January 9, 2020

Planning and Zoning Commission  
Town of New Canaan  
77 Main Street  
New Canaan CT 06840

Subject: Response to Traffic and Parking Comments regarding the proposed Waveny CCRC application

Ladies and Gentlemen

the purpose of this letter is to address the traffic and parking comments made in regards to the proposed Waveny CCRC application in New Canaan:

1. **Traffic Generation:** BFJ did not just use the traffic generation rates published by the Institute of Transportation Engineers (ITE), but surveyed two similar uses in the region (Edgehill in Stamford and The Inn in New Canaan) to determine their traffic generation rates (per dwelling unit) for each of these two sites. We calculated the average rate for both sites and applied that traffic generation rate to the 70 units (now 66 units) proposed for this project. The rates used for this project are significantly higher than the rates published by ITE for senior adult housing, congregate care facilities, assisted living facilities and CCRCs. See Table 1 of the August 2, 2019 Memo. The argument presented by the opposing attorney that the Edgehill CCRC has a number of memory-impaired patients who do not drive and therefore the traffic rate would be lower, is not correct. As more residents in a CCRC become mobility impaired, they will need greater assistance by CCRC employees and care takers, and traffic generation by employees will increase. The counts at Edgehill have shown this pattern, especially in the AM peak period.

2. **Traffic Increases on Oenoke Ridge Road:** As mentioned in our October 30, 2019 Memo updating the August 2 memo, traffic volumes on Oenoke Ridge Road would increase by 3.4% in the AM peak hour and 5.0% in the PM peak hour as the result of this application (based on the 66 units). These are very modest increases and will be even lower on the streets in downtown as traffic disperses.

3. **DLS Traffic Engineering Letter dated October 29, 2019:** DLS mentions that peak hours of existing and proposed uses on the site do not coincide with the adjacent roadway commuter peak hours. We see that as a positive. DLS also mentions that because of the shared driveway this project may be considered as a major traffic generator by Connecticut DOT’s OSTA office. We will request an Administrative Decision by OSTA and will address this as needed after the municipal approval. We are not concerned because typical peak-hour traffic in and out of the shared driveway is low today and will continue to be low. DLS refers to “Oenoke Avenue” as having complex vertical and horizontal alignments. Posted speed limits and warning signs have been in place for many years to deal
successfully with these geometric complexities. This project will not change these conditions.

4. **Shared Driveway:** Reference has been made by the opponents that the driveway to be used by the proposed CCRC is also used by The Inn and St. Mark’s and that this combined use will be a problem. We believe that the shared driveway is a positive feature for the community and the State Highway. As part of typical access management goals for state routes such as Route 124 we try to have more shared driveways because they improve traffic safety. There is a direct correlation between the density of driveways per mile and the crash rates along those segments. Shared driveways also improve pedestrian friendliness as they reduce the interruptions along the sidewalk. The traffic impact analysis has shown that the driveway will continue to operate at good levels of service B (delays of about 11 seconds per vehicle for exiting traffic) with the proposed CCRC. This analysis is based on counts performed on Tuesday October 15, 2019. These counts did show a short surge of traffic of about 25 vehicles related to activities at St Marks between 8:45 and 9:00 AM. This traffic flow is included in the impact analysis. It is recognized that St. Marks has other activities such a Sunday mass or funerals that generate greater volumes on this driveway, but these flows do not coincide with peak flows of the CCRC or The Inn. In addition, St. Marks has two other driveways that allow a dispersion of the peak traffic flows.

5. **Parking Supply:** The proposed parking supply ratio for this CCRC is 85 spaces for 66 dwelling units, i.e. a ratio of 1.29 spaces per unit. This is higher than the average peak ratio (1.09) and the highest peak ratio (1.19) of the CCRC communities reported by ITE. These ratios include all parkers (residents, employees and visitors). All these users will park in a shared manner, meaning that no user group receives reserved spaces. Saturday and Sunday ratios reported by ITE are lower than the above ratios.

Please let us know if you have any questions.

Sincerely,

Georges Jacquemart, P.E., AICP
Principal