



February 6, 2026

Ref: 82839.25

Brandon Handfield, P.E.
Owner, Civil Engineer
Yantic River Consultants, LLC.



Re: **Traffic Statement**
Zone Change I-MF
Waterford, Connecticut

Dear Brandon:

As requested, this traffic statement is provided in support of a Zone Change Application for the Master Development Concept prepared for Mathon Fund I, Liquidating Trustee Owner/Applicant at the former airport property on Waterford Parkway South, Lot 9514 on the Town of Waterford Tax Assessor Map 111.

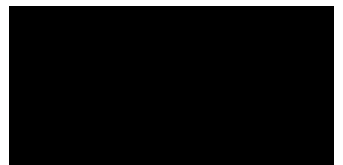
The parcel proposed for zone change is approximately 188 acres, currently undeveloped and zoned for Industrial use under the General Industrial Park Zone (IP-1).

A Zone Change to Industrial Multi-Family District (I-MF) is being requested for the subject parcel, which would allow for multi-family residential uses, under the formal zone change application.

The proposed zone change parcels will have direct and sole access to Waterford Parkway South roadway, which connects to the Cross Road interchange with Interstate 95 and full ramp access. Cross Road was reconstructed in the last decade to provide reserve capacity for the ramp system and roadways in the Cross Road area as well as Waterford Parkway South future development.

Given single access to this parcel, understanding any changes in traffic generation are important for the consideration of a zone change for the parcel. This involves a review of past proposals for the development of the subject parcel as well as potential development of the site based on permitted uses within the current IP-1 Zone.

Engineers | Scientists | Planners | Designers





- **Past Proposals:** In 2020 an application for a 123,284-sf concrete products manufacturing facility with outdoor storage yard was submitted to the Town of Waterford Planning & Zoning Commission. A "Traffic Impact Study," dated July 2020, prepared by KWH Enterprise, LLC was included in the application submission examining the traffic impact of the facility on Waterford Parkway South and nearby intersections. The report concludes that the facility generates a moderate volume of peak hour traffic associated with trucks, tractor trailers, and passenger cars with limited impact on area roadways.

Potential Development: Based on the size of the parcel, available buildable area, and permitted IP-1 uses, it is expected that upwards of 700,000 gross square feet of industrial development could be considered with a concept drawn to verify the viability of a development scheme in this area. For purposes of this zone change traffic review, this will be used as the basis for comparison to the future multi-family zone change.

Traffic Generation

For the purpose of comparing an existing zone to a proposed zone and determining expected traffic generation, a review of the allowable users in the IP-1 zone was conducted. This review indicates that a significant variety of uses from retail and service establishments to business offices and professional buildings are allowed in the zone.

The following excerpt from the zoning regulations provides a list of the allowable uses in the IP-1 zone:

13.1.1 Printing and publishing establishments.

13.1.2 Professional offices, medical clinics, medical service laboratories, research laboratories and business offices.

13.1.3 The manufacture, processing, or packaging of food, candy, pharmaceuticals, cosmetics, toiletries, pottery and ceramic products, furniture, clothing, electronic apparatus, woodworking, optical equipment, glass, hardware, tools and dies, toys, novelties, sporting goods, musical instruments, signs, and similar industries.

13.1.4 Stone polishing, engraving, cutting, or carving.

13.1.5 Sheet metal and light metal fabrication, including the manufacturing of light machinery.

13.1.6 Public utility buildings, substations, storage yards, and appurtenances.

13.1.7 Trucking and motor freight stations or terminals, moving, express, or hauling establishments, including the storage of vehicles; provided all material and equipment and vehicles are stored within a solid enclosure or provided with complete visual screening in a manner acceptable to the Commission and no material, equipment, or vehicles are located in front of the building line, as defined in Section 1.12 of these regulations.

13.1.8 Storage warehouses and wholesale establishments.

13.1.9 Studios for motion picture, recording, television, and radio production, including transmitters and other related equipment.

13.1.10 Trade and technical schools and facilities of higher learning.



13.1.11 Combined commercial, retail, and wholesale operations shall be permitted in the same structure, in those cases only where the products offered for sale on a retail or wholesale basis are the same.

13.1.12 Parks and playgrounds.

13.1.13 Accessory uses as defined in Section 1.2 herein.

13.1.14 Yacht clubs.

13.1.15 Boat docks, slips, piers, and wharves for yachts and pleasure boats or for boats for hire carrying passengers on excursion, pleasure, or fishing trips, or for vessels engaged in fishery or shell fishery.

