

N O COVENANT WITH THE TOWN OF FRANKLIN

A N
J & J West Central Realty LLC, a Massachusetts limited liability company having its usual place of business at 46 Marvin Avenue, Franklin, Norfolk County, Massachusetts, 02038, is the owner of the land shown as Lots 1, 2 and 3 and Parcel A situated on the northerly side of West Central Street in said Franklin, County and Commonwealth, shown on a plan entitled, "Private Definitive Subdivision 505 West Central Street, Franklin, Massachusetts" hereinafter the "Plan," dated August 7, 2013, prepared by Guerriere & Halnon, Inc., 55 West Central Street, Franklin, Massachusetts 02038.

Parcel A is shown on said plan as a private way, containing 16,552 square feet, and is the site of a private way. The Plan was approved with conditions by the Planning Board of the Town of Franklin by Certificate of Vote dated September 25, 2013, filed with the Town Clerk of the Town of Franklin on September 25, 2013, a certified copy of which is recorded herewith.

In accordance with said Plan and said Certificate of Vote the undersigned, for valuable consideration paid, the receipt of which is hereby acknowledged, does for itself and its successors, transferees and assigns, covenant and agree with the Town of Franklin, by and through its Town Administrator, whose signature is affixed hereto, together with a Resolution of the Town Council of said Town of Franklin, as follows:

1. Parcel A shall be constructed as a private road in accordance with the above-described Plan and any and all waivers granted by the Franklin Planning Board;
2. The property owners served by said Parcel A shall have the exclusive and continuing obligation for maintenance, repair and snow removal of said way;
3. Parcel A shall remain a private road and is not intended to be now, or at any time in the future, a public way;
4. No petition shall ever be made to the Town of Franklin seeking to change the status of Parcel A from that of a private way or to transfer the obligation for maintenance, repair and/or snow removal from the private property owners to the Town of Franklin;
5. Parcel A shall be constructed in accordance with the standards set forth in Section 300, Subdivision of Land Rules and Regulations of the Town of Franklin, except those waived by the Planning Board. Maintenance and repair of the access drive, any parking area, water supply system, sewer pipes, electric distribution system and storm water drainage system shall be the responsibility of the owners and shall never be the responsibility of the Town, and the Town shall never be required to perform any service, repair or maintenance with respect to said ways, areas, or any of the aforementioned systems within the subject property. The Town will never be required to provide snow plowing with respect to the subject property; and
6. The Town of Franklin, its agents and servants, shall have the right but not the obligation at all times to enter Parcel A for the purposes of inspecting, maintaining, and/or making emergency repairs including, but not limited to, maintenance or repairs of the water supply system, sewer pipes and storm water drainage system. In such event, the private property owners shall be liable, jointly and severally, for the payment of all expenses incurred by the Town in connection therewith, and unpaid expenses shall constitute a lien on their property.

RECEIVED AND RECORDED
NORFOLK COUNTY
REGISTRY OF DEEDS
DEDHAM, MA

CERTIFY

William P. O'Donnell
WILLIAM P. O'DONNELL, REGISTER

SEE PLAN FILED IN

PLAN BOOK 628 PAGE 39-40

This Covenant shall be binding upon the Record owners of Lots 1, 2 and 3 and Parcel A their heirs, successors, transferees and assigns and shall run with the land.

Executed as sealed instrument this 6th day of November, 2013 A L

COPY

COPY

J & J West Central Realty LLC

By: James F. Daddario, Sr.
James F. Daddario, Sr.,
Manager

Town of Franklin
By: Jeffrey D. Nutting
Jeffrey D. Nutting,
Franklin Town Administrator, Duly Authorized

COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss.

On this 6th day of November, 2013, before me, the undersigned notary public, personally appeared James F. Daddario, Sr., Manager of J & J West Central Realty LLC as aforesaid, proved to me through satisfactory evidence of identification, which was PERSONAL KNOWLEDGE, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.

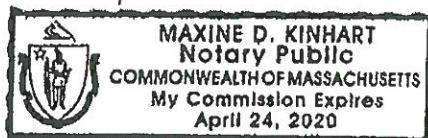
Craig A. Ciechanowski
Notary Public
My Commission Expires



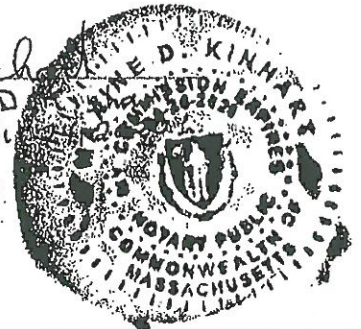
COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss.

On this 9th day of December, 2013, before me, the undersigned notary public, personally appeared Jeffrey D. Nutting as aforesaid, proved to me through satisfactory evidence of identification, which was personally known by me, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.



Maxine D. Kinhart
Notary Public
My Commission Expires: April



NOT ASSENT OF MORTGAGE NOT
AN AN

The undersigned, O F F I C I A L James F. Daddario, Sr., and John L. Daddario, Jr., O F F I C I A L the mortgagee of the parcel of land constituting the subdivision shown on the Plan, hereby consent to the execution of this covenant by the owner, who is the mortgagor of the parcel of land constituting the subdivision shown on the Plan subject to a certain mortgage dated April 30, 2009 recorded with the Norfolk County Registry of Deeds in Book 26599, Page 333. The undersigned further agree to hold the mortgage subject to this covenant and agree that the mortgage shall be subordinate to the covenant, which covenant shall have the same status, force and effect as though executed and recorded prior to the conveyance of the mortgage deed by the mortgagor to the mortgagee.

