November 10, 2020

City of Stamford Zoning Board
c/o Ralph Blessing, Land Use Bureau Chief
888 Washington Boulevard
Stamford, CT 06901

Re: 819-831 East Main Street & 27-29 Lafayette Street
Zone Map Change, Special Permit & Site and Architectural Plan (GDP) Applications

Dear Mr. Blessing and Board Members,

As discussed, on behalf of 819 East Main Street LLC and 831-833 East Main Street LLC (collectively "the Applicants"), enclosed please find applications and supportive materials to facilitate the construction of an 85-unit residential development with ground floor retail and associated site improvements. Application details and design elements are described further in the attached Project Narrative and reflected in the enclosed plans.

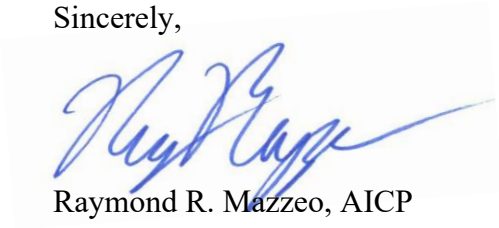
In support of the applications, enclosed please find:

1. A check in the amount of $4,398.60 for:
   - Zone Change Application Fee: $1,060
   - Special Permit/GDP Fee: $2,338.60; and
   - Public Hearing Fee: $1,000;
2. Application forms:
   - Zone Change application form;
   - Special Permit application form;
   - Site & Architectural Plan (GDP) application form;
3. Project Narrative;
4. Drawing List;
5. General Property Description;
6. Owner List;
7. Zone Change Map;
8. Zone Change Description;
9. Aerial Exhibit;
10. Zoning Data Chart;
11. Zoning Comparison Chart;
12. Property & Topographic Survey prepared by DiMarzo & Bereczky dated 11/2/2020;
13. General Development Plan (GDP) by prepared by DiMarzo & Bereczky dated 11/6/2020;

14. Architectural Plans and Elevations and by Do H. Chung & Partners, dated 11/6/2020;
15. Engineering Statement by DiMarzo & Bereczky dated 11/6/2020;
16. Letter from Transportation, Traffic & Parking dated 11/2/2020;
17. Previously submitted/accepted Traffic Study dated June 2018; and
18. Letters of Authorization.

Please feel free to contact us with any questions or comments. We look forward to continuing to work with you and the Planning & Zoning Boards on this exciting redevelopment.

Sincerely,



Raymond R. Mazzeo, AICP

Enclosures
CC: D. Woods, Deputy Director of Planning
V. Mathur, Associate Planner
Redevelopment Team

REDNISS & MEAD
LAND SURVEYING | CIVIL ENGINEERING | PLANNING & ZONING CONSULTING | PERMITTING

November 10, 2020

City of Stamford Planning Board
c/o David W. Woods, PhD, FAICP
Deputy Director of Planning
888 Washington Boulevard
Stamford, CT 06901

Re: 819-831 East Main Street & 27-29 Lafayette Street
Zone Map Change, Special Permit & Site and Architectural Plan (GDP) Applications

Dear Dr. Woods and Board Members,

As you may be aware, we have submitted applications on behalf of 819 East Main Street LLC and 831-833 East Main Street LLC for a Zone Map Change, Special Permit & Site and Architectural Plan (GDP) Applications for the above referenced properties.

Please let this letter serve as our formal request for members of the consultant team to speak, should the Planning Board have any questions for the applicant at the forthcoming referral meeting. Please let us know if you have any questions or would like additional information.

Sincerely,

Raymond R. Mazzeo, AICP

Enclosures
CC: V. Mathur, Associate Planner

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

APPLICATION FOR CHANGE IN THE ZONING MAP OF STAMFORD, CONNECTICUT

Complete, notorize, and forward **thirteen (13) hard copies and (1) electronic copy in PDF format** to Clerk of the Zoning Board with a **$1,000.00 Public Hearing Fee** and the required application filing fee **(see Fee Schedule below),** payable to the City of Stamford.

NOTE: Cost of required Public Hearing advertisements are payable by the Applicant and performance of mailing of required property owners is the sole responsibility of the applicant. **LAND RECORDS RECORDING FEE**: $60.00 for First page - $5.00 for each additional page)

Fee Schedule

Map Change **(Affected Area of 1 Acre or Less)**	**$1,060.00**
Map Change **(Affected Area of greater than 1 Acre)**	**$1,060.00 + $2,000 per acre or portion thereof in excess of 1 acre**

APPLICANT NAME (S): 819 East Main Street LLC & 831-833 East Main Street LLC

APPLICANT ADDRESS: c/o Redniss and Mead - 22 First Street - Stamford, CT 06905

APPLICANT PHONE #: c/o 203-327-0500

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? Yes

PRESENT ZONING DISTRICT: C-I PROPOSED ZONING DISTRICT: MX-D

LOCATION OF PROPOSED CHANGE: (Give boundaries of each parcel in proposed change and indicate dimensions from nearest intersecting street. Also include Assessor's Card number and Town Clerk's Block number, and square footage of land. Attach twelve (12) copies of map showing area proposed for change.)

Please attached Zone Change Description

LIST NAME AND ADDRESS OF THE OWNERS OF ALL LAND INCLUDED WITHIN THE PROPOSED CHANGE:

NAME & ADDRESS	LOCATION
831-833 EAST MAIN STREET LLC 1156 NEWFIELD AVENUE STAMFORD, CT 06905	831 East Main Street Stamford, CT

ARE THERE DEED RESTRICTIONS THAT CONFLICT WITH THE PROPOSED ZONE DISTRICT FOR THIS PROPERTY?

N/A

IF YES, LIST REFERENCE TO TOWN CLERK BOOK & PAGE #:

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No *(If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application – PA 87-307).*

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

DATED AT STAMFORD, CONNECTICUT, THIS 9th DAY OF November 20 20

SIGNED: _____

NOTE: The application cannot be scheduled for public hearing until 35 days have elapsed from the date of referral to the Stamford Planning Board. If applicant wishes to withdraw the application, this must be done in writing, and be received by the Zoning Board at least three (3) working days prior to public hearing in order to provide sufficient time to publicize the withdrawal. Applications withdrawn less than three (3) days prior to a schedule hearing date will not be rescheduled within 90 days.

STATE OF CONNECTICUT
ss STAMFORD November 9 20 20
COUNTY OF FAIRFIELD

Personally appeared ~~known~~ Raymond Mazzeo, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

MARY KILBANE
Notary Public, State of Connecticut
My Commission Expires June 30, 2021

_____
Notary Public - Commissioner of the Superior Court

FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: *Date:* _____

By: _____

Revised 04/30/20

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

APPLICATION FOR APPROVAL OF SITE & ARCHITECTURAL PLANS AND / OR REQUESTED USES

Complete, notorize, and forward **thirteen (13) copies and one (1) electronic copy in PDF format** to Clerk of the Zoning Board with a **$1,000.00 Public Hearing Fee** and the required application filling fee **(see Fee Schedule below),** payable to the City of Stamford.

NOTE: Cost of required Public Hearing advertisements are payable by the Applicant and performance of required mailing to surrounding property owners is the sole responsibility of the applicant. **LAND RECORDS RECORDING FEE**: $60.00 for First page - $5.00 for each additional page)

(GENERAL DEVELOPMENT PLAN)

Fee Schedule

General Development Plan – Sites 20,000 sq. ft. or less parcel area.	**$460.00**
General Development Plan – Sites more than 20,000 sq. ft. or parcel area.	**$460 + $20 per 1,000 sq. ft. in excess of 20,000 sq. ft.**

APPLICANT NAME (S): 819 East Main Street LLC & 831-833 East Main Street LLC

APPLICANT ADDRESS: c/o Redniss and Mead - 22 First Street - Stamford, CT 06905

APPLICANT PHONE #: c/o 203-327-0500

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? Yes

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S):

821, 825, 827 & 831 E. Main Street and 27-29 Lafayette Street

ADDRESS OF SUBJECT PROPERTY: 821, 825, 827 & 831 E. Main Street and 27-29 Lafayette Street

PRESENT ZONING DISTRICT: MX-D (Please note 831 E Main Street has an accompanying Zone Change Application to change it from C-I to MX-D)

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: Please see attached Drawing List

REQUESTED USE: Please see attached Project Narrative

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)

Please see attached General Property Description

NAME AND ADDRESS OF OWNERS OF ALL PROPERTY INVOLVED IN REQUEST:

NAME & ADDRESS **LOCATION**

Please see attached Owner List

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No *(If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application – PA 87-307).*

DOES THE PROJECT RESULT IN THE CREATION OF 10 OR MORE UNITS OR 10,000 SF OR MORE IN FLOOR AREA OR DISTURBANCE OF 20,000 SF OR MORE IN LAND AREA, THROUGH NEW DEVELOPMENT, RECONSTRUCTION, ENLARGEMENT OR SUBSTANTIAL ALTERATIONS? Yes *(If yes, then complete the Stamford Sustainability Scorecard per Section 15.F).*

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

DATED AT STAMFORD, CONNECTICUT, THIS 9th DAY OF November 20 20

SIGNED: _____

NOTE: Application cannot be scheduled for Public Hearing until 35 days have elapsed from the date of referral to the Stamford Planning Board. If applicant wishes to withdraw application, please notify the Zoning Board at least three (3) days prior to Public Hearing so that the Board may have sufficient time to publicize the withdrawal.

STATE OF CONNECTICUT
ss STAMFORD November 9, 20 20
COUNTY OF FAIRFIELD

Personally ~~appeared~~ Known Raymond Mazzeo, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

MARY KILBANE
Notary ~~Public, State of Connecticut~~
My Commission Expires June 30, 2021

Mary Kilbane
Notary Public - Commissioner of the Superior Court

FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: *Date:* _____

By: _____

Revised 9/02/20

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

APPLICATION FOR SPECIAL PERMIT

Complete, notorize, and forward **thirteen (13) hard copies and (1) electronic copy in PDF format** to Clerk of the Zoning Board with a **$1,000.00 Public Hearing Fee** and the required application filling fee **(see Fee Schedule below),** payable to the City of Stamford.

NOTE: Cost of required advertisements are payable by the Applicant and performance of required mailing to surrounding property owners is the sole responsibility of the applicant. **LAND RECORDS RECORDING FEE**: $60.00 for First page - $5.00 for each additional page)

Fee Schedule

Special Permit 20,000 sq. ft. or less	**$460.00**
Special Permit more than 20,000 sq. ft.	**$460.00 + $30 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft.**

APPLICANT NAME (S): 819 East Main Street LLC & 831-833 East Main Street LLC

APPLICANT ADDRESS: c/o Redniss and Mead - 22 First Street - Stamford, CT 06905

APPLICANT PHONE #: c/o 203-327-0500

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? Yes

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S):

821, 825, 827 & 831 E. Main Street and 27-29 Lafayette Street

ADDRESS OF SUBJECT PROPERTY: 821, 825, 827 & 831 E. Main Street and 27-29 Lafayette Street

PRESENT ZONING DISTRICT: MX-D (Please note 831 E Main Street has an accompanying Zone Change Application to change it from C-I to MX-D)

TITLE OF SITE PLANS & ARCHITECTURAL PLANS:

Please see attached Drawing List

REQUESTED SPECIAL PERMIT: (Attach written statement describing request)

Please see attached Project Narrative

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)

Please see attached General Property Description

NAME AND ADDRESS OF OWNERS OF ALL PROPERTY INVOLVED IN REQUEST:

NAME & ADDRESS	LOCATION
Please see attached Owner List	

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No (*If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application – PA 87-307*).

DOES THE PROJECT RESULT IN THE CREATION OF 10 OR MORE UNITS OR 10,000 SF OR MORE IN FLOOR AREA OR DISTURBANCE OF 20,000 SF OR MORE IN LAND AREA, THROUGH NEW DEVELOPMENT, RECONSTRUCTION, ENLARGEMENT OR SUBSTANTIAL ALTERATIONS? Yes (If yes, then complete the Stamford Sustainability Scorecard per Section 15.F).

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DATED AT STAMFORD, CONNECTICUT, THIS 9th DAY OF November 2020

SIGNED: Raymond Mazzeo

NOTE: Application cannot be scheduled for Public Hearing until 35 days have elapsed from the date of referral to the Stamford Planning Board. If applicant wishes to withdraw application, please notify the Zoning Board at least three (3) days prior to Public Hearing so that the Board may have sufficient time to publicize the withdrawal.

STATE OF CONNECTICUT
ss STAMFORD November 9, 2020
COUNTY OF FAIRFIELD

Personally ~~appeared~~ known Raymond Mazzeo, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

MARY KILBANE
Notary Public, State of Connecticut
My Commission Expires June 30, 2021

Mary Kilbane
Notary Public - Commissioner of the Superior Court

FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: *Date:* _____

By: _____

Revised 09/02/2020

Project Narrative
819, 821, 823, 825, 827, 831 East Main Street and 27 & 29-31 Lafayette Street
Zone Change, Special Permit & General Site and Architectural Plan Applications
November 10, 2020

1. Introduction/Background

In 2018, 819 East Main Street, LLC was under contract to purchase property commonly known as 819, 821, 823, 825 & 827 East Main Street and 27 & 29-31 Lafayette Street (the "**Original Property**") and received Zoning Board approval related to the rezoning and redevelopment thereof (Appls. #218-35 & 218-36). Specifically, these approvals included a zone change to MX-D as well as General Development Plan and Special Permit approvals to facilitate a mixed-use building with 63 one and two-bedroom apartments above approximately 2,150 square feet of ground floor retail and residential amenities (the "**Original Approval**"). Special Permit approvals related to the proposed parking ratio, proximity of parking to residential units and a fee-in-lieu payment related to the fractional Below Market Rate requirement. The Original Approval was obtained on October 12, 2018 and properly recorded on the Stamford Land Records. At the time there was a vacant "outparcel" adjacent to the site, which the applicant was encouraged by staff and the board to acquire and incorporate into the overall redevelopment.

Since that time, 819 East Main, LLC has completed the purchase of the Original Property and is currently under contract to purchase that outparcel (831 East Main Street) (collectively, the **"Site"**). As such, 819 East Main, LLC and 831-833 East main Street, LLC (collectively, the "**Applicants"**) are requesting additional approvals to incorporate 831 East Main Street into the MX-D and modify the redevelopment plan to permit approximately 3,000 square feet of ground floor retail with 85 one- and two-bedroom apartments above.

