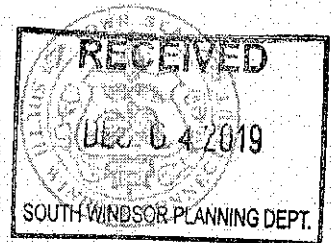


**TOWN OF SOUTH WINDSOR
PLANNING & ZONING COMMISSION
APPLICATION FORM**



Application Number: App 19-57P
Official Receipt Date: 12-10-19
Munis Application #: 201902802

APPLICANT: BL Companies, Inc.

PROJECT NAME: Evergreen Walk, Unit 12: Provide for 161,271 SF Retail Use.

COMPLETE LOCATION OF PROPERTY: 151 Buckland Road, South Windsor, CT 06074

OWNER OF RECORD ON LAND RECORDS: Evergreen Walk, LLC

OWNER ADDRESS: Attn: John Finguerra, 1109 Rose Lane, Virginia Beach, VA 23451

GIS PIN # 15300151 ZONE GD

NAME, ADDRESS, TELEPHONE & EMAIL ADDRESS OF PERSON TO WHOM INQUIRIES SHOULD BE DIRECTED:

Alan Lamson, 19 Silver Lane, East Hartford, CT 06118; (860)568-4030; alamson@flbarch.com

Estimated presentation time: 30 mins

THIS APPLICATION IS FOR: (Check all that apply):

- ☐ Zone Change to _____ (Public Hearing and Certificate of Mailing Required)
- ☐ Open Space Subdivision/Resubdivision (Public Hearing and Certificate of Mailing Required)
- ☐ Subdivision ☐ Minor ☐ Major
- ☐ Resubdivision (Public Hearing Required) ☐ Minor ☐ Major
- ☐ Conditional Subdivision
- ☐ Special Exception to Table _____ (Public Hearing and Certificate of Mailing Required)
- ☐ Site Plan of Development ☐ New ☐ Modification Building(s) Sq Ft _____
- ☒ General Plan of Development - Modification (General Plan of Development)
- ☐ Earth Filling (Sec. 7.6) and/or Earth Removal (Sec. 7.16) (Public Hearing and Certificate of Mailing Required)
- ☐ Regulation Amendment ☐ Zoning ☐ Subdivision - Attach proposed amendment (Public Hearing Required)
- ☐ Temporary and Conditional Permit (Public Hearing Required) for _____
- ☐ Temporary and Conditional Permit Renewal for _____
- ☐ Detached In Law Apartment or ☐ Accessory Apartment (Public Hearing and Certificate of Mailing Required)
- ☐ Major Home Occupation (Certificate of Mailing Required) for _____
- ☐ Other (explain in detail) _____

PLEASE NOTE: An Application Pending Sign is required to be posted on the property for all applications ten (10) days prior to being heard by the Commission.

Matthew J. Branton
Signature of Applicant
BL Companies, Inc.
Print Name of Applicant

John Finguerra
Signature of Property Owner
Evergreen Walk, LLC by John Finguerra, Member
Print Name of Property Owner

Revised 1/9/2017



TranSystems

530 Preston Avenue Tel 860 274 7544
Suite 100 Fax 203 886 1035
Meriden, CT 06450 Dir 860 417 4555

www.transystems.com

November 14, 2019

Michele R. Lipe, AICP
Director of Planning
Town of South Windsor
1540 Sullivan Avenue
South Windsor CT 06074

**Re: Evergreen Walk
Summary of OSTA Approvals
Our File P712190013**

Dear Ms Lipe:

Pursuant to your request, we have prepared this summary of the OSTA approvals for Evergreen Walk, along with the Certificate requirements and status of completion. We hope you will find it useful.

I. Certificate 1533

Certificate 1533 was approved by the State Traffic Commission (STC) on February 26, 2002, and issued on February 25, 2004. There were 18 Conditions of Certificate.

The development was Certified for the following uses:

| | |
|-------------------|-------------|
| Retail | 375,000 SF |
| Office | 350,000 SF |
| Hotel | 250 Rooms |
| Indoor Recreation | 75,000 SF |
| Parking | 5200 Spaces |

Improvements included the following:

- a. Widening of I-84 WB On-Ramp from Deming Street
- b. Widening of Buckland Street/Buckland Road from Tolland Turnpike to Deming Street
- c. Revisions to nine (9) traffic signals on Buckland Street/Buckland Road
- d. Bonds and Right-of-Way associated with the above work.

The STC acknowledged completion of all conditions of Certificate on February 18, 2005.

2. Certificate 1533-B was approved by the STC on May 6, 2008 and issued on May 5, 2015. There were 25 Conditions of Certificate.

The development was Certified for the following uses:

| | |
|-------------------|-------------|
| Retail | 734,000 SF |
| Office | 550,000 SF |
| Hotel | 250 Rooms |
| Indoor Recreation | 75,000 SF |
| Residential | 200 Units |
| Parking | 6999 Spaces |

Improvements included the following:

- a. Widening Buckland Road at Tamarack Avenue to provide a dual left turn lane
- b. Widening of the I-84 EB Exit ramp at Buckland Street to provide a triple left turn lane
- c. Traffic signal modifications related to the improvements at the two intersections
- d. Installation of guide signs on the I-84 EB Exit ramp
- e. Bonds Associated with the above work.

3. Partial Operation Request

A request to operate a portion of the development without full compliance with the Certificate was made on October 7, 2011. This request was for the ability to open the residential portion of the development with the Tamarack Avenue improvements completed, but without the construction of the Triple Left turn at the I-84 EB ramps. This request was granted.

The widening of the intersection at Tamarack and associated traffic signal work were completed prior to the occupancy of the residential development.

4. Revised Certificate 1533-B was issued on March 6, 2018. There were 13 conditions detailing modifications to the previous Certificate.

The development was Certified for the following uses:

| | |
|-------------------|-------------|
| Retail | 600,480 SF |
| Office | 251,170 SF |
| Hotel | 108 Rooms |
| Indoor Recreation | 45,000 SF |
| Residential | 200 Units |
| Assisted Living | 290 Units |
| Parking | 6999 Spaces |

The required improvements were revised to eliminate the triple left turn lane, and instead to install an adaptive signal system on Buckland Street between Red Stone Road and Pleasant Valley Road. In addition, new side-mounted directional signing will be installed on the EB I-84 ramp and Buckland Street.

5. On August 15, 2019, the Office of State Traffic Administration (OSTA, formerly the STC) issued Administrative Decision 637 modifying the development included in Certificate 1533-B to be the following:

| | |
|--------------------|-------------|
| Retail | 600,480 SF |
| Office | 241,170 SF |
| Hotel | 108 Rooms |
| Indoor Recreation | 45,000 SF |
| Residential | 200 Units |
| Assisted Living | 120 Units |
| Independent Living | 140 Units |
| Daycare | 10,000 SF |
| Parking | 5407 Spaces |

There were no changes to the conditions of the Certificate.

6. On October 22, 2019, the OSTA issued Administrative Decision 658 modifying the development included in Certificate 1533-B to be the following:

| | |
|--------------------|-------------|
| Retail | 600,480 SF |
| Office | 220,440 SF |
| Hotel | 108 Rooms |
| Indoor Recreation | 45,000 SF |
| Residential | 200 Units |
| Assisted Living | 120 Units |
| Independent Living | 280 Units |
| Daycare | 10,000 SF |
| Parking | 5473 Spaces |

This is the development schedule currently approved by South Windsor and Certified by OSTA.

There were no changes to the conditions of the Certificate.

7. Evergreen Walk has engaged KBE Construction to complete the remaining conditions of the Certificates, namely the installation of the Adaptive Signal Control system on Buckland Street, and the installation of side-mounted guide signs on the I-84 EB Ramp and Buckland Street. However, due to difficulties in finding sub-contractors to commit to this work, it is anticipated that it will not be completed until the spring of 2020. A request to allow occupancy of the Assisted Living development without full compliance with the Certificate has been made to OSTA so that occupancy can begin prior to the completion of these improvements.

At the present time, all conditions of the original certificate, and all conditions off the revised certificate have been completed with the exception of the Adaptive Signal Control system and the side mounted guide signs. As noted above, it is Evergreen Walk's intention to have these remaining conditions completed by this coming spring, after which any portions of the approved development can be occupied without further action being required by OSTA. Remaining (unbuilt) portions of the development are indicated on the most recent General Plan, included with this letter.



Copies of all approvals have been appended to this letter for your use. We would be happy to discuss them with you at your convenience.

Very truly yours,

TranSystems Corporation

A handwritten signature in black ink, appearing to read "Steph Mitchell".

Stephen F. Mitchell, PE
Senior Transportation Manager

sfmitchell@transystems.com

cc: The Evergreen Walk Team

G:\P7\2190013\traffic\south Windsor\2019 11 14 OSTA Summary of Approvals



STATE OF CONNECTICUT

STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546

Phone: (860) 594-3020

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

February 27, 2002

1

Mr. John Finguerra
Evergreen Walk, LLC
1109 Rose Lane
Virginia Beach, VA 23451

Dear Mr. Finguerra:

Subject: Town of South Windsor
Evergreen Walk

Enclosed is a copy of Traffic Investigation Report No. 132-0104-01 approved at the February 26, 2002 meeting of the State Traffic Commission, detailing conditions for the issuance of a Certificate.

In accordance with Section 14-311 of the General Statutes, a building/foundation permit cannot be obtained from the Town until a Certificate is issued.

A certificate will not be issued until a bond, sufficient to cover the full cost of implementing the required improvements, has been posted with the Department of Transportation District No. I Office (Attn: Mr. George A. Payne) at 1107 Cromwell Avenue in the Town of Rocky Hill, CT 06067 (860)258-4544 as noted in Condition Nos. 13 and 15, and this office has been so notified. The approval will expire on February 25, 2004 if a bond has not been posted and all the requirements satisfied.

Additionally, an encroachment permit must be obtained from that office prior to performing any work within the state highway right-of-way.


Also, enclosed is the Procedure for Filing Certificates and Traffic Investigation Reports on Land Records (when the certificate has been issued), to satisfy Condition No. 17.

Very truly yours,

Joseph Santaniello
Joseph Santaniello, P.E.
Executive Director

Enclosures

cc: Chief Gary K. Tyler
Captain Samuel W. Kotsch, Jr.
Mr. John R. Collins - Please confirm certificate issuance with STC.
Planning and Zoning Commission
Mr. Stephen F. Mitchell, P.E.
Mr. Daniel W. O'Neill
Mr. Richard J. Porth

| | | |
|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Report By: JPO Date: 2/02 Checked By: RST Date: 2/02 See Previous STC Report No. | STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION | STC No: 132-0104 Loc. No: Approved By STC Date: FEB 26 2002  EXECUTIVE DIRECTOR |
| Requested By: Evergreen Walk, LLC How Requested: Cert. Application Date: 4/18/01 | | SOUTH WINDSOR Location: West Side of Buckland Road South of Deming Street |

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a Certificate to Evergreen Walk, LLC for the Evergreen Walk Development totaling 1,230,000 sq.ft. (250 room hotel; 75,000 sq.ft. indoor recreation area; 650,000 sq.ft. office area; 375,000 sq.ft. retail area) with 5,200 parking spaces on Buckland Road in South Windsor, stating that the operation thereof will not imperil the safety of the public.

