

**TOWN OF NEEDHAM
MASSACHUSETTS**



500 Dedham Avenue
Needham, MA 02492
781-455-7550

PLANNING BOARD

**FURTHER
APPLICATION FOR SITE PLAN REVIEW**

Project Determination: (circle one)

Major Project

Minor Project

This application must be completed, signed, and submitted with the filing fee by the applicant or his representative in accordance with the Planning Board's Rules as adopted under its jurisdiction as a Special Permit Granting Authority. Section 7.4 of the By-Laws.

Location of Property 100 and 120 HIGHLAND AVENUE, NEEDHAM, MA
Name of Applicant NEEDHAM GATEWAY, LLC
Applicant's Address 66 Cranberry Lane, Needham, MA 02492
Phone Number 781-910-7933

Applicant is: Owner _____ Tenant x
Agent/Attorney _____ Purchaser _____

Property Owner's Name BMI REALTY TRUST
Property Owner's Address 26 Pine Tree Drive, Buzzards Bay, MA 02532
Telephone Number 617-462-9119

Characteristics of Property: Lot Area 82,581+/- Present Use Retail and Services
Map # 73 Parcel # 18 Zoning District Highland Commercial-128 and New England Business Center

Description of Project for Site Plan Review under Section 7.4 of the Zoning By-Law:

Indoor Athletic Facility (Golf Simulation and Accessory Uses)
SEE ATTACHED RIDER A.

NEEDHAM GATEWAY, LLC

Signature of Applicant (or representative) BY: Michael Moskowitz
Address if not applicant MANAGER
Telephone # 781-910-7933
Owner's permission if other than applicant Elizabeth Berejik

Trustee of BMI Realty Trust

SUMMARY OF PLANNING BOARD ACTION

Received by Planning Board _____ Date _____
Hearing Date _____ Parties of Interest Notified of Public Hearing _____
Decision Required by _____ Decision/Notices of Decision sent _____
Granted _____
Denied _____ Fee Paid _____ Fee Waived _____
Withdrawn _____

NOTE: Reports on Minor Projects must be issued within 35 days of filing date.

**THE LAW OFFICE OF
RICHARD S. MANN**
ATTORNEY

845 WASHINGTON STREET
SUITE 501
NEWTON, MA 02460

RICHARD S. MANN, ESQ.
TEL: 617-771-3361
RMANN@RICKMANNLAW.COM

January 27, 2022
Planning Board
Town of Needham
Public Services Administration Building
500 Dedham Avenue
Needham, MA 02492

Re: 100-120 Highland Avenue – Application for Amendment to Major Project Site Plan
Special Permit No. 2005-07; CNC Golf, LLC or Affiliate

Ladies and Gentlemen:

On behalf of the Applicant, Needham Gateway, LLC, enclosed are the following:

1. Application for Amendment to Major Project Site Plan Special Permit No. 2005-07 with Rider A;
2. Proposed Floor Plan;
3. Parking Study by BSC Group dated November 19, 2021; and
4. Proposed form of Legal Notice.

A check in the amount of \$1,000 payable to the Town of Needham for the required fee for this matter was previously delivered to the Planning Board.

Given the nature of the requested amendment, no site plan is being required with this Application.

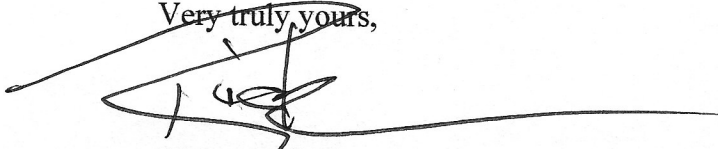
Please instruct the newspaper to send the invoice for the legal notice to:

Michael Moskowitz
66 Cranberry Lane
Needham MA, 02492
Tel No. (781)-910-7933

Please place this matter on the agenda for hearing on the same date as the recently filed Application for Carbon Health.

Thank you for your attention to this matter.

Very truly yours,

A handwritten signature in dark ink, appearing to be 'R. S. Mann', with a long horizontal flourish extending to the right.

Richard S. Mann, Esq.

cc: Michael Moskowitz

RIDER A

TO APPLICATION FOR AMENDMENT TO SPECIAL PERMIT NO. 2005-07

Reference is made to the Major Project Site Plan Special Permit No. 2005-07 issued to Needham Gateway, LLC (the "Applicant") on January 24, 2006 as amended August 15, 2006, December 19, 2006, April 1, 2008, November 15, 2011, March 6, 2012, July 10, 2012, August 13, 2012 and July 20, 2021 (collectively, the "Special Permit") with respect to a parcel of land containing approximately 82,581 square feet (the "Land") known as and numbered 100 and 120 Highland Avenue, Needham, MA. Capitalized terms used but not defined herein shall have the meanings ascribed thereto in the Special Permit.

Pursuant to the Special Permit, Applicant has completed construction of two buildings on the Land, one located at 100 Highland Avenue containing 10,628 square feet of floor area and the other located at 120 Highland Avenue containing 12,820 square feet of floor area (both buildings, together with all other improvements on the Land are herein collectively referred to as the "Shopping Center").

Section 3.2 of the Special Permit, allows the use of 10,628 square feet of the building at 100 Highland Avenue and 8,020 square feet of the building at 120 Highland Avenue for general retail purposes and craft, consumer, professional or commercial service establishments dealing directly with the general public and 4,800 square feet of said building for a fast food restaurant. Further, although otherwise allowed as of right or by special permit in the underlying Highland Commercial-128 Zoning District, Section 3.3 of the Special Permit as amended expressly prohibits the following uses in the Shopping Center: (1) all sit down food and beverage restaurants; (2) all fast food pick up and/or delivery restaurants, excepting Panera Bread; (3) all sports clubs; and (4) all convenience markets.

1. Proposed Use:

The Applicant proposes to lease the entire building at 100 Highland Avenue, containing approximately 10,628 square feet, to CNC Golf LLC (or its affiliate) d/b/a "X-Golf" who will use the premises principally as an indoor golf facility utilizing innovative computer technology to simulate an outdoor golf experience in up to eight golf simulation booths. The facility will offer individual instruction, clinics, and individual, group, league and tournament play. Accessory uses will include golf club sales and fitting services and an offering of food and beverages (including alcoholic beverages) intended for on-premises, indoor consumption only, principally by golf participants to be served at tables and seating areas located approximately as shown on the floor plan submitted with this application. As shown on said floor plan, thirty-two (32) of the seats within the facility will be located adjacent to the individual golf simulator booths, sixteen (16) seats will be located in the entry/lobby area and eight (8) seats will be located at the bar. There will be no outdoor seating. The proposed premises space layout is set forth in the Floor Plan submitted with this Application. The layout is subject to change provided that no such change will increase the square footage of the premises.

Anticipated hours of operation will be 9 am-10 pm M-Th, 8 am-11 pm Fri-Sat, 8 am-9 pm Sun, all subject to modification. Generally, no more than five (5) full-time employees are expected on the largest shift.

Although walk-ins will be allowed, most individual and group customers will pre-book by appointment. League play will be limited to week nights. Weekends will be principally open play by individuals and groups, while utilization on weekday mornings and afternoons will be principally comprised of lessons and clinics. Based on the experience of X-Golf's facility in Wayland, utilization is expected to be highly seasonal with summer months (June-September) being the slowest and winter months (December-March) being the busiest.

2. Determination of Use Category:

The Applicant believes that the principal use properly fits within the definition of a "...consumer or commercial service establishment dealing directly with the general public" which is permitted as a matter of right in the Highland Commercial-128 Zoning District pursuant to Section 3.2.5.1 (e) of the Zoning By-Law. It would follow that the accessory food, beverage and golf-club fitting uses are allowed as a matter of right pursuant to Section 3.2.5.1 (i) of the Zoning By-Law as they are "other customary and proper accessory uses incidental to lawful principal uses."

However, the Planning Department has determined that the principal use is more appropriately characterized as an "indoor athletic or exercise" facility which is allowed by special permit pursuant to Section 3.2.5.2 (o) of the Zoning By-Law, along with the proposed food, beverage and golf-club fitting uses, pursuant to Section 3.2.5.2 (s) of the Zoning By-Law. While reserving its argument to the contrary, for purposes of this Application the Applicant acquiesces to the Planning Department's determination and hereby requests that the Planning Board amend the Special Permit by granting a special permit allowing the proposed primary use pursuant to Section 3.2.5.2 (o) of the Zoning By-Law and further allowing the aforesaid food, beverage and golf-club fitting uses as accessory uses pursuant to Section 3.2.5.2 (s).

For the elimination of doubt, the Applicant also requests that the Planning Board expressly find that the proposed use does not constitute a "sports club" and that the proposed accessory food and beverage restaurant use does not violate the prohibition against "sit down food and beverage restaurants" as contained in Section 3.3 of the Special Permit.

3. Parking Waiver:

The Special Permit contains a waiver of the off-street parking requirements under Sections 5.1.2 and 5.1.3 of the Zoning By-Law, reducing the number of spaces required from 127 to 97. The proposed use by X-Golf will replace the current retail use by F.W. Webb of the entire 10,628 square foot building at 100 Highland Avenue. Parking is currently required for the F.W. Webb retail use at the rate of one space per 300 square feet of floor area for a total of thirty-six (36) required parking spaces.

Based on the characterization of the proposed principal use as an "indoor athletic facility," one parking space per 150 square feet of floor area ($10,628/150=71$ spaces) and one space for each

three employees to be employed or anticipated to be employed on the largest shift (5 employees/3=2 spaces) will be required pursuant to Section 5.1.2 of the Zoning By-Law, for a total of 73 required parking spaces. Further, to the extent that the Planning Board finds that the accessory food and beverage service constitutes a restaurant use requiring one parking space per food and beverage seat, and assuming further that all twenty-four (24) of the seats in the bar, entry/lobby area are considered to be food and beverage seats, an additional twenty-four (24) parking spaces will be required under Section 5.1.2 (9).

Based on the foregoing, the proposed use will require a total of ninety-seven (97) parking spaces versus the thirty-six (36) parking spaces required for the existing retail use (an increase of sixty-one (61) parking spaces).

The Applicant hereby requests that the Planning Board amend the Special Permit by the issuance of a special permit pursuant to Section 5.1.1.5 of the Zoning By-Law waiving the sixty-one (61) parking space increase calculated as aforesaid and confirming or reissuing the existing waiver as to the requirements of Sections 5.1.2 and 5.1.3 of the Zoning By-Law.

