

February 11, 2021

Mr. Thomas Bellete
G&T Norwalk Associates, LLC
114 Hubbard Avenue
Stamford, Connecticut 06905

Subject **Traffic Evaluation – Proposed Residential Development – 93 Winfield Street, Norwalk, Connecticut**

Dear Mr. Bellete:

We are pleased to submit this Traffic Evaluation for submission to the City of Norwalk for the proposed redevelopment of the Subject Property. The following sections describe the steps to prepare this Traffic Evaluation to determine potential impacts, if any, to adjacent roadways.

Project Understanding

The proposal is to construct a 11-unit for sale, town-home, residential development to replace the recently demolished bank building. The site is located at the Y-type intersection of Winfield Street (State Route 136) at Howard Avenue/Bridge Street. The bank previously had an entrance only from Winfield Street near the easterly property line, with an exit only to Howard Avenue near its easterly property line and an entrance only immediately east of the Bridge Street/Howard Avenue intersection. The previous bank comprised 1,925 square feet on the first floor as a bank use, with a second floor for office use. The bank also provided two drive-thru lanes for service.

The proposal is to develop the site for 11 residential units, which will provide parking at-grade and including under the units. This proposal includes two, two-lane, two-way, entrance drives to Howard Avenue to serve the units. For the purposes of completing this Traffic Evaluation it is assumed this development will be approved, built and fully occupied by the end of 2022.

Roadways

The site is located at the easterly corner of the intersection of Winfield Street at the intersections of Howard Avenue and Bridge Street. Access is proposed to be maintained to both Winfield Street and Howard Avenue for the residential development. The following is a description of adjacent roadways serving the Subject Property.

Winfield Street (State Route 136) – In the vicinity of the site it is an east-west, State-maintained roadway. It provides one travel lane in each direction, a double yellow centerline, shoulder lines and paved shoulders near the site frontage. Asphalt sidewalks are provided along both sides of the road, with concrete curbing near the site. The pavement width is approximately 26 feet and includes paved shoulders, measuring 2 to 3 feet and 11-foot wide travel lanes. The posted speed limit is 40 miles per hour and traffic control includes STOP signs on the side road approaches near the Subject Property. Land use along Winfield Street is

mostly residential; however, includes commercial establishments including the former bank site, a Delicatessen and other small neighborhood-type uses. Parking is prohibited along the southerly side of the road opposite the site; however, on-street parking is essentially prohibited on both sides near the Subject Property. Also, there is a painted crosswalk and appropriate warning signs at the intersection of Bridge Street and Winfield Street, which is immediately west of the Subject Property frontage.

Howard Avenue – This is a generally a northeast to southwest City-maintained roadway, which begins at the STOP sign controlled intersection at Bridge Street and Winfield Street. It has a pavement width of approximately 21 feet and does not include any pavement markings or curbing, although there is curbing along the site's frontage from the intersection with Bridge Street to the terminus to the east at the property terminus. On-street parking is permitted. The posted speed limit is 25 miles per hour. Land use is all residential, except for the previous use of the Subject Property as a bank.

The intersection of Howard Avenue at Bridge Street and at Winfield Street is controlled with STOP signs at each of the site road approaches. On-street parking is permitted on this roadway; however, recent field observations indicate limited use.

Bridge Street – This is a north-south, local road, maintained by the City. It begins at the intersection with Winfield Street near the site frontage and continues in a northerly direction over the Metro-North Railroad Tracks and continues as North Bridge Street terminating to the north of Scofield Place. This road has a posted speed limit of 25 miles per hour and a pavement width of approximately 23 feet. There are no pavement markings and on-street parking is generally permitted along both sides of the road north of the Howard Avenue intersection. Land use is all residential.

Figure 1 provides a graphic illustration of the site's location in reference to these roadways. Figure 2 provides a more detailed summary of the physical conditions surrounding the Subject Property. Photographs of the area roadways are attached in the Appendix.

Traffic Volumes

Traffic data was obtained from CTDOT for 2017 for Winfield Street at a location east of the Subject Property frontage. This data is available for hourly, two-way volumes for a 24-hour periods, obtain Wednesday, October 11, 2017. A review of this traffic data indicates a daily, two-way volume of 5,439 vehicles. Based on this information the weekday morning peak hour condition was identified to occur between 8:00 and 9:00 A.M., with a two-way volume of 777 vehicles. The weekday afternoon peak hour occurs between 7:00 and 8:00 P.M., with a two-way volume of 485 vehicles. During the typical afternoon peak hour the peak hour volume was found to be 402 vehicles between 5:00 and 6:00 P.M. Figure 3 provides a graphic illustration of the hourly volumes and identifies the peak hour conditions for this roadway. The backup data is attached.

