

Ref: 4926

May 17, 2010

Mr. Hans Larsen
Director of General Government
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Re: Proposed Mixed-Use Development
978 Worcester Street
Wellesley, Massachusetts

Dear Mr. Larsen:

Vanasse & Associates, Inc. (VAI) is providing update trip-generation calculations for the mixed-use development to be located at 978 Worcester Street (Route 9) in Wellesley, Massachusetts (the "Project"). In addition, we have prepared a comparative assessment of the amount of new traffic expected to be generated by the current development program to those of the development program assessed in our April 18, 2008 Supplemental Traffic Impact Assessment (the "April 2008 Supplement"). Based on this assessment we have concluded that the current development program will generate similar traffic volumes to those of the development program that was assessed in the April 2008 Supplement. As such, the elements of the transportation improvement program that were defined by the town as a condition of the approval of the Project remain appropriate to accommodate the current development proposal. The following details our findings.

PROJECT DESCRIPTION

As currently proposed, the Project will encompass the following components: 36 residential condominium units; 10,200 square feet (sf) of office space; a 5,400 sf sit-down restaurant; a 2,000 sf coffee shop with drive-through window (Dunkin' Donuts); and 3,000 sf of general retail space. For reference, the development program that was assessed in the April 2008 Supplement consisted of 10,200 sf of retail space; a 1,800 sf Starbucks coffee shop with drive-through window; 12,000 sf of general office space; and 36 residential condominium units.

PROJECT-GENERATED TRAFFIC

In order to establish the traffic characteristics of the current development program, trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹ for similar land uses as those proposed were used. ITE Land Use Codes 230, *Residential Condominium/Townhouse*; 710, *General Office Building*; 820, *Shopping Center*; 932, *High-Turnover (Sit-Down) Restaurant*; and 937, *Coffee/Donut Shop with Drive-Through Window*; were used to develop the traffic characteristics of

¹*Trip Generation*, Eighth Edition; Institute of Transportation Engineers; Washington DC; 2008.

the Project. Similar to the methodology that was used in the April 2008 Supplement, a 25 percent pass-by trip rate was applied to the traffic characteristics of the retail and restaurant components of the Project, and a 10 percent internal capture rate was applied to the traffic characteristics of the restaurants, office and residential components of the Project. Table 1 summarizes the anticipated traffic characteristics of the current development program, with Table 2 providing a comparative analysis of the amount of new trips expected to be generated by the current proposal to those of the development program that was assessed in the April 2008 Supplement.

As can be seen in Table 1, the current development program is expected to generate approximately 2,538 new vehicle trips on an average weekday (1,269 entering and 1,269 exiting), with 240 new vehicle trips (127 entering and 113 exiting) expected during the weekday morning peak hour and 245 new vehicle trips (101 entering and 144 exiting) expected during the weekday evening peak hour. On a Saturday, the current development program is expected to generate approximately 2,704 new vehicle trips (1,352 entering and 1,352 exiting), with 280 new vehicle trips (147 entering and 133 exiting) expected during the Saturday midday peak hour.

Table 2
PRIMARY (NEW) TRIP COMPARISON
APRIL 2008 SUPPLEMENT DEVELOPMENT PROGRAM VS.
CURRENT DEVELOPMENT PROGRAM

Time Period/Direction	(A) Current Development Program	(B) April 2008 Development Program	(C = A - B) Difference
Average Weekday Daily	2,538	2,320	218
<i>Weekday Morning Peak Hour</i>			
Entering	127	92	
Exiting	<u>113</u>	<u>70</u>	
Total	240	162	78
<i>Weekday Evening Peak Hour</i>			
Entering	101	107	
Exiting	<u>144</u>	<u>157</u>	
Total	245	264	-19
Saturday	2,704	3,048	-344
<i>Saturday Midday Peak Hour</i>			
Entering	147	156	
Exiting	<u>133</u>	<u>138</u>	
Total	280	294	-14



In comparison to the development program that was assessed in the April 2008 Supplement and shown in Table 2, the current development program is expected to generate approximately 218 additional new vehicle trips on an average weekday, with 78 additional new vehicle trips during the weekday morning peak hour and 19 fewer new vehicle trips during the weekday evening peak hour. On a Saturday, the current development program is expected to generate approximately 344 fewer new vehicle trips than the development program that was assessed in the April 2008 Supplement, with 14 fewer new vehicle trips expected during the Saturday midday peak hour.