In support of its request for the issuance of the above waiver, the Applicant has submitted with this application a Parking Study dated November 19, 2021, prepared by BSC Group, Inc. which demonstrates that the proposed use by X-Golf does not warrant the number of parking spaces required by Section 5.1.2 and that existing 97 parking spaces are sufficient to accommodate all existing and proposed uses in the Shopping Center. The Applicant also notes that the use category most closely parallels the actual utilization capacity of the proposed use is found in Section 5.1.2 (11) which requires only four (4) parking spaces per bowling alley or tennis or racquetball court. As is the case with said uses, the number of parking spaces required for the proposed use is more appropriately linked to the number golf simulation booths than to square footage. Based on the foregoing, only fifty-six (56) parking spaces would be required for the proposed use (8 spaces/simulator = 32, plus 24 spaces for the food and beverage related seats), a difference of only twenty (20) spaces over the number of spaces required for the existing use.

To the extent any other provisions of the Zoning By-Law require the granting of a special permit, waiver or an amendment to the existing Special Permit in order to allow the proposed use by X-Golf, such special permit, waiver and/or amendment is hereby requested by the Applicant.

The Applicant hereby requests that the relief requested in this application run with Land.

To:	Mike Moskowitz Needham Gateway LLC PO Box 920757 Needham, Massachusetts 02492	Date:	November 19, 2021
From:	Michael A. Santos, PE, PTOE	Proj. No.	28454.00
Re:	Parking Evaluation 100 Highland Avenue – Needham, Massachusetts		

BSC Group, Inc. has conducted an evaluation of the changes in parking demand related to changes in use of retail spaces located at the commercial plaza at 100-120 Highland Avenue (the “Project”) in Needham, Massachusetts. The parking evaluation consists of 48-hour traffic counts at the driveways that serve the site, parking occupancy observations on the site, parking demand estimates related to the changes in use, and an analysis of the impacts of the changes in use. This evaluation indicates that the existing parking supply will accommodate the proposed changes in use, which are described in the following section.

Project Description

The Project site is located at 100 Highland Avenue at the intersection of Highland Avenue and Second Avenue in Needham, Massachusetts. The site is currently served by a two-way driveway on Highland Avenue and a two-way driveway along Second Avenue. The uses on the site consist of two buildings: a 10,628 square foot (sf) building that contains a Frank Webb’s Bath Center and a 11,150 sf building that contains several uses including a Panera Bread, Omaha Steaks, SuperCuts, Hamra, and a Geico office. At the time of this study, the SuperCuts was not in operation.

The Project will replace the Omaha Steaks, SuperCuts, and Hamra with a Carbon Health urgent care facility consisting of approximately 3,000 sf of space. The Project will also replace the Frank Webb’s Bath Center with an XGolf simulator facility that will occupy the entire building (10,628 sf). The XGolf facility will have a total of 8 golf simulation kiosks and will experience peak operations during weekday evenings and on the weekend. The site plan is shown in **Figure 1**. The details of the new uses are provided in the Appendix.

The proposed uses on the site are expected to have different parking needs and trends than the existing uses that they are replacing, especially the XGolf facility. This evaluation was prepared to document how the changes in use impact the existing parking supply by collecting existing parking data, estimating anticipated parking demand for the new uses, and developing expected future parking demand for the entire site with the new uses.

The following sections describe the evaluation.

Figure 1
Site Plan



Existing Traffic Volumes

Existing traffic counts were conducted at the two driveways that serve the site to estimate the level of activity at the site over the course of a Friday and Saturday. The counts were collected through automatic traffic recorders (ATRs) on Friday October 29 and Saturday October 30, 2021. The count data is presented in **Figure 2** for the Friday counts and **Figure 3** for the Saturday counts and the detailed data is provided in the Appendix.

Figure 2
Weekday Traffic Counts

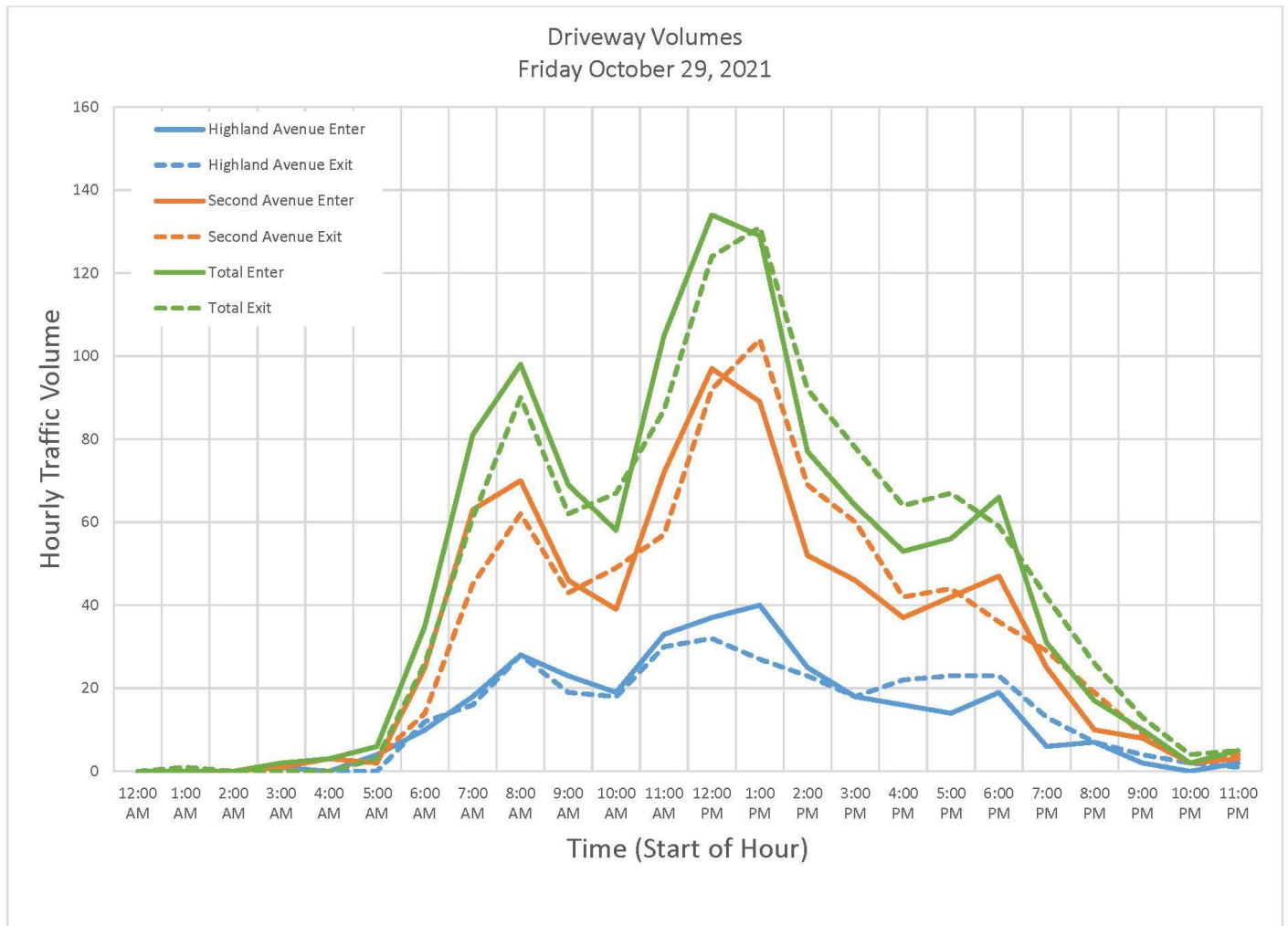


Figure 2 indicates that on a weekday the activity peaks during the afternoon around noon, with minor peaks at 8:00 AM and again at 6:00 PM. A total of 98 vehicles entered and 90 exited between 8:00 – 9:00 AM; 134 vehicles entered and 124 exited between 12:00 – 1:00 PM; and 66 vehicles entered and 59 exited between 6:00 – 7:00 PM. Entering and exiting vehicles follow similar patterns at both driveways throughout the day, indicating that the uses on the site experience quick parking turnover and that most vehicles do not remain

parked for the entire day. The counts indicate that a total of 1,101 vehicles entered the site and 1,102 vehicles exited the site over the course of the Friday. Approximately 71 percent of the activity occurred at the Second Avenue driveway, with the remaining 29 percent occurring at the Highland Avenue driveway.