13.1.16 A yard for building, storing, repairing, selling or servicing boats which may include the following as an accessory use: office for the sale of marine equipment or products, dockside facilities for dispensing fuel, rest- room and laundry facilities to serve overnight patrons. Furthermore, adequate lanes must be provided to allow access and egress throughout the yard for fire trucks.

13.1.17 Boat and marine engine sales and display, yacht broker, marine insurance broker.

13.1.18 The rental of boats.

13.1.19 Retail sale or rental of boating, fishing, diving, and bathing supplies and equipment.

13.1.20 A sail or ship's chandlery.

13.1.21 Base operations for fishing and lobstering business, including as an accessory use of such business a store or market for the sale of fish, shellfish, and other related food products, excluding the commercial bulk processing of fish

Given the size of the parcel under consideration, over 188 acres, a conservative assumption of potential redevelopment size of 700,000 square feet was utilized for trip generation purposes, for a general industrial use, although an office use of that size could generate significantly more traffic. There are many uses that could be considered with significantly larger footprints, however, for a conservative comparison, an industrial use was utilized.

The proposed zone change to IP-1 allows for multifamily housing and based upon initial discussions with the project team, 750 units of apartment housing are envisioned for the rezoned parcel including 500 units of low-rise multifamily housing units and 250 townhouse single family homes.

Based upon the assumed existing and proposed development programs, trips generated by the proposed zoning were estimated using the ITE Trip Generation Manual, 12th Edition and are shown in the table below documenting the existing zoning trips and the proposed zoning trips based upon the above noted assumptions:



Time Period	Existing Zone- Industrial w/700,000 Sqft (LUC-130)	Zone Change Proposed w/500 Low Rise Multi- Family Homes (LUC-220)	Zone Change - Proposed w/250 Townhouse Single- Family Homes (LUC-215)	Total Proposed Trips	Change in Trips with Proposed Zone Change
Weekday AM					
Enter	172	49	33	82	-90
<u>Exit</u>	<u>52</u>	<u>156</u>	<u>99</u>	<u>255</u>	<u>+203</u>
Total	224	205	132	337	+113
Weekday PM					
Enter	63	161	77	238	+175
<u>Exit</u>	<u>163</u>	<u>99</u>	<u>58</u>	<u>157</u>	<u>-6</u>
Total	226	260	135	395	+169
Daily					
Enter	1,118	1,553	818	2,371	+1,253
<u>Exit</u>	<u>1,118</u>	<u>1,552</u>	<u>818</u>	<u>2,370</u>	<u>+1,252</u>
Total	2,236	3,105	1,636	4,741	+2,505

As shown above, traffic generated by the proposed zone change to I-MF results in an increase of 113 morning peak hour trips and 169 afternoon peak hour trips as compared to a potential development within the IP-1 Zone.

Connecticut Department of Transportation (CTDOT) traffic count data from 2023 indicates Cross Road carried between 700 and 1200 vehicles per hour in the peak hours. These additional trips generated by the zone change represent a small percentage of the recorded traffic volumes from 2023. It is expected that most of the traffic generated by the zone change, residential, will be utilizing the Interstate 95 ramps and some traffic will only be crossing Cross Road to access the site.

Waterford Parkway South is a local roadway connecting to collector and arterial roadways of Cross Road and the Interstate 95 interchange ramps. Waterford Parkway South carries limited traffic volume today and has reserve capacity to accommodate the proposed zone change.



Summary

Traffic impacts associated with a proposed zone change to Industrial Multi-Family District (I-MF) of the parcel at 140 Waterford Parkway South were evaluated based on a projected residential development of up to 750 units of housing with direct and sole access to Waterford Parkway South. Anticipated impacts are associated with trip generation associated with residential development as compared to existing undeveloped site conditions and potential trip generation associated with an industrial development currently permitted in the IP-1 Zone.

The addition of multifamily residential uses will result in additional traffic generated on Waterford Parkway South and at nearby intersections with Cross Road as compared to existing undeveloped conditions. The potential 750 units of housing will generate between 300 to 400 additional trips in any peak hour as compared to existing undeveloped conditions.

As compared to an industrial development permitted within the IP-1 Zone, the residential development will generate less than 200 additional trips in any peak hour.

The anticipated traffic generated by a residential development can be accommodated on the adjacent roadway network with the Interstate 95 interchange ramps in proximity to the development. We anticipate that most of the traffic generated by the zone change will utilize the interchange ramps for access to jobs and commerce in the area.

The project will require review and approval of the Office of State Traffic Administration (OSTA) under the Major Traffic Generator (MTG) requirements, which will subject the project to a review of potential impacts to the intersections of the Interstate 95 ramps. A detailed traffic impact study will be prepared for the OSTA MTG submission.

