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VIA FEDERAL EXPRESS AND EMAIL

August 1, 2008

Mr. Jeremy Ginsberg
Planning and Zoning Director
Darien Town Hall
Planning and Zoning Office
2 Renshaw Road
Darien, Connecticut 06820



Subject: **Supplemental Information – Traffic Access and Site Plan Review –
Leroy-West Senior Residence, 77 Leroy Avenue, Darien, Connecticut**

Dear Mr. Ginsberg:

As per our discussions and continuing review of the Traffic Study and Site Plan provided by the Applicant, we offer the following information for the Planning and Zoning Commission to consider. This letter is to provide additional information to the Commission and includes references to the July 28, 2008 letter prepared by Clark Associates:

1. *Proposed Site Access Drive Intersection Sight Distance (ISD) Analysis* – It was previously requested that the Applicant update the Site Plan to show the ISD requirements and availability at the proposed access drive to the site to Leroy Avenue. Also, similar information was requested at the signalized intersection of Leroy Avenue and West Avenue.

There is concern with regard to the availability of appropriate ISD from the proposed access drive in both directions on Leroy Avenue and the availability of ISD on both the Leroy Avenue approach to West Avenue and the West Avenue approach to Leroy Avenue.

FREDERICK P. CLARK ASSOCIATES, INC.

Planning/Development/Environment/Transportation

Mr. Jeremy Ginsberg

Page 2

August 1, 2008

The Applicant "notes" on the Site Plan that the available sight line from the driveway is greater than 400 feet in both directions on Leroy Avenue. However, this is only provided in a note format as the actual analysis was not provided on the Site Plan, as previously requested.

The attached overlay of the Site Plan shows the ISD analysis provided by our office for the proposed access drive. The ISD should be measured 15 feet back from the curb line on Leroy Avenue. The analysis indicates that looking to the north from this proposed driveway, the sight line will cross under the covered building entrance and through at least one of the columns supporting this covered entrance.

Looking to the south from the proposed access drive, the sight line passes through the adjacent property and immediately in front of an existing porch through an existing cluster of trees. These trees are in the sight line area and create an obstruction.

The Applicant should have provided this detailed analysis on a Site Plan that shows the actual 400-foot measurement indicated on the Site Plan.

2. *Leroy Avenue/West Avenue Intersection Sight Distance (ISD) Analysis/Clear Sight Triangle* – At this signalized intersection the Applicant noted that there is a greater than 390 feet sight line on the northbound approach of Leroy Avenue at West Avenue. A similar note is provided on the eastbound approach of West Avenue that indicates greater than 335 feet of sight line is provided.

The attached sketch provides different measurements for the Planning and Zoning Commission to consider, which shows the ISD being measured 15 feet back from the extension of the curb line of the intersecting street. This plan also shows the approximate location of the STOP lines and a sight line measurement from 5 feet behind the STOP line, which is the estimated location of the driver in the vehicle waiting at the STOP line.

It is important to note that in the "Highway Design Manual," 2003 Edition, published by the Connecticut Department of Transportation (ConnDOT), Section Intersection at Grade chapter, Section 11-2.0, describes a variety of conditions for measuring ISD

FREDERICK P. CLARK ASSOCIATES, INC.

Planning/Development/Environment/Transportation

Mr. Jeremy Ginsberg

Page 3

August 1, 2008

and clear sight triangles at intersections. It notes that these analyses are conducted for uncontrolled and STOP sign-controlled intersections. However, it is important to note that ConnDOT requires the same analysis for signalized intersections. The reason for this analysis is to ensure safe operation when the traffic signal is not operating.

The analysis of 15-feet back from the continuation of the intersecting road indicates that a motorist arriving and waiting at the northbound approach on Leroy Avenue may have restricted sight distance to the west. Although this intersection sight line does not touch the corner of the proposed building, field observations indicate that the proposed location of this building is very close to the corner of the subject property and intersection and can obstruct intersection sight lines and create a safety concern at this location. Furthermore, any proposed landscaping, fences or other obstructions in front of the building and within the property could have a significant impact on availability of ISD at this location.

