



March 23, 2016

**TOWN OF WESTWOOD
50 CARBY STREET
WESTWOOD, MA 02090**

**ATTENTION: Abigail McCabe
Town Planner**

**REFERENCE: 301-323 Washington Street
Islington, MA
Peer Review Response**

Dear Ms. McCabe;

This letter is written as a response to the Architectural / Design questions raised in the peer review by BETA Engineering dated February 18, 2016:

NOVEMBER 23, 2015 REVIEW:

A1: The updated drawings respond to Items a, b, c, d, e, f and g. We have included proposed elevations of the existing building including a roof plan which indicates existing HVAC equipment to remain.

A2: The drawings respond to Items a, b, c and d for the proposed building. Drawing EX1 and EX 2 show the existing building to be renovated. Roof drainage for the existing building will be tied into the storm water management system.

A3: Issue Resolved.

A4: Issue Resolved.

A5: The sign package is included in this submittal for both the existing building and proposed.

A6: Comments below:

- a. Issue Resolved.
- b. Issue Resolved.
- c. Issue Resolved.

- d. Issue Resolved.
- e. The Commercial tenant second means of egress rear corridor has been added.
- f. The walkway has been added to the Landscape and site plans.

A7: Material board was provided at last hearing.

JANUARY 7, 2016 REVIEW:

A1: The revised design has addressed this issue. The commercial space exits to the right rear corner with access to a sidewalk. As noted above we have added the rear corridor to the commercial space

A2: Protective awnings are part th esign package enclosed.

A3: Issue Resolved.

A4:

- a. Issue Resolved.
- b. Issue Resolved.

A5: Roof plans for both th eexisting building and proposed building have been submitted. Drawing A-2.5 shows how the roof top equipment will be concealed on the proposed building. The existing building roof top equipment will remain and will be partially concealed by the new parapets.

Underground Parking Garage:

A6: Fall protection as been added at the outside of building. Issue Resolved.

A7: Drawing A-2.5 shows a section through the garage ramp. In addition drawing A-1.0 Garage Plan indicates grading at the bottom of the ramp.

A8: Issue Resolved.

A9: The garage will have a flat louvered grate located at the left rear corner with exhaust fan activated by carbon monoxide detectors in accordance with the MSBC. We have added ductwork at the rear of the garage which will have a fan adjacent to the 2 HP parking spaces.

ADDITIONAL COMMENTS

A10:

- a. Garage spaces are labeled and have been sized in accordance with Town of Westwood parking space guidelines.

- b. The concrete slab will transition from elevation 97.5' to 96.5' as per A-1.0.
- c. Vehicle turn is included in Site package.
- d. A mirror has been added on A-1.0. We have also included an audible alert when vehicle is exiting. In addition, we have added 2 autogates. One will be at entrance and is recessed onto the ramp to allow for back-up from Washington Street. This autogate will be activated by tenants remote sensor. We have added gate sensor for closing. The second autogate is located on the exit side and will be motion activated on the ramp. There will also be a gate sensor for closing. We have added a 6" concrete berm divider.

The ramp design has been revised to have 8% slope at the uncovered portion and 15.5% at the covered portion.

- e. We have recessed the door and indicated painted stripes.
- f. Yes. 2 spaces are provided.
- g. As noted above, two autogates are proposed.

A11: The guardrail system will be 42" above the adjacent walways. This is indicated on drawing A-1.1 and A-2.5.

A12: Roof drainage for the proposed building will be internal drains shown on A-1.4.

If you have any questions please do not hesitate to call.

Very truly yours,

Michael McKay

Cc; G. Petruzzello
P. Zahka

35 Bryant Street
Dedham, MA 02026
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mike@mckayarchitects.net

Norwood Engineering

March 8, 2016

Ms. Abigail McCabe
Town Planner
Town of Westwood
50 Carby Street
Westwood, MA 02090

Subject: Response to Comments – BETA Group, Inc.
Mixed Use Development - 301-323 Washington Street
Islington, MA

Dear Ms. McCabe:

Norwood Engineering Company has prepared the following response to the comments contained in the memorandums of BETA Group Inc., dated February 18, 2016 relative to their review of the mixed use development located at 301-323 Washington Street. We have responded only to the unresolved comments applicable to our site plans. We understand that the remainder of the comments contained in the review will be addressed by the other professional disciplines on the project team. The revisions noted in this response are shown on the attached plans with the most revision date of March 8, 2016.

