RECEIVED 12/05/23 Planning Dept Exhibit # 27

MEMORANDUM

TO.	Dedly Frances	FDOM.	M. L.G. D. L. D. & DTOL EITE
10:	Bein Ferrari	FROM:	Mr. Jenrey S. Dirk, P.E.*, PIOE, FILE
	Ferrari + Company Real Estate Corp.		Managing Partner
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	,		Suite 140
	C/O Village Hall 13 Franklin St		Andover MA $0.1810-1066$
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			*Professional Engineer in CT, MA, ME, NH, RI and VA
DATE:	July 17, 2023	RE:	9723
SUBJECT:	Parking Demand Assessment Proposed Mixed-Use Development - Wrentham, Massachusetts	– 13 Frankli	n Street (Route 140)

Vanasse & Associates, Inc. (VAI) has prepared a Parking Demand Assessment in order to determine the parking demands and evaluate parking availability to support the proposed mixed-use development to be accommodated through the renovation and expansion of the existing Village Hall building located at 13 Franklin Street (Route 140) in Wrentham, Massachusetts (hereafter referred to as the "Project"). This study evaluates the parking demands for the proposed mix of uses that will be associated with the Project and quantifies the availability of parking within an approximate 2.5 to 3-minute walking distance of the Project site.

Based on this assessment, we have concluded the following:

- 1. Using parking demand data published by the Institute of Transportation Engineers (ITE)¹ for the mix of uses that will be associated with the Project, the peak parking demand is expected to range from 35 to 58 parking spaces on a weekday and from 32 to 64 parking spaces on a Saturday;
- 2. There are currently approximately 82 public parking spaces located within an approximate 2.5 to 3-minute walking distance of the Project site, with an additional 113 parking spaces to be located in the Wrentham Center Municipal Parking Lot that is currently under construction opposite the Project site (northeast corner of the Route 140/Dedham Street (Route 1A) intersection); and
- 3. Parking demand observations conducted on Saturday, May 13, 2023, and on Tuesday, May 16, 2023, indicated that there were eight (8) available (not occupied) parking spaces during the peak parking demand period on a Saturday (11:00 AM) and 17 available parking spaces during the peak parking period on a weekday (1:00 PM).



¹*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

With consideration of the pending completion of the municipal parking lot (113 parking spaces) and the formalization of the existing parking that has historically been used at the Project site (4 parking spaces), it has been concluded that sufficient public parking will be available to support the parking demands of the Project with reserve capacity for new/expanded uses and parking demand fluctuations.

The following details our assessment of the parking demands and parking availability for the Project.

PROJECT DESCRIPTION

As proposed, the Project will entail the renovation and expansion of the existing 2.5-story building located at 13 Franklin Street (Route 140) in Wrentham, Massachusetts, to accommodate a mixed-use development. When complete, the existing building will be increased in height to accommodate the installation of an elevator and the floor area will be increased from $7,976\pm$ square feet (sf) to $9,516\pm$ sf (a $1,540\pm$ sf increase). The Project site encompasses approximately $0.22\pm$ acres of land that is bounded by a commercial property to the north; Sweatt Memorial Park to the south and west; and Franklin Street to the east.



Imagery ©2023 Google

The proposed uses that will occupy the renovated and expanded building are envisioned to include a $2,379\pm$ sf restaurant with approximately 100 seats on the first floor and $4,758\pm$ sf of office space on the second and third floors ($2,379\pm$ sf each). The basement level will include storage, mechanical systems, bathrooms and a vestibule to support the building tenants.

The Project site is accessed from a driveway that intersects the west side of Route 140, parallel to the north side of the existing building and approximately 250 feet north of Dedham Street (Route 1A). The existing driveway is currently encumbered (blocked) by two (2) raised planters that are located within the Project site and will be removed in conjunction with the Project to allow for access to the rear (west side) of the building. With the reactivation of the existing driveway, four (4) off-street parking spaces will be formalized in a surface parking lot to the west of the existing building (historically, parking has occurred in this area) and loading and delivery activities will be accommodated in an off-street loading area.



PARKING DEMANDS

In order to establish the parking demands of the Project, parking demand data published by the Institute of Transportation Engineers (ITE)² for the proposed uses that will be located within the Project site was reviewed. ITE Land Use Codes (LUCs) 710, *General Office Building*, and 932, *High-Turnover (Sit-Down) Restaurant*, were used to determine the peak parking demands for the Project. Table 1 summarizes the ITE peak parking demand ratios for these land uses.

