



October 1, 2012

Vanasse Hangen Brustlin, Inc.

Ref: 10865.00

Mr. Justin Krebs
The Walsh Company
99 Summer Street
Boston, MA 02110

Re: Parking Requirement Assessment
Hotel Indigo
399 Grove Street
Newton, Massachusetts

Dear Mr. Krebs:

As requested, VHB has assessed the existing parking supply associated with the Hotel Indigo, located at 399 Grove Street in Newton, Massachusetts. The Hotel Indigo has 191 guest rooms and a restaurant/lounge called Bokx 109. Under existing conditions, parking is generally accomplished through self parking exclusively for hotel operations. Valet parking for the restaurant/lounge is available Sunday through Thursday from 5-10 PM and Friday/Saturday from 5-11 PM at the main site access (in front of building). Access to the site is currently provided by a single driveway located along Grove Street approximately 200 feet to the east of the existing Route 128 northbound off-ramp to Grove Street eastbound.

Field inventory of the existing parking supply indicates that a total of 216 parking spaces currently are striped or signed on site. The parking supply is comprised of three primary parking areas including a short-term area in the front of the building, a parking deck (P1), and an at-grade parking level (P2). Both P1 and P2 are located in the rear of the hotel building. The existing parking supply per area is defined in Table 1 below:

Table 1 – Existing Parking Supply

<u>Location</u>	<u>Parking Supply</u>
Front of Building;	4 short term spaces
P1	74 spaces
P2	138 spaces
	216 spaces

Parking Demand Assessment

To assess the adequacy of the existing parking supply, VHB conducted a parking turnover assessment from 9:00 AM Tuesday April 24, 2012 through 8:00 AM Sunday April 29, 2012. This assessment was focused on parking

activity in the rear of the site exclusively (P1 and P2 which consists of 212 (98%) of the total 216 site parking supply). To efficiently collect parking demand information, an automatic traffic recorder (ATR) count was conducted along the Hotel Indigo Site driveway on the west side of the building between the temporary parking spaces (front of building), and the entrance to P1/P2. At the time that the ATR counter was placed on the driveway, a field inventory of the number of parked vehicles in both P1 and P2 was conducted simultaneously to establish the baseline for the ATR count which was essentially used for the purpose of tracking parking demand. By understanding the parking count at the time the ATR was placed, the entering and exiting vehicles recorded by the ATR count was used to account for the changes in parking demand. Since the ATR only recorded part of the day on Tuesday the 24th and Sunday the 29th, data for both days were not used in this assessment so as not to skew the data by only having a small part of the daily activity. Based on the parking demand count, a summary of the daily parking average, daily high demand, and daily low demand for lots P1 and P2 (combined) is summarized in Table 2 below along with the recorded occupancy of the hotel on each of the count days:

Table 2 – Parking Demand Summary

	4/25/2012	4/26/2012	4/27/2012	4/28/2012
	Wednesday	Thursday	Friday	Saturday
Hotel Occupancy*	76%	68%	61%	78%
Daily Average**	90	92	90	92
Daily High**	141	132	139	146
Daily Low**	42	42	48	43

* Based on room occupancy provided by hotel management

** Unadjusted numbers based on April 2012 Count

With the hotel level of occupancy identified, the unadjusted average daily parking demand ranged from 90 vehicles to 92 vehicles (average for period = 91). The daily unadjusted high parking demand ranged between 132 vehicles to 146 vehicles (average for period = 140). And the daily unadjusted low parking demand ranged between 42 and 53 vehicles (average for period = 46). This translates to parking demand rates for the site (hotel and restaurant/lounge **inclusive**) of 0.48 parking spaces per room for average daily conditions, and 0.73 parking spaces per room for daily high demand rate.

To get an understanding of typical occupancy levels of the hotel throughout the course of a year, average occupancy rate data was collected from the hotel management staff. In addition, typical hotel occupancy fluctuations provided by the Institute of Transportation Engineers (ITE) *Parking Generation*ⁱ was assessed. Based on ITE Land Use Code 310 (Hotel), typical hotel occupancy ranges from 48% in December to 72% in June/July (see Appendix for details). Review of the data supplied by the Hotel Indigo management for 2011 suggests that monthly occupancy at the Hotel Indigo ranged between a low of 43% in December to a high of 88% in October with average occupancy for the year at approximately 67%. To assess the likely parking

ⁱ *Parking Generation*, 3rd Edition; Institute of Transportation Engineers, Washington, DC



demands for the site with the highest month occupancy from the 2011 Hotel Indigo data, the parking counts collected in April (which had an average occupancy of 70%) were adjusted upward to estimate the high month occupancy of 88% (See Appendix for calculations). Based on this approach, the parking demand during a peak occupancy month would be approximately 114 for average daily condition, and approximately 160 spaces to accommodate the expected daily high parking demand. This translates to parking rates for the site (hotel and restaurant/lounge **inclusive**) of 0.59 parking spaces per room (or 112 parking spaces) for average daily conditions, and 0.84 parking spaces per room (160 parking spaces) for daily high demand rate. As discussed previously the site currently has a parking supply of 216 parking spaces which demonstrates adequate supply for typical parking demands.

Peak Hotel Occupancy Parking Demand Assessment

To supplement the parking demand assessment conducted in April, VHB conducted a parking demand assessment during the weekend of May 19, 2012 when the hotel was at full capacity. Data from hotel management has confirmed that the hotel was 98% occupied on Saturday evening May 19. Management mentioned that 3 guest rooms were unavailable that night as they were out of order. To assess the parking demand requirements when the hotel is very near capacity, VHB collected parking data for the entire day on Saturday May 19, 2012. Similar to the April study, this assessment was focused on parking activity in the rear of the site exclusively (P1 and P2 which consists of 212 (98%) of the total 216 site parking supply). To efficiently collect parking demand information, an automatic traffic recorder (ATR) count was conducted along the Hotel Indigo Site driveway on the west side of the building between the temporary parking spaces (front of building), and the entrance to P1/P2. At the time that the ATR counter was placed on the driveway, a field inventory of the number of parked vehicles in both P1 and P2 was conducted simultaneously to establish the base line for the ATR count which was essentially used for the purpose of tracking parking demand. Based on the parking demand count, a summary of the daily parking average, daily high demand, and daily low demand for lots P1 and P2 (together) is summarized in Table 3 below along with the recorded occupancy of the hotel on each of the count days:

Table 3 – Peak Parking Demand Summary (Hotel at 98% occupancy)

Time	Saturday 5/18/2012
Hotel Occupancy*	98%
Daily Average**	103
Daily High**	151
Daily Low**	55

* Based on room occupancy provided by hotel management

** Unadjusted numbers based on May 2012 Count

With the hotel level of occupancy identified, the unadjusted average daily parking demand was observed to be 103 vehicles. The daily unadjusted high parking demand was observed to be 151 vehicles. And the daily unadjusted low parking demand was observed to be 55 vehicles. This translates to parking demand rates for the site (hotel and restaurant/lounge **inclusive**) of 0.54 parking spaces per room for average daily conditions, and 0.80 parking spaces per room for daily high demand rate. These rates represent the worst case parking demand



condition expected as the hotel occupancy was nearly 100 percent. In both cases existing parking supply exceeds demand by greater than 21%.

Parking Plan - Functions

On occasion, there are functions planned at the Indigo where parking demands are outside of normal conditions. For instance, a recent function that was held on June 20, 2012, resulted in parking demand for a short period that exceeded the parking supply on site. To accommodate this, a City of Newton Police Detail was hired to control ingress and egress to the facility along Grove Street. In addition, parking along the circumference access road was necessary to accommodate the demand. While the access and parking needs for this event were reasonably accommodated during this event, these conditions can be better accommodated in the future by the further development of access and parking strategies. This will include the development of a Parking Management Plan that is likely to include elements of the following:

- Continued Support by hiring City of Newton Police Details
- Bolstering the valet parking program as needed to accommodate parking needs for functions; this may include encouraging or requiring valet parking for certain periods. Valet attendants can better utilize existing parking areas such as P2 by stacking/staging vehicles if needed.
- Establishing on-site attendants at entry locations to parking supplies and at the access drive so that communication about available parking can be conveyed to patrons as they enter the facility.
- Attendants can also direct patrons as they make their way to available parking spaces.

In addition, as the Station at Riverside project comes on line, there will be opportunities to use portions of the office building, and possibly the MBTA garage to accommodate overflow parking. It is anticipated that utilization of parking in these areas would be managed by valet as it is not practical to plan for patrons to utilize these off site parking areas.

Local Parking Requirements

The Newton Zoning Ordinances have specific requirements for parking at hotels and restaurants. Section 10-19 of the parking requirements applied to the existing Hotel Indigo are outlined in Table 4 below:

Table 4 Local Parking Requirement Summary

Use	Zoning Requirement	Spaces Required
Hotel		
191 Rooms	1 space/room	191 spaces
21 Employees	1 space/3 employees	7 spaces
Resturant/Lounge		
458 Seats	(1 space/3seats)/2	77 spaces
20 Employees	1 space/3 employees/2	4 spaces
		Total Parking Requirement
		279 spaces



Based on local zoning requirements, the site requires a total of 279 parking spaces. As described in the parking demand assessment conducted on site, the actual parking demand that has been experienced on site is substantially lower than the local requirement.

Industry Standards for Hotels

The Institute of Transportation Engineers (ITE) *Parking Generation*ⁱⁱ is a publication that provides data for parking demand at many types of uses, hotels included. Land Use Code 310 (Hotel) is the most general category that ITE provides for hotels. The description from the manual that is provided for LUC 310 is provided below:

"Hotels are places of lodging that provide sleeping accommodation and support facilities such as restaurants, cocktail lounges, meeting and banquet rooms and convention facilities, limited recreational facilities (pool, fitness room) and/or other retail and service shops."

