



November 17, 2023

Mr. John Walsh  
Walsh Brothers Building Co., Inc.  
11 Saddle Way  
Walpole, MA 02081

**RE: *Trip Generation Statement  
Proposed Residential Project  
Uncas Avenue Extension, Franklin , MA***

Dear John,

In response to your request, Kimley-Horn has prepared an estimate of the expected trip generation that would result for the proposed 9 building triplex development resulting in 27 units of housing on Uncas Avenue in Franklin. As part of this analysis, we also compared the proposed triplex development with both a duplex type project and a formerly approved senior home development. As seen in the results, the anticipated trip generation for any of the development scenarios is relatively low amounts of traffic and the currently proposed triplex scenario is not substantially different from either the duplex project or the senior housing project. In addition, the location is in close proximity to the nearby stores, coffee shops, restaurants and the center of town as well that will encourage some walking trips instead of vehicle trips. The following provides a statement of the anticipated traffic to be generated by the proposed residential development project.

### **Proposed Use**

The development site is located on Uncas Avenue where the subdivision road, Uncas Avenue Extension, breaks off from Uncas Avenue. The currently approved subdivision defines 9 lots. Approximately 20 years ago, the proposed project was to consist of 24 homes that were to be age restricted. That project did not move forward. The current proposal is not age-restricted.

### **Traffic Generation**

The unadjusted traffic to be generated by the proposed use was estimated using the information provided in ITE's Trip Generation Manual, 11<sup>th</sup> Edition, for Land Use Code (LUC) 215: Single Family Attached Housing. The development types for comparison were LUC 215 as well as LUC 251: Senior Housing Detached. The projections in the table for Senior Housing were updated using ITE models in the 11<sup>th</sup> Edition. Those trip estimates for the Senior Housing type development with 24 units are greater than the estimated traffic of both the triplex and duplex projects that are not age restricted. The results for the weekday morning and evening peak hours of the adjacent street are summarized below while the calculation sheets are attached:

Land Use	Morning Peak Hour			Evening Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit
LUC 215 – Single Family Attached (27 units)	8	2	6	12	7	5
LUC 215 Single Family Attached (18 units)	4	1	3	7	4	3
LUC 251 Senior Housing Detached <sup>1</sup>	13	4	9	15	9	6

A review of the results indicates the following:

- Under the current proposal, the peak hour estimated vehicle trips are 8 in the morning and only 12 vehicle trips in the afternoon peak. These are very low amounts of trips that equate to an average of one vehicle every 5 or 6 minutes that is nearly unnoticeable.
- The estimated trips for the new proposal are lower than the previously approved project age restricted proposal of 24 home based on the current ITE models while also providing several additional housing units than the previously approved development proposal.
- Compared to the duplexes, the triplex alternative adds 9 housing units while resulting in a minimal increase of vehicle trips during the peak hours.

## Conclusion

Based on the preceding, it is concluded that the traffic generated by the proposed 27-unit triplex would be considered a low traffic generator and is estimated to have a low number of vehicle trips generated during the peak hours. It was also shown that the currently proposed project would have slightly lower traffic generation than the previously approved development.

Please contact me at 508.395.3334 or [bill.scully@kimley-horn.com](mailto:bill.scully@kimley-horn.com) if you have any questions.