This recommendation is referenced to plans prepared by and entitled, as follows:

"General Plan of Development – Master Plan – Evergreen Walk – Evergreen Walk, LLC." – Sheet Z-3, dated 5/24/01 and last revised 9/4/01. Plan prepared by FLB Architecture & Planning, Inc.

The following plans were prepared by F.A. Hesketh & Associates, Inc.

"Roadway Improvement Plan – prepared for Evergreen Walk – Buckland Street at I-84 eastbound ramps, Manchester, Connecticut" Sheet No. 1 of 11, dated 7/13/01 and last revised 1/2/02.

"Roadway Improvement Plan – prepared for Evergreen Walk – Buckland Street, Manchester, Connecticut" Sheet No. 2 of 11, dated 1/2/02.

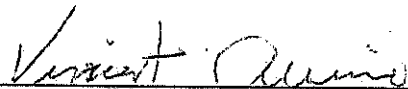
"Roadway Improvement Plan – prepared for Evergreen Walk – Buckland Street at Pavillions Drive-Manchester, Connecticut" Sheet No. 3 of 11, dated 7/13/01 and last revised 2/15/02.

"Roadway Improvement Plan – prepared for Evergreen Walk – I-84 WB Ramp to Pleasant Valley Road-Manchester, Connecticut" Sheet No. 4 of 11, dated 7/13/01 and last revised 2/15/02.

"Roadway Improvement Plan – prepared for Evergreen Walk – I-84 WB Ramp to Pleasant Valley Road-Manchester, Connecticut" Sheet No. 5 of 11, dated 7/13/01 and last revised 1/2/02.

"Roadway Improvement Plan – prepared for Evergreen Walk – Buckland Road – South Windsor, Connecticut" Sheet Nos. 6, 7, 8, 9 of 11, dated 4/10/01 and last revised 2/15/02.

By



Division of Traffic Engineering

Bureau of Engineering and Highway Operations

"Roadway Improvement Plan – prepared for Evergreen Walk – Buckland Road – South Windsor, Connecticut" Sheet No. 10 of 11, dated 4/10/01 and last revised 1/2/02.

"Roadway Improvement Plan – prepared for Evergreen Walk, Deming Street, South Windsor, Connecticut" Sheet No. 11 of 11, dated 4/10/01 and last revised 1/2/02.

This recommendation is based on the following conditions:

1. That the proposed site drives on Buckland Road and Deming Street be located and reflect the geometry as shown on the above-referenced plans.
2. That the owner provide and maintain sightlines from the site drives on Buckland Road and Deming Street, as shown on the above-referenced plans.
3. That Deming Street and the I-84 westbound on-ramp be widened in substantial conformance with the above-referenced plans.
4. That Buckland Road/Buckland Street from Tolland Turnpike northerly to Deming Street be widened in substantial conformance with the above-referenced plans.
5. That the applicant deed property along the west side of Buckland Road and the south side of Deming Street to the Town of South Windsor, as shown on the above-referenced plans.
6. That the applicant install/revise traffic control signals at the following locations:
 - a. Buckland Street at I-84 eastbound ramps
 - b. Buckland Street at I-84 HOV lanes
 - c. Buckland Street at Pavilions Drive
 - d. Buckland Street at Pleasant Valley Road and Buckland Hills Drive
 - e. Buckland Street at Redstone Road
 - f. Buckland Road at drive to Lowes and southerly site drive
 - g. Buckland Road at center site drive
 - h. Buckland Road at northerly site drive
 - i. Buckland Road at Deming Street
7. That all work on roadways that are owned and maintained by the Town of Manchester or South Windsor be performed in conformance to the standards and specifications of the Town of Manchester or South Windsor, respectively.
8. That the applicant install signs and markings on the site drives, Buckland Road, Buckland Street, Deming Street and I-84 westbound on-ramp in substantial conformance with the above-referenced plans and in accordance with the "Manual on Uniform Traffic Control Devices," and that the applicant maintain signs and markings on the site drives.

9. That all pavement markings installed by the applicant on state roads be of either preformed plastic or epoxy material, or of a material as directed by the Department of Transportation.
10. That the applicant eradicate all conflicting pavement markings within the area of roadwork to the satisfaction of the state and/or town.
11. That the applicant provide and maintain illumination and pay for the cost of electricity at the site drive on Deming Street.
12. That prior to the issuance of a Certificate, the applicant provide adequate documentation to the satisfaction of the STC, that any easements/right-of-way necessary to satisfy the conditions of this report have been secured.
13. That prior to Certificate issuance, the applicant post and maintain a bond with the Department in the amount of \$115,000 to cover the cost of satisfying the conditions, relative to work on state roads, in this report. Upon submission of final design plans, the dollar amount may be adjusted upward or downward during the encroachment permit process.
14. An encroachment permit must be obtained from the ConnDOT District I Office, 1107 Cromwell Avenue in the Town of Rocky Hill, telephone (860) 258-4540, prior to performing any work within the state highway right-of-way.
15. That prior to Certificate issuance, the applicant post and maintain a bond with the Town of Manchester in the amount of \$1,000,000 to cover the cost of satisfying the conditions, relative to work on Buckland Street, in this report. Upon submission of final design plans, the dollar amount may be adjusted upward or downward during the permit process.
16. That the applicant post and maintain a bond with the Town of South Windsor to cover the costs of the required work in South Windsor.
17. That within sixty (60) days of the issuance of the Certificate, a copy thereof, together with this report, be recorded on the Municipal Land Records in accordance with the attached procedure.
18. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Stephen F. Mitchell, the applicant's authorized representative, concurred with the above recommendations, except No.18, on February 22, 2002.

Chief Gary K. Tyler, the Legal Traffic Authority for the Town of South Windsor, concurred with the above recommendations on February 20, 2002.

Captain Samuel K. Kotsch, Jr., the authorized representative for the Legal Traffic Authority for the Town of Manchester, concurred with the above recommendations on February 22, 2002.

**Report of Findings
Town of South Windsor
Evergreen Walk
STC No. 132-0104-01**

Site Description:

The applicant is proposing to construct a 1.23 million sq.ft. mixed-use development on the west side of Buckland Road, south of Deming Street, in the Town of South Windsor. The development will consist of 250 room hotel, 75,000 sq.ft. indoor recreation area, 650,000 sq.ft. office area and 375,000 sq.ft. of retail with 5,200 parking spaces. Access to the development will be provided through four drives, three on Buckland Road and the other on Deming Street. All the drives on Buckland Road will be signalized, the southerly drive will be located opposite Lowe's. The drive on Deming Street will be stop-controlled. The development does not abut any state highway; however, certification is being pursued due to the impact of site's traffic on the I-84 ramps.

Buckland Road:

Buckland Road, in the area of the site, is a four-lane undivided town-maintained roadway. Exclusive left-turn lanes are present at two major intersections, Lowe's drive and Deming Street. The posted speed limit is 40 mph and the roadway is illuminated.

Deming Street:

Deming Street is a two-lane, town-maintained roadway in the vicinity of the site. The posted speed limit is 30 mph.

Generated Traffic:

The entire site is expected to generate 21,165 daily trips with 1,341 trips during the a.m. peak hour (1,031 entering, 310 exiting) and 2,024 trips during the p.m. peak hour (757 entering, 1,267 exiting). Approximately 19,327 trips are expected on Saturday with 1,924 trips during the peak hour (1,008 entering - 916 exiting). The submitted volumes have been reviewed and approved by the Bureau of Policy and Planning.

Proposed Projects by the Department of Transportation:

State Project No. 171-278 is expected to evaluate existing traffic signal system operations and recommend/implement timing changes to improve traffic flow on numerous arterials in the greater Hartford area, including the Buckland Hills area.

Report of Findings Continued
Town of South Windsor
Evergreen Walk
STC No. 132-0104-01

Department of Transportation's Observations and Concerns:

Buckland Street at I-84 Eastbound Ramps:

Approximately 25 percent of the site traffic (189 vehicles p.m. peak, 252 vehicles Saturday peak) is expected to turn left from the off-ramp onto Buckland Street. The applicant proposed construction of an additional lane on the ramp to provide a triple left-turn to help reduce delays and queues. Although the triple left-turn may improve conditions on the ramp, we are concerned about operations at the intersection and weaving downstream. There is limited national data available on triple left-turn lanes and they are not widely used. For the concept to be successful, there must be ample width to receive the triple left movement, wide lanes to accommodate large vehicles turning three abreast, clear signing and pavement markings for all weather conditions, limited potential for vehicles weaving downstream of the triple left and acceptance from drivers that there will be little chance of being sideswiped in the middle turning lane. Both the Town of Manchester and the Department feel the triple left-turn should not be considered at the end of the off-ramp because some of the above conditions cannot be adequately addressed. Although no changes are being pursued on the off-ramp, the applicant is revising the lane configurations on Buckland Street to provide a three lane northbound approach. The overall intersectional level-of-service for the build condition with the proposed changes is expected to be "C" and "D" for the p.m. and Saturday peak hour, respectively. Vehicle queues on the off-ramp could be as long as 1,800 feet per lane but the ramp is one mile long and the queues are not expected to reach I-84.

Buckland Road -South Windsor:

There are several locations on the west side of Buckland Road where the future road is shown on private property. The applicant has options to purchase some of these parcels and if the applicant cannot acquire the necessary land, the Town of South Windsor indicated that they would assist the developer. The Certificate will not be issued until adequate documentation is provided indicating the necessary easements/right-of-way has been secured.

Response to Issues Raised by the Town of Manchester in letters dated 5/17/2001 and 9/28/2001.

The Town of Manchester requested that 12 additional signalized locations be studied. The initial traffic study did not study any location south of the Buckland Street/Pleasant Valley Road/Buckland Hills Drive intersection. The distribution for the site-generated volumes showed 65 percent of the traffic traveling to and from the south of the aforementioned intersection. At the Department's request, the applicant studied three additional locations on Buckland Street; Pavilions Drive, HOV lanes and I-84 eastbound ramps. Locations south of the I-84 eastbound ramps were not studied because the site was expected to generate only 20 percent (approximately 200 trips during peak hour) from this direction. The intersections of Buckland Hills Drive and the drive to Home Depot, as well as drive to Lowe's/Target Store were not studied because the distribution projections show a reduction of traffic on Buckland Hills Drive.

Report of Findings Continued
Town of South Windsor
Evergreen Walk
STC No. 132-0104-01

Manchester requested that an additional northbound through lane on Buckland Street be provided between Tolland Turnpike and the proposed three-lane northbound approach at the I-84 eastbound ramp intersection. In order to provide this lane, property is required at one location between Redstone Road and the I-84 eastbound ramps. The Town of Manchester indicated that they would assist the applicant in acquiring the necessary property in order for the applicant to widen the road. The additional lane should help improve traffic flow in this area. If reasonable steps have been taken and the necessary property cannot be obtained, the applicant could request relief from the STC of the work in this area.