In conclusion, the proposed zone change from IP-1 to I-MF is not expected to have a significant impact on the adjacent highway network.

Very truly yours,

A handwritten signature in black ink that reads "Joseph C. Balskus".

Joseph C. Balskus, P.E., PTOE, RSP1
Director of Transportation Systems



Attachments: Trip Generation, CTDOT Traffic Data

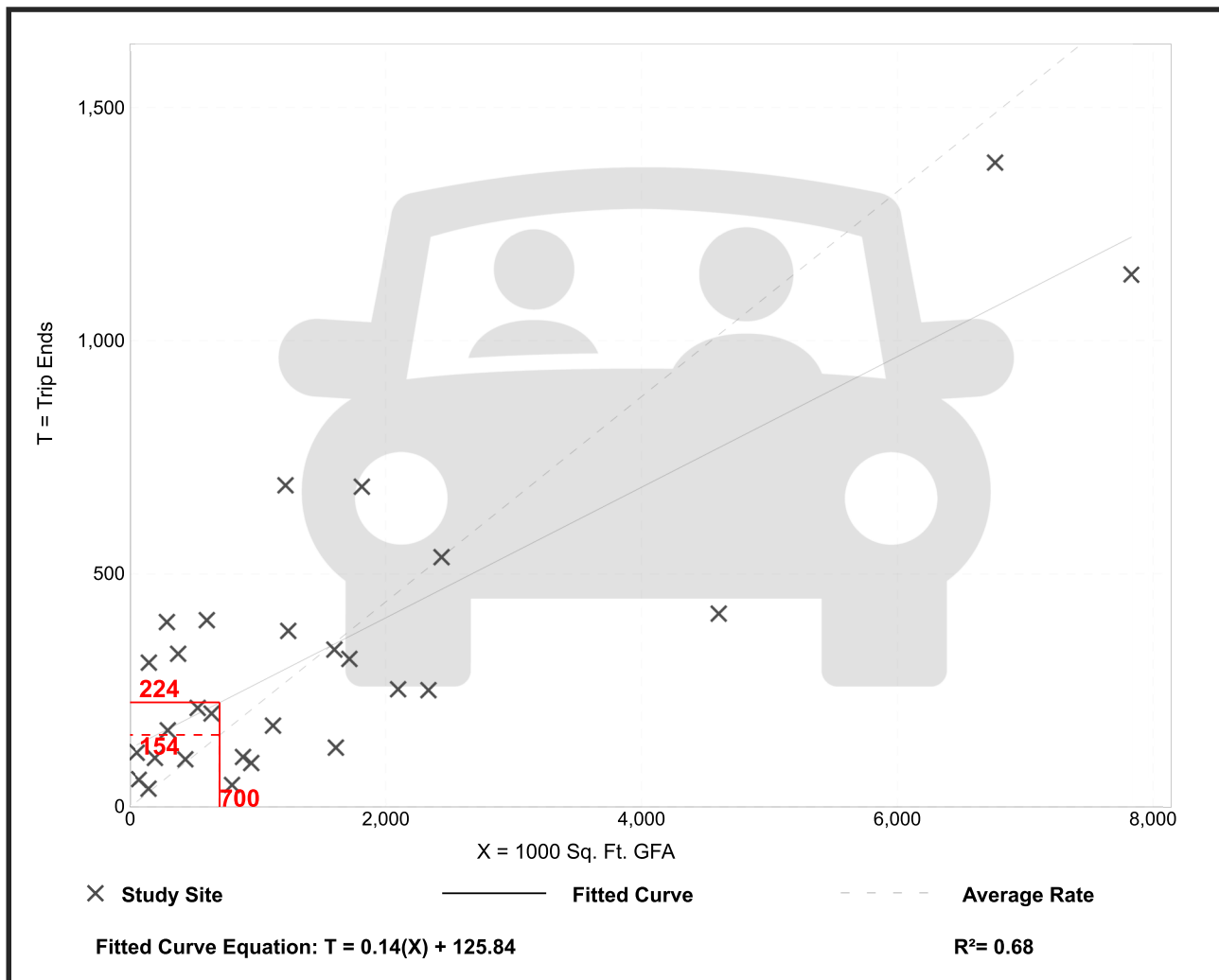
Industrial Park (130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 28
 Avg. 1000 Sq. Ft. GFA: 1529
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.06 - 2.13	0.22