Based on the above, it can be generally concluded that the current development program will generate comparable traffic volumes to those of the development program that was assessed in the April 2008 Supplement. The noted increase during the weekday morning peak hour is a result of the addition of the Dunkin' Donuts coffee shop to the Project in place of the previously assessed Starbucks coffee shop; however, this use (Dunkin' Donuts) will derive more customers from existing traffic travelling along Route 9 eastbound during the morning peak hour than is reflected by the 25 percent pass-by trip rate that was used in the development of the traffic characteristics of the Project. As such, the actual number of new vehicles on the roadway network as a result of the Project will likely be much lower than stated above.

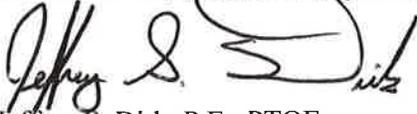
SUMMARY

VAI has completed an assessment of the anticipated traffic characteristics of an updated development program for the mixed-use development to be located at 978 Worcester Street (Route 9) in Wellesley, Massachusetts, in relation to those of the development program that was evaluated in our April 2008 Supplement. Based on this assessment we have concluded that the current development program will generate similar traffic volumes to those of the development program that was assessed in the April 2008 Supplement. As such, the elements of the transportation improvement program that were defined by the town as a condition of the approval of the Project remain appropriate to accommodate the current development proposal.

If you should have any questions regarding our assessment of the current development proposal for the Project, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE
Vice President

JSD/jsd

cc: D. Behrend (via email)
BG, File

Table 1
TRIP GENERATION SUMMARY

Time Period/Direction	Commercial Component											Residential Component					
	(A) Retail (3,000 sf) ^a	(B) Dunkin' Donuts with Drive-Through Window (2,000 sf) ^b	(C) Restaurant (5,400 sf) ^c	(D = B + C) Total Dunkin' Donuts/ Restaurant Trips	(E = D x 0.10) Internal Trips 10%	(F = D-E) Net Dunkin' Donuts/ Restaurant Trips	(G = A + F) Total Retail Trips	(H = G x 0.25) Pass-By Trips 25%	(I = G - H) Total New Retail Trips	(J) Office (10,200 sf) ^d	(K = J x 0.10) Internal Trips (10%)	(L = J - K) Net Office Trips	(M = I + L) Total New Commercial Trips	(N) Residential Condominium/ Townhouse (36 Units) ^e	(O = N x 0.10) Internal Trips (10%)	(P = N - O) Net Residential Trips	(Q = M + P) Total New Project Trips
Average Weekday Daily	696	1,638	688	2,326	234	2,092	2,788	698	2,090	230	24	206	2,296	270	28	242	2,538
<i>Weekday Morning Peak Hour</i>																	
Entering	2	113	32	145	14	131	133	33	100	26	2	24	124	4	1	3	127
Exiting	1	109	30	139	14	125	126	33	93	4	2	2	95	19	1	18	113
Total	3	222	62	284	28	256	259	66	193	30	4	26	219	23	2	21	240
<i>Weekday Evening Peak Hour</i>																	
Entering	30	43	35	78	8	70	100	24	76	15	5	10	86	17	2	15	101
Exiting	31	43	25	68	8	60	91	24	67	75	5	70	137	9	2	7	144
Total	61	86	60	146	16	130	191	48	143	90	10	80	223	26	4	22	245
Saturday Daily	1,014	1,250	856	2,106	212	1,894	2,908	728	2,180	24	2	22	2,202	558	56	502	2,704
<i>Saturday Midday Peak Hour</i>																	
Entering	46	85	40	125	13	112	158	39	119	2	0	2	121	29	3	26	147
Exiting	42	84	36	120	13	107	149	39	110	2	0	2	112	24	3	21	133
Total	88	169	76	245	26	219	307	78	229	4	0	4	233	53	6	47	280

^aBased on ITE LUC 820 – Shopping Center.

^bBased on ITE LUC 937, Coffee/Donut Shop.

^cBased on ITE LUC 932 – High-Turnover (Sit-Down) Restaurant.

^dBased on ITE LUC 710 – General Office Building.

^eBased on ITE LUC 230 – Residential Condominium/Townhouse.