Figure 3
Saturday Traffic Counts

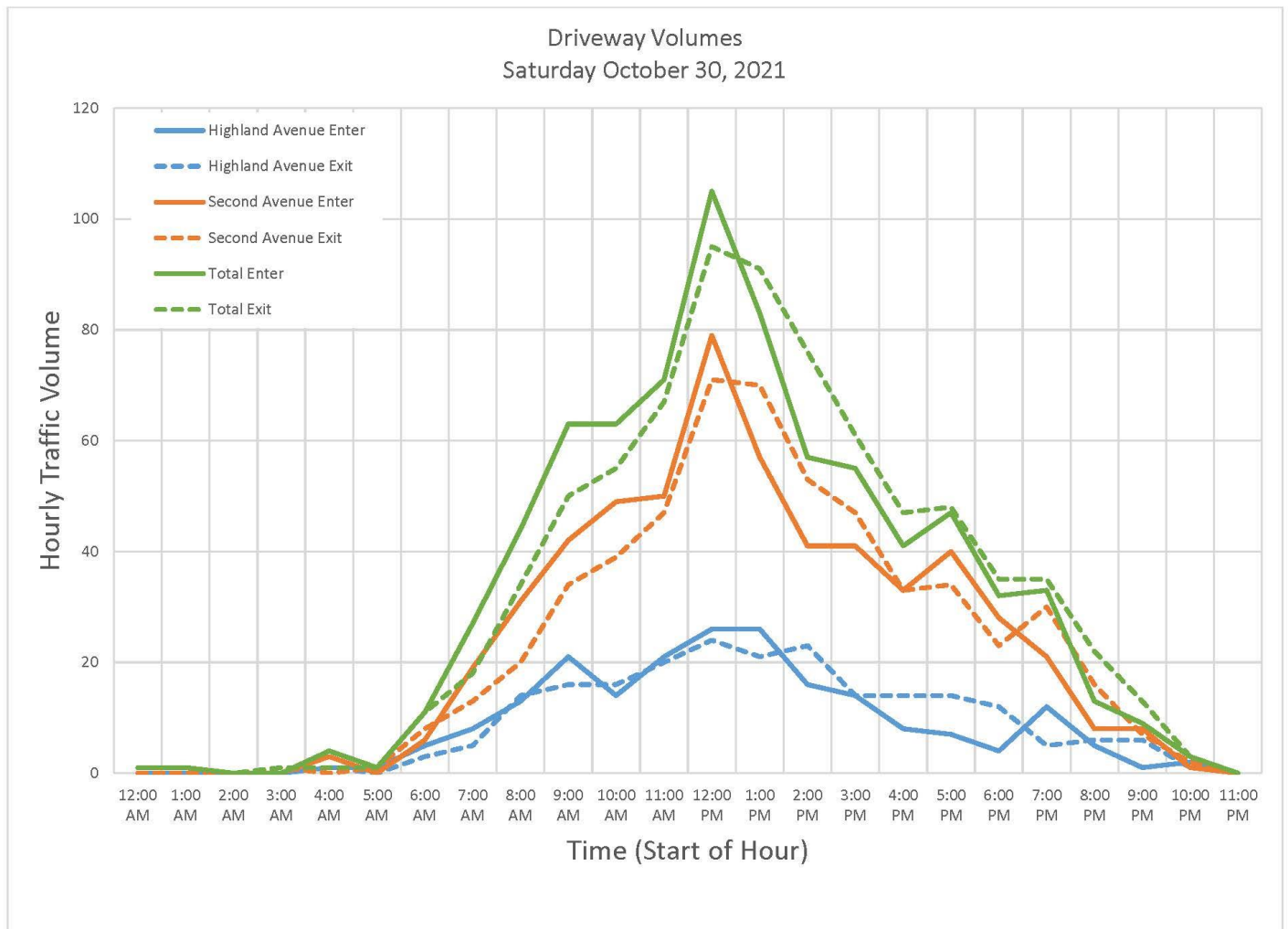


Figure 3 indicates that the activity on a Saturday has one primary peak during the afternoon around noon. A total of 105 vehicles entered and 95 exited between 12:00 – 1:00 PM during the count period. Similar to the weekday traffic counts, entering and exiting vehicles follow similar patterns at both driveways throughout the day, indicating that the uses on the site experience quick parking turnover and that most vehicles do not remain parked for the entire day. The counts indicate that a total of 764 vehicles entered the site and 766 vehicles exited the site over the course of the Saturday. Approximately 72 percent of the activity occurred at the Second Avenue driveway, with the remaining 28 percent occurring at the Highland Avenue driveway.

Parking Evaluation

An evaluation of the existing and future parking demand was conducted to determine the impacts by the change in use to the parking supply. The evaluation used a three-step process to estimate the future parking demand with the new uses in place. The three steps include the following:

- Conduct a parking occupancy study to determine the existing parking demand on the site
- Collect customer/pedestrian data for the uses to be replaced
- Estimate parking demand for the new uses based on available industry data and anticipated operational information

The following sections describes each step of the process.

Parking Occupancy and Availability Study

The existing parking lot contains a total of 97 spaces and will not be modified as part of the change in use on the site. Parking occupancy counts were conducted at the 100 Highland Avenue parking lot over the course of 12 hours on Friday October 29 (between 8:00 AM and 8:00 PM) and Saturday October 30, 2021 (between 10:00 AM and 10:00 PM) to determine the existing utilization of the parking spaces on the site. The counts were conducted by camera in 15-minute intervals. These time periods were selected for evaluation to overlap with the peak activity related to the medical facility during normal business hours on weekdays and the golf facility on Saturday afternoon through the evening hours.

The data from the parking occupancy and availability study is presented in **Figure 4** for Friday **Figure 5** for Saturday the two days on which data was collected. The detailed data is provided in the Appendix.

Figure 4
Existing Parking Occupancy and Availability - Friday

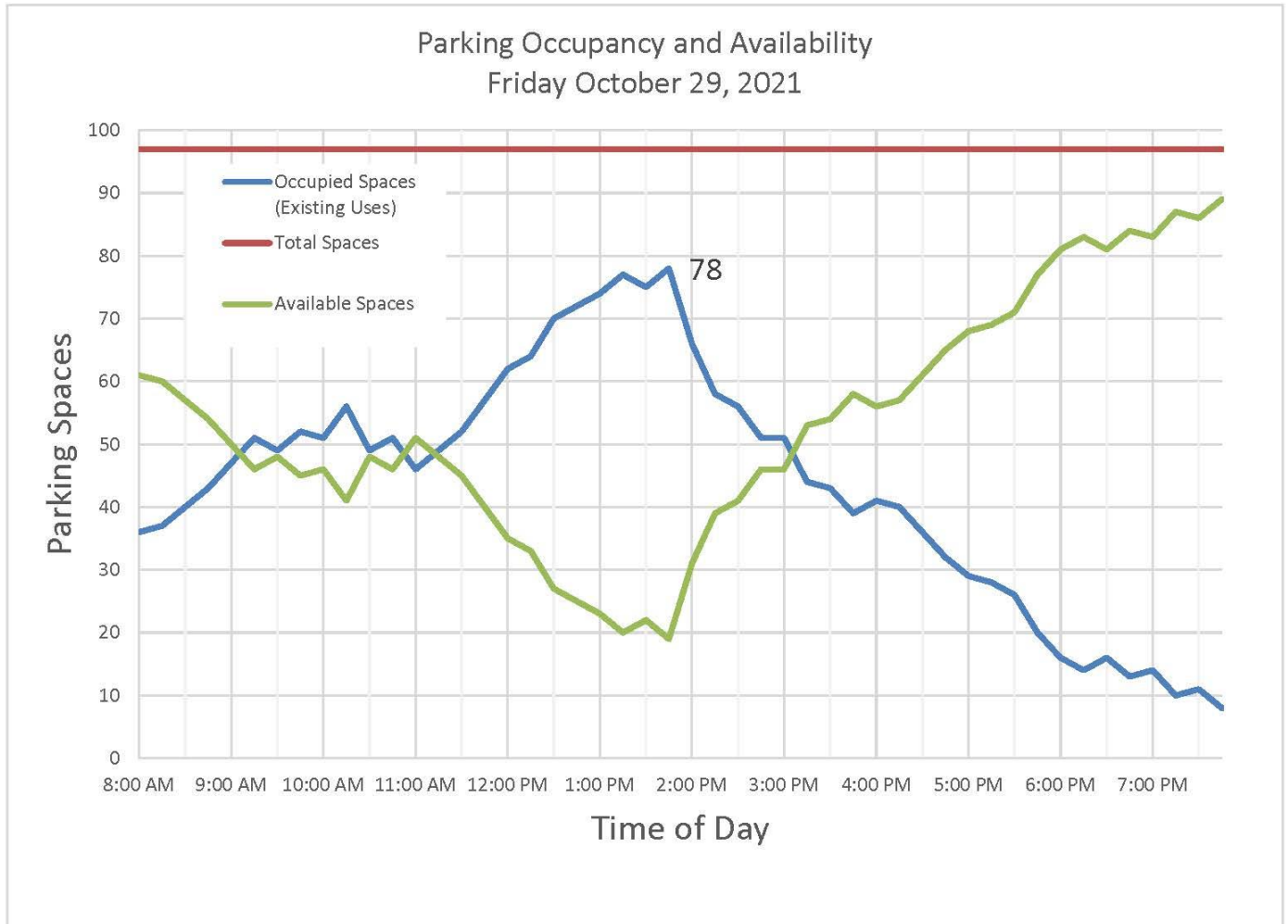


Figure 4 presents the overall parking supply (97 vehicles shown by the red horizontal line), the number of occupied spaces, and the number of available spaces between 8:00 AM and 8:00 PM on Friday October 29, 2021. Based on this evaluation, parking demand peaks between 1:00 – 2:00 PM on Friday, with a maximum of 78 parked vehicles occurring at 1:45 PM. A total of 19 parking spaces remain available during the busiest time of the day under the existing conditions.