To facilitate this redevelopment the Applicants have submitted applications for Zoning Map Change, General Site & Architectural Plans & Requested Uses, and Special Permit. An application for Final Site and Architectural Plans will follow.

2. Surrounding Area

The surrounding area consists primarily of Master Plan Category 9 (Urban Mixed Use). Adjacent zoning districts include R-H and C-N to the north, C-I to the east and south and R-MF to the west.

Properties along this stretch of CT Route 1 (East Main Street) are used for a variety of purposes including medium-to-high density multifamily, retail, commercial and industrial uses. The site is less than a mile from the Stamford Transportation Center and the Stamford Town Center. It is well served by local bus routes and sidewalk connections to the surrounding community.

In recent years, there has been a concerted effort to remove some of the less "neighborhood friendly" uses and replace them with housing and updated commercial storefronts. Glenview House and Eastside Commons, both located on the opposite side of East Main Street from the

Site, and the shopping center at the northwest corner of the intersection of Lafayette Street and East Main Street are examples of this effort. However, other properties in the immediate area which require significant capital investment, including the subject site, remain.

3. Project Area/Development Site

The Site is just over three-quarters of an acre with fontange on East Main Street and Lafayette Street. It is improved with four separate buildings: two multi-family homes, one single-family home, and one multi-tenant commercial building. The newest addition to the assemblage, 831 East Main, is a vacant lot. The residential buildings are noted on the tax card as being constructed between 1875 and 1900, though little, if any, of the original character of the buildings appears to remain. The buildings are in need of significant aesthetic and functional improvements and appear out of place among the ongoing redevelopment of this stretch of Stamford's East Side. Much of the Site's access and parking is nonconforming with oversized curb-cuts and perpendicular spaces backing directly out into both Lafayette Street and East Main Street, creating unsafe conditions for pedestrians and motorists.

The Site has been identified by the City and neighborhood as a target for redevelopment. Several supportive letters from neighbors are being submitted under separate cover, including a detailed and highly supportive letter from the East Side Partnership that puts the existing Site, and welcomed redevelopment thereof, in an appropriate context.

4. Proposed Development

The proposed development project consists of up to 85 apartments and approximately 3,000 square feet of ground floor retail/flex amenity space along the East Main Street frontage.

A. Unit Mix

The current unit mix includes 43 one-bedroom and 42 two-bedroom apartments. However, exact unit size and mix may change slightly depending on market conditions and other factors which may arise as the plans develop.

B. Below Market Rate Housing

The MX-D infill zone includes a base 10% Below Market Rate (BMR) unit requirement which equates to 8.5 of the 85 proposed apartments. Because 5 units of existing "Market Rate Affordable Housing" will be removed from the Site to enable its redevelopment, an additional BMR unit, affordable at 65% of Area Median Income, is required for every 2 units removed. This equates to an additional 2.5 BMR units (@65% AMI), or 1.5 BMR units (@50% AMI) based on the equivalencies in Section 7.4, and brings the total BMR obligation to 10 units (@50% AMI). The Applicants intend to satisfy this requirement by providing 5 one-bedroom and 5 two-bedroom units onsite.

C. Site/Building Composition & Features

The building has been designed with its main lobby and resident entrance at the corner of East Main and Lafayette Street and 2 potential retail storefronts completing the East Main Street

frontage. Four additional levels of apartments continue above with a landscaped rooftop providing approximately 4,000 sf of open space for use by residents.

While the final architectural details are still being solidified, the current conceptual design depicts a clearly defined "base, middle, and top" with both roofline and façade articulations to provide visual interest to the building. Additional details on the building design and materials will be submitted under separate cover as part of the Final Site & Architectural Plan application.

The sole vehicular access will be at the south end of the site on Lafayette Street. Parking is provided beneath and behind the building at grade. In accordance with Section 12.D.1.c, a ratio of 1 parking space for every unit with 2 bedrooms or fewer and 1.25 parking spaces for every unit with 3 bedrooms or more may be requested by Special Permit. Using this ratio, the proposed development would require 85 parking spaces. Collectively, the building will provide 85 parking spaces, a ratio of 1.0 spaces per unit. While there is no parking requirement for retail in the MX-D zone, depending on the ultimate retail tenant and residential demand, some shared spaces may be designated onsite. Any type of sharing would be analyzed in connection with the FSP application and subject to a Parking Management Plan.

The remainder of the frontages will be lined by a continuous sidewalk with overall widths varying from 10' on the Lafayette Street side to 15' along East Main Street. This represents a major improvement over the wide driveways and unmitigated head-in parking spaces that make up the current frontages. One streetside loading space will be created just north of the driveway on Lafayette, and metered street parking will be maintained along the rest of the frontage. At least one of the street spaces is intended to be designated for short term drop-off and pick-up only. This will encourage and accommodate the use of parking demand management strategies like Uber, Lyft and/or other ride share opportunities.

D. Construction Timing

Pending approval of the submitted applications and the soon to be filed Final Site Plan, site work would likely begin in summer of 2021 with an 18-month construction schedule to be completed by the end of 2022.

E. Conformity with Stamford Zoning Regulations, Master Plan and East Main Street Corridor Neighborhood Plan

Master Plan

Category 9 (Urban Mixed-Use) of the Master Plan contemplates "a full array of uses including high-density residential uses as the primary use in this category, supported by a dynamic mix of neighborhood retail and service uses, office, and recreational uses serviced by mass transportation and quality streetscapes that enhance connections between the Downtown and outlying neighborhoods."

Zoning Regulations

As previously noted, the majority of the Site was rezoned to MX-D in 2018. The current proposal seeks to extend that designation to the vacant eastern lot. The MX-D infill zone, which

"promotes the creation of new residential dwelling units in under-utilized areas," is the perfect tool to implement the Master Plan's goals for this neighborhood. Moreover, the proposed development meets all of the requirements of the MX-D Infill Zone. Please refer to the Zoning Data Chart for additional zoning information.

East Main Street Corridor Neighborhood Plan

The proposed development and related streetscape improvements serve to implement several of the Plan's goals, including:

- Eliminate or reconfigure non-standard front yard parking lots;
- Enhance facades and business signage;
- Reduce widths and quantity of curb cuts;
- Remove concrete curbs, replace with granite;
- Add ornamental pedestrian scale lighting;
- Provide uniform and continuous concrete sidewalk with decorative/amenity band;
- Separate sidewalk from curb with lawn strip or decorative pavement and street trees;

5. Action Items

To facilitate the development, the Applicants have filed applications for Zone Change (from CI to MX-D) related to 831 East Main Street, Special Permits (described more specifically below), and General Site & Architectural Plans and Requested Uses. An application for Final Site Plan approval will shortly follow under separate cover. In addition, the Applicants are seeking approval of the following specific requests:

A. Pursuant to Sections 9.C.3 and 9.C.6.a, in order to maximize flexibility and potential success of the retail space, Applicants request approval for all retail and restaurant type uses allowed in the zone.[1]

B. Pursuant to Section 9.C.4.h, Applicants request approval of the proposed setbacks as depicted on the General Development Plan.

C. Pursuant to Section 12.D.1.c, Applicants request Special Permit approval to provide parking at a ratio of 1.0 spaces per unit and potentially share parking with a future retail use.

D. Pursuant to Section 12-B-1, Applicants request Special Permit approval to permit parking within 5' of the proposed residential building.

6. Conclusions

The proposed development embodies nearly all of the applicable policy goals of both the Urban Mixed-Use Master Plan Category, MX-D Zone and East Main Street Corridor Neighborhood Plan by "providing a mix of uses complimentary and supportive of the

[1] The Applicants recognize that retail is a desirable use in this space; however, to ensure this is an active frontage, the Applicants reserve the right to utilize this space for other purposes permitted in the MX-D infill zone, including resident amenity space, in the event an appropriate retail tenant cannot be obtained.

Downtown" with "high-density residential uses as the primary use" with "quality streetscapes that enhance connections between the Downtown and outlying neighborhoods of the City." It will revitalize an important stretch of East Main Street and alleviate unsafe parking and curb cuts along two street frontages.

7. <u>Statement of Findings</u>

I. The above referenced specific Special Permit requests are integral to the development project as a whole. Thus, for purposes of demonstrating compliance with the standards and conditions below, the entire development proposal is considered. The Applicants submit that all applicable criteria contained in Stamford Zoning Regulations Article V, Section 19.C.2 are met for the following specific reasons:

a. *Special Permits shall be granted by the reviewing board only upon a finding that the proposed use or structure or the proposed extension or alteration of an existing use or structure is in accord with the public convenience and welfare after taking into account, where appropriate:*

1) *the location and nature of the proposed site including its size and configuration, the proposed size, scale and arrangement of structures, drives and parking areas and the proximity of existing dwellings and other structures.*

The proposed development is appropriately located within a mixed residential and commercial neighborhood and the Urban Mixed-Use Master Plan Category. The proposed building is compatible in scale and style with the surrounding area, particularly the more recently constructed Glenview House and Eastside Commons developments. The proposed setbacks and arrangement of buildings are appropriate for infill development and serve to activate pedestrian street frontages while maintaining ideal sidewalk width, adequate parking and open space. All parking is appropriately accommodated onsite below and behind the proposed building. A single access drive on Lafayette Street greatly improves the existing unsafe condition of multiple curb cuts with vehicles backing into rights-of-way.

2) *the nature and intensity of the proposed use in relation to its site and the surrounding area. Operations in connection with special permit uses shall not be injurious to the neighborhood, shall be in harmony with the general purpose and intent of these Regulations and shall not be more objectionable to nearby properties by reason of noise, fumes, vibration, artificial lighting or other potential disturbances to the health, safety or peaceful enjoyment of property than the public necessity demands.*

Category 9 (Urban Mixed-Use) of the Master Plan contemplates "a full array of uses including high-density residential uses as the primary use in this category, supported by a dynamic mix of neighborhood retail and service uses, office, and recreational uses serviced by mass transportation and quality streetscapes that enhance connections between the Downtown and outlying neighborhoods." The proposed development fits within this category and fulfills the policy goals of the neighborhood. The proposed structures are similar in scale and design to the surrounding multifamily and commercial buildings and

will significantly improve upon existing conditions. Improvements to parking and streetscapes also serve as an enhancement of the property and surrounding neighborhood with added health and safety benefits. Thus, the Applicants submit that the proposed development is appropriate for the neighborhood, will increase property values and will not be objectionable to nearby properties.

3) *the resulting traffic patterns, the adequacy of existing streets to accommodate the traffic associated with the proposed use, the adequacy of proposed off-street parking and loading, and the extent to which proposed driveways may cause a safety hazard, or traffic nuisance.*

Traffic can be safely and adequately accommodated on the surrounding streets and the residential use will not adversely impact any peak traffic demand. The elimination of existing curb cuts and formalization of existing street parking on both Lafayette Street and E. Main Street will serve to further improve safety of both motorists and pedestrians. Parking is safely and adequately provided onsite at a ratio of 1.0 spaces per unit.

4) *the nature of the surrounding area and the extent to which the proposed use or feature might impair its present and future development.*

The surrounding area includes a variety of residential, commercial, industrial and retail uses. The proposed residential use is compatible with these uses and will serve as a further catalyst for others to invest in their properties. It will also place people on the streets thereby increasing the patronage of nearby retail and service establishments and encourage further redevelopment.

5) *the Master Plan of the City of Stamford and all statements of the purpose and intent of these regulations.*

The site lies within Master Plan Category 9 (Urban Mixed-Use) and meets the goals of the Master Plan, as previously stated. Other goals of the Master Plan that are advanced by this proposal include:

- 6C.2: Promote development of a variety of housing types.
- 6C.5: Encourage increased density along transit corridors and within Downtown through land-use regulations and developer incentives.
- ES1.2: Promote new, higher-density mixed-use development along the Stamford Urban Transitway
- ES2.1: Promote context-sensitive residential and mixed-use development that relates well in scale and design to the surrounding residential areas.
- ES2.3: Promote efforts to formalize East Main Street as a key gateway into Stamford…and overall streetscape improvements such as landscaping, building façade enhancements; and aesthetically attractive streetlights.
- ES3: Promote new retail opportunities and services for the neighborhood.
- ES4: Improve mobility and circulation.

II. *Pursuant to Section 19.C.2.a of the Zoning Regulations, the Zoning Board must find that the proposed use or structure or the proposed extension or alteration of an existing use or structure is in accord with the public convenience and welfare.*

The Applicants are proposing to raze the existing residential and commercial improvements on the property and construct a new mixed-use building with associated parking and streetscape improvements in its place. The existing improvements are in disrepair and out of scale and character with the changing neighborhood. The replacement of these improvements with the proposed building will increase the tax base and significantly improve the appearance of one of the most visible thoroughfares in Stamford. The active ground floor frontage and 85 new residential units, both affordable and market rate, will enliven this long-underutilized site and breathe new life into the East Side neighborhood. For all of these reasons, the Applicants submit that the proposal, and the associated Special Permit requests which are inextricably intertwined, are in accord with the public convenience and welfare.

III. *Pursuant to Section 12-B-1 of the Stamford Zoning Regulations, when parking spaces are located within five (5) feet of any building used for residential purpose, the Zoning Board must find that the residential floor is not less than five (5) feet above grade of the affected parking spaces(s).*

The Applicants confirm that the residential floor of the proposed building is greater than five (5) feet above grade of the parking spaces located within five (5) feet of the building.

IV. *Pursuant to Section 12.D.1.c of the Stamford Zoning Regulations, the site location, proximity to offsite public and/or private parking infrastructure, potential for shared use of spaces, convenience to mass transit, mix of proposed uses, number of bedrooms, or other urban factors that mitigate parking demand provide sufficient rationale for said Parking Management Plan to the satisfaction of the Zoning Board.*

The Site is located just over a mile of the Stamford Transportation Center and along a main east-west thoroughfare served by public transportation. It is also easy walking distance to several restaurant and retail options with a "walk score" of 86. Lastly, more than 50% of the units will be one-bedrooms. For all of these reasons, the Applicants submit that the proposed parking ratio of 1.0 spaces per unit is appropriate.

V. *Pursuant to Section 9.C.2 of the Stamford Zoning Regulations, additional land may be designated and incorporated as an integral part of the MX-D Development at the discretion of the Zoning Board, provided that the additional*

land is contiguous … and that the incorporation and Development of said property is consistent with the standards and objectives of the MX-D District.

The Applicants confirm that 831 East Main Street is contiguous to the previously approved development site and, as detailed in the preceding narrative, the proposed development is consistent with the standards and objectives of the MX-D District.