The applicant was requested by the town to provide a more sophisticated interconnected traffic signal system (closed-loop) for the town-owned signals on Buckland Street. Presently there is a wireless time base system, which has not been revised in years. The applicant will be widening Buckland Street at several signalized locations and will be required to revise the signal equipment accordingly. The scope of the revisions will likely vary from location to location but the method of interconnection will continue to be time based. If the scope of a revision at a particular location involves replacement of the controller, the Town of Manchester should require that a new closed-loop controller is provided. The town, through the Capital Region Council of Governments (CRCOG), has applied for Federal funds for a computerized traffic control system and other special equipment in the Buckland Hills area. The Project Concept Unit (PCU) is reviewing the application and it is felt that it is not reasonable to require that the applicant provide the special equipment. The Department's consultant engineer is planning to review the existing timing plans in the Buckland area in State Project No. 171-278. Any changes/recommendations as part of the study could be implemented on either a time-based or computerized system.

The town requested a more sophisticated highway signing/way finding system to direct traffic into the Buckland Hills area. Inasmuch as the major destinations within the Buckland Hills area already exist, it would not be appropriate for the applicant to undertake such a project. The applicant will be required to install pavement markings and regulatory/warning signs in areas where work is being proposed. As discussed at a 2/20/02 meeting with town officials and the applicant's engineer and attorney, the Department will determine if overhead guide signing can be installed on the I-84 eastbound off-ramp. The Town feels that guide signing is needed on the ramp several hundred feet in advance of Buckland Street to improve traffic flow at the intersection. Although the guide signing is not a Certificate requirement, the applicant's attorney indicated that the request was reasonable and they would accomplish the work.

The town feels that alternate access needs to be pursued for the Buckland Hills area. We agree that it would be appropriate to study the entire region, however, it is not responsibility of the applicant. It is our understanding that CRCOG may pursue initiation of a traffic study in the Buckland Hill area.

The applicant has modified the site plan to show bus pull out areas along the length of the main access road for future bus service by Connecticut Transit. CRCOG is investigating an integrated bus shuttle system throughout the area.



STATE OF CONNECTICUT

STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546

Phone: (860) 594-3020

MEMBERS

Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1533

STC NO. 132-0104-01

APPROVED February 26, 2002

EXPIRES February 25, 2004

ISSUED TO: Evergreen Walk, LLC
1109 Rose Lane
Virginia Beach, VA 23451

FOR: Evergreen Walk
Route 84
Town of South Windsor

pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Robbin L. Cabelus
Executive Director (Acting)

September 23, 2003
Date



STATE OF CONNECTICUT

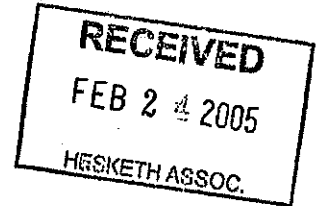
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546

Phone: (860) 594-3020

MEMBERS

Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

February 18, 2005



Mr. Stephen F. Mitchell, P.E.
Manager of Transportation Engineering
F.A. Hesketh & Associates, Inc.
6 Creamery Brook
East Granby, CT 06026

Dear Mr. Mitchell:

Subject: Town of South Windsor
Evergreen Walk
Certificate No. 1533

This is in further reference to your January 7, 2005 letter and subsequent telephone conversation with Mr. James M. Jurczyk of this office.

As discussed, after conferring with our District I Office and the Town of South Windsor, it appears that all the conditions of Certificate No. 1533 have been satisfied. Thus, the certificate is valid and the developer has approval to build a 250-room hotel, a 75,000-square-foot indoor recreation area, a 650,000-square-foot office area, and 375,000-square-foot retail area with a total 5,200 parking spaces.

If you have any questions regarding the above, please contact Mr. Jurczyk at (860) 594-3024.

Very truly yours,

Robbin L. Cabelus
Executive Director

cc: Chief Gary K. Tyler
Mr. James M. Mayer
Mr. Christopher Dougan
Mr. John Hogan
Thomas W. DeMille, Esq.

| | | |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Report by: JGB Date: 04/08 | STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION | STC No: 132-0706-01 |
| Checked by: PJC Date: 04/08 | | Loc No. |
| Recommended by: <i>[Signature]</i> | | Approved by STC |
| See Previous Traffic Investigation Report No: 132-0405-01 | Town of South Windsor Location: Evergreen Walk Buckland Road | Date: MAY 06 2008 |
| Requested by: F.A. Hesketh, Inc. | | <i>Robben L. Cabelus</i> |
| How Requested: Certificate Application | Certificate Not Issued | EXECUTIVE DIRECTOR |
| Date: June 13, 2008 | | |

2

Recommendation:**Issued**

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Evergreen Walk, LLC for the 550,000 square foot expansion of Evergreen Walk, for a total 1,789,000 square-foot gross floor area mixed-use development including 734,000 square-feet of retail, 300,000 square-feet of residential, 75,000 square-feet of indoor recreation, a 130,000 square-foot hotel and 550,000 square-feet of office space with 6,999 parking spaces, located on Buckland Road in South Windsor, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

This recommendation is referenced to the plans entitled and dated as follows:

- A. "Master Plan-General Plan of Development, Evergreen Walk, Evergreen Walk, LLC," sheet Z-3, prepared by FLB Architecture & Planning, Inc., dated July 10, 2007 and last revised October 22, 2007.
 - B. "Evergreen Walk, LLC, Buckland Road, Proposed Improvements, Manchester/South Windsor, Connecticut," sheet EX-2, prepared by Fuss & O'Neill, dated June 6, 2007 and further revised by the Department of Transportation April 8, 2008.
 - C. "Roadway Plan, Prepared For, Evergreen Walk, Buckland Street, Manchester, Connecticut," sheet RW-1, prepared by F. A. Hesketh & Associates, Inc., dated June 7, 2007 and last revised April 4, 2008.
1. That all conditions of the previous Certificate No. 1533-A as described in Traffic Investigation Report No. 132-0405-01 remain in effect.
 2. That the site driveways on Buckland Road and Deming Street be located and reflect the geometry in substantial conformance with the referenced plans.
 3. That Buckland Road in the vicinity of the southern site drive be widened in substantial conformance with the referenced plans.
 4. That the I-84 eastbound off-ramp be widened in substantial conformance with the referenced plans.

I hereby Certify & Attest this

Is a True Copy.

Robben L. Cabelus Date: 5/8/08
Robben L. Cabelus
Executive Director

(3)

5. That Buckland Street in the vicinity of the I-84 eastbound ramps be widened in substantial conformance with the referenced plans.
6. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.
7. That the guide rail affected by improvements noted in Condition No. 4 be revised in a manner satisfactory to the Department of Transportation's (Department) District 1 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.
8. That the I-84 eastbound off-ramp be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 1 Office.
9. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.
10. That all work on roadways that are owned and maintained by the Town of South Windsor be performed in conformance with the standards and specifications of the Town.
11. That all work on roadways that are owned and maintained by the Town of Manchester be performed in conformance with the standards and specifications of the Town.
12. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation Regulations.
13. That intersection sight distances be provided and maintained from the site driveways on Buckland Road and Deming Street in accordance with the Town of South Windsor standards.
14. That the traffic signal be revised on Buckland Road at southern site drive and the drive to Lowe's and Target.
15. That the traffic signal be revised on Buckland Street at the I-84 eastbound ramps. The revision shall include maintaining coordination with the existing town-owned closed loop signal system.

Town of South Windsor

Evergreen Walk

Buckland Road

Traffic Investigation Report No. 132-0706-01

Page 3

16. That force-off vehicle detection be provided on Buckland Street northbound between the I-84 eastbound ramps and the I-84 HOV ramps. The detection will be designed to help prevent vehicles traveling from the I-84 eastbound off-ramp onto Buckland Street northbound from queuing through the intersection with Buckland Street when traffic on Buckland Street northbound is heavy.
17. That the applicant install overhead guide signs on the I-84 eastbound off-ramp approach to Buckland Street, in accordance with Department of Transportation standards.
18. That signs and pavement markings on the I-84 eastbound off-ramp, Buckland Street and Buckland Road, be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.
19. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.
20. That an encroachment permit be obtained from the Department of Transportation's District 1 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.
21. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of \$2,600,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.
22. That prior to the issuance of an encroachment permit, a bond be posted and maintained with the Town of South Windsor to cover the costs of the work required on Buckland Road. Upon posting of the bond, the bond noted in Condition No. 21 may be reduced accordingly.
23. That prior to the issuance of a Certificate, a bond be posted and maintained with the Town of Manchester to cover the costs of the work required on Buckland Street.
24. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.
25. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Stephen F. Mitchell, P.E., the applicant's authorized representative, concurred with the above recommendations, except No. 25, on April 9, 2008.

Lieutenant Richard Bond, representative for the Local Traffic Authority for the Town of South Windsor, concurred with the above recommendations on April 10, 2008.

Mr. James Mayer, representative for the Local Traffic Authority for the Town of Manchester, concurred with the above recommendations on April 10, 2008.

**Report of Findings
Town of South Windsor
Evergreen Walk-Buckland Road
Traffic Investigation Report No. 132-0706-01**

Description:

Evergreen Walk is currently certified for a total 1,239,000 square-foot gross floor area mixed-use commercial development with 5,243 parking spaces. The developer is proposing to expand and change the use of previously approved square footage for a total of 1,789,000 square feet with 6999 parking spaces. The following is a breakdown of previously approved and currently proposed land uses:

| <u>Land Use</u> | <u>Approved (sq-ft)</u> | <u>Proposed (sq-ft)</u> |
|-------------------|-------------------------|-------------------------|
| Retail | 384,000 | 734,000 |
| Residential | 0 | 300,000 |
| Indoor Recreation | 75,000 | 75,000 |
| Hotel | 130,000 | 130,000 |
| Office | 650,000 | 550,000 |
| Total | 1,239,000 | 1,789,000 |

Access to the development will remain at four previously approved drives; three signalized drives on Buckland Road and one unsignalized drive on Deming Street. The intersection of Buckland Road at the southern site drive and the drive to Lowe's and Target will be modified as part of the proposed expansion. The northbound approach of Buckland Road will be widened from four lanes to five lanes in order to provide a double-left into the site drive. The southbound approach will remain as three lanes, but the lanes will be shifted to maintain alignment for the through movement. All roadway widening will be done on the west side of Buckland Road along the development's frontage. The other three drives will remain as existing.

Generated Traffic:

The revised site is expected to generate a total of 1154 trips during the a.m. peak hour (840 entering, 314 exiting), 3380 trips during the p.m. peak hour (1429 entering, 1951 exiting) and 3361 trips during the Saturday peak hour (1771 entering, 1590 exiting). This represents an overall decrease of 187 trips during the a.m. peak hour, an overall increase of 1356 trips during the p.m. peak hour and an overall increase of 1437 trips during the Saturday peak hour from the previously approved volumes. The Bureau of Policy and Planning has reviewed and approved these volumes.

Department of Transportation's Recommendations:

Buckland Street at the I-84 Eastbound Ramps:

During the initial STC certification for Evergreen Walk in 2002, the developer proposed an additional lane on the I-84 eastbound off-ramp to provide three lanes onto Buckland Street northbound. At that time, it was felt that the overall capacity of the intersection could be improved by revising the lane configuration on Buckland Street to provide a three lane northbound approach, and that the additional lane for the off-ramp was not necessary.