Executed as a sealed instrument this 6th day of November, 2013.

James F. Daddario, Sr.

John L. Daddario, Jr.

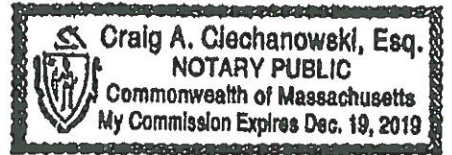
COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss.

On this 6th day of November, 2013, before me, the undersigned notary public, personally appeared James F. Daddario, Sr. as aforesaid, proved to me through satisfactory evidence of identification, which was PERSONAL KNOWLEDGE, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.

Notary Public
My Commission Expires:

COMMONWEALTH OF MASSACHUSETTS



Norfolk, ss.

On this 7th day of November, 2013, before me, the undersigned notary public, personally appeared John L. Daddario, Jr. as aforesaid, proved to me through satisfactory evidence of identification, which was PERSONAL KNOWLEDGE, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.



Notary Public
My Commission Expires: 11/7/19



F-3813

Town of Franklin

Tel: (508) 520-4907

Fax: (508) 520-4906



Planning Board

355 East Central Street
Franklin, Massachusetts 02048-1352

September 25, 2013

Deborah L. Pellegrini, Town Clerk
Town of Franklin
355 East Central Street
Franklin, MA 02038

2013 SEP 25 PM 1:20
RECEIVED

CERTIFICATE OF VOTE
PRIVATE DEFINITIVE SUBDIVISION
505 WEST CENTRAL STREET

Subdivision Plan: "Private Definitive Subdivision"
Owner/Applicant: J & J West Central Realty LLC
C/O James Daddario
46 Marvin Avenue
Franklin, MA 02038

Prepared By: Guerriere & Halnon, Inc.
Surveyor/Engineer
Dated: August 7, 2013
Assessors Map 270, Lot 029

Dear Mrs. Pellegrini:

Please be advised that at its meeting on Monday, September 23, 2013 the Planning Board, upon motion duly made and seconded, voted (3-0-0) to **APPROVE, WITH CONDITIONS**, the above referenced Definitive Subdivision Plan. The Conditions of Approval are listed on pages 2-4, attached hereto. In addition, please be advised that at its meeting the Planning Board voted on waivers as detailed on page 4, attached hereto.

If you have any questions concerning this determination, please contact the Department of Community Planning at (508) 520-4907.

Sincerely,

Joseph Halligan, Vice Chairman

- cc: Building Commissioner
- DPW/Engineering
- Assessor
- Applicant/Owner
- Engineer
- Vine Associates-GZA

CERTIFICATE OF VOTE
PRIVATE DEFINITIVE SUBDIVISION
505 WEST CENTRAL STREET

1. The subdivision shall be built in accordance with the Subdivision Rules and Regulations (Chapter 300, SUBDIVISION OF LAND) of the Town of Franklin, except as stated otherwise in this Certificate of Vote. The approval of said plan shall not be construed to be an acceptance or dedication of any way shown on said plan. In the event the Town must perform any service, maintenance and/or repair in an emergency, the Town shall not be held responsible for any damage to any property and shall be reimbursed fully by the owner/applicant for any such work performed.

The Planning Board will use outside consultant services for inspection of all construction of ways and the installation of water, drainage, erosion control systems, landscaping, sidewalks, and appurtenances thereto. The owner/applicant shall pay for the Inspector's time and any tests through an Inspector fee. The Construction Inspector fee is due before or at the time of the pre-construction meeting. Inspections are further outlined in condition #10.

2. The owner/applicant shall deliver to the Board, for review and approval by the Board and by Town Attorney, easements granting the Town, its agents and personnel, the right to enter the premises within such easements for the purposes of inspecting, maintaining, and/or making emergency repairs to the ways and municipal facilities and utilities, including, but not limited to, water, drainage, and electricity. Said easements shall be approved and delivered to the Town, as set forth above, prior to the endorsement of the definitive subdivision plan sheets.
3. No alteration of these plans shall be made or affected other than by an affirmative vote of the members of the Board at a duly posted meeting and upon the issuance of a written amended decision.
4. All applicable laws, by-laws, rules, regulations, and codes shall be complied with, and all necessary permits and approvals shall be obtained by the owner/applicant.
5. Prior to the endorsement of the definitive plan, the following shall be done:
 - **The owner/applicant shall make a notation on the plans, which references the conditions and dates of this Certificate of Vote.**
 - A notation shall be made on the plans that all erosion mitigation measures shall be in place prior to major road construction commencing on the site.
 - All outstanding invoices for services rendered by the Town's Engineers and other reviewing Departments of the Town relative to their review of the owner/applicant's application and plans shall have been paid in full.
 - The owner/applicant shall submit the approved version of the plan on a three-and-one-half-inch diskette(s), in AutoCAD Release-14 (or compatible software), to the Department of Public Works for review and approval. A transmittal letter from the Department of Public Works verifying receipt of such information and compliance with Department of Public Works standards shall be submitted to the Planning Board. Failure to submit such information to the Department of Public Works and obtain the compliance letter shall be cause for the Planning Board to rescind approval or not to endorse said plans.
6. Prior to endorsement of its approval of said plan, the owner/applicant shall agree to complete, without cost to the Town, all improvements required by the Town and shall provide security that he will do so,

either by covenanting not to sell or build upon any lots until completion of the improvements (which covenant must be referred to on the plan and registered or recorded with it) or by posting bond or other security which the Town can utilize in the event that the improvements are not completed within two years or by some combination of these.

