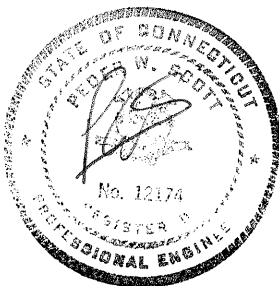


**2 Hollyhock Road
Wilton, CT**

TRAFFIC REPORT

Prepared by:

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3871 Danbury Road
Brewster, NY 10509
Date: April 9, 2020
Revised: January 11, 2021



Traffic Study

Project: 2 Hollyhock Road
Conversion from an Office building to 8-30g Apartment Building.

Scope

The following is an analysis of the traffic impacts resulting from the conversion of an office building use to that of an apartment building based upon the ITE Manual and the following building occupancies.

Assumptions: Existing Building Occupancies based upon 2020 rent rolls.
Apartments proposed shall remain rental units

I) Existing: Commercial Office spaces: 9

Total Occupied square footage; First Floor: $2850 + 900 = 3750$ sq. ft.
Upper Floor: 4500 sf

ITE Generation: LUC,(land use code): 712 Small Office Building:

Peak PM: 2.45 trips per 1000 GFA

II) Proposed Use: 18 Apartments of the following distribution

Studio: 8 units

1 Bedroom: 4 units

2 Bedroom: 6 units

Total square footage: Gross: 4500 sf first
Includes the proposed lounge & common bathrooms
Gross: 4500 sf upper

ITE Generation: LUC: 220 Multi-family: low rise: (2 story garden apartments)
A description of the appropriate apartment LUC category is provided in the appendix.

Peak PM: 0.56 trips per dwelling unit

The data above is based upon double occupancy for studio and 1 bedroom with an additional occupant within the second bedroom considered a non-driver. The sidewalk facilities along Route 7 have been completed, for this study 100% of the occupancy entry and exit is by a motor vehicle. Since the proposed 8-30G project is close to the prime business sites in the Route 7 corridor, ASML and The Wilton Corporate Park, some occupancy commuting may be as a pedestrian. The study takes the conservative approach considering weather, sidewalk, and Route 7 pedestrian crossing limitations.

Refer to the attached excel spread sheet for the traffic generation at an hourly interval noted.

Findings

Trip generation: Existing use: 9 offices: 8250 sf
LUC: 712

PM Peak: 25.2 trips
Daily total: 78.3 trips

Proposed use: 18 apartment units
LUC: 220

PM Peak: 10.1 trips
Daily total: 55.7 trips

The change in use reduces the peak trip generation count from the subject site by 29 %.

Occupancies along Hollyhock Road consist of Commercial Office, Single family and Mixed Occupancy, (commercial on the first floor, apartments above). A chart is available for the adjacent uses, yet there is no impact on the traffic along Hollyhock Road by this change in use, since there is a net reduction in traffic generation by the building use conversion. In addition, since the predominant Commercial use along Hollyhock Road is commercial office, the peak traffic generation rate of the neighboring properties is not in time sequence with the proposed Apartments. A review of the charts attached indicates that the commercial use peak traffic generation rate lags after the apartments peak generation rate for both the AM and PM peaks.

Traffic Impacts on Route 7.

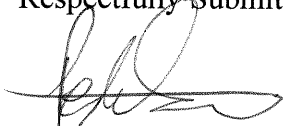
Referencing a 2010 Route 7 Transportation and Land Use Study(SWRPA) which included an ADT site north at Grumman Hill Road intersection, the 8:00 peak is 2100 trips, predominantly south bound and the PM Peak at 5:30 is 2000 trips, exceeding the site generated traffic substantially. The Level of Service (LOS) analysis completed at the Grumman Hill Intersection Traffic Light was an AM value of C and a PM value of B. The inclusion of the light assists in the traffic movement at the Hollyhock Road intersection.

In addition, improvements as noted in the CTDOT Preliminary Design Report 102-35, extending to the Hollyhock intersection, consist of the inclusion of dedicated right and left turning lanes which should improve the LOS levels noted above for the Hollyhock intersection.

