Kim DelNigro

From: Carol Holley [cholley39@verizon.net]
Sent: Saturday, May 31, 2008 6:44 PM
To: Planning Department
Subject: Quail Ridge Development - Traffic
Follow Up Flag: Follow up
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Dear Planning Board Members:

Below are excerpts from my comments to Secretary Bowles on the QRCC Notice of Project Change that pertain to June 10's meeting. I apologize for formatting glitsches, as I copied and pasted from the original document.

Carol Holley

2.3 The number of residential units proposed in this section is 170. This section appears to state that the Common Area, including the Golf Course Facility, is for the benefit of the Condominium. Is the GCF for the benefit of the condominium only? Will the 7,500 sq. ft. restaurant be for the condominium only? Traffic projections will change radically if they are not. Acton's Zoning Bylaw section 9B 4.6 states: "Support services to meet SENIORS' needs, such as ...recreation and leisure facilities...." And 9B 4.7 states "Convenience services intended primarily for its residents, such as...Restaurants...provided not more than 10% of the AREA of the development is dedicated to such uses." Therefore, according to the zoning bylaw, use of neither the restaurant nor the recreational facility are *required* to be limited to the owners of the condominium.

Section 3 – Traffic Impacts

3.2 "The entire site will be pedestrian friendly" – however, there is no continuous pedestrian connectivity to nearby commercial areas of Acton, such as the Acton Woods shopping Plaza.

3.3 This section notes that there will be "approximately 175 units of age restricted housing" and the restaurant will have "35 to 50 seats". The number of housing units and number of restaurant seats help determine traffic impacts. A 50-seat restaurant seems large for an establishment created "primarily" for the use of an under-200 unit development, in accordance with the current Acton Zoning Bylaw .

3.4 "The existing transportation conditions in the study area were assessed in February 2007 and again in October 2007." February Daily Traffic Volumes are given in Table 3-1. The October data is missing. October data should also be provided in this document if it indeed was assessed.

3.5.1 Background Traffic Growth. "After adjusting the February traffic volumes for seasonal variation, the weekday daily traffic volume data showed a negative growth rate of 0.58 percent per year." What did the October traffic volumes show? If they were not analyzed, why not?

3.5.2 Site Specific Development. This document only refers to Acton-based development. Upstream communities, particularly Littleton and Groton, should have been contacted to "determine if there were any development projects that might affect future traffic volumes in the study area." A large residential development is in process in Littleton ("The Farms"), between Skyline Drive and Littleton Center, that will impact traffic volume in this area, a substantial, regional-draw car dealership is under construction in the same area, and a shopping mall has recently been enlarges. It should also be noted that the Ellsworth Village development is not Senior Adult Housing-Detached, but consists of duplexes and triplexes.

3.5.3 The peak hour trip generation seems to assume that many residents of an over-55 development do not work regular hours – 56 vehicle trips during the weekday AM peak hour assumes that less than one-third of the units will have one resident (or two in one vehicle) that will commute to a place of employment during typical commute hours. Given the projected demographics, is this a reasonable assumption?

This section refers to "club members already on site" which indicates non-resident users of a golf club; however, other sections of this documents state that the golf facility is "for the benefit of the condominium". To assume that a "quality restaurant" would follow the current "outside" use of the current country club has no basis in fact, as the country club has been publicized as a members and guests only operation, and has been significantly, if not fatally, undersubscribed.

It is interesting to assume that the golf course's proposed reduction to 9 holes will reduce traffic. QRCC has not been able to fulfill its membership quota by a large margin, which is the publicized reason for the conversion to housing and a half-sized golf course. Given the apparently light current use of the site, as well as its largely seasonal nature, it may not be appropriate to posit this reduction in trip numbers.

Table 3-4. This shows the restaurant as creating 102 vehicle trips/weekday. The text indicates 674 vehicle trips/weekday (p. 18). That's a significant discrepancy, and it is questionable to assume that most restaurant patrons "would be club members already on site or residents of the new 175 units....", especially given that a club with off-site members is not an explicit part of this proposal. It is not noted if the vehicle trip figures for the restaurant are for a 35- or 50-seat establishment. Restaurants are high-overhead operations, with expenditures for staffing (no trip counts for staff are noted) as well as rent, furnishings and tableware, equipment, perishable goods, and regular garbage removal.

"By factoring service-cycle time with the total number of available seats, one can calculate a restaurant's maximum occupancy for any given day or day part"[1] If this is to be a "quality" restaurant and one assumes an hour for lunch and one and a half hours for dinner, there could be two seatings at each cycle, for a potential of up to 200 customers/day. Further, it is probable that a restaurant of this size could not be "primarily for its residents", and therefore in violation of Acton's current Zoning Bylaw.

3.7.2 Intersection Operating Conditions. This development will also adversely impact LOS at the downstream intersections of Great Road with Brook Street, Strawberry Hill Road, Esterbrook Road, Concord Road and Pope Road, Wetherbee Street and Keefe Road in Acton, and Commerford Road in Concord.

EIR Mitigation. While the geometry has been improved, sight line issues due to elevation changes and curvature of Great Road remain. Further, the additional lanes added to Great Road frequently generate more confusion than efficiency in traffic flow, based on personal experience and the

anecdotes of acquaintances.

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[1]Muller, Christopher C. "A simple measure of restaurant efficiency".
Cornell Hotel & Restaurant Administration Quarterly, Tuesday, June 1 1999. http://www.allbusiness.com/accommodation-food-services/288273-1.html accessed 1/6/08.