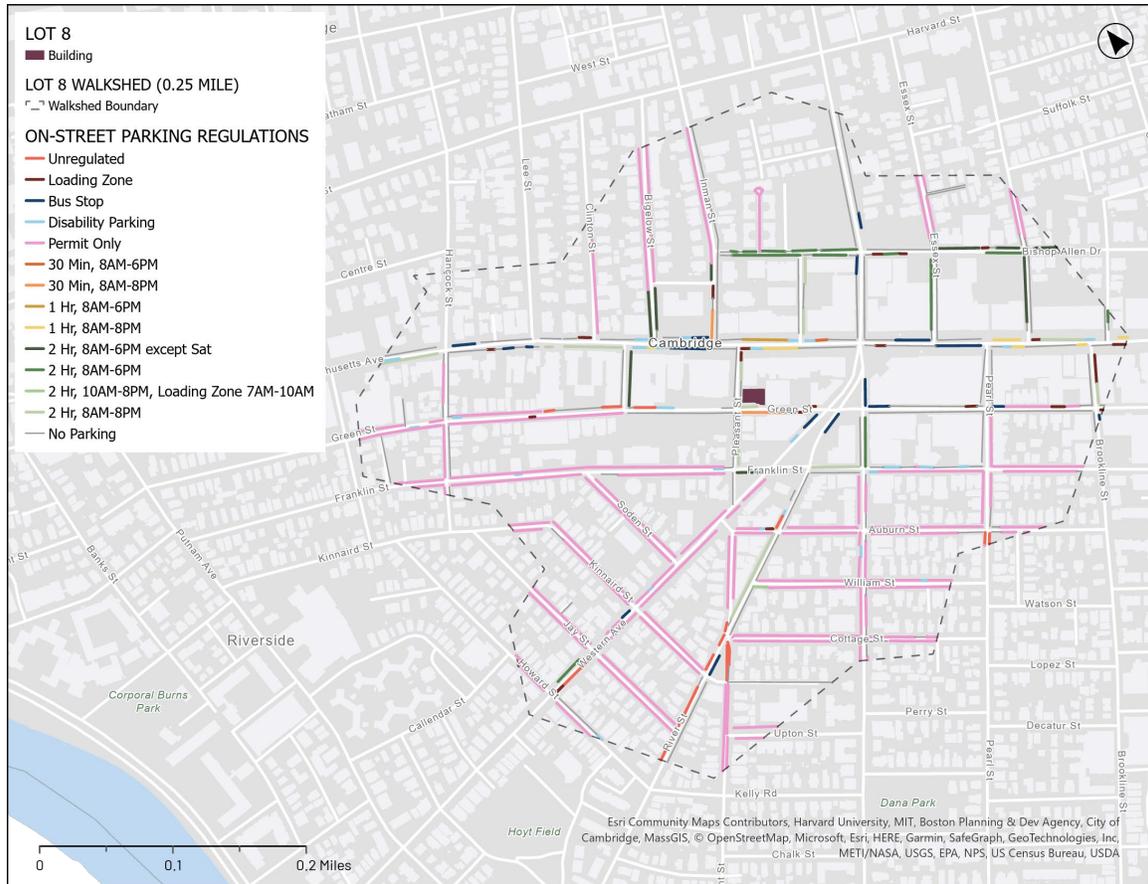


Table 13: Parking Inventory – Lot 8

| On-/Off-Street | Regulation | Sum of Spaces | % of Total |
|----------------|--------------------------|---------------|------------|
| On-Street | Permit Only | 910 | 76% |
| | 2 Hr, 8AM-8PM | 45 | 4% |
| | 2 Hr, 8AM-6PM | 62 | 5% |
| | 2 Hr, 8AM-6PM except Sat | 56 | 5% |
| | Disability Parking | 31 | 3% |
| | 1 Hr, 8AM-8PM | 18 | 2% |
| | Unregulated | 43 | 4% |

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| | | | |
|-------------------------|---------------------------------------|--------------|-------------|
| | 2 Hr, 9AM-5PM except Sat | 0 | 0% |
| | 30 Min, 8AM-6PM | 2 | 0% |
| | 1 Hr, 8AM-6PM | 9 | 1% |
| | 30 Min, 8AM-8PM | 14 | 1% |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 2 | 0% |
| Total On-Street | | 1,193 | 100% |
| Lot 8 | Pay by plate Monday-Saturday | | |
| | 8am-6pm (max 2 hours) | | |
| | 6pm-10pm (max 4 hours) | | |
| | 10pm-8am (not regulated) | 17 | 100% |
| Total Off-Street | | 17 | 100% |