Estimation of Site-Generated Traffic

The proposal is to construct a 11-unit, town-home, residential development. Based on trip generation rates provided by the Institute of Transportation Engineers (ITE) and published in "Trip Generation," 10th Edition, 2017, a development of this type and size is estimated to generate 6 vehicle trip ends during both the weekday morning and weekday afternoon peak hours.

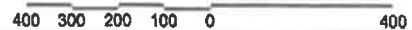


SITE LOCATION MAP

**93 WINFIELD STREET
Norwalk, Connecticut**



Scale in Feet



1

7/6/20



LEGEND:

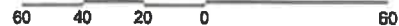
-  Traffic Lane
-  Stop Sign
-  Pedestrian Crosswalk

CURRENT STREET SYSTEM CHARACTERISTICS

**93 WINFIELD STREET
Norwalk, Connecticut**



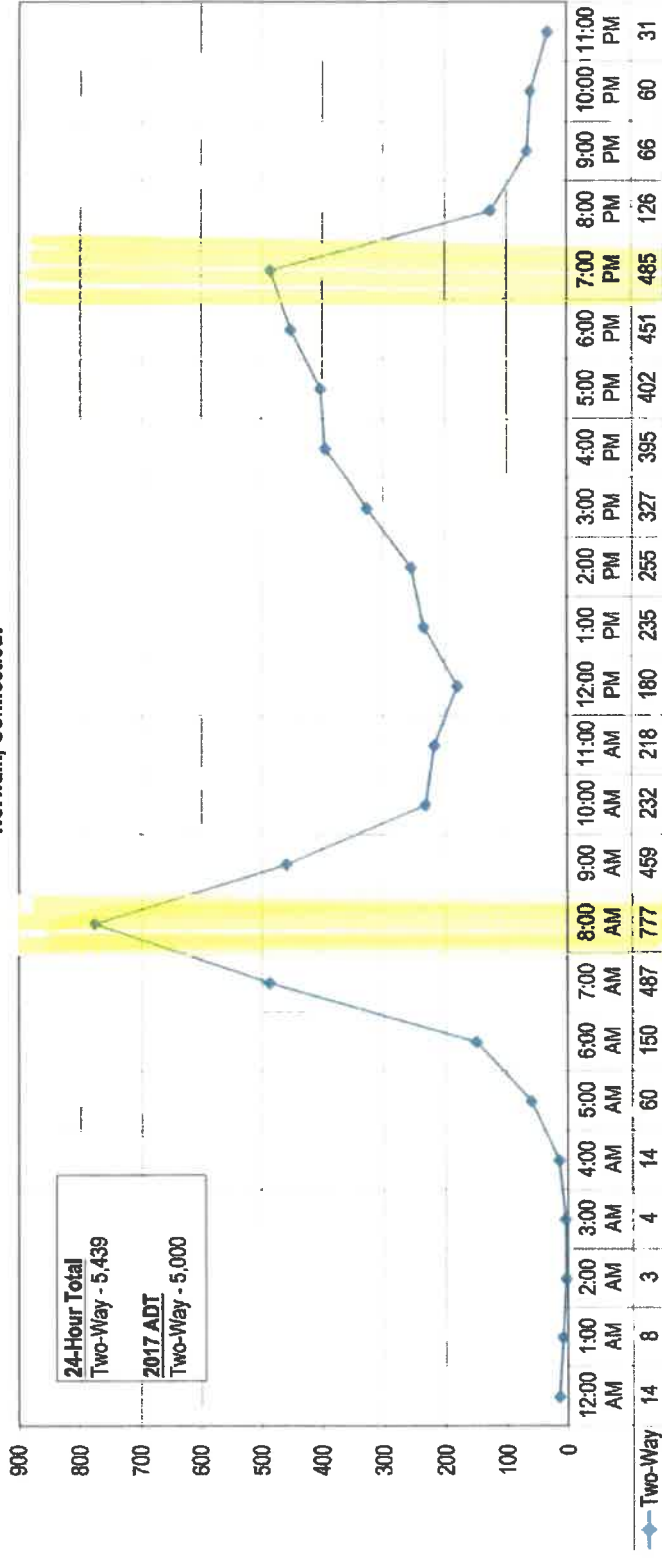
Scale in Feet



2

7/6/20

HOURLY TRAFFIC VOLUMES - WEDNESDAY, OCTOBER 11, 2017
STATE ROUTE 136, WEST OF NAPLES AVENUE
 Residential Development
 93 Winfield Street
 Norwalk, Connecticut



Source: Automatic Traffic Recorders conducted by Connecticut Department of Transportation on Wednesday, October 11, 2017.

