



CITY OF NORWALK
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To: Norwalk Planning and Zoning

From: James Travers, Director Transportation, Mobility & Parking
Garrett Bolella, P.E., PTOE, Assistant Director, Transportation

Date: June 23, 2021

Subject: TMP Traffic Impact & Assessment: iPark Expansion, 761 Main Avenue, Norwalk

Memorandum

The Transportation, Mobility and Parking (TMP) Department has completed a review of the following documents related to the proposed mixed-use development to be located at 761 Main Avenue:

- 761 Main Avenue, Civil Site Development Plans prepared by Pustola & Associates Consulting Engineers, LLC, dated February 25, 2021;
- Traffic Access and Impact Study (TAIS) prepared by Kimley Horn (revised May 2021); and,
- Traffic Engineering Peer Review of iPark Expansion prepared by WSP dated (May 27, 2021).

It is our understanding that the current proposal will comprise 132 mid-rise residential units with the construction of a 120-room hotel on the Wilton portion of the property in the near future. The TAIS evaluates the potential impacts associated with both buildings.

TMP generally concurs with WSP's conclusions and findings. The Applicant should address WSP's outstanding concerns as outlined in their Peer Review letter dated May 27, 2021. Additionally, TMP recommends the Applicant address/mitigate the following issues as outlined in this letter to ensure that the proposed mixed-use development is harmonious with the adjacent neighborhood.

Recommended Intersection Improvements

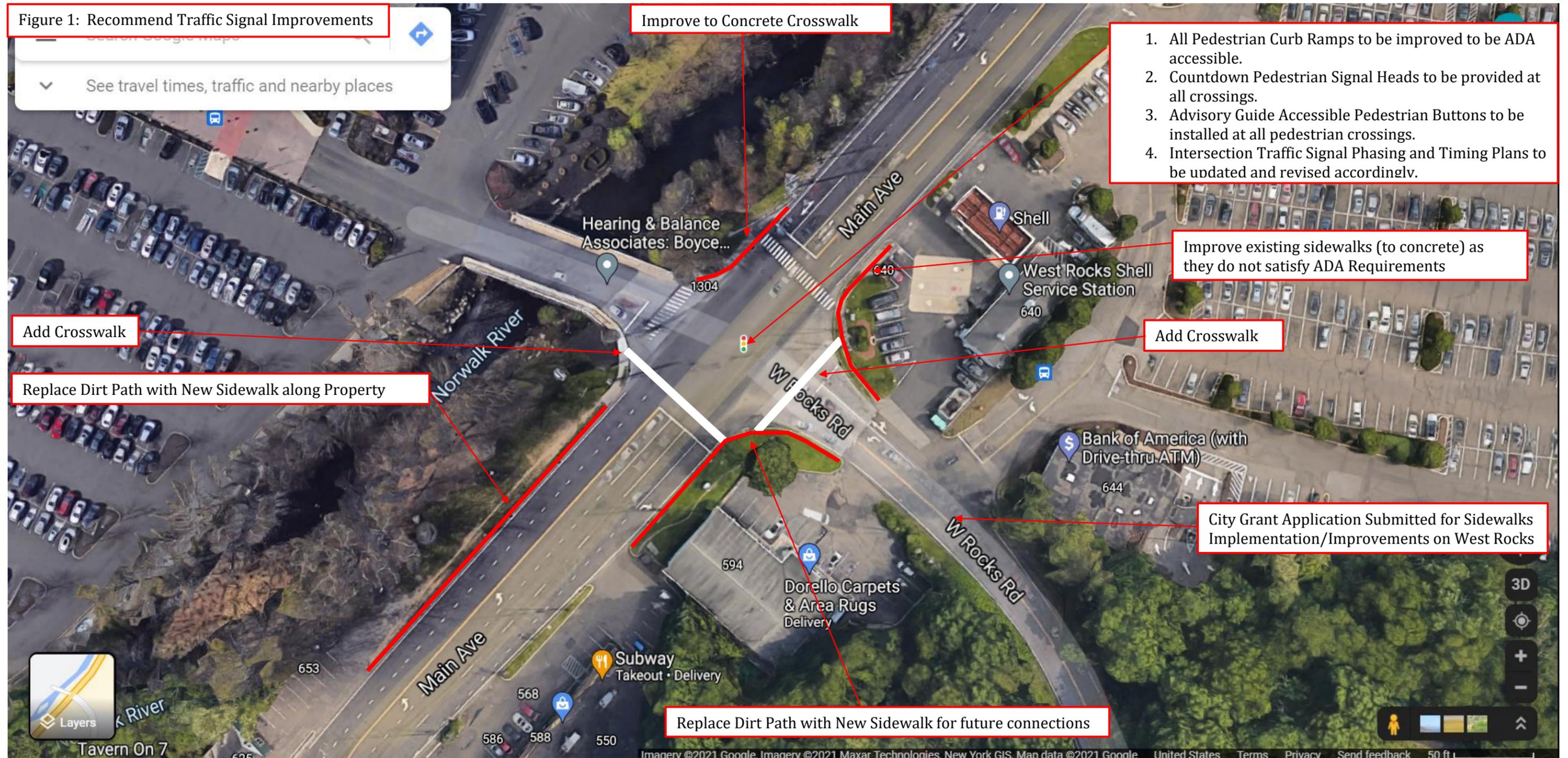
1. WSP recommends upgrading existing curb ramps at the intersection of Main Avenue and West Rocks Road/the Site Driveway to be ADA compliant. The count data indicates there are existing pedestrian volumes and the apartments and hotel will add further pedestrian trips to/from the Site. The following additional improvements (graphically illustrated in Figure 1) are necessary to safely accommodate pedestrians at the intersection of Main Avenue and West Rocks Road/the Site Driveway:
 - a. Sidewalk improvements at all four corners of the intersection.
 - b. The addition of crosswalks on the southerly and easterly leg of the intersection.
 - c. Pedestrian Curb Ramp improvements for ADA accessibility (all corners)
 - d. Implementation of Countdown Pedestrian Signal Heads (at all crossings)
 - e. Implementation of Advisory Guide Accessible Pedestrian pushbuttons (at all crossings)
 - f. Revisions and Updates to the Traffic Signal Phasing and Timing Plans to reflect the aforementioned comments.

