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May 19, 2023

Mr. Michael Wrinn, Town Planner
Planning & Zoning Department
Town of Wilton
Town Hall Annex
238 Danbury Road
Wilton CT 06897

**RE: Peer Review of Traffic Operations – Additional Materials
Proposed Multifamily Residential Housing
12 Godfrey Place, Wilton**

Dear Mr. Wrinn:

We have received the additional materials submitted regarding this development, and we are providing comments on this new information. These materials include:

- Architectural and Civil Engineering Drawings revised through 5/15/2023
- A letter from Bruce Likly of Townsend-Adams Properties dated May 8, 2023
- Wilton Planning & Zoning Commission Resolution 385-2Z, dated March 18, 1985 and Grant recorded in Book 535, page 133 of the Wilton Land Records, dated March 24, 1986 regarding the grant of rights to use 8 parking spaces on the property opposite the site

We are also providing a brief assessment of the two residential developments in Fairfield that were provided by the developer after the Public Hearing on May 8, 2023 as similar properties in support of using 1 parking space per residential unit. Our comments are as follows:

1. *Use of 8 Parking Spaces on the west side of Hubbard Road:*

The owners of the property opposite the subject parcel have confirmed that there is a granted right to the applicant for the use of 8 parking spaces. It would require an attorney to opine on whether the grant to 12 Godfrey Place is overburdened by the proposed change of use. Nonetheless, assuming that the grant is still in force, it is

concerning that there are not specific parking spaces that will be dedicated to the applicant. Not only is it questionable as to how the applicant will rent specific spaces to his tenants if they are not specified, but it is also reasonable to assume that they will be placed far from the office buildings on that site, and therefore in a very inconvenient location for the residential tenants. Mr. Likely has essentially stated as much in his letter.

2. ***Proposed Hubbard Road Crosswalk***

The applicant has taken the DPW recommendation of providing a crosswalk to the parking on the opposite side of Hubbard Road. However, the crosswalk is shown as a painted crosswalk. It should be constructed of materials that match all other crosswalks in this area, and appropriate crosswalk signs should be installed.

It is unclear how the five-foot square sidewalk will operate on the west side of the road. Although it provides pedestrians and wheelchairs a means to leave the roadway proper, it leaves them with no place to go, except for the steep unpaved slope up to the parking field. This unsafe condition should be addressed.

3. ***Garage Interior***

We concur with the applicant's repositioning of the storage room door. Exact bollard locations are not indicated. They should be coordinated with the Town in the field for final installation locations.

4. ***Loading Space***

The intended use of the single loading space is not indicated. It is likely adequate for mail and package deliveries. Although it is at a somewhat awkward location relative to the sidewalk and driveway, the low anticipated traffic volumes are not likely to cause an operational problem.

Use of this space by moving trucks will be very difficult. Moving trucks are generally fairly large vehicles. All but the smallest will be more than 20 feet long. The industry design standard straight body vehicle is 30 feet long, which will encroach into half the driveway. This will not only block vehicle movements, but it will also interfere with sight lines.

In addition, the vertical clearance between the ground floor pavement and the balcony floor above it is only 11' – 4". No information has been given on the balcony structure thickness, but it is likely to be about 1 foot. This means that the loading space will only have a clear height of 10' – 4". Even the smallest moving trucks will only just clear this

height; larger vehicles will not.

This space is not adequate in geometry, size, or height to provide a location for trash vehicles.

5. *Comparative Locations*

The applicant offered two other sites that he has developed in the Town of Fairfield, Connecticut. He indicated that both of these projects were developed with only a single parking space per unit, and did not experience any problems.

The first, Post Road Lofts, is described as having 13 units. Although none are 3 bedroom, some of the units are also quite large. This building is located on Ruane Street at the corner of the Post Road (U.S.1). In our opinion, this is not comparable to the proposed Wilton development. There are a several dozen street parking spaces located on the Post Road and Sherman Street West, within a few hundred feet of the building.

The second, Station Lofts, is located on Unquowa Place adjacent to the Fairfield train Station. This building has large 1, 2 and 3 bedroom units. In our opinion, this development is also not comparable to the proposed Wilton site. Here, there are some parking spaces on the street as close as 100 feet of the building, and ample parking on the streets around the train station and around the building to make up for the lack of on-site parking. These are not available in Wilton.

At the Wilton site, there is no public parking anywhere around the building, although residents may try to park at the Library, even though it is not actually public parking.

Because the applicant referenced his sites in Fairfield, we were able to obtain some statistics for housing in Fairfield that has been approved pursuant to Statute 8-30g. The following table references these developments, and the two projects referenced by the developer are noted in red. Note that the average number of parking spaces provided per bedroom is greater than 1, and that even the developer's other 2 projects have greater parking/bedroom ratios than are proposed for the Wilton project. In fact, the Wilton proposal has a lower parking/bedroom ratio (0.52) than any of the listed Fairfield 8-30g projects, and, as previously reported, is lower than the published ITE data (0.75). We continue to be very concerned that there is not sufficient parking provided on this site to safely support this project.

Name	Units	BR	Spaces	Space/Un	Space/BR
50 Campfield	12	24	19	1.58	0.79
130 Fairfield	54	54	68	1.26	1.26
15 Pine Tree	50	60	62	1.24	1.03
8 Bloomfield	9	16	14	1.56	0.88
1645 Blackrock	29	29	38	1.31	1.31
1427 Kings	24	24	24	1.00	1.00
Post Road Lofts	13	18	13	1.00	0.72
92 Bronson	91	91	108	1.19	1.19
980 High	40	68	46	1.15	0.68
Fairfield Station	26	46	27	1.04	0.59
528 Black Rock	23	24	26	1.13	1.08
5545 Park	100	136	160	1.60	1.18
83 Castle	43	55	57	1.33	1.04
2 Beacon	26	41	32	1.23	0.78
Total/Average	540	686	694	1.29	1.01
Wilton Lofts	42	81	42	1.00	0.52

We will be prepared to present these findings and respond to comments or questions at the upcoming continued Public Hearing.

Very truly yours,

MITCHELL TRAFFIC ENGINEERING LLC



Stephen F. Mitchell, PE