Lot 8 Parking and Curb Utilization

Figure 10: Peak Parking Utilization around Lot 8 (Sunday, 12PM)

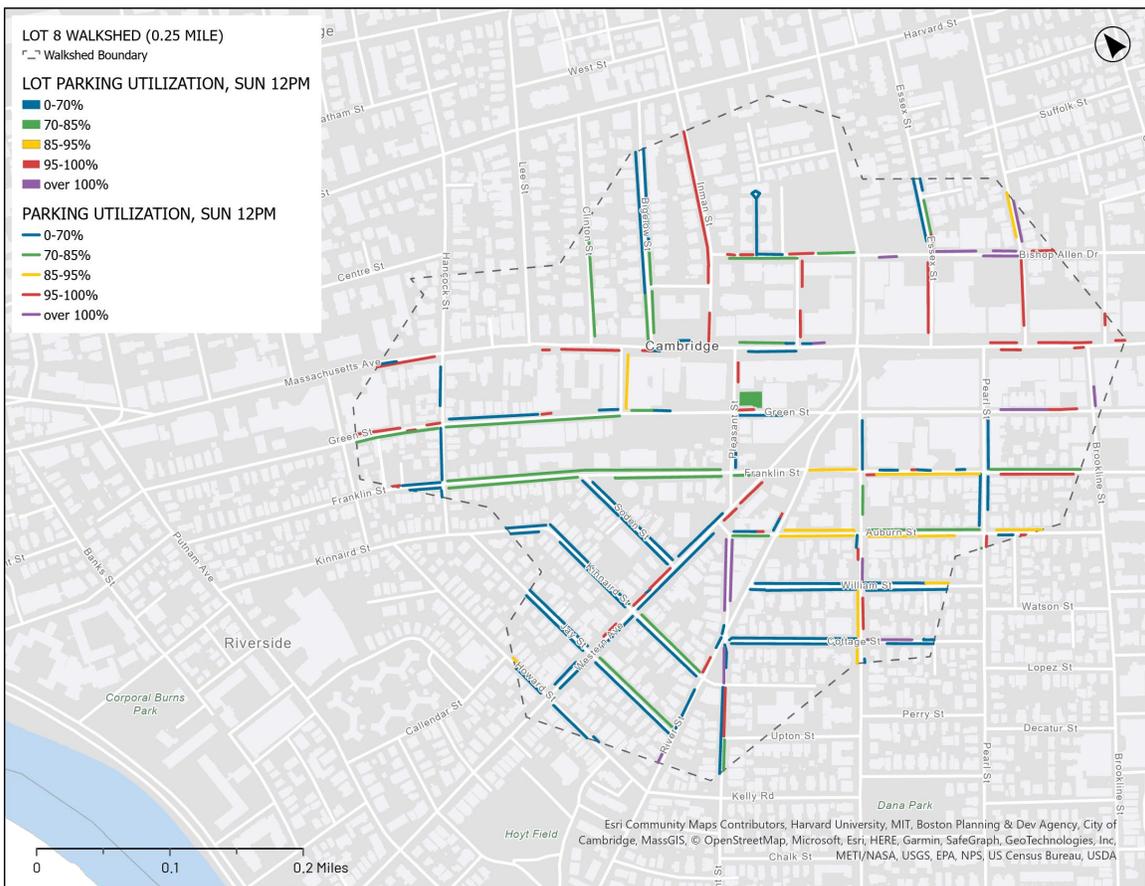


Table 14: Peak Parking Utilization (Sunday, 12PM) and Average Utilization – Lot 8

| Inventory | Sunday 12pm | Average Occupancy |
|-----------|-------------|-------------------|
|-----------|-------------|-------------------|

