



March 21, 2024

Mr. Gregory Rondeau, Chairman
Franklin Planning Board
355 East Central Street
Franklin, MA 02038

Re: 100 & 100 East Central Street
Proposed Mixed-Use Development
Traffic Peer Review

Dear Mr. Rondeau:

BETA Group, Inc. (BETA) conducted a review of the traffic memorandum provided by the applicant for the proposed project entitled "100 and 110 East Central Street" located in Franklin, Massachusetts. This letter is provided to outline findings, comments, and recommendations. BETA notes this review is focused only on the vehicle trip generation, which is consistent with the previous analysis conducted on the adjacent 70, 72, 88, and 94 East Central Street site. Crash analysis, existing and future volume and operations analysis, trip distribution, and proposed mitigation, which are typically included as part of a comprehensive traffic study, were not included in the submitted memorandum or review.

BASIS OF REVIEW

BETA received the following items:

- Memorandum entitled: Traffic Impact Assessment Proposed Mixed-Use Development; dated February 29, 2024; prepared by Tetra Tech.

PROJECT DESCRIPTION

The project area includes two parcels located along East Central Street in the Town of Franklin. Both parcels are located within the Commercial 1 zoning district. The existing Site is the location of a single-family residential dwelling at 110 East Central Street and a 10-unit apartment building at 100 East Central Street. Each of the sites have access from East Central Street. The single-family residence at 110 East Central Street has a driveway opening at the easterly property line. The apartment building at 100 East Central has 2 access driveways from East Central Street at each property line.

The proposed development is to raze the existing single-family dwelling at 110 East Central Street and construct a multi-story multi-use structure with a footprint area of 5,500± sq. ft. that will provide another 20 housing units and 500 square feet of commercial use in the first floor. Access from East Central Street will be limited to a single driveway opening coincidental with the existing driveway opening at the common property line between 100 & 110.

FINDINGS, COMMENTS AND RECOMMENDATIONS

The memorandum assessed the traffic impact of the proposed project.

The proposed project would maintain the 10-unit apartment building and replace the single-family house with a 20 residential unit building with 500 square feet of commercial space on the ground floor.

The project-generated traffic volumes were determined by utilizing trip-generation statistics published by the Institute of Transportation Engineers (ITE) for Land Use Code (LUC) 220 Multifamily Housing (Low-Rise), and 712 Small Office Building. In addition, the existing single family land use LUC 210 Single-Family Detached Housing site trips were estimated for the existing single-family residences that will be removed as part of this project. The land uses are appropriate.

The site is located within ¼ mile of the Franklin commuter rail station and therefore considered “close to transit” according to the ITE criteria and the “close to transit” subcategory can be applied to the trip generation.

The existing single-family trips were calculated to be one exiting during the weekday morning peak hour, and one entering during the weekday afternoon peak hour.

The additional project site development is estimated to generate a total of 101 new trips on an average weekday with 9 (3 entering, 6 exiting) during the weekday morning peak hour, and 13 (7 entering, 6 exiting) during the weekday afternoon peak hour. These trips do not include the existing 10 residential units on site to remain or the single-family home trip reduction.

With the existing single-family homes (to be removed) deducted from the overall proposed trips the new net trips generated by the project site are 92 new trips on an average weekday with eight (3 entering, 5 exiting) during the weekday morning peak hour, and 12 (6 entering, 6 exiting) during the weekday afternoon peak hour.

The existing impact of the 10 residential units was not quantified in this memorandum. BETA performed a limited ITE analysis of the morning and afternoon impacts. This resulted in an additional 4 and 6 trips during the morning and afternoon peak hours, respectively.

Based on the provided information, this project is anticipated to have minimal traffic impact on the surrounding roadways and by reducing the number of driveways from three to one would minimize the conflict points.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,

BETA Group, Inc.



Jaklyn Centracchio, PE, PTOE
Senior Project Manager

cc: Amy Love, Town Planner

Job No: 10519-11