

September 27, 2022

Mr. Jay Ross
Greenwich Realty Development, LLC
32 Field Point Road
Greenwich, Connecticut 06830

Subject **Traffic Evaluation – Proposed Residential Development – 12 Godfrey Place, Wilton, Connecticut (F5805.00)**

Dear Mr. Ross:

As requested, we have conducted an evaluation of a proposed demolition of an existing office building located at 12 Godfrey Place and construction of a new residential building. The current office building of 10,871 square feet will be demolished and replaced with 32 residential units. The site driveways to Hubbard Road will be reduced from two to one, with the proposed driveway located between the two existing driveways. This Traffic Evaluation is suitable for submission to the Town and provides a description and better understanding of potential traffic-related impacts to adjacent roadways, if any, with the reuse of the Subject Property.

Project Understanding

As noted above, the current office building of 10,871 square feet will be demolished and replaced with 32 residential units. The site driveways to Hubbard Road will be reduced from two to one, with the proposed driveway located between the two existing driveways.

Roadways

The site is located on the northeast corner of Godfrey Place at Hubbard Road. The following is a brief description of nearby and adjacent roadways:

- Godfrey Place – This is an east-west, two-lane, two-way, Town-maintained roadway. It begins to the east at the STOP sign controlled intersection of Old Ridgefield Road and continues west before turning 90-degrees to the north and continuing as Hubbard Road. This roadway provides a double yellow centerline, curbing and sidewalks along both sides of the roadway. NO PARKING ANYTIME signs are posted on both sides of the roadway. The roadway width is generally 21 feet. Land use is generally commercial and the Wilton Library.
- Hubbard Road – This is a north-south, two-lane, two-way, Town-maintained roadway. It begins to the north at the STOP sign controlled intersection of Old Ridgefield Road and continues south before turning 90-degrees to the east and continuing as Godfrey Place. This roadway provides a double yellow centerline and curbing along both sides of the roadway. To the north of the site, a sidewalk is provided along the easterly side of the roadway. The roadway width is generally 24 feet. Land use is generally commercial.

Figure 1 illustrates the site location and surrounding roadways.

Site Traffic Generation Comparison

The proposal is to demolish the current office building of 10,871 square feet and replaced with 32 residential units. Based on trip rates provided in "Trip Generation Manual," 11th Edition, published by the Institute of Transportation Engineers (ITE) in 2021, site traffic estimates were determined for both the existing office building, as well as the proposed residential development. It is estimated that the existing office building would generate a total of 17 and 16 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively.

The proposed residential development is estimated to generate a total of 13 and 16 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. When compared to the existing office building, the proposed residential development will generate a total of 4 less vehicle trip ends during the weekday morning peak hour and the same total site traffic during weekday afternoon peak hour. Table 1 provides more details of the site traffic generation comparison discuss above.

Distribution and Assignment of Site-Generated Traffic

It is assumed that residential site traffic patterns will be similar to the existing office building traffic.

Site Access Considerations

As noted above, the site driveways to Hubbard Road will be reduced from two to one. The proposed site driveway to the residential development will be located between the two existing driveways. Sight lines at the proposed driveway will be an improvement from the existing southerly driveway location, as it will be further away from the Godfrey Place/Hubbard Road intersection. The proposed driveway should provide a STOP sign and STOP bar.

Potential Traffic Impact

The results of the site traffic generation comparison indicated that there is a reduction in total site traffic of 4 vehicle trip ends during the weekday morning peak hour and the same total site traffic during weekday afternoon peak hour. In addition, the site driveways to Hubbard Road will be reduced from two to one. Surrounding roadways and intersections will continue to operate the similarly or better than the existing condition with the office building.

Findings

The proposal to demolish the current office building of 10,871 square feet and replaced with 32 residential units will result in an insignificant, if any, impact to the adjacent and surrounding roadways during the weekday morning and weekday afternoon peak hours. The results of the site traffic generation comparison indicate that there is a reduction in total site traffic of 4 vehicle trip ends during the weekday morning peak hour and the same total site traffic during weekday afternoon peak hour. The peak periods of the roadways are generally between 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.



SITE LOCATION MAP

OFFICE TO RESIDENTIAL CONVERSION
12 Godfrey Place
Wilton, Connecticut



Not to Scale

1

7/8/22

Table 1
 SITE TRAFFIC GENERATION – PEAK HOURS
 Office to Residential Conversion
 12 Godfrey Place
 Wilton, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
1) Existing General Office Building	10,871 S.F.	Enter	15	3
		Exit	<u>2</u>	<u>13</u>
		Total	17	16
2) Proposed Multifamily Housing (Low-Rise)	32 Dwelling Units	Enter	3	10
		Exit	<u>10</u>	<u>6</u>
		Total	13	16
Net Difference Site Traffic (2-1)		Enter	-12	7
		Exit	<u>8</u>	<u>-7</u>
		Total	-4	0

Source: "Trip Generation," 11th Edition, published by the Institute of Transportation Engineers (ITE) in 2021 using

- 1) General Office Building, Code #710 average rates.
- 2) Multifamily Housing (Low-Rise), Code #220 average rates.

Hardesty & Hanover, LLC

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 9/12/2022

Mr. Jay Ross
Page 3
September 27, 2022

In addition, site driveways to Hubbard Road will be reduced from two to one. Surrounding roadways and intersections will continue to operate the similarly or better than the existing condition with the office building. There are no recommended improvements need for the proposed development

Respectfully submitted,



Steven T. Cipolla
Senior Traffic Engineer
Hardesty & Hanover, LLC

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