Very truly yours,

**KIMLEY-HORN AND ASSOCIATES, INC.**



William J. Scully, P.E.  
Sr. Project Manager

Attachments – ITE Trip Generation Calculation Sheets

# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

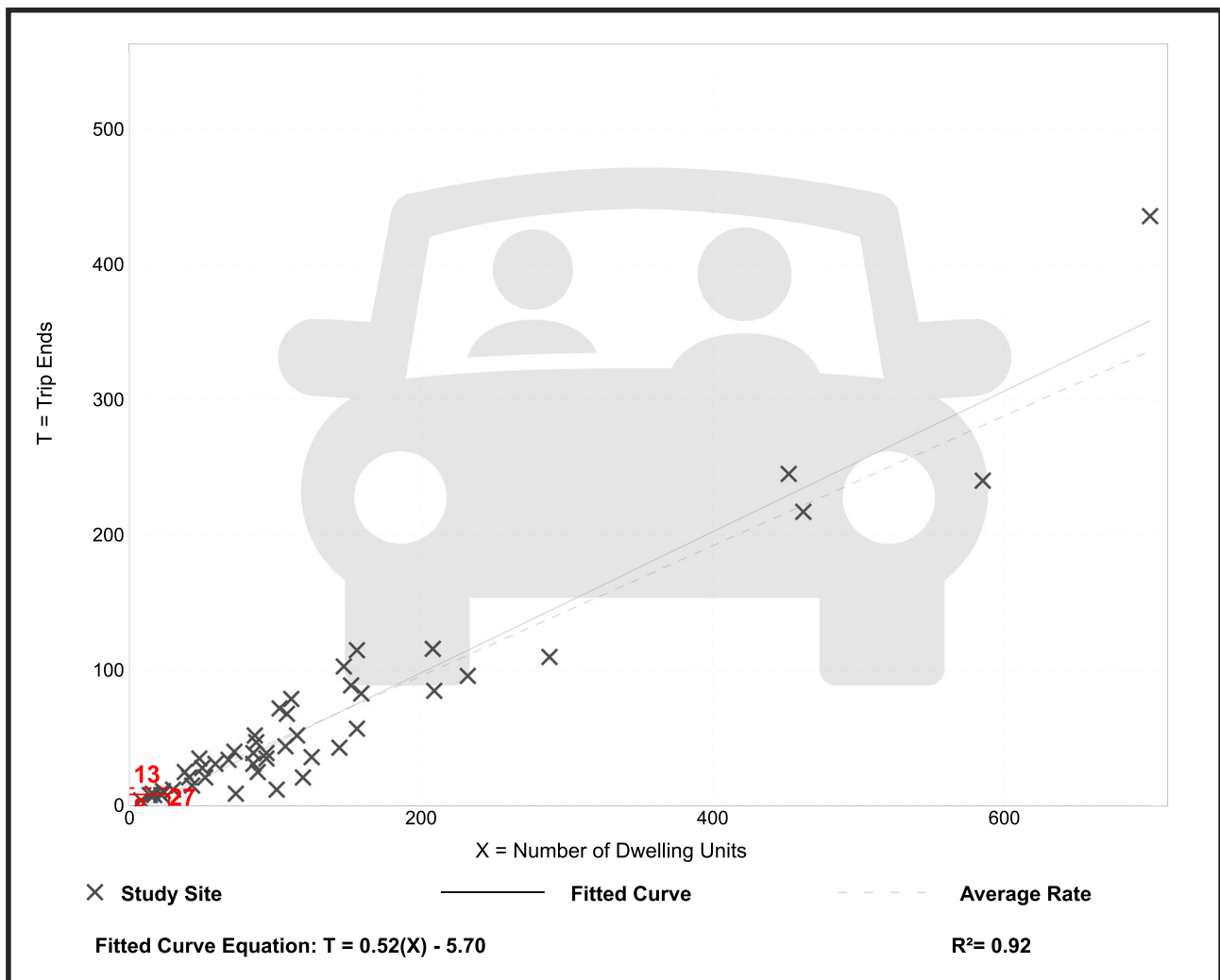
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