VI. *Pursuant to Sections 9.C.5.b.2 of the Stamford Zoning Regulations, there shall be no net increase in commercial uses.*

According to the Stamford Tax Assessor Records, the existing commercial building on the Site is 4,209 sf. The proposed commercial square footage is approximately 2,950 sf. Thus, there will be no net increase in commercial uses.

VII. *Pursuant to Sections 9.C.5.b.3 of the Stamford Zoning Regulations, a minimum of 75 sf of Usable Open Space per dwelling unit is required for sites with at least 50% of the street frontage either vacant or used for parking.*

Today, approximately 57% of the street frontage is either vacant or used for parking. Thus, the proposal qualifies for the 75 sf Usable Open Space standard.

VIII. *Pursuant to Sections 9.C.4.c and 9.C.5.b.5 of the Stamford Zoning Regulations, the Zoning Board must find that a minimum of 2/3 of the parking structure is integrated within the building and/or screened/hidden from sensitive views.*

The proposed plan effectively uses the multiple street frontages and sloping grade to provide adequate parking without impacting sensitive pedestrian views. The parking is tucked behind the building frontage and beneath the building. Any surface parking not located directly beneath the building will be significantly screened from public view by the building and does not exceed the 2/3 minimum.

IX. *Pursuant to Sections 9.C.4.h of the Stamford Zoning Regulations, the Zoning Board must find that the proposal provides for adequate light, open space, screening, landscape, safety and privacy for existing and proposed dwelling units.*

The proposal has been reviewed by the adjacent neighbors to ensure there are no adverse impacts on their respective properties. All parties are supportive of the project and believe it will be beneficial for the entire neighborhood. The proposed setbacks and arrangement of buildings provide adequate light and the planned landscape and streetscape improvements will improve open space, safety and privacy conditions for adjacent properties.

Drawing List
819-831 East Main Street & 27-29 Lafayette Street
Zone Change, Special Permit & General Development Plan
November 10, 2020

Sheet #	Title/Description	Prepared by	Date
Civil			
PTS	Property & Topographic Survey	DiMarzo & Bereczky	11/2/2020
GDP	General Development Plan	DiMarzo & Bereczky	11/6/2020
Architectural			
A-001	Basement Plan	Do H. Chung & Partners	11/2/2020
A-002	1st Floor Plan	Do H. Chung & Partners	11/2/2020
A-003	TYP. Resid. Fl. Plan	Do H. Chung & Partners	11/2/2020
A-004	Roof Plan	Do H. Chung & Partners	11/2/2020
A-201	Elevations	Do H. Chung & Partners	11/2/2020

General Property Description

27 & 29 Lafayette Street; 821, 825, 827 & 831 East Main Street

November 2, 2020

Block #: 104

Area: 34,562 ± SqFt

All those parcels of land commonly known as 27 Lafayette Street (001-7662), 29 Lafayette Street (001-7663), 821 East Main Street (001-7666), 825 East Main Street (001-7664), 827 East Main Street (002-5499) and 831 East Main Street (000-4639); located in the City of Stamford, and generally described as follows:

Beginning at the intersection of the southerly side of East Main Street and the easterly side of Lafayette Street, said land is bounded by the following:

Northerly: 150' ± by the southerly side of East Main Street;

Easterly: 226' ± by the land n/f of 837-845 East Main ST Assoc (835 East Main Street);

Southerly: 176' ± by the land n/f of New Star Lafayette LLC (15 Lafayette Street);

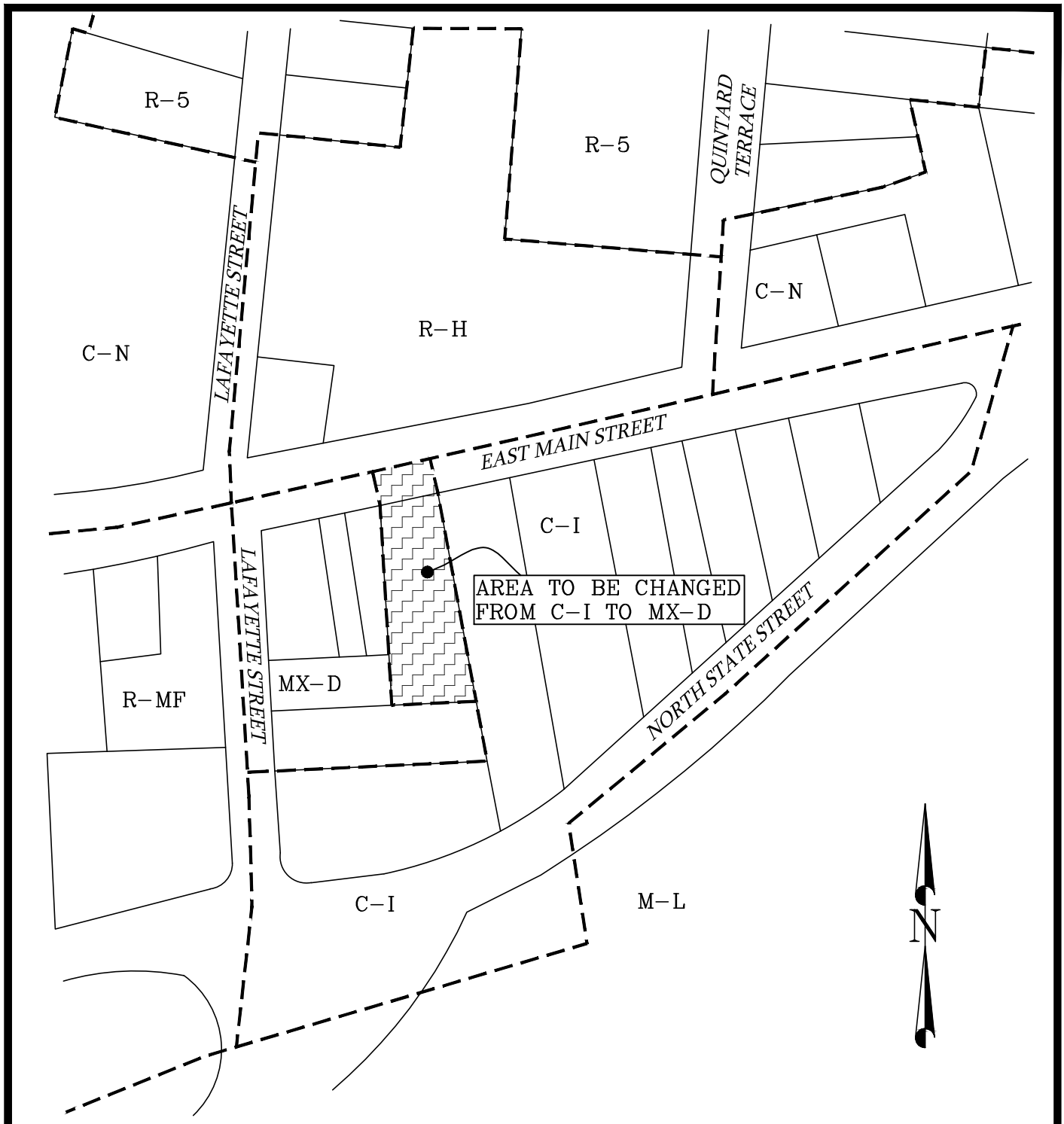
Westerly: 200' ± by the easterly side of Lafayette Street to the point of beginning;

Owner List

819-831 East Main Street & 27-29 Lafayette Street,
Zone Change, Special Permit & General Development Plan
November 10, 2020

Property Address: 27, 29 Lafayette Street and 821, 825, 827 East Main Street
Owner Name: 819 East Main Street, LLC
Owner Address: 43 King Street
Port Chester, NY 10573

Property Address: 831 East Main Street
Owner Name: 831-833 East Main Street, LLC
Owner Address: 1156 Newfield Avenue
Stamford, CT 06905



DiMARZO & BERECZKY

10 HIGH CIRCLE LANE
FAIRFIELD, CT 06825
203.857.4110

LAND SURVEYING
CIVIL ENGINEERING
PERMITTING

ZONE CHANGE EXHIBIT
EAST MAIN STREET
STAMFORD, CT

_ AREA TO BE CHANGED FROM C–I TO MX–D

DATE: 11/02/2020
JOB NO. 173
SCALE: N.T.S.

Zone Change Description
831 East Main Street
November 2, 2020

Block #: 104

Area: 11,561 ± SqFt (includes 1,431 ± SqFt of portion of East Main Street right-of-way along site frontage).

DESCRIPTION OF AREA OF ZONE CHANGE FORM C-1 (Intermediate Commercial District) TO M-XD (MIXED USE DEVELOPMENT DISTRICT):

Parcel of land commonly known as 831 East Main Street (000-4639); located in the City of Stamford, and generally described as follows:

Beginning at a point along the centerline of East Main Street, which point is 121' ± east of the intersection of the centerline of East Main Street and the centerline of Lafayette Street, said land is bounded by the following:

Northerly: 49' ± by the centerline of East Main Street;

Easterly: 205' ± by a portion of East Main Street and land n/f of 837-845 East Main ST Assoc (835 East Main Street), each in part;

Southerly: 70' ± by the land n/f of 819 East Main Street LLC (27 Lafayette Street);

Westerly: 191' ± by the lands n/f of 819 East Main Street LLC (29 Lafayette Street), 819 East Main Street LLC (827 East Main Street) and a portion of East Main Street, each in part, to the point of beginning;

AERIAL EXHIBIT

819 EAST MAIN STREET
STAMFORD, CT

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

COMM. NO.:	DATE:
6903	11/6/2020
	SCALE: N.T.S.

819-833 E. Main Street & 27-29 Lafayette Street
Special Permit & General Development Plan

Zoning Data Chart

Standard	Permitted MX-D Infill	Proposed GDP [7]
Min Lot Area	20,000	34,562
Max Building Stories	n/a	5
Max Building Height	90'	58'±
Max Building Coverage	80%	51%±
Max Commercial FAR	0.30	0.1
Max Total FAR [(1)]	2.5	2.4
Max Dwelling Units [(2)]	137 (maximum per MP Cat.9)	85
BMR Requirement [(3)]	12%	12%
Open Space[(4)]	6,375 (75 / DU)	100+sf / DU
Front Setback (E. Main) [(5)]	0'	7'±
Front Setbadck (Lafayette) [(5)]	0'	3.5'±
Side Setback (east) [(5)]	0-4'	0'
Rear Setback (south) [(5)]	0-4'	5'
Parking [(6)]	85	85

Notes

1. Pursuant to Section Section 9.C.5.b.2 and 9.C.4.c, maximum FAR excludes area of integrated garages, mechanical space, resident amenity space, and onsite BMR units.
2. Underlying Master Plan (Cat. 9 Urban Mixed Use) limits density to 162 units per acre, or 137 total units on the subject site.
3. Pursuant to Sections 9.C.4.J and 7.4.C.1.n.2, additional BMR units are required beyond the 10% base standard.
4. Includes at-grade landscaped areas, publicly accessible sidewalks, and rooftop open space.
5. Pursuant to Section 9.C.4.h, the Zoning Board may approve "appropriate relationship of yard requirements and separation of structures...". Proposed setbacks 10' on Lafayette St. and 15' on E. Main St. from building to face of curb.
6. Pursuant to Sections 9.C.5.b.7 and 12.D.1.c, by Special Permit of the Zoning Board parking may be provided at a rate of 1.0 space per unit of 2 bedrooms or less.
7. Per plans provided by Do H. Chung & Partners and by DiMarzo & Bereczky

REDNISS & MEAD

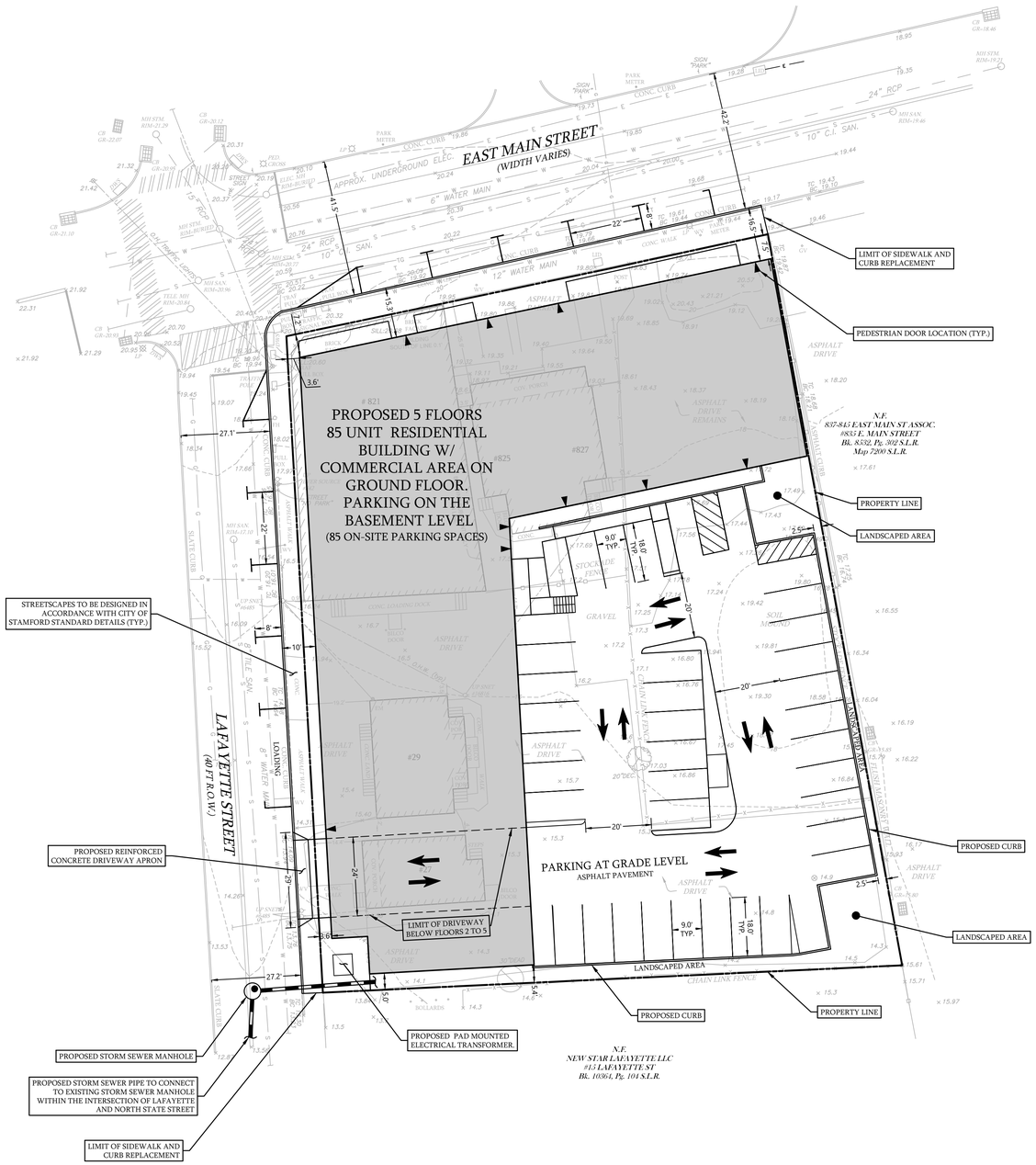
11/10/2020

Zoning Comparison
819-833 E. Main Street & 27-29 Lafayette Street
Special Permit & General Development Plan