Traffic Analysis

2. TMP recognizes that CTDOT is currently evaluating improvements to US Route 7 in the Study Area to address existing operation concerns and future growth in the corridor under Proposed Project (“PP”) 102-006 which extends from the US Route 7 intersection with Grist Mill Road to Kent Road. While the PP 102-006 has been evaluated for 2025 conditions, the proposed concepts have not been finalized and there is currently no construction funding allocated to this project.

Based on the Applicant’s updated traffic analysis, as requested by WSP in their May 27, 2021 memorandum, it appears that additional Project traffic will result in degradation in levels of service at the Main Avenue intersection with West Rocks Road and the iPark driveway. The Applicant recommends that traffic signal timing modifications be implemented to improve traffic operations (at this intersection) which will in-turn restore intersection operations to 2022 Background levels in the AM peak hour and will improve operations in the PM peak hour from LOS “F” under Background conditions to LOS “D” under Combined conditions.

TMP recommends the Applicant provide the City with these updated Corridor Timings for not only this intersection, but all intersections within the same timing block, to ensure the Corridor continues to operate at the highest possible LOS. This includes updating any traffic signal plans as necessary. These signal timing and phasing improvements should be required as a condition of approval to mitigate impacts of the development.



Parking Plan

3. WSP's peer review acknowledges that 106 parking spaces, including six (6) handicapped spaces will provided at the proposed apartment building. Given the relatively car dependent nature of the Site there is concern that 132 residential units may generate parking demand greater than 106 dedicated parking spaces. The Applicant should address how any overflow parking from the residential units will be accommodated?

It is also our understanding that the mid-rise residential building and their dedicated residential parking spaces will displace a significant portion of the existing parking spaces currently utilized by other uses through-out the complex. As a result of this building, transient parking patterns are anticipated to shift and a significant amount of transient parking is anticipated to be re-distributed through-out the Site.

While the combined site meets overall parking requirements the Site Layout plan should be updated to clearly indicate transient parking and provide wayfinding to ensure circulating vehicles do not create congestion on-site, at the access drive, or Main Avenue. As recommended by WSP an updated Pavement Marking and Signage plan should be provided which ensures smooth and orderly traffic flow within the parking facilities.