

September 8, 2020

Mr. David Sands  
Director of Development  
Toll Brothers Apartment Living  
42 Old Ridgebury Road, 2nd Floor  
Danbury, CT 06810

**RE: Traffic Update/Comparison to Previous Approval  
Modified Pinnacle Mixed-Use Development Plan  
Norwalk, Connecticut  
MMI #1873-67-01**

Dear Mr. Sands:

Per your request, we have prepared this letter as an update to our 2017 traffic study<sup>1</sup> for the proposed Pinnacle (previously called Waypointe South Block) mixed-use development to be located at 467 West Avenue in Norwalk, Connecticut. The previous version of this new development, which was approved locally and by the Connecticut Department of Transportation's (CTDOT) Office of the State Traffic Administration (OSTA), but was not built, is now being revised to consist of more residential, less commercial space, and is no longer proposing a gym or a movie theater.

This updated letter has been prepared to accompany the new local zoning application for the modified site plan. This letter compares aspects of this development between what was previously approved in 2017 versus what is currently proposed and includes updated estimates of the amount of traffic that may be generated by this development. Subsequent to gaining updated City of Norwalk approval, this revised site plan will also need updated OSTA approval. Note that we are well familiar with this area of Norwalk, having also recently worked on several traffic studies for nearby developments, including those for the Wall Street Place development nearby to the north and multiple projects in SoNo to the south. Figure 1 shows the site location and surrounding area roadway network.

### **Previously Approved Development**

The previously approved 2017 version of the Pinnacle development was to include 330 apartment units, 21,300 square feet of retail space, a 24,000-square-foot fitness center, 15,700 square feet of restaurant space, and a 496-seat movie theater.

### **Currently Proposed Development**

The currently proposed version of this mixed-use development comprises an increase of 63 apartment units (393 total) and a decrease of commercial space. It is currently proposed that there will be approximately 14,340 square feet of building area for retail or restaurant space. To be conservative at this

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1. *Traffic Impact Study - Pinnacle Mixed-Use Development – 467 West Avenue – Norwalk, Connecticut*. Milone & MacBroom, Inc., May 17, 2017 (Revised August 15, 2017)

time, since restaurant space tends to be a more intensive use than general retail, the site plan and this corresponding traffic update letter assume that all of this 14,340 square feet will be restaurant space. Compared to the 2017 approval, this is still a decrease of around 1,408 square feet of restaurant space as well as a decrease of 21,330 square feet of retail space. The development is also no longer proposing to include the fitness gym or movie theater.

### **Estimated Development-Generated Traffic Comparison**

To estimate the amount of traffic that would be associated with the currently proposed version of this Pinnacle development, statistical data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*<sup>2</sup> was reviewed. Based on this ITE data and the currently proposed size and components of the development, new site-generated traffic estimates were determined for the current site plan for the typical weekday morning peak hour, weekday afternoon peak hour, and Saturday peak hour. These updated site traffic volumes were estimated using the same methodology as that in our 2017 traffic study. Tables 1A and 1B detail the peak-hour vehicle trip estimates for the previously approved but not built version of the Pinnacle development and the current proposed version, respectively.

As can be seen below, the currently proposed version of the Pinnacle development is expected to generate significantly fewer vehicle trips compared to what was previously approved. Table 2 summarizes the site-traffic estimate comparison between the 2017 version and the currently proposed version of this development, showing that there will likely now be many fewer vehicle trips during peak hours associated with development; around 66 to 202 fewer peak-hour vehicle trips depending on the particular peak hour of a week.

**TABLE 1A**  
**Previously Approved but not built Site Plan (2017)**  
**Site-Generated Traffic Estimates**  
**Proposed Pinnacle Mixed-Use Development**