## Data Plot and Equation



# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

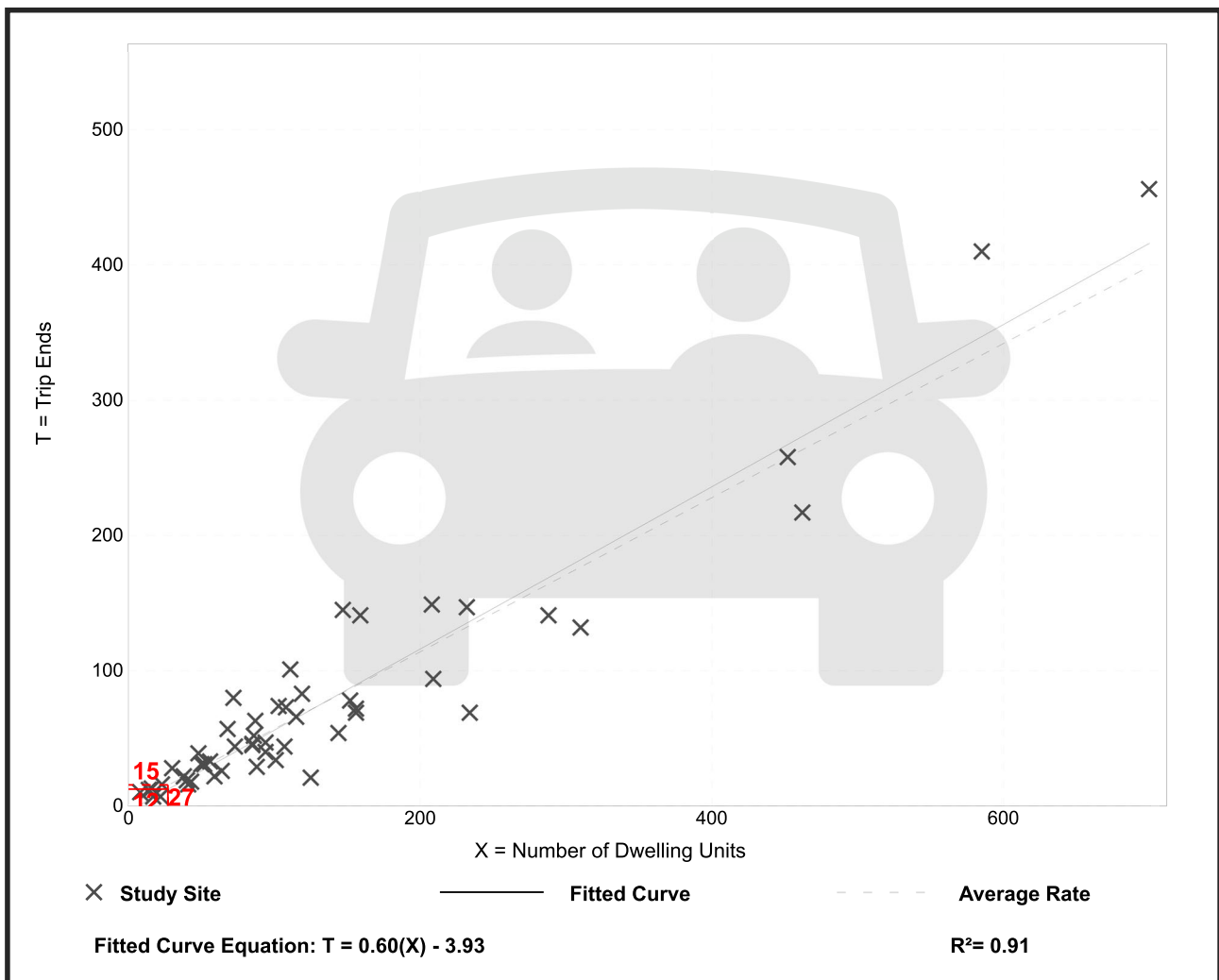
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