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| <i>On- /Off- Street</i> | <i>Regulation</i> | <i>Sum of Spaces</i> | <i>% of Total</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> |
|---------------------------------|---|--------------------------|-----------------------|----------------------------|-----------------------|----------------------------|-----------------------|
| | Permit Only | 910 | 76% | 615 | 68% | 614 | 67% |
| | 2 Hr, 8AM-8PM | 45 | 4% | 44 | 98% | 40 | 89% |
| | 2 Hr, 8AM-6PM | 62 | 5% | 52 | 84% | 49 | 79% |
| | 2 Hr, 8AM-6PM except Sat | 56 | 5% | 53 | 95% | 47 | 83% |
| | Disability Parking | 31 | 3% | 12 | 39% | 12 | 39% |
| On- Street | 1 Hr, 8AM-8PM | 18 | 2% | 15 | 84% | 16 | 87% |
| | Unregulated | 43 | 4% | 28 | 65% | 30 | 69% |
| | 2 Hr, 9AM-5PM except Sat | 0 | 0% | 0 | 0% | 0 | 0% |
| | 30 Min, 8AM-6PM | 2 | 0% | 3 | 150% | 2 | 108% |
| | 1 Hr, 8AM-6PM | 9 | 1% | 7 | 78% | 7 | 76% |
| | 30 Min, 8AM-8PM | 14 | 1% | 9 | 64% | 10 | 68% |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 2 | 0% | 0 | 0% | 0 | 0% |
| Total On-Street | | 1,193 | 100% | 838 | 70% | 826 | 69% |
| Lot 8 | Pay by plate Monday-Saturday 8am-6pm (max 2 hours) 6pm-10pm (max 4 hours) 10pm-8am (not regulated) | 17 | 100% | 14 | 82% | 13 | 76% |
| Total Off-Street | | 17 | 100% | 14 | 82% | 13 | 76% |

Lot 9: 9 Pleasant Street

There are 1,208 on-street parking spaces within a 0.25-mile walk from Lot 9 (Figure 11). Note that lots 8 and 9 are in very close proximity and therefore share a large proportion of their surrounding on-street parking.

- The proportion of permit only parking around Lot 9 (78%) is similar to that of the entire study area (77%).
- Most of the residential streets in the Cambridgeport and Riverside neighborhoods are permit only. Unlike many of the commercial/residential streets northeast of Massachusetts Avenue, these residential streets generally have parking available on both sides of the street.
- Limited unregulated and metered parking is available on streets immediately surrounding Lot 9. The sections of Green Street and Pleasant Street directly adjacent to Lot 9 are not available for parking.
- Parking is not available on most of Prospect Street and large sections of Green Street and River Street.

Central Square Municipal Lot Inventory and Evaluation Study

City of Cambridge

On-street parking occupancy around Lot 9 averaged 68% across all time periods and peaked at 71% during the weekday 12pm period. Utilization was generally higher on weekdays. Spaces were 70% occupied on Sunday afternoon (Figure 12).

- Most residential streets in the Cambridgeport and Riverside neighborhoods had lower utilization on Sunday afternoon.
- Segments closer to Central Square and to the west of Massachusetts Avenue generally had higher utilization.
- As to be expected, permit only parking had lower average utilization (66%) than metered and unregulated parking (82%). Given that parking is unregulated on Sundays, this suggests that metered/unregulated parking is available in higher demand locations than permit only parking.

Lot 9 has 17 publicly accessible, pay-by-plate parking spaces, including three Zipcar-reserved spaces and two EV charging spaces. 11 of 17 spaces were occupied on Sunday afternoon, and the lot averaged 53% utilization across all time periods, generally seeing lower utilization than Lot 8.