Hotel (LUC 310) is a data source for typical hotels that include support facilities such as restaurants, cocktail lounges, and recreation facilities (pool, fitness room). This category fits the Hotel Indigo use best and is therefore the most applicable for further exploring potential parking demand for the existing facility. Using ITE, the hotel (including the restaurant/cocktail lounge) would be expected to have a peak parking demand of approximately 175 parking spaces. This is similar to the parking demand range established by the actual parking assessment conducted at the existing Hotel Indigo facility, which resulted in a peak daily demand of approximately 160 parking spaces. Under both the empirical data and the industry standard ITE projections, the existing site parking supply is more than adequate to meet typical demands.

Conclusion/Recommendation

The Hotel Indigo currently has 216 parking spaces on site, and based on discussions with site management, the current parking supply has been and continues to be adequate to accommodate parking demands on site. To verify this, VHB has conducted parking demand assessments during two periods as outlined in this document. Based on this assessment the high demand period parking requirement, during full occupancy of the hotel, has been determined to be in the range of approximately 150-160 parking spaces. In comparison, based on LUC 310 in the ITE *Parking Generation* manual, the average peak parking demand would be expected to be in the range of 175 parking spaces. In both cases existing parking supply exceeds demand by greater than 21%.

ⁱⁱ *Parking Generation*, 3rd Edition; Institute of Transportation Engineers, Washington, DC



Mr. Justin Krebs
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Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.



Randall C. Hart
Director
Transportation Planning & Engineering, LD



APPENDIX

Hotel Indigo Hourly Parking Count
10865.00

Overall Hourly High:	149
Average Hourly Parking Demand:	98

Time	Day					
	Tuesday 4/24/2012	Wednesday 4/25/2012	Thursday 4/26/2012	Friday 4/27/2012	Saturday 4/28/2012	Sunday 4/29/2012
Daily Average	90	90	92	90	92	132
Daily High	149	141	132	139	146	141
Daily Low	49	42	53	48	43	115
12:00 AM		106	106	98	103	141
1:00 AM		106	105	93	105	137
2:00 AM		103	101	93	101	137
3:00 AM		103	100	93	101	134
4:00 AM		102	100	92	100	134
5:00 AM		103	104	92	102	134
6:00 AM		95	104	88	103	135
7:00 AM		74	85	80	94	125
8:00 AM		53	60	62	76	115
9:00 AM	57	50	62	51	64	
10:00 AM	53	42	57	48	53	
11:00 AM	56	42	62	51	43	
12:00 PM	49	46	53	53	48	
1:00 PM	52	48	54	50	49	
2:00 PM	57	51	62	51	51	
3:00 PM	66	69	85	71	63	
4:00 PM	74	98	96	101	80	
5:00 PM	117	119	116	128	89	
6:00 PM	137	116	130	128	105	
7:00 PM	132	141	132	126	117	
8:00 PM	149	137	117	128	134	
9:00 PM	122	132	114	139	144	
10:00 PM	115	124	100	130	145	
11:00 PM	107	107	102	110	146	

Sunday at 8:45 AM = 89 (Δ ?)
End Check:
 Total In: 1896
 Total Out: 1838
 Difference 58
 Plus initial 57: 115

Friday at 5:40 PM = 105 (Δ ?)

Hotel Indigo Hourly Pa

10865.00

May 18-20, 2012

Overall Hourly High:	166
Average Hourly Parking Demand:	94

Time	Friday 5/18/2012	Saturday 5/19/2012	Sunday 5/20/2012
Daily Average	84	103	92
Daily High	166	150	137
Daily Low	30	55	28
12:00 AM		126	137
1:00 AM		122	131
2:00 AM		119	128
3:00 AM		117	128
4:00 AM		119	128
5:00 AM		120	130
6:00 AM		117	132
7:00 AM	73	110	118
8:00 AM	59	97	113
9:00 AM	45	68	79
10:00 AM	38	57	58
11:00 AM	30	55	39
12:00 PM	36	61	28
1:00 PM	33	62	29
2:00 PM	38	60	41
3:00 PM	41	71	49
4:00 PM	78	95	
5:00 PM	93	105	
6:00 PM	119	117	
7:00 PM	139	116	
8:00 PM	147	123	
9:00 PM	152	139	
10:00 PM	166	150	
11:00 PM	140	148	

NEWTON INDIGO

STATISTICS	SUN	MON	TUE	WED	THU	FRI	SAT	Weekly Total	Month- to-Date	Year- to-Date
	Actual	Actual	Actual	Actual	Actual	Actual	Actual			
AVAILABLE ROOMS	191	191	191	191	191	191	191	1,337	5,348	21,392
OCCUPIED ROOMS	131	179	158	146	130	117	149	1,010	4,128	12,277
REV. OCCUPANCY %	68.6%	93.7%	82.7%	76.4%	68.1%	61.3%	78.0%	75.5%	77.2%	38.8%

Hotel Indigo Boston - Newton Riverside		Full Year - Actuals - Key Stats Report for 2011 - % Rev - Amount - US Dollars												Totals		Last Year	
		Year 2011												Budget		Jan-Dec 2010	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Dec 2011	Jan-Dec 2011	Jan-Dec 2010	Jan-Dec 2010
Available Rooms	5,921	5,348	5,921	5,730	5,921	5,730	5,921	5,921	5,730	5,921	5,730	5,921	69,715	69,715	69,715	69,715	
Rooms Sold	2,690	2,711	3,422	4,094	4,222	4,691	4,678	4,528	5,228	3,802	5,228	2,556	47,284	47,284	45,217	45,217	
Occ %	45.4	50.7	57.8	71.4	71.3	81.9	79	76.5	88.3	66.4	88.3	43.2	67.5	67.8	64.9	64.9	

Land Use: 310 Hotel

Parking demand at a hotel may be related to the presence of supporting facilities, such as convention facilities, restaurants, meeting/banquet space and retail facilities. Future data submissions should specify the presence of these amenities.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately estimate parking generation characteristics for the site.

Additional Data

During the course of a year most hotels maintain at least an overall average occupancy ratio of 60 to 70 percent. Peak (above 90 percent) occupancy is common, but generally occurs for limited times throughout the year. Analysts are encouraged to consider the month and day activity/occupancy trend of hotels. Supplementary information on seasonal and daily variation in hotel room occupancy is presented below from Smith Travel Research for all hotels in North America. Its direct applicability to this land use code is limited because the occupancy data averages all regions and hotel types, including resort, business, convention and all-suites hotels. More parking survey data is needed to better understand these peak and non-peak trends.

Month	Average Hotel Occupancy (%)
January	51
February	61
March	66
April	65
May	67
June	72
July	72
August	71
September	67
October	67
November	59
December	48

Day of Week	Average Hotel Occupancy (%)
Sunday	51
Monday	62
Tuesday	67
Wednesday	69
Thursday	66
Friday	69
Saturday	72

SOURCE: Smith Travel Research, average data from North American hotels from 2000. www.wwstar.com

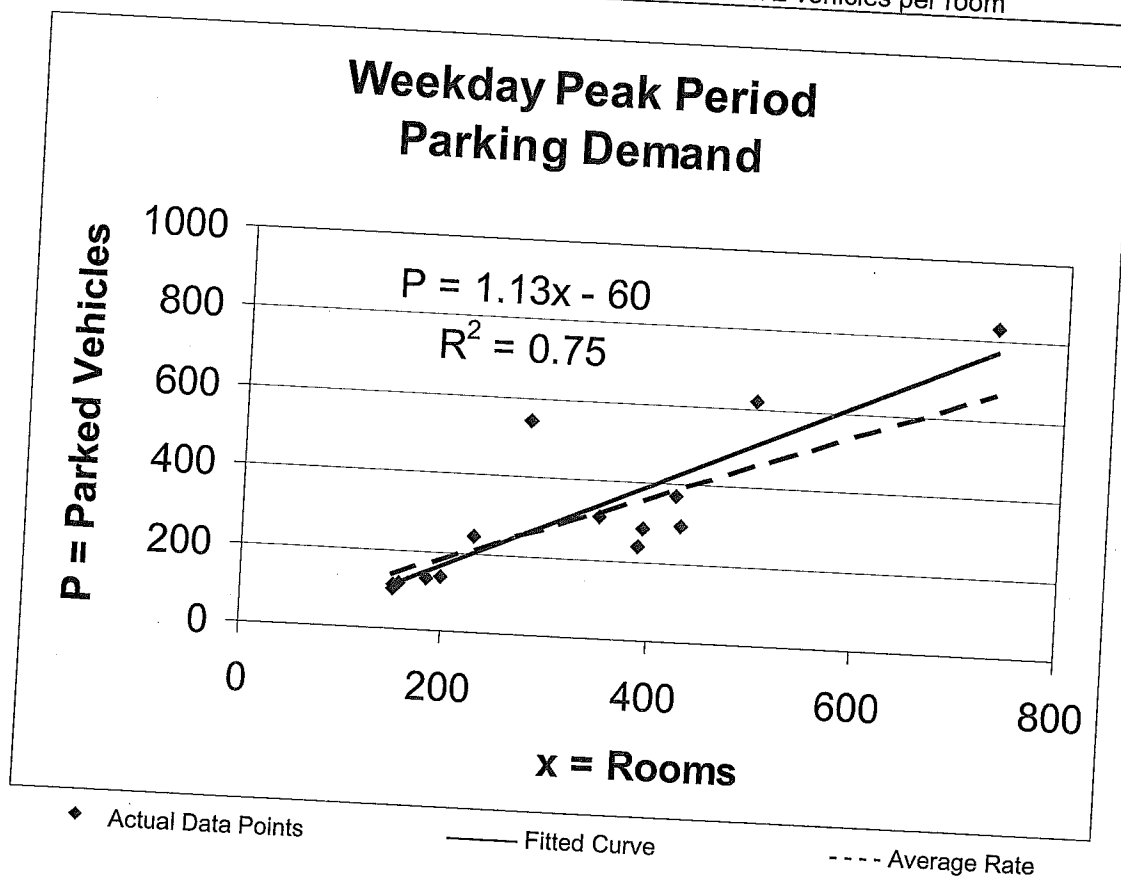
Study Sites/Years

Rosemont, IL (1969); Chicago, IL (1973); Newport Beach, CA (1981); Boca Raton, FL (1983); Scottsdale, AZ (1983); Concord, CA (1985); Orlando, FL (1988); Cypress, CA (1989); La Palma, CA (1989); Burlingame, CA (2001); Millbrae, CA (2001); Milpitas, CA (2001); San Mateo, CA (2001)

