

Ref: 8863

December 23, 2021

Mr. Josh Berman
Senior Vice President, Construction
Marcus Partners, Inc.
260 Franklin Street, Suite 620
Boston, MA 02110

Re: Transportation Impact Assessment Update
Proposed Warehouse Building – 585 King Street
Franklin, Massachusetts

Dear Josh:

Vanasse & Associates, Inc. (VAI) is providing an update to the October 2021 *Transportation Impact Assessment* (the “October 2021 TIA”) that was prepared in support of the proposed warehouse building to be located at 585 King Street in Franklin, Massachusetts (hereafter referred to as the “Project”). Specifically, VAI has prepared updated trip-generation calculations for the Project to reflect reduction in size of the proposed warehouse, from 293,600± square feet (sf) to 255,400± sf, that resulted from refinements in the overall site design. Table 1 summarizes and compares the total volume of traffic (passenger cars and trucks) that are expected to be generated by the revised development program (255,400± sf) to those of the development program that was assessed in the October 2021 TIA (293,600± sf).

Table 1
TRIP-GENERATION SUMMARY AND COMPARISON^a

Time Period	(A) Revised Development Program (255,400± sf)	(B) October 2021 TIA Development Program (293,600± sf)	(A – B) Difference
<i>Average Weekday:</i>	442	510	-68
<i>Weekday Morning Peak Hour:</i>	54	61	-7
<i>Weekday Evening Peak Hour:</i>	57	63	-6

^aBased on ITE LUC 150, *Warehousing*.

As can be seen in Table 1, the revised development program (255,400± sf) is expected to result in 68 fewer vehicle trips on an average weekday when compared to the development program that was assessed in the October 2021 TIA (293,600± sf), with seven (7) fewer vehicle trips expected during the weekday morning peak hour and six (6) fewer vehicle trips during the weekday evening peak hour. ***Such decreases are***

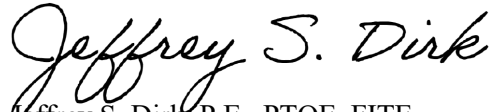
Mr. Josh Berman
December 23, 2021
Page 2 of 2

considered nominal and would not result in a material change in the analysis results or the findings that were presented in the October 2021 TIA.

If you should have any questions regarding our assessment of the of the revised development program for the Project, 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

Attachments

cc: File



ATTACHMENTS

TRIP-GENERATION CALCULATIONS



TRIP-GENERATION CALCULATIONS



Warehousing (150)

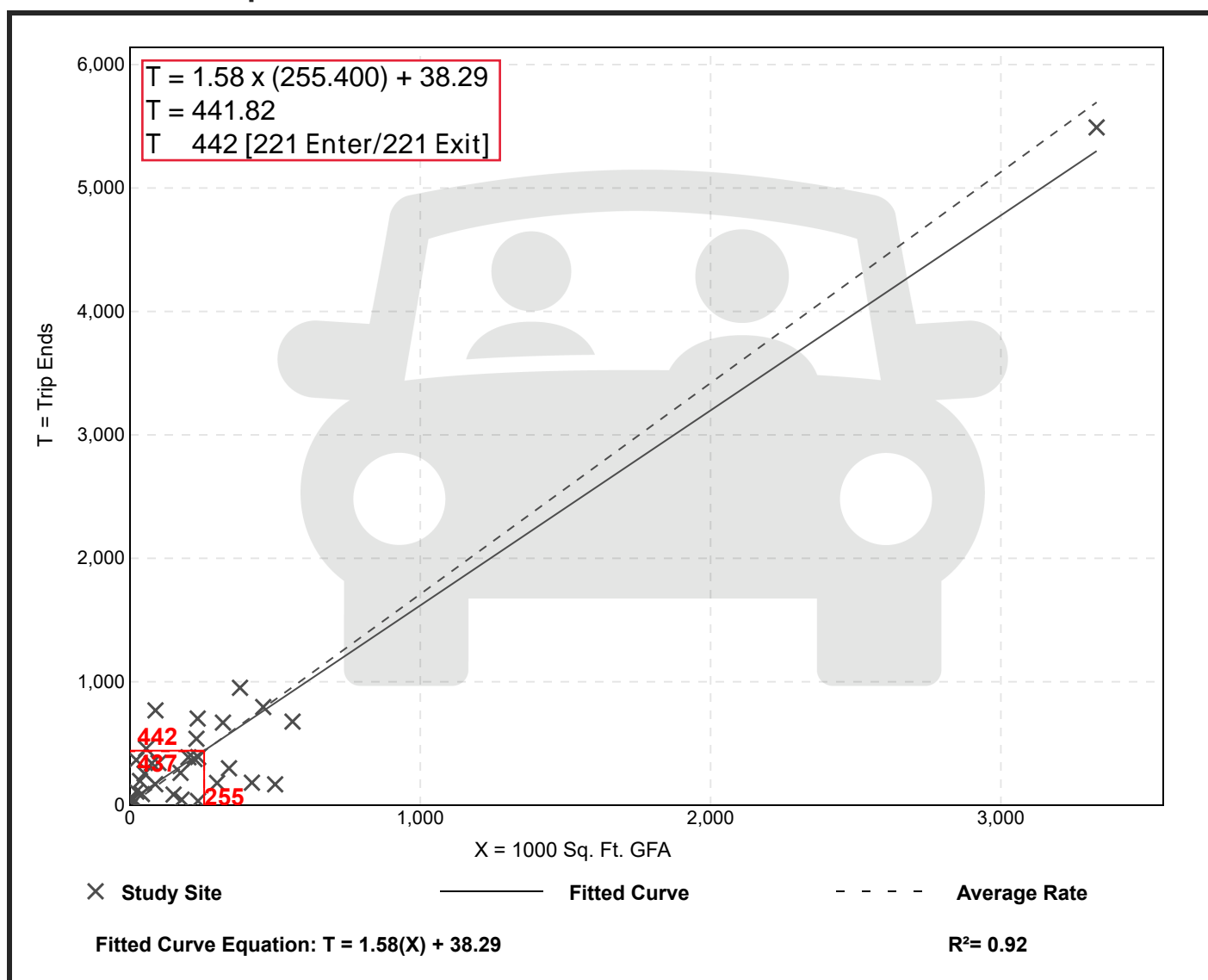
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. 1000 Sq. Ft. GFA: 292
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

