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February 28, 2017

Ms. Katie DeLuca, AICP
Town Planner/Director of Zoning
Town of Greenwich
101 Field Point Road
Greenwich, CT 06830

Re: 143 Sound Beach Avenue Residential Development
Town of Greenwich, Connecticut

Dear Ms. DeLuca:

Adler Consulting has prepared additional information concerning the trip generation and potential parking needs for the proposed apartment project.

A. TRIP GENERATION

At the time that the traffic volume data were collected in October and November of 2016, approximately 51 percent of the existing building was considered to be “dark” that is, unused by a tenant. As a result, the trips generated by the current use were undercounted as were the “net” difference in the trips generated by the existing medical uses and the number of trips generated by the proposed residential use.

When accounting for the adjusted existing medical office trips for a fully-occupied medical office facility, the trips expected to be generated by the proposed residential development would generate 21 fewer trips during the AM Peak Hour, eight (8) fewer trips during the Midday Peak Hour, eight (8) additional trips during the PM Peak Hour and 31 additional trips during the Saturday Peak Hour. Thus, intersection operating conditions would actually improve in the weekday morning

and midday while marginally decrease in the weekday PM Peak Highway Hour and the Peak Saturday Highway Hour.

B. TRANSIT ORIENTED DEVELOPMENTS

As noted in the February 15, 2017 Letter Report, to provide a conservative analyses no credit was applied to the trip generation data to account for the mass transit provided by the close proximity to the Old Greenwich train station and the Metro-North Commuter Railroad. The proposed apartment development is located approximately 200 feet from the railroad station and is considered to be a “Transit Oriented Development” or TOD.

The recent report *Empty Spaces, Real Parking Needs at Five TODs*, prepared by Smart Growth America and the Department of City & Metropolitan Planning of the University of Utah in January, 2017, noted that the Site-generated traffic volumes collected at mixed-use developments which were located close to mass transit facilities were approximately 46 percent of the number of vehicles expected to be generated based on the information contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*.

Further, the *Empty Spaces, Real Parking Needs at Five TODs* report also examined parking needs at the same developments. The analyses indicated that the peak parking demand would be approximately 35 percent of the parking demand that would be expected if the developments were not in close proximity to mass transit opportunities with the resultant reduced need for parking spaces.

The average peak parking demand for a typical apartment/townhouse is approximately 1.4 parking spaces per dwelling unit, based on the data contained in *Parking Generation* prepared by ITE. Since residents in a TOD have close proximity to mass transportation and would require fewer parking spaces, a reduction to 35 percent of typical parking demand would result in an average peak parking demand of approximately 0.49 parking spaces per dwelling unit. For the 44-unit development proposed at 143 Sound Beach Avenue, it is, therefore, anticipated that average peak parking demand would be approximately 22 parking spaces.

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C. CONCLUSIONS

Based on the information contained herein, it is the considered professional opinion of **Adler Consulting** that the number of vehicle trips expected to be generated by the proposed 44-unit residential development would be fewer than originally anticipated and would result in less of an impact on overall traffic operating conditions and that efficient travel will be provided to and from the Site.

In addition, the analyses prepared by "Smart Growth America" for TODs indicated that the number of trips expected to be generated by the Site would be less than one-half of the trips expected based on ITE rates. In addition, the parking demand for the Site would be expected to be approximately one-third of the number of parking spaces estimated by ITE to be required by a Site that was not in proximity with mass transit facilities.

Sincerely,
Adler Consulting
Transportation Planning & Traffic Engineering, PLLC



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Connecticut Professional Engineer 16054



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