Conclusion:

The conversion of the existing Commercial Office Building to Apartments will not negatively impact the traffic circulation along Hollyhock Road and Route 7 corridor.

Respectfully Submitted:



Peder W. Scott, P.E., R.A.
President

1/11/21

date

Attachments

Existing Occupancies- Offices: Hourly traffic Generation

Proposed Occupancy-Apartments: Hourly traffic Generation

Town of Wilton Tax Map; Hollyhock Road

Existing Rent Roll-Office Spaces

ITE- Description of Land Use Codes for apartments

Route 7 Map with location relative to other Uses

EXISTING OCCUPANCY (9) OFFICE SPACES

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual*, 10th Edition

PERCENT OF 24 HOUR TRAFFIC

Land Use Code	712				
Land Use	Small Office Building				
Setting	General Suburban				
Time Period	Weekday				
Trip Type	Vehicle				
# Data Sites	18				
GROSS FLOOR AREA	8250	TOTAL			
LUC GENERATOR		UNIT			
PM PEAK	2.45	1000 GFA	20.2 TRIPS		
DAILEY	78.3	1000 GFA			
	% of 24-Hour Traffic		TRIP COUNT		TOTAL TRIP COUNT
Time	Entering	Exiting	Entering	Exiting	
12-1 AM	0	0	0.0	0.0	0.0
1-2 AM	0	0	0.0	0.0	0.0
2-3 AM	0	0	0.0	0.0	0.0
3-4 AM	0	0	0.0	0.0	0.0
4-5 AM	0	0	0.0	0.0	0.0
5-6 AM	0	0	0.0	0.0	0.0
6-7 AM	0	0	0.0	0.0	0.0
7-8 AM	10.9	0.5	8.5	0.4	8.9
8-9 AM	12.8	3.7	10.0	2.9	12.9
9-10 AM	10.0	6.3	7.8	4.9	12.8
10-11 AM	9.0	6.0	7.1	4.7	11.8
11-12 PM	8.1	11.9	6.3	9.3	15.7
12-1 PM	9.5	11.6	7.4	9.1	16.5
1-2 PM	10.7	6.7	8.4	5.2	13.6
2-3 PM	10.9	12.3	8.5	9.6	18.2
3-4 PM	9.0	9.5	7.1	7.4	14.5
4-5 PM	6.3	7.7	4.9	6.0	11.0
5-6 PM	2.8	23.0	2.2	18.0	20.2
6-7 PM	0	0.7	0.0	0.5	0.5
7-8 PM	0	0	0.0	0.0	0.0
8-9 PM	0	0	0.0	0.0	0.0
9-10 PM	0	0	0.0	0.0	0.0
10-11 PM	0	0	0.0	0.0	0.0
11-12 AM	0	0	0.0	0.0	0.0

