

## **Paul Revere Commons – Transportation Overview**

The Canton Junction MBTA station is located directly adjacent to the property and is expected to be an attractive amenity to residents choosing to live at Paul Revere Commons. A pedestrian path is proposed from the residential buildings to the train station to promote transit use to and from the site. The site is also within walking distance of Canton Center and the Canton Center MBTA station.

Until only recently Plymouth Rubber was an active industrial use (approximately 556,000 square feet in size) which employed over 1,000 people in three shifts 24 hours a day. While actual traffic counts from that time are not available, estimates based on industry standards indicate that the industrial use would have generated peak hour traffic volumes higher than those expected from our currently proposed redevelopment. According to a detailed Traffic Impact Study conducted by VHB, Plymouth Rubber in full operation generated approximately 435 vehicle trips during the weekday morning peak hour and 425 vehicle trips during the weekday evening peak hour. The study specifically focuses on traffic conditions during these peak hours as these are the time periods in which traffic impacts associated with the project would be most apparent. The planned new development will generate less traffic during these critical peak periods than when Plymouth Rubber was in operation. Also, both the Plymouth Rubber use and the potential industrial subdivision use of the site would generate significantly more truck traffic than the proposed redevelopment, which would increase the wear and tear on local roads and create more noise, odor and other environmental impacts.

VHB's Traffic Impact Study estimates that the currently proposed redevelopment will generate approximately 220 weekday morning peak hour trips and 345 weekday evening peak hour trips. This is based upon a development scenario including approximately 650 housing units and 20,000 square feet of neighborhood-oriented retail shops. With multiple access points being provided at key locations, the traffic will be efficiently disbursed with no roadway segment receiving more than 120 new trips in the weekday morning peak hour and 200 new trips in the weekday evening peak hour.

The traffic estimates discussed above were arrived at following a careful analysis of internal trip sharing between the residential and retail uses, retail "pass-by" traffic already traveling in the area, and transit use. In determining the reduced levels of traffic associated with these real-world factors, VHB used highly conservative assumptions, which likely result in the actual project trip generation being overstated. Given the site's proximity to two MBTA stations within easy walking distance, high transit use is very possible. Furthermore, as this is a new residential development, residents of the site may actually choose to live at this site primarily due to the availability of the nearby commuter rail facilities.

The analysis conducted by VHB indicates that the surrounding infrastructure can accommodate the traffic generated by the project with the recommended provisions noted in the study, such as the pedestrian connection to the Canton Junction MBTA Station. The Town has hired Professional Services Corporation, PC to review the traffic study on its behalf. CDP will work with Professional Services Corporation to address the points raised in this review and will continue this relationship as the permitting process moves forward.