

December 28, 2020

Mr. Andy Frank  
LCP Homes, Inc.  
PO Box 3329  
Westport, Connecticut 06880

Subject           **Traffic Evaluation – Proposed Residential Development – 12 Van Zant Street, Norwalk, Connecticut**

Dear Mr. Frank:

As requested, we have completed this Traffic Evaluation for the proposed redevelopment of the Subject Property located at 12 Van Zant Street. The following sections describe existing conditions, site traffic generation, access considerations and potential measurable impacts, if any.

### **Project Understanding**

The proposal is to demolish the existing two unit residential building and construct a 5-unit, low-rise, residential development on the Subject Property. Access is proposed to be along the westerly property line, with each unit located along the easterly property line. The internal driveway will serve each of the units. For purposes of preparing this Traffic Evaluation, it is assumed this development will be approved, built and fully occupied by the end of 2021.

### **Roadways**

Van Zant Street is designated State Route 136 along the site frontage. State Route 136 includes Van Zant Street, Liberty Square to the west and Water Street to the southwest in the South Norwalk Area. East of the site frontage State Route 136 continues along East Avenue, Cemetery Street and Gregory Boulevard in the vicinity of the Cemetery and continues in an easterly direction following Winfield Street.

Van Zant Street, immediately adjacent to the Subject Property frontage, is a two-lane roadway, which includes a double yellow centerline, concrete/asphalt curbs and sidewalks along both sides. Parking is prohibited along the northerly side of this roadway, which provides one travel lane for westbound movements. For eastbound movements it provides one travel lane and parking lane, with certain sections having parking restrictions controlled with appropriate NO PARKING signs. Along the site frontage 30-minute parking is permitted.

The posted speed limit along Van Zant Street, near the Subject Property is 25 miles per hour. Land use is a combination of commercial and residential, with many individual driveways serving each of these properties. However, the Subject Property show a driveway and provides on-site parking in the rear. Refer to attached photographs.

### **Estimation of Site-Generated Traffic**

The proposal is to construct a 5-unit residential development on the Subject Property. Based on trip generation rates provided by the Institute of Transportation Engineers (ITE) and published in "Trip Generation," 10<sup>th</sup> Edition, 2017, a development of this type and size is estimated to generate 3 vehicle trip ends during the typical weekday morning and weekday afternoon peak hour. To be conservative, site traffic for the exiting two unit development on the Subject Property has not been removed.

### **Site Access Considerations**

As noted above, the proposal is to provide off-street parking for this proposed residential development. The access drive will be located along the westerly property line to Van Zant Street. Currently, there is on-street parking along the site frontage and generally along the south side of Van Zant Street. To construct this proposed driveway, on-street parking will need to be removed at the throat of the proposed driveway to develop the driveway and to provide a sight triangle at the driveway. Based on a review of other nearby driveways to Van Zant Street none of the driveways have any specific intersection sight distance provided for driveways; however, there typically is a sight triangle provided near a driveway, when possible.

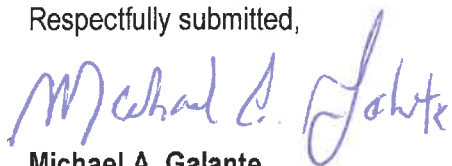
### **Possible Traffic Impacts**

A development of this type and size will include five residential units and the removal of two residential units for a net of four new residential units on the Subject Property. This level of additional traffic added to Van Zant Street and nearby intersections is insignificant and will not have any measurable impact to traffic operations along Van Zant Street, at the proposed site access drive or at the intersections at Fort Point Street to the west and at the signalized intersection of Osborne Avenue to the east.

### **Findings**

Based on a review of the site location, access considerations, existing conditions found along Van Zant Street and our knowledge of traffic levels in the area, the addition of these units to Van Zant Street will have no measurable impact and no need for any off-site mitigation other than to remove the parking spaces at the proposed location of the site driveway.

Respectfully submitted,



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

Enclosure



Van Zant Street at Site Frontage Looking East



Site Frontage

September 28, 2020

**FREDERICK P. CLARK** / Hardesty  
ASSOCIATES / & Hanover

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**Exhibit 1**



**At Proposed Access Drive Looking West**

September 28, 2020

**FREDERICK P. CLARK / Hardesty**  
ASSOCIATES / & Hanover

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**Exhibit 2**