PROPOSED OCCUPANY - (18) 8-30G APARTMENTS

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual*, 10th Edition

Land Use Code	220				
Land Use	Multifamily Housing (Low-Rise)				
Setting	General Suburban				
Time Period	Weekday				
Trip Type	Vehicle				
# Data Sites	9				
DWELLING UNITS	18	TOTAL			
LUC GENERATOR		UNITS			
PM PEAK	0.56	DW UNIT	10.1 TRIPS		
DAILEY	55.7	DW UNIT			
	% of 24-Hour Traffic		TRIP COUNT		TOTAL TRIP COUNT
Time	Entering	Exiting	Entering	Exiting	
12-1 AM	0.7	0.3	0.4	0.2	0.6
1-2 AM	0.4	0.1	0.2	0.1	0.3
2-3 AM	0.3	0.3	0.2	0.2	0.3
3-4 AM	0.3	0.4	0.2	0.2	0.4
4-5 AM	0.4	1.0	0.2	0.6	0.8
5-6 AM	0.1	2.6	0.1	1.4	1.5
6-7 AM	1.1	5.8	0.6	3.2	3.8
7-8 AM	2.6	12.9	1.4	7.2	8.6
8-9 AM	4.0	9.1	2.2	5.1	7.3
9-10 AM	3.9	7.2	2.2	4.0	6.2
10-11 AM	3.9	4.7	2.2	2.6	4.8
11-12 PM	4.9	5.5	2.7	3.1	5.8
12-1 PM	5.6	5.4	3.1	3.0	6.1
1-2 PM	4.8	4.9	2.7	2.7	5.4
2-3 PM	5.9	6.0	3.3	3.3	6.6
3-4 PM	8.3	5.2	4.6	2.9	7.5
4-5 PM	10.0	5.1	5.6	2.8	8.4
5-6 PM	11.4	6.7	6.3	3.7	10.1
6-7 PM	9.5	6.3	5.3	3.5	8.8
7-8 PM	7.1	4.3	4.0	2.4	6.3
8-9 PM	5.7	3.5	3.2	1.9	5.1
9-10 PM	4.7	1.4	2.6	0.8	3.4
10-11 PM	2.9	1.0	1.6	0.6	2.2
11-12 AM	1.5	0.4	0.8	0.2	1.1

261ST STREET

GRUMMAN HILL ROAD

DRIVEWAY & UTILITY EASEMENT

HOLLYHOCK ROAD

64 DEVELOPMENT AREA
DEVELOPMENT RIGHTS RESERVED

UNIT 64

LOT 68-20
1.00 AC
Dimensions: 155.34', 132.36', 100.14', 80.18', 209.28', 13.34', 8.68', 44.04'

LOT 68-21
0.85 AC
Dimensions: 259.81', 147.87', 114.49', 115.20', 90.00'

LOT 68-22
0.809 AC
Dimensions: 24.24', 143.33', 134.33', 221.04', 246.55', 11.75', 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

LOT 68-23
0.2246 AC
Dimensions: 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

LOT 68-24
0.2505 AC
Dimensions: 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

LOT 68-25
0.25 AC
Dimensions: 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

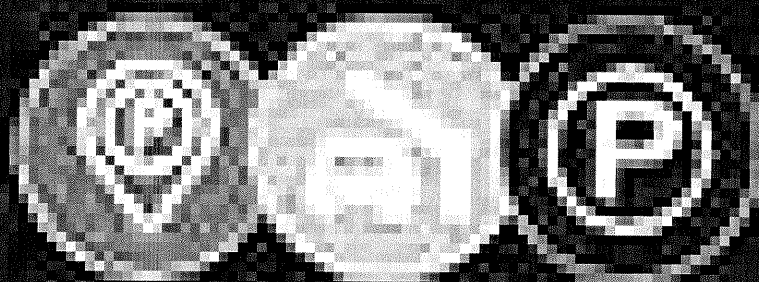
LOT 68-26
0.25 AC
Dimensions: 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

LOT 68-27
0.65 AC
Dimensions: 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

LOT 68-28
0.65 AC
Dimensions: 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

LOT 68-29
0.25 AC
Dimensions: 88.98', 14.00', 10.25', 10.01', 12.26', 80.25', 17.55', 110.00', 119.96', 84.61', 7.00', 8.30', 79.37', 15.23', 75.00', 90.00', 150.00', 155.00', 162.23', 123.57', 128.50', 103.00', 104.00', 105.69', 57.77', 65.04', 13.83', 86.61', 208.00', 208.00', 38.32', 20.91', 14.14', 103.97'