November 23, 2015 Comments

PARKING REVIEW

- P1: The previously proposed 5' wide concrete walkway to the rear of the proposed building and adjacent to the proposed parking spaces has been extended to provide access to the proposed dumpster location, as suggested.
- P2: A waiver of the requirement for perimeter planting areas adjacent to buildings has been requested.
- P3: None of the landscape areas meet the minimum 150 sf requirement. A waiver has been requested.
- P4: The stall length now complies with the parking standards for segregated small spaces and appropriate signage provided.
- P6: A bicycle rack location has been added adjacent to the proposed building and is shown on Sheet 2 of 5.

Norwood Engineering Co., Inc. * Consulting Engineers & Land Surveyors
1410 Route One * Norwood, Ma. 02062 * (781) 762-0143 * FAX (781) 762-8595
95 State Road * Box 207 * Sagamore Beach, Ma. 02562 * (508) 888-0088

P7: The dumpsters were moved to a new location as part of the reconfiguration of the parking area. Bayside Engineering has provided an AutoTURN exhibit to demonstrate that adequate turning area is provided. The previously proposed curbing and landscaped area adjacent to the existing building has been eliminated to allow for better access for larger vehicles which will also provide additional area for access to the dumpster area.

STORMWATER MANAGEMENT AND EROSION CONTROL DESIGN

SW2: The note on the utility trench detail has been revised.

SW4: SW5: SW6: and SW7: On-site testing has not been completed as of this date due to the ongoing business operations on the site. It is not anticipated that the soil type or SHGW will be a determining factor in the proposed design. However, as discussed at the plan review meeting on March 4, 2016, the Applicant has agreed to complete this testing prior to obtaining a building permit as condition of approval. Furthermore, BETA requested that Norwood Engineering provide an analysis of the stormwater design calculations comparing the use of HSG "B", upon which the design was made, and HSG "C". The result of this analysis indicated that no additional leaching chambers would be required. The only change required would be the addition of a 3-inch orifice at elevation 103.0 through the proposed 4' rectangular weir (top elev. 103.5) in the outlet control structure in order to balance the existing and proposed runoff rates. The reasons that no need additional leaching was required were that the original design using HSG "B" was conservative to account for inconsistency in the soil and the relatively small difference in the Rawls infiltration rate between HSG "B" and HSG "C".

All requested information, if needed will be provided upon completion of the soil testing.

SW8: See attached revised detail and plan for the observation port locations.

SW14: A detail has been provided on Sheet 3 of 5 to demonstrate that the roof runoff will not be diverted from the infiltration system due to the previously proposed weirs in DMH #3 and DMH #5. See attached plan.

SW20: This language was added to the Construction Period Pollution and Erosion Control Plan.

SW23: The information will be added as part of the preparation of the final SWPPP and submitted to the Planning Board for review.

UTILITIES

- U1: The utility locations are shown for the proposed building. However, these locations are subject to approval by the respective utility company upon approval of the plan.
- U2: The plans will be revised accordingly for approval by the respective Town Departments and utility companies as part of the approval for connections.


January 7, 2016 Comments

PARKING AND ACCESS

- P5: The requested AutoTURN exhibits have been provided by Bayside Engineering and demonstrate sufficient access for vehicles and fire apparatus.
- P11: A sidewalk in this location was evaluated. The addition of a sidewalk or protected walkway is not feasible in this location as it would reduce the aisle width in the area of the main entrance to the site.
- P13: A 6' high vinyl fence is shown for the enclosure of the dumpster. A note is provided in regard to the number of pick-ups per week which would be determined on an as-needed basis. Pick up times will be coordinated with the private contractor responsible for pick-up and will generally occur between 8:00 AM and 10:00 AM. The dumpster will comply with the Board of Health Dumpster Regulations.