## Data Plot and Equation



# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

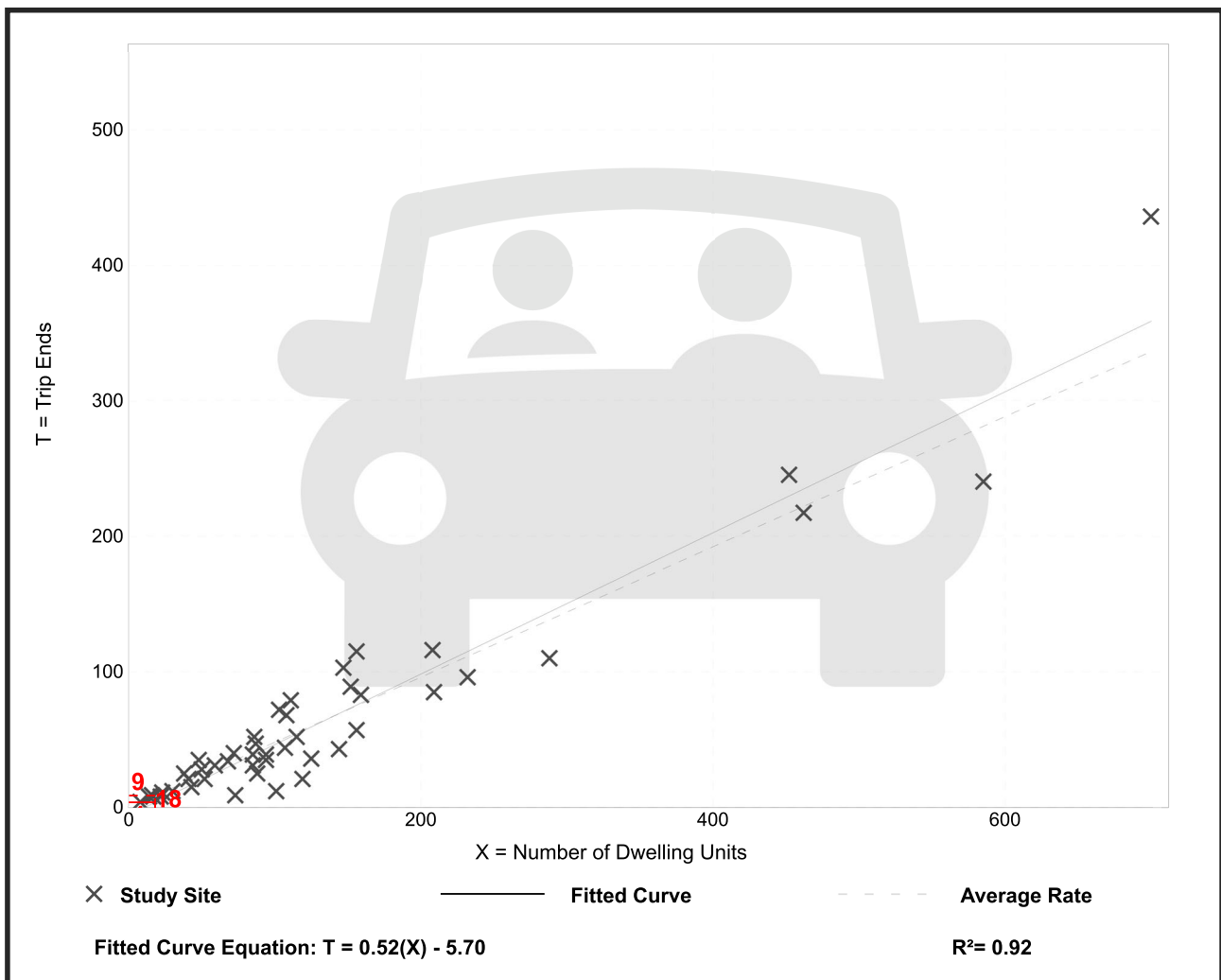
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