Land Use: 310 Hotel

Average Peak Period Parking Demand vs: Rooms On a Weekday

Statistic	Peak Period Demand
Peak Period	12:00–1:00 p.m.; 7:00–10:00 p.m.; 11:00 p.m.–5:00 a.m.
Number of Study Sites	14
Average Size of Study Sites	340 rooms
Average Peak Period Parking Demand	0.91 vehicles per room
Standard Deviation	0.35
Coefficient of Variation	39%
Range	0.61–1.94 vehicles per room
85th Percentile	1.14 vehicles per room
33rd Percentile	0.72 vehicles per room





Project: _____ Project # 10865-00
 Location: NEWTON Sheet 1 of _____
 Calculated by: Rut Date: _____
 Checked by: _____ Date: _____
 Title INDIGO HOTEL PARKING CALCES

PARKING COUNT

	<u>4/25</u>	<u>4/26</u>	<u>4/27</u>	<u>4/28</u>	<u>AVERAGE</u>
HOTEL OCCUPANCY	76.4%	68.1%	61.3%	78%	= 71%
PARKING DEMAND (DAILY AVG)	90	92	90	92	= 91
PARKING DEMAND (DAILY HIGH)	141	132	139	146	= 140

PARKING RATES

AVERAGE DEMAND $91 / (191 \text{ ~~rooms~~ } \times \text{ ~~0.48~~ }) = \text{ ~~0.97~~ } \text{ PARKING SPACES / AVG } \text{ ~~0.48~~ } \text{ ROOMS}$

HIGH DEMAND $140 / (191 \text{ ~~rooms~~ } \times \text{ ~~0.73~~ }) = \text{ ~~0.73~~ } \text{ PARKING SPACES / } \text{ ~~0.73~~ } \text{ AVG ROOMS}$
High Demand

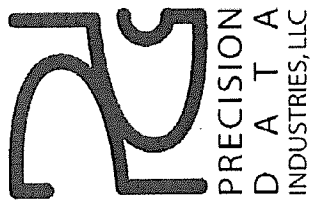
ADJUSTMENT TO PEAK OCCUPANCY MONTH
 COUNT APRIL 70% OCCUPANCY
 HIGH BASED ON INDIGO 2010 DATA (38% HIGH MONTH OCCUPANCY)

AVERAGE DEMAND	$\frac{91}{x} = \frac{70}{38}$	High Demand	$\frac{140}{x} = \frac{70}{38}$
	$x = 114$ PARKING SPACES		$x = 160$

	5/18/2012	5/20/2012
Install Time	8:15 AM	3:15 PM
Upper Lot	41	34
Lower Lot	<u>32</u>	<u>17</u>
Total	73	51
Front Lot	5	5

not included in totals below

Entering	1038
Exiting	1062
Lot total entering	1111
Lot total exiting	1062
Lot Total ATR	49
Lot Total count	51
difference	2



PRECISION DATA INDUSTRIES, LLC
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

Traffic Counts with Precision



Imagery Date: 6/16/2010 1595' 22:2001 247 N 71 51 30 W 155' 61 ft

Client: VHB	Engineer: M. Kealey	Site Code: 10865	Date: Tues 4/24 thru Sun 4/29/12	PDI Job Number: 122898	City, State: Newton, MA
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Hotel Indigo Driveway
 west of Grove Street
 City, State: Newton, MA
 Client: VHB/ M. Kealey

PRECISION
 DATA
 INDUSTRIES, LLC

122898 A Volume
 Site Code: 10865

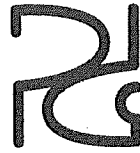
P.O. Box 301, Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

Start Time	23-Apr-12		Tue		Wed		Thu		Fri		Weekday Avg.		Sat		Sun	
	WB (Enter)	EB (Exit)	WB (Enter)	EB (Exit)	WB (Enter)	EB (Exit)	WB (Enter)	EB (Exit)	WB (Enter)	EB (Exit)	WB (Enter)	EB (Exit)	WB (Enter)	EB (Exit)	WB (Enter)	EB (Exit)
12:00 AM	*	*	*	*	0	0	1	1	3	3	2	2	4	4	11	13
01:00	*	*	*	*	0	0	0	0	1	1	0	0	2	2	3	8
02:00	*	*	*	*	0	0	3	3	2	2	1	1	2	2	2	2
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	0	0	1	1	0	0	0	0	1	1	0	0
05:00	*	*	*	*	2	2	1	1	3	3	3	3	1	2	1	1
06:00	*	*	*	*	5	5	13	13	4	4	5	5	2	2	4	4
07:00	*	*	*	*	11	11	32	32	16	16	13	13	1	10	6	16
08:00	*	*	*	*	11	11	32	32	33	33	9	9	7	25	7	15
09:00	*	*	*	*	9	9	12	12	4	4	9	9	3	15	5	*
10:00	*	*	*	*	9	9	17	17	11	11	6	6	10	10	*	*
11:00	*	*	*	*	9	9	17	17	5	5	8	8	12	12	*	*
12:00 PM	*	*	*	*	12	12	15	15	8	8	10	10	14	14	*	*
01:00	*	*	*	*	8	8	15	15	11	11	12	12	14	14	*	*
02:00	*	*	*	*	11	11	18	18	10	10	13	13	14	14	*	*
03:00	*	*	*	*	16	16	10	10	7	7	15	15	11	11	*	*
04:00	*	*	*	*	20	20	11	11	18	18	17	17	20	20	*	*
05:00	*	*	*	*	27	27	19	19	3	3	29	29	12	12	*	*
06:00	*	*	*	*	60	60	17	17	41	41	36	36	17	17	*	*
07:00	*	*	*	*	55	55	24	24	27	27	44	44	31	31	*	*
08:00	*	*	*	*	19	19	24	24	33	33	28	28	33	33	*	*
09:00	*	*	*	*	42	42	30	30	36	36	32	32	44	44	*	*
10:00	*	*	*	*	29	29	23	23	27	27	16	16	26	26	*	*
11:00	*	*	*	*	7	7	15	15	30	30	8	8	27	27	*	*
Total	0	0	323	273	339	339	374	379	413	405	372	372	408	372	39	70
Day			596	596	678	678	753	753	818	818	744	744	780	780	109	109
AM Peak	11:00	10:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00	07:00	08:00	11:00	08:00	00:00	00:00
Vol.	12	9	32	32	16	16	35	35	17	25	13	30	12	25	13	18
PM Peak	17:00	21:00	19:00	20:00	17:00	17:00	20:00	20:00	19:00	19:00	17:00	21:00	17:00	17:00	17:00	17:00
Vol.	60	56	42	34	49	49	36	36	53	38	51	34	44	35	35	35

Comb. Total 0 596 678 753 818 744 780 109

ADT ADT 750 AADT 750

APRIL



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Hotel Indigo Driveway
west of Grove Street
City, State: Newton, MA
Client: VHB/ M. Kealey

122898 A Volume
Site Code: 10865

Start Time	WB (Enter)		EB (Exit)		Combined		24-Apr-12 Tue					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	*	4	*	8	*	12						
12:15	*	2	*	2	*	4						
12:30	*	1	*	2	*	3						
12:45	*	1	8	*	0	3	15	0	4	23		
01:00	*	2	*	2	*	4						
01:15	*	2	*	2	*	4						
01:30	*	2	*	3	*	5						
01:45	*	5	11	*	0	1	8	*	0	6	19	
02:00	*	2	*	3	*	5						
02:15	*	3	*	2	*	5						
02:30	*	5	*	2	*	7						
02:45	*	6	16	*	0	4	11	*	0	10	27	
03:00	*	4	*	1	*	5						
03:15	*	4	*	5	*	9						
03:30	*	8	*	2	*	10						
03:45	*	4	20	*	0	3	11	*	0	7	31	
04:00	*	2	*	8	*	10						
04:15	*	5	*	2	*	7						
04:30	*	10	*	4	*	14						
04:45	*	10	27	*	0	5	19	*	0	15	46	
05:00	*	16	*	6	*	22						
05:15	*	18	*	6	*	24						
05:30	*	14	*	2	*	16						
05:45	*	12	60	*	0	3	17	*	0	15	77	
06:00	*	15	*	10	*	25						
06:15	*	13	*	8	*	21						
06:30	*	15	*	10	*	25						
06:45	*	12	55	*	0	7	35	*	0	19	90	
07:00	*	3	*	6	*	9						
07:15	*	2	*	6	*	8						
07:30	*	11	*	7	*	18						
07:45	*	3	19	*	0	5	24	*	0	8	43	
08:00	*	7	*	8	*	15						
08:15	*	15	*	8	*	23						
08:30	*	8	*	3	*	11						
08:45	*	12	42	*	0	6	25	*	0	18	67	
09:00	*	10	*	16	*	26						
09:15	*	5	*	9	*	14						
09:30	*	7	*	15	*	22						
09:45	0	0	7	29	1	1	16	56	1	1	23	85
10:00	0	1	2	3	2	4						
10:15	1	4	4	8	5	12						
10:30	2	3	1	3	3	6						
10:45	2	5	4	12	2	9	5	19	4	14	9	31
11:00	4	3	2	5	6	8						
11:15	3	2	5	3	8	5						
11:30	3	1	2	4	5	5						
11:45	2	12	1	7	0	9	3	15	2	21	4	22
Total	17	306	19	255	36	561						
Percent	47.2%	54.5%	52.8%	45.5%								
Day Total		323		274		597						
Peak	10:45	05:00	10:45	09:00	10:45	06:00						
Vol.	12	60	11	56	23	90						
P.H.F.	0.750	0.833	0.550	0.875	0.719	0.900						



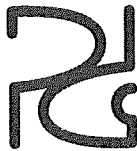
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
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Email: datarequests@pdillc.com

Hotel Indigo Driveway
west of Grove Street
City, State: Newton, MA
Client: VHB/ M. Kealey