If you have any additional questions, please do not hesitate to contact me.

Very Truly Yours,



David A. Johnson, AICP
Senior Project Manager

CC: Peter Zahka, Esq.
Giorgio Petruzzello, Applicant

Norwood Engineering

March 8, 2016

Ms. Abigail McCabe
Town Planner
Town of Westwood
50 Carby Street
Westwood, MA 02090

Subject: Response to Comments – Jeffrey Bina, P.E., Town Engineer
Mixed Use Development - 301-323 Washington Street
Islington, MA

Dear Ms. McCabe:

Norwood Engineering Company has prepared the following response to the comments contained in the memorandum from Jeffrey Bina, Town Engineer dated February 17, 2016. The revisions noted in this response are shown on the attached plans with the most revision date of March 8, 2016.

1. The revised plan shows the existing street light to be relocated (refer to Sheet 3).
2. A note has been added to the revised plan to remove and reset the catch basin as requested (refer to Sheet 3).
3. The detail has been revised and references that all materials and construction methods are to be in accordance with MassDOT construction standards (refer to Sheet 4).
4. A note has been added to the revised plan to replace the driveway apron (refer to Sheet 3).
5. A note has been added to the construction detail for the granite curbing to mill the existing pavement 3-4' from the curb and repave (refer to Sheet 4).
6. A note has been added to the revised plans in regard to the guarantee for the replacement of the proposed landscaping (refer to Sheet 2).
7. The proposed landscaping at School Street is to be low growing so as to not impact the sight distance. The vegetation for this existing exit is not located on the Applicant's property.
8. Our stormwater system design has been reviewed by BETA and all comments resolved.
9. An as-built plan for the stormwater system will be prepared prior to occupancy. We anticipate that this will be a condition of the Planning Board's approval.
10. The location of the sewer system servicing the existing building will be confirmed prior to construction. Grease traps will be provided, if required.

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11. Grease traps will be provided, if required. It is anticipated that if required the grease trap could be installed in either the open or enclosed areas of the garage ramp.

If you have any additional questions, please do not hesitate to contact me.

Very Truly Yours,



David A. Johnson, AICP
Senior Project Manager

CC: Peter Zahka, Esq.
Giorgio Petruzzello, Applicant

Law Offices of
PETER A. ZAHKA, II, P.C.

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Peter@ZahkaLaw.com

TO: Town Planner Abigail McCabe; Community & Economic Development Director
Nora Loughnane

FROM: Peter A. Zahka, II, Esq.

RE: 301-323 Washington Street, Westwood (Islington), MA

DATED: March 23, 2016

MEMORANDUM

This Memorandum and the enclosed *Parking Analysis* are respectfully submitted to demonstrate and evidence that the proposed parking for the Project at 301-323 Washington Street, Westwood (Islington), MA, is sufficient and “works”. Throughout the hearing process, the size (square footage) of various buildings and uses have changed and the number of on-site parking spaces provided has increased. The *Parking Analysis* accounts for these changes. In addition, based upon our meetings and discussions with staff and BETA Group (the Planning Board’s peer review consultant), “required” parking for the apartments has been calculated at the rate of 1.5 parking spaces per unit (which is higher than the 1 space per unit proposed by the Applicant and the 1.23 spaces per unit under the ITE and as originally suggested by BETA).

Essentially, the “Overview” section of the *Parking Analysis* provides the major highlights of the analysis. It is our intent to present the “Overview” at the next public hearing on the Project. This is followed by more detailed back-up data as well as count sheets and the shared parking calculations. We will have these sheets available at the public hearing if needed but do not intend to actually present the same (unless needed or requested).

