

Ref: 8195

September 29, 2021

Ms. Jane Fisher Carlson
Chair
Zoning Board of Appeals
Town of Weston
P.O. Box 378
Weston, MA 02493

Re: Traffic Impact and Parking Demand Update
Proposed Residential Community
518 South Avenue (Route 30)
Weston, Massachusetts

Dear Madam Chair and Members of the Zoning Board of Appeals:

Vanasse and Associates, Inc, (VAI) has prepared this letter to identify the anticipated change in traffic impacts and parking demand associated with proposed modifications to the development program for the Hanover Weston residential development, to be located at 518 South Avenue in Weston, Massachusetts. Proposed modifications to the initial development program include a reduction in the number of residential units and associated parking, modifications to the on-site circulation drives and building layout, and the relocation of the proposed sidewalk along the primary site access drive from the western side of the driveway to the eastern side, as recommended by the Town's transportation peer review consultant, MDM Transportation Consultants, Inc. No changes to the site access are proposed, with the western site driveway serving as the primary access for the project, and the eastern driveway serving as a gated emergency access only driveway.

As documented in this letter, in comparison to the initial development program for the project, the current plan is expected to generate fewer vehicle trips on both a daily and peak hour basis. The proposed parking supply, which includes 293 parking spaces is sufficient to meet the peak parking demand for the project. The proposed site layout has been designed to accommodate all anticipated vehicular traffic arriving and departing the site.

Proposed Project

The initial development program evaluated as part of the Traffic Impact Study¹ for the Hanover Weston project entailed the construction of 200 units of apartment housing, with a total of 353 parking spaces (343 garage spaces and 10 surface parking spaces). The proposed modification to the development program would include a reduction in the proposed unit count to 180 units, with the proposed parking supply reduced to 293 spaces (283 garage spaces and 10 surface parking spaces). No changes to the site access are proposed, with the western site driveway continuing to serve as the primary access drive for the project, and the eastern driveway designed to operate as a gated emergency access only driveway.

¹ Updated Traffic Impact and Access Study – Proposed Residential Development, Weston, Massachusetts; VAI, May 2021.

Trip Generation

Consistent with the initial traffic study, trip generation calculations for the current development program were determined based on data published by the Institute of Transportation Engineers (ITE) for Land Use Code (LUC) 221 – *Multifamily Housing (Mid-Rise)*, the most appropriate category for the proposed redevelopment. The trip generation for the initial and current development project, based on ITE data, is summarized in Table 1.

**Table 1
 TRIP-GENERATION COMPARISON**

Time Period/Direction	Initial Development Program (200 Units) ^a	Current Development Program (180 Units) ^b	Delta
Average Weekday Traffic	1,088	980	-108
<i>Weekday Morning Peak Hour:</i>			
Entering	19	17	-2
<u>Exiting</u>	<u>53</u>	<u>48</u>	<u>-5</u>
Total	72	65	-7
<i>Weekday Evening Peak Hour:</i>			
Entering	54	48	-6
<u>Exiting</u>	<u>34</u>	<u>31</u>	<u>-3</u>
Total	88	79	-9

^aBased on ITE for Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) applied to 200 units.
^bBased on ITE for Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) applied to 180 units.

As summarized in Table 1, based on the ITE data, the proposed reduction in residential units is projected to generate approximately 108 fewer vehicle trips (54 fewer entering and 54 fewer exiting) on an average weekday, with approximately 7 fewer vehicle trips (2 fewer entering and 5 fewer exiting) during the weekday morning peak hour and approximately 9 fewer vehicle trips (6 fewer entering and 3 fewer exiting) during the weekday evening peak hour.

As the current development program represents a reduction in traffic generation on both a daily and peak hour basis, the findings of the initial traffic study remain unchanged, that project-related traffic impacts are not expected to result in a notable impact to area traffic operations.

Parking Demand

The current development program includes a total of 293 parking spaces, which results in a parking supply ratio of 1.63 spaces per unit. Based on a review of parking demand data published by the ITE for Land Use Code 221 – *Multi-Family Housing (Mid-Rise)*, the average peak parking demand on a weekday and Saturday amounts to 1.31 spaces per unit, and 1.22 spaces per unit, respectively. The proposed parking supply well exceeds the anticipated peak demand, and is sufficient to accommodate the peak demand for the project.

Site Circulation

In order to ensure that the modified site layout can accommodate both emergency access vehicles, trash pickup and delivery vehicles, updated AutoTURN vehicle turning analyses were prepared and are provided as an



Mr. David Hall
September 29, 2021
Page 3 of 3

attachment to this letter. As indicated, the proposed site layout has been designed to accommodate all vehicles expected to arrive and depart the site.

Conclusion

As documented in this letter, in comparison to the initial development project, the modified development program is expected to generate fewer vehicle trips on both a daily and peak hour basis, resulting in less traffic impact than the initial project. The proposed parking supply remains sufficient to accommodate the peak demand for the project. The proposed site layout has been designed to accommodate all anticipated vehicular traffic arriving and departing the site.

Should you have any questions or require any additional information, please feel free to contact me directly.

Sincerely,

VANASSE & ASSOCIATES, INC.



Shaun P. Kelly
Associate

cc: John F. Field, Town of Weston
David S. Hall, Hanover Company
Jonathan Buckman, Banner Construction Company, Inc.
Robert J. Michaud, MDM Transportation Consultants, Inc.