Data Plot and Equation



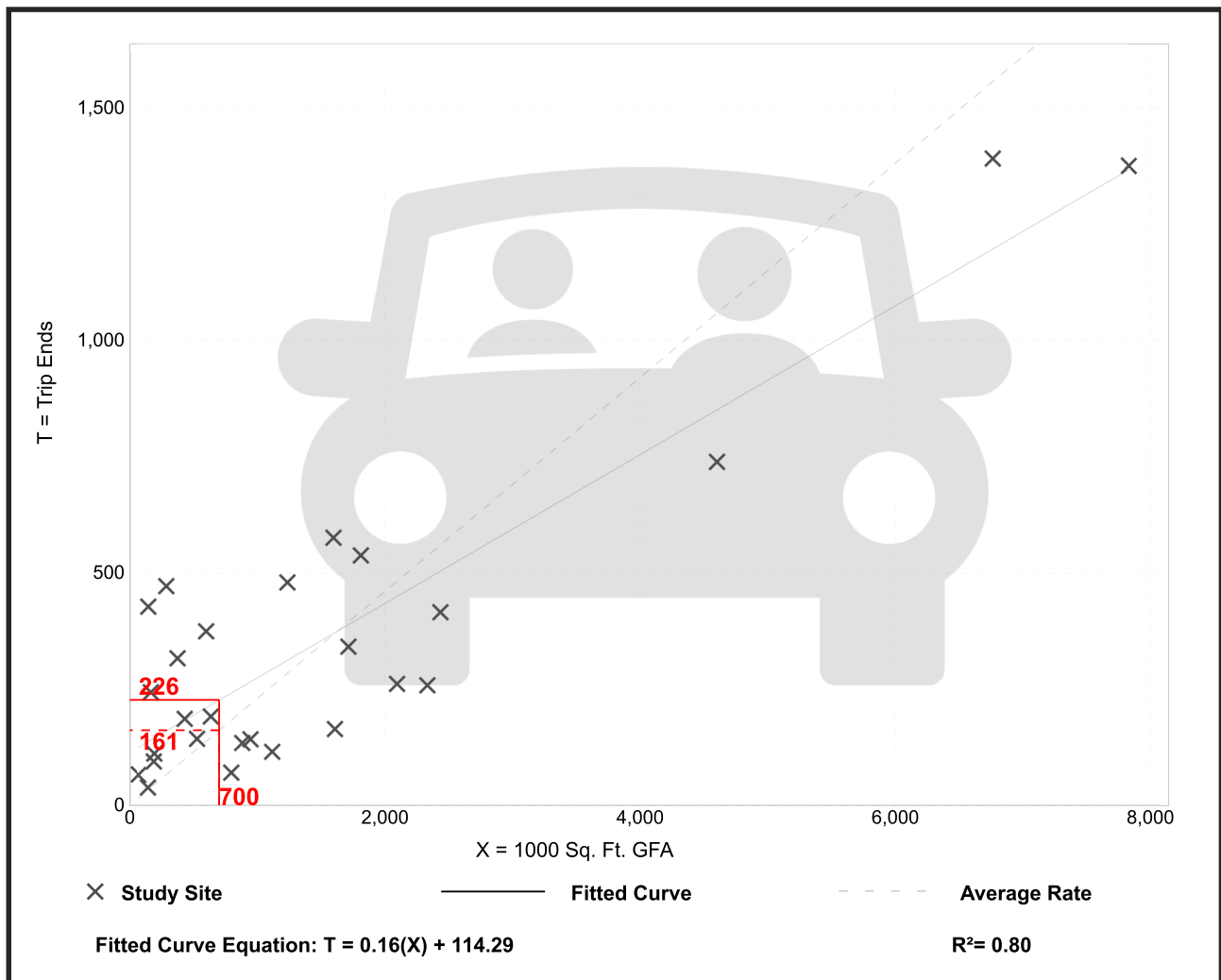
Industrial Park (130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 27
 Avg. 1000 Sq. Ft. GFA: 1541
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.23	0.09 - 2.85	0.25