Table 1ITE PEAK PARKING DEMAND DATA

_	Peak Parking Demand per 1,000 sf GFA				
Land Use/Time Period	Average Rate	85 th Percentile			
General Office Building: ^a					
Weekday	2.39	3.30			
Saturday	0.28	0.73			
High-Turnover (Sit-Down) Restaurant: ^b					
Weekday	9.44	17.40			
Saturday	12.28	24.91			

GFA = gross floor area.

^aITE Land Use Code 710, General Office Building.

^bITE Land Use Code 932, High-Turnover (Sit-Down) Restaurant.

As can be seen in Table 1, the ITE parking demand data for an office building indicates that the average peak parking demand on a weekday is 2.39 parking spaces per 1,000 sf, with an observed 85th percentile peak parking demand³ of 3.30 parking spaces per 1,000 sf. On a Saturday, the average observed peak parking demand was observed to be 0.28 parking spaces per 1,000 sf, with the observed 85th percentile peak parking demand found to be 0.73 parking spaces per 1,000 sf. For a high-turnover restaurant use, the average peak parking demand on a weekday is 9.44 parking spaces per 1,000 sf, with an observed 85th percentile peak parking demand of 17.40 parking spaces per 1,000 sf. On a Saturday, the average observed peak parking demand of 12.28 parking spaces per 1,000 sf. On a Saturday, the average observed peak parking demand found to be 24.91 parking spaces per 1,000 sf.

Applying the ITE parking demand data to the constituent components of the Project results in the following peak parking demands for the Project:

³The 85th percentile peak parking demand is defined as the parking demand at which 85 percent of the observed peak parking demands fall below and 15 percent are above.



²Parking Generation, 5th Edition; Institute of Transportation Engineers; Washington, D.C.; January 2019.

	Peal (J		
Time Period	(A) Office Space (4,758 sf)	(B) Restaurant Space (2,379sf)	(A + B) Total
Weekday:			
Average	12	23	35
85 th Percentile	16	42	58
Saturday:			
Average	2	30	32
85 th Percentile	4	60	64

Table 2PEAK PARKING DEMAND CALCULATIONS

As can be seen in Table 2, the calculated peak parking demand for the Project on a weekday ranges from an average of 35 parking spaces to an 85th percentile peak parking demand of 58 parking spaces. On a Saturday, the average peak parking demand was found to be 32 parking spaces and the 85th percentile peak parking demand of 64 parking spaces.

PARKING SUPPLY AND AVAILABILTY

In order to evaluate the availability of parking in the vicinity of the Project site to accommodate the parking demands of the Project, an inventory of available public parking located within a 2.5 to 3-minute walking distance of the Project site was completed. This inventory was followed by parking demand observations to determine parking utilization and occupancy on both a weekday and a Saturday.

Parking Inventory

A field inventory of the location and quantity of public parking located within a 2.5 to 3-minute walking distance of the Project site was completed in April 2023, and included identification of parking regulations as they relate to time limits (i.e., 2-hour parking, 15-minute parking, etc.) and use limitations (handicapped parking, police parking, loading, etc.). Table 3 summarizes the inventory of public parking within a 2.5 to 3-minute walking distance of the Project site.



Table 3 PARKING SPACE INVENTORY – APRIL 2023

	Parking Type/Number of Spaces							
Location:	2-Hr. Parking Monday - Saturday 8 AM – 4 PM	15-Min. Parking 8 AM – 4 PM	15-Min. Parking	15-Min. Parking Pick-Up Only	Police Parking	Non- Regulated (No Time Limit)	Handicapped Parking	Total (spaces)
South Street - between Minot Street and East Street	10	14	1	5	1	14	2	47
Common Street - between South Street and East Street	0	0	0	0	1	14	0	15
Dedham Street - between East Street and the Center Cemetery	0	0	0	0	0	13	0	13
East Street - between Common Street and South Street	0	0	0	0	0	0	0	0
Franklin Street - between Depot Street at South Street (includes Bank Street)	0	0	0	0	0	9	0	9
Wrentham Center Municipal Parking Lot (Under Construction)	0	0	0	0	0	107	6	113
Total:	10	14	1	5	2	157	8	197

As can be seen in Table 3, there are or will be a total of 197 parking spaces within a 2.5 to 3-minute walking distance of the Project site, including the 113 parking spaces that are currently under construction within the Municipal Parking Lot, of which two (2) parking spaces are dedicated for police parking only and 20 parking spaces have a 15-minute time limit, with five (5) of the 20 parking spaces limited to pick-up activities only.