By way of further explanation, I offer the following for your consideration:

1. Currently, the so-called Islington Pizza Building has a deficit of 21 parking spaces (see Page 4 - “Existing Conditions”). This is noteworthy since the Applicant is unaware of any existing parking problems.
2. The new building requires 36 parking spaces (see Page 5 - “New Building”).
3. Upon completion of the Project, there will be a total of 80 parking spaces available for the Project. This is an increase of 50 parking spaces is 14 more parking spaces required for the new building and reduces the overall deficit from 21 parking spaces to 7 parking spaces (see Page 6 – “Proposed Conditions”).
4. Counts were conducted in the Municipal Lot in 15 minute intervals from 7:00 am – 7:00 pm on a Wednesday, Thursday, and Saturday. At no time was the Municipal Lot ever at full capacity (see Page 7 – “Municipal Lot” and counting sheets).
5. Counts were also conducted at 301-323 Washington Street in 15 minute intervals from 7:00 am – 7:00 pm on a Wednesday, Thursday, and Saturday) which were then added to counts for the Municipal Lot to determine the peak parking demand (see Page 8 – “Municipal Lot and 301-323 Washington Street” and attached counting sheets). As shown in the “Parking Analysis”, the peak number of vehicles was 50 vehicles. Currently, there are 61 spaces available between the on-site parking and the Municipal Lot (i.e., a surplus of 11 parking spaces).
6. The Shared Parking Analysis conducting by Bayside Engineering indicates a maximum demand for the Project of 76 parking spaces (see Page 9 - “Shared Parking Analysis and the attached shared parking calculations). This is below the 80 parking spaces available for this Project (71 on-site and 9 in the Municipal Lot).

Thank you for your attention to this matter.

APPLICANT:
Petruzziello Properties, LLC

PROJECT ADDRESS:
301-323 Washington Street, Westwood (Islington)

**PARKING
ANALYSIS**

MARCH 23, 2016

OVERVIEW

1. Major Improvement Over Existing Parking Situation

A. Existing Conditions at Islington Pizza Building

- a. Required: 51 parking spaces
- b. Provided: 30 parking spaces
 - i. On-Site: 21 parking spaces
 - ii. Municipal Lot: 9 parking spaces
- c. Deficit: 21 parking spaces

B. Proposed Conditions with Project

- a. Required: 87 parking spaces
- b. Provided: 80 parking spaces
 - i. On-Site Surface: 47 parking spaces
 - ii. On-Site Garage: 24 parking spaces
 - iii. Municipal Lot
- c. Deficit: 7 parking spaces
 - i. Deficit Reduced by 14 parking spaces

2. All “Required” Parking Provided For New Building

A. Required for New Building: 36 parking spaces

B. New Parking Provided: 50 parking spaces

- a. 14 parking spaces above required for new building

3. Shared Parking Analysis

- A. Peak Demand: 76 parking spaces
- B. Supply: 80 parking spaces
 - a. On-Site Surface: 47 parking spaces
 - b. On-Site Garage: 24 parking spaces
 - c. Municipal Lot: 9 parking spaces

4. Additional Parking Spaces Available

- A. Three (3) parking spaces on Washington Street
- B. Municipal Lot Never At Capacity
 - a. Based on Actual Daily Counts
- C. Site and Municipal Lot Never At Capacity
 - a. Based on Actual Daily Counts
 - b. At Peak Demand: 11 parking spaces available

**PARKING SPACE SUPPLY
GREATER THAN
PARKING SPACE DEMAND**

EXISTING CONDITIONS

301-315 WASHINGTON STREET (ISLINGTON PIZZA BUILDING)

REQUIRED

WILD BLOSSOM (2,000 SF/48 SEATS/9 EMPLOYEES)	17 SPACES
ISLINGTON PIZZA (2,800 SF/50 SEATS/8EMPLOYEES)	17 SPACES
FIREFLY YOGA (1,900 SF/10 PEOPLE)	5 SPACES
POST OFFICE (2,464 SF)	8 SPACES
VACANT (1,000 SF)	4 SPACES ¹
TOTAL REQUIRED PARKING	51 SPACES

CURRENTLY AVAILABLE

ON-SITE SURFACE PARKING	21 SPACES
MUNICIPAL LOT ²	9 SPACES
TOTAL AVAILABLE	30 SPACES

CURRENT DEFICIT

51 SPACES – 30 SPACES = 21 SPACES

¹ Assumed retail. If professional or business service establishment requirement is 4 spaces.