122898 A Volume
Site Code: 10865

Start Time	WB (Enter)		EB (Exit)		Combined		25-Apr-12 Wed					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	0	5	0	4	0	9						
12:15	0	7	1	6	1	13						
12:30	0	3	0	2	0	5						
12:45	0	4	19	0	1	7	34					
01:00	0	8	0	6	0	14						
01:15	0	1	0	4	0	5						
01:30	0	10	0	4	0	14						
01:45	0	1	20	0	0	5	38					
02:00	0	1	0	0	0	1						
02:15	0	0	1	1	1	1						
02:30	0	4	2	4	2	8						
02:45	0	5	10	0	3	7	17					
03:00	0	6	0	1	0	7						
03:15	0	3	0	1	0	4						
03:30	0	3	0	1	0	4						
03:45	0	9	21	0	0	9	24					
04:00	0	7	0	1	0	8						
04:15	0	8	0	4	0	12						
04:30	0	12	0	4	0	16						
04:45	0	13	40	1	1	15	51					
05:00	0	8	1	6	1	14						
05:15	0	8	0	8	0	16						
05:30	1	14	0	2	1	16						
05:45	1	11	41	0	1	15	61					
06:00	0	6	3	4	3	10						
06:15	0	2	3	4	3	6						
06:30	4	6	4	10	8	16						
06:45	1	10	24	3	13	9	27	18	19	51		
07:00	1	10	9	4	10	14						
07:15	1	6	6	1	7	7						
07:30	5	12	9	4	14	16						
07:45	4	11	14	42	8	32	8	17	12	43	22	59
08:00	4	10	8	8	12	12						
08:15	2	5	8	9	10	14						
08:30	1	9	5	10	6	19						
08:45	4	11	6	30	11	32	13	34	15	43	19	64
09:00	4	5	4	6	8	11						
09:15	1	6	2	6	3	12						
09:30	2	6	4	12	6	18						
09:45	2	9	6	23	2	12	4	28	4	21	10	51
10:00	4	2	8	6	12	8						
10:15	4	2	2	3	6	5						
10:30	1	4	4	4	5	8						
10:45	0	9	1	9	3	17	4	17	3	26	5	26
11:00	2	2	1	6	3	8						
11:15	4	3	2	12	6	15						
11:30	0	1	2	4	2	5						
11:45	1	7	0	6	2	7	1	23	3	14	1	29
Total	54	285	119	220	173	505						
Percent	31.2%	56.4%	68.8%	43.6%								
Day Total		339		339		678						
Peak	07:30	04:45	07:30	08:15	07:30	07:45						
Vol.	15	43	33	38	48	67						
P.H.F.	0.750	0.768	0.917	0.731	0.857	0.761						



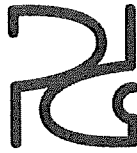
PRECISION
D A T A
INDUSTRIES, LLC

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Hotel Indigo Driveway
west of Grove Street
City, State: Newton, MA
Client: VHB/ M. Kealey

122898 A Volume
Site Code: 10865

Start Time	WB (Enter)		EB (Exit)		Combined		26-Apr-12 Thu
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	2	0	4	1	6	
12:15	0	2	1	5	1	7	
12:30	0	2	1	1	1	3	
12:45	1	2	8	1	2	9	25
01:00	0	4	0	4	0	8	
01:15	0	4	1	3	1	7	
01:30	0	1	0	1	0	2	
01:45	0	2	11	0	1	4	21
02:00	0	7	1	2	1	9	
02:15	0	4	2	4	2	8	
02:30	0	2	1	2	1	4	
02:45	0	4	17	0	4	5	26
03:00	0	8	0	6	0	14	
03:15	0	10	1	5	1	15	
03:30	0	4	0	2	0	6	
03:45	0	16	38	0	1	18	53
04:00	0	10	0	6	0	16	
04:15	0	7	0	10	0	17	
04:30	0	10	0	1	0	11	
04:45	0	8	35	0	7	15	59
05:00	0	11	0	2	0	13	
05:15	0	18	0	8	0	26	
05:30	3	12	0	11	3	23	
05:45	1	8	49	0	8	16	78
06:00	0	13	0	9	0	22	
06:15	1	7	3	8	4	15	
06:30	4	8	1	8	5	16	
06:45	2	15	43	3	4	19	72
07:00	0	10	6	9	6	19	
07:15	8	7	6	10	14	17	
07:30	6	8	10	6	16	14	
07:45	2	8	33	13	6	14	64
08:00	2	5	10	14	12	19	
08:15	3	7	9	6	12	13	
08:30	2	6	9	10	11	16	
08:45	1	3	21	5	6	9	57
09:00	0	11	4	6	4	17	
09:15	3	5	3	12	6	17	
09:30	6	2	0	3	6	5	
09:45	5	6	24	5	6	12	51
10:00	2	6	3	10	5	16	
10:15	1	2	1	7	2	9	
10:30	2	2	3	6	5	8	
10:45	1	6	16	4	7	13	46
11:00	2	6	2	2	4	8	
11:15	3	2	1	5	4	7	
11:30	1	0	2	2	3	2	
11:45	4	4	12	0	4	5	22
Total	67	307	112	267	179	574	
Percent	37.4%	53.5%	62.6%	46.5%			
Day Total		374		379		753	
Peak	07:15	05:15	07:30	05:15	07:15	05:15	
Vol.	18	51	42	36	57	87	
P.H.F.	0.563	0.708	0.808	0.818	0.891	0.837	



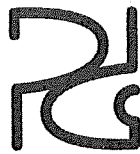
PRECISION
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INDUSTRIES, LLC

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Hotel Indigo Driveway
west of Grove Street
City, State: Newton, MA
Client: VHB/ M. Kealey

122898 A Volume
Site Code: 10865

Start Time	WB (Enter)		EB (Exit)		Combined		27-Apr-12 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	2	2	0	2	2	
12:15	3	4	2	3	5	7	
12:30	0	2	3	1	3	3	
12:45	0	4	0	6	0	10	22
01:00	0	3	1	5	1	8	
01:15	0	2	1	2	1	4	
01:30	1	5	0	1	1	6	
01:45	0	1	4	6	4	7	25
02:00	1	5	1	5	2	10	
02:15	1	3	0	3	1	6	
02:30	0	4	1	5	1	9	
02:45	0	2	6	4	0	10	35
03:00	0	9	0	4	0	13	
03:15	0	8	0	3	0	11	
03:30	0	11	0	6	0	17	
03:45	0	0	9	0	0	13	54
04:00	0	6	0	4	0	10	
04:15	0	4	1	4	1	8	
04:30	0	19	0	6	0	25	
04:45	0	0	15	0	0	15	58
05:00	0	8	0	6	0	14	
05:15	0	14	0	6	0	20	
05:30	1	21	2	8	3	29	
05:45	2	3	10	1	3	16	79
06:00	0	8	3	10	3	18	
06:15	0	8	1	12	1	20	
06:30	1	8	1	10	2	18	
06:45	3	4	12	3	6	16	72
07:00	2	9	8	13	10	22	
07:15	1	8	4	13	5	21	
07:30	4	10	3	4	7	14	
07:45	5	12	9	5	10	17	74
08:00	4	6	7	7	11	13	
08:15	0	12	6	8	6	20	
08:30	1	7	8	11	9	18	
08:45	2	7	8	4	6	13	64
09:00	2	8	2	5	4	13	
09:15	1	6	6	6	7	12	
09:30	1	15	5	5	6	20	
09:45	0	4	8	2	2	18	63
10:00	1	4	0	8	1	12	
10:15	2	12	4	17	6	29	
10:30	1	7	2	7	3	14	
10:45	1	5	6	2	3	12	67
11:00	4	4	5	4	9	8	
11:15	2	1	5	14	7	15	
11:30	7	1	4	7	11	8	
11:45	4	17	3	0	4	7	38
Total	58	355	109	296	167	651	
Percent	34.7%	54.5%	65.3%	45.5%			
Day Total		413		405		818	
Peak	11:00	04:45	07:45	09:45	07:45	05:15	
Vol.	17	58	26	42	36	83	
P.H.F.	0.607	0.690	0.813	0.618	0.818	0.716	



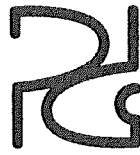
PRECISION
D A T A
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Hotel Indigo Driveway
west of Grove Street
City, State: Newton, MA
Client: VHB/ M. Kealey

122898 A Volume
Site Code: 10865

Start Time	WB (Enter)		EB (Exit)		Combined		28-Apr-12 Sat					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	2	3	5	4	7	7						
12:15	0	3	3	1	3	4						
12:30	0	2	1	1	1	3						
12:45	2	6	14	2	11	9	23					
01:00	2	3	1	5	3	8						
01:15	1	2	0	2	1	4						
01:30	0	5	0	2	0	7						
01:45	0	4	14	0	1	4	27					
02:00	0	5	4	6	4	11						
02:15	1	2	2	7	3	9						
02:30	0	3	0	3	0	6						
02:45	1	2	10	0	6	2	18	8	12	38		
03:00	0	4	0	3	0	7						
03:15	0	8	0	3	0	11						
03:30	2	3	2	2	4	5						
03:45	0	2	8	0	2	3	11	4	11	34		
04:00	0	5	1	5	1	10						
04:15	0	5	0	1	0	6						
04:30	0	11	0	3	0	14						
04:45	0	0	10	0	1	5	14	1	15	45		
05:00	0	9	0	11	0	20						
05:15	1	11	0	7	1	18						
05:30	0	8	0	7	0	15						
05:45	1	2	16	0	0	10	35	2	26	79		
06:00	0	14	0	10	0	24						
06:15	1	13	0	6	1	19						
06:30	0	7	0	5	0	12						
06:45	1	2	7	1	2	11	25	3	11	66		
07:00	1	8	3	8	4	16						
07:15	0	7	1	3	1	10						
07:30	0	8	5	4	5	12						
07:45	0	1	10	1	6	21	1	11	16	54		
08:00	2	8	6	5	8	13						
08:15	2	12	2	6	4	18						
08:30	2	16	11	14	13	30						
08:45	1	7	8	6	2	10	27	32	10	71		
09:00	0	6	7	3	7	9						
09:15	0	14	2	4	2	18						
09:30	3	10	2	10	5	20						
09:45	0	3	11	4	15	14	31	4	18	25	72	
10:00	2	7	7	7	9	14						
10:15	2	10	4	6	6	16						
10:30	0	7	6	7	6	14						
10:45	6	10	3	27	4	6	26	10	31	9	53	
11:00	2	9	10	4	12	13						
11:15	5	5	4	9	9	14						
11:30	4	10	5	6	9	16						
11:45	1	12	4	28	3	22	8	27	4	34	12	55
Total	48	360	115	257	163	617						
Percent	29.4%	58.3%	70.6%	41.7%								
Day Total		408		372		780						
Peak	10:45	05:30	08:15	09:30	10:45	05:30						
Vol.	17	51	26	37	40	84						
P.H.F.	0.708	0.797	0.591	0.661	0.833	0.808						