7. Prior to any work commencing on the subject property, the following conditions shall be met:
 - The owner/applicant shall provide plans to limit construction debris and materials on the site. In the event that debris is carried onto any public way, the owner/applicant and his assigns shall be responsible for all cleanup of the roadway. All cleanups shall occur within twenty-four (24) hours after first written notification to the owner/applicant by the Board or its designee. Failure to complete such cleanup may result in suspension of construction of the subdivision until such public way is clear of debris.
 - The owner/applicant shall submit to the Board six (6) complete prints of the recorded plan, and two fifty-percent (50%) reduced prints. In addition, the applicant shall furnish five (5) blue line prints of the approved plan, reduced to a scale, which will fit on an eight-and-one-half-by-eleven-inch sheet. One copy of each of the above shall also be submitted to the Town Clerk.
8. The owner/applicant shall supply erosion control devices as necessary and as directed by the Town's Construction Inspector and Conservation Agent.
9. All roadways, utility, and other improvements within the subdivision shall be built within four (4) years of the date of plan approval per §300-8H(8).
10. Prior to construction activities, there shall be a pre-construction meeting with the owner/applicant, and his contractor(s), the Department of Public Works and the Planning Board's Construction Inspector. Actual and reasonable costs of inspection consulting services shall be paid by the applicant before or at the time of the pre-construction meeting. Should additional inspections be required beyond the original scope of work, the applicant shall be required to submit fees prior to the issuance of a Final Certificate of Completion by the Planning Board.
11. Approval of this Definitive Subdivision Plan is subject to the rules and regulations and approvals of the Conservation Commission, Board of Health, Police Department, Fire Department, and Department of Public Works.
12. Prior to endorsement, all changes necessitated by the foregoing conditions shall be made on the plan

All work, not explicitly waived in this Certificate of Vote, within **505 West Central Street**, shall comply with Chapter 300, Subdivision of Land, of the Code of the Town of Franklin.

PROCEDURES
PRIVATE DEFINITIVE SUBDIVISION
505 WEST CENTRAL STREET

A copy of this Certificate of Vote shall be filed with the Town Clerk, and one copy shall be mailed to the Owner/applicant. This decision may be appealed by any person aggrieved to the Land Court or to the Superior Court within twenty (20) days of its filing with the Town Clerk.

This Certificate of Vote shall become effective only upon the recording of a copy certified by the Town Clerk with the Norfolk County Registry of Deeds. A copy of the recorded Certificate of Vote shall be submitted to the Board within thirty (30) days of recording.

WAIVERS
DEFINITIVE SUBDIVISION MODIFICATION
505 WEST CENTRAL STREET

Based on its finding that the requested waivers would be in the public interest and consistent with the intent and purpose of the Subdivision Control Law, the Planning Board, upon motion duly made and seconded voted at its September 23, 2013 Planning Board Meeting (3-0-0) to **APPROVE** the applicant's request for the following waivers:

<u>SECTION</u>	<u>ALLOWED</u>
§300-8 C	To not show plan and profile.
§300-8 D	Already provided during site plan process.
§300-10 C (1)	Road layout with 40 ft.
§300-10 C (1)	Reduce pavement width to 24-30 ft
§300-10 E (1)	No turn around pavement.
§300-10 E (4)	This is a commercial, does not apply.
§300-10 E (4)	281.53 ft dead-end.
§300-10 F (4)	Compliance with good practices has been followed in access road construction.
§300-10 H (1)	Install reinforced concrete curb.
§300-11 A (3)	Drainage Pond located within an located on separate lot with easements.
§300-13 A (1)	Install one sidewalk in place of two
§300-13 B (1)	No strip provided on site plan approval.
§300-13 E (1), (2)(a), (b) and (c)	Planting plan approved during site plan approval.
§300-13 D	To waive the setting of bounds.
§300-14 B (1)	Easement across lots for utilities and R.O.W. Access.
§300 Attachment 1	Construct variable width access road w/concrete curbing and one sidewalk.



FRANKLIN PLANNING & COMMUNITY DEVELOPMENT

355 EAST CENTRAL STREET
FRANKLIN, MA 02038-1352
TELEPHONE: 508-520-4907
FAX: 508-520-4906

MEMORANDUM

DATE: February 3, 2021
TO: Franklin Planning Board
FROM: Department of Planning and Community Development
RE: 515 West Central St
Site Plan Modification

The DPCD has reviewed the above referenced Site Plan Modification application for the Monday, February 8, 2021 Planning Board meeting and offers the following commentary:

General:

1. The site is located at 515 West Central St in the Commercial II Zoning District (Assessors Map 270 Lot 29.2).
2. The applicant is proposing to construct a two-story 5,250 sq/ft of daycare facility to include parking spaces, with drainage and landscaping.
3. The Applicant has filed with the Conservation Commission.
4. Applicant has not requested any waivers.

DPCD Comments:

1. Applicant has submitted the following documents for the meeting:
 - Certificate of Vote – Subdivision Approval dated September 25, 2013
 - Private Road Covenant
 - Traffic Study
2. The Planning Board discussed at the last meeting about paving the cul-de-sac. The Board should determine if they will require this or not.