² Dedicated for Wild Blossom

NEW BUILDING

NEW 4,380 SF	18 SPACES³
NEW 12 APARTMENTS	18 SPACES
TOTAL REQUIRED PARKING	36 SPACES

CURRENT AVAILABLE: 30 SPACES
NEW BUILDING: 36 SPACES
66 SPACES*

***NEED TO PROVIDE 66 PARKING SPACES IN ORDER
TO PROVIDE FULL COMPLIMENT FOR NEW
BUILDING**

³ Assumed retail.

PROPOSED CONDITIONS

REQUIRED

WILD BLOSSOM (2,000 SF/48 SEATS/9 EMPLOYEES)	17 SPACES
ISLINGTON PIZZA (2,800 SF/50 SEATS/8EMPLOYEES)	17 SPACES
FIREFLY YOGA (1,900 SF/10 PEOPLE)	5 SPACES
POST OFFICE (2,464 SF)	8 SPACES
VACANT (1,000 SF)	4 SPACES ⁴
NEW 4,380 SF	18 SPACES ⁵
NEW 12 APARTMENTS	18 SPACES
TOTAL REQUIRED PARKING	87 SPACES

AVAILABLE

ON-SITE SURFACE PARKING	47 SPACES
ON-SITE GARAGE	24 SPACES
MUNICIPAL LOT ⁶	9 SPACES
TOTAL AVAILABLE	80 SPACES

DEFICIT: 87 SPACES – 80 SPACES = 7 SPACES

DEFICIT REDUCTION: 21 SPACES – 7 SPACES = 14 SPACES

ADDING: 80 SPACES – 30 SPACES = 50 SPACES

ADDING 14 MORE SPACES THAN REQUIRED FOR NEW BUILDING

⁴ Assumed retail. If professional or business service establishment requirement is 4 spaces.

⁵ Assumed retail.

⁶ Dedicated for Wild Blossom

MUNICIPAL LOT

**COUNTS
15 MINUTE INTERVALS
FROM 7 AM – 7 PM ON A WEDNESDAY,
THURSDAY, AND SATURDAY**

31 PARKING SPACES IN MUNICIPAL LOT

WEDNESDAY PEAK: 23 VEHICLES (11:30 AM)

THURSDAY PEAK: 28 VEHICLES (10:45 AM)

SATURDAY PEAK: 18 VEHICLES (11:45 AM)

**MUNICIPAL LOT
AND
301 -323 WASHINGTON STREET**

**COUNTS
15 MINUTE INTERVALS
FROM 7 AM – 7 PM ON A WEDNESDAY,
THURSDAY, AND SATURDAY**

**TOTAL SPACES AVAILABLE: 61 SPACES
(31 ON-SITE + 31 MUNICIPAL LOT)**

WEDNESDAY PEAK: 42 [49] VEHICLES

THURSDAY PEAK: 50 [55] VEHICLES

SATURDAY PEAK: 27 [34] VEHICLES

Actual peak parking is shown in blue above. There are 11 available parking spaces at the highest actual peak ($61 - 50 = 11$ spaces).

Municipal Lot and Site parking peak at different times. The total of the individual peak times are shown in [red] above.

SHARED PARKING ANALYSIS

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions: variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and relationships among the land uses that result in visiting multiple land uses on the same auto trip. Urban Land Institute

MAXIMUM DEMAND: 76 SPACES (12:00 pm)

- **80 space available (on-site and 9 in municipal lot)**
- **3 spaces available on Washington Street**
- **Additional space in municipal lot**

TDC

Transportation Data Corporation

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#291-317 Washington Street, Westwood, MA