## Data Plot and Equation



# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

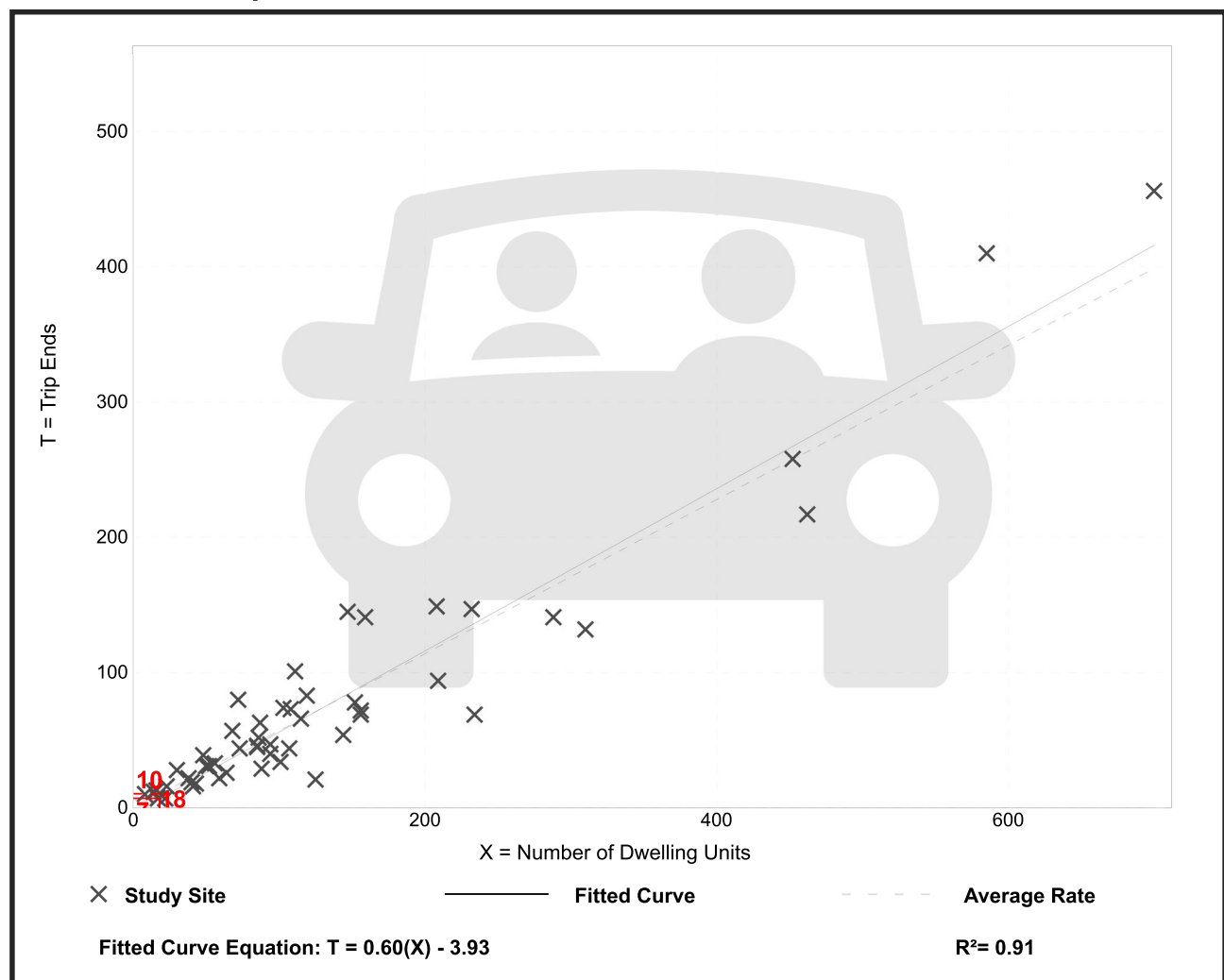
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