Hardesty & Hanover, LLC
 July 2020

Figure 3

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For comparison purposes the previous bank building, using the same ITE publication noted above, likely generated 22 and 43 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively, for a net reduction in site traffic of 16 and 37 vehicle strip ends during the two peak hours. This is based on a building comprising 1,925 square feet for a bank use and 1,925 square feet for an office use. A comparison of this bank-related traffic to the proposed residential development shows a net decrease in site traffic, with the residential development when compared to the previous bank use of the Subject Property. Tale 1 provides a summary.

Site Access Considerations

The proposal is to provide two access driveways to Howard Avenue to serve this site. This is needed due to the layout and street frontage. There will not be any access to Winfield Street.

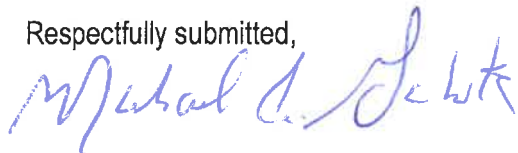
Possible Traffic Impacts

The proposed development will result in a significant decrease in site-related traffic due to the change from a commercial use to a residential development. The reduction in site traffic is estimated to be 15 and 25 vehicles during the weekday morning and weekday afternoon peak hours, respectively. This change in site traffic and lower traffic levels indicate a reduction in possible impacts.

Based on an evaluation of the Site Development Plan and review of traffic volumes along Winfield Street it is recommended that each of the two proposed site access drives be controlled with a STOP sign and STOP bar. Further, the appropriate sightlines should be provided and maintained on each of the driveways. Landscaping should not impact sightlines for motorists exiting the Subject Property. This would include removing any existing vegetation currently located to the west of the most westerly proposed site access drive on Howard Avenue.

Based on the evaluation of current traffic volumes and site traffic estimates the determination of potential impacts and need for any off-site mitigation is that current traffic control, which include STOP signs and recommendation for STOP signs at each of the access drive intersections with public streets, will be more than adequate to accommodate planned development of the Subject Property.

Respectfully submitted,



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

Enclosure

Table 1
 SITE TRAFFIC GENERATION – PEAK HOURS
 Proposed Residential Development
 93 Winfield Street
 Norwalk, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
Previous Use - Bank Space	1,925 Square Feet.	Enter	11	20
		Exit	<u>8</u>	<u>20</u>
		Total	19	40
Previous Use – Office Space	1,925 Square Feet.	Enter	2	1
		Exit	<u>1</u>	<u>2</u>
		Total	3	3
Combined Previous Use	3,850 Square Feet	Enter	13	21
		Exit	<u>9</u>	<u>22</u>
		Total	22	43
Proposed Residential Space	11 Dwelling Units.	Enter	1	4
		Exit	<u>5</u>	<u>2</u>
		Total	6	6
Expected Trip Reduction Bank and Office Space minus Residential Space		Enter	12	17
		Exit	<u>4</u>	<u>20</u>
		Total	16	37

Sources: "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017. Trip Generation for the Previous Use as a Bank is for a 1,925 square foot Bank with two Drive Up windows for Land Use Code #912, using Average Rates. Trip Generation for the Previous Use as an Office is for a 1,925 square foot Office Space for Land Use Code #710, using Average Rates. Trip Generation for the proposed Residential Space is for a 11-unit Multifamily Housing (Low Rise) for Land Use Code #220, using Average Rate.

