

Ref: 9217

July 8, 2022

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

Re: Traffic Volume Comparison
Proposed Mixed-Use Development – 230 East Central Street
Franklin, Massachusetts

Dear Chairman Rondeau and Members of the Planning Board:

Vanasse & Associates, Inc. (VAI) is providing a trip-generation comparison of alternative commercial uses in relation to those of the proposed TAJ Estates of Franklin II mixed-use development that is to be located at 230 East Central Street (Route 140) in Franklin, Massachusetts (hereafter referred to as the “Project”). This comparison focuses on similar uses to those that are currently located along the East Central Street corridor, with the trip calculations for all uses developed using trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹ for the appropriate land use. Table 1 summarizes and compares the traffic volumes for alternative development programs to those of the Project.

Table 1
TRIP-GENERATION COMPARISON

| Time Period | Vehicle Trips | | | | |
|------------------------------|---|---|--|---|--|
| | TAJ Estates II Mixed-Use Development ^a | Medical Office Building (15,000 sf) ^b | Retail Building (15,000 sf) ^c | Coffee Shop with Drive- Thru (2,400 sf) ^d | Fast-Food Restaurant with Drive-Thru (2,500 sf) ^e |
| <i>Average Weekday:</i> | 314 | 540 | 818 | 1,282 | 1,170 |
| <i>Weekday AM Peak-Hour:</i> | 36 | 44 | 35 | 206 | 112 |
| <i>Weekday PM Peak-Hour:</i> | 38 | 58 | 104 | 94 | 83 |

^aBased on ITE LUC 220, *Multifamily Housing (Low-Rise)* (35 units), and ITE LUC 712, *Small Office Building* (900 sf).

^bBased on ITE LUC 720, *Medical-Dental Office Building*.

^cBased on ITE LUC 822, *Strip Retail Plaza*.

^dBased on ITE LUC 937, *Coffee/Donut Shop with Drive-Through*.

^eBased on ITE LUC 934, *Fast-Food Restaurant with Drive-Through*.

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

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As can be seen in Table 1, with the exception of the retail building during the weekday morning peak-hour which was shown to generate similar traffic volumes to those of the Project, **all of the alternative commercial uses were shown to generate significantly more traffic on a daily and peak-hour basis than the Project, with the restaurant alternatives producing 3 to 4 times more traffic. Accordingly, it is apparent that the Project will be significantly less impactful than an alternative commercial use of the property.** It is also important to note that residential traffic is less concentrated and more dispersed over the day vs. a commercial use, which reduces impacts along a commercial corridor such as East Main Street.

If you should have any questions regarding this comparative assessment, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

cc: J. Centracchio, P.E., PTOE – BETA (via email)
M. Ahmed – Taj Estates II of Franklin, LLC (via email)
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