**Report of Findings
Town of South Windsor
Evergreen Walk-Buckland Road
Traffic Investigation Report No. 132-0706-01
Page 2**

At this time, projected volumes indicate that additional capacity is again needed at this intersection, and it is felt that an additional lane for the I-84 eastbound off-ramp should now be provided. A preliminary design has been developed which realigns both the on and off-ramps and widens Buckland Street. The revised intersection will provide the necessary roadway curvature to allow for three lanes from the off-ramp to continue onto Buckland Street northbound and for a channelized right-turn lane from the off-ramp onto Buckland Street southbound. This preliminary design has been agreed upon by the Town of Manchester, the Department of Transportation and the developer. The existing traffic signal will also be revised based on the new geometry of the intersection.

In conjunction with the additional lane on the off-ramp, overhead guide signs will be installed to guide motorists to their desired lane. The exact location and specifications of the signs will be determined during the encroachment permit process.

Developer's Recommendations:

Buckland Road at the southern site drive and the drive to Lowe's and Target:

In order to accommodate the additional site traffic generated by the revised development, the developer proposes to widen Buckland Road to provide the following lane-use for the northbound approach:

- A right-turn lane
- Two through lanes
- Two left-turn lanes

The existing traffic signal will also be revised based on the new geometry of the intersection.

Town of Manchester Concerns:

The Town of Manchester has expressed concerns regarding traffic operations along Buckland Street, specifically from the I-84 eastbound off-ramp northerly to the town line. They are concerned about the additional lane from the I-84 eastbound off-ramp allowing more vehicles off the ramp only to cause delays downstream on Buckland Street. There is a federally funded project currently in construction to upgrade the traffic signals and provide a closed loop traffic signal system in the Buckland Hills area. The intersections along Buckland Street are included in this project. When the intersection of Buckland Street at the I-84 eastbound ramps is revised as part of this development, the new traffic signal will be coordinated into the new closed loop system. Also, force-off vehicle detection will be provided on Buckland Street northbound to help prevent vehicles from queuing from the off-ramp through the Buckland Street intersection when traffic is heavy on Buckland Street. The off-ramp is one-mile long, so queues on the ramp are not expected to reach I-84.

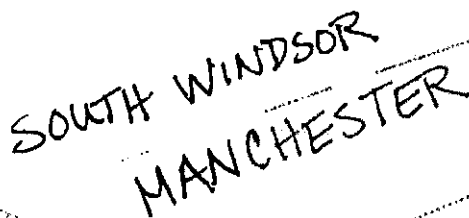
The Town of Manchester has also expressed several concerns about several details relating to the preliminary design of the intersection of Buckland Street at the I-84 eastbound ramps. Discussions have taken place between the town, the Department of Transportation and the developer's consultant, and it has

**Report of Findings
Town of South Windsor
Evergreen Walk-Buckland Road
Traffic Investigation Report No. 132-0706-01
Page 3**

been mutually agreed that these concerns will be addressed during the town's local approval process of the traffic signal and intersection design.

Conclusion:

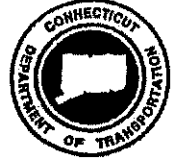
The above described improvements are expected to mitigate the traffic generated by the revised site. A bond in the amount of \$2,500,000 will be required to cover the cost of the improvements to the state highway system. Additional bonds will be required to be posted with the towns of South Windsor and Manchester to cover the cost of improvements on town-owned roadways.



JUN 27 20
 Filed for Records
 9:20 a.m.
 URBAN SOUTH WINDSOR, CT
 Hatcher & Bickford
 TOWN CLERK



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

May 15, 2015

Mr. John Finguerra, President
Evergreen Walk, LLC
1109 Rose Lane
Virginia Beach, VA 23451

Dear Mr. Finguerra:

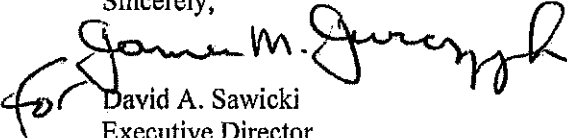
Subject: Town of South Windsor
Evergreen Walk Expansion

We have been advised that a bond has been posted with the Department of Transportation District 1 Office and the Town of Manchester for the above development, and a copy of the recorded Traffic Investigation Report has been forwarded to us. In accordance with Condition Nos. 21, 23, and 24 of Traffic Investigation Report No. 132-0706-01, approved on May 6, 2008, enclosed is Certificate No. 1533-B.

The Certificate will expire on May 5, 2017 unless all conditions and requirements are complied with within that period or permission is requested and obtained from the Office of the State Traffic Administration (OSTA) to extend the expiration date. An encroachment permit must be obtained from the Department of Transportation District 1 Office at 1107 Cromwell Avenue, Rocky Hill, CT 06067 (Attn: Ms. Kelli McKeon, (860) 258-4501) prior to performing any work within the state highway right-of-way. **An encroachment permit will not be issued until the Certificate has been filed on the land records to satisfy the remainder of Condition No. 24, the OSTA has been provided with evidence of recording (i.e., copy of the recorded certificate), a bond has been posted with the Town of South Windsor for the required work on Buckland Road as noted in Condition No. 22, and the district office has reviewed and approved detailed construction plans for the work in the state highway right-of-way.**

Considering the above, this office has no objection to the issuance of building or foundation permits related to the expansion of the development. However, operation of any portion of the expansion of the facility is prohibited until all conditions of the Certificate have been satisfied, unless permission to do so has been granted by the OSTA. A partial opening of the development without full compliance with the certificate requirements was previously approved and is attached for your information.

Sincerely,


David A. Sawicki
Executive Director

Office of the State Traffic Administration

Enclosures

Copy to: Sergeant Glenn M. Buonanducci

Mr. Christopher Dougan - See Paragraph 3 - Please return the enclosed checklist to confirm completion of certificate requirements on town roadways. Confirm completion of other certificate requirements prior to the issuance of any certificates of occupancy by calling the OSTA at (860) 594-3020.

Planning and Zoning

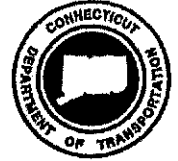
✓ Mr. Stephen F. Mitchell, P.E.

Mr. John Mallin - **original certificate, report, and instructions for filing**

Mr. Lyle Wray



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

CERTIFICATE NO. 1533-B

OSTA NO.: 132-0706-01
APPROVED: May 6, 2008
EXTENDED EXPIRATION: May 5, 2017

ISSUED TO: Evergreen Walk, LLC
1109 Rose Lane
Virginia Beach, VA 23451

FOR: Evergreen Walk Expansion
Buckland Road
Town of South Windsor

Pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the Office of the State Traffic Administration

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE THREE (3) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this office, this Certificate may be reviewed and modified or revoked in the interest of public safety.

James M. Sawicki
David A. Sawicki

Date: 5/15/15

for Executive Director
Office of the State Traffic Administration



October 7, 2011

David A. Sawicki, P.E., Executive Director
 State of Connecticut
 State Traffic Commission
 2800 Berlin Turnpike
 PO Box 317546
 Newington CT 06131-7546

**RE: Town of South Windsor
 Evergreen Walk Mixed Use Development
 STC No. 132-0706-01
 URS File: 36938654.00002**

Dear Mr. Sawicki:

Last month, the Planning & Zoning Commission of the Town of South Windsor approved the Final Development Plan for the initial phase of the expansion of the Evergreen Walk Mixed Use development. This phase of the development, known as the Town Square, consists of a 121 room hotel, 200 residential units, 28,400 SF of office space, and 9800 SF of retail use arranged around a town green at the south-western corner of the 243 Acre site. This development is in addition to the 375,000 SF of retail use, 100,000 +/- SF of office space and 45,000 SF of indoor recreational space already constructed on the site.

In May of 2008, the State Traffic Commission (STC) approved a 550,000 SF expansion to Evergreen Walk. The Town Square is the first phase of the expansion, and represents a portion of the development, as follows:

| Land Use | 2008 Approval | Previously Constructed | Total with Town Square | % complete with Town Square |
|-------------|------------------|------------------------|------------------------|-----------------------------|
| Retail | 734,000 | 375,000 | 384,800 | 52% |
| Residential | 300,000 (200 Un) | 0 | 246,550 (200 Un) | 100% ¹ |
| Indoor Rec | 75,000 | 45,000 | 45,000 | 60% |
| Hotel | 130,000 (250 Rm) | 0 | 71,550 (121 Rm) | 48% ² |
| Office | 550,000 | 100,000 | 128,400 | 23% |
| Total | 1,789,000 | 520,000 | 876,300 | 49% ³ |

Notes: 1 – Based on Unit Count

2 – Based on Room Count

3 – Based on Square Footage



The developer is currently acquiring the bonds noted in the approval (Conditions 21 and 23), and will post them with the appropriate agencies and submit evidence to the STC to allow the Certificate to be issued.

We are attaching the traffic impact study prepared for the Town as part of the application for Final Plan approval. As you will note, new traffic counts were obtained at the site driveways to document the current generation of the facility, and traffic for the presently unoccupied portions of the development was added to the counted volumes to represent the fully occupied existing facility.

All off-site improvements that were conditions of the original Certificates (1533 and 1533-A) were completed for the initial retail development. Off-site improvements that are conditions of the expansion approval include the following:

1. Widening of Buckland Road at Tamarack Avenue to provide an additional northbound left turn lane for traffic entering the site, and appropriate revisions to the traffic controls at that location.
2. Widening of the I-84 Eastbound ramp and Buckland Street to accommodate three lanes for northbound Buckland Street traffic, and appropriate revisions to the traffic controls at that location. In addition, appropriate guide signing and provisions for queue control are to be provided.

We have investigated the traffic impacts associated with the first phase of the development, and have prepared this letter and the attached traffic impact report to request permission to occupy the first phase of the development without full compliance with the conditions of the approval. Specifically, we are proposing to comply with conditions 1, 2, 3, 9, 10, 13, 14, 21, 22, 23, and 24 at this time. Essentially, this request includes the construction of the additional left turn lane at Buckland Road and Tamarack Avenue to accommodate this development. Construction of the additional lane at the I-84 ramp would be accommodated for a future phase of the development.

The analyses in the accompanying report indicate that there is a substantial benefit to site traffic and ambient traffic resulting from the additional left turn lane at this location. Construction of this lane has been reviewed by the Town of South Windsor and its traffic consultant, and found to be acceptable. It has been placed on the Final Development Plan as a condition of approval.

We are requesting permission to operate this portion of the development without completing the improvements at Buckland Street and the I-84 ramps for the following reasons:

1. With this phase of the development in place, only 49% of the total approved square footage is in place.



State Traffic Commission
October 7, 2011
Page 3

2. This expansion represents less than 15% of the approved peak hour traffic.
3. With this phase of the development, only 65% of the average total peak hour site traffic is anticipated to be generated.
4. This phase of the development will generate only 69 vehicles during the morning peak hour, 98 vehicles during the afternoon peak hour and 86 vehicles during the Saturday peak hour (total both directions) on Buckland Street through the I-84 eastbound ramps intersection.
5. Although this intersection experiences operational difficulties at the present time, the additional traffic anticipated from the Town Square development should have a negligible impact. The costs associated with this improvement are substantial, and cannot realistically be borne by a development of this size and type. Ample opportunity exists for the improvement to be accommodated as development of Evergreen Walk continues.

