

SUMMARY MEMORANDUM

TO: Mr. Matthew D. Teare
Director of Development
Ocean View at Falmouth
30 Governor's Way
Topsham, Maine 04086

DATE: April 18, 2012

RE: Trip Generation Analysis for Proposed Development on Former Falmouth Schools Property

The purpose of this memorandum is to summarize trip generation analysis prepared for previous and proposed development on the former Falmouth Schools property on Lunt and Middle Roads in Falmouth, Maine. The site contains three former elementary school buildings, Motz, Plummer and Lunt. Based upon work performed by Maine Traffic Resources in 2007, when these schools were still in use, Lunt School had a student enrollment of 420 students and Plummer-Motz had 328 students for a total of 748.

The proposed redevelopment effort is expected to expand the existing OceanView Retirement Community. The new development is expected to include up to 38 new cottage units and 32 Townhomes on OceanView and former school property. The Lunt School site is expected to provide for an adult day care facility, providing for up to 30 participants in approximately 4,500 square feet (S.F.) of space. The Lunt School building will provide for approximately 20,000 S.F. of professional office space. A memory loss building will be located on the Lunt site, providing 24 units, similar to assisted living. Lastly, 20 apartment units are expected on the Lunt site. Uses for the Plummer Motz site are yet to be determined but it is expected to potentially be a large community center, possibly providing for such features as a library and/or pool.

Previous School Uses

Trip generation for the previous elementary school use (grades K – 4) was estimated using the Institute of Transportation Engineers (ITE) "Trip Generation, 8th Edition" report on the basis of 748 students. Land use code (LUC) 520 – Elementary School was used for the calculation. The results are summarized below:

<u>Time Period</u>	<u>Previous School Trip Generation Trip-ends</u>
Weekday	964
AM Peak Hour - Generator	337
Entering	185
Exiting	152

PM Peak Hour – Generator	209
Entering	94
Exiting	115
PM Peak Hour – Adjacent Street	112
Entering	55
Exiting	57

As can be seen in the preceding table, the former elementary schools generated 337 AM peak hour trips based upon the ITE data. Maine Traffic Resources conducted actual trip generation counts at the school drives in May of 2007. The schools generated 356 actual peak hour trips during the AM peak hour period. This is typical of schools in Maine where actual trip generation is often higher than the ITE data given that many parents drive their children to school.

Currently Proposed Development

Trip generation for the currently proposed development is also based upon the 8th edition ITE report. Land Use Code (LUC) 251 – Senior Adult Housing – Detached was used for all the cottage, townhouse and apartment units (90 units) since it is a higher trip generation rate than attached units, to be conservative. For the purpose of this overall analysis, LUC 720 – Medical-Dental Office Building was used for the professional office space (20,000 S.F.), again to be conservative, since it is a higher rate than general office space. LUC 254 – Assisted Living was used for the Memory Loss Unit on the basis of 24 beds. There is no ITE code for an adult day care facility. It was assumed, for this analysis, to be similar to a regular day care center (LUC 565) in which children are dropped off in the morning and picked up in the evening, with staff arrivals in the AM and departures in the PM on the basis of 30 participants. The results for the planned development on OceanView property and the Lunt School site are summarized in the following table:

<u>Time Period</u>	Projected Trip Generation (Trip-ends)				<u>Total Trips</u>
	<u>Cottages THs & Apts.</u>	<u>Med. Office</u>	<u>Memory Loss</u>	<u>Adult Day Care</u>	
Weekday	334	722	66	134	1,256
AM Peak Hour – Adj. Street	20	46	4	24	94
Entering	7	36	3	13	59
Exiting	13	10	1	11	35
AM Peak Hour – Generator	26	72	6	25	129
Entering	11	48	5	13	77
Exiting	15	24	1	12	52
PM Peak Hour – Adj. Street	24	69	7	25	125
Entering	15	19	4	12	50
Exiting	9	50	3	13	75

PM Peak Hour – Generator	31	89	9	26	155
Entering	17	36	3	12	68
Exiting	14	53	6	14	87