PRECISION
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Hotel Indigo Driveway
west of Grove Street
City, State: Newton, MA
Client: VHB/ M. Kealey

122898 A Volume
Site Code: 10865

Start Time	WB (Enter)		EB (Exit)		Combined		29-Apr-12 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	4	*	6	*	10	*	
12:15	3	*	6	*	9	*	
12:30	1	*	3	*	4	*	
12:45	5	13	3	18	8	31	0
01:00	3	*	6	*	9	*	
01:15	1	*	4	*	5	*	
01:30	2	*	0	*	2	*	
01:45	2	8	2	12	4	20	0
02:00	0	*	0	*	0	*	
02:15	0	*	2	*	2	*	
02:30	1	*	0	*	1	*	
02:45	1	2	0	2	1	4	0
03:00	0	*	2	*	2	*	
03:15	0	*	1	*	1	*	
03:30	0	*	0	*	0	*	
03:45	0	0	0	3	0	3	0
04:00	0	*	0	*	0	*	
04:15	0	*	0	*	0	*	
04:30	0	*	0	*	0	*	
04:45	0	0	0	0	0	0	0
05:00	0	*	0	*	0	*	
05:15	0	*	0	*	0	*	
05:30	1	*	1	*	2	*	
05:45	0	1	0	1	0	2	0
06:00	1	*	0	*	1	*	
06:15	0	*	2	*	2	*	
06:30	1	*	0	*	1	*	
06:45	2	4	1	3	3	7	0
07:00	0	*	5	*	5	*	
07:15	1	*	3	*	4	*	
07:30	1	*	3	*	4	*	
07:45	4	6	5	16	9	22	0
08:00	1	*	7	*	8	*	
08:15	2	*	4	*	6	*	
08:30	2	*	4	*	6	*	
08:45	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*
Total	39	0	70	0	109	0	
Percent	35.8%	0.0%	64.2%	0.0%			
Day Total		34		55		89	
Peak	12:00		07:45		12:00		
Vol.	13		20		31		
P.H.F.	0.650		0.714		0.775		

Volume

File Name: C:\Users\Owner\Desktop\PDI 2012 Jobs\122928-Newton (VHB)\122928 A Volume.tf2

Start Date: 5/18/2012

Start Time: 8:15:00 AM

Site Code: 10865

Location 1: Hotel Indigo Driveway

Location 2: west of Grove Street

MAY

Date	Time	WB (Enter)	EB (Exit)
5/18/2012	08:15 AM	2	3
5/18/2012	08:30 AM	2	12
5/18/2012	08:45 AM	3	6
5/18/2012	09:00 AM	4	7
5/18/2012	09:15 AM	1	5
5/18/2012	09:30 AM	1	4
5/18/2012	09:45 AM	1	5
5/18/2012	10:00 AM	0	3
5/18/2012	10:15 AM	2	4
5/18/2012	10:30 AM	1	2
5/18/2012	10:45 AM	3	4
5/18/2012	11:00 AM	2	6
5/18/2012	11:15 AM	4	6
5/18/2012	11:30 AM	0	2
5/18/2012	11:45 AM	2	2
5/18/2012	12:00 PM	1	0
5/18/2012	12:15 PM	6	4
5/18/2012	12:30 PM	4	2
5/18/2012	12:45 PM	5	4
5/18/2012	01:00 PM	1	4
5/18/2012	01:15 PM	4	4
5/18/2012	01:30 PM	2	3
5/18/2012	01:45 PM	4	3
5/18/2012	02:00 PM	8	4
5/18/2012	02:15 PM	8	8
5/18/2012	02:30 PM	2	7
5/18/2012	02:45 PM	10	4
5/18/2012	03:00 PM	6	10
5/18/2012	03:15 PM	8	2
5/18/2012	03:30 PM	5	3
5/18/2012	03:45 PM	4	5
5/18/2012	04:00 PM	9	0
5/18/2012	04:15 PM	8	2
5/18/2012	04:30 PM	6	6
5/18/2012	04:45 PM	24	2
5/18/2012	05:00 PM	14	6
5/18/2012	05:15 PM	12	5
5/18/2012	05:30 PM	15	15
5/18/2012	05:45 PM	8	8
5/18/2012	06:00 PM	11	8
5/18/2012	06:15 PM	14	12
5/18/2012	06:30 PM	15	6
5/18/2012	06:45 PM	18	6
5/18/2012	07:00 PM	12	10
5/18/2012	07:15 PM	5	10
5/18/2012	07:30 PM	17	5

5/18/2012 07:45 PM	13	2
5/18/2012 08:00 PM	11	4
5/18/2012 08:15 PM	11	12
5/18/2012 08:30 PM	6	6
5/18/2012 08:45 PM	8	6
5/18/2012 09:00 PM	10	8
5/18/2012 09:15 PM	8	8
5/18/2012 09:30 PM	14	8
5/18/2012 09:45 PM	10	13
5/18/2012 10:00 PM	15	7
5/18/2012 10:15 PM	10	7
5/18/2012 10:30 PM	11	8
5/18/2012 10:45 PM	12	12
5/18/2012 11:00 PM	12	18
5/18/2012 11:15 PM	8	5
5/18/2012 11:30 PM	7	23
5/18/2012 11:45 PM	5	12
5/19/2012 12:00 AM	6	8
5/19/2012 12:15 AM	3	3
5/19/2012 12:30 AM	4	10
5/19/2012 12:45 AM	0	6
5/19/2012 01:00 AM	4	8
5/19/2012 01:15 AM	1	1
5/19/2012 01:30 AM	0	1
5/19/2012 01:45 AM	1	0
5/19/2012 02:00 AM	0	1
5/19/2012 02:15 AM	0	2
5/19/2012 02:30 AM	1	1
5/19/2012 02:45 AM	0	0
5/19/2012 03:00 AM	2	1
5/19/2012 03:15 AM	0	3
5/19/2012 03:30 AM	0	0
5/19/2012 03:45 AM	0	0
5/19/2012 04:00 AM	1	0
5/19/2012 04:15 AM	0	0
5/19/2012 04:30 AM	1	0
5/19/2012 04:45 AM	0	0
5/19/2012 05:00 AM	0	0
5/19/2012 05:15 AM	0	0
5/19/2012 05:30 AM	2	0
5/19/2012 05:45 AM	1	2
5/19/2012 06:00 AM	0	1
5/19/2012 06:15 AM	1	0
5/19/2012 06:30 AM	1	4
5/19/2012 06:45 AM	1	1
5/19/2012 07:00 AM	2	4
5/19/2012 07:15 AM	0	1
5/19/2012 07:30 AM	0	3
5/19/2012 07:45 AM	0	1
5/19/2012 08:00 AM	5	6
5/19/2012 08:15 AM	2	11
5/19/2012 08:30 AM	0	3
5/19/2012 08:45 AM	3	3
5/19/2012 09:00 AM	2	12
5/19/2012 09:15 AM	2	7
5/19/2012 09:30 AM	2	9

5/19/2012 09:45 AM	4	11
5/19/2012 10:00 AM	2	6
5/19/2012 10:15 AM	1	10
5/19/2012 10:30 AM	4	3
5/19/2012 10:45 AM	4	3
5/19/2012 11:00 AM	2	8
5/19/2012 11:15 AM	8	6
5/19/2012 11:30 AM	8	7
5/19/2012 11:45 AM	1	0
5/19/2012 12:00 PM	2	3
5/19/2012 12:15 PM	4	3
5/19/2012 12:30 PM	8	4
5/19/2012 12:45 PM	4	2
5/19/2012 01:00 PM	1	3
5/19/2012 01:15 PM	7	7
5/19/2012 01:30 PM	11	6
5/19/2012 01:45 PM	7	9
5/19/2012 02:00 PM	2	4
5/19/2012 02:15 PM	3	5
5/19/2012 02:30 PM	7	9
5/19/2012 02:45 PM	7	3
5/19/2012 03:00 PM	4	4
5/19/2012 03:15 PM	6	4
5/19/2012 03:30 PM	13	6
5/19/2012 03:45 PM	8	6
5/19/2012 04:00 PM	13	5
5/19/2012 04:15 PM	11	0
5/19/2012 04:30 PM	5	5
5/19/2012 04:45 PM	7	2
5/19/2012 05:00 PM	13	8
5/19/2012 05:15 PM	6	6
5/19/2012 05:30 PM	17	8
5/19/2012 05:45 PM	4	8
5/19/2012 06:00 PM	9	4
5/19/2012 06:15 PM	6	6
5/19/2012 06:30 PM	12	14
5/19/2012 06:45 PM	14	5
5/19/2012 07:00 PM	10	15
5/19/2012 07:15 PM	6	7
5/19/2012 07:30 PM	8	4
5/19/2012 07:45 PM	5	4
5/19/2012 08:00 PM	11	6
5/19/2012 08:15 PM	3	2
5/19/2012 08:30 PM	7	4
5/19/2012 08:45 PM	2	4
5/19/2012 09:00 PM	5	3
5/19/2012 09:15 PM	8	4
5/19/2012 09:30 PM	14	8
5/19/2012 09:45 PM	12	8
5/19/2012 10:00 PM	9	10
5/19/2012 10:15 PM	10	9
5/19/2012 10:30 PM	10	4
5/19/2012 10:45 PM	12	7
5/19/2012 11:00 PM	6	10
5/19/2012 11:15 PM	12	10
5/19/2012 11:30 PM	4	4