Parking Observations

In order to determine parking availability in the vicinity of the Project site, parking demand observations were conducted for the parking spaces identified in Table 3. The observations were performed on Saturday, May 13, 2023, between 11:00 AM and 1:00 PM, and on Tuesday, May 16, 2023, between 9:00 AM and 6:00 PM. These time periods represent the peak parking periods for commercial uses, including office, retail and restaurant uses. Table 4 summarizes the parking demands within the parking study area on each day during the observation periods. The Municipal Parking Lot was under construction at the time that the parking demand observations were performed and, therefore, is not included in the observations. As such, the total number of public parking spaces that were available at the time that the parking demand observations were performed is 82 parking spaces (197 parking spaces – 113 parking spaces in the municipal lot and (2) parking spaces reserved for police cars).



	Tuesday, N	lay 16, 2023	Saturday, May 13, 2023		
Time	Number of Vehicles Parked	Number of Available Parking Spaces	Number of Vehicles Parked	Number of Available Parking Spaces	
9:00	32	50			
9:30	39	43			
10:00	40	42			
10:30	42	40			
11:00	48	34	74	8	
11:30	48	34	65	17	
12:00 PM	62	20	74	8	
12:30	64	18	68	14	
1:00	65	17	70	12	
1:30	46	36			
2:00	51	31			
2:30	46	36			
3:00	43	39			
3:30	51	31			
4:00	59	23			
4:30	53	29			
5:00	48	34			
5:30	53	29			
6:00	55	27			

Table 4PARKING DEMAND OBSERVATIONS

As can be seen in Table 4, the peak parking demand on a weekday was observed to occur at 1:00 PM with 65 vehicles observed to be parked within the parking study area (2.5 to 3-minute walking distance of the Project site), leaving 17 parking spaces available (open). On a Saturday, the peak parking demand period was observed to occur at 11:00 AM with 74 vehicles observed to be parked within the parking study area, leaving eight (8) parking spaces available.

With the completion and opening of the Municipal Parking Lot (113 parking spaces), the number of available parking spaces within the parking study area would increase to 130 parking spaces during the peak parking demand period on a weekday and to 121 parking spaces on a Saturday, which far exceeds the calculated peak parking demand for the Project (85th percentile peak parking demand of 58 parking spaces on a weekday and 64 parking spaces on a Saturday), with reserve capacity for new/expanded uses and parking demand fluctuations.



SUMMARY

VAI has completed a Parking Demand Assessment in order to determine the parking demands and evaluate parking availability to support the proposed mixed-use development to be accommodated through the renovation and expansion of the existing Village Hall building located at 13 Franklin Street (Route 140) in Wrentham, Massachusetts. This study has evaluated the parking demands for the proposed mix of uses that will be associated with the Project and has quantified the availability of parking within an approximate 2.5 to 3-minute walking distance of the Project site.

Based on this assessment, it has been concluded that sufficient public parking is or will be available to support the parking demands of the Project with reserve capacity for new/expanded uses and parking demand fluctuations with the pending completion of the municipal parking lot (113 parking spaces) and the formalization of the existing parking that has historically been used at the Project site (4 parking spaces).

cc: File

Attachments



ATTACHMENTS

PROJECT SITE PLAN PARKING INVENTORY PARKING DEMAND OBSERVATIONS WRENTHAM CENTER MUNICPAL PARKING LOT PLAN



PROJECT SITE PLAN





LOCUS MAP SCALE 1"=500'

ZONE: SUBDISTRICT VZ-A AQUIFER PROTECTION OVERLAY DISTRICT ZONE II

	REQUIRED/ALLOWED	EXISTING	PROPOSED
LOT AREA	10,000 S.F.	9,757 S.F.	9,757 S.F.
FRONTAGE	50 FT.	81.36 FT.*	81.36 FT*
LOT COVERAGE BY STRUCTURE	NONE	24.2%	28.4%
**LOT COVERAGE BY ALL IMPERVIOUS	50%	52.1%	92.5%
MIN USABLE OPEN SPACE	NA	NA	NA
SETBACKS:			
FRONT YARD	0 FT.	1.4 FT.	1.4 FT.
SIDE YARD	5-15 FT.	13.1 FT.	2.7 FT.
REAR YARD	10-25 FT.	61.2 FT.	49.7 FT.***
BUILDING HEIGHT	35 FT 2-1/2 STORIES	40.75 FT 2-1/2 STORIES	44.83 FT 3 STORIES
PARKING	0	0	4