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

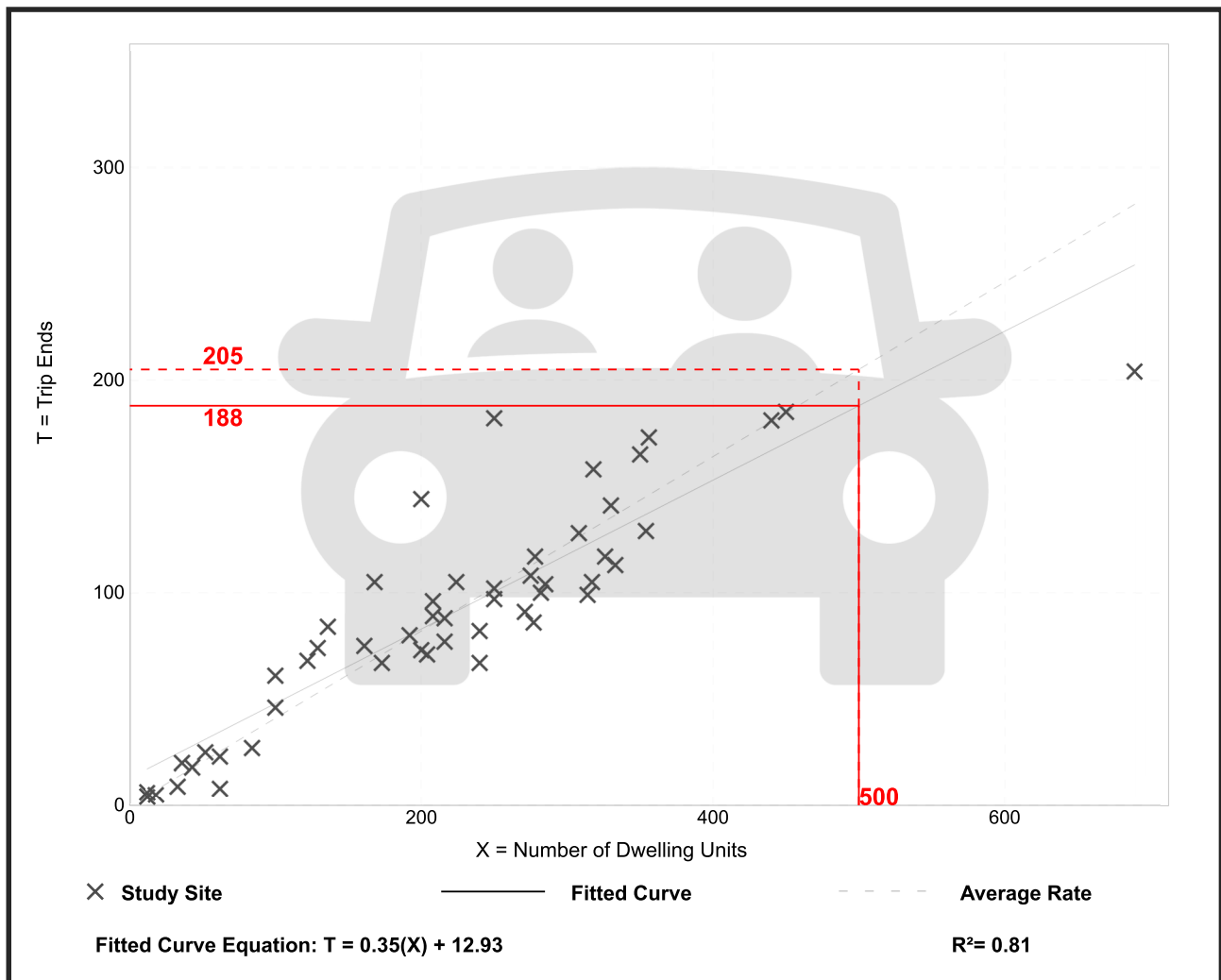
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 61