Figure 5
Existing Parking Occupancy and Availability – Saturday

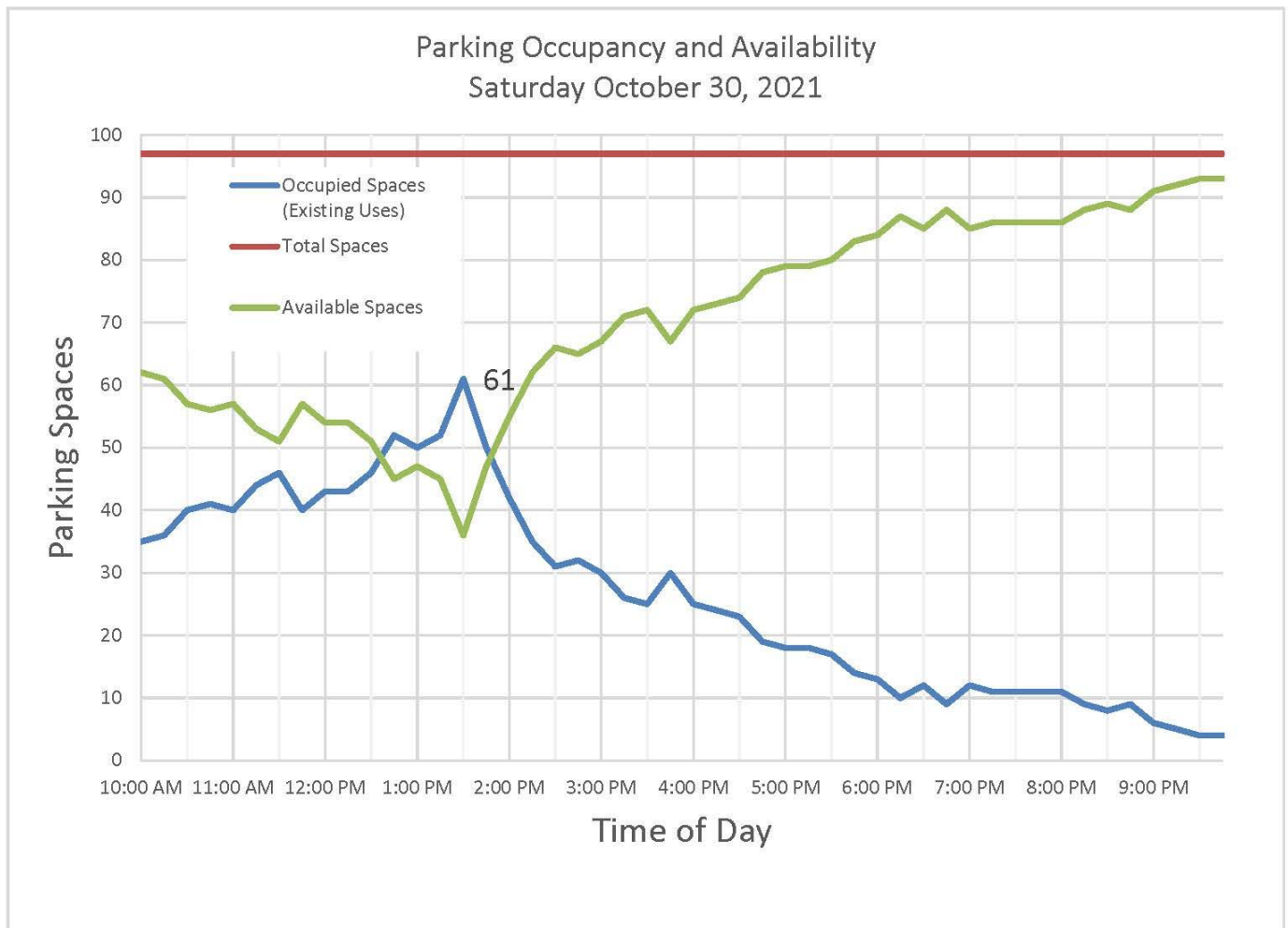


Figure 5 presents the overall parking supply (97 vehicles shown by the red horizontal line), the number of occupied spaces, and the number of available spaces between 10:00 AM and 10:00 PM on Saturday October 30, 2021. Based on this evaluation, parking demand peaks between 1:00 – 2:00 PM on Saturday, with a maximum of 61 parked vehicles occurring at 1:30 PM. A total of 36 parking spaces remain available during the busiest time of the day under the existing conditions. During the mid-afternoon through early evening, parking demand decreases steadily. This is the period of time that is expected to be the peak for the golf simulator use that will replace the Frank Webb showroom, indicating that the peak for this use occurs during the least busy time for the rest of the site.

Pedestrian Counts

Concurrent with the parking occupancy study, pedestrian and customer counts were conducted using cameras to determine the activity at the existing Omaha Steaks and Frank Webb uses on the site. Only customers entering from the parking lot were counted to ensure that people arriving using other modes of transportation were not accounted for, since the goal of this study is to provide an evaluation of vehicle parking demand.

The customer counts were then used to determine the parking demand for both uses that will be replaced. Customer counts were not conducted at Hamra or at Supercuts. Both of these uses were not expected to generate significant customer activity that would have any impact on this evaluation. In order to estimate the parking demand for the Omaha Steaks and the Frank Webb uses, the customers were counted in clusters to account for multiple people arriving in a single vehicle. The detailed pedestrian counts are provided in the Appendix. A graphical representation of the pedestrian counts is provided in the next section.

The pedestrian observations indicate that on Friday, the maximum parking demand for Omaha Steaks and F.W. Webb is 4 vehicles and occurs between 11:00 AM – 12:00 PM. On Saturday, the maximum parking demand for the same uses is 8 vehicles and occurs between 1:00 – 2:00 PM. These values are indicated on **Figure 6** for the Friday and on **Figure 7** for the Saturday as negative numbers, since this demand is being removed from the site. The parking demand to be removed by the existing uses are shown by the dashed line on these figures.

Future Parking Demand

Parking demand for the future conditions on the site with the changes of use in place was estimated to determine how the new uses impact the parking supply on the site. Parking demand estimates were calculated for the proposed Carbon Health urgent care facility using data provided in the Institute of Transportation Engineers *Parking Generation Manual*¹ using Land Use Code 630 – Clinic. The *Parking Generation Manual* provides a range of parking demands for this use based on data collected from similar uses throughout the country. The manual also provides a time-of-day distribution for the parking demand. Based on this evaluation, the peak parking demand for the facility on the site is expected to be 11 vehicles, which will occur between 10:00 AM and noon.

Parking demand estimates for the proposed XGolf golf simulator use are not provided in the *Parking Generation Manual*. The parking demand for this use was developed by obtaining anticipated operations of the use and developing estimates based on expected number of golf simulators, employees, and the intensity of the use throughout the day. The golf simulator use experiences the most activity on Saturday afternoons through the evening. During the week, peak activity related to this use occurs during the evening periods. The golf simulator use will install eight simulation kiosks which can accommodate up to 4 people. During peak times, a maximum of five employees will be on site. Based on this operational data, the maximum number of parked vehicles for this use will be 37, assuming that every customer and employee uses their own vehicle to arrive on the site. This is the most conservative (highest) estimate for this use, as it is very likely that many customers will arrive in the same vehicle. A time-of-day distribution of intensity of this use was developed based on the expected customer demand throughout the day. The time-of-day distribution assumes that peak usage will occur around 6:00 PM and later on weekdays and around 3:00 PM and later on Saturdays.

Figure 6 and **Figure 7** show the parking demand for the Carbon Health facility, the XGolf facility, the existing uses to be removed, and the overall change in parking demand throughout the course of the day on Friday and Saturday, respectively.

¹ *Parking Generation Manual, 5th Edition*; Institute of Transportation Engineers; Washington, DC; 2019.

Figure 6
Change in Parking Demand with Change in Use – Weekday

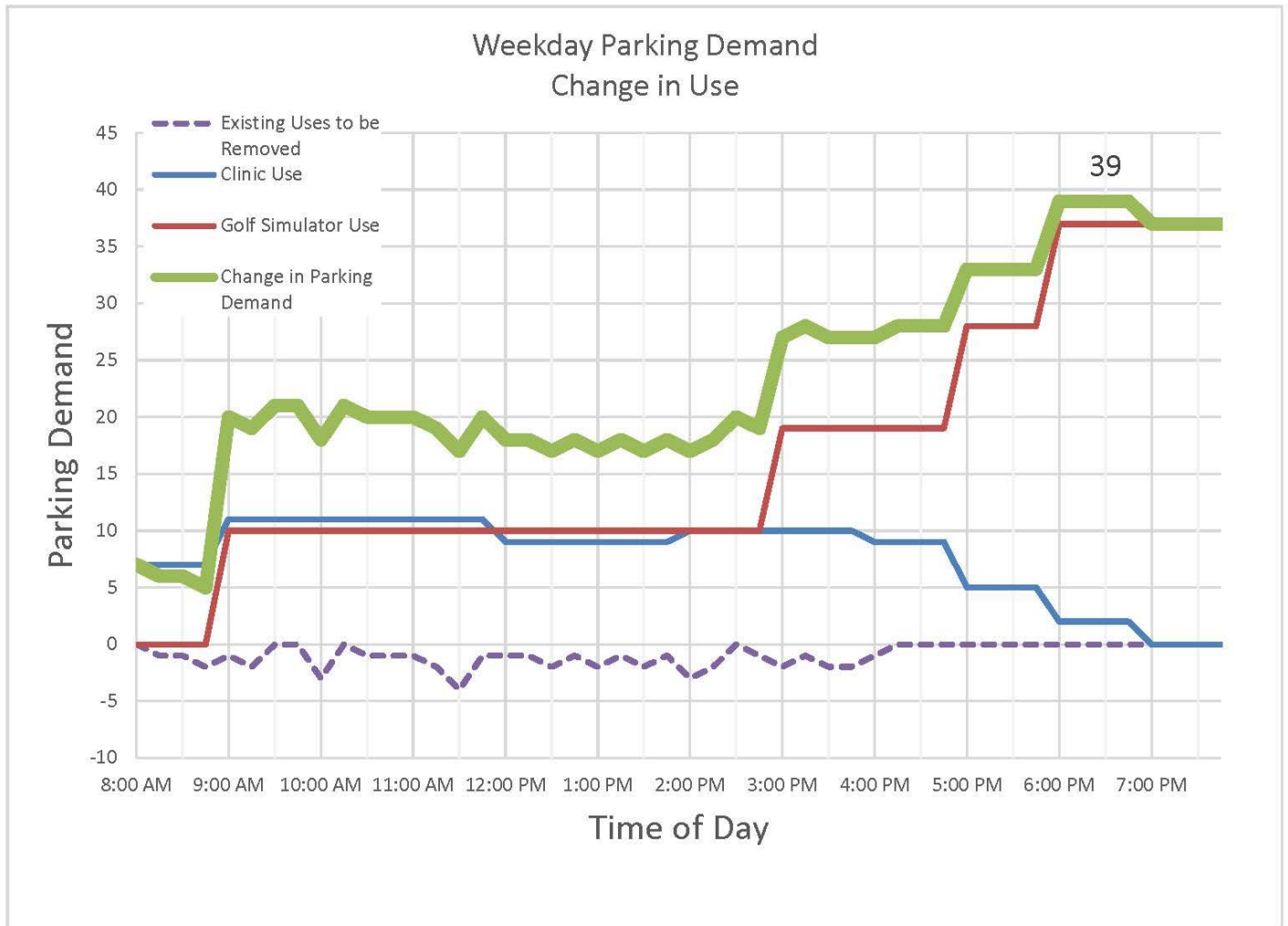


Figure 6 shows the parking demand for the Carbon Health facility (blue line), the XGolf facility (red line), and the existing uses that will be replaced (dashed line). The changes in the parking demand resulting from the changes in use are shown by the green line. The overall increase in parking demand is around 20 vehicles between 9:00 AM and 2:45 PM. Around 3:00 PM, the XGolf facility begins to experience heavier demand for parking, resulting in increases throughout the evening and a maximum increase of 39 vehicles at 6:00 PM.