* THE 11.30' DIMENSION WAS DISCOUNTED BECAUSE THE COURSE IS PERPENDICULAR TO THE ROADWAY

** 15% MAXIMUM PER AQUIFER PROTECTION OVERLAY DISTRICT ZONE II ALL BUILDING DIMENSIONS WERE PROVIDED BY THE ARCHITECT OF RECORD

*** 49.7 FT. TO THE PROPOSED TERRACE ADDITION 50.9 FT. TO THE PROPOSED BUILDING ADDITION

TOTAL LAND AREA	9,757 S.F
DEVELOPABLE SITE AREA	9,757 S.F
COMMON OR USABLE OPEN SPACE	NONE
SITE COVERAGE OF BUILDINGS	2,768 S.
AREA COVERED BY IMPERVIOUS SURFACE	9,023 S.F
RATIO OF IMPERVIOUS SURFACE TO TOTAL LAND AREA	92.5%
NUMBER OF OFF STREET PARKING SPACES	4
NUMBER OF LOADING BAYS	1

GENERAL NOTES

- 1) SOIL TYPES: MmB Merrimac Sand And Gravel
- 2) ALL SURVEYING CONFORMS TO THE REQUIREMENTS OF THE MASSACHUSETTS LAND COURT
- 3) A WAIVER IS REQUESTED FROM THE REQUIREMENT TO PRODUCE AND SUBMIT A LANDSCAPE PLAN
- 4) THE APPLICANT SEEKS THE FOLLOWING SPECIAL PERMITS
 - 1) SECTION 390-3.4.5-B(1) ALLOW THE CHANGE OF USE ON A NON CONFORMING LOT
 - (LESS THAN 10,000 S.F.)
 - 2) SECTION 390-15.5-C(1)ALLOW THE EXTENSION OF A NON CONFORMING STRUCTURE FROM 24.2% LOT COVERAGE TO 28.4% LOT COVERAGE 3) SECTION 390-15.5-C(5) ALLOW A USE THAT RENDERS IMPERVIOUS SURFACE OF
 - MORE THAN 15% (92.5%)
- 5) THE APPLICANT WILL BE SEEKING THE FOLLOWING VARIANCES FROM THE WRENTHAM ZONING BOARD OF APPEALS 1) SECTION 390-21.3-B DIMENSIONAL REQUIREMENTS IN AN YZ-A DISTRICT
 - a) ALLOW THE BUILDING TO BE LESS THAN 5.0 FEET (2.7') FROM THE SIDE LOT LINE.
 - b) ALLOW THE BUILDING TO BE A 3 STORY BUILDING WHERE 2-1/2 STORIES ARE ALLOWED.
 - c) ALLOW THE BUILDING TO BE MORE THAN 35 FEET IN HEIGHT (44.83 FT.HIGH)









PARKING INVENTORY



Transportation Engineers & Planners

35 New England Business Center Drive Suite 140 Andover, MA 01810-1066 Office 978-474-8800 Fax 978-688-6508

Job: WRENTLAM	Job Number: <u>۹٦٤3</u>		
Location: Downtown	Date: 4 / 28 / 23		
Title: Parking Inventory	of		
Calculated by: SRF	Checked by:		

Calculations

1) No	@- PARKING LOT CONSTRUCTION
PARKING	
	(12) 15
	MINUTE
	PARKING
MINUTE	
E ARKING	
PICKUP	(13) 2 PARKING
ONLY	MONDAY
	SATURDAY
	PAM- YPM
) No	
PARKING	
SIDE	(I) PARKING
	ONLY
R	(5) 15 MINUTE
No	DETUSED
MARKING	8 AM TO
	4 cm
POLICE	(16) H.C See pic.
PARKING	
	(FT) 15 MINUTE
	PICK-UP - IN IST SPACE
2 HOUR	ONLY
- PARKING	
SATURDAY -	
8 AM- 4pm	(18) 13 MINUTE 2Nd -
	PARKING IN COSPACE
STATE	
MIGHWAY	(19) NO
PROHIB ITED	PARKING - NO PICTURE





