

May 11, 2017

Zoning Board of Appeals  
Town Hall  
Sherborn, Massachusetts

RE: Sherborn Village  
59 N. Main Street  
Sherborn, Massachusetts  
EDC Job No.: 3438

Attn Board Members:

In support of the 40B Permit Petition by Heritage Properties, EDC offers the following considerations regarding anticipated additional traffic generation as a result of the planned age restricted real estate project referenced above.

The proposed development will consist of twelve (12) units as both standalone and duplex configurations. Each unit will be 55 & over age restricted condominiums and composed of two (2) bedrooms. Traffic Data collected by the California, Florida, and Arizona Departments of Transportation was compiled by Stephen B. Corcoran, P.E. a senior transportation consultant of Metro Transportation Group, Inc. based in Hanover Park, Illinois, and the results of his findings were presented at the 66<sup>th</sup> Annual Meeting of the Institute of Transportation Engineers (ITE). His analysis of 7,135 living units dispersed throughout 23 elderly complexes found that such facilities generate on average 4.52 – 5.64 trips per unit per day, which is roughly two-thirds of the anticipated ITE rate of 9.55 trips per single family house per day.

If we consider the more demanding rate of 5.64 trips per unit per day, a total of 68 trips per day results for the entire complex. Similarly, if we then consider the morning and afternoon peak rates for these daily project trips then the estimated morning peak hour departures would be on the order of 6 exiting and 3 entering and this pattern would then reverse for the afternoon peak hour resulting in 6 entering and 3 exiting. Based on the latest 2016 data reported by Mass DOT, 24,300 trips per day are generated on Rt. 27, as measured at the northern intersection of Rt. 16 located 1,000 ft south of the site. Under these condition, the site will only result in a 0.27% post developmental increase in daily traffic volume on Rt. 27. Furthermore, due to the nature of the proposed inhabitants being of advanced age, being either close to or beyond the typical age of retirement, and their associated relaxed lifestyle, it is likely that peak trip generation will not coincide with regional peak traffic patterns. Trips from the proposed site are more often to occur in the late morning and early afternoon so that the inhabitants intentionally avoid the peak-hour congestion. In the traffic study referenced above, Mr. Corcoran found that peak-hour rates were one-fourth ( $\frac{1}{4}$ ) to one-half ( $\frac{1}{2}$ ) the rates produced in normal residential settings.

In light of these traffic volume conditions and knowing that the available sight distance from the subject developments driveway is well over three hundred and fifty feet in the north and south directions, more than satisfying the minimum required for safe entry and exit from the roadway network, we believe that additional traffic analysis is not warranted and that a formal traffic study should not be required. Thank you for your consideration and we look forward to continuing to work with the Board in processing this permit application.

Very truly yours,

ENGINEERING DESIGN CONSULTANTS, INC.



cc. Heritage Properties