LAND USE	ITE CODE <sup>1</sup>	QUANTITY	UNITS	PEAK HOUR								
				Weekday AM			Weekday PM			Saturday MIDDAY		
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Apartment	220	330	DU	34	135	168	133	72	205	86	86	172
Fitness Club	492	24,084	TSF	17	17	34	48	37	85	30	37	67
Theater	445	496	SEAT	0	0	0	30	20	50	32	12	45
Retail	820	21,330	TSF	13	8	20	38	41	79	53	49	103
High-Turnover Restaurant	932	15,748	TSF	94	77	170	93	62	155	117	104	222
Sub-Total				157	236	393	342	231	573	319	289	608
<i>Internal Capture (5%)</i>				-8	-12	-20	-17	-12	-29	-16	-14	-30
Sub-Total				149	224	373	325	220	545	303	274	577
<i>Pass-By (Retail and Restaurant Uses Only)<sup>2</sup></i>				-19	-19	-38	-23	-23	-47	-32	-32	-65
<b>TOTAL NEW TRIPS</b>				<b>130</b>	<b>205</b>	<b>335</b>	<b>302</b>	<b>196</b>	<b>498</b>	<b>271</b>	<b>242</b>	<b>512</b>
<b>TOTAL PASS-BY TRIPS</b>				<b>19</b>	<b>19</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>47</b>	<b>32</b>	<b>32</b>	<b>65</b>
<b>TOTAL SITE TRIPS</b>				<b>149</b>	<b>224</b>	<b>373</b>	<b>325</b>	<b>220</b>	<b>545</b>	<b>303</b>	<b>274</b>	<b>577</b>

<sup>1</sup> *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012

<sup>2</sup> Lesser of 10 percent of passing traffic or 20 percent of retail and restaurant site traffic, per CTDOT guidelines

2. *Trip Generation Manual, 10<sup>th</sup> Edition*, Institute of Transportation Engineers, 2017

**TABLE 1B**  
**Currently Proposed New Site Plan (2020)**  
**Site-Generated Traffic Estimates**  
**Proposed Pinnacle Mixed-Use Development**

LAND USE	ITE CODE <sup>1</sup>	QUANTITY	UNITS	PEAK HOUR								
				Weekday AM			Weekday PM			Saturday MIDDAY		
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Multi-Family Housing	220	393	DU	42	139	181	139	81	220	149	127	275
High-Turnover Restaurant	932	14.340	TSF	78	64	143	87	53	141	82	79	161
Sub-Total				120	203	323	226	135	361	230	205	436
Internal Capture (5%)				5%	5%	5%	5%	5%	5%	5%	5%	5%
<i>Internal Capture</i>				-6	-10	-16	-11	-7	-18	-12	-10	-22
Sub-Total				114	193	307	214	128	343	219	195	414
<i>Pass-By (Retail and Restaurant Uses Only)<sup>2</sup></i>				-14	-14	-29	-14	-14	-28	-16	-16	-32
<b>TOTAL NEW TRIPS</b>				<b>100</b>	<b>179</b>	<b>279</b>	<b>200</b>	<b>114</b>	<b>314</b>	<b>203</b>	<b>179</b>	<b>382</b>
<b>TOTAL PASS-BY TRIPS</b>				<b>14</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>16</b>	<b>16</b>	<b>32</b>
<b>TOTAL SITE TRIPS</b>				<b>114</b>	<b>193</b>	<b>307</b>	<b>214</b>	<b>128</b>	<b>343</b>	<b>219</b>	<b>195</b>	<b>414</b>

<sup>1</sup> Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017

<sup>2</sup> Lesser of 10 percent of passing traffic or 20 percent of retail and restaurant site traffic, per CTDOT guidelines

**TABLE 2**  
**Comparison of Site-Generated Traffic Estimates**  
**Proposed Pinnacle Mixed-Use Development**

	TOTAL TRIPS (entering + exiting)		
	A.M. Peak Hour	P.M. Peak Hour	Saturday Peak Hour
Previously Approved	373	545	577
Currently Proposed	307	343	414
<b>Total Difference</b>	<b>-66</b>	<b>-202</b>	<b>-163</b>

It should be noted that the site is within walking distance of transit, particularly bus routes and the WHEELS Bus Hub, and is adjacent to other mixed-used developments in a walkable city setting. Because of this, the site-traffic estimates in the tables above may likely prove to be conservatively high due to the fact that these estimates were made based on ITE data that is predominantly from single-use suburban sites with minimal access to transit and because no credit is being taken for the likelihood that a notable portion of vehicle trips to/from the Pinnacle site may instead be replaced by transit use, walking, and/or bicycle trips. Moreover, the internally captured percentage of trips in Tables 1A and 1B (trips made between the different land uses within this mixed-used site) may end up being higher than 5 percent based on nationally published research.<sup>3</sup> Taking both of these points into account, it is possible that the currently proposed version of this development may generate even less traffic than what was previously approved.

<sup>3</sup> National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. Transportation Research Board, 2011.