STONEFIELD

February 1, 2021

Planning Board
Town of Franklin City Hall
355 East Central Street
Franklin, MA 02038

**RE: Traffic & Parking Assessment Report
Site Plan Modification of 505 West Central Street, Lot 3
Proposed “The Learning Experience” Childcare Center
515 West Central Street
Parcel # 270-029-002-000
Town of Franklin, Norfolk County, Massachusetts
SE&D BOS-210006**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed “The Learning Experience” childcare center on the adjacent roadway network. The subject property is located at 515 West Central Street in the Town of Franklin, Norfolk County, Massachusetts. The subject property is designated as parcel number 270-029-002-000 on the Massachusetts Interactive Property Map. The existing site is vacant and access is presently provided via one (1) full-movement driveway along a 40-foot wide private roadway connecting with West Central Street. Under the proposed development program, a two (2)-story 10,400-square-foot childcare center with a 3,790-square-foot outdoor playground would be constructed on the subject property. Access is proposed to remain as-is.

Existing Conditions

The subject property is located at 515 West Central Street in the Town of Franklin, Norfolk County, Massachusetts. The subject property is designated as parcel number 270-029-002-000 on the Massachusetts Interactive Property Map. Land uses in the area are a mix of commercial and residential uses.

The 40-foot-wide private roadway along the site frontage is a private roadway with a general north-south orientation and is under the jurisdiction of the Property Owners Trust. Along the site frontage, the roadway provides one (1) lane of travel in each direction and does not have a posted speed limit. Curb and sidewalk are provided along the easterly side of the roadway, shoulders are not provided, and on-street parking is not permitted. This private roadway provides access to West Central Street for the subject lot and the two (2) adjacent lots occupied by Wendy’s restaurant and Midas auto-repair shop.

West Central Street (State Route 140) is classified as a Principal Arterial roadway with a general east-west orientation and is under the jurisdiction of MDOT. Proximate to the site, the roadway provides two (2) lanes of travel in each direction and has a posted speed limit of 40 mph. Curb and sidewalk are provided along both sides of the roadway, narrow shoulders are provided along both sides of the roadway, and on-street parking is not permitted. West Central Street provides east-west mobility within the Town of Franklin and neighboring municipalities and provides access to Interstate 495 to the west for a mix of commercial and residential uses along its length.

STONEFIELDENG.COM

1 BEACON STREET, FLOOR 15, BOSTON, MA 02108 617.203.2076 T. 201.340.4472 F.

Trip Generation

Trip generation projections for the proposed childcare center were prepared utilizing the ITE Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 565 “Day Care Center” were cited for the proposed 10,400-square-foot day care center. It is noted that the sizes of childcare study sites included within ITE’s Trip Generation Manual, 10th Edition, range from 940 square feet to 17,000 square feet and the average study site size is 5,000 square feet. Larger childcare centers, such as the one proposed, typically have longer student drop-off and pick-up windows which results in a greater portion of trips occurring outside of the weekday morning and weekday evening peak hours as compared to smaller childcare centers with shorter student drop-off and pick-up windows. To provide a more accurate estimation of the traffic generated by the proposed 10,400-square-foot childcare center, the ITE dataset was filtered to only include childcare centers similar in size to the proposed development. Specifically, trip generation rates for the proposed childcare center were based on ITE study sites with gross floor area larger than 7,500 square feet. The non-filtered and filtered ITE data sets for Land Use 565 “Day Care Center” are appended. **Table I** provides the weekday morning and weekday evening peak-hour trip generation volumes associated with the proposed development.

TABLE I – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
10,400 SF Day Care Center <i>ITE Land Use 565</i>	40	35	75	32	36	68

The proposed development is expected to generate 75 new trips during the weekday morning peak hour and 68 new trips during the weekday evening peak hour. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Site Circulation/Parking Supply

A review was conducted of the proposed “The Learning Experience” childcare center using the Site Plan prepared by Guerriere & Halnon, Inc, dated October 21, 2020 and last revised December 22, 2020. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Under the proposed development program, a 10,400-square-foot daycare building would be constructed on the easterly portion of the vacant subject property. A 3,790-square-foot outdoor playground fenced area would be provided along the westerly side of the building. A 30-space surface parking lot would be provided along the southerly side of the property. To the north of the parking lot, a 10-foot concrete sidewalk is proposed to facilitate pedestrian access to the main entrance for drop-off/pickup operations. To the south of the parking lot, a five (5)-foot concrete sidewalk would be provided to facilitate pedestrian circulation to the adjacent properties. A pedestrian walkway would be provided within the surface parking lot to enhance pedestrian circulation. The proposed site would be accessed via (1) full-movement driveway along the fronting private road. The driveway would be located at the existing curb-cut with minor widening and the addition of a crosswalk. Vehicular circulation on-site would be facilitated via one (1) 24-foot-wide two-way drive aisle proximate to the surface parking lot, and one (1) 20-foot-wide one-way drive aisle that wraps along the rear of the daycare before connecting with the surface parking lot and the adjacent Wendy’s property to the south via a cross-access easement. The one-way drive aisle would be signed and intended for truck access only, as there would be a trash enclosure provided along the drive aisle at the northeasterly corner of the property.

The proposed 10,400-square-foot daycare center would be occupied by “The Learning Experience” and would have a licensed capacity of 143 children, 23 teachers, and two (2) administrative staff. Based on operational information provided by The Learning Experience (TLE) as well as field studies conducted by our office at multiple TLE locations within the states of Massachusetts and New Jersey, an understanding of drop-off/pickup operations and typical parking demand was achieved and is summarized herein.

