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August 16, 2023

Nazih Elkallassi, Chairman  
Zoning Board of Appeals  
Wareham Memorial Town Hall  
54 Marion Road  
Wareham, MA 02571

**VIA HAND DELIVERY**


**Re: REQUEST FOR MINOR MODIFICATION OF SPECIAL PERMIT  
PETITION NO. 55-21 SPECIAL PERMIT DATED DECEMBER 8, 2021  
238 & 240 SANDWICH ROAD, WAREHAM, MASSACHUSETTS**

Dear Chairman Elkallassi:

I hope this letter finds you well. Attached in connection with Frederick C. Mannix's Request for Minor Modification please find a traffic study dated August 4, 2023, that you and your Board may find helpful.

Mr. Mannix and I look forward to seeing you next Wednesday.

Very truly yours,

  
Peter W. Teitelbaum, Esq.

Encl. HSH Traffic Study

Fred Mannix  
Patrick Tropeano



TO: Fred Mannix, FC Mannix  
FROM: Brian Beisel  
Michael White  
SUBJECT: Project Impact Analysis  
240 Sandwich Road, Wareham

DATE: August 4, 2023  
HSH PROJECT NO.: 2021040.00

## Introduction

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This technical memorandum, prepared by *Howard Stein Hudson (HSH)*, summarizes the project impacts related to the development of 240 Sandwich Road (Route 6) in Wareham, Massachusetts. The existing site, currently vacant, consists of approximately 83,601 square feet (sf) of land with various existing foundations to be demolished.

The Project site was previously proposed to include an Intermediate Care Facility with approximately 85 units and approximately 60 parking spaces. As currently proposed, the Project will consist of an age-restricted housing community with approximately 60 units and approximately 60 parking spaces. The study team calculated the trip generation and trip distribution for the proposed Project.

## Project Impact Analysis

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### Trip Generation Methodology

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Trip generation is a complex, multi-step process that produces an estimate of vehicle trips associated with a proposed development and a specific land use program. A project's location and proximity to different travel modes determine how people will travel to and from a project site.

As is standard practice, new trip generation is based on rates published in the Institute of Transportation Engineers (ITE) *Trip Generation* (11<sup>th</sup> edition, 2021). The ITE rates, available for a variety of land uses, produce “unadjusted” vehicle trip estimates, which are converted to person trips based on national vehicle occupancy rates. To estimate the number of trips expected to be generated by the proposed Project, the following ITE land use code was used:

- **Land Use Code 252** – Senior adult housing–multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of



the household. Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

The trip generation for the previously proposed Project was based on rates published in *ITE Trip Generation* (10<sup>th</sup> edition, 2017). To provide an accurate comparison, the previously proposed Project trip generation estimates have been updated based on rates published in *ITE Trip Generation* (11<sup>th</sup> edition, 2021). To estimate the number of trips expected to be generated by the previously proposed Project the following ITE land use code was used:

- **Land Use Code 253** – Congregate Care Facility is an independent living development that provides centralized amenities such as dining, housekeeping, communal transportation, and organized social/recreational activities. Each individual dwelling unit often has a kitchenette, rather than a full kitchen. Limited medical services may or may not be provided.

ITE provides data to estimate the total number of “unadjusted” vehicle trips associated with the Project. In urban settings, trips are often “adjusted” to reflect alternative travel modes, such as transit and walking. For this Project site, however, most trips are expected to be completed by vehicle and, therefore, no adjustments were made.

## Project Trip Generation

**Table 1** compares the vehicle trip generation for the proposed Project with the previously proposed intermediate care facility.

**Table 1. Vehicle Trip Generation Comparison**

Land Use	Vehicle Trip Generation								
	Daily			a.m. Peak Hour			p.m. Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Congregate Care Facility</b> <i>LUC 253–85 units</i>	94	94	188	4	3	7	7	8	15
<b>Senior Adult Housing</b> <i>LUC 252–60 units</i>	97	97	194	4	8	12	8	7	15
<b>Net Change</b>	3	3	6	0	5	5	1	-1	0



The proposed Project is expected to generate approximately 194 daily vehicle trips, approximately 6 more trips than the previously proposed Project. During the weekday a.m. peak hour, the proposed Project is expected to generate approximately 12 vehicle trips (4 entering and 8 exiting), approximately five more than the previously approved Project. During the weekday p.m. peak hour, the proposed Project is expected to generate approximately 15 vehicle trips (8 entering and 7 exiting), the same as the previously approved Project.

## Vehicle Trip Distribution

A vehicle trip distribution pattern identifies the various travel paths for vehicles arriving at the destination and the corresponding departure travel paths. Vehicle trips generated to the Project Site will include residents, employees, and visitors. The trip distribution for Project was determined based off previously conducted Wareham traffic studies in the vicinity of the site. The distribution of the trips is expected to be approximately 65% along Blue Star Memorial Highway (Route 25), and the remaining, approximately 35%, will be split between Sandwich Road (Route 6) and Cranberry Highway (Route 28).

## Conclusion

As detailed in this memorandum, the proposed age-restricted housing is not expected to generate a substantial increase in the number of new vehicle trips during any analysis period. The 12 vehicle trips estimated to occur during the weekday a.m. peak hour, an increase of five trips when compared to the previously proposed Project, is equivalent to one additional vehicle within the roadway network every five minutes. The 15 vehicle trips estimated to occur during the weekday p.m. peak hour, the same estimate when compared to the previously proposed Project, is equivalent to one additional vehicle within the roadway network every four minutes.

With the Project's proximity and access to the regional highway system, combined with the low number of new vehicle trips, the proposed Project is expected to have minimal impact on the surrounding transportation infrastructure.