We trust that this information will be sufficient for you to review our request to occupy the Town Square portion of the Evergreen Walk development without full compliance with the conditions of the approved STC Certificate. Please let us know if you require any additional information.

Very truly yours,

URS Corporation AES

Stephen F. Mitchell, P. E.
Traffic/Highway Engineering Manager

cc: John Finguerra
Alan Lamson
Phil Forzley
Laurie Rubinow
John Mallin



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

March 8, 2018

4

John Finguerra, President
Evergreen Walk, LLC
1109 Rose Lane
Virginia Beach, VA 23451

Dear Mr. Finguerra:

Subject: Town of South Windsor
Evergreen Walk Expansion
Revision to Conditions of Certificate 1533 B

Enclosed is a copy of Traffic Investigation Report No. 132-1608-01 approved on March 6, 2018 , detailing the revised conditions of a Certificate No. 1533- B.

The approval shall not become effective until the Traffic Investigation Report has been recorded on the municipal land records in accordance with Condition No. 12 and this office has been provided with evidence of recording (i.e. copy of recorded report).

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Sergeant Christopher Duchesne- christopher.duchesne@southwindsor.org
Mr. Christopher Dougan
Ms. Michele R. Lipe-Michele.lipe@southwindsor.org
Mr. Lyle Wray-lwray@crcop.org
Stephen F. Mitchell, P.E.-stephen.mitchell@aecom.com

| | | |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| Report by: A. Mermelstein Date: 1/18 | STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION OFFICE OF THE STATE TRAFFIC ADMINISTRATION TRAFFIC INVESTIGATION REPORT | OSTA No.: 132-1608-01 |
| Checked by: P. Onwuazor Date: 1/18 | | Loc No.: |
| Recommended by: <i>Tracy L. Fogarty</i> | | Approved by OSTA |
| See Previous Traffic Investigation Report No: | | Date: 3.6.18 |
| 132-0706-01 and 132-0405-01 | Town of South Windsor | <i>David A. Sawicki</i> Executive Director |
| Requested by: Stephen F. Mitchell, PE How Requested: Letter Date: August 22, 2016 | Location: Evergreen Walk Buckland Road | |

Recommendations:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of Office of the State Traffic Administration (OSTA) Certificate No. 1533-B (Traffic Investigation Report No. 132-0706-01) issued May 15, 2015 be revised as indicated below.

These conditions are based on and refer to the plans prepared by FLB Architecture & Planning, Inc. entitled:

- A. "Master Plan – General Plan of Development, Evergreen Walk, Evergreen Walk, LLC," Plan Z-3, Sheet No. 1 of 3, dated February 20, 2014, and revised May 10, 2017.
- B. "Master Plan – General Plan of Development, Evergreen Walk, Evergreen Walk, LLC," Plan Z-3, Sheet No. 2 of 3, dated February 20, 2014, and revised May 10, 2017.
- C. "Master Plan – General Plan of Development, Evergreen Walk, Evergreen Walk, LLC," Plan Z-3, Sheet No. 3 of 3, dated February 20, 2014, and revised May 10, 2017.

And the Google aerial map plans prepared by AECOM entitled:

- D. "Signing Plan, Evergreen Walk Mixed Use, OSTA #132-1608-01," Sheet 1 of 2, dated January 22, 2018.
- E. "Signing Plan, Evergreen Walk Mixed Use, OSTA #132-1608-01," Sheet 2 of 2, dated January 22, 2018.
1. That the overall site development be revised to 1,460,400 square-feet gross floor area mixed-use with 5,440 parking spaces in accordance with the attached plans.
2. That the following conditions of Certificate No. 1533-B (Traffic Investigation Report No. 132-0706-01) be rescinded:
 - Condition Nos. 4, 5, 7, 8, 16, 17, and
 - Condition No. 18 pertaining to the I-84 eastbound off-ramp
3. That all other conditions of Certificate No. 1533-B (Traffic Investigation Report No. 132-0706-01) remain in effect.

**Certified to be a True Copy
State Traffic Administration**

David A. Sawicki
David A. Sawicki, Executive Director

4. That the existing traffic signals at the following locations be revised to include adaptive traffic signal control technology and new video detection equipment:
 - I-84 Eastbound off-ramp (Exit 62) at Buckland Street (Intersection No. 076-259)
 - I-84 HOV ramps at Buckland Street (Intersection No. 076-266)
 - Buckland Street at Pavilions Drive (Intersection No. 076-269)
 - Buckland Street at Redstone Road
5. That side-mounted extruded-aluminum guide signs be installed on both sides of the I-84 Eastbound off-ramp (Exit 62) to Buckland Street in substantial conformance with the referenced plans and in accordance with the Department of Transportation standards.
6. That guide signs be installed on Buckland Street in substantial conformance with the referenced plans.
7. That a bond be posted and maintained in the amount of \$100,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.
8. That a bond be posted and maintained with the Town of Manchester to cover the costs of the work required by Condition Nos. 4 and 6 of this report.
9. That the bond required under Condition No. 21 of Traffic Investigation Report No. 132-0706-01 may be released upon posting of the bond noted in Condition No. 7 of this report.
10. That the bond required under Condition No. 23 of Traffic Investigation Report No. 132-0706-01 may be released upon posting of the bond noted in Condition No. 8 of this report.
11. That the bond required under Condition No. 22 of Traffic Investigation Report No. 132-0706-01 may be released upon written confirmation from the Town of South Windsor that all the work required under Traffic Investigation Report No. 132-0706-01 on Buckland Road in the Town of South Windsor has been completed.
12. That these revisions shall not become effective until a copy of this report has been recorded on the municipal land records in accordance with the attached procedure.
13. That the OSTA reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Stephen F. Mitchell, P.E., the applicant's authorized representative, concurred with the above recommendations on February 15, 2018, except for Condition No. 13 due to it being open-ended.

Sergeant Christopher R. Duchesne, the representative for the Local Traffic Authority for the Town of South Windsor, concurred with the above recommendations on March 2, 2018.

Mr. James Mayer, the representative for the Local Traffic Authority for the Town of Manchester, concurred with the above recommendations on February 21, 2018.

**Report of Findings
Town of South Windsor
Evergreen Walk-Buckland Road
Traffic Investigation Report 132-1608-01**

The applicant is currently proposing to revise the mixed-use development to 1,460,400 square feet total gross floor area, consisting of the following:

- 600,480 s.f. of retail
- 45,000 s.f. of recreational space
- 251,170 s.f. of offices
- 72,000 square-foot hotel (108 rooms)
- 246,550 s.f. of residential (200 units)
- 245,200 s.f. of assisted living (290 units)

The applicant's engineer, in an August 22, 2016 letter to the Office of the State Traffic Administration (OSTA), requested a revision to the conditions of Certificate No. 1533-B to remove the conditions associated with the construction of a triple left-turn on the I-84 Eastbound off-ramp (Exit 62) approach to Buckland Street.

The basis for the applicant's request is as follows:

- The current proposal includes the following changes:
 - a reduction in the amount of retail development
 - a reduction in the amount of office development
 - a reduction in the development's total building area and a change in land use.
- The applicant's consultant engineer stated "...Evergreen Walk is concerned that the costs associated with the construction of the triple left turn are so excessive, that they cannot be supported by the development, given its reduced scope."

The following work was required with the previously proposed triple-left on the I-84 Eastbound off-ramp:

- Widening of the I-84 Eastbound off-ramp
- Widening of Buckland Street in the vicinity of the I-84 Eastbound off-ramp
- Provision of force-off detection for Buckland Street northbound
- Installation of overhead guide signs on the I-84 Eastbound off-ramp

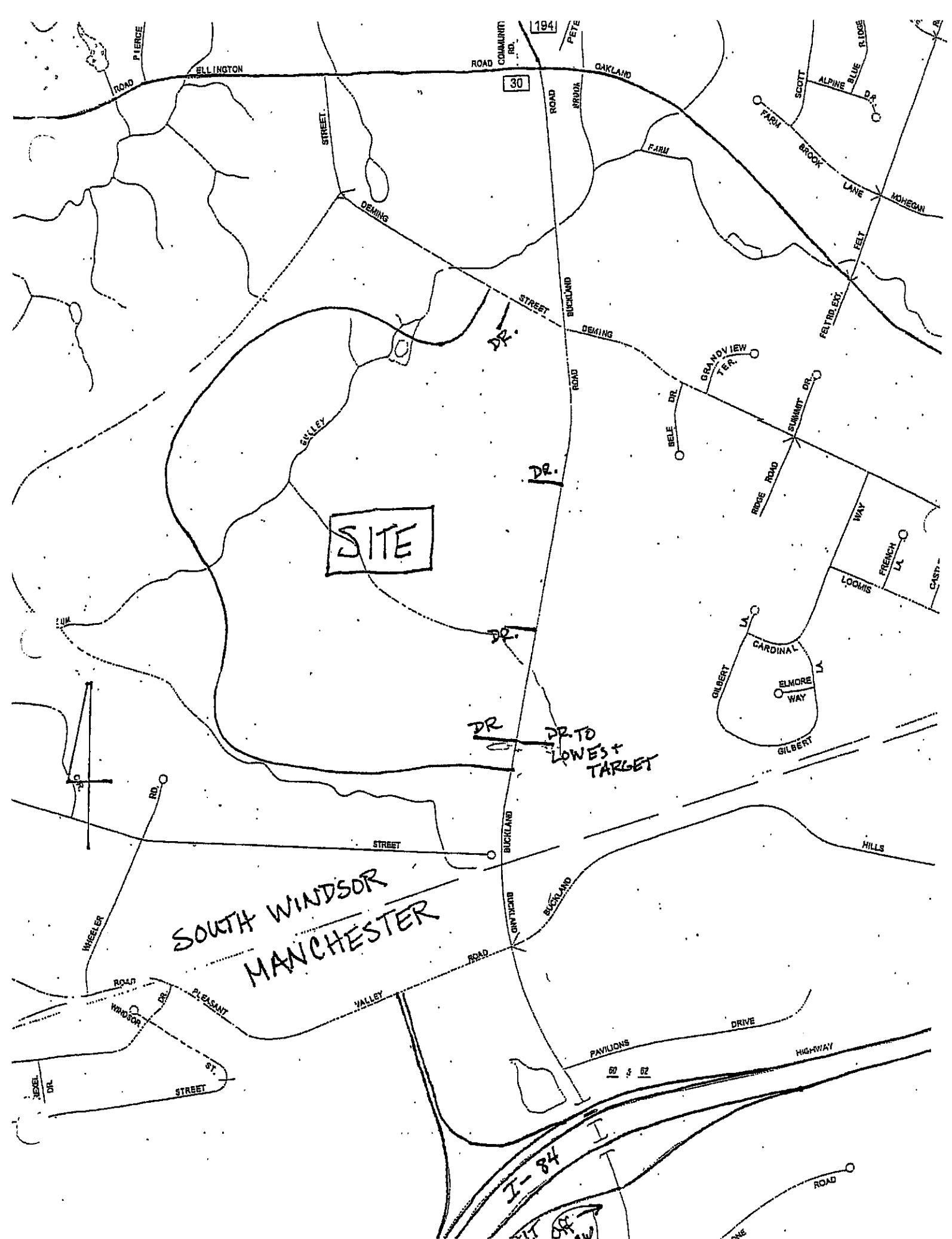
Instead of the above-noted work associated with the triple-left, the applicant is currently proposing the following:

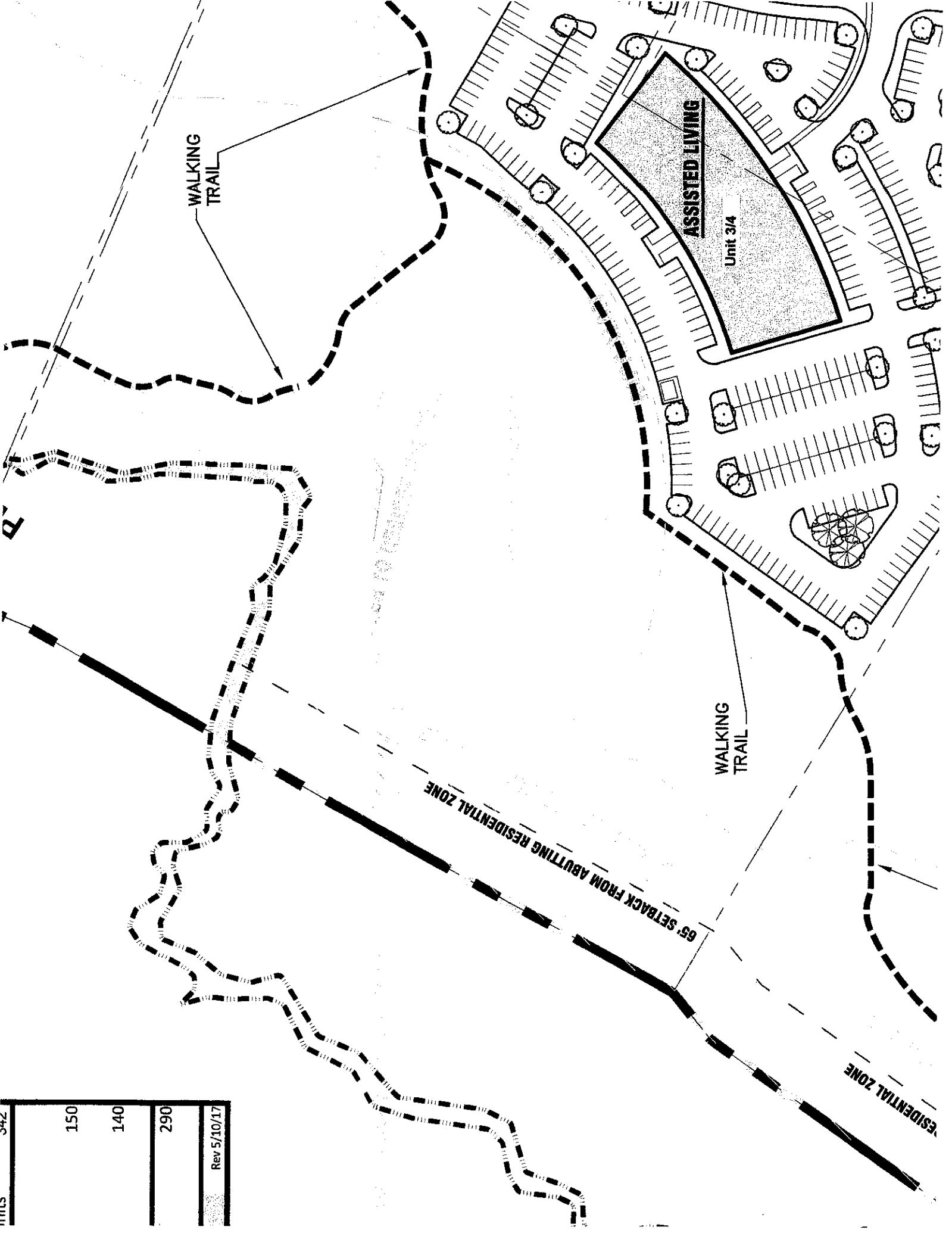
- Installation of side-mounted extruded-aluminum guide signs on the I-84 Eastbound off ramp
 - Two sets
 - One sign on each side of the ramp
 - On structural steel breakaway supports and foundations
- Installation of additional guide signs along Buckland Street
- Modifications to Town of Manchester traffic signals to include adaptive signal control technology with a new detection system (Gridsmart):
 - I-84 Eastbound off-ramp (Exit 62) at Buckland Street (Intersection No. 076-259)
 - I-84 HOV ramps at Buckland Street (Intersection No. 076-266)
 - Buckland Street at Pavilions Drive (Intersection No. 076-269)
 - Buckland Street at Redstone Road

**Report of Findings
Town of South Windsor
Evergreen Walk-Buckland Road
Traffic Investigation Report 132-1608-01**

Division of Traffic Engineering's notes:

- The applicant's engineer indicated that their analysis of the triple left does not show a benefit sufficient to support pursuing the significant construction of the triple left. The Division's review acknowledges the following:
 - Motorists may not use all three left-turn lanes for optimal capacity benefit due to motorists' destinations on Buckland Street.
 - The submitted analyses shows that the 95th percentile queues will not extend beyond the two lane storage length of the I-84 eastbound off-ramp.
- The applicant's engineer indicated the adaptive signal control and new detection can optimize traffic flow on Buckland Street while simultaneously minimizing queues on the I-84 Eastbound off-ramp (Exit 62) based on pre-programmed algorithms that select optimal timing plans for each signal cycle. The timing plans are based on traffic demands from each approaches of the intersection. The Town of Manchester indicated support for this proposal.
- It was recommended that additional information be provided on the web sites of Evergreen Walk businesses to notify motorists which lane they should be in when traveling on the off ramp and on Buckland Street.





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|-------------|
| 342 |
| 150 |
| 140 |
| 290 |
| Rev 5/10/17 |

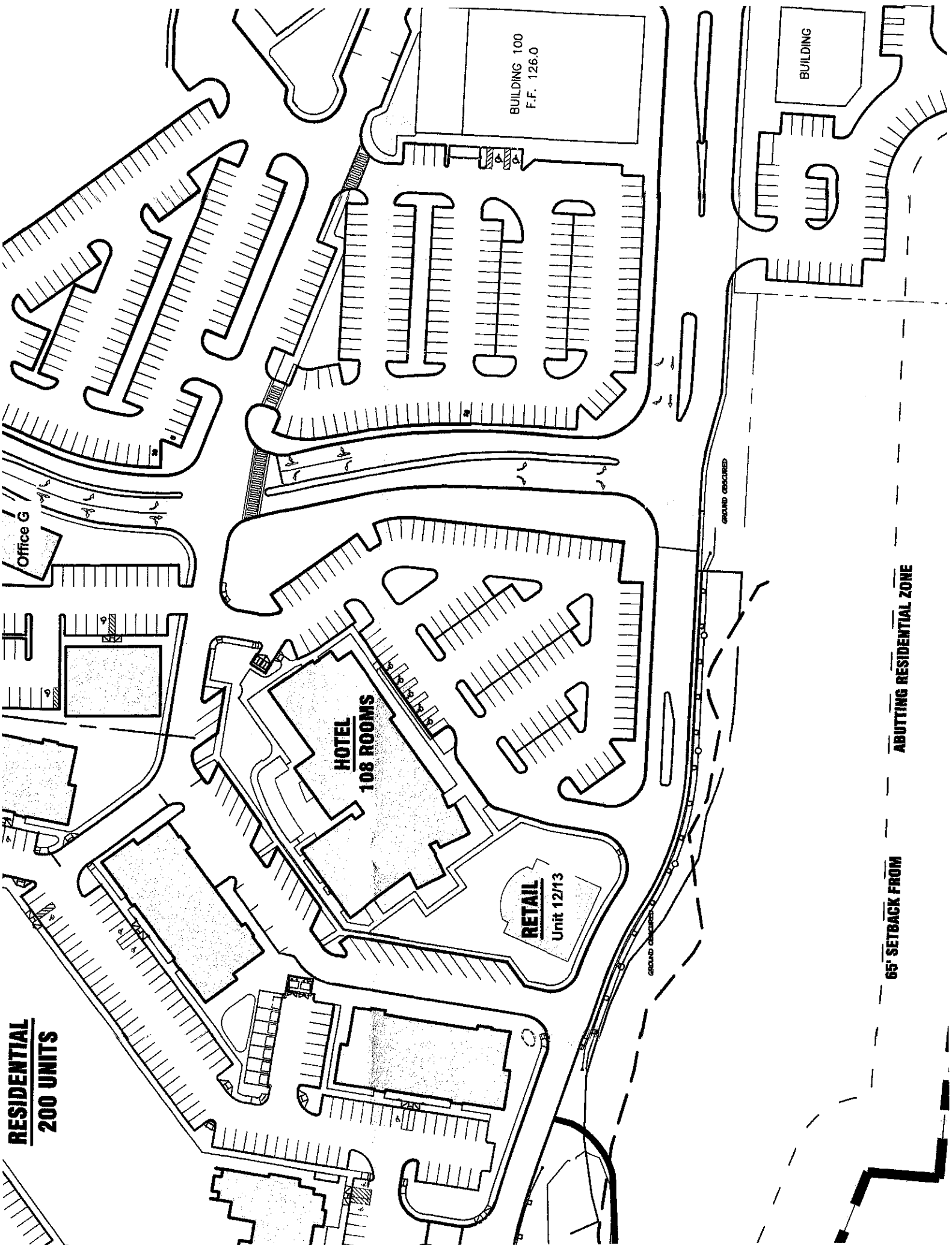
TAMARACK AVE

**INDEPENDENT
LIVING**
Unit 3/4

WALKING
TRAIL

OFFICE-F
3 story

RESIDENTIAL
200 UNITS



65' SETBACK FROM
ABUTTING RESIDENTIAL ZONE



TranSystems

530 Preston Avenue
Suite 100
Meriden, CT 06450

Tel 860-274-7544
Fax 203-886-1035
Dir 860-417-4555
sfmitchell@Transystems.com

www.transystems.com

October 9, 2019

Mr. John Finguerra
Evergreen Walk LLC
1109 Rose Lane
Virginia Beach VA 23451

**Re: Proposed General Plan of Development Modification
Evergreen Walk Development
Town of South Windsor, Connecticut
Traffic Impacts related to Revised Retail Uses
Our File P712190013**

Déar Mr. Finguerra:

Evergreen Walk is in the Buckland Road Gateway Development Zone in the Town of South Windsor (The Gateway Zone). The Gateway zone is a multi-use zone that allows a mix of retail, office, residential, and ancillary uses. Portions of the development, including recreational, retail, residential and office uses, are complete and have been in operation for some time. Hotel, Assisted Living and Daycare developments are presently being completed. There are several remaining undeveloped parcels of land that have assigned future uses in accordance with the most recent General Plan of Development.