Drop-off/pickup operations would generally occur from 6:30 a.m. to 9:30 a.m. and from 4:00 p.m. to 6:00 p.m., respectively, and would require parents to park their vehicles in a designated parking space and walk their child to and from the building. One drop-off operation typically takes five (5) minutes and one pickup operation typically takes eight (8) minutes. For the proposed site, drop-off/pickup operations would occur within the proposed 30-space parking lot.

It is important to note that a typical TLE childcare center has an average of 80% student enrollment of the maximum capacity, approximately 20% of students with at least one (1) sibling that arrives/departs via the same vehicle, and approximately 10% of students that are absent on any given day due to illness or other reasons. As such, the number of trips accessing the site on daily basis is significantly less than the student capacity. Further, approximately 25% of students and 30% of employee are part-time and would be present on-site for limited hours. As such, parent and employee arrival/departure typically occur over a range of periods, as opposed to schools where arrival and dismissal occur at specific times. Based on field observations conducted by our office, the maximum number of drop-off/pickup operations occurring simultaneously is eight (8) vehicles.

Regarding the parking requirements for the proposed development, the Town of Franklin Zoning Ordinance does not have a specific requirement for childcare centers. The site would provide 30 total parking spaces, inclusive of two (2) ADA-accessible parking stalls. The proposed spaces would be nine (9) feet wide by 19 feet deep in accordance with Franklin Ordinance and industry standards.

The proposed parking supply was evaluated with respect to data published within the ITE’s Parking Generation, 5th Edition, for Land Use 565 “Day Care Center.” Specifically, parking generation rates for General Urban/Suburban locations were utilized. The average parking demand rate during the peak weekday period for Land Use 565 “Day Care Center” is 2.45 vehicles per 1,000 square feet of gross floor area. For the proposed 10,400-square-foot daycare center, this equates to 25 parking spaces. As such, the proposed parking supply of 30 spaces would be sufficient to support the parking demand of the site.

Stonefield Engineering and Design, LLC (“Stonefield”) has conducted parking utilization counts during the typical weekday morning and weekday evening time periods to identify the maximum parking demand at two (2) different TLE locations in Massachusetts. Counts were conducted in three (3)-minute and six (6)-minute intervals for the weekday morning (drop-off) time period and the weekday evening (pickup) time period, respectively. Based on a review of the count data, the maximum parking demand at each location studied was either 25 or 26 vehicles. **Table 2** provides a summary of the maximum parking demand for each of the TLE locations observed.

TABLE 2 – MAXIMUM OBSERVED PARKING DEMAND

TLE Center	Date of Count	Licensed Capacity	Enrollment on Count Day	% Enrolled	Maximum Parking Demand
TLE Littleton, MA	1/28/2021	148	82	55%	18
TLE South Easton, MA	2/27/2020	148	125	84%	22
Average		148	104	70%	20

As shown in Table 2, the existing TLE childcare centers with comparable licensed capacities had a maximum parking demand of 22 vehicles. It should be noted that a portion of employees would be expected to carpool, walk, or use a taxicab service such as Uber or Lyft to access the site. Based on information provided by the Applicant, a maximum of 22 employees would be present on-site during typical operations, which leaves eight

(8) parking spaces for drop-off/pickup operations. Using the typical 5-minute drop-off and 8-minute pickup times, this equates to a capacity of approximately 96 drop-off and/or 60 pickup operations in a single hour. It is important to note that the peak employee parking demand and the peak parent parking demand typically occur at different times of the day. As such, the above drop-off/pickup capacity is conservative and represents a worst-case scenario. Based on the observed peak parking demand at existing TLE locations, the proposed 30-space parking supply would be sufficient to support this project's parking demand.

Conclusions

This report was prepared to examine the potential traffic and parking impacts of the proposed childcare center. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveway and on-site layout have been designed to provide for effective access to and from the subject property. Based on industry data and observations conducted at similar existing developments, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Joshua Kline, PE
Stonefield Engineering and Design, LLC

STONEFIELD

The Learning Experience - Littleton, MA

206 Great Road

Parking Utilization Counts

Thursday, January 28, 2021

Weekday Morning

Time	Parked Vehicles	Utilization	Open Spaces
Supply	45		
7:30	6	13%	39
7:33	6	13%	39
7:36	4	9%	41
7:39	5	11%	40
7:42	6	13%	39
7:45	6	13%	39
7:48	6	13%	39
7:51	8	18%	37
7:54	9	20%	36
7:57	10	22%	35
8:00	13	29%	32
8:03	12	27%	33
8:06	12	27%	33
8:09	13	29%	32
8:12	18	40%	27
8:15	17	38%	28
8:18	15	33%	30
8:21	13	29%	32
8:24	13	29%	32
8:27	14	31%	31
8:30	13	29%	32
8:33	14	31%	31
8:36	14	31%	31
8:39	14	31%	31
8:42	13	29%	32
8:45	14	31%	31
8:48	13	29%	32
8:51	16	36%	29
8:54	16	36%	29
8:57	16	36%	29
9:00	14	31%	31