Also note that the new site traffic estimates associated with the currently proposed site plan were made in part based on the 10<sup>th</sup> Edition of ITE's *Trip Generation Manual* while the previously approved trip estimates in our 2017 study utilized the 9<sup>th</sup> Edition. ITE revised its land use code #220 distinction somewhat between the 9<sup>th</sup> and 10<sup>th</sup> Editions, whereas the 9<sup>th</sup> Edition classified this land use code as 'Apartment' and the 10<sup>th</sup> Edition now classifies this land use code as 'Multifamily Housing (Low-Rise).' Our continued use of the ITE land use code #220 is, again, conservative because this development will in fact be a mid-rise building that more closely matches the current ITE land use code #221 'Multifamily Housing (Mid-Rise)' that has lower vehicle trip rates.

### **No Anticipated Implications to Area Transportation from this Development**

Our previous 2017 analysis of nearby West Avenue intersections and their peak-hour traffic flows found that the proposed Pinnacle development would not be expected to cause significant degradation in Levels of Service (LOS). Since the currently proposed version of this development is now expected to generate much less traffic compared to the 2017 version that was approved, the potential for degradations to traffic operations and intersection LOS nearby is even less likely.

The 2017 version of this development, which again was approved, found that one specific location could see minimal traffic impact due to this development – the westbound approach of Butler Street at West Avenue during the weekday morning peak hour. However, this could be mitigated by making minor signal timing adjustments to how this signal is programmed to operate. We anticipate that the currently proposed site plan will cause no worsened impacts and may not even cause any perceptible impacts at all since this development is now expected to generate less traffic.

It should also be mentioned that the current ongoing COVID-19 pandemic has drastically altered what we have come to know as normal travel patterns. Despite this, our continued finding of little to no traffic impact from the proposed Pinnacle mixed-use development remains the same at this time regardless of what happens relative to COVID-19 by the time this development opens. This, again, boils down to the expectation that the currently proposed Pinnacle development will not overburden the surrounding street network.

We also note that our 2017 study included new traffic associated with the SoNo Collection Mall and all phases of the Waypointe development in its baseline (background) roadway traffic volumes, which are reflective of future roadway traffic conditions just before Pinnacle opens (sans COVID-19). Recent correspondence with the City of Norwalk confirms that one other new/upcoming development in the area should also be taken into account, which is the Wall Street Place development. The Wall Street Place development, however, is anticipated to add less than 20 trips northbound and less than 20 trips southbound along West Avenue past the Pinnacle site during peak hours. This small addition of new traffic to the street network from the Wall Street Place development is also not expected to tip the scales or change our Pinnacle development traffic study findings of little to no impact near your site.

### **Summary and Conclusion**

Milone & MacBroom, Inc. has produced this traffic letter to compare the previously approved but not built version of the Pinnacle mixed-use development versus the currently proposed version of this development to be located at 467 West Avenue in Norwalk, Connecticut. Current changes to the site plan include a relatively small increase in the number of apartment dwelling units, a significant decrease in the

commercial building space, and an elimination of the fitness center and movie theater. A review of trip generation estimates for the currently proposed development finds that it is now expected to generate much less traffic compared to what was previously approved but not built.

We continue to expect that the traffic associated with the Pinnacle development will be easily accommodated on the area street network and transportation system. Our 2017 study found that nearby West Avenue intersections are expected to operate at acceptable LOS (peak hour LOS D or better) with or without this development in place, with one small exception. The individual intersection westbound approach of Butler Street at West Avenue was found in our 2017 study to likely degrade to LOS E during the weekday morning peak hour as a result of this development. However, this can be mitigated and the Butler Street approach improved again to an acceptable LOS with minor signal timing adjustments. And because the currently proposed version of the Pinnacle development is now expected to generate less traffic than the previously approved version, it is possible that the Butler Street approach to West Avenue will not be impacted at all. Nonetheless, we suggest that traffic operations at this location be monitored in the future, and we continue to recommend that fine-tuning adjustments to the traffic-control signal timings be made by the city as necessary.

We hope that this update letter is useful to you and the City of Norwalk. If you have any questions or need any further information, please do not hesitate to contact either of the undersigned.

Very truly yours,

MILONE & MACBROOM, INC.