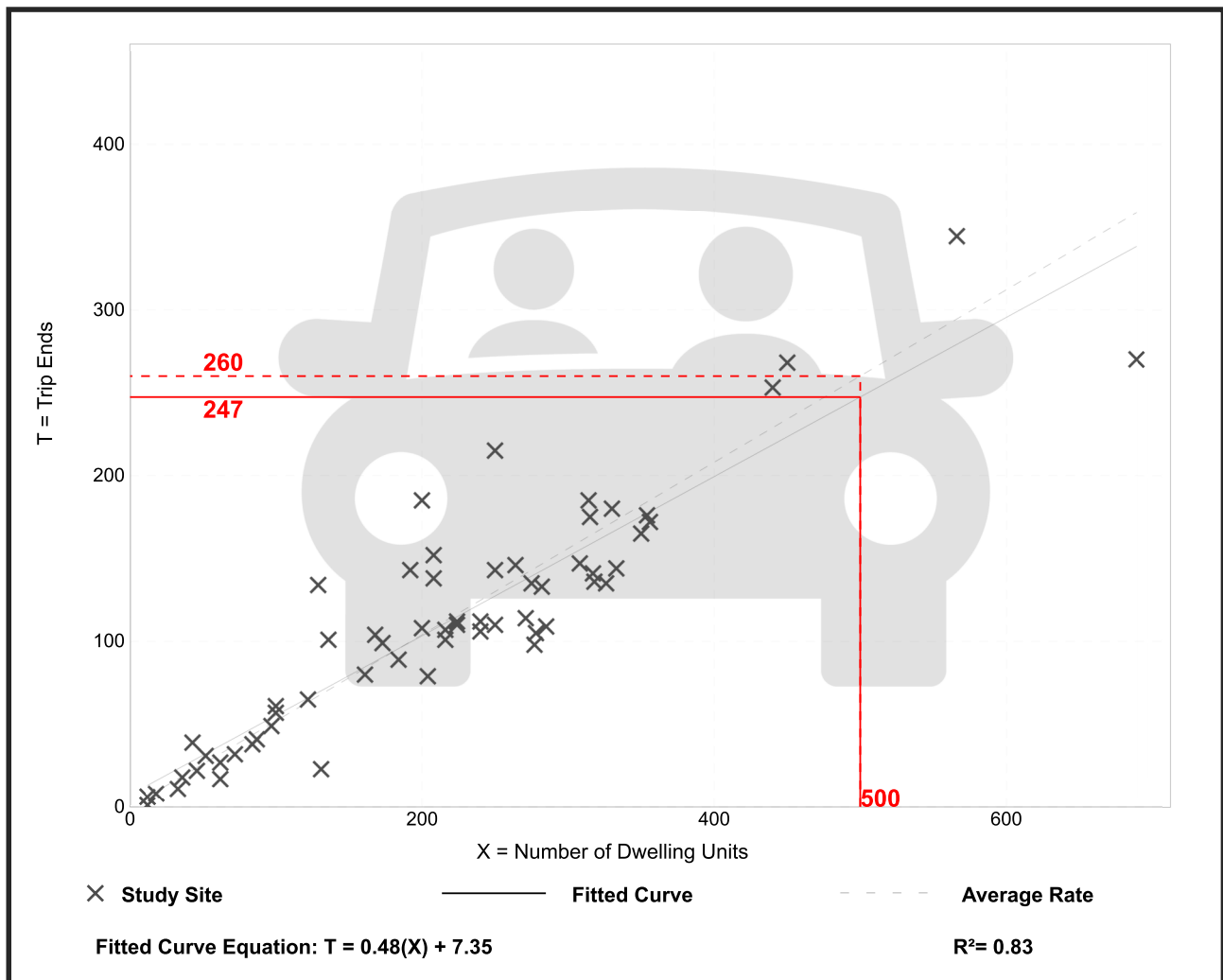
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 26