Evergreen Walk, LLC is proposing to modify the present General Plan to move some of the previously approved retail and office uses onto new internal parcels to allow a comprehensive development of the central portion of the site. This change will relocate a total of 161,271 SF to the combined area of Units 4, 9, 12, 13 and Parcel C. The 50,000 SF retail development formerly indicated on Unit 5 and the 5,000 SF retail development shown on Unit 7F will remain in place. All other development will also remain unchanged.

The result of this modification is a minor reduction in the total retail square footage available from 600,480 SF to 591,271 SF, a reduction of 9209 SF of retail use. This reduction will result in a minor reduction in overall traffic generation for Evergreen Walk. Prior traffic reports outlining the impacts of the development remain valid with the incorporation of this modification.

We would be happy to discuss these results with you. It is our understanding that this traffic statement will be used in support of an application to the Town of South Windsor for a revision to the General Plan of Development.

Sincerely,

TRANSYSTEMS CORPORATION

Stephen F. Mitchell, PE
Senior Transportation Manager

cc: Evergreen Walk Team



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

August 15, 2019

5

Mr. Stephen F. Mitchell, PE
Transystems
530 Preston Avenue, Suite 100
Meriden, CT 06450

OSTA #132-1906-01

Dear Mr. Mitchell:

Subject: Town of South Windsor
Previously Issued: Certificate 1533 Series
Current Proposal: Evergreen Walk Land Use Change (Office to DayCare)
Street Address: Buckland Road
Current Owner: Evergreen Walk, LLC
Administrative Decision No. 637

A review of your request received June 21, 2019 for an Administrative Decision regarding the subject land use change not previously considered under the Certificate 1533 series, including the latest follow-up information received on August 6, 2019, has been completed.

It was determined that the proposed land use change from 10,000 square feet of office space to an equal amount of daycare facility space will not substantially affect state highway traffic operations in the area. Mr. Christopher Duchesne, the Local Traffic Authority representative for the Town of South Windsor, concurred with these findings on July 17, 2019. Consequently, on August 14, 2019, an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration (OSTA) under Section 14-311 of the General Statutes of Connecticut regarding the proposed land use change is not required. The decision was based, in part, on the enclosed plan prepared by FLB Architecture and Planning, Inc. titled "Master Plan- General Plan of Development; Evergreen Walk; Evergreen Walk, LLC," Sheet Number Z-3; 1-3 of 3, dated March 15, 2018 and last revised August 5, 2019.

The Administrative Decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the land use change. In addition, this office has no objection to a certificate of occupancy being issued for the daycare space prior to the completion of the conditions of Traffic Investigation Report No. 132-1608-01.

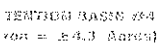
Subsequent to the land use change, the allowable overall development within the OSTA certifiable area will consist of 600,480 square feet of retail building space; 251,170 square feet of office building space; 45,000 square feet of recreation building space; 72,000 square feet (108-rooms) of hotel building space; 246,550 square feet (200 units) of residential building space; 115,000 square feet (120 units) of assisted living building space, and 185,000 square feet (140 units) of independent living space for a total development of 1,515,200 square feet of mixed-use building space with 5,407 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

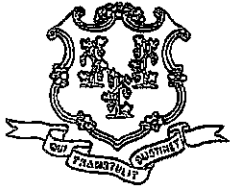
Sincerely,

James M. Jurczyk
for David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Sgt. Christopher Duchesne – christopher.duchesne@southwindsor.org - plan attached
Christopher Dougan – Christopher.dougan@southwindsor.org - plan attached
John Finguerra – JFinguerra@yahoo.com – plan attached
Stephen F. Mitchell, PE – sfmitchell@transystems.com – original to be mailed





STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

October 22, 2019

6

Mr. Stephen F. Mitchell, P.E.
TranSystems
530 Preston Avenue, Suite 100
Meriden, CT 06450

OSTA #132-1909-02

Dear Mr. Mitchell:

Subject: Town of South Windsor
Previously Issued: Certificate 1533 Series and Administrative Decision No. 637
Current Proposal: Evergreen Walk Exp. (Independent Living Exp.)
Street Address: Buckland Road
Current Owner: Evergreen Walk LLC
Administrative Decision No. 658

A review of your request received September 9, 2019 for an Administrative Decision regarding the subject land use change and expansion not previously considered under the Certificate 1533 series and associated Administrative Decision No. 637, including the latest follow-up information received on October 11, 2019, has been completed.

It was determined that the proposed land use change and expansion consisting of 180,000 square feet (140 units) of independent living space and a 20,730 square feet reduction in office building space with 66 additional parking spaces will not substantially affect state highway traffic operations in the area. Mr. Christopher R. Duchesne, the Local Traffic Authority representative for the Town of South Windsor, concurred with these findings on August 8, 2019. Consequently, on October 22, 2019, an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration (OSTA) under Section 14-311 of the General Statutes of Connecticut regarding the proposed land use change and expansion is not required. The decision was based, in part, on the enclosed plan prepared by FLB Architecture and Planning, Inc. titled "Overall Site Plan - General Plan of Development; Evergreen Walk; Evergreen Walk, LLC," Sheet Number Z-4, dated February 24, 2014 and last revised October 10, 2019.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the expansion. However, by copy of this letter, the Town of South Windsor is being advised that unless this office allows otherwise, a certificate of occupancy for the subject land use change and expansion shall not be allowed until the conditions of Certificate 1533-B, as revised under Traffic Investigation Report #132-1608-01, have been completed.

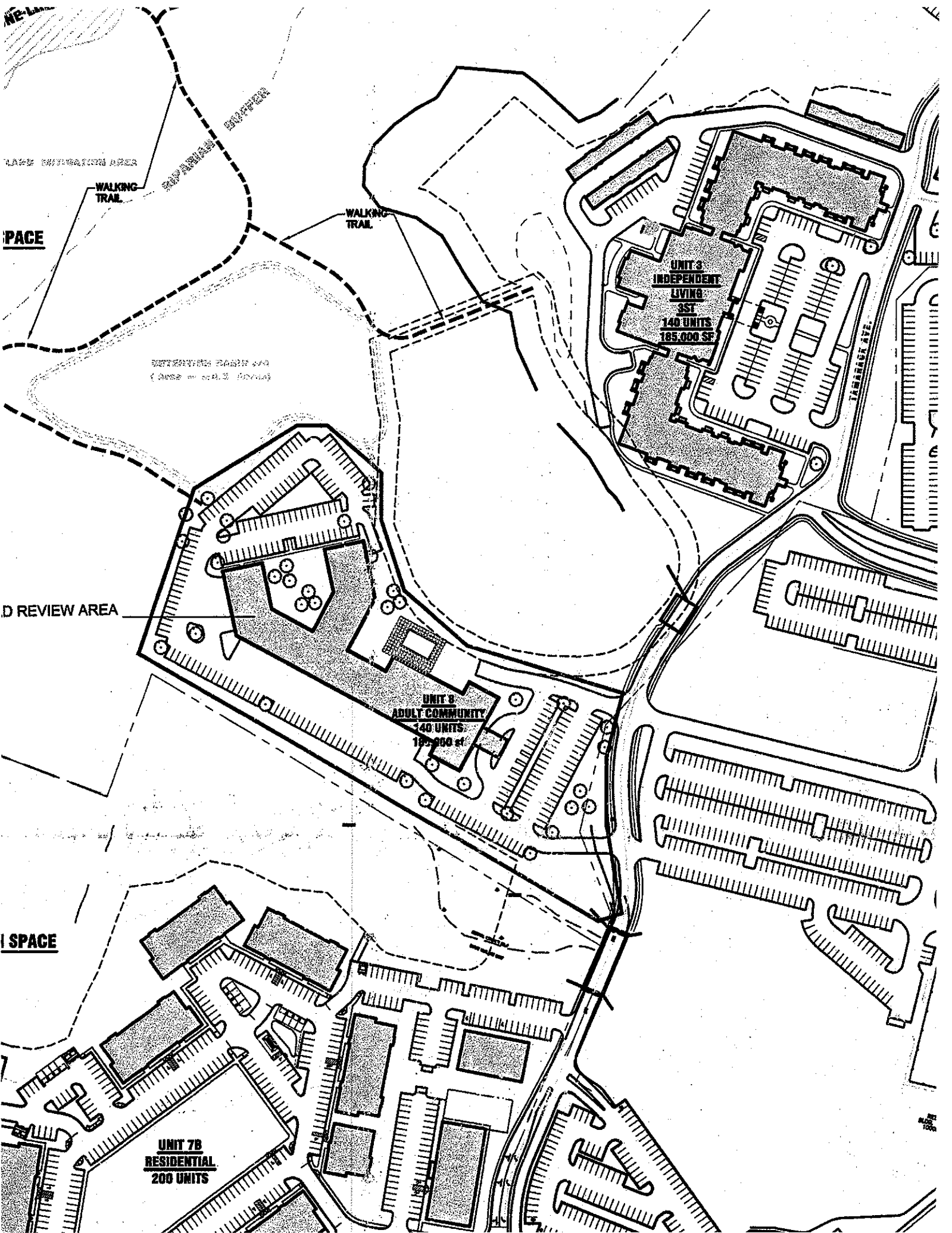
Subsequent to the land use change and expansion, the allowable overall development within the OSTA certifiable area will consist of 600,480 square feet of retail building space; 230,440 square feet of office building space; 45,000 square feet of recreation building space; 72,000 square feet (108 rooms) of hotel building space; 246,550 square feet (200 units) of residential building space; 115,000 square feet (120 units) of assisted living building space, and 365,000 square feet (280 units) of independent living space for a total development of 1,674,470 square feet of mixed-use building space with 5473 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Sergeant Christopher R. Duchesne - christopher.duchesne@southwindsor.org - plan attached
Christopher Dougan - Christopher.dougan@southwindsor.org - plan attached
John Pinguerra - JPinguerra@yahoo.com - plan attached
Stephen F. Mitchell, P.E. - SFMitchell@transystems.com - original to be mailed



NE-Land

SAFE EXERCISE AREA

PAGE

D REVIEW AREA

SPACE

WALKING TRAIL

WALKING TRAIL

REVIEW AREA (AREA OF 100,000 SF)

UNIT 3
INDEPENDENT
LIVING
3ST
140 UNITS
185,000 SF

UNIT 3
ADULT COMMUNITY
140 UNITS
185,000 SF

UNIT 7B
RESIDENTIAL
200 UNITS

TAMMAGE AVE.

**TranSystems**

530 Preston Avenue
Suite 100
Meriden, CT 06450

Tel 860-274-7544
Fax 203-886-1035
Dir 860-417-4555
sfmitchell@Transystems.com

www.transystems.com

November 12, 2019

7

Mr. David Sawicki
The Office of State Traffic Administration
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington CT 06063

Re: Town of South Windsor, Connecticut
OSTA Certificate 1533-B, Administrative Decisions 637 and 358
Evergreen Walk Development
Request for Partial Operation without Full Compliance

Dear Mr. Sawicki:

As you know, Evergreen Walk is a multi-use development in the Town of South Windsor. Over the past 18 years, it has received approvals from the town for a variety of planned uses, which have evolved as social and economic needs have changed. In turn, OSTA approvals have been granted for new uses to coincide with the Town approvals. These approvals have required a number of off-site improvements to the roadway system, and many of these improvements have been constructed. The improvements that must still be completed include the installation of an Adaptive Traffic Signal system on Buckland Street (in Manchester) and the addition of side-mounted guide signs on the I-84 eastbound exit ramp and Buckland Street approach to the site.