Similar conditions exist for the motorist located on the eastbound approach on West Avenue and looking south on Leroy Avenue along the site frontage.

It was requested in previous letters from our office that the Applicant provide these intersection sight lines and the clear sight triangle on the Site Plan and show the total extent of these available sight lines and required sight lines beyond the frontage of the subject property. This includes the area along Leroy Avenue to the south of the subject property and West Avenue to the west of the subject property.

There is significant concern by the Planning and Zoning Commission and our office, with regard to the available ISD at both the proposed access drive to the site and at the southwest corner of the intersection of Leroy Avenue and West Avenue. The analysis provided by Clark Associates shows that there will be sight distance obstructions when exiting the subject driveway.

3. *On-Site Parking* – The Applicant proposes a total of 24 spaces, which include two handicap spaces. These spaces would provide parking for residents, visitors, service people (cleaning services, repair people, landscaping) to maintain and operate appliances and services to the residents and others.

FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation

Mr. Jeremy Ginsberg

Page 4

August 1, 2008

The Institute of Transportation (ITE) provides information in "Parking Generation," 3rd Edition, for Senior Adult Housing (attached units). The database available is limited to two locations in California and indicates that the parking supply ratio provided at each of these two locations were 1.2 and 1.4 spaces per dwelling unit. It indicated that the weekday peak parking demand survey results indicated 0.50 and 0.33 parked vehicles per unit per weekday condition. For a Saturday peak parking demand with similar results was 0.50 and 0.3 for parked vehicles. These surveys were conducted between 9:00 and 10:00 A.M. and between 2:00 and 5:00 P.M.

It is important to note that the survey did not include any evening or overnight parking demand, which was likely much higher. The ratio of 1.5 spaces per unit, as per the Darien Zoning Regulations for Elderly Housing, may be adequate; however, there is concern with providing adequate parking for residents and visitors to the building during the day and especially visitors throughout the day, evenings and weekends. There is no on-street parking available on West Avenue and Leroy Avenue near the site and the availability of private parking lots near the site cannot be assumed available in the future.

4. *Site Access Drive* – There is still concern regarding the proposed layout of this access drive to Leroy Avenue. There is concern with delivery trucks, service vehicles, moving trucks, refuse trucks and other vehicles entering this driveway. Trucks will be limited, depending on height of the truck, by the entrance to the garage. The proposed turn-around and "loading area" may be difficult to maneuver into and out of due to its close proximity to the front of the building, the property line and sidewalk along Leroy Avenue. This single driveway will serve 16 units, all delivery truck activity and pedestrian activity at the entrance to the building.

This continued concern with the limited turn-around area provided and the potential for congestion, confusion and restrictions on this proposed drive, will have restricted ISD for motorists exiting the drive. There was also concern with trucks arriving at the driveway and the possible need to back out onto Leroy Avenue.

We trust this information will assist the Planning and Zoning Commission in its ongoing review of this Application. I am unavailable for the hearing scheduled for next Tuesday,

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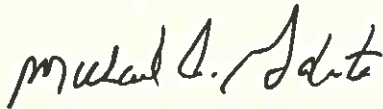
Mr. Jeremy Ginsberg