Parking Lot Accumulation Study by Zone

Wednesday, March 2, 2016

7:00 AM-7:00 PM 15-min. Increments

Client: Bayside Engineering/Ken Cram

Time	Zones				TOTAL
	Municipal Lot	Café/ Barber Shop	Washington Street	301-323 Washington Street	
7:00	2	2	0	1	5
7:15	2	4	0	0	6
7:30	3	2	1	0	6
7:45	3	3	0	1	7
8:00	4	3	0	1	8
8:15	5	2	0	2	9
8:30	6	3	0	1	10
8:45	12	7	0	3	22
9:00	15	8	2	3	28
9:15	19	7	1	3	30
9:30	21	8	0	4	33
9:45	20	7	0	5	32
10:00	19	9	2	7	37
10:15	17	8	1	5	31
10:30	19	8	0	6	33
10:45	20	9	3	10	42
11:00	19	10	2	14	45
11:15	21	7	0	16	44
11:30	23	6	4	14	47
11:45	20	8	2	18	48
12:00	19	7	3	19	48
12:15	15	6	3	24	48
12:30	16	8	2	26	52
12:45	14	9	2	17	42
1:00	17	6	3	15	41
1:15	17	6	2	14	39
1:30	13	7	2	18	40
1:45	16	5	2	19	42
2:00	15	7	1	20	43
2:15	16	5	1	18	40

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#291-317 Washington Street, Westwood, MA

Parking Lot Accumulation Study by Zone

Wednesday, March 2, 2016

7:00 AM-7:00 PM 15-min. Increments

Client: Bayside Engineering/Ken Cram

Time	Zones				TOTAL
	Municipal Lot	Café/ Barber Shop	Washington Street	301-323 Washington Street	
2:30	14	4	2	17	37
2:45	15	3	0	16	34
3:00	15	4	1	14	34
3:15	16	3	0	14	33
3:30	15	3	1	15	34
3:45	15	2	1	16	34
4:00	14	3	0	16	33
4:15	14	3	2	18	37
4:30	13	2	1	15	31
4:45	13	2	0	12	27
5:00	12	2	0	14	28
5:15	11	2	1	16	30
5:30	9	1	2	14	26
5:45	7	1	1	14	23
6:00	6	1	2	14	23
6:15	6	1	2	16	25
6:30	4	0	3	14	21
6:45	3	0	2	14	19
7:00	3	0	1	12	16
	23	10	4	26	52

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#291-317 Washington Street, Westwood, MA

Parking Lot Accumulation Study by Zone

Thursday, March 3, 2016

7:00 AM-7:00 PM 15-min. Increments

Client: Bayside Engineering/Ken Cram

Time	Zones				TOTAL
	Municipal Lot	Café/ Barber Shop	Washington Street	301-323 Washington Street	
7:00	1	1	3	4	9
7:15	3	2	1	4	10
7:30	3	3	1	4	11
7:45	3	2	0	2	7
8:00	4	2	0	2	8
8:15	6	3	1	4	14
8:30	9	5	1	4	19
8:45	15	5	0	4	24
9:00	18	3	0	5	26
9:15	21	5	0	7	33
9:30	26	5	0	6	37
9:45	26	4	0	6	36
10:00	27	2	1	7	37
10:15	26	4	2	8	40
10:30	26	3	1	7	37
10:45	28	5	1	9	43
11:00	26	5	1	14	46
11:15	24	5	0	15	44
11:30	24	6	0	19	49
11:45	24	6	1	16	47
12:00	26	6	3	19	54
12:15	22	7	1	24	54
12:30	22	9	1	20	52
12:45	20	9	1	19	49
1:00	20	8	0	23	51
1:15	23	5	1	27	56
1:30	22	4	2	21	49
1:45	21	6	1	18	46
2:00	21	5	2	16	44
2:15	20	5	1	16	42

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#291-317 Washington Street, Westwood, MA

Parking Lot Accumulation Study by Zone

Thursday, March 3, 2016

7:00 AM-7:00 PM 15-min. Increments

Client: Bayside Engineering/Ken Cram

Time	Zones				TOTAL
	Municipal Lot	Café/ Barber Shop	Washington Street	301-323 Washington Street	
2:30	21	4	1	16	42
2:45	22	3	1	13	39
3:00	21	3	1	10	35
3:15	16	3	1	11	31
3:30	17	2	0	10	29
3:45	16	2	0	9	27
4:00	12	3	0	10	25
4:15	12	5	1	11	29
4:30	12	2	0	10	24
4:45	13	2	2	9	26
5:00	13	2	0	11	26
5:15	11	2	0	8	21
5:30	11	2	1	14	28
5:45	7	0	2	11	20
6:00	6	1	0	11	18
6:15	6	1	0	10	17
6:30	5	1	0	13	19
6:45	5	0	2	16	23
7:00	3	0	0	14	17
	28	9	3	27	56