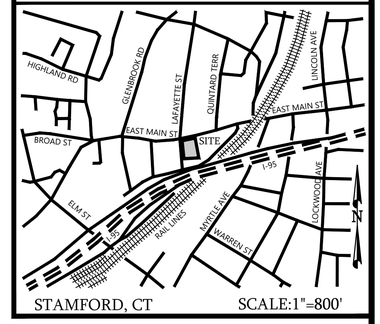
Standard	C-I Permitted	MXD Infill Permitted	Proposed Application
Min. Lot Area	4,000	20,000	34,562
Max Building Stories	5	n/a	5
Max Building Height	55	90'	58'±
Max Building Coverage	50%	80%	51%
Max Commercial FAR	1.2	0.30	0.1
Max Total FAR	2.5 (0.5 coverage x 5 stories)	2.5	2.4
Max Dwelling Units	27-38 (depending on BMR bonus)	137 (maximum per MP Cat.9)	85
BMR Requirement	10%	10%	10%+
Open Space	0-75sf / DU	75sf / DU	100+sf / DU
Front Setback	10	0'	3.5'±
Side Setback	0-4'	0-4'	0'
Rear Setback	20'	0-4'	5'

Note: The comparison takes into account the entire proposed redevelopment, including parcels that were recently re-zoned MXD per ZB App: #218-35

REDNISS & MEAD



ORIENTATION



NOTES:

1. ALL SURVEY DATA, BOUNDARY LINES, TOPOGRAPHY AND BUILDING LOCATIONS ARE FROM A SURVEY PREPARED BY THIS OFFICE TITLED "PROPERTY AND TOPOGRAPHIC SURVEY DEPICTING 27 & 29 LAFAYETTE STREET, 821, 825, 827 & 831 EAST MAIN STREET, STAMFORD, CT PREPARED FOR 819 EAST MAIN STREET, LLC" DATED 11/02/2020. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD-88).
2. AREA OF THE PROPOSED CONSOLIDATED PARCELS = 34,562 ± SF OR 0.7934 ± ACRES.
3. THE ZONE IS A PROPOSED CHANGE TO MX-D.
4. REFER TO ARCHITECTURAL PLANS BY DO H. CHUNG & PARTNERS FOR BUILDING INFORMATION.

GENERAL DEVELOPMENT PLAN

DEPICTING

821, 825, 827 & 831 EAST MAIN STREET
27 & 29 LAFAYETTE STREET

STAMFORD, CT

PREPARED FOR

819 EAST MAIN STREET, LLC

DATE: 11/06/2020
JOB NO. 173

SCALE: 0 20 40
1"=20'

To my knowledge and belief this map is substantially correct as noted hereon

LOUIS DIMARZO CT. P.E. 26847

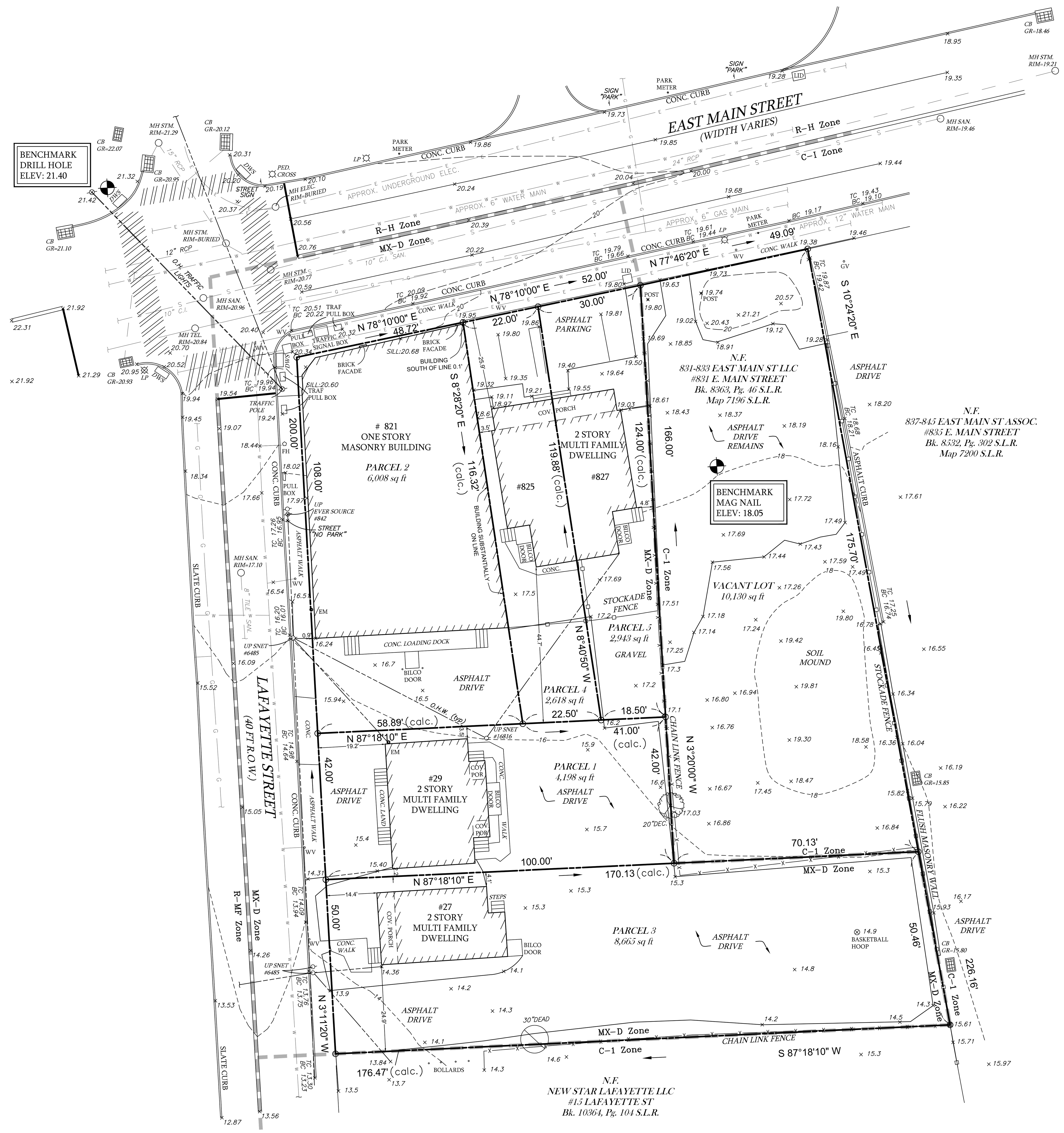
11/06/2020
DATE

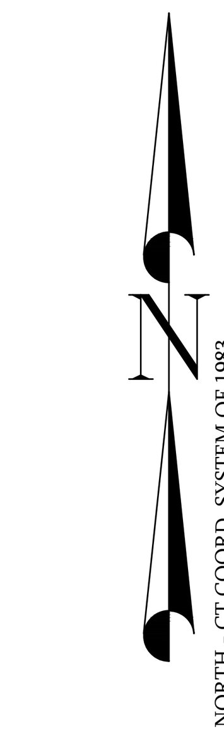
This document is valid only if it bears the signature and seal of the designated licensed professional. Unauthorized alteration or addition to this document shall make the contents null and void.

DIMARZO & BERECZKY
10 HIGH CIRCLE LANE
FAIRFIELD, CT 06825
203.857.4110
LAND SURVEYING
CIVIL ENGINEERING
PERMITTING

GDP

BLOCK: 104





NOTES:

1. This survey has been prepared in accordance with Sections 20-300b-1 thru 20-300b-20 of the Regulations of Connecticut State Agencies and the "Standards for Surveys and Maps in the State of Connecticut" as adopted by the Connecticut Association of Land Surveyors, Inc. as a Property and Topographic Survey the Boundary Determination Category of which is a Resurvey conforming to Horizontal Accuracy Class A-2 and the locations and elevations of which conform to Topographic Accuracy Class T-2. It is intended to depict property boundaries, locations and elevations of improvements and topographic features.

2. Reference is made to Maps 56, 7196 & 7200 of the Stamford Land Records (S.L.R.).

3. Reference is made to deeds of record:
   - 27 Lafayette St: Parcel 3, Vol. 12082, Pg. 44 S.L.R.
   - 29 Lafayette St: Parcel 1, Vol. 12082, Pg. 44 S.L.R.
   - 821 E. Main St: Parcel 2, Vol. 12082, Pg. 44 S.L.R.
   - 825 E. Main St: Parcel 4, Vol. 12082, Pg. 44 S.L.R.
   - 827 E. Main St: Parcel 5, Vol. 12082, Pg. 44 S.L.R.
   - 831 E Main St: Vol. 8363, Pg. 46 S.L.R.

4. Reference is made to instruments of record as labeled hereon.

5. Total Lot area : 34,562 ± Sq. Ft. or 0.7934 ± Acres

6. Elevations depicted hereon are based on the North American Vertical Datum of 1988 (NAVD-88).

7. Bearings depicted hereon are based on Connecticut State Coordinate System - NAD'83.

8. Subject parcel does not lie within a Special Flood Hazard Area as depicted on FEMA Flood Insurance Rate Map Community Panel No. 09001C0517G Map Effective July 8, 2013.

9. Wetlands, if any, not depicted hereon

10. Location, extent and sizes of underground utilities not guaranteed. Consult with the appropriate utility company or agency prior to designing improvements, commencing demolition or construction.

PROPERTY & TOPOGRAPHIC SURVEY

DEPICTING

27 & 29 LAFAYETTE STREET
821, 825, 827 & 831 EAST MAIN STREET

STAMFORD, CT

PREPARED FOR

819 EAST MAIN STREET, LLC

DATE: 11/02/2020
JOB NO. 173

0 20 40
1"=20'