Rent Roll: Current Office Model						
<u>Tenant</u>	<u>Lease Type</u>	<u>Start</u>	<u>End</u>	<u>Renewal Options</u>	<u>Tenant Since</u>	<u>Net Rental Area</u>
Sage/Catalytic Inc.	Gross+Utilities	6/1/10	5/31/20	1x5	6/1/10	1,375
Cosmetologist	Gross	7/20/19	7/19/25	1x5	10/1/19	600
Susan Bauerfeld, PHD	Gross	7/1/18	3/31/21	1x2	7/1/18	600
Euro Engineer	Gross	3/1/20	2/28/21		8/1/19	600
Vacant 2nd Floor Cathedral Center Suite	Gross+Utilities					1,645
Pinyan Capital	Gross	5/1/18	4/31/21	1x3	5/1/18	380
Judith Woolf Acupuncture	Gross	9/1/17	8/31/20	2x3	9/1/17	650
Lockwood Capital	Gross	8/1/17	10/24/19	1x1	8/1/17	500
Claire Arcamone - Healing Touch	Gross	10/1/17	10/1/19	1x2	10/1/17	600
Vacant -South Shop/Studio 1st Floor	Gross					900
Creative Planning Inc	Gross	10/1/19	10/1/20	1x1	10/1/19	250
Gregory Clark Collection -- Basement	Gross	3/1/06	3/1/24	1x5	3/1/06	2,650
Gregory Clark Collection -- East Wing Loft	Gross	3/1/06	3/1/24	1x5	3/1/06	1,650
Gregory Clark Collection -- Rear Shop/Studio	Gross	3/1/06	3/1/24	1x5	3/1/06	900
Coldwell Banker Real Estate	Gross	2/1/19	1/30/20	1x2	2/1/19	550



Parking Configuration Manual

11/2000



Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Occupied Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

Number of Studies: 7

Avg. Num. of Occupied Dwelling Units: 83

Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.25	0.45 - 1.44	0.85 / 1.41	***	0.25 (20%)