## Data Plot and Equation



# Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 34

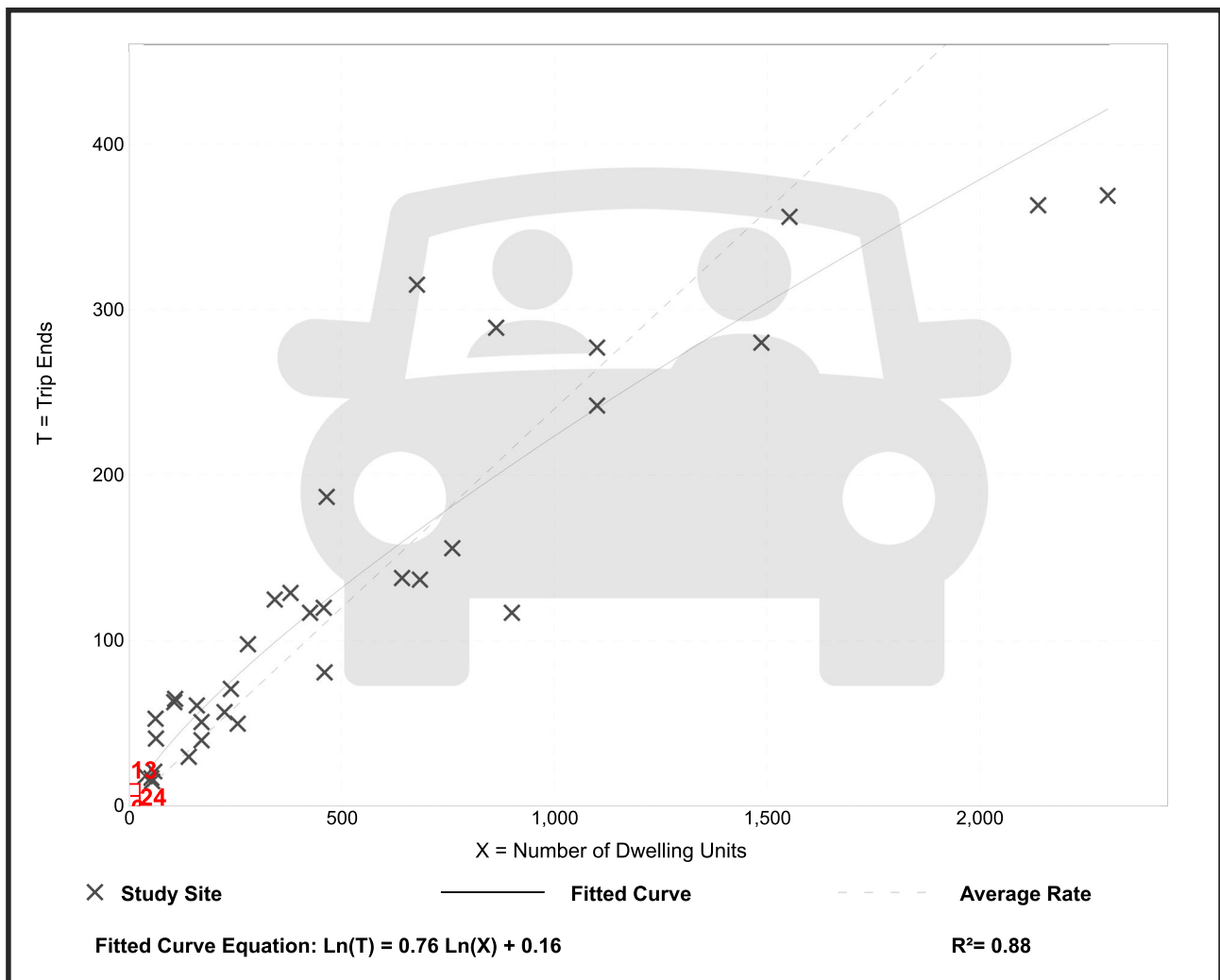
Avg. Num. of Dwelling Units: 557

Directional Distribution: 33% entering, 67% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.13 - 0.84	0.10

## Data Plot and Equation



# Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 35

Avg. Num. of Dwelling Units: 556

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.17 - 0.95	0.12

## Data Plot and Equation