To my knowledge and belief this map is substantially correct as noted hereon

ATTILA BERECZKY CT. LIC. NO. 70416

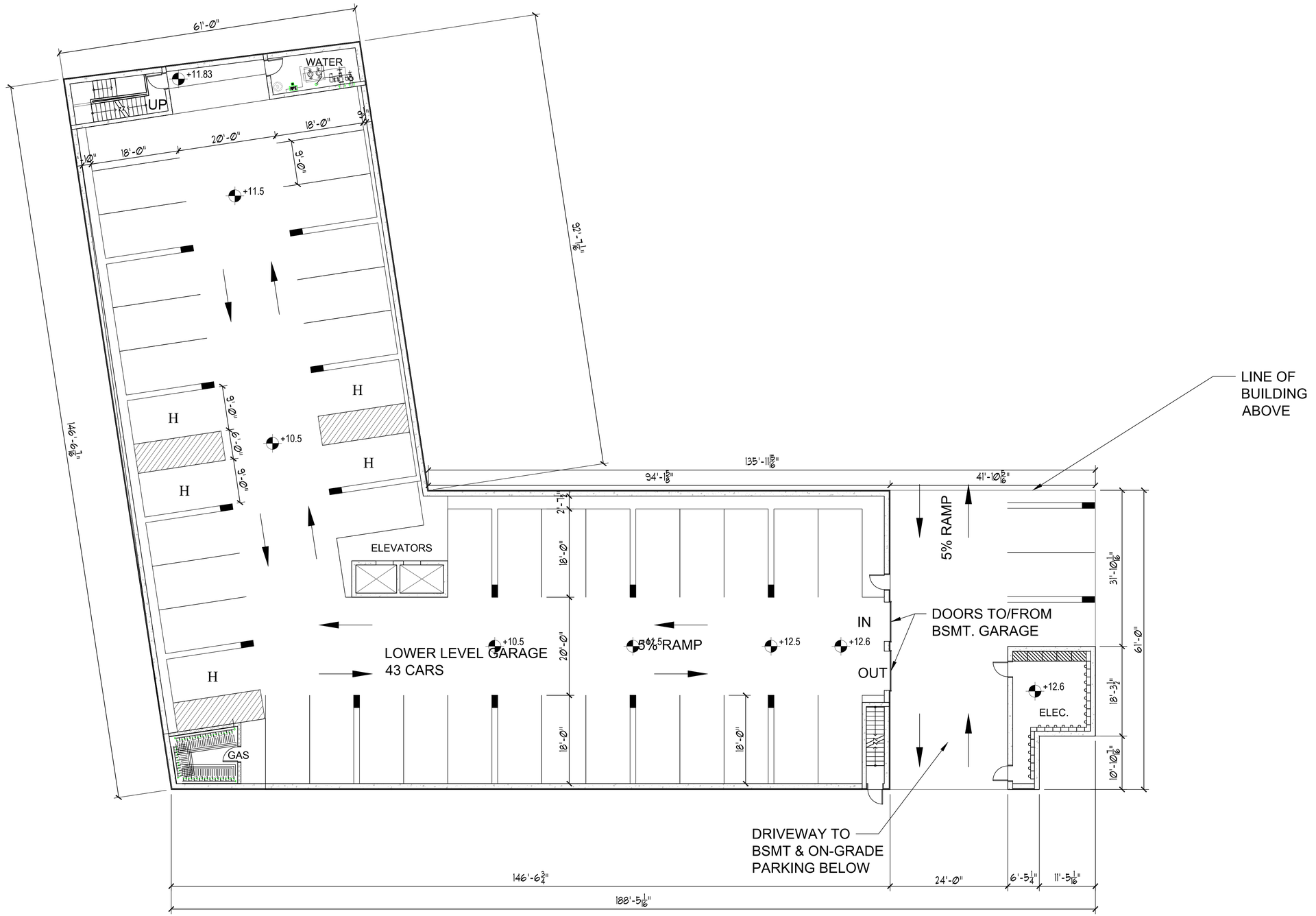
11/02/2020

DATE

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

DIMARZO & BERECZKY
10 HIGH CIRCLE LANE
FAIRFIELD, CT 06825
203.857.4110
LAND SURVEYING
CIVIL ENGINEERING
PERMITTING

PTS



*NOTE: UNIT MIX AND INTERIOR LAYOUT SUBJECT TO CHANGE

819 E. MAIN ST.
STAMFORD, CT

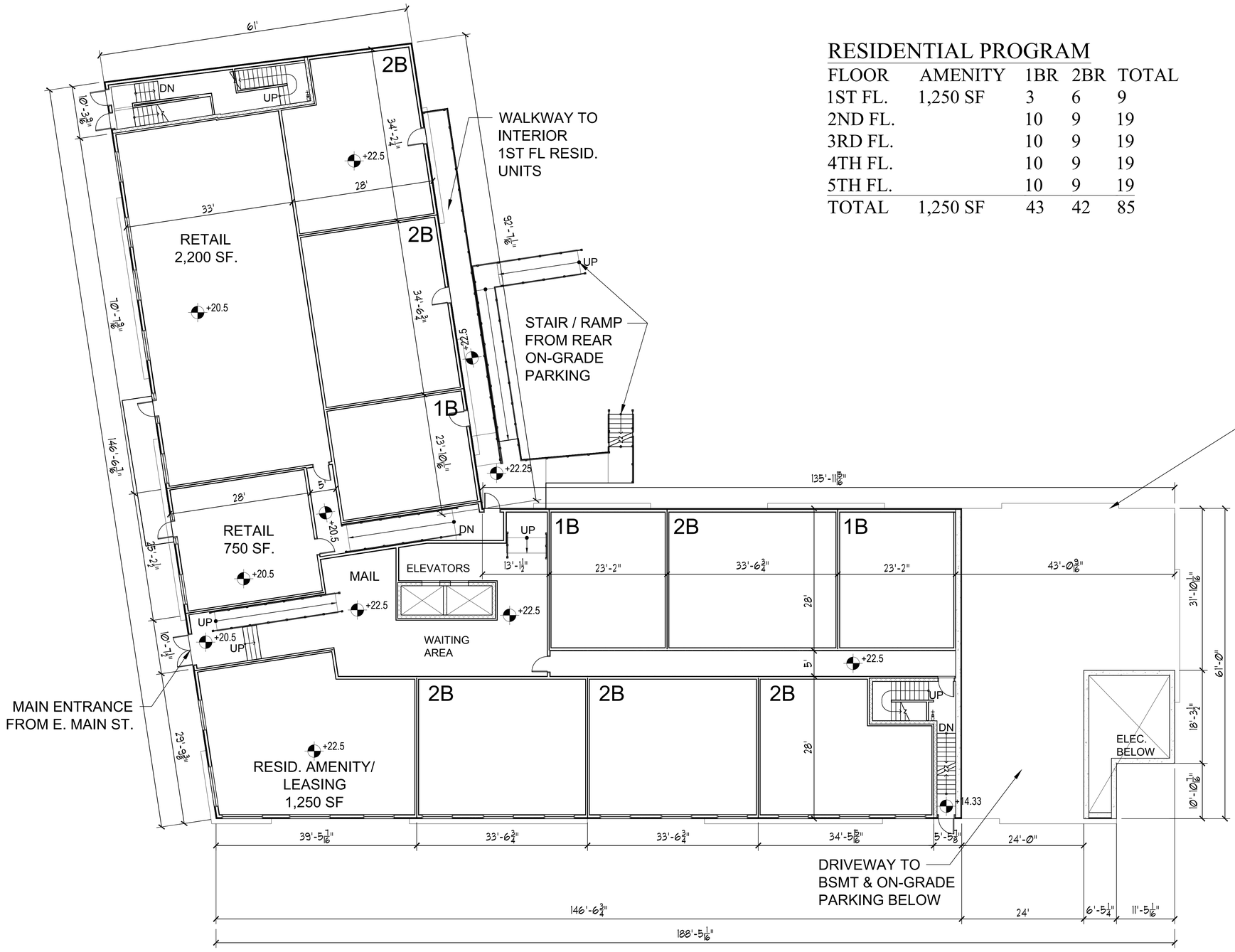
N

0 5 10'

WELLBUILT CO.
DO H. CHUNG & PARTNERS

BASEMENT PLAN
S: 1" = 10'
DATE: 11-2-2020

A - 001



RESIDENTIAL PROGRAM

FLOOR	AMENITY	1BR	2BR	TOTAL
1ST FL.	1,250 SF	3	6	9
2ND FL.		10	9	19
3RD FL.		10	9	19
4TH FL.		10	9	19
5TH FL.		10	9	19
TOTAL	1,250 SF	43	42	85

*NOTE: UNIT MIX AND
INTERIOR LAYOUT
SUBJECT TO CHANGE

819 E. MAIN ST.
STAMFORD, CT

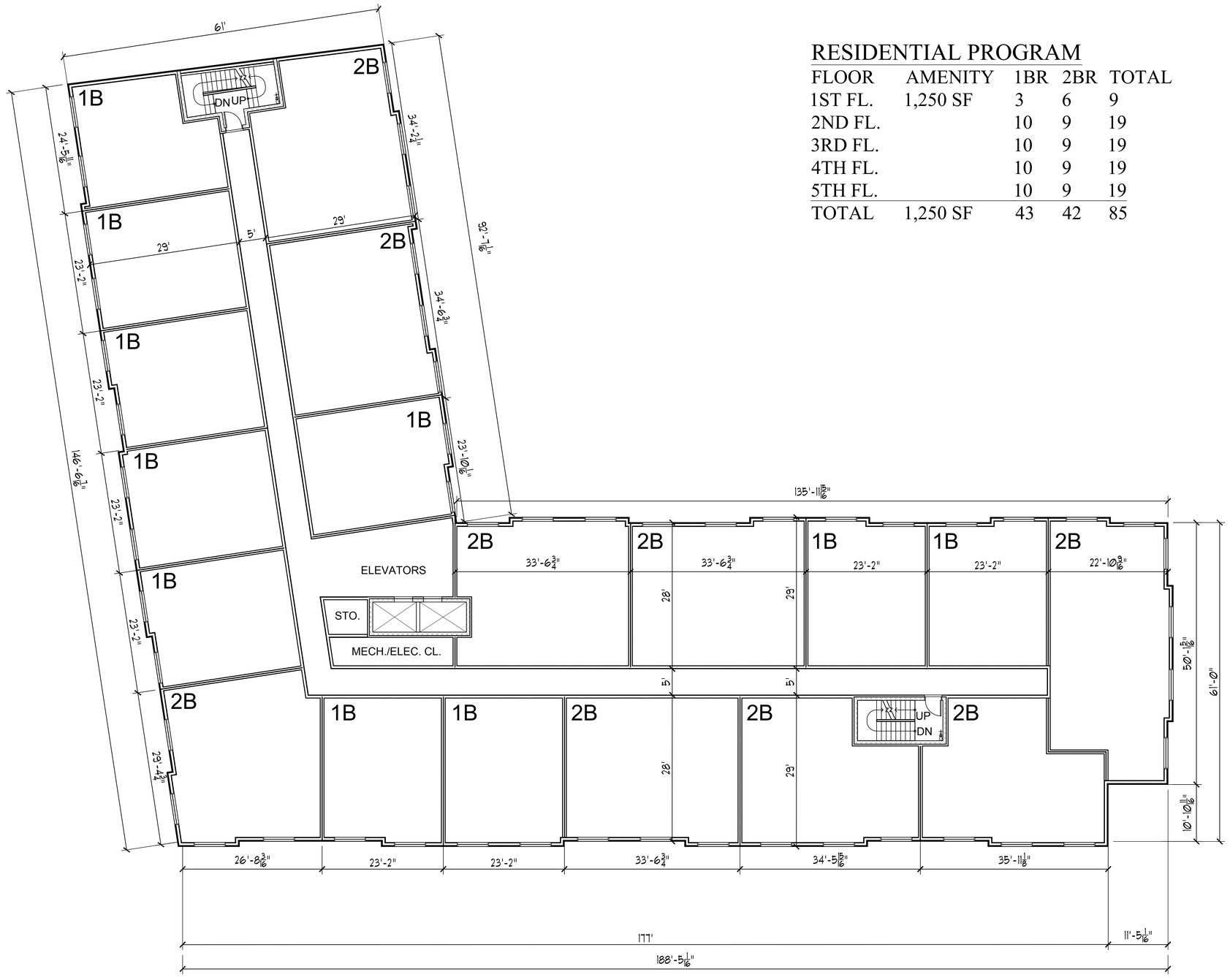
N

0 5 10'

WELLBUILT CO.
DO H. CHUNG & PARTNERS

1ST FLOOR PLAN
S: 1" = 20'
DATE: 11-2-2020

A - 002



RESIDENTIAL PROGRAM

FLOOR	AMENITY	1BR	2BR	TOTAL
1ST FL.	1,250 SF	3	6	9
2ND FL.		10	9	19
3RD FL.		10	9	19
4TH FL.		10	9	19
5TH FL.		10	9	19
TOTAL	1,250 SF	43	42	85

*NOTE: UNIT MIX AND INTERIOR LAYOUT SUBJECT TO CHANGE

819 E. MAIN ST.
STAMFORD, CT

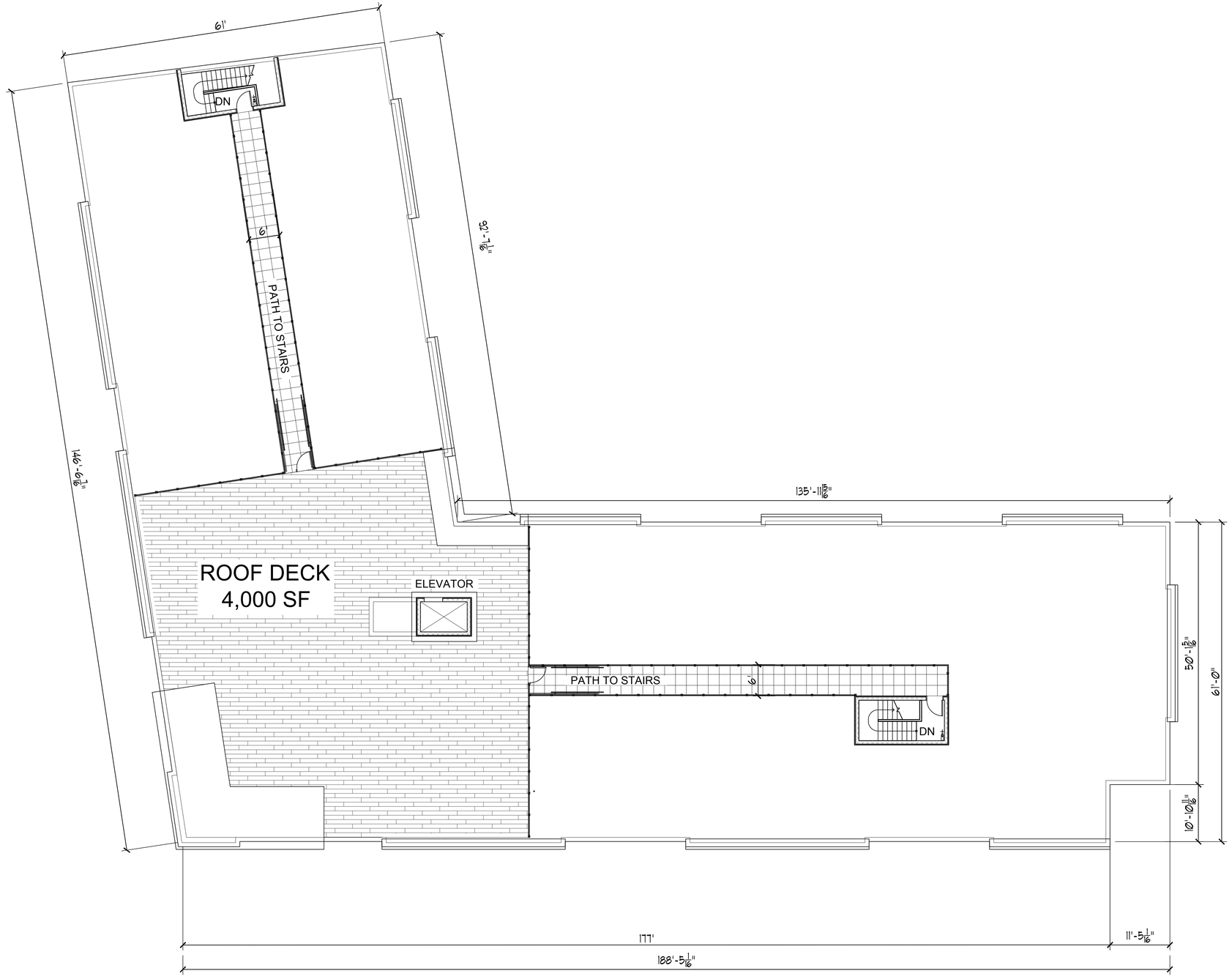
N

0 5 10'

WELLBUILT CO.
DO H. CHUNG & PARTNERS

TYP. RESID. FL. PLAN
S: 1" = 10'
DATE: 11-2-2020

A - 003



*NOTE: UNIT MIX AND INTERIOR LAYOUT SUBJECT TO CHANGE

819 E. MAIN ST.
STAMFORD, CT

N

0 5 10'

WELLBUILT CO.
DO H. CHUNG & PARTNERS

ROOF PLAN
S: 1" = 10'
DATE: 11-2-2020

A - 004

1 **NORTH SIDE ELEVATION (FROM E. MAIN ST.)**
1/8"=1'-0"

2 **WEST SIDE ELEVATION (FROM LAFAYETTE ST.)**
1/8"=1'-0"

*NOTE: UNIT MIX AND INTERIOR LAYOUT SUBJECT TO CHANGE

819 E. MAIN ST.
STAMFORD, CT

0 4 8'

WELLBUILT CO.
DO H. CHUNG & PARTNERS

ELEVATIONS
S: 1/8" = 1'-0"
DATE: 11-2-2020

A - 201

DiMARZO & BERECZKY

Land Surveying | Engineering | Permitting

November 6, 2020

Zoning Board, City of Stamford
888 Washington Boulevard
Stamford, CT 069041
Attn: Ralph Blessing, Land Use Bureau Chief

Re: 821, 825, 827 & 831 East Main Street and 27-29 Lafayette Street, Stamford
Site Engineering Statement, GDP submission - 85 Unit Residential Building

Dear Mr. Blessing,

This letter serves as the site engineering statement for the General Development Plan (GDP) submission to re-develop six (6) parcels at 821, 825, 827, 831 East Main Street and 27, 29 Lafayette Street. The GDP applicant proposes to construct a five (5) story mixed-use building with eighty-five (85) dwelling units, 2,950 square feet (SF) of commercial area, off-street parking and associated site utilities. A total of eighty-five (85) parking spaces are proposed with at-grade parking behind the building and within a parking garage below the first floor of the proposed building. Streetscape improvements shall be proposed along the street frontage of both East Main Street and Lafayette Street. Proposed improvements are depicted on General Development Plan sheet GDP prepared by DiMarzo and Bereczky, Inc. dated 11/06/2020.