Lot 9 Parking and Curb Inventory

Figure 11: On-Street Parking Regulations around Lot 9

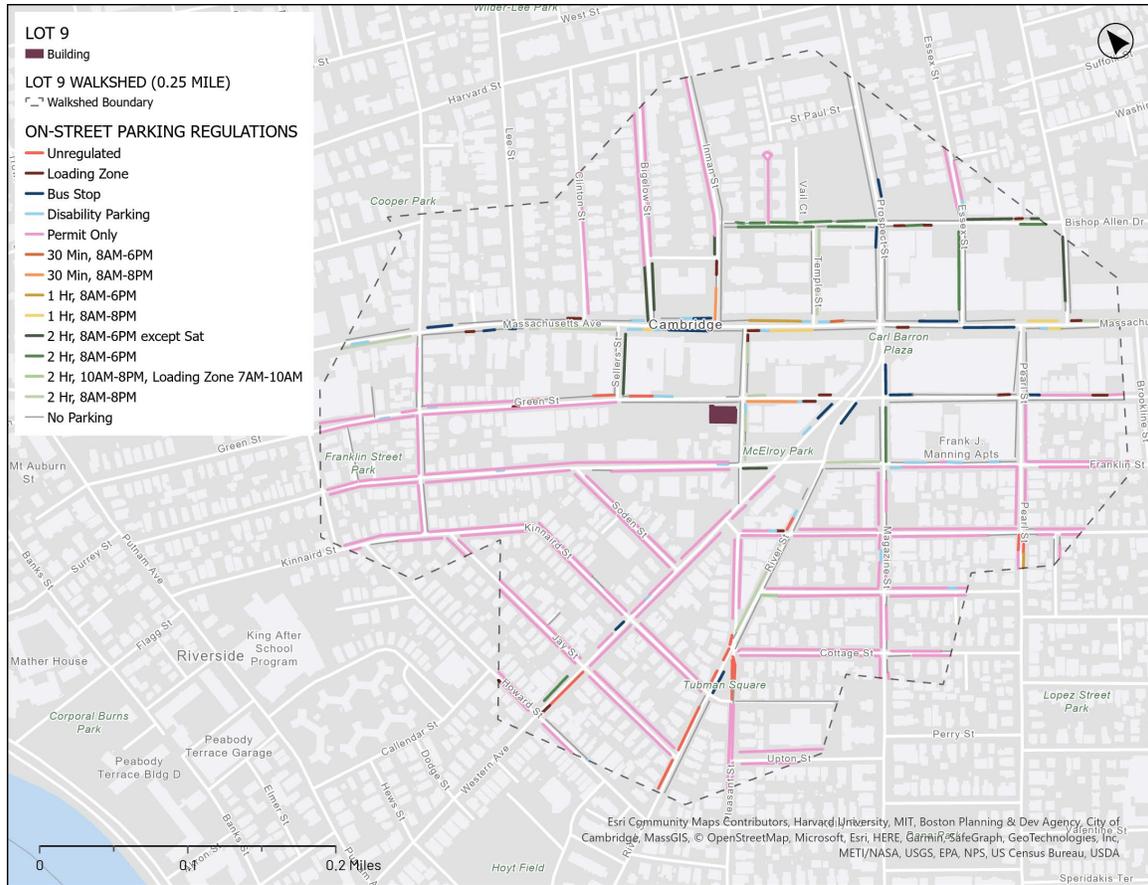


Table 15: Parking Inventory – Lot 9

| On-/Off-Street | Regulation | Sum of Spaces | % of Total |
|----------------|---------------------------------------|---------------|------------|
| | Permit Only | 941 | 78% |
| | 2 Hr, 8AM-6PM | 58 | 5% |
| | 2 Hr, 8AM-6PM except Sat | 49 | 4% |
| | 2 Hr, 8AM-8PM | 42 | 3% |
| | Unregulated | 44 | 4% |
| On-Street | Disability Parking | 29 | 2% |
| | 1 Hr, 8AM-8PM | 11 | 1% |
| | 30 Min, 8AM-8PM | 14 | 1% |
| | 1 Hr, 8AM-6PM | 11 | 1% |
| | 30 Min, 8AM-6PM | 2 | 0% |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 2 | 0% |

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| | | | |
|-------------------------|------------------------------|--------------|-------------|
| | 2 Hr, 9AM-5PM except Sat | 0 | 0% |
| Total On-Street | | 1,208 | 100% |
| Lot 9 | Pay by plate Monday-Saturday | | |
| | 8am-6pm (max 2 hours) | | |
| | 6pm-10pm (max 4 hours) | | |
| | 10pm-8am (not regulated) | 17 | 100% |
| Total Off-Street | | 17 | 100% |

Lot 9 Parking and Curb Utilization

Figure 12: Peak Parking Utilization around Lot 9 (Sunday, 12PM)