As can be seen above, the planned development is expected to generate a maximum of 155 one-way trips during its peak hour. This is significantly less than the former elementary school use of 337 trips, estimated from ITE, or the 356 actual measured school trips. It is also important to note that some of the trips may be shared trips, between the proposed uses, but no reduction was taken for shared trips to be conservative. A comparison of the planned development trips and the former school trips (based upon the lesser ITE results) by peak hour period follows:

<u>Time Period</u>	Projected Trip Generation (Trip-ends)		
	<u>Planned Development</u>	<u>Former School</u>	<u>New Trips</u>
Weekday	1,256	964	292
AM Peak Hour – Adj. Street	94	337	-243
Entering	59	185	-126
Exiting	35	152	-117
AM Peak Hour – Generator	129	337	-208
Entering	77	185	-108
Exiting	52	152	-100
PM Peak Hour – Adj. Street	125	112	13
Entering	50	55	-5
Exiting	75	57	18
PM Peak Hour – Generator	155	209	-54
Entering	68	94	-26
Exiting	87	115	-28

As can be seen above, the planned development generally generates fewer trips during each peak hour period with the exception of the PM peak hour of the adjacent street system. During this peak hour the planned development will generate 13 new trips, which is considered insignificant in terms of traffic impact.

If the office space was developed as professional offices, not medical-dental, the trip generation would be reduced. A comparison of the medical-dental trips versus general office trips (LUC 710) for the 20,000 S.F. of space is shown in the following table:

<u>Time Period</u>	<u>Med. Office</u>	<u>Gen. Office</u>	<u>Reduction</u>
Weekday	722	220	502
AM Peak Hour – Adj. Street	46	31	15
Entering	36	27	9
Exiting	10	4	6
AM Peak Hour – Generator	72	31	41
Entering	48	27	21
Exiting	24	4	20
PM Peak Hour – Adj. Street	69	30	39
Entering	19	5	14
Exiting	50	25	25
PM Peak Hour – Generator	89	30	59
Entering	36	5	31
Exiting	53	25	28

As can be seen above, general or professional offices generate far fewer trips than medical offices. Under this development scenario the entire currently planned development would generate significantly fewer trips than the former elementary schools.

While no use is yet known for Plummer-Motz an estimate of the trips which could be generated by that portion of the site was calculated assuming it will be a community center. LUC 495 – Recreational Community Center was used for the potential future use of Plummer-Motz since that code seems to best describe the potential expected type uses for the approximately 20,000 S.F. of space. This estimate is provided only for informational purposes. It is recommended that once final uses are known that the trip generation analysis be repeated to determine if any traffic impact analysis should be conducted at that time.

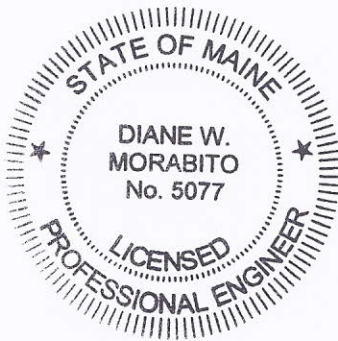
Projected Trip Generation (Trip-ends)

<u>Time Period</u>	<u>Community Center</u>
Weekday	458
AM Peak Hour – Adj. Street	32
Entering	20
Exiting	12
AM Peak Hour – Generator	54
Entering	29
Exiting	25
PM Peak Hour – Adj. Street	29
Entering	11
Exiting	18

PM Peak Hour – Generator	48
Entering	19
Exiting	29

As can be seen in the preceding table, a recreational community center would generate from 29 to 54 additional peak hour trips. In most peak hour periods, the entire development including a community center, would generate fewer trips than the previous elementary school buildings.

Please do not hesitate to contact me if you or the Town of Falmouth have any questions or concerns regarding this analysis.



Sincerely,

A handwritten signature in black ink that reads "Diane W. Morabito".

Diane W. Morabito, P.E. PTOE
President

cc: Chris Wasileski
Rick Licht