The total project site area is 0.79 acres, and it is bounded by East Main Street to the north, Lafayette Street to the west. The residential property of 15 Lafayette Street abuts the site to the south, and the commercial property of 835 East Main Street abuts the property to the east. The project is proposed to be re-zoned to MX-D. Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Community Panel No. 09001C0517G map effective July 8, 2013, the re-development site is not located within a Flood Hazard Area.

Stormwater Management

The existing conditions of the project site consists of four (4) buildings, asphalt pavement, gravel pavement, lawn and planting beds. The majority of the parcel (72.9%) consists of impervious coverage. On-site stormwater runoff is tributary to both the south and north. Runoff from a vast majority of the property flows overland to the south, and its tributary to the existing storm drains at the intersection of North State Street and Lafayette Street. Runoff from a small on-site area flows overland to the north to East Main Street.

The General Development Plan proposes to raze the existing site improvements and construct the mixed-use development. There will be an increase in impervious surfaces from 72.9% existing to 93.4% proposed conditions. The net increase is 7,100 SF. The Final Site Plan shall design a stormwater management system to mitigate increases in runoff volume and peak flow rates of runoff from the site. Stormwater quality will be improved over existing conditions.

The outline of our proposed approach for on-site stormwater management shall be an infiltration system under the at-grade parking. The design and soil testing shall comply with the City of Stamford Drainage Manual dated 6/10/2020. The high-over flow runoff from the stormwater management system shall be tributary to Lafayette Street. Lafayette street does not have an existing storm drain. We plan on an extension of the storm drain at the intersection of North State Street to the north at the frontage of the project site. A downstream hydrologic analysis shall be provided for the proposed storm sewer connection to the City's drainage system.

A stormwater management system to serve the proposed re-development is feasible and can be accomplished in a manner that will not adversely impact adjacent or downstream properties or City-owned drainage facilities.

Sanitary Sewer

There are two sanitary sewer mains fronting the project site. Based on research of City files, there is a ten inch (10") cast iron sewer at a slope of 0.25% within East Main Street, and an eight inch (8") tile pipe exists within Lafayette Street at a slope of 0.4%.

The re-development proposes forty-three (43) one-bedroom units, forty-two (42) two-bedroom units and 2,950 SF of retail space. Based on the Connecticut State Public Health Code, the maximum daily sewage flow for the proposed development is 19,345 gallons per day (GDP). Using a peak factor of 4, this translates into a peak rate of sewage flow of 77,380 GPD or 0.120 cubic feet per second (CFS). The existing 10" sanitary main has a maximum flow capacity of 1.298 CFS. The existing 8" sanitary main has a maximum flow capacity of 0.906 CFS. Under proposed peak conditions, the sewage flow would represent either 9.2% capacity of the 10" main or 13.2% capacity of the 8" main.

Based on the above information, the sanitary sewer system will have sufficient capacity to accommodate the proposed redevelopment. We shall coordinate the details of the proposed sanitary sewer lateral connection with Stamford WPCA at the time we prepare plans for a Final Site Plan application.

Water Utility Service

Based on information provided by Aquarion Water Company, there is a twelve-inch (12") and an eight-inch (8") water main within East Main Street and fronting the site. There is a six-inch (6") water main within Lafayette Street. These mains are currently servicing the four (4) existing building on the project site. The proposed building shall be serviced by the water mains within East Main Street. We will coordinate the design with Aquarion Water Company prior to submitting the Final Site Plan.

Gas Utility Service

Based on information provided by Eversource there is an eight-inch (8") cast iron low pressure gas line within East Main Street and a six-inch (6") low pressure gas line in Lafayette Street. Gas service to the proposed building shall be provided by either of these existing gas mains. We will coordinate the design with Eversource prior to submitting the Final Site Plan.

Electrical Utility Service

Based on information provided by Eversource there is underground service within East Main Street and overhead service on Lafayette Street. Electrical service shall be provided by the existing infrastructure. We will coordinate the design with Eversource prior to submitting the Final Site Plan.

We believe the general size and scope of this development meets the goals and standards of the City's Master Plan and Zoning Regulations. There is substantial evidence of site utilities and sanitary sewer infrastructure to service the proposed development. It is our opinion; the project site will be able to support the general development plan and not result in adverse impacts on adjacent properties.

Truly yours,

Louis DiMarzo, P.E.

Enclosures
cc: Scott Lumby – Wellbuilt Co. (w/ enclosures), *via email*
Ray Mazzeo, AICP – Redniss & Mead, Inc. (w/ enclosures), *via email*
Lisa Feinberg – Carmody Torrance Sandak & Hennessey, LLP (w/ enclosures), *via email*

MAYOR
DAVID MARTIN

DIRECTOR OF OPERATIONS
Mark McGrath
Email: mmcgrath1@stamfordct.gov

CITY OF
STAMFORD
innovating since 1641

TRANSPORTATION BUREAU CHIEF
JAMES TRAVERS
Email: jtravers@stamfordct.gov

TRAFFIC ENGINEER
FRANK W. PETISE, P.E.
Email: fpetise@stamfordct.gov

OFFICE OF OPERATIONS
TRANSPORTATION, TRAFFIC & PARKING
Tel: (203) 977-5466/Fax: (203) 977-4004
Government Center, 888 Washington Blvd., 7TH Floor, Stamford, CT 06901

November 2, 2020

Mr. Scott Lumby
Wellbuilt Company
c/o/ 819 E. Main Street LLC
2 Armonk Street
Greenwich, CT 06830

RE: 819 East Main Street
Zoning Review 218-35 & 218-36

Dear Mr. Lumby:

We reviewed the information provided by you showing the increase in units and parking for the proposed development at 819 East Main Street. The increase in the number of units from 63 to 85 units along with the increase in parking from 79 to 85 parking spaces will not adversely affect the traffic as previously presented in the Traffic Access and Impact Study by Frederick P. Clark Associates Inc. dated June 2018. Therefore our Department does not require a revised report and we are in support of the project with the conditions listed in our memo previously submitted to the Zoning Board dated September 19, 2018.

If you have any questions please do not hesitate to contact me at 203-977-4124 or fpetise@stamfordct.gov

Sincerely,

Frank W. Petise, P.E.
Traffic Engineer

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

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LONG ISLAND

TRAFFIC ACCESS AND IMPACT STUDY

Mixed-Use Development
819 East Main Street
Stamford, Connecticut

Prepared for:
819 East Main Street, LLC

June 2018

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

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LONG ISLAND

TRAFFIC ACCESS AND IMPACT STUDY

Mixed-Use Development
819 East Main Street
Stamford, Connecticut

PROJECT STAFF

Michael A. Galante
Managing Principal

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Principal Engineer / Transportation

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Senior Associate / Transportation

Paul Volpicella
Senior Computer Graphics Specialist

Donovan Gordon
Computer Graphics Specialist

June 27, 2018

Mr. Mitch Kidd
819 East Main Street, LLC.
2 Armonk Street
Greenwich, Connecticut 06830

Dear Mr. Kidd:

As requested, we are pleased to submit this Traffic Study for submission to the City of Stamford for the proposed mixed-use development on the subject property, which is located in the southeast corner of the intersection of East Main Street and Lafayette Street.

The proposal is to redevelop the subject property for 63 residential units in a multi-family, mid-rise building and 2,150 square feet of retail, with all access to Lafayette Street.

A development of this type and size is estimated to generate 25 and 36 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. Results of the analyses indicated a development of this type and size will have minimal, if any, impact on overall traffic operations at the adjacent signalized intersection of East Main Street at Lafayette Street. The access drive will operate at very acceptable Levels of Service during each of the peak hours.

Based on the results of this analysis, no off-site modifications are needed to traffic control or pavement markings. It is recommended that the site access drive be controlled with a STOP sign and STOP bar for exiting movements from the parking garage.

Sincerely,

Michael A. Galante
Managing Principal

Steven T. Cipolla, E.I.T.
Senior Associate/Transportation

Enclosure
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SUMMARY

This Traffic Access and Impact Study was prepared to provide the City of Stamford with a detailed analysis to determine potential traffic impacts from the proposed mixed-use development. The proposal is to construct 63 units in a multi-family, mid-rise building and 2,150 square feet of retail on the southeast corner of East Main Street at Lafayette Street. Site access will be via a full-movement access drive to Lafayette Street.

Traffic conditions for a 2018 existing, 2020 future no-build and build conditions during the weekday morning and weekday afternoon peak hours are addressed in this Study. Traffic volumes from 2017 were provided by the City of Stamford Traffic Division from their Stamford Traffic Signal Optimization – Data Collection. The 2017 existing traffic volumes were adjusted to a 2018 baseline condition by applying an annual growth rate of 0.7 percent, as per discussions with the Connecticut Department of Transportation (ConnDOT) Planning Division.

Future 2020 no-build traffic volumes, without the proposed development, employed an annual growth rate of 0.7 percent, as per discussions with ConnDOT Planning Division. Based on discussions with the City Traffic Engineer and knowledge of the area, there was one other development that was accounted for in the no-build traffic volumes.

Based on trip generation rates provided by the Institute of Transportation Engineers (ITE) and published in "Trip Generation," 10th Edition, 2017, a residential development of this type and size is estimated to generate a total of 23 and 28 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The retail component is estimated to generate a total of 2 and 8 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. In total, this development will generate 25 and 36 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. No pass-by credit was taken for the proposed retail space, to be conservative.

Results of analyses indicate that the signalized intersection of East Main Street at Lafayette Street will maintain the same Levels of Service with little to no increase in vehicle delay during both the weekday morning and weekday afternoon peak hours. The proposed site access drive will operate at a Level of Service "A" during both peak hours. It is recommended that a STOP sign and STOP bar be installed on the site access drive approach to Lafayette Street.

INTRODUCTION

This Traffic Impact Study has been completed to address the potential impacts related to the traffic from the proposed mixed-use development on area roadways in the City of Stamford. It addresses existing, no-build and build traffic volumes on the surrounding roadways and nearby intersection for the weekday morning and weekday afternoon peak hours. An assessment of the results of these analyses indicate impact and any need for mitigation. This report provides a description of area roadways, traffic volumes, accident history, site traffic estimates, capacity analysis procedures and the results of these analyses. Based on the results of the analysis any mitigation necessary is described.

Project Description

The proposal is to construct 63 units in a multi-family, mid-rise building and 2,150 square feet of retail on the southeast corner of East Main Street at Lafayette Street. Site access will be via a full-movement access drive to Lafayette Street. For purposes of completing this traffic analysis a design year of 2020 has been selected and represents the year of completion of the development and full occupancy.

EXISTING CONDITIONS

In this section of the report there is a description of the existing traffic volumes obtained on area roadways for the weekday morning and weekday afternoon peak hours. It also includes a description of area roads, current traffic control and accident experience.

Roadways

The following is a description of area roads in the immediate vicinity of the subject property.

1. *East Main Street* – This is generally an east-west, two to four-lane, State-maintained roadway, also designated U.S. Route 1. It begins as a continuation of Tresser Boulevard, also designated U.S. Route 1, to the west at the signalized intersection with Elm Street. It continues east past the site to the Darien Town Line, where it continues as Post Road, also designated U.S. Route 1. In the Study Area this roadway provides a double yellow centerline, curbing and sidewalks along both sides of the road. Currently there is two-hour meter parking with NO PARKING 4 P.M. to 7 P.M. TOW AWAY ZONE along the south side of the road with generally no parking along the north side of the road, with the exception of a small section just to the east of the Lafayette Street intersection. To the west of Lafayette Street, the north side of the road does not have any posted parking restrictions. The roadway width is 41 feet and land use is residential and commercial.

   Based on discussions with the City Traffic Engineer, ConnDOT will be repaving this section of U.S. Route 1 this year and a pavement marking plan has been provided by the City. The plan has striping for parking spaces along both the north and south side of the street in the Study Area, with NO PARKING restrictions on the north side of the road from 7 A.M. to 9 A.M. and along the south side of the road from 4 P.M. to 7 P.M. These restrictions will allow for two-lanes of travel in the westbound and eastbound directions during the weekday morning and weekday afternoon peak periods, respectively.

2. *Lafayette Street* – This is a north-south, City-maintained roadway. It begins to the north at the signalized intersection of Daskam Place/Crystal Street as a continuation of Daskam Place. It continues south as a one-way southbound roadway to the signalized intersection with East Main Street, also designated U.S. Route 1. South of East Main Street, this roadway provides two-lane, two-way traffic flow to the intersection of North State Street. To the north of East Main Street this roadway provides curbing and sidewalks along both sides of the road. There is NO PARKING along the easterly side of the road for the entire length, as well as the westerly side of the road along the shopping center frontage. The roadway width is generally 23 feet with a mix of residential and commercial uses. To the south of East Main Street this roadway provides a double yellow centerline, curbing and sidewalks along both sides of the road. There is NO PARKING along the westerly side of the road for the entire length. The roadway width is generally 27 feet with a mix of residential and commercial uses.

Figure 1 graphically illustrates the site's location in relation to the intersection identified and included in this Study Area. Figure 2 provides a graphic illustration of the current street system characteristics in more detail. Photographs of the Study Area intersection are included in the Appendix of this report.

Traffic Volumes

To develop baseline traffic volumes for the Study Area intersection and roadways, traffic volumes were requested from the City of Stamford Traffic Division for the intersection of East Main Street at Lafayette Street. The 2017 Existing Traffic Volumes were provided by the City of Stamford Traffic Division from their Stamford Traffic Signal Optimization – Data Collection. The 2017 Existing Traffic Volumes were adjusted to a 2018 baseline condition by applying an annual growth rate of 0.7 percent, as per as per discussions with ConnDOT Planning Division.

Based on the results of the traffic counting program, the following peak hours were identified and used as a baseline condition for this traffic analysis:

LEGEND:

- Study Area Intersection
- Key Roadways

SITE LOCATION MAP

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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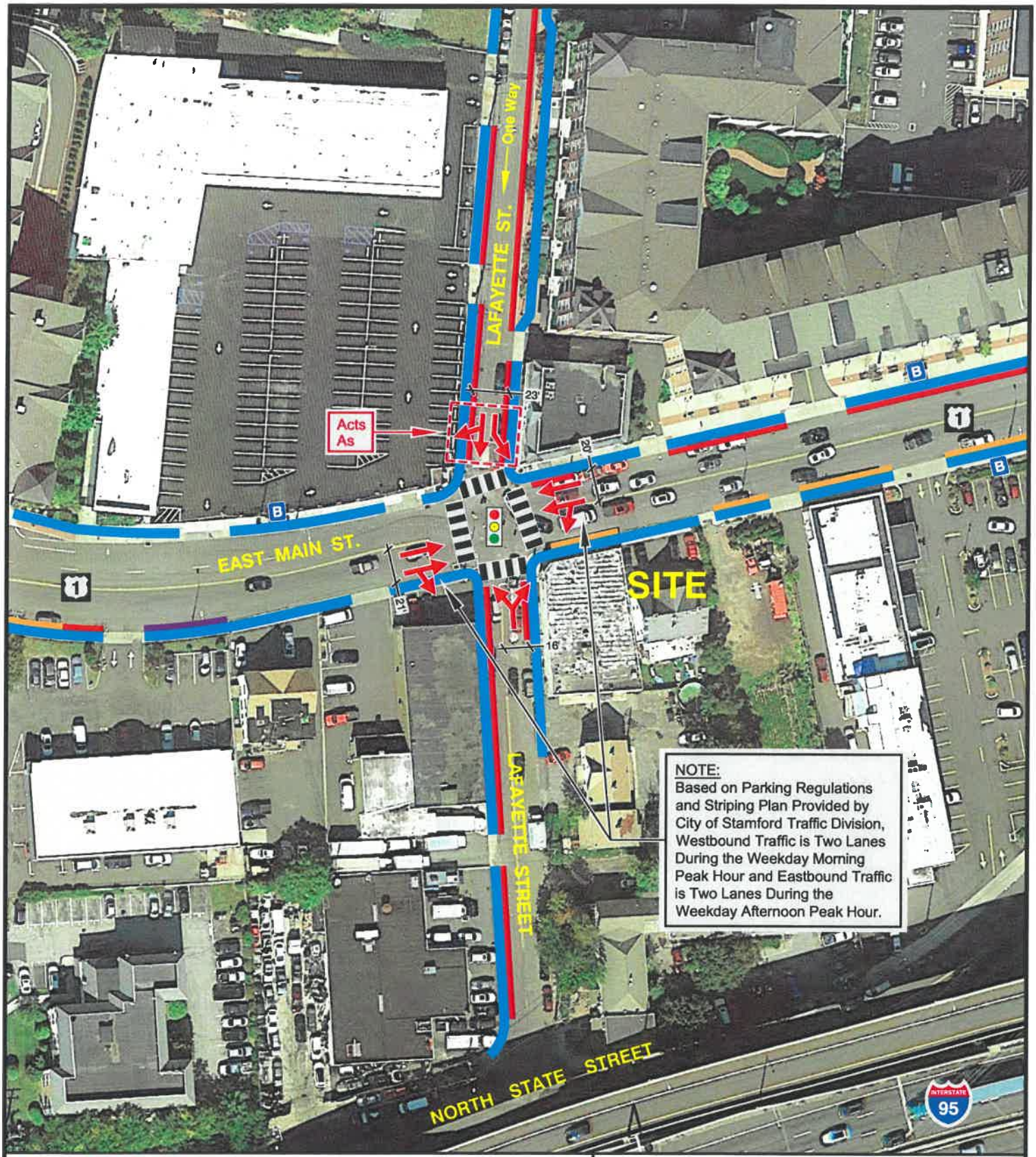

LEGEND:

- Traffic Lane
- Traffic Signal
- Sidewalk
- Pedestrian Crosswalk
- B — Bus Stop

PARKING REGULATIONS:

- No Parking
- 2 Hour Meter Parking
- 2 Hour Meter Parking
  No Parking 4PM to 7PM
  Tow Away Zone

CURRENT STREET SYSTEM CHARACTERISTICS

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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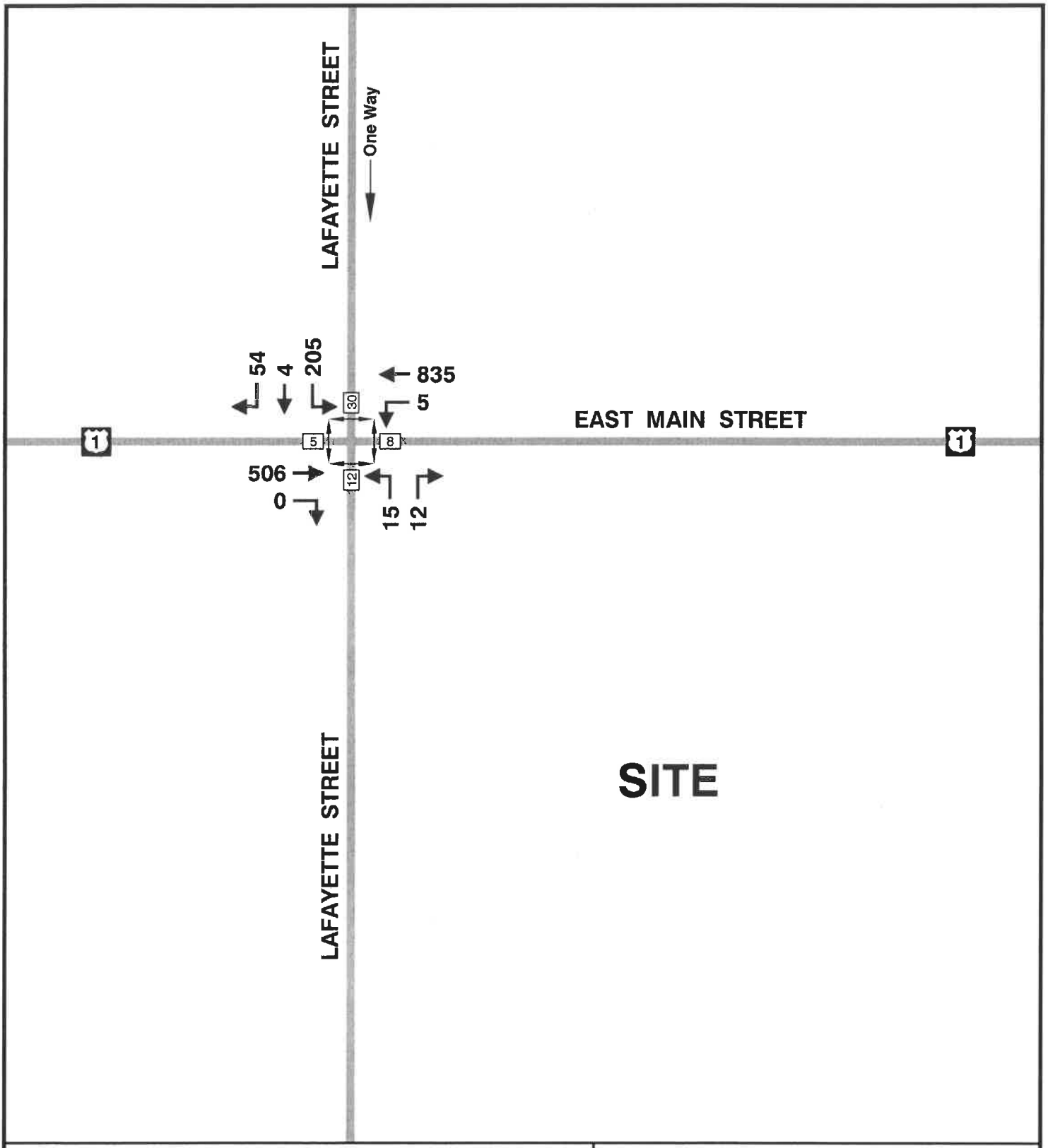
- Weekday morning – 8:15 to 9:15 A.M.; and,
- Weekday afternoon – 5:00 to 6:00 P.M.;

Figures 3 and 4 graphically illustrate the 2018 existing traffic volumes for the weekday morning and weekday afternoon peak hours. The 2017 Existing Traffic Volumes data from the City of Stamford can be found in the Appendix of this report.

Based on the results of the traffic counting program it was determined that U.S. Route 1 (East Main Street), east of Lafayette Street, had a recorded two-way volume of 1,563 and 2,041 vehicles during the weekday morning and weekday afternoon peak hours, respectively. West of Lafayette Street, U.S. Route 1 (East Main Street) had a two-way volume of 1,410 and 1,857 vehicles during the weekday morning and weekday afternoon peak hours, respectively. Lafayette Street, north of U.S. Route 1 (East Main Street), had a one-way volume of 263 and 230 vehicles during the two peak hours noted above. Lafayette Street, south of U.S. Route 1 (East Main Street), had a two-way volume of 36 and 92 vehicles during the two peak hours noted above. Table 1 provides a detailed summary of the recorded traffic volumes noted above.

Accident Experience

The latest available accident data was obtained from the Connecticut Crash Data Repository for a period beginning January 1, 2015 through December 31, 2017 for U.S. Route 1 and Lafayette Street. For the intersection of U.S. Route 1 at Lafayette Street, there were a total of 26 accidents recorded during this three-year period. Data indicates that 58 percent of the accidents were limited to property damage and 42 percent involved injuries. The collision types were 31 percent involving a sideswipe in the same direction, 27 percent involving an angle collision, 19 percent involving a pedestrian, 15 percent involving a rear-end collision and 4 percent involving a sideswipe in the opposite direction and other collision. The contributing factors were 19 percent for no contributing action, 12 percent for following too closely, failure to yield right-of-way, improper turning, ran red light, unknown and other contributing action and 3 percent for improper passing, drive inattentive and



NOTES:

1. 2017 Existing Traffic Volumes were provided by the City of Stamford Traffic Division from their Stamford Traffic Signal Optimization - Data Collection.
2. The 2017 Existing Traffic Volumes were adjusted to a 2018 baseline condition by applying an annual growth rate of 0.7 percent, as per discussions with ConnDOT Planning Division.

2018 EXISTING TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR
(8:15 to 9:15 A.M.)

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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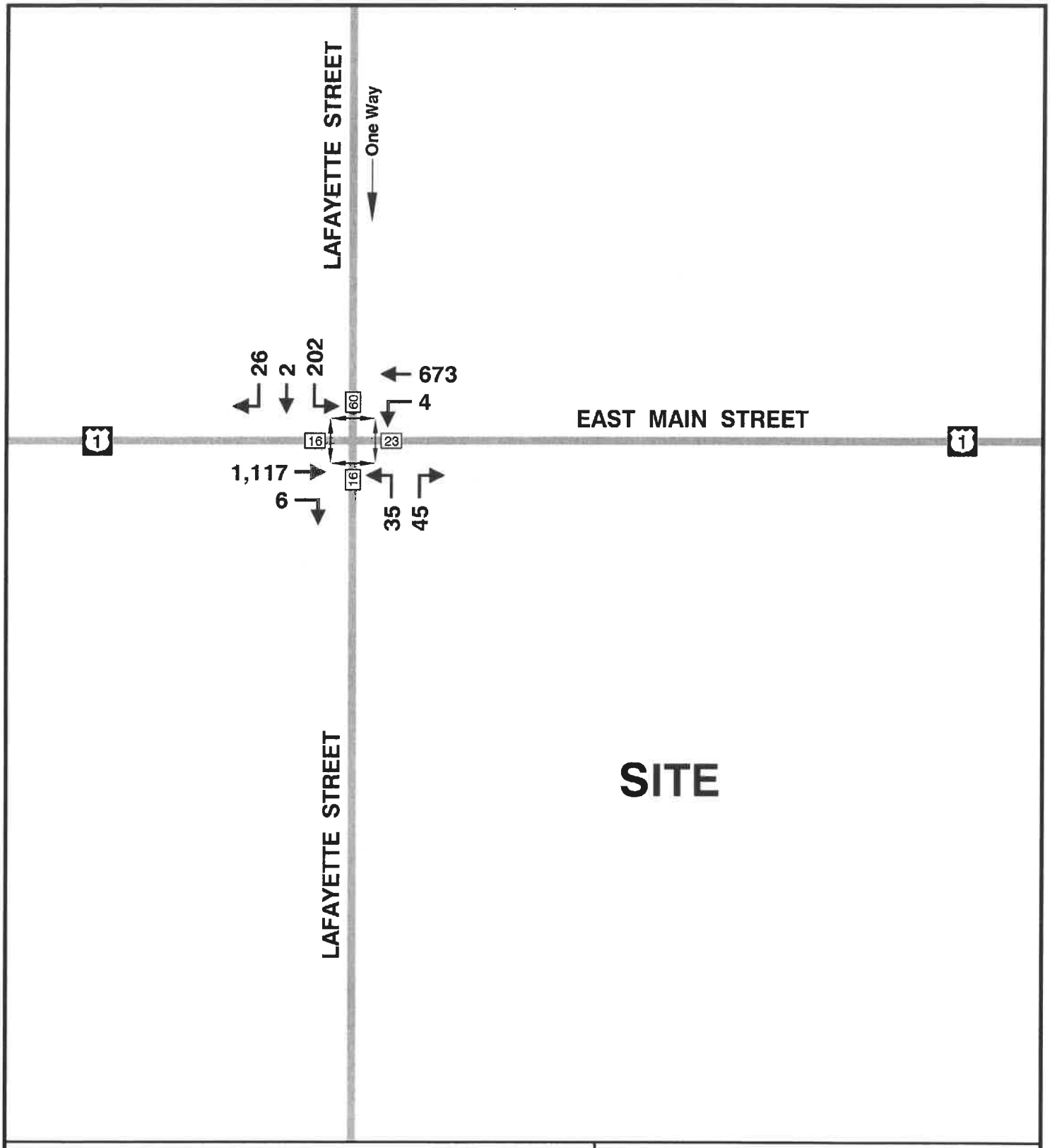

NOTES:

1. 2017 Existing Traffic Volumes were provided by the City of Stamford Traffic Division from their Stamford Traffic Signal Optimization - Data Collection.
2. The 2017 Existing Traffic Volumes were adjusted to a 2018 baseline condition by applying an annual growth rate of 0.7 percent, as per discussions with ConnDOT Planning Division.

