FREDERICK P. CLARK ASSOCIATES / Hardesty & Hanover

41 Ruane Street • Fairfield, CT 06824
T: 203.255.3100
www.hardestyhanover.com

September 29, 2020

Mr. Alexander Gurevich
Riverside Holdings, LLC
268 Post Road
Fairfield, Connecticut 06824

Subject **Traffic Evaluation – Office to Residential Conversion – 260 Riverside Avenue, Westport, Connecticut**

Dear Mr. Gurevich:

As requested, we are pleased to submit this Traffic Evaluation Letter for submission to the Town of Westport for the proposed conversion of the existing commercial buildings to nine residential units. The following sections describe existing roadways, site access, a comparison of site traffic generation and benefits of converting the existing development from office to residential use.

Project Understanding

The developed site is located at the intersection of Riverside Avenue at Sylvan Lane. The proposal is to convert the existing 10,489 square feet of office space to nine residential units located in the front of the site. Access to the site will be maintained, without any modifications to the Sylvan Lane and Riverside Avenue access drives. Access to Sylvan Lane will be maintained as a two-way, right in/right out only since Sylvan Lane is a one-way eastbound roadway. The access drive directly to Riverside Avenue will remain an entrance only.

For purposes of preparing this Traffic Evaluation it is assumed this development will be approved by the Town, renovations and modifications will be completed and full occupancy will occur by the end of 2021. The rear residential units located in the site will remain and share the existing access drives.

Roadways

This site fronts Riverside Avenue, which is designated State Route 33. It is north-south, two-lane, roadway maintained by the Connecticut Department of Transportation (CTDOT). The posted speed limit is 30 miles per hour along the site frontage and decreases to 25 miles per hour north of the Sylvan Lane intersection. Along the site frontage this roadway provides a double yellow centerline and painted shoulder lines providing an eight-foot wide shoulder for both northbound and southbound movements. The travel lanes are approximately 12 feet in width. Curbs and

sidewalks are provided along both sides of the road in the vicinity of the site. A one hour parking limit is permitted along the site frontage on both sides of Riverside Avenue. Other areas prohibit on-street parking.

Sylvan Lane is Town controlled, one-way, roadway along the site frontage. The intersection approach to Riverside Avenue is controlled with a STOP sign and provides one lane for right turn movements and one lane for left turn movements.

Sylvan Lane is a short connecting road beginning at Riverside Avenue and terminating to the immediate east at Sylvan Road South. To the west of the Sylvan Lane intersection Sylvan Road South is a two-lane, Town-maintained roadway. However, the section of Sylvan Road South, between Sylvan Lane and Riverside Avenue is a one-way, one-lane, roadway for westbound movements from the Riverside Avenue intersection.

At the Riverside Avenue intersection the State modified pavement markings as part of the repaving of Riverside Avenue to provide a northbound left lane and one through lane for northbound movements. Southbound movements are in one-lane. Wide paved shoulders are provided along Riverside Avenue along the site frontage and through the Sylvan Road South intersection and permit on-street parking. The posed speed limit on Sylvan Lane and Sylvan Road South is 25 miles per hour.

The Sylvan Lane section along the site frontage does not provide a curb or sidewalks along the site side; however, has an asphalt curb located between the travel lane and the private parking area located along the northerly side of this roadway and opposite the site frontage. However, there is a sidewalk from the site driveway to the intersection of Riverside Avenue. The site driveway is limited to right turn movements through traffic control signing and a raised center median on the site driveway indicating right turn movements. Refer to the attached photographs.

Comparison and Estimation of Site-Generated Traffic

The existing site comprises 10,489 square feet of office use, plus existing residential units in the rear buildings. Based on trip generation rates provided by the Institute of Transportation Engineers (ITE) and published in "Trip Generation," 10th Edition, 2017, a commercial development of this type and size is estimated to generated 12 vehicle trip ends during the weekday morning and weekday afternoon peak hours.

For comparison purposes 9 residential units in a low-rise development and using the same ITE publication noted above, it is estimated to generate 5 and 7 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. Therefore, a comparison between the previous/current office use and the proposed residential use will have a net decrease in site traffic

of 7 and 5 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. Refer to attached Table 1.

Site Access Provisions

Access to the site will be maintained via the two-lane, two-way, access drive to Sylvan Lane. The right turn in/right turn out movements will be maintained, since Sylvan Lane is one-way for eastbound movements between Sylvan Road South and Riverside Avenue. Access directly to Riverside Avenue from within the site parking area and located along the southerly property line will be maintained as an entrance only.

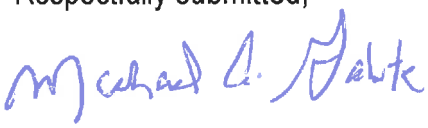
Findings

As indicated above, the level of site traffic generation will decrease significantly, with the conversion of an office use to a residential use. Based on the reduction in site traffic, there will be a reduction in potential impacts to area roadways. The current roadway configuration, traffic control and pavement markings can be maintained without any modification since traffic levels will decrease and there will be no increase in potential impacts or need for modifications.

* * * * * * * *

We trust this Traffic Evaluation provides the Town with sufficient evidence that the conversion of this development from office to residential will not have any significant impacts and not require any modifications to traffic control or pavement markings at the existing site driveways.

Respectfully submitted,



Michael A. Galante
Director of Traffic
Hardesty & Hanover, LLC

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Table 1
SITE TRAFFIC GENERATION COMPARISON – PEAK HOURS
Office to Residential Conversion
260 Riverside Avenue
Westport, Connecticut

LAND USE	INTENSITY	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
1. Existing General Office	10,489 S.F.	Enter	10	2
		Exit	2	10
		Total	12	12
2. Proposed Multi-Family Housing (Low-Rise)	9 Dwelling Units	Enter	1	4
		Exit	4	3
		Total	5	7
Net Difference (2-1)		Enter	-9	2
		Exit	2	-7
		Total	-7	-5

Sources: "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017, using:

1. General Office Building, Land Use Code #710 Average Rates.
2. Multi-Family Housing (Low-Rise), Land Use Code #220 Fitted Curve Equation.

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9/28/20

At Site Drive Facing Riverside Avenue

Riverside Avenue at Sylvan Lane

September 28, 2020

FREDERICK P. CLARK ASSOCIATES / Hardesty & Hanover

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Exhibit 1

Riverside Avenue to the North of Sylvan Lane

Sylvan Lane at Site Drive

September 28, 2020

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Exhibit 2

Site Driveway to Sylvan Lane

September 28, 2020

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Exhibit 3