Page 5

August 1, 2008

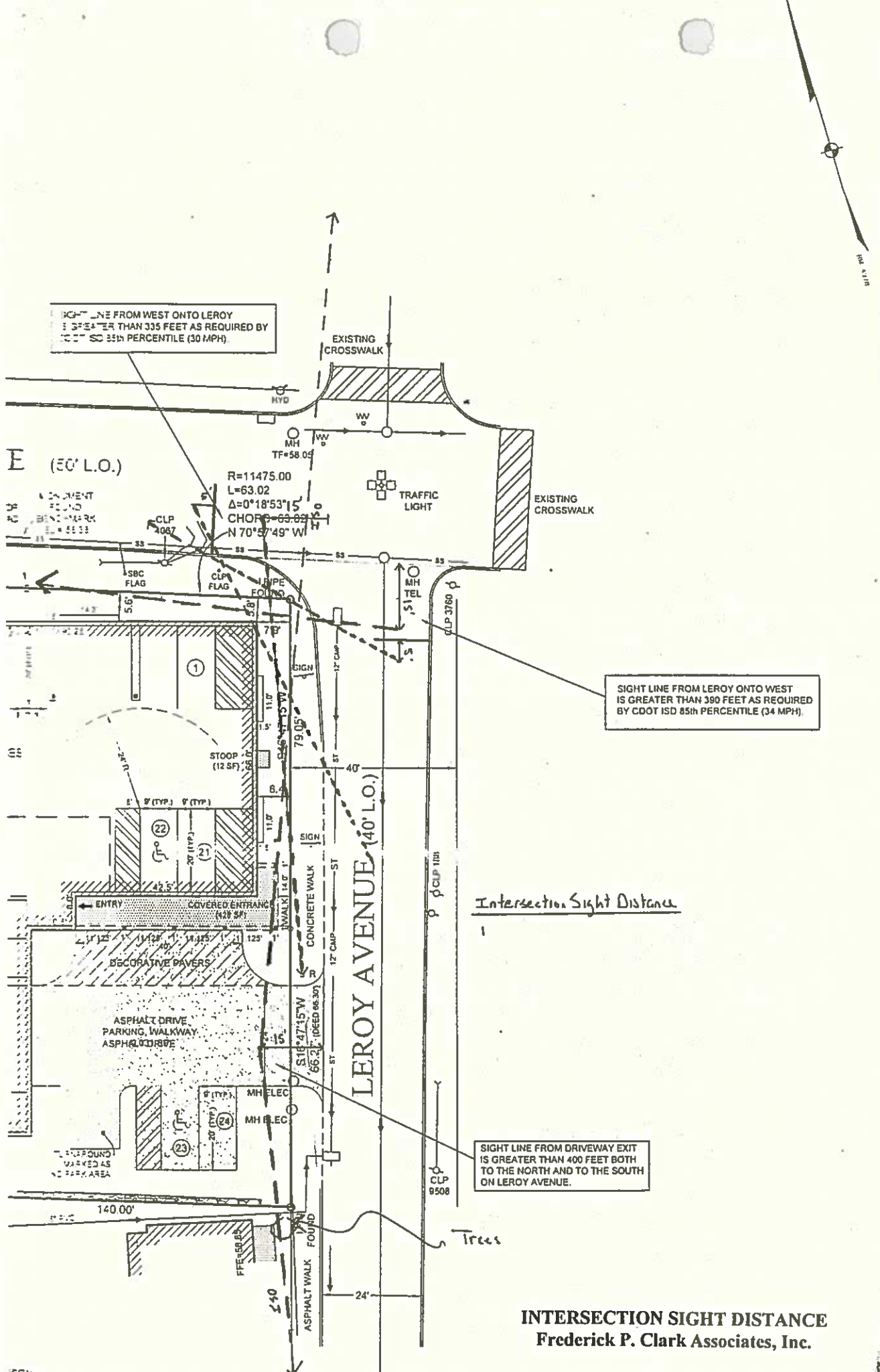
August 5; however, will be available for a possible meeting with the Planning and Zoning Commission for Thursday, September 4, 2008.

Sincerely,



Michael A. Galante
Executive Vice President

Attachments



SIGHT LINE FROM WEST ONTO LEROY IS GREATER THAN 335 FEET AS REQUIRED BY CDOT 85th PERCENTILE (30 MPH)

SIGHT LINE FROM LEROY ONTO WEST IS GREATER THAN 390 FEET AS REQUIRED BY CDOT 85th PERCENTILE (34 MPH)

Intersection Sight Distance

SIGHT LINE FROM DRIVEWAY EXIT IS GREATER THAN 400 FEET BOTH TO THE NORTH AND TO THE SOUTH ON LEROY AVENUE.

INTERSECTION SIGHT DISTANCE
 Frederick P. Clark Associates, Inc.