Data Plot and Equation

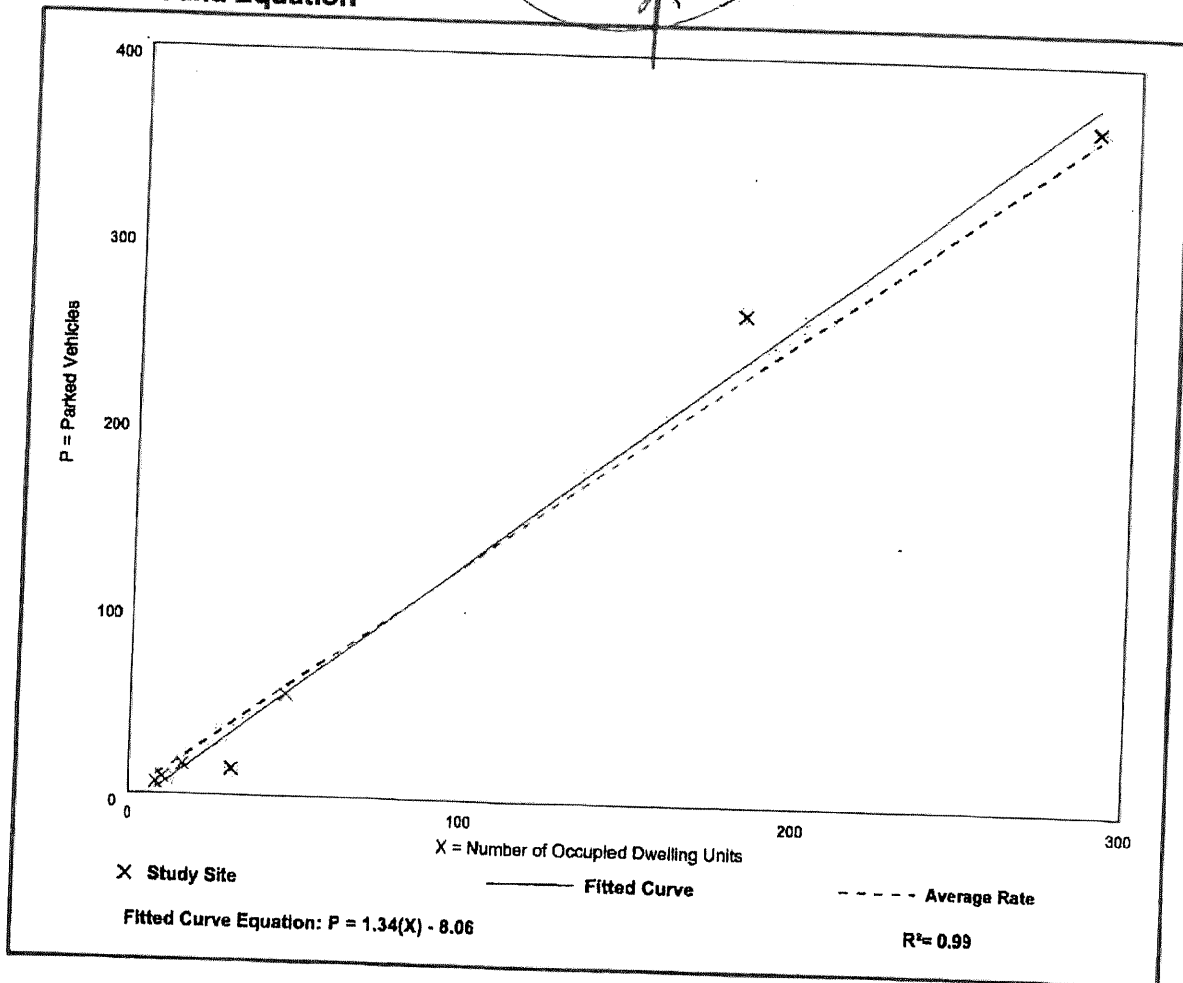


Table 5 ITE Descriptions of Land Use Codes (LUC)

LUC	Name	Description
220	Apartment	Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadraplexes and all types of apartment buildings. The studies included in this land use did not identify whether the apartments were low-rise, mid-rise, or high-rise. Low-rise apartment (Land Use 221), high-rise apartment (Land Use 222) and mid-rise apartment (Land Use 223) are related uses.
221	Low-Rise Apartment	Low-rise apartments (rental dwelling units) are units located in rental buildings that have one or two levels (floors), such as garden apartments. Apartment (Land Use 220), high-rise apartment (Land Use 222) and mid-rise apartment (Land Use 223) are related uses.
222	High-Rise Apartment	High-rise apartments (rental dwelling units) are units located in rental buildings that have more than 10 levels (floors) and most likely have one or more elevators. Apartment (Land Use 220), low-rise apartment (Land Use 221) and mid-rise apartment (Land Use 223) are related uses.
223	Mid-Rise Apartment	Mid-rise apartments are apartments (rental dwelling units) in rental buildings that have between three and 10 levels (floors). Apartment (Land Use 220), low-rise apartment (Land Use 221) and high-rise apartment (Land Use 222) are related uses.
230	Residential Condominium	Residential condominiums/townhouses are defined as ownership units that have at least one other owned unit within the same building structure. Both condominiums and townhouses are included in this land use. The studies in this land use did not identify whether the condominiums/townhouses were low-rise or high-rise. Low-rise residential condominium/townhouse (Land Use 231), high-rise residential condominium/townhouse (Land Use 232) and luxury condominium/townhouse (Land Use 233) are related uses.
231	Low-Rise Residential Condominium	Low-rise residential condominiums/townhouses are units located in buildings that have one or two levels (floors). Both condominiums and townhouses are included in this land use. Residential condominium/townhouse (Land Use 230), high-rise residential condominium/townhouse (Land Use 232) and luxury condominium/townhouse (Land Use 233) are related land uses.
232	High-Rise Residential Condominium	High-rise residential condominiums/townhouses are units located in buildings that have three or more levels (floors). Both condominiums and townhouses are included in this land use. Residential condominium/townhouse (Land Use 230), low-rise residential condominium/ townhouse (Land Use 231) and luxury condominium/townhouse (Land Use 233) are related land uses.

The differences in travel impacts between apartments and condominiums are less clear. “Ownership” may be a proxy for higher income. Travel behavior research has established a positive association with income, specifically related to higher rates of auto ownership (Pucher & Renne, 2003; Giuliano & Dargay, 2006; Blumenberg &

Google Maps Little Pub Wilton

