

January 14, 2022

Mr. Jay Fisher
Chief Operating Officer
Accubbranch
1137 Main Street
East Hartford, CT 06108

**RE: Traffic Review
Evergreen Walk – Unit 5 – Proposed Bank
South Windsor, Connecticut
SLR #141.14899.00004**

Dear Mr. Fisher:

At your request, we have reviewed the traffic-related materials associated with the mixed-use Evergreen Walk development on the western side of Buckland Road in South Windsor, Connecticut. The Evergreen Walk development has received master plan approval for approximately 1,500,000 square feet (SF) of retail, office, residential, and other commercial space and is partially built out.

Specifically, we have evaluated the proposed development of Unit 5, located on the southwest corner of Buckland Road and Cedar Avenue, opposite the proposed Gateway development. Unit 5 has received master plan approval for 50,000 SF of retail, split between several buildings. Proposed is a 2,200 SF bank building in place of 6,000 SF of retail space; the remaining 44,000 SF of retail space will remain. Proposed is a right-in, right-out driveway from Unit 5 to Cedar Avenue, approximately 170 feet west of Buckland Road. This letter compares the difference in trip generation associated with the change in land use from 6,000 SF of retail to a 2,200 SF bank.

The following materials have been reviewed:

- *Traffic Impact Study for Evergreen Walk* (June 13, 2007, revised December 2007), prepared by FA Hesketh & Associates
- *Traffic Impact Report for The Town Square at Evergreen Walk* (August 8, 2011), prepared by URS Corporation
- *Traffic Impact Study for Proposed Grocer/Retail at the Promenade Shops at Evergreen Walk* (June 2021), prepared by Langan

Initially, we reviewed the traffic impact studies from 2007 and 2011 for the Evergreen Walk development. Following this review, the Office of the State Traffic Administration (OSTA) provided the most recent traffic materials for Evergreen Walk. The project is currently undergoing review under OSTA #132-2108-01, which will replace 53,000± SF of retail space with 10,000± SF of retail space and a 40,000± SF grocery store. The traffic report for this development was prepared by Langan; the traffic volumes from this study have been approved by the Connecticut Department of Transportation (CTDOT) Bureau of Policy and Planning. It is

noted that Langan's traffic impact study included the proposed Gateway development, which will have access via a new driveway opposite Cedar Avenue at Buckland Road.

The analyses from these traffic reports all assume Unit 5 will be occupied by 50,000 SF of retail space. However, Unit 5 is proposed to replace 6,000 SF of retail space with a 2,200 SF bank. The net increase in site-generated traffic was estimated using statistical data published by the Institute of Transportation Engineers (ITE)¹. ITE Land Use Codes (LUC) #820, Shopping Center, and #912, Drive-in Bank, were used to estimate the site traffic volumes, which are shown in Table 1.

TABLE 1
Trip Generation Comparison

LAND USE	ITE LAND USE #	NUMBER OF VEHICLE TRIPS								
		WEEKDAY MORNING PEAK HOUR			WEEKDAY AFTERNOON PEAK HOUR			SATURDAY PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Shopping Center (6000 SF)	820	3	2	5	11	12	23	14	13	27
Drive-in Bank (2200 SF)	912	13	9	22	23	23	46	30	28	58
NET CHANGE IN SITE-GENERATED TRAFFIC		+10	+7	+17	+12	+11	+23	+16	+15	+31

Trip Generation, 11th Edition. Institute of Transportation Engineers, 2021

The proposed bank is expected to generate a relatively small amount of additional traffic, which is not expected to materially change the conclusions of the review. It is expected that the impact of the proposed bank will remain consistent with those findings from the Langan traffic study. Furthermore, the net new traffic expected to be added during all the peak hours is less than the threshold required by the Office of the State Traffic Administration (OSTA) to conduct new traffic counts. We have also reviewed the additional traffic reports related to the Evergreen Walk development, provided by Steve Mitchell; based on our review of those materials, our findings as summarized in this letter remain the same.

We hope this letter is useful to you and the Town of South Windsor. If you have any questions or need anything further, please do not hesitate to contact the undersigned.

Sincerely,

SLR International Corporation



David G. Sullivan, PE

U.S. Manager of Traffic & Transportation Planning

Enclosures

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¹ *Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021*