



CITY OF NORWALK
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To: Norwalk Planning and Zoning

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

Date: July 21, 2021

Subject: Final Traffic Impact & Assessment of Jimmy John's, 295 Westport Avenue

Subsequent Findings Memorandum

Since our previous memorandum to Norwalk Planning and Zoning dated June 23, 2021, TMP has received a response letter from the Applicant's Traffic Consultant (Hardesty & Hanover) dated July 12, 2021 with revised site plans and signage (Exhibit A). Based on Hardesty & Hanover's follow-up response letter dated July 20, 2021 and subsequent conference call with their Director of Traffic, TMP remains concerned with the potential of vehicle queuing for the drive-thru window/lane for the sandwich shop impacting the roadway. Specifically, the drive-thru's accommodation of only a three (3) vehicle queue from the menu board/speaker location to the internal travel aisle of the shared parking lot before adversely impacting internal circulation and potentially causing spillover of vehicles onto Westport Avenue.

As discussed with the Applicant's Traffic Consultant, TMP recommends a reconfiguration of the easterly access drive from two-way traffic operations to either a complete closure or at the very least a one-way egress drive to mitigate any potential adverse impacts of the proposed drive-thru on Westport Avenue. Based on the Traffic Consultant's July 20, 2021 Memorandum, the Applicant is amenable to reconfiguring the easterly access drive as egress only, if and only if, there are identified vehicle queuing and safety concerns as a result of the proposed drive-thru. It should be noted that TMP does not have the resources to monitor the easterly driveway nor manage or enforce queuing should it create spillover onto Westport Avenue. The Department also would not have any leverage to implement any changes after the Applicant receives a final Certificate of Occupancy and/or the facilities opening. Furthermore, this reactive approach could impose an undue burden on the traveling public and their safety from the time any adverse impacts are identified, mitigation is determined and construction completed to rectify the issue. Lastly, it is also unclear as to what the criteria for measurement of queuing and safety issues would be.

Therefore, the Department recommends that the easterly driveway be either closed or converted from two-way traffic operations to one-way (exit only) through a reduction in width and new pavement markings and signage as a condition of approval (with construction to be completed prior to Certificate of Occupancy/facilities opening). This would allow the internal travel lane, which currently provides access to the parking in front of the shopping center, to accommodate additional vehicle queuing due to drive-thru lane of the proposed sandwich shop without adversely affecting the City's roadway network. It would also eliminate significant vehicle conflicts at the easterly access drive. Lastly it is consistent with Goal 1. Strategy D.v of Chapter Ten (Transportation & Mobility Networks) of the POCD which specifically references access management on U.S. Route.

Sidewalk Connection

In reference to Item 1.i of TMP's previous memorandum dated June 23, 2021, the Department recommends the Applicant be responsible for completing/improving the sidewalk connection (to concrete) along the northerly curb of Westport Avenue between their westerly Site access drive and Wolfpit Avenue and installing an ADA accessible crosswalk across Wolfpit Avenue in order to improve pedestrian connectivity to the Site. This shall also include adjusting the pavement markings; specifically, the STOP bar across the westerly driveway to prevent vehicles from encroaching into the sidewalk.

The Sedona Plaza shopping center should be accessible by all modes of travel including public transit and foot. The majority of Westport Avenue has sidewalks along its northerly curb. And the completion of this gap would improve accessibility to the plaza for pedestrians. There is also a Norwalk Transit Authority Bus STOP located immediately west of the westerly access drive to Sedona Plaza along this proposed section of sidewalk. As part of a Public-Private Partnership, TMP would provide funding for the portion of the sidewalk west of Wolfpit Avenue (adjacent 239 and 255 Westport Avenue) to complete this approximately 465' sidewalk gap. Please refer to the attached Figure on Page 4 of the memorandum for the proposed project limits and TMP's proposed contributions.

Updated Site Plans

TMP recommends that the final Site improvements related to the closure of the former two (2) drive thru lanes, graphically illustrated in “Exhibit A” be implemented with hard infrastructure (as opposed to paint); specifically to:

- separate drive-thru traffic from parking;
- prevent any vehicles from temporarily pulling into this space and adversely impacting the travel aisle/circulating traffic and vehicles enter/exiting parking spaces along the easterly boundary of the parking lot;
- provide accommodations for all the proposed traffic control and wayfinding signage within the parking lot; and,
- provide accommodations for bicycle parking.



Prior to construction, the Applicant should submit an updated (Modified) Site Plan for review by TMP which illustrates the proposed easterly site driveway reconfiguration, reconfiguration of the parking lot along the easterly façade of the building, Wolfpit Avenue access drive reconfiguration and sidewalk improvements.

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TMP Project Limits

295 Westport Avenue
Project Limits

Measure distance
Click on the map to add to your path
Total distance: 465.14 ft (141.77 m)