5/19/2012 11:45 PM	12	12
5/20/2012 12:00 AM	3	8
5/20/2012 12:15 AM	0	6
5/20/2012 12:30 AM	4	5
5/20/2012 12:45 AM	1	0
5/20/2012 01:00 AM	0	1
5/20/2012 01:15 AM	1	5
5/20/2012 01:30 AM	3	3
5/20/2012 01:45 AM	0	1
5/20/2012 02:00 AM	0	0
5/20/2012 02:15 AM	0	1
5/20/2012 02:30 AM	0	0
5/20/2012 02:45 AM	0	2
5/20/2012 03:00 AM	0	0
5/20/2012 03:15 AM	0	0
5/20/2012 03:30 AM	0	0
5/20/2012 03:45 AM	1	1
5/20/2012 04:00 AM	0	0
5/20/2012 04:15 AM	0	0
5/20/2012 04:30 AM	0	0
5/20/2012 04:45 AM	1	1
5/20/2012 05:00 AM	0	0
5/20/2012 05:15 AM	0	1
5/20/2012 05:30 AM	1	0
5/20/2012 05:45 AM	3	1
5/20/2012 06:00 AM	2	2
5/20/2012 06:15 AM	1	0
5/20/2012 06:30 AM	2	0
5/20/2012 06:45 AM	1	2
5/20/2012 07:00 AM	0	4
5/20/2012 07:15 AM	0	3
5/20/2012 07:30 AM	2	4
5/20/2012 07:45 AM	0	5
5/20/2012 08:00 AM	2	4
5/20/2012 08:15 AM	2	2
5/20/2012 08:30 AM	1	5
5/20/2012 08:45 AM	3	2
5/20/2012 09:00 AM	2	6
5/20/2012 09:15 AM	2	9
5/20/2012 09:30 AM	1	14
5/20/2012 09:45 AM	2	12
5/20/2012 10:00 AM	2	9
5/20/2012 10:15 AM	4	8
5/20/2012 10:30 AM	0	6
5/20/2012 10:45 AM	8	12
5/20/2012 11:00 AM	4	15
5/20/2012 11:15 AM	1	5
5/20/2012 11:30 AM	2	5
5/20/2012 11:45 AM	1	2
5/20/2012 12:00 PM	0	4
5/20/2012 12:15 PM	2	7
5/20/2012 12:30 PM	0	2
5/20/2012 12:45 PM	0	0
5/20/2012 01:00 PM	2	1
5/20/2012 01:15 PM	4	5
5/20/2012 01:30 PM	2	0

5/20/2012 01:45 PM	0	1
5/20/2012 02:00 PM	6	5
5/20/2012 02:15 PM	8	1
5/20/2012 02:30 PM	3	3
5/20/2012 02:45 PM	6	2
5/20/2012 03:00 PM	12	8
5/20/2012 03:15 PM	6	2

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(h) *Administrative Site Plan Review for Wireless Communication Equipment.* Except for wireless communication equipment described in subsections (d)(1) or (d)(7) hereof, no wireless communication equipment shall be constructed or installed until an application has been submitted to the commissioner of inspectional services with two (2) copies of an accompanying site plan showing the location of the device along with any buildings, lot lines, easements and rights of way and also an elevation showing details of the device. The applicant shall simultaneously send a copy of the application and five (5) copies of the plans to the director of planning and development. The applicant shall also notify in writing immediate abutters and the aldermen of the ward in which the device is to be erected, installed or used of such application. The director of planning and development shall submit an advisory report to the commissioner of inspectional services within three weeks of the application filing date. In making his/her advisory report, the director shall evaluate the application based on the requirements of subsection (c) hereof and may seek input from relevant city agencies including, but not limited to the urban design and beautification commission, historical commission, historic district commission or any other city agency. The commissioner shall not approve a permit for wireless communication equipment until the advisory report of the director of planning and development has been received or three weeks have elapsed without receipt of such report, and until all required agency approvals have been issued. The commissioner has the authority to deny any building permit application which the commissioner determines does not comply with the requirements of subsection (c) hereof.

(i) *Exceptions.* In extraordinary instances, the board of aldermen may, in accordance with the procedures provided in subsection (f) hereof, grant a special permit to allow for exceptions to the provisions of section 30-18A if the board makes a determination that the applicant has shown that literal compliance would result in unreasonable discrimination among providers of functionally equivalent services or would have the effect of prohibiting the provision of personal wireless communication services as defined in Section 704 of the Telecommunications Act of 1996. Such exceptions may be conditioned to the extent possible to further the purposes set forth in subsection (a) hereof. (Rev. Ords. 1995, Ord. V-156, 1-5-98; Ord. No. Z-26, 05-19-08; Ord. No. Z-26, 05-19-08)

ARTICLE III. PARKING AND LOADING FACILITIES

Sec. 30-19. Parking and loading facility requirements.

(a) *Intent and Purpose.* It is the intent of these provisions that any use of land involving the storage or entry upon the land of vehicles be so designed and operated as to reduce hazards to pedestrians upon the public sidewalks, to protect the use of adjacent property from nuisance caused by noise, fumes, and glare of headlights which may result from the operation of cars parking off the streets, to enhance and protect the visual quality of the city, to reduce congestion in the streets and contribute to traffic safety by assuring adequate and well designed areas for the off-street parking, loading, unloading, and maneuvering of vehicles associated with any use of land.

(b) *Applicability.* No land shall be used and no building shall be erected, enlarged, or used in any district in the city, except as provided hereinafter, unless off-street parking and loading facilities are provided in accordance with the requirements of this section.

The regulations of this section shall not apply to parking or loading facilities in existence or for which building permits have been issued prior to the date of adoption of this section, which conformed to all applicable regulations in effect when established, except that where parking or loading facilities are increased in capacity after the adoption of this section, the expanded portion thereof shall be constructed in accordance with the regulations of this section.

(c) *General Regulations.*

(1) No reduction in the number of off-street parking stalls which are required by this section shall be allowed and no existing off-street parking stalls shall be eliminated unless replaced by an equal number of off-street parking stalls designed in accordance with the requirements of this section; provided, that this subparagraph shall not operate to prevent the elimination of existing parking stalls which are in excess of the number required by this section excluding the provision of subparagraphs (c)(2) and (c)(3) of this section.

(2) a) Whenever an enlargement or extension of the gross floor area in a building or structure or a change in use from one type of use to another, as those types of uses are set out in subparagraph (d) of this section, of a building or structure or portion thereof, increases the parking requirements for such building or structure under the provisions of subparagraph (d) of this section, the provisions of this section shall be complied with in accordance with the following formula: $A - B + C =$ required number of parking stalls, provided that this number shall not exceed "A",

"A" being the number of off-street parking stalls required under this section;

"B" being the number of off-street parking stalls which would have been required under the provisions of this section to the building or structure and the use thereof prior to the date of the enlargement, extension or change of use of said building or structure;

"C" being the number of off-street parking stalls located on the premises, or adjacent premises of the owner, or located off-site with the permission of the board of aldermen, prior to the date of the enlargement, extension or change of use of said building or structure.

b) In the case of a change in use of churches, synagogues, theaters, halls, clubs, funeral homes, restaurants, other places serving food and other places of amusement or assembly, the number of off-street parking stalls which would be required for the new use or uses shall be determined by the existing floor area of the existing structure and not the seating capacity thereof. When such building or structure is located in a business, manufacturing or mixed use district, the number of off-street parking stalls which would have been required for such building or structure prior to the date of the enlargement, extension or change of use ("B" of the formula set forth above), shall be calculated under subparagraph 30-19(d)(10) or (11), whichever results in a greater parking requirement.

(3) The board of aldermen may grant a special permit in accordance with the procedure provided in section 30-24 to reduce or waive the requirement that parking be provided as would be required by subparagraph (c)(2) above in conjunction with the enlargement, extension or change in use of a building or structure, provided that this reduction or waiver shall not be applicable to any increase in gross floor area.

(4) All required parking facilities shall be provided and maintained so long as the use exists which the facilities were required to serve. Reasonable precautions shall be taken by the owner or operator of particular facilities to assure the availability of required facilities for the employees or other persons whom the facilities are designed to serve. Required parking stalls shall not be assigned to specific persons or tenants nor rented or leased so as to render them in effect unavailable to the persons whom the facilities are designed to serve.

(5) Municipal parking lots shall not be used to meet the parking requirements of this section.

(d) *Number of Parking Stalls.* The minimum number of parking stalls to be supplied for each type of building or land use shall be in accordance with the following requirements. Where the computation results in a fractional number, the fraction shall be counted as one stall.