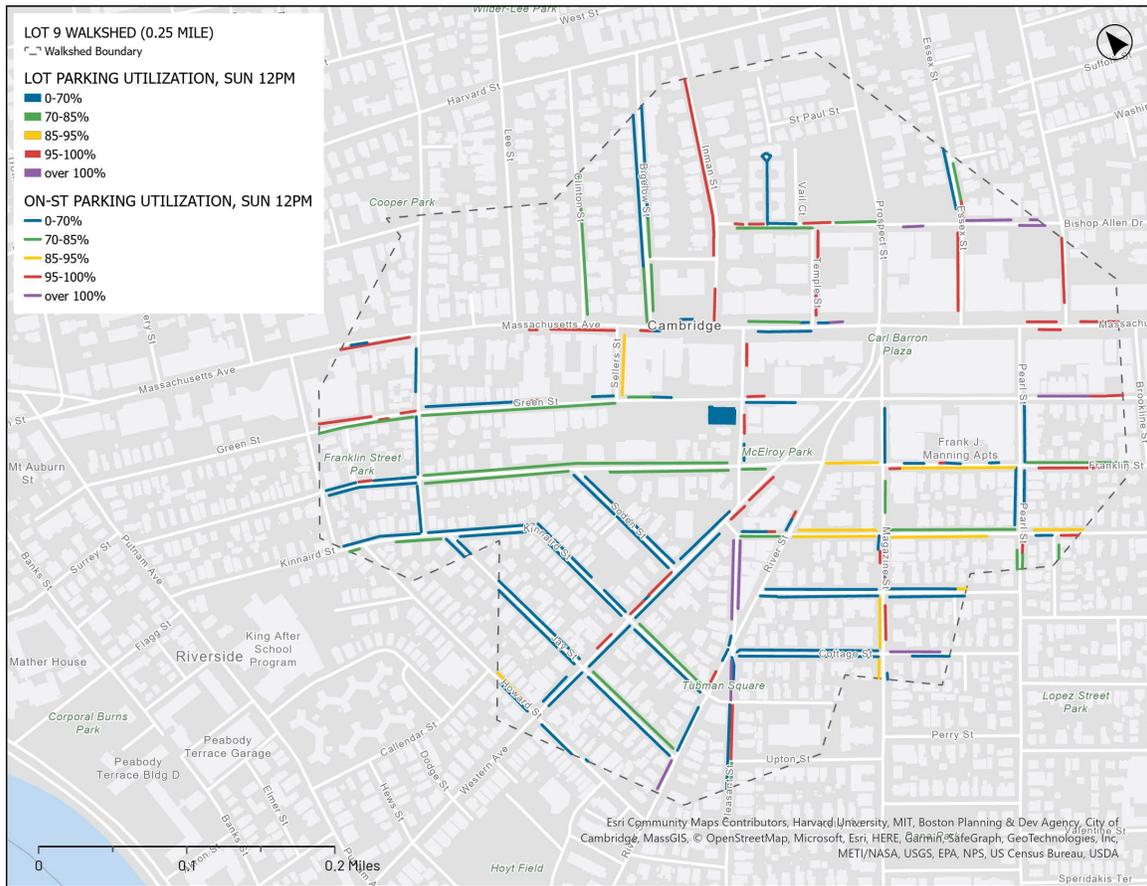


Table 16: Peak Parking Utilization (Sunday, 12PM) and Average Utilization – Lot 9

| On- /Off- Street | Regulation | Inventory | | Sunday 12pm | | Average Occupancy | |
|------------------------|---------------|------------------|---------------|--------------------|---------------|--------------------|---------------|
| | | Sum of Spaces | % of Total | Spaces Occupied | % Occupied | Spaces Occupied | % Occupied |
| On- Street | Permit Only | 941 | 78% | 621 | 66% | 624 | 66% |
| | 2 Hr, 8AM-6PM | 58 | 5% | 47 | 82% | 44 | 77% |