Evergreen Walk is presently partially occupied, and is operating under OSTA Certificate 1533-B, as modified in 2018, and again by Administrative Decisions 637 and 658, as well as permission to occupy a portion of the development without full compliance of the Certificate, granted in November of 2011. The mix of uses included in the overall approval, the amount approved for occupancy, and the uses that are presently partially constructed and/or occupied are shown in the following table:

| Use | Size | Unit | Daily Traffic vpd | AM Peak Hour | | | PM Peak Hour | | | Saturday Peak Hour | | |
|----------------------------|---------|-------|-------------------------|--------------|-------------|--------------|--------------|-------------|--------------|--------------------|-------------|--------------|
| | | | | Enter vph | Exit vph | Total vph | Enter vph | Exit vph | Total vph | Enter vph | Exit vph | Total vph |
| <u>Presently Permitted</u> | | | | | | | | | | | | |
| Retail | 18,800 | SF | 2228 | 34 | 21 | 55 | 91 | 99 | 190 | 149 | 138 | 287 |
| Office | 112,950 | SF | 1235 | 154 | 21 | 175 | 28 | 139 | 167 | 16 | 32 | 48 |
| Total | | | 3463 | 188 | 42 | 230 | 119 | 238 | 357 | 165 | 170 | 335 |
| <u>This Request</u> | | | | | | | | | | | | |
| Assisted Living | 120 | Units | 319 | 11 | 6 | 17 | 11 | 15 | 26 | 18 | 22 | 40 |

* Denotes approved square footage reduced by subsequent approvals

As can be seen in this table, additional retail or office use could be constructed within the permitted partial occupancy, but none is contemplated at this time. However, the Assisted Living developer is looking toward

initial occupancy by approximately January 1, 2020. Although many units will not be occupied for several months, it would be their intent to obtain a Certificate of Occupancy by January 1.

Construction plans were prepared for completing the outstanding improvements of Certificate 1533-B early this summer, and bids were requested from seven contractors, with a bid opening date in August. No bids were received. Repeated invitations in September and October were also unsuccessful.

Evergreen Walk has now engaged KBE Construction to act as a construction manager and coordinate bidders to successfully engage contractors and to complete the work. We anticipate having a contractor on board by early December.

Because of the delays in obtaining a successful bidder, we are now faced with a likely construction delay due to winter weather, and anticipate completion of the construction activities in the spring.

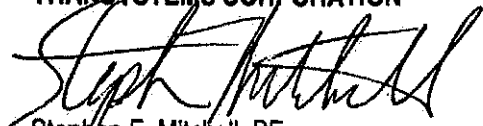
As a result, we are that OSTA permit the occupancy of the Assisted Living complex instead of the office and retail components previously allowed. This results in substantially less traffic than previously permitted, as shown in the following table:

| Use | Size | Unit | Daily Traffic vpd | AM Peak Hour | | | PM Peak Hour | | | Saturday Peak Hour | | |
|----------------------------|---------|-------|-------------------------|--------------|-------------|--------------|--------------|-------------|--------------|--------------------|-------------|--------------|
| | | | | Enter vph | Exit vph | Total vph | Enter vph | Exit vph | Total vph | Enter vph | Exit vph | Total vph |
| <u>Presently Permitted</u> | | | | | | | | | | | | |
| Retail | 18,800 | SF | 2228 | 34 | 21 | 55 | 91 | 99 | 190 | 149 | 138 | 287 |
| Office | 112,950 | SF | 1235 | 154 | 21 | 175 | 28 | 139 | 167 | 16 | 32 | 48 |
| Total | | | 3463 | 188 | 42 | 230 | 119 | 238 | 357 | 165 | 170 | 335 |
| <u>This Request</u> | | | | | | | | | | | | |
| Assisted Living | 120 | Units | 319 | 11 | 6 | 17 | 11 | 15 | 26 | 18 | 22 | 40 |

We will continue to work diligently to complete the remaining Certificate requirements, and will keep you informed of our progress. Thank you for your consideration of this request.

Sincerely,

TRANSYSTEMS CORPORATION



Stephen F. Mitchell, PE
Senior Transportation Manager

cc: Evergreen Walk Team

Detailed Land Use Data
For 18 Gross Leasable Area 1000 SF of CENTERSHOPPING 1
(820) Shopping Center

Open Date: 11/13/2019
Analysis Date: 11/13/2019

Project: New Project

| Day / Period | Total Trips | Pass-By Trips | Avg Rate | Min Rate | Max Rate | Std Dev | Avg Size | % Enter | % Exit | Use Eq. | Equation | R ² |
|-------------------------------------------------------------------------------------------------|----------------|------------------|-------------|-------------|-------------|------------|-------------|------------|-----------|------------|-------------------------------|----------------|
| Christmas Weekday Peak Hour of Adjacent Street T Source : Trip Generation Manual 9th Edition | 68 | 0 | 3.76 | 2.16 | 10.01 | 2.3 | 459 | 50 | 50 | False | $T = 2.76(X) + 457.28$ | 0.68 |
| Christmas Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 106 | 0 | 5.88 | 4.33 | 7.57 | 2.58 | 526 | 51 | 49 | False | $T = 4.9(X) + 515.88$ | 0.77 |
| Weekday Average Daily Trips Source : Trip Generation Manual 9th Edition | 2228 | 0 | 42.7 | 12.5 | 270.89 | 21.25 | 331 | 50 | 50 | True | $\ln(T) = 0.65 \ln(X) + 5.83$ | 0.79 |
| Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition | 55 | 0 | 0.96 | 0.1 | 9.05 | 1.31 | 310 | 62 | 38 | True | $\ln(T) = 0.61 \ln(X) + 2.24$ | 0.56 |
| Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition | 190 | 65 | 3.71 | 0.68 | 29.27 | 2.74 | 376 | 48 | 52 | True | $\ln(T) = 0.67 \ln(X) + 3.31$ | 0.81 |
| Saturday Average Daily Trips Source : Trip Generation Manual 9th Edition | 3137 | 0 | 49.97 | 16.7 | 227.5 | 22.62 | 450 | 50 | 50 | True | $\ln(T) = 0.63 \ln(X) + 6.23$ | 0.82 |
| Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 287 | 0 | 4.82 | 1.46 | 18.32 | 3.1 | 458 | 52 | 48 | True | $\ln(T) = 0.65 \ln(X) + 3.78$ | 0.83 |
| Sunday Average Daily Trips Source : Trip Generation Manual 9th Edition | 454 | 0 | 25.24 | 4.15 | 148.15 | 17.23 | 439 | 50 | 50 | False | $T = 15.63(X) + 4214.46$ | 0.52 |
| Sunday Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 56 | 0 | 3.12 | 0.39 | 12.4 | 2.78 | 369 | 49 | 51 | False | | |

Detailed Land Use Data
For 112 Gross Floor Area 1000 SF of OFFICEGENERAL 1
(710) General Office Building

Open Date: 11/13/2019
Analysis Date: 11/13/2019

Project: New Project

| Day / Period | Total Trips | Pass-By Trips | Avg Rate | Min Rate | Max Rate | Std Dev | Avg Size | % Enter | % Exit | Use Eq. | Equation | R2 |
|------------------------------------------------------------------------------------------------|----------------|------------------|-------------|-------------|-------------|------------|-------------|------------|-----------|------------|-------------------------------|------|
| Weekday Average Daily Trips Source : Trip Generation Manual 9th Edition | 1235 | 0 | 11.03 | 3.58 | 28.8 | 6.15 | 197 | 50 | 50 | False | $\ln(T) = 0.76 \ln(X) + 3.68$ | 0.81 |
| Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition | 175 | 0 | 1.56 | 0.6 | 5.98 | 1.4 | 222 | 88 | 12 | False | $\ln(T) = 0.8 \ln(X) + 1.57$ | 0.83 |
| Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition | 167 | 0 | 1.49 | 0.49 | 6.39 | 1.37 | 215 | 17 | 83 | False | $T = 1.12(X) + 78.45$ | 0.82 |
| Saturday Average Daily Trips Source : Trip Generation Manual 9th Edition | 276 | 0 | 2.46 | 0.59 | 14.67 | 2.21 | 75 | 50 | 50 | False | $T = 2.03(X) + 31.75$ | 0.64 |
| Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 48 | 0 | 0.43 | 0.16 | 1.77 | 0.72 | 90 | 54 | 46 | False | | |
| Sunday Average Daily Trips Source : Trip Generation Manual 9th Edition | 118 | 0 | 1.05 | 0.19 | 7.33 | 1.43 | 75 | 50 | 50 | False | | |
| Sunday Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 18 | 0 | 0.16 | 0.06 | 1.37 | 0.44 | 90 | 58 | 42 | False | | |

Detailed Land Use Data
For 120 Beds of ASSISTLIVE 1
(254) Assisted Living

Open Date: 11/13/2019
Analysis Date: 11/13/2019

Project: New Project

| Day / Period | Total Trips | Pass-By Trips | Avg Rate | Min Rate | Max Rate | Std Dev | Avg Size | % Enter | % Exit | Use Eq. | Equation | R2 |
|------------------------------------------------------------------------------------------------|----------------|------------------|-------------|-------------|-------------|------------|-------------|------------|-----------|------------|-------------------------------|------|
| Weekday Average Daily Trips Source : Trip Generation Manual 9th Edition | 319 | 0 | 2.66 | 1.86 | 4.14 | 1.74 | 121 | 50 | 50 | False | $\ln(T) = 0.56 \ln(X) + 3.07$ | 0.55 |
| Weekday AM Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 22 | 0 | 0.18 | 0.13 | 0.34 | 0.43 | 121 | 67 | 33 | False | | |
| Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition | 17 | 0 | 0.14 | 0.08 | 0.28 | 0.37 | 121 | 65 | 35 | False | | |
| Weekday PM Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 42 | 0 | 0.35 | 0.16 | 0.87 | 0.59 | 107 | 47 | 53 | False | $\ln(T) = 0.79 \ln(X) - 0.06$ | 0.82 |
| Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition | 26 | 0 | 0.22 | 0.11 | 0.3 | 0.47 | 121 | 44 | 56 | False | | |
| Saturday Average Daily Trips Source : Trip Generation Manual 9th Edition | 264 | 0 | 2.2 | 1.45 | 3.53 | 1.57 | 117 | 50 | 50 | False | | |
| Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 40 | 0 | 0.33 | 0.17 | 0.46 | 0.58 | 116 | 46 | 54 | False | | |
| Sunday Average Daily Trips Source : Trip Generation Manual 9th Edition | 293 | 0 | 2.44 | 1.67 | 3.73 | 1.65 | 117 | 50 | 50 | False | $\ln(T) = 0.69 \ln(X) + 2.36$ | 0.57 |
| Sunday Peak Hour of Generator Source : Trip Generation Manual 9th Edition | 46 | 0 | 0.38 | 0.13 | 0.58 | 0.62 | 116 | 43 | 57 | False | | |