Weekday Evening

Time	Parked Vehicles	Utilization	Open Spaces
Supply	45		
4:00	10	22%	35
4:06	12	27%	33
4:12	12	27%	33
4:18	14	31%	31
4:24	13	29%	32
4:30	15	33%	30
4:36	15	33%	30
4:42	11	24%	34
4:48	13	29%	32
4:54	13	29%	32
5:00	11	24%	34
5:06	12	27%	33
5:12	10	22%	35
5:18	11	24%	34
5:24	11	24%	34
5:30	14	31%	31
5:36	14	31%	31
5:42	8	18%	37
5:48	9	20%	36
5:54	10	22%	35
6:00	10	22%	35



STONEFIELD

The Learning Experience - South Eastone, MA

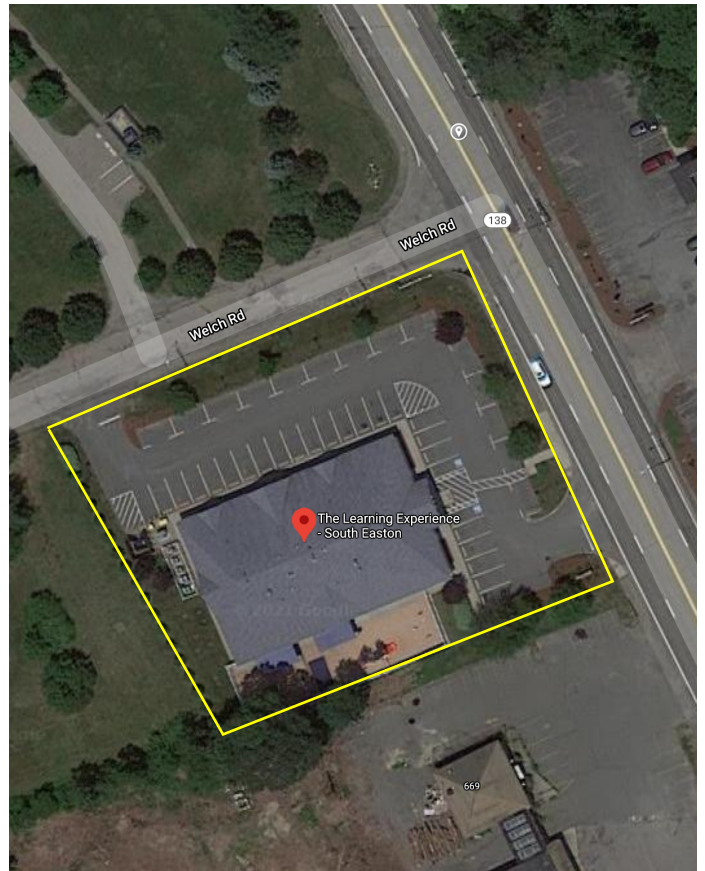
639 Washington St

Parking Utilization Counts

Thursday, February 27, 2020

Weekday Morning

Time	Parked Vehicles	Utilization	Open Spaces
Supply	40		
8:00	15	38%	25
8:05	16	40%	24
8:10	13	33%	27
8:15	14	35%	26
8:20	19	48%	21
8:25	17	43%	23
8:30	16	40%	24
8:35	13	33%	27
8:40	20	50%	20
8:45	19	48%	21
8:55	19	48%	21
9:00	19	48%	21
9:05	19	48%	21
9:10	19	48%	21
9:15	19	48%	21
9:20	18	45%	22
9:25	18	45%	22
9:30	20	50%	20
9:35	22	55%	18
9:40	21	53%	19
9:45	20	50%	20
9:50	20	50%	20
9:55	20	50%	20
10:00	21	53%	19
10:05	21	53%	19
10:10	20	50%	20



Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 89 out of 89
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 53% entering , 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