Figure 7
Change in Parking Demand with Change in Use – Saturday

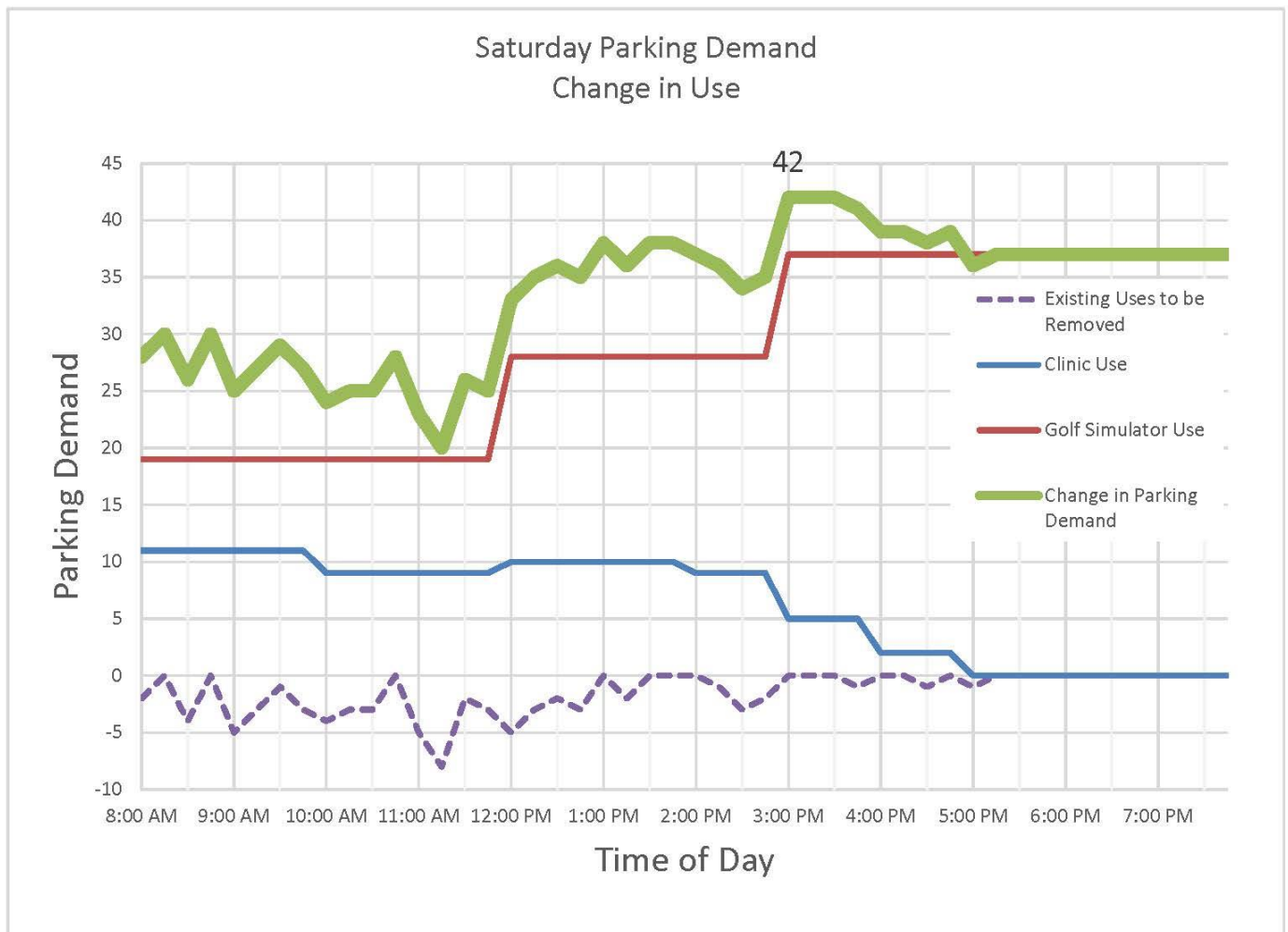


Figure 7 shows the parking demand for the Carbon Health facility (blue line), the XGolf facility (red line), and the existing uses that will be replaced (dashed line). The changes in the parking demand resulting from the changes in use are shown by the green line. The overall increase in parking demand is around 30 to 40 vehicles between 10:00 AM and 2:30 PM. Around 3:00 PM, the XGolf facility begins to experience heavier demand for parking, resulting in increases throughout the evening and a maximum increase of 43 vehicles at 3:00 PM.

The changes in parking demand were then compared to the available amount of parking observed during the parking occupancy evaluation. The changes shown in the green lines in Figures 6 and 7 were added to the existing parking demand on the site to develop the total future parking demand with the changes in use on the site. The new parking demand is shown on **Figure 8** for the weekday and **Figure 9** for Saturday.

Figure 8
Change in Parking Demand with Change in Use – Weekday

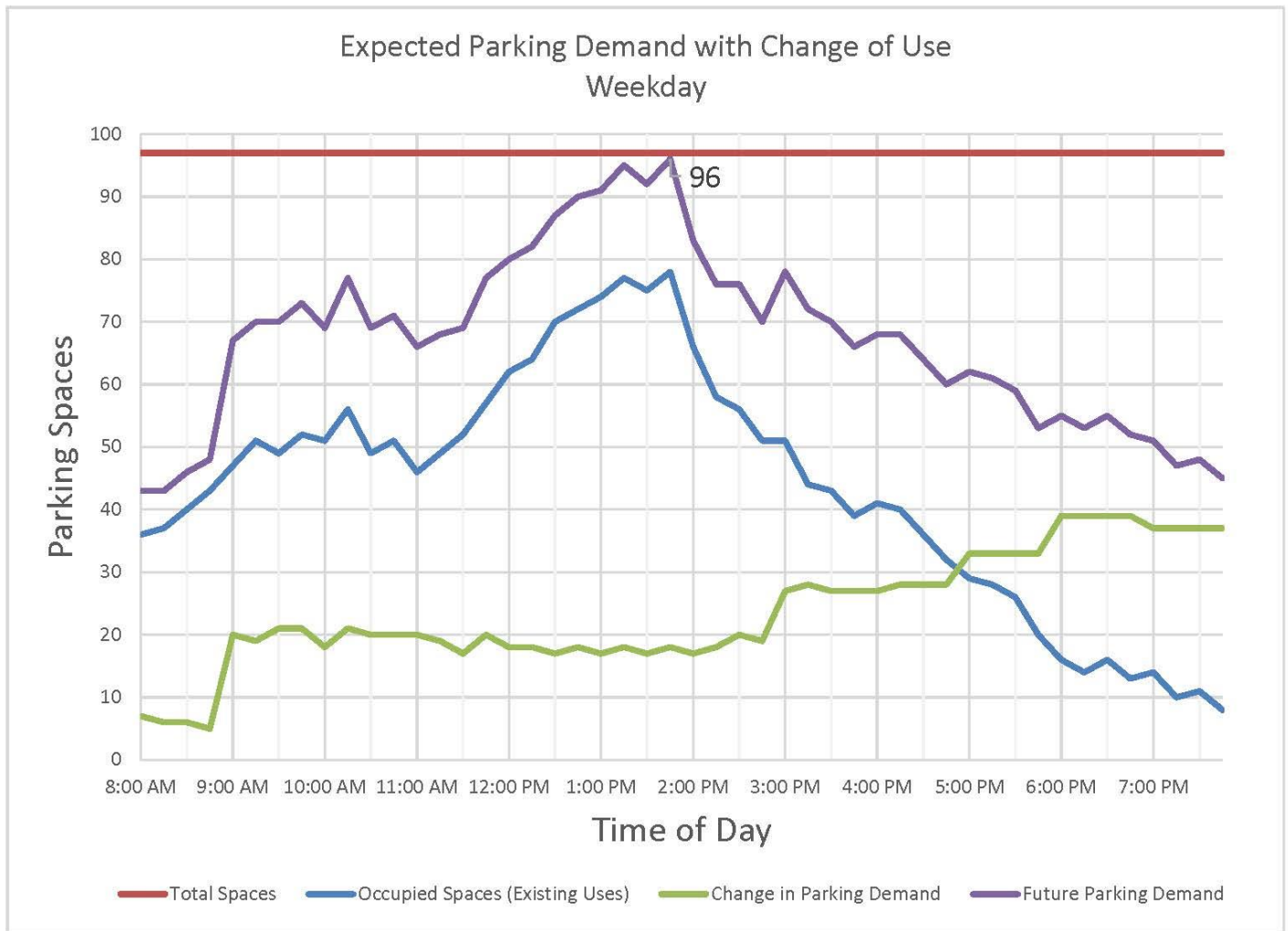


Figure 8 shows the existing parking demand based on the observations (blue line), the expected change in parking demand from the change in uses (green line), and the expected future parking demand for the entire site (purple line). The parking supply is also shown as a horizontal line and remains consistent with the existing conditions (97 total parking spaces). As shown on Figure 8, the future parking demand during the weekday will peak (96 vehicles) around 1:45 PM when the Carbon Health facility is open and XGolf will be in use, but not at full capacity. This specific time period also coincides with the latter portion of the lunch time rush that is experienced at the Panera Bread on the site. During the morning and evening, it is expected that there will continue to be plenty of available parking on the site to accommodate the changes in use. The overall future parking demand estimates also rely on conservative assumptions for XGolf – primarily that customers will travel to the site in their own vehicle. Based on this evaluation, there is sufficient parking on the site to accommodate the changes in use during on a Friday.

