

TOWN OF BROOKFIELD
ZONING REGULATIONS

Land Use Standards & Design Criteria
Traffic & Access- § 242-602G

G. Traffic and access: *[added 1/24/85]*

(1) Purpose:

It is the intention of this section to establish criteria and standards applicable to traffic and access so as to lessen congestion in the streets, provide safe, convenient and adequate access to properties and to avoid any other conditions which might adversely affect traffic safety.

(2) Traffic Impact analysis:

The Zoning Commission shall require a traffic impact analysis as part of any application for a multifamily dwelling project of twenty (20) or more units or any other project containing either fifty (50) or more parking spaces in a new or expanded parking lot or generating one hundred (100) vehicle trips per day.

The analysis shall include, at least, the following information:

- the present roadway conditions;
- existing roadway capacity, traffic accidents, existing and projected traffic volumes (AD, peak a.m. and peak p.m.);
- existing and projected volume/capacity ratios;
- existing and projected levels of service;
- existing and proposed sight lines based on facts; and
- reasonable generation factors for the site and immediately affected road networks and intersections.

(3) Criteria and standards:

All development projects within the Federal Road corridor (Route 202) shall be designed to reflect the design and implementation guidance contained in a certain document on file in the Office of the Zoning Commission entitled "Federal Road Traffic Improvement Plan - General Design and Implementation Parameters"

- (a) Vehicle access to a property and circulation thereon shall be arranged in such a manner so as to safeguard against hazards to traffic, property and pedestrians, to avoid congestion on any street and to provide safe and convenient circulation in the street and upon the property.
- (b) Where reasonable alternate access is available, the vehicular access to the lot shall be arranged to avoid traffic use of local residential streets situated in or bordered by residential districts.

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- (c) Where a property has frontage on two (2) or more streets, the access to the property shall be provided to the property across the frontage and to the street where there is lesser potential for traffic congestion and for hazards to traffic and pedestrians.
- (d) The street giving access to the property shall have traffic-carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed use.
- (e) Where necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, provision shall be made for turning lanes, traffic directional islands, frontage roads, driveways and traffic controls within the streets.
- (f) Access driveways shall be of a design and have sufficient capacity to avoid queuing of entering vehicles on any street.
- (g) Commercial and industrial entrance driveways shall be a minimum of two (2) twelve foot (12') wide lanes in each direction of travel. For driveways entering into a town road, the width of the driveway flare at the edge of the roadway where the driveway intersects the roadway shall be a maximum of thirty feet (30') for residential drives and fifty feet (50') for commercial/industrial drives unless the Commission determines that a wider width of driveway flare will facilitate traffic flow and/or is required for overriding considerations of safety. Driveways entering into state highways are under the jurisdiction of the State Department of Transportation and/or State Traffic Commission. *[eff. 10/5/02]*
- (h) It is the intent of the Commission to minimize the number of curb cuts and access points along all state highways and Town roads. Where topographic and other conditions are reasonably usable, provision shall be made for circulation driveway connections to adjoining properties of similar existing or potential use when such driveway connection will facilitate fire protection services, as approved by the Town Fire Marshal, and/or when such driveway will enable the public to travel between two (2) existing or potential uses, open to the public generally, without need to travel upon a street. *[amended eff. 6/9/95]*
- (i) Certain drawings entitled "Federal Road Corridor Study Driveway Plan" Figures 20(e) through 20(o), prepared by Barkan and Mess Associates, Inc., and incorporated in Regional Planning Bulletin #80 Housatonic Valley Council of Elected Officials entitled "Traffic Flow Improvement Plan for Federal Road In Danbury and Brookfield" dated December 1994, shall be used as a guide in the design of driveways along Federal Road from the Danbury line to Route 133.

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- (j) There shall be no more than one (1) driveway connection from any property to any street, except that separate entrance and exit driveways may be provided where necessary to safeguard against hazard, provide access for emergency vehicles and to avoid congestion; and additional driveway connections may be provided, particularly for but not limited to large tracts and uses of extensive scope if traffic flow in the street will be facilitated by the additional connection. Driveways shall not exceed thirty feet (30') in width at the street line or such lesser width as will be sufficient to accommodate the traffic to be generated unless a greater width is required by the Town Road Ordinance.⁶

- (k) Where it is projected that the additional traffic resulting from the project will reduce the level of service to D or below, the Commission shall not approve the project unless and until provision has been made for the improvement of said condition. In all traffic analysis reports, use of a volume/capacity ratio of 1.00 to represent either level of Service C or E is acceptable as long as the selected base is used consistently and clearly indicated.

⁶ Editor's Note: See Ch. 192, Streets and Sidewalks, Art. I