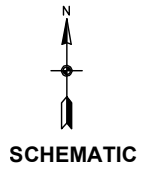
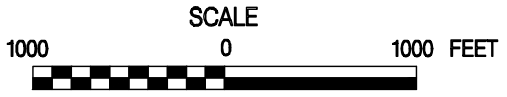
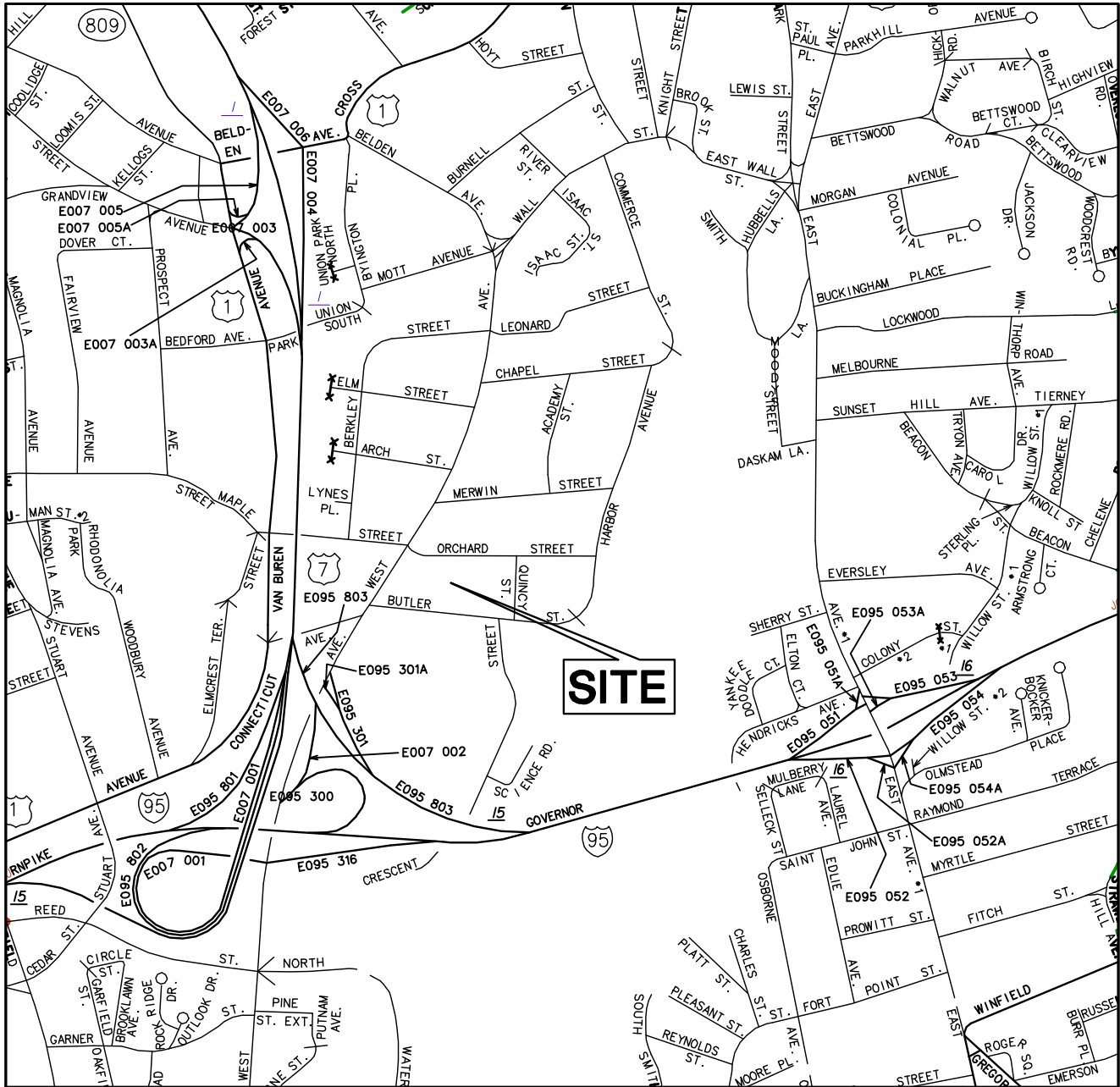
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Neil C. Olinski, MS, PTP  
Lead Transportation Planner

Attachments

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**SITE LOCATION**  
**Pinnacle Mixed-Use Development**  
**Norwalk, Connecticut**