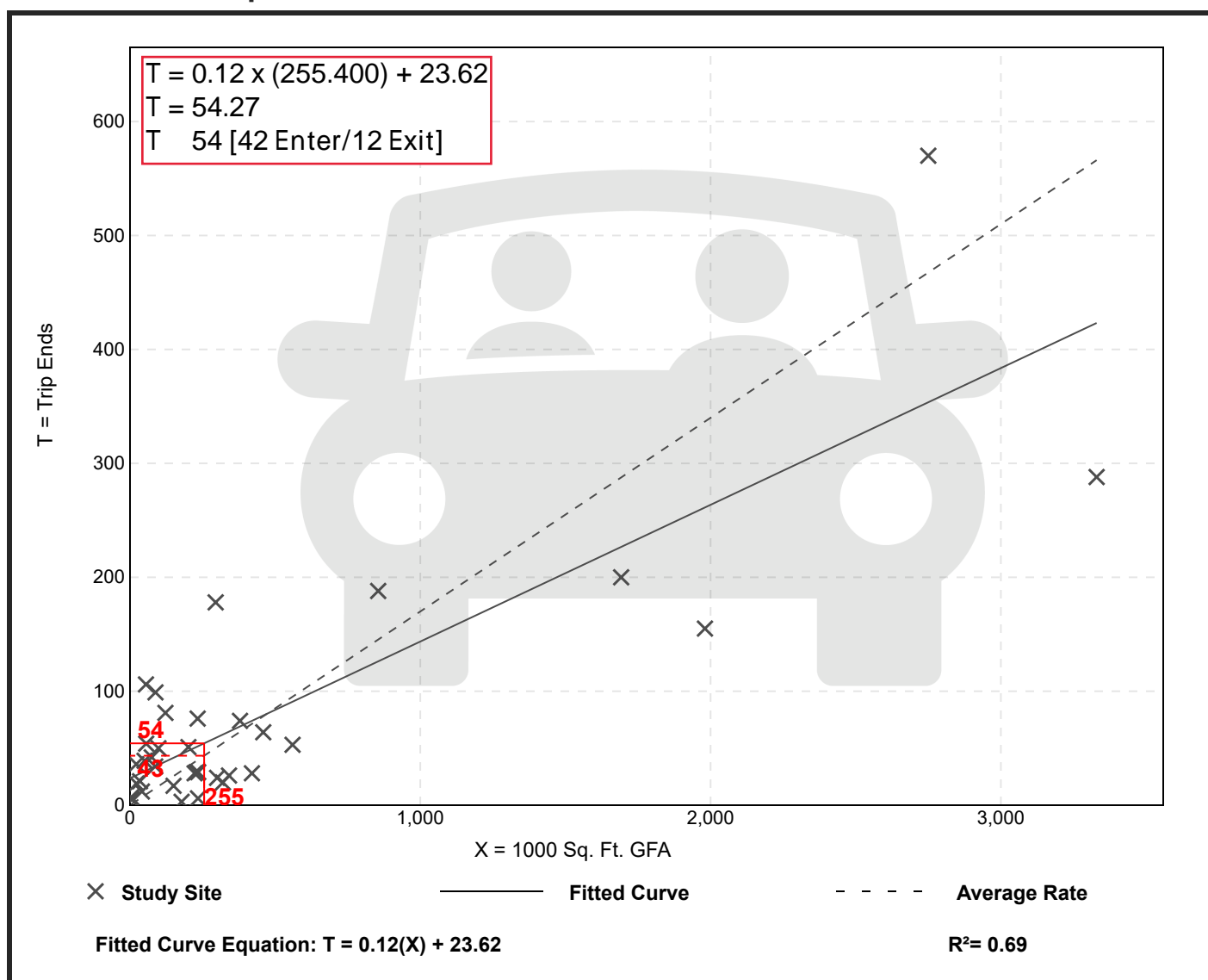
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 36
 Avg. 1000 Sq. Ft. GFA: 448
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

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: 49
 Avg. 1000 Sq. Ft. GFA: 400
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation