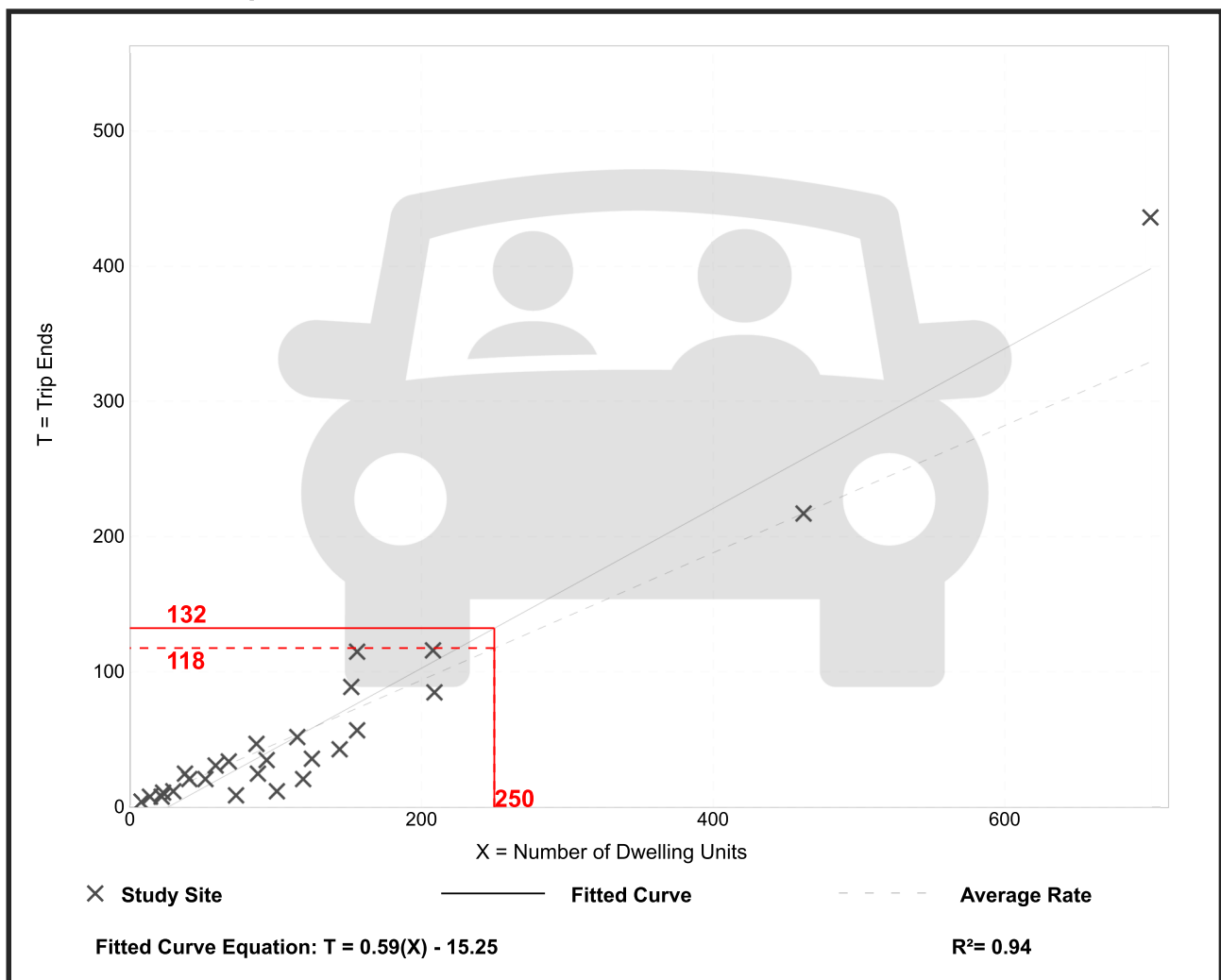
Avg. Num. of Dwelling Units: 129

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

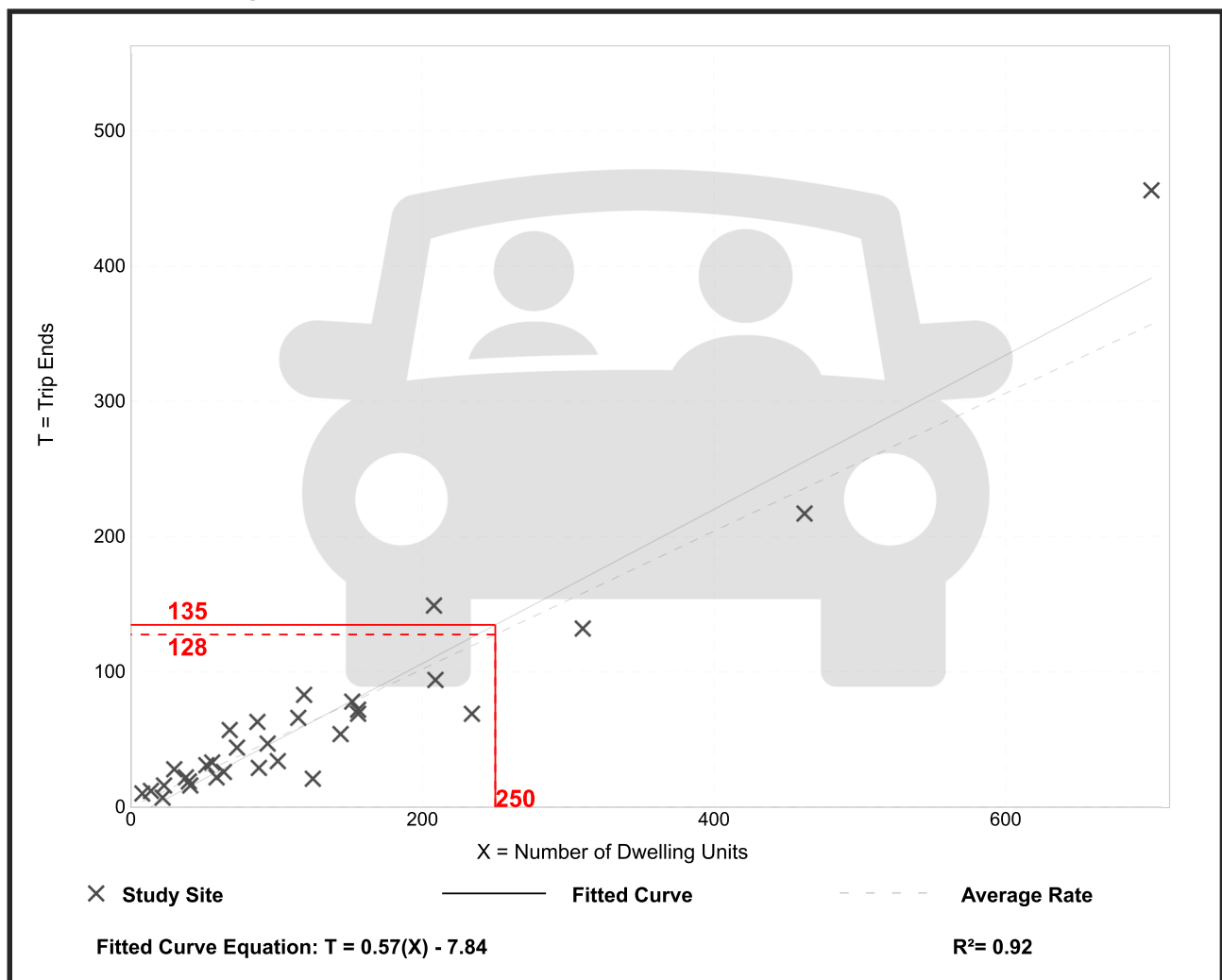
Avg. Num. of Dwelling Units: 131

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Status: OK

North

Combined

South

Class

Speed

WATF-130 - Combined - n/s

[53]-Cross Rd - 1.17 mi

N of Waterford Parkway North

Town.....	Waterford	20-Mar	21-Mar	22-Mar	23-Mar	
Station.....	130	Mon	Tue	Wed	Thu	
Location.....	41.369627,-72.164779	12:00am	16	21	24	
A.K.A.....	130 5130	01:00am	13	9	16	
2015-Minor Arterial 4.....	2015-Urban	02:00am	15	8	8	
Start Report.....	20-Mar-2023 11:00AM	03:00am	13	25	22	
End Report.....	23-Mar-2023 10:00AM	04:00am	49	45	53	
Annualized ADT.....	9800	05:00am	163	186	176	
24-Hour Count... 9878 * G4(0.99) =	9779.2	06:00am	328	362	322	
Day 1.....+ 9797 * G4(0.99) =	19478.3	07:00am	569	569	556	
Day 2.....+10103 * G4(0.99) =	29480.2	08:00am	557	573	558	
UnRounded AADT.....	29480.2 / 3 = 9826.7	09:00am	595	571	620	
OK 2023 Mon 20-Mar -this report-...	9800	10:00am	x	586	x	
OK 2020 Mon 06-Apr	5700	11:00am	716	633	740	
OK 2017 Tue 07-Feb	8800	12:00pm	717	682	758	
OK 2011 Tue 20-Dec	10800	01:00pm	737	727	735	
OK 2008 Wed 06-Aug	10200	02:00pm	758	784	825	
Dataset Details.....	2	03:00pm	951	926	932	
		04:00pm	935	935	998	
		05:00pm	812	778	776	