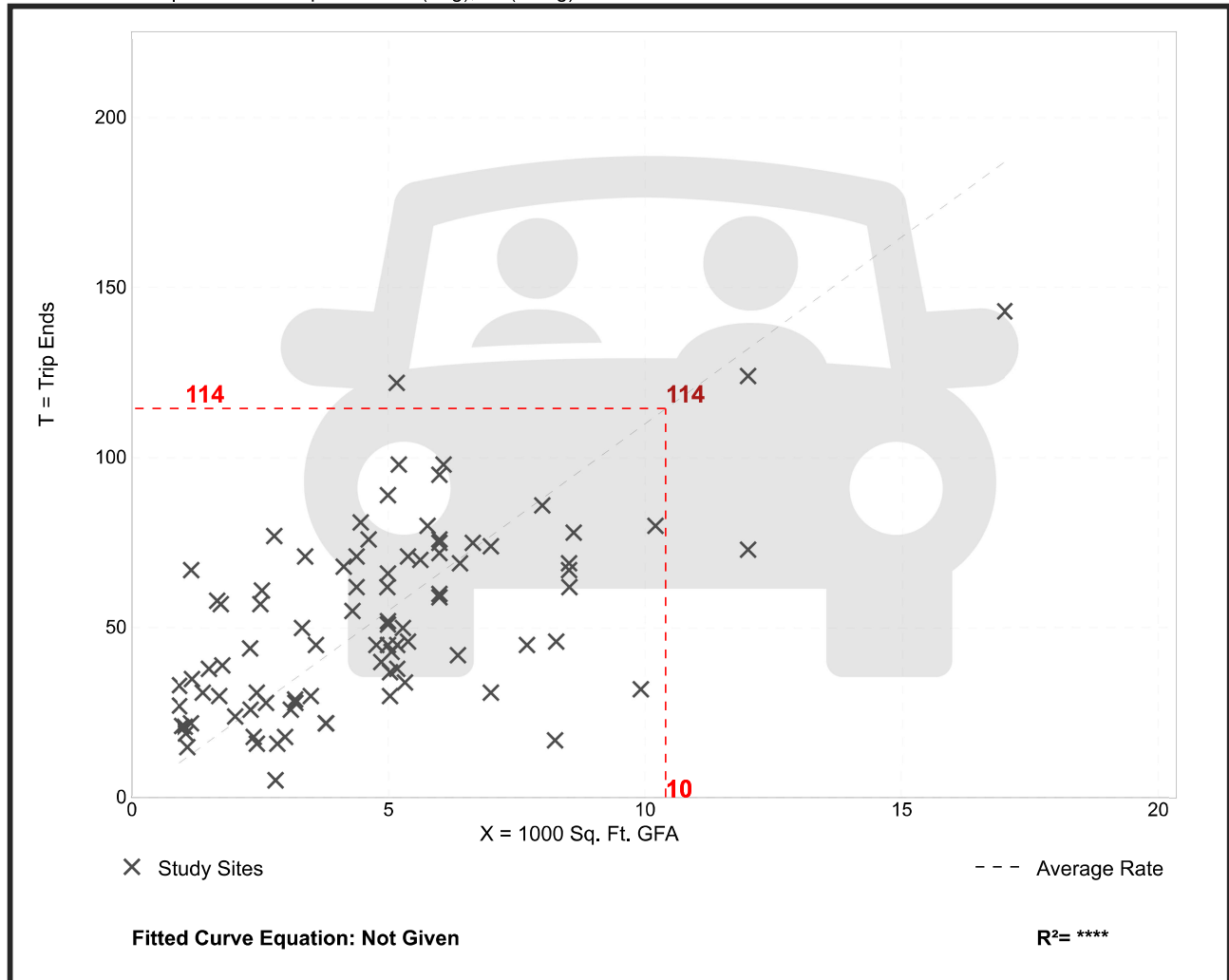
Average Rate	Range of Rates	Standard Deviation
11.00	1.79 - 57.02	6.08

Data Filtered By: [IV Value: 0.94-17]

Data Plot and Equation

Caution – Filtered Data Set

Set IV Size: 10.4 | Calculated Trip Ends: 114(Avg),114(F.Avg)



Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 13 out of 89
 Avg. 1000 Sq. Ft. GFA: 10
 Directional Distribution: 53% entering , 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

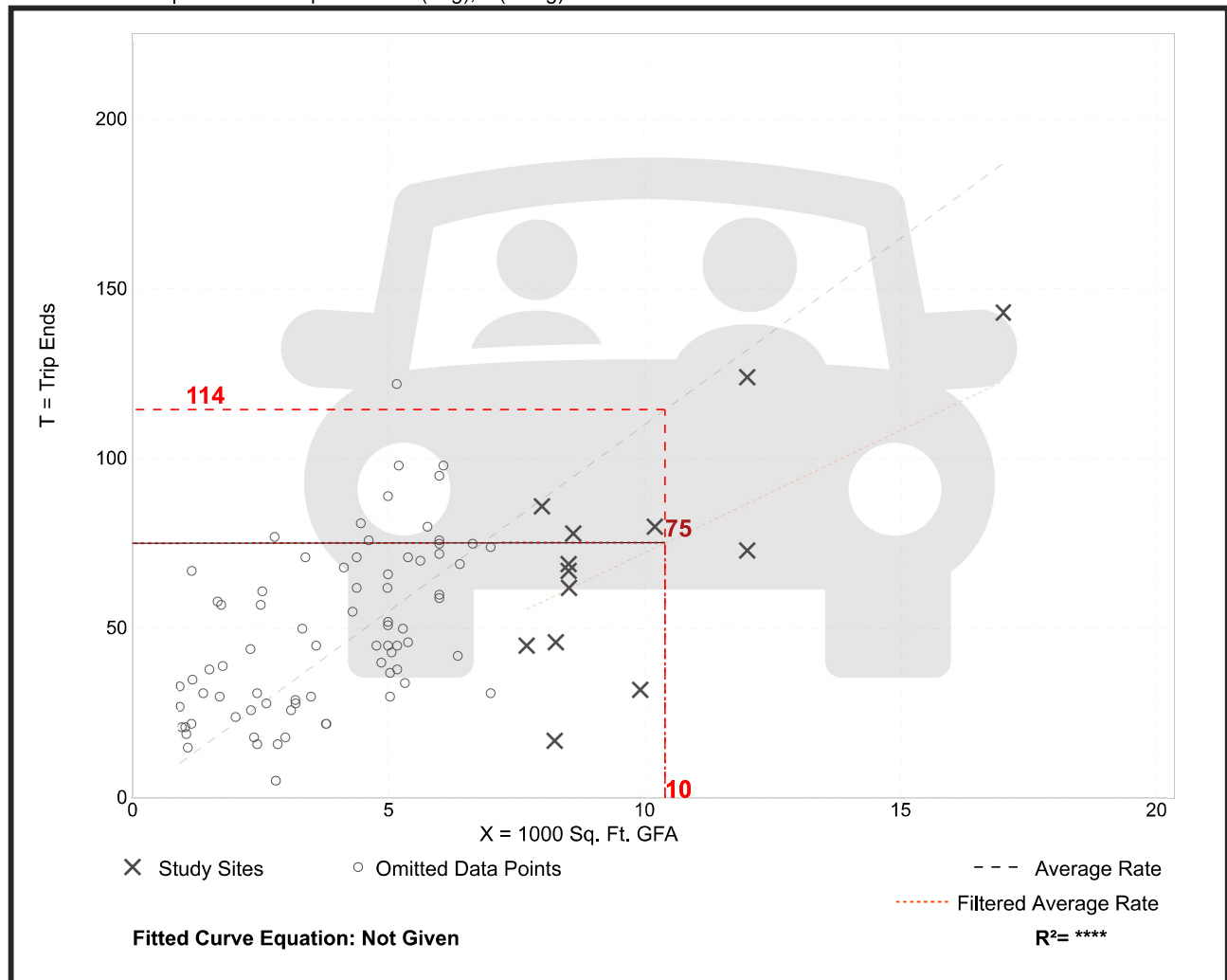
Average Rate	Range of Rates	Standard Deviation
7.23	2.06 - 10.75	2.46