Central Square Municipal Lot Inventory and Evaluation Study

City of Cambridge

| | | | | | | |
|------------------------------|--------------|-------------|------------|------------|------------|------------|
| 2 Hr, 8AM-6PM except Sat | 49 | 4% | 45 | 92% | 39 | 80% |
| 2 Hr, 8AM-8PM | 42 | 3% | 40 | 95% | 37 | 88% |
| Unregulated | 44 | 4% | 29 | 66% | 31 | 69% |
| Disability Parking | 29 | 2% | 11 | 38% | 11 | 38% |
| 1 Hr, 8AM-8PM | 16 | 1% | 13 | 81% | 14 | 86% |
| 30 Min, 8AM-8PM | 14 | 1% | 9 | 64% | 10 | 68% |
| 1 Hr, 8AM-6PM | 11 | 1% | 9 | 78% | 8 | 73% |
| 30 Min, 8AM-6PM | 2 | 0% | 3 | 150% | 2 | 108% |
| 2 Hr, 10AM-8PM, Loading Zone | | | | | | |
| 7AM-10AM | 2 | 0% | 0 | 0% | 0 | 0% |
| 2 Hr, 9AM-5PM except Sat | 0 | 0% | 0 | 0% | 0 | 0% |
| Total On-Street | 1,208 | 100% | 827 | 68% | 820 | 68% |
| Pay by plate Monday-Saturday | | | | | | |
| Lot 9 8am-6pm (max 2 hours) | | | | | | |
| 6pm-10pm (max 4 hours) | | | | | | |
| 10pm-8am (not regulated) | 17 | 100% | 11 | 65% | 9 | 53% |
| Total Off-Street | 17 | 100% | 11 | 65% | 9 | 53% |

Green Street Garage: 260 Green Street

There are 1,142 on-street parking spaces within a 0.25-mile walk from Green Street Garage (Figure 13).

- The proportion of permit only parking around Green Street Garage (72%) is slightly lower than that of the entire study area (77%).
- Most of the residential streets in the Cambridgeport and Riverside neighborhoods are permit only. Unlike many of the commercial/residential streets northeast of Massachusetts Avenue, these residential streets generally have parking available on both sides of the street.
- There is limited permit only and metered parking available on Green Street – much of it is not available for parking as curb space is used for other purposes. These segments are highly utilized despite Green Street Garage being underutilized, suggesting that people may opt to park further than pay garage rates.

On-street parking occupancy around Green Street Garage averaged 75% utilization across all time periods and peaked at 77% during the Sunday 12pm period (Figure 14). Utilization was higher on weekdays than on Saturday.

- Utilization was generally highest on streets to the east of Massachusetts Avenue and on segments between Pearl and Brookline Streets in Cambridgeport.
- Permit parking had relatively high average utilization around Green Street Garage (73%) compared to the overall study area (68%). Utilization was especially high on

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Sundays at 77% when spaces are open to the general public. This suggests that permit parking spaces, especially those along Pearl and Brookline Streets, are located in high demand locations.

Green Street Garage has 257 spaces, including 15 ADA spaces, available across eight levels. Rates for Green Street Garage vary by day and time, but parking is generally most expensive between 7am and 6pm on weekdays (\$4 for one hour, \$30 for 24 hours).