Figure 9
Change in Parking Demand with Change in Use – Saturday

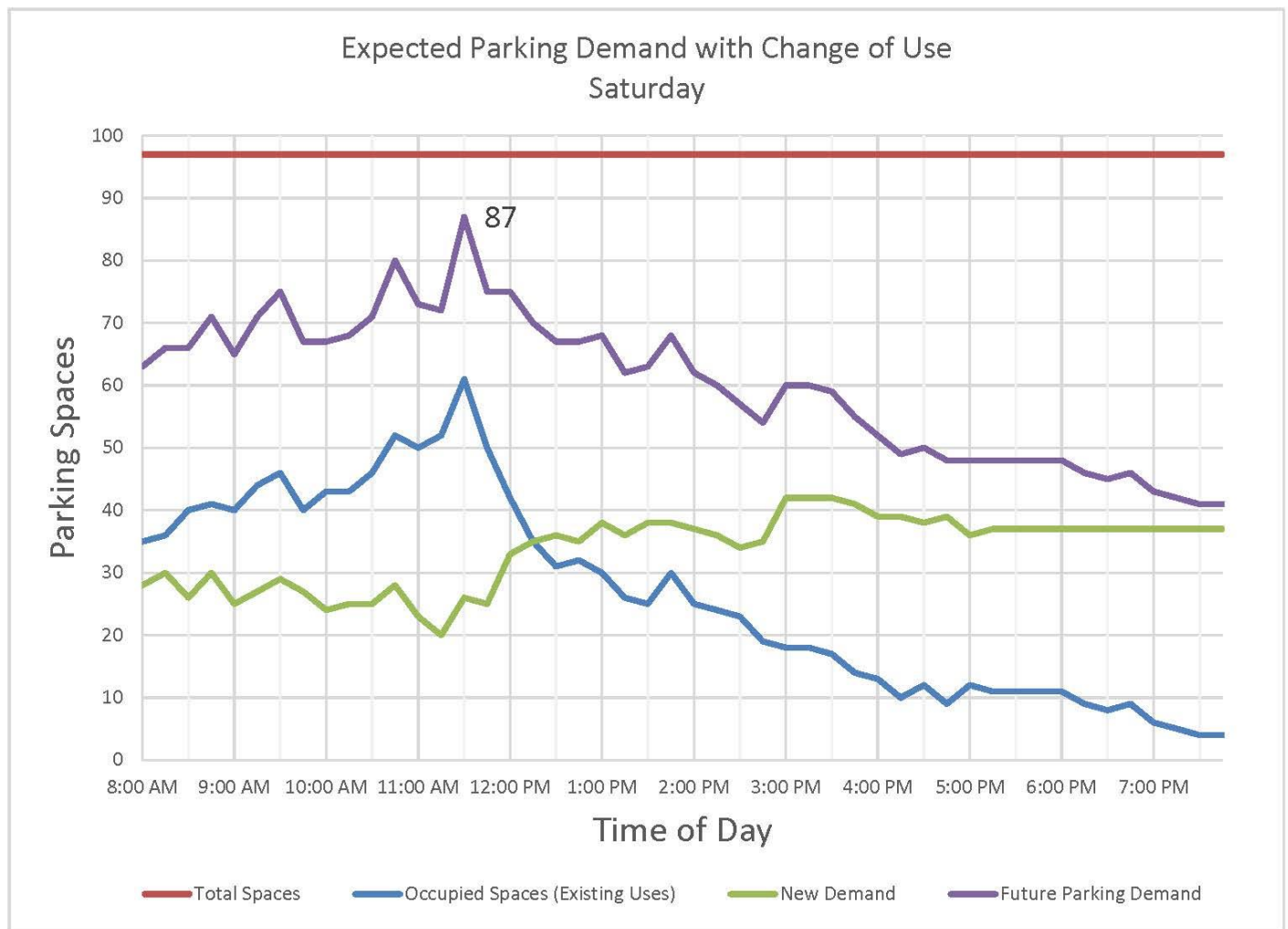


Figure 9 shows the existing parking demand based on the observations (blue line), the expected change in parking demand from the change in uses (green line), and the expected future parking demand for the entire site (purple line). The parking supply is also shown as a horizontal line and remains consistent with the existing conditions (97 total parking spaces). As shown on Figure 9, the future parking demand on a Saturday will peak (87 vehicles) around 11:30 AM when the Carbon Health facility is open and XGolf will be in use. This specific time period also coincides with the Saturday peak of the Panera Bread on the site. Based on this evaluation, it is expected that there will continue to be plenty of available parking on the site to accommodate the changes in use throughout the majority of the day and that there is sufficient parking on the site to accommodate the changes in use during on a Saturday.

Conclusions

The Project site is located at 100-120 Highland Avenue in Needham, Massachusetts. The Project proposes to change some uses on the site, which require a parking occupancy and demand evaluation. The Site consists of two buildings: a 11,628 sf building that currently houses a Frank Webb's Bath Center and an 11,150 sf building that contains a Panera Bread, Omaha Steaks, SuperCuts, Hamra, and a Geico office. The Project will replace the Omaha Steaks, SuperCuts, and Hamra Uses with a Carbon Health urgent care facility (approximately 2,210 sf) and will replace the Frank Webb use with an XGolf golf simulator facility.

This evaluation included traffic counts at the driveways to understand general daily traffic trends of the site, parking occupancy counts on a Friday and Saturday to understand the parking demands of the existing uses, pedestrian counts at the Omaha Steaks and the Frank Webb spaces to understand activity specific to these uses that will be replaced, and parking demand estimates for the new uses that will be located on the site.

Based on this evaluation, the existing parking supply will accommodate the Carbon Health urgent care facility and the XGolf golf simulator. The Carbon Health facility will have a peak parking demand of 11 vehicles, which will typically occur around late morning to noon on weekdays and Saturdays. The XGolf facility will have a peak parking demand of approximately 37 vehicles, based on conservative parameters, which will typically occur later in the evening on weekdays and throughout the mid to late afternoon and early evening on Saturdays. The peak parking demand for the Carbon Health facility will overlap with the peak demand for the existing uses on the site, of which Panera Bread has the most intense parking needs. The peak parking demand for the XGolf facility will occur when the other uses on the site do not require their peak demand needs. The XGolf facility complements the other uses on the site by having peak parking demands that do not coincide with each other.

APPENDIX**SITE INFORMATION****EXISTING DRIVEWAY COUNTS****PARKING OCCUPANCY DATA AND CALCULATIONS**

SITE INFORMATION

PROPERTY OVERVIEW



Note: (1) Executed LOI to Aronson Insurance

Hours of Operation, Weekly Customer Trends and Seasonality

Proposed Hours of Operation:

Monday through Thursday	9am-10pm
Friday and Saturday	9am-11pm
Sunday	9am-9pm

Weekly Customer Trends:

During the week, our busiest times are weeknights (leagues) and weekends (open play).

Weekday mornings and afternoons we have lessons and clinics but are generally much slower.

Seasonality:

Summer is our slowest season (Jun-Sep).

Winter is our busiest season (Dec-Mar).

Fall and Spring demand is mostly weather dependent (Apr, May, Oct, Nov).

EXISTING DRIVEWAY COUNTS

Volume Report

Job 807_010_BSC_ATR A

Area Needham, MA

Location Driveway, south of Highland Ave

Friday, October 29, 2021



Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0545	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0600	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0615	0	0	3	0	0	0	3	0	0	6	0	0	0	6
0630	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0645	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0700	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0715	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0730	0	0	4	0	0	0	4	0	0	7	0	0	0	7
0745	0	0	7	0	0	0	7	0	0	9	0	0	0	9
0800	0	0	8	0	0	0	8	0	0	7	0	0	0	7
0815	0	0	3	0	0	0	3	1	0	5	0	0	0	6
0830	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0845	0	0	9	0	0	0	9	0	0	7	0	2	0	9
0900	0	0	5	0	0	0	5	0	0	6	0	0	0	6
0915	0	0	3	0	0	0	3	0	0	7	0	0	0	7
0930	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0945	1	0	4	0	1	0	6	0	0	3	0	0	0	3
1000	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1015	0	0	4	0	0	0	4	0	0	2	0	0	0	2
1030	0	0	3	0	0	0	3	0	0	8	0	0	0	8
1045	1	0	7	0	0	0	8	0	0	4	0	0	0	4
1100	0	0	6	0	0	0	6	0	0	5	0	0	0	5
1115	0	0	5	0	0	0	5	0	0	12	0	0	0	12
1130	0	0	12	0	0	0	12	0	0	5	0	0	0	5
1145	0	0	7	0	0	0	7	0	0	11	0	0	0	11
1200	0	0	8	0	0	0	8	0	0	7	0	0	0	7
1215	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1230	0	0	11	0	0	0	11	1	0	14	0	0	0	15
1245	1	0	7	0	0	0	8	0	0	8	0	0	0	8
1300	0	0	5	0	0	0	5	0	0	10	0	1	0	11
1315	0	0	10	0	0	0	10	0	0	9	0	0	0	9
1330	0	0	5	0	0	0	5	0	0	8	0	0	0	8
1345	0	0	7	0	0	0	7	0	0	11	0	1	0	12
1400	0	0	5	0	1	0	6	0	0	8	0	0	0	8
1415	0	0	8	0	0	0	8	0	0	5	0	0	0	5
1430	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1445	0	0	4	0	0	0	4	0	0	8	0	0	0	8
1500	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1515	0	0	4	0	0	0	4	0	0	5	0	0	0	5
1530	0	0	4	0	0	0	4	0	0	7	0	0	0	7
1545	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1600	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1615	0	0	7	0	0	0	7	0	0	4	0	0	0	4
1630	0	0	4	0	0	0	4	0	0	7	0	0	0	7
1645	0	0	8	0	0	0	8	0	0	3	0	0	0	3
1700	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1715	0	0	7	0	0	0	7	0	0	6	0	0	0	6
1730	1	0	7	0	0	0	8	0	0	3	0	0	0	3
1745	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1800	0	0	7	0	0	0	7	0	0	8	0	0	0	8
1815	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1830	0	0	8	0	0	0	8	0	0	0	0	0	0	0
1845	0	0	3	0	0	0	3	0	0	6	0	1	0	7
1900	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1915	0	0	2	0	0	0	2	0	0	0	0	0	0	0
1930	0	0	5	0	0	0	5	0	0	2	0	1	0	3
1945	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2000	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2015	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2030	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2045	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2100	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Total	4	0	313	0	2	0	319	2	1	313	0	6	0	322

Volume Report

Job 807_010_BSC_ATR A

Area Needham, MA

Location Driveway, south of Highland Ave



Saturday, October 30, 2021

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	1	0	1	0	0	0	0	1	0	1
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	1	0	0	0	1	0	0	1	0	1	0	2
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0645	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	2	0	0	0	2	0	0	3	0	0	0	3
0730	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0745	0	0	3	0	0	0	3	0	0	4	0	0	0	4
0800	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0815	0	0	4	0	0	0	4	0	0	4	0	0	0	4
0830	0	0	5	0	0	0	5	0	0	5	0	0	0	5
0845	0	0	4	0	0	0	4	0	0	2	0	0	0	2
0900	0	0	2	0	0	0	2	0	0	5	0	0	0	5
0915	0	0	6	0	0	0	6	0	0	3	0	1	0	4
0930	0	0	3	0	0	0	3	0	0	5	0	0	0	5
0945	0	0	5	0	0	0	5	0	0	7	0	0	0	7
1000	0	0	5	0	0	0	5	0	0	5	0	0	0	5
1015	0	0	2	0	1	0	3	0	0	2	0	0	0	2
1030	0	0	3	0	1	0	4	0	0	5	0	0	0	5
1045	0	0	4	0	0	0	4	0	0	2	0	0	0	2
1100	0	0	8	0	0	0	8	0	0	4	0	0	0	4
1115	0	0	2	0	0	0	2	0	0	4	0	0	0	4
1130	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1145	0	0	5	0	0	0	5	0	0	10	0	0	0	10
1200	0	0	10	0	0	0	10	0	0	12	0	0	0	12
1215	0	0	4	0	0	0	4	0	0	7	0	0	0	7
1230	0	0	3	0	0	0	3	0	0	4	0	0	0	4
1245	0	0	7	0	0	0	7	0	0	3	0	0	0	3
1300	0	0	3	0	0	0	3	0	0	8	0	0	0	8
1315	0	0	3	0	0	0	3	0	0	11	0	0	0	11
1330	0	0	8	0	0	0	8	0	0	2	0	0	0	2
1345	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1400	0	0	11	0	0	0	11	0	0	4	0	0	0	4
1415	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1430	0	0	4	0	0	0	4	0	0	7	0	0	0	7
1445	0	0	6	0	0	0	6	0	0	3	0	0	0	3
1500	0	0	5	0	0	0	5	0	0	6	0	0	0	6
1515	0	0	5	0	0	0	5	0	0	1	0	0	0	1
1530	0	0	0	0	0	0	0	0	0	6	0	0	0	6
1545	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1600	0	0	5	0	0	0	5	0	0	4	0	0	0	4
1615	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1630	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1645	0	0	3	0	0	0	3	0	0	2	0	0	0	2
1700	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1715	0	0	3	0	0	0	3	0	0	3	0	0	0	3
1730	0	0	5	0	0	0	5	0	0	2	0	0	0	2
1745	0	0	2	0	0	0	2	0	0	1	0	0	0	1
1800	0	0	5	0	0	0	5	0	0	1	0	0	0	1
1815	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1830	0	0	4	0	0	0	4	0	0	1	0	0	0	1
1845	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1900	0	0	2	0	0	0	2	0	0	2	0	0	0	2
1915	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1930	0	0	1	0	0	0	1	0	0	4	0	0	0	4
1945	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2000	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2030	0	0	1	0	0	0	1	0	0	3	0	0	0	3
2045	0	0	4	0	0	0	4	0	0	0	0	0	0	0
2100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2115	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2145	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2200	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	214	0	3	0	217	0	0	202	0	3	0	205