PARKING DEMAND OBSERVATIONS

TDC

Transportation Data Corporation P.O. Box 486 Norwood, MA 02062 tel (781) 587-0086 cell (781) 439-4999

On-Street Parking Study *Wrentham Center*

5/16/2023 9:00 AM-6:00 PM Client: VAI #9723/A. Arseneault TDC #05703

Zone Description:

1. Dedham Street, btwn Center Cemetery and East Street

2. Franklin Street, btwn Depot Street and South Street

3. South Street, btwn Minot Street and East Street

4. Common Street, btwn South Street and East Street

5. East Street, btwn Common Street and South Street

			Zones:		
Time:	1	2	3	4	5
9:00 AM	4	4	18	6	0
9:30 AM	5	5	21	8	0
10:00 AM	2	5	25	8	0
10:30 AM	2	5	28	7	0
11:00 AM	4	7	29	8	0
11:30 AM	3	7	33	5	0
12:00 PM	3	7	38	14	0
12:30 PM	4	6	40	14	0
1:00 PM	5	7	39	14	0
1:30 PM	4	4	28	10	0
2:00 PM	4	5	33	9	0
2:30 PM	3	6	31	6	0
3:00 PM	4	3	32	4	0
3:30 PM	3	4	39	5	0
4:00 PM	3	6	39	11	0
4:30 PM	3	6	34	10	0
5:00 PM	3	6	30	9	0
5:30 PM	0	9	33	11	0
6:00 PM	0	8	35	12	0

TDC

Transportation Data Corporation P.O. Box 486 Norwood, MA 02062 tel (781) 587-0086 cell (781) 439-4999

On-Street Parking Study

Wrentham Center 5/13/2023

11:00 AM-1:00 PM Client: VAI #9723/A. Arseneault TDC #05703 Zone Description:

1. Dedham Street, btwn Center Cemetery and East Street

2. Franklin Street, btwn Depot Street and South Street

3. South Street, btwn Minot Street and East Street

4. Common Street, btwn South Street and East Street

5. East Street, btwn Common Street and South Street

			Zones:		
Time:	1	2	3	4	5
11:00 AM	4	9	45	16	0
11:30 AM	4	9	39	13	0
12:00 PM	3	9	50	12	0
12:30 PM	1	8	46	13	0
1:00 PM	0	9	49	12	0

Notes: Municipal Lot under construction



WRENTHAM CENTER MUNICPAL PARKING LOT PLAN

NOTES:

- THE FOUNDATION OF THE EXISTING WRENTHAM CENTER SCHOOL IS STILL IN PLACE, IF THE FOUNDATION SHOULD BE ENCOUNTERED GRANITE BLOCKS SHALL BE STOCKPILED AND EVALUATED BY THE WRENTHAM DIRECTOR OF FACILITIES AND CAPITOL PLANNING FOR REUSE.
- THE VERTICAL GRANITE INTERNAL TO THE PROPERTY SHALL BE STANDARD 2. GRANITE AND DIMENSIONS ARE DETAILED WITHIN THE PLAN SET. THE GRANITE INSTALLED ALONG DEDHAM STREET TO THE EDGE OF THE EXISTING GRANITE CURBING AT THE INTERSECTION OF DEDHAM STREET AND FRANKLIN STREET SHALL BE MASS DOT VERTICAL GRANITE CURBING INSTALLED PER DRAWING NUMBER E 106.3.0 OF THE MASS DOT CONSTRUCTION STANDARD DETAILS AS AMENDED FROM TIME TO TIME.
- ALL AREAS NOT RECEIVING PARKING OR ACCESS IMPROVEMENTS SHALL FALL 3. UNDER THE REQUIREMENTS OF THE LANDSCAPE PLAN, INCORPORATED AS PART OF THE PLAN SET FOR SURFACE TREATMENT.
- FRONT ENTRANCE AT CORNER OF DEDHAM STREET AND FRANKLIN STREET 4 SHALL BE COORDINATED FOR MATERIALS AND INSTALLATION DETAILS WITH THE LANDSCAPE PLAN, THE GRADING SHALL BE AS SHOWN ON SHEET C-3.0 OF THIS PLAN SET.