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- (1) Two parking stalls for each dwelling unit in a one- or two-family dwelling. Such parking stalls may be stacked one behind the other and may be located within the side yard setback.
- (2) Two parking stalls shall be provided for each dwelling unit in an apartment house, garden apartment, or attached dwellings, provided that the board of aldermen may grant a special permit in accordance with the procedure provided in section 30-24 for the construction of apartment houses, garden apartments, attached dwellings with a lesser parking stall requirement for each dwelling unit if circumstances warrant such modification, but in no case less than one and one-quarter (1-1/4) parking stalls per dwelling unit, except multi-family housing for low-income or elderly persons built under state or federal housing programs. For such public housing projects, one parking stall for each two (2) low-income dwelling units not reserved for the elderly and one parking stall for each four (4) dwelling units reserved for the elderly shall be provided.
- (3) One stall for each room or suite designed or intended to be occupied independently by a person or a group of persons in a hotel or motor hotel, and one stall for each three (3) employees on the largest shift.
- (4) One stall for each sleeping room in a boarding house, rooming house, lodging house, tourist house, congregate living facility and one stall for each three (3) employees on the largest shift.
- (5) One stall for each five (5) occupants in a dormitory.
- (6) One stall for each forty (40) square feet of floor space within a funeral home open to the public use, or a minimum of thirty (30) spaces, whichever is larger.
- (7) Parking stalls shall be provided on the premises of an elderly housing with services facility, including residential care facilities and elderly congregate living facilities, on the basis of the following:
 - a) fifty one-hundredths (0.50) parking stall per dwelling unit, except when the board of aldermen determines that adequate transportation services are available, it may grant a special permit to reduce the requirement to a minimum of twenty-five one-hundredths (0.25) parking stall per dwelling unit;
 - b) twenty-five one-hundredths (0.25) parking stall per nursing home bed;
 - c) thirty-three one-hundredths (0.33) parking stall per employee on the largest shift.
- (8) One stall for each three (3) beds in a hospital or sanitarium and one stall for each three (3) employees on the largest shift.
- (9) One stall for each four (4) beds in a convalescent or rest home or other institution devoted to the board, care or treatment of humans and one stall for each three (3) employees on the largest shift.
- (10) One stall for each 300 square feet or fraction thereof of gross floor area for use in any bank, post office, retail store, sales room, showroom or service establishment. In addition, one (1) stall shall be provided for each three (3) employees on the largest shift.
- (11) One stall for each 250 square feet or fraction thereof of gross floor area, up to 20,000 square feet, and one stall for each 333 square feet or fraction thereof of gross floor area in excess of 20,000 square feet, in any office or professional building, except that parking requirements for gross floor area used for medical offices shall be regulated under subparagraph (12) below.
- (12) One stall for each 200 square feet or fraction thereof of gross floor area used for medical offices, except that where such medical offices are in buildings used in conjunction with a hospital and located on the hospital

property or abutting land, the number of parking stalls may be one-half of the requirements specified. In addition, one (1) stall shall be provided for each three (3) employees in any laboratory or pharmacy included within such building.

- (13) One stall for each three (3) seats, permanent or otherwise, for patron use of restaurants and other places serving food or beverages and of theaters, halls, clubs, auditoriums and other places of amusement or assembly and one stall for each three (3) employees to be employed or anticipated to be employed on the largest shift. Places of assembly or amusement shall also provide one parking stall for each forty-five (45) square feet of gross floor area used for meeting function purposes when such space is customarily used concurrently with the seating space. In the case of such uses in conjunction with a hotel or motor hotel and in the same or an abutting building, the parking stall requirements with respect to patron use of restaurants and other places serving food or beverages shall be one-half (1/2) and with respect to patron use of theaters, halls, clubs, auditoriums and other places of amusement or assembly shall be one-fourth (1/4) of the preceding requirements.
- (14) One stall for each six hundred (600) square feet of outdoor or open-air sales space for such uses as drive-in establishments, open-air retail businesses and amusements and other similar uses.
- (15) One stall for each four (4) persons employed or anticipated to be employed by any storage business, storage warehouse, telecommunications and data storage facility, or radio or television transmission station and one additional stall for each twenty-five hundred (2,500) square feet of floor space.
- (16) One stall for each employee, not residing on the premises, which is needed for compliance with the staffing requirements of the Office for Child Care Services at a family child care home, large family child care home or day care center as defined in section 30-1, or at a school serving children under fourteen (14) years of age.
- (17) One stall for each four (4) persons employed or anticipated to be employed on the largest shift for all types of shops, buildings or structures used for research, laboratory, manufacturing or wholesale business and one additional stall for each one thousand (1,000) square feet of floor space.
- (18) In the case of a combination, in a single integrated development, of three (3) or more uses enumerated herein, the board of aldermen may grant a special permit, in accordance with the procedure provided in section 30-24 to reduce the sum total of stalls required for each of the uses involved, but in no case may such reduction exceed one-third (1/3) of such total.
- (19) One stall for each accessory apartment established pursuant to the provisions of section 30-8(d) or 30-9(h), whichever is applicable.
- (20) One stall for each adult occupant in an association of persons.
- (21) One stall for each 150 square feet or fraction thereof of gross floor area used in a health club or like establishment, and one stall for each three (3) employees to be employed or anticipated to be employed on the largest shift.

(e) *Administration.* Any parking facility containing more than five (5) stalls and any loading facility shall not be constructed, altered or enlarged until an application on appropriate forms supplied by the commissioner of inspectional services with an accompanying off-street parking or loading plan and such other information as the commissioner of inspectional services may reasonably require shall have been filed with the commissioner of inspectional services and a permit for such construction, alteration, or enlargement shall have been issued by the commissioner of inspectional services. Said off-street parking or loading plan shall be a drawing at a scale of

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one-inch equals twenty (20) feet or one inch equals forty (40) feet, shall be stamped by a qualified Massachusetts registered engineer or land surveyor, and shall include:

- (1) the location of all buildings, lot lines, easements and rights of way on the subject lot and abutting lots;
- (2) the location and dimensions of all driveways, maneuvering aisles and spaces, parking spaces, storage areas, bicycle parking facilities, and loading facilities; and
- (3) the location, size and type of materials for surface paving, curbing, wheel stops, landscaping materials, fencing, surface drainage, and lighting.

Upon receipt of an application for a parking or loading facility permit, the building official shall transmit a copy of the off-street parking or loading plan to the director of planning and development. The director of planning and development shall submit an advisory report to the building official within three (3) weeks of the application filing date. The building official shall not issue a permit until the advisory report of the director of planning and development has been received or three (3) weeks have elapsed without receipt of such report.

(f) *Locations of Required Accessory Parking Facilities.*

- (1) Required off-street parking facilities shall be provided on the same lot or premises with the principal use served.
- (2) Where the requirements in (f)(1) cannot be met, the board of aldermen may, in accordance with the procedure in section 30-24, subject to such bond, long term lease, easement or other assurance of permanence as it may deem adequate, grant a special permit to allow the required parking facility to be located on another lot which is within a district in which the use to be served by the parking facility would be permitted and which is within five hundred (500) feet of the lot on which the principal use served is located.
- (3) In all residence districts, the board of aldermen may grant a special permit in accordance with the procedure in section 30-24 for the construction and operation of parking facilities accessory to a use in a business or manufacturing district; provided, that no part of such parking facility is further than one hundred and fifty (150) feet from the boundary line of a business or manufacturing district and provided that the parking facility is within five hundred (500) feet of the lot on which the principal use is located. Such permission shall be given only if the facility for which a permit is requested is to be used solely for the parking of passenger automobiles accessory to a use lawfully established in said business or manufacturing district. Such parking facilities are not to be used for sales, repair work or servicing of any kind, and no advertising sign or material is to be located on such lots.

(g) *Parking Facilities Containing Five Stalls or Less.* A parking facility containing five (5) stalls or less shall comply with the following requirements:

- (1) No parking stall shall be located within any required setback distances from a street and sidelines, except that, in conjunction with a one- or two-family dwelling, one parking stall per dwelling unit may be located within required setback and sideline distances. However, in no case shall a parking stall be setback less than five (5) feet from the street.
- (2) The minimum dimensions of a parking stall shall be as follows: stall width shall be at least nine (9) feet; stall depth shall be at least nineteen (19) feet for all angle parking and twenty-one (21) feet for parallel parking.

- (3) The entrance and exit drives shall be a minimum of twelve (12) feet wide and a maximum of twenty (20) feet wide.
- (4) An outdoor parking facility shall be graded and surfaced to accommodate motor vehicles during all weather conditions.

(h) *Design of Parking Facilities.* The layout and design of parking stalls, maneuvering aisles, and driveways within parking facilities containing more than five (5) stalls shall conform to the following requirements:

- (1) Setback distances shall be as follows:

No parking stall shall be located within any required setback distances from a street and sidelines, and shall, in any case be set back a minimum of five (5) feet from the street. No outdoor parking shall be located within five (5) feet of a building or structure containing dwelling units.

- (2) Minimum dimensions of parking stalls:

- a) Stall widths shall be at least nine (9) feet.
- b) Stall depth shall be at least nineteen (19) feet for all angle parking and twenty-one feet for parallel parking.
- c) Parking facilities shall provide specially designated parking stalls for the physically handicapped as follows:

Total Number of	Handicapped	Stalls	Stalls
6-25	1 stall		
26-40	2 stalls		
41-100	4% but not less than 3 stalls		
101-300	3% but not less than 4 stalls		
301-800	2% but not less than 9 stalls		
801+	1% but not less than 16 stalls		

Handicapped stalls shall be clearly identified by a sign that states that these stalls are reserved for physically handicapped persons. Such stalls shall be located in that portion of the parking facility nearest the entrance to the use or structure which the parking facility serves. Handicapped stalls shall have a minimum stall width of at least twelve (12) feet and a minimum stall depth of at least nineteen (19) feet for all angle parking and twenty-four (24) feet for all parallel parking.

- d) Where stalls head into a curb which bumpers can overhang, the length of the stall may be reduced by two (2) feet from the required stall depth dimensions; provided such bumper overhang distance shall not be used to meet the screening requirement of subsection (i) of this section.

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- e) End stalls restricted on one or both sides by curbs, walls, fences, or other obstructions shall have maneuvering space at the aisle end of at least five (5) feet in depth and nine (9) feet in width.
- f) Stalls for the parking of noncommercial vans, buses, or other vehicles exceeding seven and one-half (7-1/2) feet by eighteen (18) feet in size shall be specifically identified on the off-street parking or loading plan and shall be of such dimensions as to accommodate the specified type of vehicle. Such vehicles shall be permitted to park only in the stalls so identified and approved by the building official.

(3) Minimum width of maneuvering aisles:

- a) Minimum width of aisles providing access to stalls for one-way traffic shall be the following:

Angle of Parking Stall	Minimum Maneuvering Aisle Width
Parallel	12 feet
30 degree	12 feet
45 degree	14 feet
60 degree	19 feet
90 degree	24 feet

- b) Minimum width of maneuvering aisles providing access to stalls for two-way traffic shall be twenty (20) feet or the width required above, whichever is greater.