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#291-317 Washington Street, Westwood, MA

Parking Lot Accumulation Study by Zone

Saturday, March 5, 2016

7:00 AM-7:00 PM 15-min. Increments

Client: Bayside Engineering/Ken Cram

Time	Zones				TOTAL
	Municipal Lot	Café/ Barber Shop	Washington Street	301-323 Washington Street	
7:00	2	1	0	2	5
7:15	2	4	0	2	8
7:30	3	6	0	2	11
7:45	5	9	0	3	17
8:00	11	7	0	3	21
8:15	12	5	0	4	21
8:30	12	7	0	4	23
8:45	12	8	0	7	27
9:00	12	8	0	8	28
9:15	16	10	0	9	35
9:30	17	5	0	8	30
9:45	17	8	2	7	34
10:00	16	10	2	6	34
10:15	15	9	1	5	30
10:30	15	8	1	3	27
10:45	13	8	1	2	24
11:00	16	9	1	7	33
11:15	16	9	0	8	33
11:30	17	10	0	8	35
11:45	18	7	0	7	32
12:00	17	8	0	7	32
12:15	15	7	1	7	30
12:30	13	6	0	11	30
12:45	12	9	0	11	32
1:00	12	10	0	15	37
1:15	12	10	0	11	33
1:30	11	7	0	10	28
1:45	14	6	0	9	29
2:00	12	5	1	9	27
2:15	12	4	0	13	29

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#291-317 Washington Street, Westwood, MA
 Parking Lot Accumulation Study by Zone
 Saturday, March 5, 2016
 7:00 AM-7:00 PM 15-min. Increments
 Client: Bayside Engineering/Ken Cram

Time	Zones				TOTAL
	Municipal Lot	Café/ Barber Shop	Washington Street	301-323 Washington Street	
2:30	10	5	0	13	28
2:45	9	5	1	14	29
3:00	8	6	1	10	25
3:15	8	5	0	9	22
3:30	8	3	1	10	22
3:45	9	2	0	7	18
4:00	7	3	0	9	19
4:15	6	4	1	8	19
4:30	5	3	0	5	13
4:45	7	1	0	10	18
5:00	3	1	1	12	17
5:15	2	0	1	9	12
5:30	3	0	1	10	14
5:45	3	0	0	10	13
6:00	2	0	1	8	11
6:15	2	0	1	11	14
6:30	2	0	1	16	19
6:45	1	0	1	13	15
7:00	1	0	0	9	10
	18	10	2	16	37