Data Filtered By: [IV Value: 7.5-17]

Data Plot and Equation

Caution – Filtered Data Set

Set IV Size: 10.4 | Calculated Trip Ends: 114(Avg),75(F.Avg)



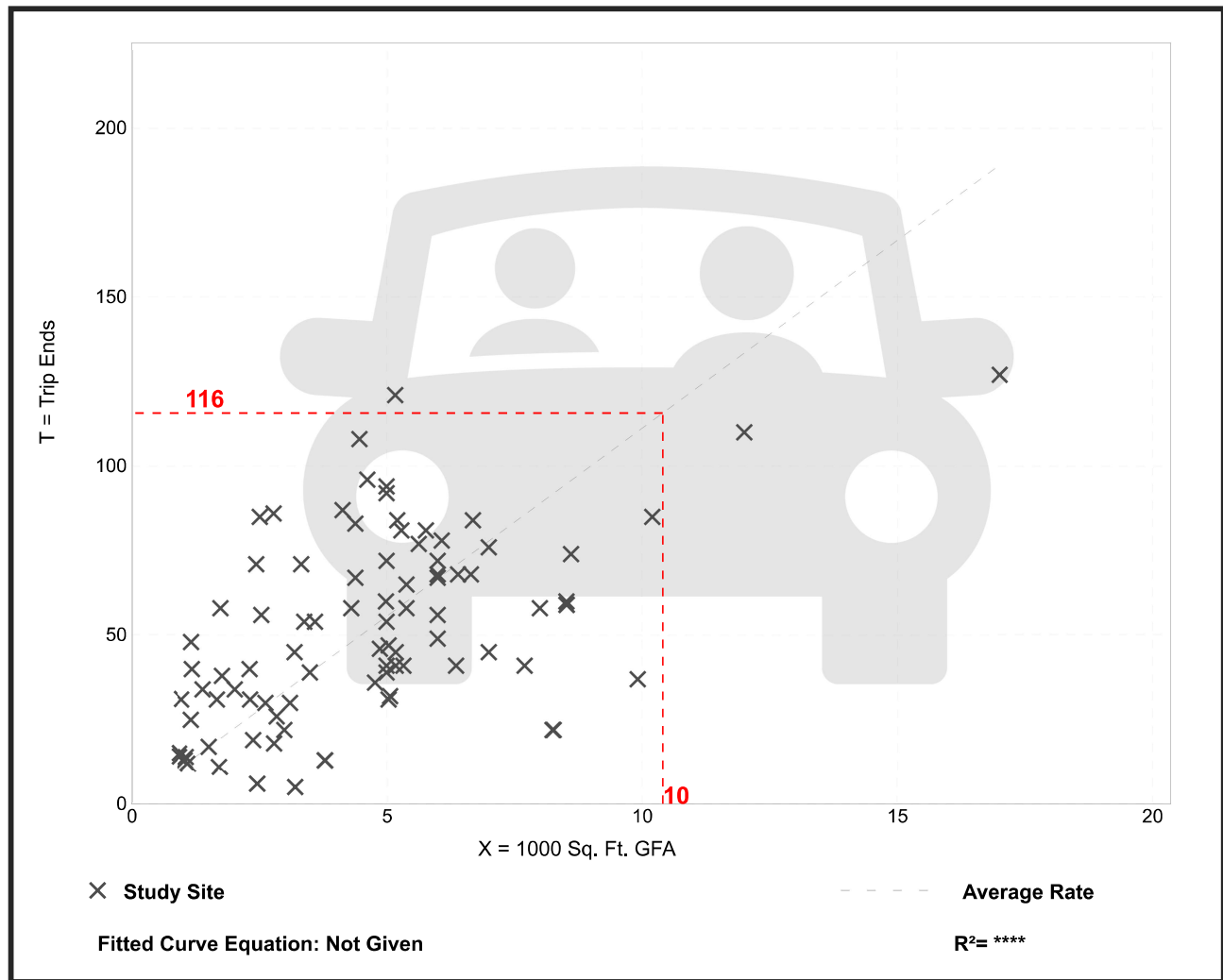
Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 90
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.12	1.56 - 40.85	6.28

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 12 out of 90
 Avg. 1000 Sq. Ft. GFA: 10
 Directional Distribution: 47% entering , 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.53	2.66 - 9.17	2.20

Data Filtered By: [IV Value: 7.5-17]

Data Plot and Equation

Caution – Filtered Data Set

Set IV Size: 10.4 | Calculated Trip Ends: 116(Avg),68(F.Avg)