Green Street Garage Parking and Curb Inventory

Figure 13: On-Street Parking Regulations around Green Street Garage

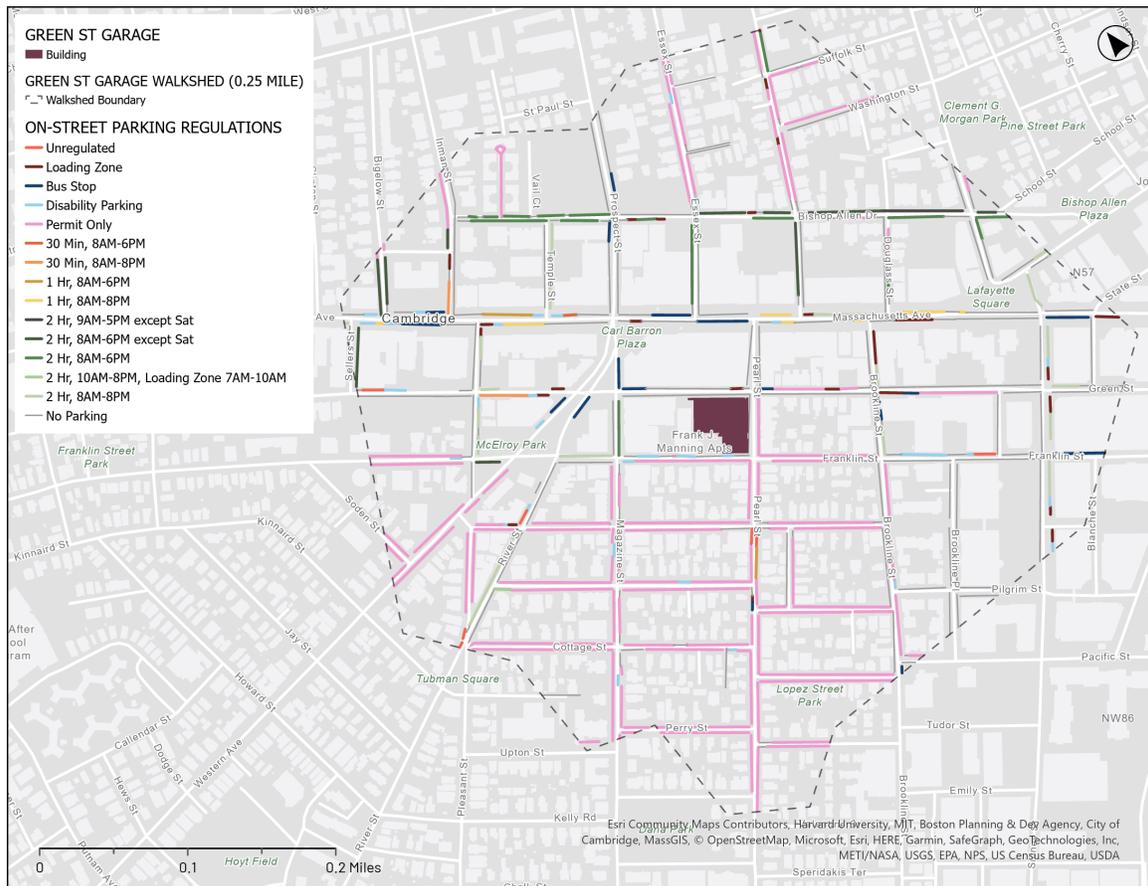


Table 17: Parking Inventory – Green Street Garage

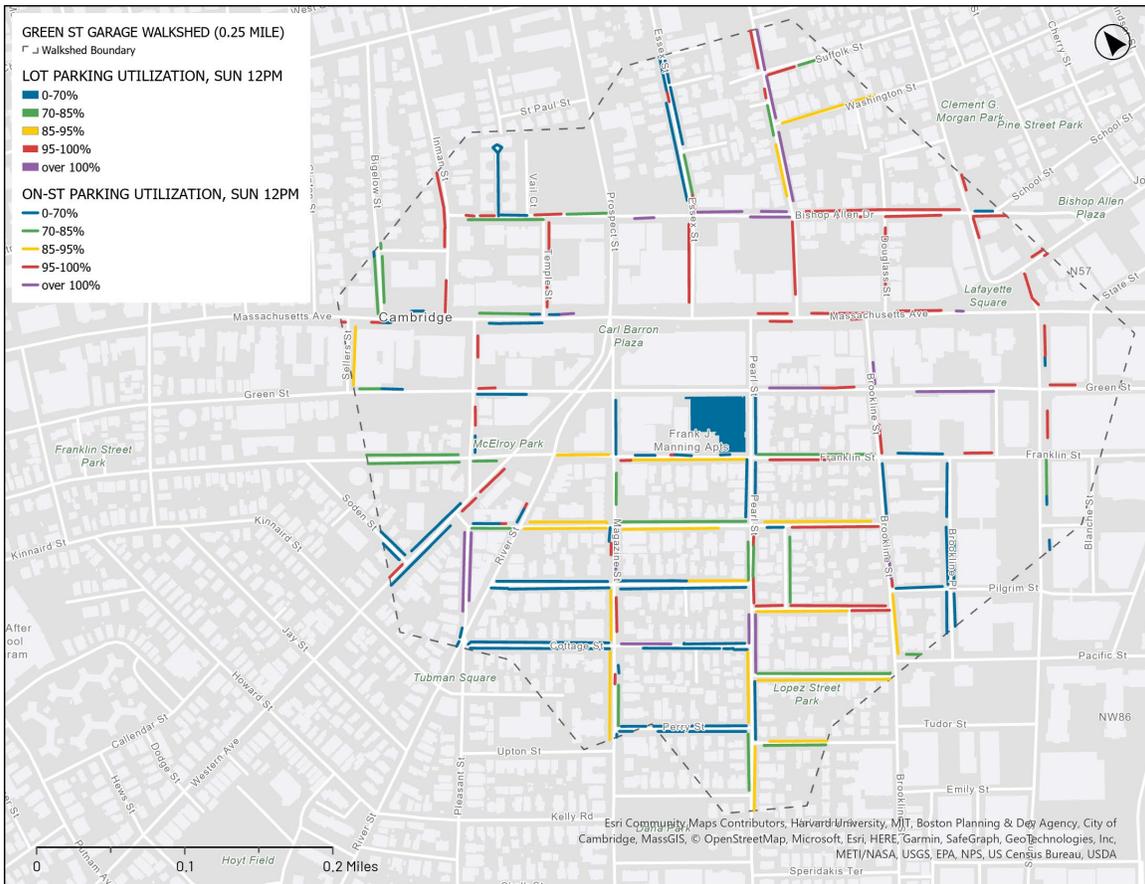
| <i>On-/Off-Street</i> | <i>Regulation</i> | <i>Sum of Spaces</i> | <i>% of Total</i> |
|-----------------------|--------------------------|----------------------|-------------------|
| | Permit Only | 822 | 72% |
| On-Street | 2 Hr, 8AM-8PM | 59 | 5% |
| | 2 Hr, 8AM-6PM | 74 | 6% |
| | 2 Hr, 8AM-6PM except Sat | 65 | 6% |

Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

| | | | |
|---------------------------------------|---------------------------|--------------|-------------|
| Disability Parking | | 44 | 4% |
| 1 Hr, 8AM-8PM | | 25 | 2% |
| Unregulated | | 15 | 1% |
| 30 Min, 8AM-8PM | | 14 | 1% |
| 1 Hr, 8AM-6PM | | 14 | 1% |
| 30 Min, 8AM-6PM | | 2 | 0% |
| 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | | 2 | 0% |
| 2 Hr, 9AM-5PM except Sat | | 6 | 1% |
| Total On-Street | | 1,142 | 100% |
| Green Street | | | |
| Garage | Garage - Daily rates vary | 257 | 100% |
| Total Off-Street | | 257 | 100% |

Green Street Garage Parking and Curb Utilization

Figure 14: Peak Parking Utilization around Green Street Garage (Sunday, 12PM)



Central Square Municipal Lot Inventory and Evaluation Study
City of Cambridge

Table 18: Peak Parking Utilization (Sunday, 12PM) and Average Utilization – Green Street Garage

| <i>On- /Off- Street</i> | <i>Regulation</i> | <i>Inventory</i> | | <i>Sunday 12pm</i> | | <i>Average Occupancy</i> | | |
|---------------------------------|--|---------------------------|-----------------------|----------------------------|-----------------------|----------------------------|-----------------------|------------|
| | | <i>Sum of Spaces</i> | <i>% of Total</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | <i>Spaces Occupied</i> | <i>% Occupied</i> | |
| | Permit Only | 822 | 72% | 631 | 77% | 599 | 73% | |
| | 2 Hr, 8AM-8PM | 59 | 5% | 57 | 97% | 52 | 87% | |
| | 2 Hr, 8AM-6PM | 74 | 6% | 68 | 92% | 64 | 86% | |
| | 2 Hr, 8AM-6PM except Sat | 65 | 6% | 61 | 94% | 55 | 85% | |
| | Disability Parking | 44 | 4% | 18 | 41% | 18 | 41% | |
| On- Street | 1 Hr, 8AM-8PM | 25 | 2% | 23 | 92% | 24 | 94% | |
| | Unregulated | 15 | 1% | 10 | 70% | 12 | 80% | |
| | 30 Min, 8AM-8PM | 14 | 1% | 9 | 64% | 10 | 68% | |
| | 1 Hr, 8AM-6PM | 14 | 1% | 11 | 79% | 10 | 71% | |
| | 30 Min, 8AM-6PM | 2 | 0% | 3 | 150% | 2 | 108% | |
| | 2 Hr, 10AM-8PM, Loading Zone 7AM-10AM | 2 | 0% | 0 | 0% | 0 | 0% | |
| | 2 Hr, 9AM-5PM except Sat | 6 | 1% | 6 | 100% | 6 | 106% | |
| | Total On-Street | 1,142 | 100% | 897 | 79% | 851 | 75% | |
| | Green Street Garage | Garage - Daily rates vary | 257 | 100% | 68 | 26% | 106 | 41% |
| | Total Off-Street | | 257 | 100% | 68 | 26% | 106 | 41% |