Volume Report

Job 807_010_BSC_ATR B
Area Needham, MA
Location Driveway, north of 2nd Ave

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01901
Office: 508-746-1200
boston@bostontrafficdata.com
www.bostontrafficdata.com

Friday, October 29, 2021

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0445	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	1	0	0	0	1	0	0	1	0	0	1	2
0530	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0545	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0600	0	0	2	0	0	0	2	0	0	1	0	0	0	1
0615	0	0	3	0	1	0	4	0	0	0	0	0	0	0
0630	0	0	11	0	0	0	11	0	0	5	0	2	0	7
0645	0	0	8	0	0	0	8	0	0	6	0	0	0	6
0700	0	0	12	0	0	0	12	0	0	4	0	0	0	4
0715	0	0	12	0	0	0	12	0	0	9	0	1	0	10
0730	0	0	22	0	0	0	22	0	0	10	0	0	0	10
0745	0	0	17	0	0	0	17	0	0	21	0	0	0	21
0800	0	0	18	0	0	0	18	0	0	16	0	0	0	16
0815	0	0	15	0	1	0	16	1	0	12	0	0	0	13
0830	0	0	19	0	1	0	20	0	0	13	0	1	0	14
0845	1	0	15	0	0	0	16	1	0	16	0	2	0	19
0900	0	0	9	0	0	0	9	0	0	5	0	1	0	6
0915	0	0	11	0	0	0	11	0	0	14	0	0	0	14
0930	0	0	16	0	0	0	16	0	0	16	0	0	0	16
0945	1	0	8	0	1	0	10	0	0	7	0	0	0	7
1000	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1015	0	0	7	0	0	0	7	0	0	13	0	0	0	13
1030	0	0	10	0	0	0	10	0	0	13	0	0	0	13
1045	0	0	11	0	0	0	11	0	0	13	0	0	0	13
1100	0	0	18	0	0	0	18	0	0	14	0	0	0	14
1115	0	0	11	0	0	0	11	0	0	11	0	0	0	11
1130	0	0	19	0	0	0	19	0	0	9	0	0	0	9
1145	0	0	24	0	0	0	24	0	0	23	0	0	0	23
1200	0	0	18	0	0	0	18	0	0	16	0	0	0	16
1215	0	0	25	0	0	0	25	0	0	21	0	0	0	21
1230	0	0	25	0	1	0	26	1	0	25	0	1	0	27
1245	1	0	27	0	0	0	28	0	0	28	0	0	0	28
1300	0	0	24	0	0	0	24	0	0	30	0	0	0	30
1315	0	0	22	0	1	0	23	0	0	21	0	0	0	21
1330	0	0	17	0	0	0	17	0	0	22	0	1	0	23
1345	0	0	25	0	0	0	25	0	0	29	0	1	0	30
1400	0	0	16	0	0	0	16	0	0	24	0	0	0	24
1415	0	0	14	0	0	0	14	0	0	13	0	0	0	13
1430	0	0	10	0	0	0	10	0	0	17	0	0	0	17
1445	0	0	12	0	0	0	12	0	0	15	0	0	0	15
1500	0	0	17	0	0	0	17	0	0	21	0	0	0	21
1515	0	0	9	0	0	0	9	0	0	11	0	0	0	11
1530	0	0	7	0	0	0	7	0	0	17	0	0	0	17
1545	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1600	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1615	0	0	12	0	0	0	12	0	0	12	0	0	0	12
1630	0	0	6	0	0	0	6	0	0	15	0	0	0	15
1645	0	0	9	0	0	0	9	0	0	8	0	0	0	8
1700	0	0	10	0	0	0	10	0	0	11	0	0	0	11
1715	0	0	12	0	0	0	12	0	0	13	0	0	0	13
1730	1	0	8	0	0	0	9	0	0	10	0	0	0	10
1745	0	0	11	0	0	0	11	0	0	10	0	0	0	10
1800	0	0	9	0	0	0	9	0	0	9	0	0	0	9
1815	0	0	13	0	1	0	14	0	0	6	0	0	0	6
1830	0	0	13	0	0	0	13	0	0	10	0	1	0	11
1845	0	0	11	0	0	0	11	0	0	9	0	1	0	10
1900	0	0	5	0	0	0	5	0	0	12	0	0	0	12
1915	0	0	8	0	0	0	8	0	0	5	0	0	0	5
1930	0	0	6	0	1	0	7	0	0	8	0	0	0	8
1945	0	0	5	0	0	0	5	0	0	4	0	0	0	4
2000	0	0	4	0	0	0	4	0	0	5	0	0	0	5
2015	0	0	5	0	0	0	5	0	0	7	0	0	0	7
2030	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2045	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2100	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2115	0	0	3	0	0	0	3	0	0	5	0	0	0	5
2130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2145	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2245	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	2	0	0	0	2	0	0	3	0	0	0	3
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	1	0	0	0	1	0	0	1	0	0	0	1
Total	4	0	766	0	8	1	779	3	1	766	0	12	1	783

Volume Report

Job 807_010_BSC_ATR B
Area Needham, MA
Location Driveway, north of 2nd Ave



Saturday, October 30, 2021

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	2	0	0	0	2	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	1	0	0	1	2	0	0	1	0	1	0	2
0615	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0630	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0645	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0700	0	0	4	0	0	0	4	0	0	0	0	0	0	0
0715	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0730	0	0	5	0	0	0	5	0	0	7	0	0	0	7
0745	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0800	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0815	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0830	0	0	7	0	0	0	7	0	0	6	0	0	0	6
0845	0	0	12	0	0	0	12	0	0	7	0	0	0	7
0900	0	0	11	0	0	0	11	0	0	6	0	0	0	6
0915	0	0	11	0	0	0	11	0	0	6	0	1	0	7
0930	0	0	7	0	0	0	7	0	0	10	0	0	0	10
0945	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1000	0	0	15	0	0	0	15	0	0	8	0	0	0	8
1015	0	0	11	0	1	0	12	0	0	9	0	0	0	9
1030	0	0	9	0	1	0	10	0	0	11	0	0	0	11
1045	0	0	12	0	0	0	12	0	0	11	0	0	0	11
1100	0	0	23	0	1	0	24	0	0	11	0	0	0	11
1115	0	0	8	0	0	0	8	0	0	11	0	0	0	11
1130	0	0	11	0	0	0	11	0	0	11	0	1	0	12
1145	0	0	7	0	0	0	7	0	0	13	0	0	0	13
1200	0	0	20	0	0	0	20	0	0	15	0	0	0	15
1215	0	0	19	0	0	0	19	0	0	25	0	0	0	25
1230	0	0	17	0	0	0	17	0	0	9	0	0	0	9
1245	0	0	23	0	0	0	23	0	0	22	0	0	0	22
1300	0	0	16	0	0	0	16	0	0	18	0	0	0	18
1315	0	0	18	0	0	0	18	0	0	19	0	0	0	19
1330	0	0	8	0	0	0	8	0	0	15	0	0	0	15
1345	0	0	15	0	0	0	15	0	0	18	0	0	0	18
1400	0	0	12	0	0	0	12	0	0	19	0	0	0	19
1415	0	0	5	0	0	0	5	0	0	8	0	0	0	8
1430	0	0	9	0	0	0	9	0	0	10	0	0	0	10
1445	0	0	15	0	0	0	15	0	0	16	0	0	0	16
1500	0	0	7	0	0	0	7	0	0	14	0	0	0	14
1515	0	0	15	0	0	0	15	0	0	8	0	0	0	8
1530	0	0	8	0	0	0	8	0	0	13	0	0	0	13
1545	0	0	11	0	0	0	11	0	0	12	0	0	0	12
1600	0	0	12	0	0	0	12	0	0	9	0	0	0	9
1615	0	0	7	0	1	0	8	0	0	11	0	1	0	12
1630	0	0	8	0	0	0	8	0	0	6	0	0	0	6
1645	0	0	5	0	0	0	5	0	0	6	0	0	0	6
1700	0	0	13	0	0	0	13	0	0	11	0	0	0	11
1715	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1730	0	0	9	0	0	0	9	0	0	7	0	0	0	7
1745	0	0	10	0	0	0	10	0	0	7	0	0	0	7
1800	0	0	7	0	0	0	7	0	0	5	0	0	0	5
1815	0	0	7	0	0	0	7	0	0	3	0	0	0	3
1830	0	0	6	0	0	0	6	0	0	6	0	0	0	6
1845	0	0	8	0	0	0	8	0	0	9	0	0	0	9
1900	0	0	3	0	0	0	3	0	0	5	0	0	0	5
1915	0	0	5	0	0	0	5	0	0	3	0	0	0	3
1930	0	0	5	0	0	0	5	0	0	13	0	0	0	13
1945	0	0	8	0	0	0	8	0	0	9	0	0	0	9
2000	0	0	4	0	0	0	4	0	0	7	0	0	0	7
2015	0	0	1	0	0	0	1	0	0	5	0	0	0	5
2030	0	0	2	0	0	0	2	0	0	2	0	0	0	2
2045	0	0	1	0	0	0	1	0	0	2	0	0	0	2
2100	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2115	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2130	0	0	2	0	0	0	2	0	0	1	0	0	0	1
2145	0	0	2	0	0	0	2	0	0	4	0	0	0	4
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2245	0	0	1	0	0	0	1	0	0	1	0	0	0	1
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	554	0	4	1	559	0	0	544	0	4	1	549