Shared Parking - 2.0 Spaces per Dwelling Unit

Component	Parking Demand By-Use	6:00 AM	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	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	Hours
		Parking Demand Utilized by Time of Day (%)																			
Wild Blossom (Rest)	17	0	0	0	0	90	90	100	90	50	45	45	75	95	100	100	100	95	15	0	11:00 am TO 10:00 pm
Islington Pizza (Rest)	17	0	0	0	80	90	90	100	90	50	45	45	75	95	100	100	100	15	0	0	10:00 am TO 9:00 pm
Firefly Yoga (Retail)	5	1	5	15	35	65	85	95	100	95	90	90	95	90	95	80	25	0	0	0	6:00 AM to 8:30 PM
Post Office (Retail)	8	0	5	15	35	65	85	95	100	95	90	90	50	0	0	0	0	0	0	0	8:30 AM to 4:30 PM
Vacant Commercial (Retail)	5	1	5	15	35	65	85	95	100	95	90	90	95	90	95	80	25	0	0	0	
Proposed Commercial (Retail)	20	1	5	15	35	65	85	95	100	95	90	90	95	90	95	80	25	0	0	0	
Proposed Residential	18 90	100	90	85	80	75	70	65	70	70	70	75	85	90	97	98	99	100	100	100	
Component		Parking Demand Utilized by Time of Day (spaces)																			
Wild Blossom (Rest)		0	0	0	0	15	15	17	15	9	8	8	13	16	17	17	17	16	3	0	
Islington Pizza (Rest)		0	0	0	14	15	15	17	15	9	8	8	13	16	17	17	17	3	0	0	
Firefly Yoga (Retail)		0	0	1	2	3	4	5	5	5	5	5	5	5	5	4	1	0	0	0	
Post Office (Retail)		0	0	1	3	5	7	8	8	8	7	7	4	0	0	0	0	0	0	0	
Vacant Commercial (Retail)		0	0	1	2	3	4	5	5	5	5	5	5	5	5	4	1	0	0	0	
Proposed Commercial (Retail)		0	1	3	7	13	17	19	20	19	18	18	19	18	19	16	5	0	0	0	
Proposed Residential		18	16	15	14	14	13	12	13	13	13	14	15	16	17	18	18	18	18	18	
Sub-Total		18	17	21	42	68	75	83	81	68	64	65	74	76	80	76	59	37	21	18	
Granted Relief	9	0	0	0	0	1	4	7	7	6	4	5	7	9	9	9	9	9	7	2	
Total		18	17	21	42	67	71	76	74	62	60	60	67	67	71	67	50	28	14	16	

Shared Parking - 27 Spaces per Dwelling Unit
1.5

Component	Parking Demand By-Use	Parking Demand Utilized by Time of Day (%)																			Hours
		6:00 AM	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	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	
Wild Blossom (Rest)	17	0	0	0	0	90	90	100	85	65	40	45	60	70	70	65	30	25	0	0	11:00 am TO 10:00 pm
Islington Pizza (Rest)	17	0	0	0	80	90	90	100	85	65	40	45	60	70	70	65	30	0	0	0	10:00 am TO 9:00 pm
Firefly Yoga (Retail)	5	1	5	10	30	50	65	80	90	100	100	95	90	80	75	65	25	0	0	0	6:00 AM to 8:30 PM
Post Office (Retail)	8	0	0	10	30	50	65	80	90	100	100	95	90	0	0	0	0	0	0	0	8:30 AM to 4:30 PM
Vacant Commercial (Retail)	5	1	5	10	30	50	65	80	90	100	100	95	90	80	75	65	50	35	15	0	
Proposed Commercial (Retail)	20	1	5	10	30	50	65	80	90	100	100	95	90	80	75	65	50	35	15	0	
Proposed Residential	18 90	100	90	85	80	75	70	65	70	70	70	75	85	90	97	98	99	100	100	100	
		Parking Demand Utilized by Time of Day (spaces)																			
Wild Blossom (Rest)		0	0	0	0	15	15	17	14	11	7	8	10	12	12	11	5	4	0	0	
Islington Pizza (Rest)		0	0	0	14	15	15	17	14	11	7	8	10	12	12	11	5	0	0	0	
Firefly Yoga (Retail)		0	0	1	2	3	3	4	5	5	5	5	5	4	4	3	1	0	0	0	
Post Office (Retail)		0	0	1	2	4	5	6	7	8	8	8	7	0	0	0	0	0	0	0	
Vacant Commercial (Retail)		0	0	1	2	3	3	4	5	5	5	5	5	4	4	3	3	2	1	0	
Proposed Commercial (Retail)		0	1	2	6	10	13	16	18	20	20	19	18	16	15	13	10	7	3	0	
Proposed Residential		18	16	15	14	14	13	12	13	13	13	14	15	16	17	18	18	18	18	18	
Sub-Total		18	17	20	40	64	67	76	76	73	65	67	70	64	64	59	42	31	22	18	
Granted Relief	9	0	0	0	0	1	4	7	7	6	4	5	7	9	9	9	9	9	7	2	
Total		18	17	20	40	63	63	69	69	67	61	62	63	55	55	50	33	22	15	16	