

Traffic Impact Study

Apartment Building Expansion
132 Flax Hill Road
Norwalk, Connecticut

Prepared For:
Workforce Partners, LLC
11 Day Street, 2nd Fl.
Norwalk, Connecticut 06854

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AT-A-GLANCE FACT SHEET

Provided for ease of reference.

Name of Development

Apartment Building Expansion

Owner/Applicant

Workforce Partners, LLC

Development Type and Size

Redevelopment of a 3-unit multi-family home to include a total of 5 apartment units.

Parking

Existing: 2 garage parking spaces and parking along driveway

Proposed: 8 Parking Spaces, including 2 Accessible Spaces

Anticipated Trip Generation

Morning Peak Hour – 1 trip (0 Entering, 1 Exiting)

Afternoon Peak Hour – 2 trips (1 Entering, 1 Exiting)

Sight Distance

Required: 335 feet

Provided: 500+ feet looking left (south), 335 feet looking right (north)

Build Year

2022

SUMMARY

Workforce Partners, LLC, the owner/applicant, proposes to expand the apartment complex located at 132 Flax Hill Road in Norwalk, Connecticut as shown in Figure 1 of Appendix A. The development consists of three existing apartment units and two proposed units for a total of five apartment units. The build year of the proposed development is 2022.

Tessera Engineering conducted a study to determine the potential impact of the proposed development on the adjacent roadway network. This report summarizes the findings of the study in support of a special permit application.

EXISTING CONDITIONS

ROADWAY NETWORK

The adjacent roadway network consists of Flax Hill Road, Fairfield Avenue/Washington Street, and Couch Street:

Flax Hill Road is classified by CT DOT as a local road and has a posted speed limit of 25 miles per hour. It begins at Fairfield Avenue/Washington Street north of the site and continues in a southeasterly direction where it becomes Old Kings Highway North, just east of I-95.

Fairfield Avenue and Washington Street are classified by CT DOT as urban minor arterials. Beginning at Connecticut Avenue (US Route 1) Fairfield Avenue continues south to its intersection with Couch Street, Flax Hill Road and Washington Street. The name of the road then changes to Washington Street, which continues east crossing the Norwalk River.

Couch Street is classified by CT DOT as a local road and has a speed limit of 30 miles per hour. It begins at Taylor Avenue and continues east, terminating at its intersection with Fairfield Avenue and Washington Street.

PEDESTRIANS, BICYCLISTS AND TRANSIT

The South Norwalk train station, Flax Hill Park, and numerous restaurants and other amenities are located within walking and biking distance of the 132 Flax Hill Road property. Sidewalks stretch along both sides of Flax Hill Road, with marked crosswalks and pedestrian signal heads at the intersection of Flax Hill Road at Fairfield Avenue/Washington Street and Couch Street. Norwalk Transit Wheels Route 11 provides bus service along Flax Hill Road.

PLANNED TRANSPORTATION PROJECTS

Tessera obtained information from Norwalk Transportation, Mobility and Parking and the CT DOT Bureau of Policy and Planning regarding planned transportation projects in the area. None were identified.

BUILD CONDITIONS

PROPOSED PROJECT

The existing three-unit multi-family home at 132 Flax Hill Road will be expanded to include a total of five apartment units. An entry drive is proposed to be constructed along the property line between 132 Flax Hill Road and 138 Flax Hill Road, which is also owned by the applicant. Five parking spaces for the apartments at 132 Flax Hill Road will be constructed along the new entry drive, including one accessible space. Three parking spaces will be constructed behind the existing building, which will include one accessible parking space. A total of eight parking spaces, including two accessible spaces, will be provided on the site. The existing driveway on the site will be reconstructed to provide a one-way exit driveway. Pedestrian access to the site is provided via a sidewalk extending out to Flax Hill Road. An accessible ramp will be provided at the front entrance to the building, and a wheelchair lift will be provided for access to the rear of the building.

TRIP GENERATION

Trip generation for the proposed development was determined using the 10th edition of the Institute of Transportation Engineers' publication *Trip Generation*. This publication serves as the industry-standard reference for determining trip generation.

Land Use Code 220 (Multi-Family Housing, Low-Rise) was used to calculate the anticipated trips generated by the two additional apartment units. A total of one trips (0 entering, 1 exiting) is anticipated during the Morning Peak Hour of adjacent street traffic, and a total of two trips (1 entering, 1 exiting), is expected during the Afternoon Peak Hour of adjacent street traffic. The anticipated trips generated by the proposed development are summarized in the table below.

	Morning Peak Hour			Afternoon Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Two Apartment Units	0	1	1	1	1	2

ANALYSES

INTERSECTION SIGHT DISTANCE

Tessera reviewed the available intersection sight distances from the existing site driveway location serving 132 Flax Hill Road to ensure safe, efficient access and egress to the site. According to the CT DOT Highway Design Manual, the required sight distance for a design speed of 30 miles per hour on Flax Hill Road is 335 feet. The measured sight distance to the left (south) is in excess of 500 feet. To the right (north) the measured sight distance is 335 feet to the intersection of Flax Hill Road at Fairfield Avenue/Washington Street and Couch Street. The available sight distance in both directions is sufficient to provide safe access and egress from the site.

COLLISION ANALYSIS

Tessera obtained collision reports from the University of Connecticut Crash Data Repository for the most recent three years of available data, 2017 through 2019. There

were no related crashes reported in 2020, but traffic volumes were not typical during that year. There was no unusual accident frequency or severity identified at any of the intersection of Flax Hill Road at Fairfield Avenue, Washington Street and Couch Street. A summary of the collision data is provided below.

Location	2017	2018	2019	Total
Flax Hill Rd at Fairfield Avenue/Washington Street and Couch Street	6	5	13	24

The majority of the crashes were rear-end collisions, which is typical for a signalized intersection. There was one minor injury reported during the three-year time period, and zero fatalities. One pedestrian was struck by a vehicle on Couch Street during the period of study with possible injuries.

On Flax Hill Road, no crashes occurred during the three-year period of study in the immediate vicinity of the site driveway.

CONCLUSION

It is my professional opinion that the proposed expansion of the multi-family home from three units to five units will not have a significant impact on traffic operations of the surrounding roadway network.