PARKING OCCUPANCY DATA AND CALCULATIONS

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PARKING COUNT			
Start Time	Occupied Spaces (Existing Users)	Total Spaces	Available Spaces
8:00 AM	36	97	61
8:15 AM	37	97	60
8:30 AM	40	97	57
8:45 AM	43	97	54
9:00 AM	47	97	50
9:15 AM	51	97	46
9:30 AM	49	97	48
9:45 AM	52	97	45
10:00 AM	51	97	46
10:15 AM	56	97	41
10:30 AM	49	97	48
10:45 AM	51	97	46
11:00 AM	46	97	51
11:15 AM	49	97	48
11:30 AM	52	97	45
11:45 AM	57	97	40
12:30 PM	62	97	35
12:15 PM	64	97	33
12:30 PM	70	97	27
12:45 PM	72	97	25
1:00 PM	74	97	23
1:15 PM	77	97	20
1:30 PM	75	97	22
1:45 PM	78	97	19
2:00 PM	68	97	29
2:15 PM	58	97	39
2:30 PM	56	97	41
2:45 PM	51	97	46
3:00 PM	57	97	40
3:15 PM	44	97	53
3:30 PM	43	97	54
3:45 PM	39	97	58
4:00 PM	41	97	56
4:15 PM	42	97	55
4:30 PM	36	97	61
4:45 PM	32	97	65
5:00 PM	29	97	68
5:15 PM	28	97	69
5:30 PM	26	97	71
5:45 PM	20	97	77
6:00 PM	16	97	81
6:15 PM	14	97	83
6:30 PM	11	97	86
6:45 PM	13	97	84
7:00 PM	14	97	83
7:15 PM	10	97	87
7:30 PM	11	97	86
7:45 PM	8	97	89

PEDESTRIANS Omaha Steaks Store		PEDESTRIANS Frank Webb Home		PEDESTRIANS Existing Uses		PARKING COUNT - Omaha Steaks and FW Webb Removed			Clinic Use		Golf Simulator Use		New Parking Demand			Future Parking Demand	
from Parking Lot access		from Parking Lot access				Occupied Spaces (Remaining)	Total Spaces	Available Spaces	Percent of Peak Demand	Spaces Needed	Percent of Peak Demand	Spaces Needed	Needed Spaces	Existing Uses to be Removed	Change in Parking Demand		
Walk In	Walk Out	Walk In	Walk Out	Walk In	Walk Out												
0	0	0	0	0	0	36	97	61	0.63	7		0	7	0	7	43	
0	0	1	0	1	0	36	97	61	0.63	7		0	7	-1	6	43	
1	1	0	0	1	1	39	97	58	0.63	7		0	7	-1	6	46	
0	0	2	1	2	1	41	97	56	0.63	7		0	7	-2	5	48	
0	0	1	0	1	0	46	97	51	0.93	11		0.25	10	-1	20	67	
0	0	2	2	2	2	49	97	48	0.93	11		0.25	10	-2	19	70	
0	0	0	0	0	0	49	97	48	0.93	11		0.25	10	0	21	70	
0	0	0	0	0	0	52	97	45	0.93	11		0.25	10	0	21	73	
0	0	3	1	3	1	48	97	49	0.96	11		0.25	10	-3	18	69	
0	0	0	2	0	2	56	97	41	0.96	11		0.25	10	0	21	77	
0	0	1	1	1	1	48	97	49	0.96	11		0.25	10	-1	20	69	
1	0	0	0	1	0	50	97	47	0.96	11		0.25	10	-1	20	71	
0	1	1	0	1	1	45	97	52	1	11		0.25	10	-1	20	66	
0	0	2	3	2	3	47	97	50	1	11		0.25	10	-2	19	68	
2	0	2	1	4	1	48	97	49	1	11		0.25	10	-1	17	69	
0	1	1	1	1	2	56	97	41	1	11		0.25	10	-1	20	77	
0	0	1	0	1	0	61	97	36	0.8	9		0.25	10	-1	18	80	
0	0	1	2	1	2	63	97	34	0.8	9		0.25	10	-1	18	82	
0	1	2	2	2	3	68	97	29	0.8	9		0.25	10	-2	17	87	
0	0	1	1	1	1	71	97	26	0.8	9		0.25	10	-1	18	90	
0	0	2	1	2	1	72	97	25	0.75	9		0.25	10	-2	17	91	
0	0	1	2	1	2	76	97	21	0.75	9		0.25	10	-1	18	95	
0	0	2	0	2	0	73	97	24	0.75	9		0.25	10	-2	17	92	
1	1	0	1	1	2	77	97	20	0.75	9		0.25	10	-1	18	96	
1	0	2	2	3	2	63	97	34	0.9	10		0.25	10	-3	17	83	
1	1	1	0	2	1	56	97	41	0.9	10		0.25	10	-2	18	76	
0	0	0	0	0	0	56	97	41	0.9	10		0.25	10	0	20	76	
1	0	0	2	1	2	50	97	47	0.9	10		0.25	10	-1	19	70	
2	1	0	0	2	1	49	97	48	0.89	10		0.5	19	-2	27	78	
0	1	1	1	1	2	43	97	54	0.89	10		0.5	19	-1	28	72	
0	1	2	1	2	2	41	97	56	0.89	10		0.5	19	-2	27	70	
1	1	1	1	2	2	37	97	60	0.89	10		0.5	19	-2	27	66	
0	0	1	2	1	2	40	97	57	0.74	9		0.5	19	-1	27	68	
0	1	0	1	0	2	40	97	57	0.74	9		0.5	19	0	28	68	
0	0	0	3	0	3	36	97	61	0.74	9		0.5	19	0	28	64	
0	0	0	0	0	0	32	97	65	0.74	9		0.5	19	0	28	60	
0	0	0	0	0	0	29	97	68	0.41	5		0.75	28	0	33	62	
0	0	0	0	0	0	28	97	69	0.41	5		0.75	28	0	33	61	
0	0	0	0	0	0	26	97	71	0.41	5		0.75	28	0	33	59	
0	0	0	0	0	0	20	97	77	0.41	5		0.75	28	0	33	53	
0	0	0	0	0	0	16	97	81	0.15	2		1	37	0	39	55	
0	1	0	0	0	1	14	97	83	0.15	2		1	37	0	39	53	
0	0	0	0	0	0	16	97	81	0.15	2		1	37	0	39	55	
0	0	0	0	0	0	13	97	84	0.15	2		1	37	0	39	52	
0	0	0	0	0	0	14	97	83	0			1	37	0	37	51	
0	0	0	0	0	0	10	97	87	0			1	37	0	37	47	
0	0	0	0	0	0	11	97	86	0			1	37	0	37	48	
0	0	0	0	0	0	8	97	89	0			1	37	0	37	45	
										Size: ITE Rate per 1,000 sf:	2210 4.77			Size: Employees:	10628 5		
										Spaces Needed:	11			Peak Demand: Based on 8 simulators with 4 players per unit and 5 employees	37		
										Square feet per space: Spaces Needed per Zoning:	200 12			Square feet per space: Spaces Needed per space:	150 71		
														Employees per space: Spaces Needed per employee:	3 2		
														Total Spaces Needed:	73		

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Start Time	Occupied Spaces (Existing Users)	Total Spaces	Available Spaces
10:00 AM	35	97	62
10:15 AM	36	97	61
10:30 AM	40	97	57
10:45 AM	41	97	56
11:00 AM	40	97	57
11:15 AM	44	97	53
11:30 AM	46	97	51
11:45 AM	40	97	57
12:00 PM	43	97	54
12:15 PM	43	97	54
12:30 PM	46	97	51
12:45 PM	52	97	45
1:00 PM	50	97	47
1:15 PM	52	97	45
1:30 PM	61	97	36
1:45 PM	50	97	47
2:00 PM	42	97	55
2:15 PM	35	97	62
2:30 PM	31	97	66
2:45 PM	32	97	65
3:00 PM	30	97	67
3:15 PM	26	97	71
3:30 PM	25	97	72
3:45 PM	30	97	67
4:00 PM	25	97	72
4:15 PM	24	97	73
4:30 PM	23	97	74
4:45 PM	19	97	78
5:00 PM	18	97	79
5:15 PM	18	97	79
5:30 PM	17	97	80
5:45 PM	14	97	83
6:00 PM	13	97	84
6:15 PM	10	97	87
6:30 PM	12	97	85
6:45 PM	9	97	88
7:00 PM	12	97	85
7:15 PM	11	97	86
7:30 PM	11	97	86
7:45 PM	11	97	86
8:00 PM	11	97	86
8:15 PM	9	97	88
8:30 PM	8	97	89
8:45 PM	9	97	88
9:00 PM	6	97	91
9:15 PM	5	97	92
9:30 PM	4	97	93
9:45 PM	4	97	93

**Future
Parking
Demand**

			Occupied Spaces (Remaining Existing Uses)	Total Spaces	Available Spaces
t	Walk In	Walk Out			
2	3		33	97	64
0	0	1	36	97	61
4	6		36	97	61
0	0		41	97	56
5	4		35	97	62
3	1		41	97	56
1	1		45	97	52
3	5		37	97	60
4	1		39	97	58
3	3		40	97	57
3	2		43	97	54
0	3		52	97	45
5	1		45	97	52
8	2		44	97	53
2	4		59	97	38
3	1		47	97	50
5	7		37	97	60
3	4		32	97	65
2	3		29	97	68
3	5		29	97	68
0	4		30	97	67
2	1		24	97	73
0	1		25	97	72
0	0		30	97	67
0	0		25	97	72
1	0		23	97	74
3	3		20	97	77
2	1		17	97	80
0	0		18	97	79
0	1		18	97	79
0	0		17	97	80
1	1		13	97	84
0	2		13	97	84
0	0		10	97	87
1	0		11	97	86
0	0		9	97	88
1	0		11	97	86
0	0		11	97	86
0	0		11	97	86
0	0		11	97	86
0	0		9	97	88
0	0		8	97	88
0	0		6	97	91
0	0		5	97	92
0	0		4	97	93
0	0		4	97	93

[illegible][illegible][illegible]

Size:	10628
Employees:	5
Peak Demand:	37

Square feet per space	150
Spaces Needed for storage	71
Employees per space	3
Spaces Needed for employees	2
Total Spaces Needed	73