Hardesty & Hanover, LLC

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PHOTOGRAPHS



Winfield Street at Bridge Street / Howard Avenue



Bridge Street at Howard Avenue

July 6, 2020



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Exhibit 1



Howard Avenue at Bridge Street Looking East



Bridge Street at Winfield Street

July 6, 2020





Howard Avenue at Winfield Street



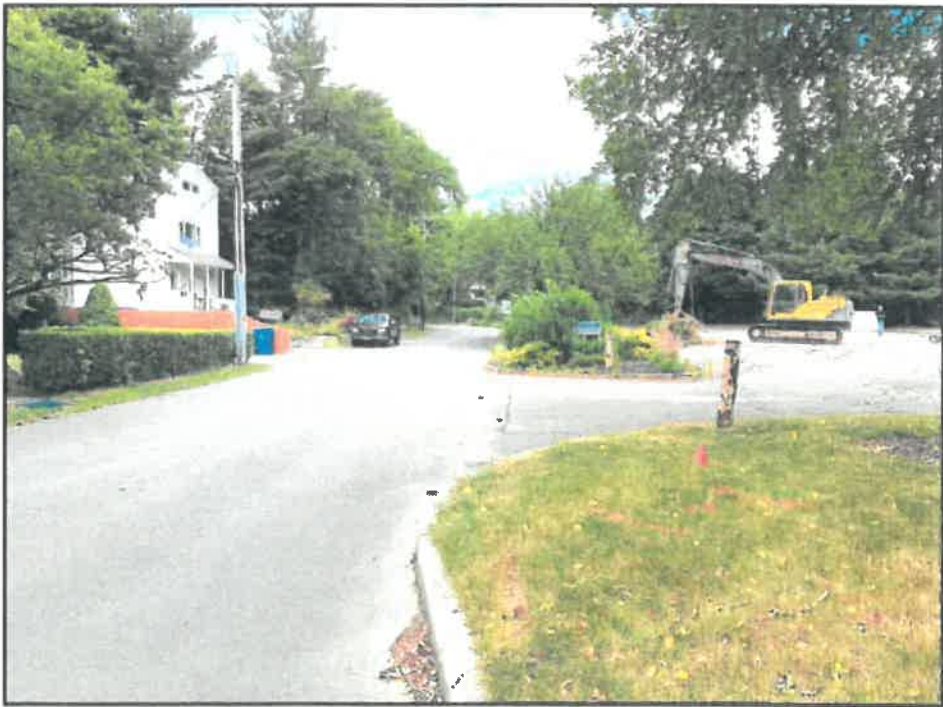
Winfield Street at Bridge Street Looking East

July 6, 2020





Winfield Street at Site Frontage



Howard Avenue at Site Frontage

July 6, 2020



RESIDENTIAL DEVELOPMENT, 93 WINFIELD STREET, NORWALK, CONNECTICUT (#F4876.00)
FIELD DATA SUMMARY - STATE ROUTE 136, WEST OF NAPLES AVENUE

TIME	Wednesday, October 11, 2017
	TOTAL
12:00 AM	14
1:00 AM	8
2:00 AM	3
3:00 AM	4
4:00 AM	14
5:00 AM	60
6:00 AM	150
7:00 AM	487
8:00 AM	777
9:00 AM	459
10:00 AM	232
11:00 AM	218
12:00 PM	180
1:00 PM	235
2:00 PM	255
3:00 PM	327
4:00 PM	395
5:00 PM	402
6:00 PM	451
7:00 PM	485
8:00 PM	126
9:00 PM	66
10:00 PM	60
11:00 PM	31
TOTAL	5,439

Status: OK

NRWA-408 - North & South

Route 136 - 6.74 mi West of Naples Avenue

Town.....	Norwalk		11-Oct
Station.....	408		Wed
Location.....	41.106206,-73.392969	12:00am	14
2015-Minor Arterial	4.....2015-Urban	01:00am	8
Start Report.....	11-Oct-2017 12:00AM	02:00am	3
End Report.....	11-Oct-2017 11:00PM	03:00am	4
2011:NRWA-358 Axle Correction.....	0.99	04:00am	14
	0	05:00am	60
24-Hour Count.....	5439 * G4(0.92) = 5003.9	06:00am	150
UnRounded...5003.9 / 1 * ACF(0.9912) =	4960	07:00am	487
OK 2017 Wed 11-Oct -this report-.....	5000	08:00am	777
REV 2014 Wed 08-Oct	5600	09:00am	459
REV 2011 Wed 08-Jun	5600	10:00am	232
OK 2008 Mon 30-Jun	4800	11:00am	218
		12:00pm	180
		01:00pm	235
		02:00pm	255
		03:00pm	327
		04:00pm	395
		05:00pm	402
		06:00pm	451
		07:00pm	485
		08:00pm	126
		09:00pm	66
		10:00pm	60
		11:00pm	31
		Totals	5439