

Ref: 7154

July 14, 2016

Mr. Matthew Zuker  
Principal  
NewMeadow Development  
109 Oak Street, Suite G20  
Newton, MA 02464

Re: Proposed Reading Village Residential Development  
2 Prescott Street and 39 Lincoln Street  
Reading, Massachusetts

Dear Matt:

Vanasse & Associates, Inc. (VAI) has completed an assessment of the traffic characteristics and potential impacts on the transportation infrastructure associated with the modifications to the development program for the Reading Village residential community to be located at 2 Prescott Street and 39 Lincoln Street in Reading, Massachusetts (hereafter referred to as the "Project"). Specifically, this assessment compares the traffic volumes of the current development proposal for the Project to those of the development program that was assessed in the October 2015 *Traffic Impact Assessment* (the "October 2015 TIA") that was prepared by VAI in support of the Project.

As currently proposed, the Project will entail the construction of a 72-unit residential apartment community in place of the previously proposed 77-unit apartment community that was assessed in the October 2015 TIA (a reduction of 5 units). In addition, the Project site now encompasses the parcel of land situated on the southwest corner of the Prescott Street/Lincoln Street intersection (a.k.a. Browns Auto parcel). Table 1 summarizes and compares the traffic characteristics of the 72-unit residential apartment community to those of the 77-unit apartment community that was assessed in the October 2015 TIA.

As can be seen in Table 1, the current development proposal (72 apartments) is expected to generate 560 vehicle trips on an average weekday (two-way, 24-hour volume, or 280 vehicles entering and 280 exiting), with 39 vehicle trips expected during the weekday morning peak-hour (8 vehicles entering and 31 exiting) and 57 vehicle trips expected during the weekday evening peak-hour (37 vehicles entering and 20 exiting).

In comparison to the development program that was assessed in the October 2015 TIA (77 apartments), the current development program is expected to result in 30 fewer vehicle trips on an average weekday, with 2 fewer vehicle trips expected during the weekday morning peak-hour and 3 fewer vehicles expected during the weekday evening peak-hour. Accordingly, ***it can be concluded that the current development proposal (72 apartments) will be less impactful on the transportation infrastructure than the development program that was assessed in the October 2015 TIA. As such, the overall findings concerning the Project and the recommendations that were presented in the October 2015 TIA remain valid for the current development program.***

**Table 1**  
**READING VILLAGE – TRIP GENERATION SUMMARY AND COMPARISON**

| Time period/Direction             | Vehicle Trips <sup>a</sup>                              |  | (A-B)<br>Difference |
|-----------------------------------|---|--|---------------------|
|                                   | (A)<br>Current<br>Development<br>Proposal<br>(72-units) | (B)<br>October 2015 TIA<br>Development<br>Proposal<br>(77-units) |                     |
| <i>Average Weekday Daily:</i>     |   |  |                     |
| Entering                          | 280   | 295  |                     |
| <u>Exiting</u>                    | <u>280</u>  | <u>295</u>   |                     |
| Total                             | 560   | 590  | -30                 |
| <i>Weekday Morning Peak-Hour:</i> |   |  |                     |
| Entering                          | 8   | 8  |                     |
| <u>Exiting</u>                    | <u>31</u>   | <u>33</u>  |                     |
| Total                             | 39  | 41   | -2                  |
| <i>Weekday Evening Peak-Hour:</i> |   |  |                     |
| Entering                          | 37  | 39   |                     |
| <u>Exiting</u>                    | <u>20</u>   | <u>21</u>  |                     |
| Total                             | 57  | 60   | -3                  |

<sup>a</sup>Based on Institute of Transportation Engineers (ITE) LUC 220, *Apartment*.

If you should have any questions regarding this assessment, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE  
 Principal

JSD/jsd

cc: G. Engler – SEB, LLC (via email)

