



07.15.2026

Mr. Erik Wagner
Director of Development and Planning
Ciminelli Real Estate Corporation
50 Fountain Plaza, Suite 500
Buffalo, NY 14202

Re: **Trip Generation and Traffic Assessment**
Townhomes at Muir Woods
770 John James Audubon Parkway
Amherst, New York

Dear Mr. Wagner,

Greenman-Pedersen, Inc. (GPI) reviewed the *Break in Access Application for the Northerly Extension of John James Audubon Parkway at I-990* (July 2021) and the currently proposed *Townhomes at Muir Woods Concept Plan*. Phase 1 of the originally approved student housing development has been completed; however, Phase 2 is now proposed to be developed as market-rate townhomes. This letter summarizes the proposed changes, compares anticipated trip generation between the previously approved and current development plans, and provides a qualitative assessment of the potential traffic operational impacts associated with the revised development proposal.

As part of the 2021 Break in Access Application, a comprehensive Traffic Impact Study (TIS) was completed for the surrounding area. The study included Site B of the Muir Woods development, which at that time was proposed to consist of 515 student housing units containing 1,755 beds. Trip generation was estimated using Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, Land Use Code (LUC) 225 - Off-Campus Student Apartment, and the fully developed site was projected to generate 279 AM peak-hour trips and 572 PM peak-hour trips.

The trip generation estimate represented a conservative worst-case scenario, assuming development of 1,791 single-bed bedrooms, the maximum permitted on the site. Based on the projected traffic impacts, geometric improvements were recommended at the adjacent interchange ramp terminals. These improvements were constructed in 2023 in conjunction with Phase 1 of the Muir Woods development and included:

- A single-lane roundabout at the JJ Audubon Parkway and I-990 Southbound Ramp.
- Widening of the JJ Audubon Parkway and I-990 Northbound Ramp to accommodate a second lane.

Phase 1 of the Muir Woods development consists of 197 housing units containing 830 beds. Based on bed count, Phase 1 represents approximately 46 percent of the total development analyzed in the original traffic study. Applying the trip generation assumptions from the original study, the completed Phase 1 development is estimated to generate 129 trips (36 entering and 93 exiting) during the AM peak hour and 263 trips (136 entering and 127 exiting) during the PM peak hour. As a result, approximately 150 AM peak-hour trips (42 entering and 108 exiting) and 309 PM peak-hour trips (161 entering and 148 exiting) remain available before reaching the trip generation levels evaluated in the original study.

Since completion of the original study, market conditions have changed and development of Phase 2 of Muir Woods as student housing is no longer considered economically feasible. As a result, the developer has shifted the project concept to market-rate townhomes. Based on the current concept plan, Phase 2 is proposed to include 160 townhome units. Using trip generation rates from the ITE Trip Generation Manual, 12th Edition, Land Use Code (LUC) 215 – Single-Family Attached Housing, the proposed development is estimated to generate 79 AM peak-hour trips (20 entering and 59 exiting) and 83 PM peak-hour trips (48 entering and 35 exiting). These volumes are substantially lower than those projected for the originally approved full build-out of the Muir Woods student housing development and remain well below the trip generation levels analyzed in the 2021 Traffic Impact Study. Table 1 summarized the previously estimated and proposed trips for the Muir Woods site.

Table 1
Trip Generation Summary

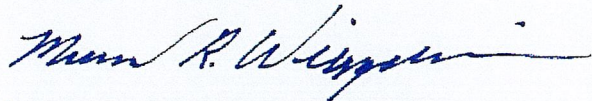
Condition	AM Peak Hour			PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Originally Analyzed Trip Generation (2021 Traffic Impact Study)	78	201	279	297	275	572
Muir Woods Phase 1 Estimated Trips (46% of Build-out - Completed in 2023)	36	93	129	136	127	263
Trips Remaining (Compared to Original Analysis)	42	108	150	161	148	309
Proposed Townhomes (LUC 215 - 160 units)	20	59	79	48	35	83
Trips Below Originally Analyzed (Under Newly Proposed Build-out)	22	49	71	113	113	226

As shown in the table above, the proposed Phase 2 development of 160 market-rate townhome units is estimated to generate 71 fewer trips during the AM peak hour and 226 fewer trips during the PM peak hour than were projected for the original Muir Woods student housing development analyzed in the 2021 Traffic Impact Study. This equates to an approximate 25 percent reduction in AM peak hour traffic and a nearly 40 percent reduction in PM peak hour traffic. Given the lower trip generation expected from the revised development program, future traffic operations are anticipated to perform at least as well as, and likely better than, the conditions evaluated in the 2021 study. Accordingly, the transportation improvements previously identified and constructed remain adequate to accommodate traffic associated with the full build-out of the site, with no additional roadway improvements warranted based on the proposed change in land use.

If you have any questions or need additional information, please feel free to contact me at any time.

Sincerely,

GREENMAN-PEDERSEN, INC.



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