		06:00pm	511	568	522	
		07:00pm	336	374	405	
		08:00pm	234	225	214	
		09:00pm	98	111	123	
		10:00pm	76	63	62	
		11:00pm	52	46	58	
		Totals	6933	9797	10103	2355

Status: OK

North

Combined

South

Class

Speed

WATF-131 - Combined - n/s

[53]-Cross Rd - 1.31 mi S of Waterford Parkway South

Town.....Waterford	20-Mar	21-Mar	22-Mar	23-Mar
Station.....131	Mon	Tue	Wed	Thu
Location..... 41.366431,-72.165332	12:00am	28	32	20
2015-Major Collector 5.....2015-Urban	01:00am	14	13	15
Start Report.....20-Mar-2023 11:00AM	02:00am	9	11	10
End Report.....23-Mar-2023 10:00AM	03:00am	14	24	28
Annualized ADT.....11700	04:00am	87	84	88
24-Hour Count...11513 * G4(0.99) = 11397.9	05:00am	307	314	318
Day 1.....+11814 * G4(0.99) = 23093.7	06:00am	469	466	449
Day 2.....+12157 * G4(0.99) = 35129.2	07:00am	754	764	721
UnRounded AADT.....35129.2 / 3 = 11709.7	08:00am	754	705	727
OK 2023 Mon 20-Mar -this report-...11700	09:00am	685	667	664
OK 2020 Wed 01-Apr7000	10:00am	x	652	682
OK 2011 Tue 20-Dec12800	11:00am	726	724	796
OK 2008 Wed 06-Aug11500	12:00pm	783	754	839
Dataset Details.....2	01:00pm	760	743	848
	02:00pm	869	944	997
	03:00pm	1063	1116	1109
	04:00pm	1121	1149	1196
	05:00pm	846	884	892
	06:00pm	607	686	623
	07:00pm	394	422	477
	08:00pm	268	281	268
	09:00pm	146	179	187
	10:00pm	72	89	84
	11:00pm	85	70	79
Totals	7740	11814	12157	3040