(4) Entrance and exit driveways:

- a) Entrance and exit driveways shall be a minimum of twelve (12) feet wide for one-way use only and a minimum of twenty (20) feet wide for two-way use.
- b) The maximum width of entrance and exit driveways shall be twenty-five (25) feet, except in conjunction with loading facilities as provided in subsection (l) of this section.
- c) Driveways shall be located so as to minimize conflict with traffic on public streets and where good visibility and sight distances are available to observe approaching pedestrian and vehicular traffic.

(5) Design of stall layout:

- a) Parking facilities shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without requiring the moving of any other motor vehicle.
- b) The dimensional and stall layout requirements of this section may be modified by the board of aldermen, in accordance with the procedure provided in section 30-24 where a parking facility or portion thereof is under full-time attendant supervision.

(i) *Landscaping.*

- (1) Screening. Outdoor parking facilities containing more than five (5) stalls shall be screened from abutting streets and properties.

- a) Screening materials shall be located along the perimeter of the parking facility abutting a street or properties other than the use or uses served by the parking facility. Screening shall consist of one or a combination of the following:
 - (i) A strip of at least five (5) feet in width of densely planted shrubs or trees which are at least three and one-half (3-1/2) feet high at the time of planting and are of a type that may be expected to form a year-round screen;
 - (ii) A wall, barrier, or fence of uniform appearance. Such wall, barrier, or fence may be opaque or perforated provided that not more than fifty (50) percent of the face is open. There shall be a landscaped strip with a minimum width of three (3) feet between the base of the wall, barrier, or fence and any street or abutting property. The wall, barrier, or fence shall be at least three (3) feet and not more than six (6) feet in height;
 - (iii) A landscaped earthberm at least three (3) feet in height and eighteen (18) feet in width.

b) Every effort shall be made to retain existing trees.

c) The screening as required herein shall be located so as not to conflict with any corner visibility requirements or any other city ordinances. Such screening may be interrupted by entrances or exits.

(2) Interior landscaping. Outdoor parking facilities containing twenty (20) stalls or more shall contain interior landscaping in accordance with the following requirements.

a) An area equivalent to at least five (5) percent of the area of a parking facility with twenty (20) stalls or more shall be landscaped and continuously maintained. Planting along the perimeter of a parking area, whether for required screening or general beautification, shall not be considered as part of the five (5) percent interior landscaping.

b) An interior planting area shall consist of at least twenty (20) square feet with no dimension less than five (5) feet. At least one tree shall be planted in each such planting area and there shall be at least one tree for every ten (10) parking stalls. The interior landscaping shall be distributed within the parking facility.

c) Trees required by the provisions of this section shall be at least three (3) inches in caliper at the time of planting and shall be species characterized by rapid growth and by suitability and hardiness for location in a parking lot.

d) Bumper overhang areas shall be landscaped with stone, woodchips, low plantings or other materials that will not be damaged as a result of bumper and oil drippings.

(j) *Lighting, Surfacing, and Maintenance of Parking Facilities.* Outdoor parking facilities containing more than five (5) stalls shall be lighted, surfaced, and maintained in accordance with the following requirements:

(1) Lighting.

a) All parking facilities which are used at night shall have security lighting. Lighting shall be so designed as to maintain a minimum intensity of one (1) foot candle on the entire surface of the parking facility.

b) All artificial lighting shall be arranged and shielded so as to prevent glare from the light source onto adjacent streets and properties.

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(2) Surfacing and curbing.

- a) Parking facilities shall be surfaced, graded and drained to the satisfaction of the city engineer.
- b) Parking facilities shall be surfaced with asphalt, concrete, or other durable material, except that less durable surfacing materials may be permitted on emergency access driveways and portions of the parking facility designated for infrequent overflow parking.
- c) Paved surfaces shall be marked with four-inch painted lines or some other permanent curb or marking system so as to clearly indicate the stall to be occupied by each motor vehicle, in accordance with the dimensions specified in subsection (h) of this section, which dimensions shall be measured perpendicular to the curb or marking system.
- d) Parking facilities shall be drained so that surface water shall not drain onto public ways or abutting properties.
- e) Curbing, wheel stops, guard rails, or bollards shall be placed at the edges of surfaced areas, except driveways, in order to protect landscaped areas.
- f) Curb ramps with a minimum width of three (3) feet shall be provided to accommodate the movement of handicapped individuals.

(3) Maintenance.

- a) Parking facilities shall be kept clean, plowed, and free from rubbish, debris, and snow. All plant materials shall be maintained in a healthy condition and whenever necessary shall be replaced with new plant materials to insure continued compliance with screening and interior landscaping requirements. All fences, barriers, and walls shall be maintained in good repair and whenever necessary shall be replaced. Whenever necessary, the surfacing, lighting, and markings shall be repaired or replaced.

(k) *Bicycle Parking Facilities.* In the design and construction of parking facilities containing twenty (20) stalls or more, space shall be allocated exclusively for bicycle parking.

- (1) Bicycle parking shall be provided in the amount of one bicycle space per ten (10) parking stalls or fraction thereof, except that no more than thirty (30) such bicycle parking spaces shall be required.
- (2) Bicycle parking spaces shall be located near the entrance to the use or structure which the parking facility serves and shall, if possible, be within view of pedestrian traffic, without impeding pedestrian flow, so as to minimize the risk of thievery.
- (3) Each bicycle parking space shall be sufficient to accommodate bicycles of at least seven (7) feet in length and two (2) feet wide, and shall be provided with some form of steel frame permanently anchored to a foundation, to which a bicycle frame and at least one (1) wheel may be conveniently secured using a chain and padlock or other bicycle lock in common usage. The separation of the bicycle parking spaces and the amount of corridor space associated therewith shall be adequate for convenient access to every bicycle space when the parking facility is full.

(l) *Off-street Loading Requirements.*

- (1) Application of the off-street loading requirements.

- a) No application for a permit for the erection of a new building, or the development of land shall be approved, unless it includes a plan for off-street loading facilities required to comply with the regulations set forth in this section.
 - b) Where a building existing on the date of adoption of this section is altered or expanded in such a way as to increase the gross floor area by five thousand (5,000) square feet or more, only the additional gross floor area shall be counted in computing the off-street loading requirements. Alterations or expansions aggregating less than five thousand (5,000) square feet subsequent to the date of adoption of this section do not require such provision of loading space.
 - c) Where retail, or other stores are designed or constructed as a group or as a unified building, the aggregate of individual stores shall be treated as one building for the purpose of calculating off-street loading facilities.
 - d) Where mixed uses occur, off-street loading facilities shall be the sum of the requirements for the several individual uses computed separately, except that such facilities may be reduced by special permit from the board of aldermen in accordance with the procedure provided in subsection (m) of this section if it can be demonstrated that such individual uses are not in operation at the same time.
- (2) Off-street loading facilities shall be provided as follows:
- a) Table of Off-Street Loading Requirements (see next page)

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Table of Off-Street Loading Requirements

Number of bays required for new or expanded uses
by gross floor area of structure or land use
(in thousands of square feet)

	Under 5	5-50	51-100	101-150	151-300	Over 300*
Retail Trade						
Wholesale and Storage						
Transportation Terminal	0	1	2	3	4	1
Manufacturing						
Public Utility						
Business Services						
Office Building	0	1	1	2	3	1
Hotel, Motel & Dormitory						
Research Laboratory						
Recreation						
Institution	0	0	1	1	2	1

* for each additional 150

- b) Where the computation of required loading bays results in a fractional number, only the fraction of one-half or more shall be counted as one.
- c) Loading facilities shall not be reduced in total extent or usability after their installation, except when such reduction is in conformance with the requirements of this section.

(3) Off-street loading facilities shall be located and designed as follows:

- a) Each required loading bay shall not be less than ten (10) feet in width, thirty-five (35) feet in length, and twelve (12) feet in height, exclusive of driveways. Maneuvering space shall be located entirely on the lot with immediate and direct ingress to the building intended to be served. All such facilities shall be designed with appropriate means of vehicular access to a street or alley as well as maneuvering area, and no driveways or curb cuts providing access to such loading facilities shall exceed thirty (30) feet in width.
- b) Off-street loading bays may be enclosed in a structure and must be so enclosed if the use involves regular night operation, such as that of a bakery, restaurant, hotel, bottling plant or similar uses and if the lot is located within one hundred (100) feet of a residence district.
- c) All driveways and loading areas shall be graded, surfaced and suitably maintained to the satisfaction of the city engineer and to the extent necessary to avoid nuisances of dust, erosion, or excessive water flow across public ways.
- d) Any lighting shall be arranged and shielded so as to prevent direct glare from the light source onto adjacent streets and properties.
- e) Such facilities shall be designed and used in such a manner as at no time to constitute a nuisance or hazard or unreasonable impediment to traffic.

(m) *Exceptions.* In particular instances, the board of aldermen may, in accordance with the procedures provided in section 30-24, grant a special permit to allow for exceptions to the provisions of this section if it is determined that literal compliance is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that such exceptions would be in the public interest, or in the interest of safety or protection of environmental features. (Rev. Ords. 1973, §24-21; Ord. No. 33, 12-2-74; Ord. No. 202, Pt. II, 3-21-77; Ord. No. 284, Pt. XIV, 6-19-78; Ord. No. T-57, 11-20-89; Ord. No. T-114, 11-19-90; Ord. No. T-183, 11-4-91; Ord. No. V-173, 5-18-98; Ord. No. W-34, 3-5-01; Ord. No. X-9, 3-4-02)

Sec. 30-20. Signs and other advertising devices.

(a) *Intent and purpose.* It is recognized that signs perform important functions in the city, which are essential for the public safety and general welfare, such as communicating messages, providing information about goods and services available, and providing orientation. It is further recognized that because of their potential detrimental impact on the visual and perceptual environment, signs must be regulated in order to:

- (1) prevent hazards to vehicular and pedestrian traffic;
- (2) prevent conditions which have a blighting influence and contribute to declining property values;
- (3) provide for easy recognition and legibility of all permitted signs and other uses in the immediate vicinity;
- (4) preserve the amenities and visual quality of the city and curb the deterioration of the village commercial areas.