2018 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR
(5:00 to 6:00 P.M.)

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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Table 1
2018 TRAFFIC VOLUMES – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

LOCATION	VEHICLES	
	Weekday Morning	Weekday Afternoon
U.S. Route 1 (East Main Street), East of Lafayette Street	1,563	2,041
U.S. Route 1 (East Main Street), West of Lafayette Street	1,410	1,857
Lafayette Street, North of U.S. Route 1 (East Main Street)	263	230
Lafayette Street, South of U.S. Route 1 (East Main Street)	36	92

Source: The 2017 Existing Traffic Volumes were provided by the City of Stamford Traffic Division from their Stamford Traffic Signal Optimization – Data Collection. The 2017 Existing Traffic Volumes were adjusted to a 2018 baseline condition by applying an annual growth rate of 0.7 percent, as per as per discussions with ConnDOT Planning Division.

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swerve or avoided. It was found that 73 percent of the accidents occurred during daylight hours and on dry road conditions.

For the section of Lafayette Street, between U.S. Route 1 and North State Street, there were a total of five accidents recorded during this three-year period. Data indicates that 80 percent of the accidents were limited to property damage and 20 percent involved injuries. The collision types were 40 percent involving a rear-end collision and 20 percent involving a sideswipe in the same direction, an angle collision and backing. The contributing factors were 40 percent for no contributing action and improper backing and 20 percent for ran STOP sign. It was found that 40 percent of the accidents occurred during daylight hours and 80 percent occurred on dry road conditions. Table 2 provides a more detailed summary of the accident data. The accident data obtained from the Connecticut Crash Data Repository is included in the Appendix of this report.

Table 2
ACCIDENT EXPERIENCE SUMMARY – U.S. ROUTE 1/LAFAYETTE STREET
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

ACCIDENT CHARACTERISTICS	U.S. ROUTE 1 At Lafayette Street		LAFAYETTE STREET Between U.S. Route 1 and North State Street	
	Total	%	Total	%
Year				
▪ 2015	9	35	1	20
▪ 2016	9	35	3	60
▪ 2017	8	30	1	20
▪ Total	26	100	5	100
Accident Severity				
▪ Property Damage	15	58	4	80
▪ Injury	11	42	1	20
Collision Type				
▪ Rear End	4	15	2	40
▪ Sideswipe-Same Dir.	8	31	1	20
▪ Sideswipe-Opp. Dir.	1	4	0	0
▪ Angle	7	27	1	20
▪ Pedestrian	5	19	0	0
▪ Other	1	4	0	0
▪ Backing	0	0	1	20
Contributing Factor				
▪ Following Too Closely	3	12	0	0
▪ Failure to Yield R.O.W.	3	12	0	0
▪ Improper Turning	3	12	0	0
▪ Improper Passing	1	3	0	0
▪ Ran Red Light	3	12	0	0
▪ Drive Inattentive	1	3	0	0
▪ Swerve or Avoided	1	3	0	0
▪ Unknown	3	12	0	0
▪ Other Contributing Action	3	12	0	0
▪ No Contributing Action	5	19	2	40
▪ Improper Backing	0	0	2	40
▪ Ran STOP Sign	0	0	1	20
Light Condition				
▪ Daylight	19	73	2	40
▪ Dark-Lit	5	19	2	40
▪ Dark-Not Lit	1	4	1	20
▪ Dusk	1	4	0	0

Table 2 Cont'd

ACCIDENT CHARACTERISTICS	U.S. ROUTE 1 At Lafayette Street		LAFAYETTE STREET Between U.S. Route 1 and North State Street	
	Total	%	Total	%
Surface Condition				
▪ Dry	19	73	4	80
▪ Wet	7	27	1	20
Weather Conditions				
▪ Clear	20	76	4	80
▪ Cloudy	3	12	1	20
▪ Rain	3	12	0	0

Source: Connecticut Crash Data Repository from January 1, 2015 to December 31, 2017.

Notes: January 1, 2015 to December 31, 2017 is the latest three full years of accident data available.

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FUTURE TRAFFIC CONDITIONS

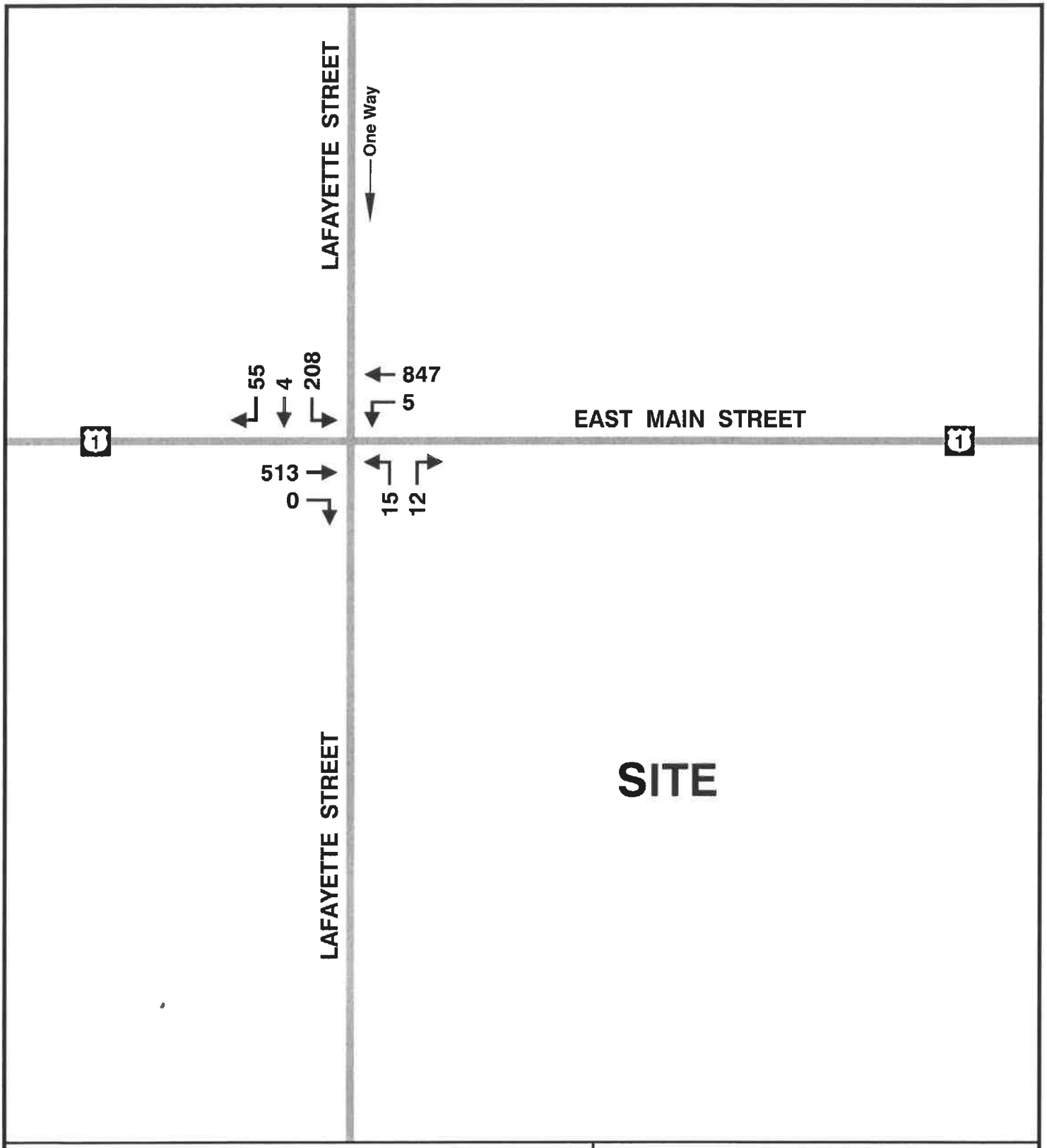
This section of the report describes the future 2020 traffic conditions for the Study Area. It includes a description of the 2020 no-build traffic volumes, estimates for site traffic generation, distribution and assignment of the site traffic, future build traffic volumes and the results of capacity analyses. The capacity analyses were completed for a no-build and build condition, which provides a basis for determining potential impact, if any, to area roads and the need for mitigation.

No-Build Traffic Volumes

To develop the future 2020 no-build traffic volumes, the 2018 existing traffic volumes were projected to the horizon year 2020 by employing an annual growth rate of 0.7 percent, as per discussions with the ConnDOT Planning Division. It accounts for any general growth in traffic on the vicinity of the Study Area. Figures 5 and 6 graphically illustrate the 2020 projected traffic volumes for the weekday morning and weekday afternoon peak hours, respectively.

Based on discussions with the City Traffic Engineer and knowledge of the area, it was determined that there is one other development, which is the vacant shopping center at 800-816 East Main Street, that should be accounted for in the no-build traffic volumes. Traffic for the vacant shopping center is based on trip generation rates provided by ITE and published in "Trip Generation," 10th Edition, 2017. A 20 percent credit was employed to the external vehicle trip ends as per ConnDOT Guidelines. Table 3 provides a detailed breakdown of entering and exiting traffic, as well as the pass-by adjustments. Figures 7 and 8 graphically illustrate the other development traffic volumes for the weekday morning and weekday afternoon peak hours, respectively.

Future 2020 no-build traffic volumes were then determined by adding the other development traffic volumes to the 2020 projected traffic volumes. Figures 9 and 10 graphically illustrate the 2020 no-build traffic volumes for the weekday morning and weekday afternoon peak hours, respectively.



NOTE:
An annual growth rate of 0.7 percent is employed to the horizion year 2020, as per discussions with ConnDOT Planning Division.

2020 PROJECTED TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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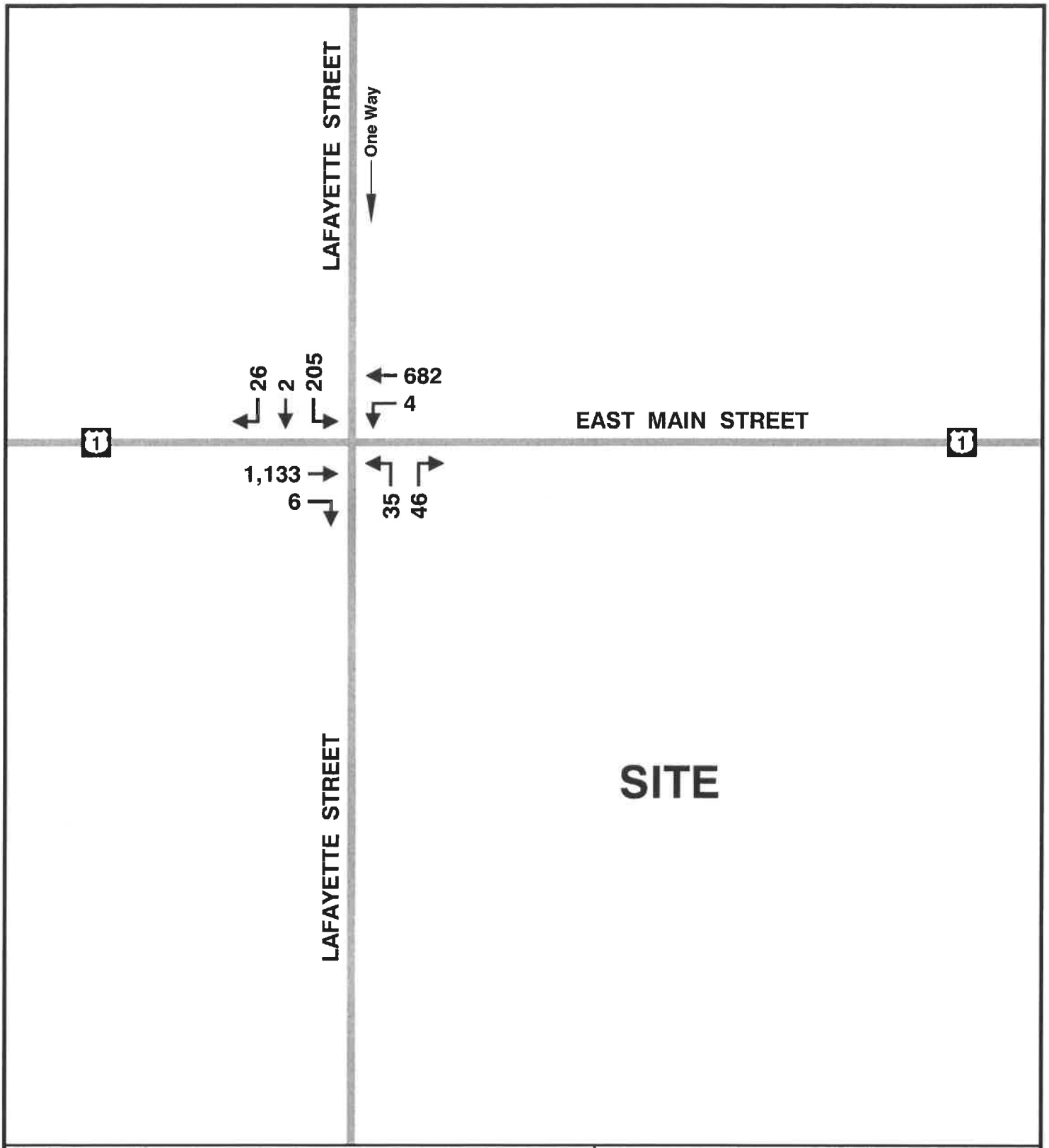

NOTE:
An annual growth rate of 0.7 percent is employed to the horizion year 2020, as per discussions with ConnDOT Planning Division.

2020 PROJECTED TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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Table 3
OTHER DEVELOPMENTS TRAFFIC GENERATION – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	TRAFFIC GENERATION AND ADJUSTMENTS					
			External Vehicle Trip Ends		Pass-By Vehicle Trip Ends (20%)		Primary Vehicle Trip Ends	
			Weekday Morning	Weekday Afternoon	Weekday Morning	Weekday Afternoon	Weekday Morning	Weekday Afternoon
Shopping Center	22,370 S.F.	Enter	13	41	2	8	11	33
		Exit	8	44	2	9	6	35
		Total	21	85	4	17	17	68

Sources: "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017 using Shopping Center, Code #820 average rates.

Note: **Pass-By:** A 20 percent credit was employed to the external vehicle trip ends as per Connecticut Department of Transportation Guidelines.

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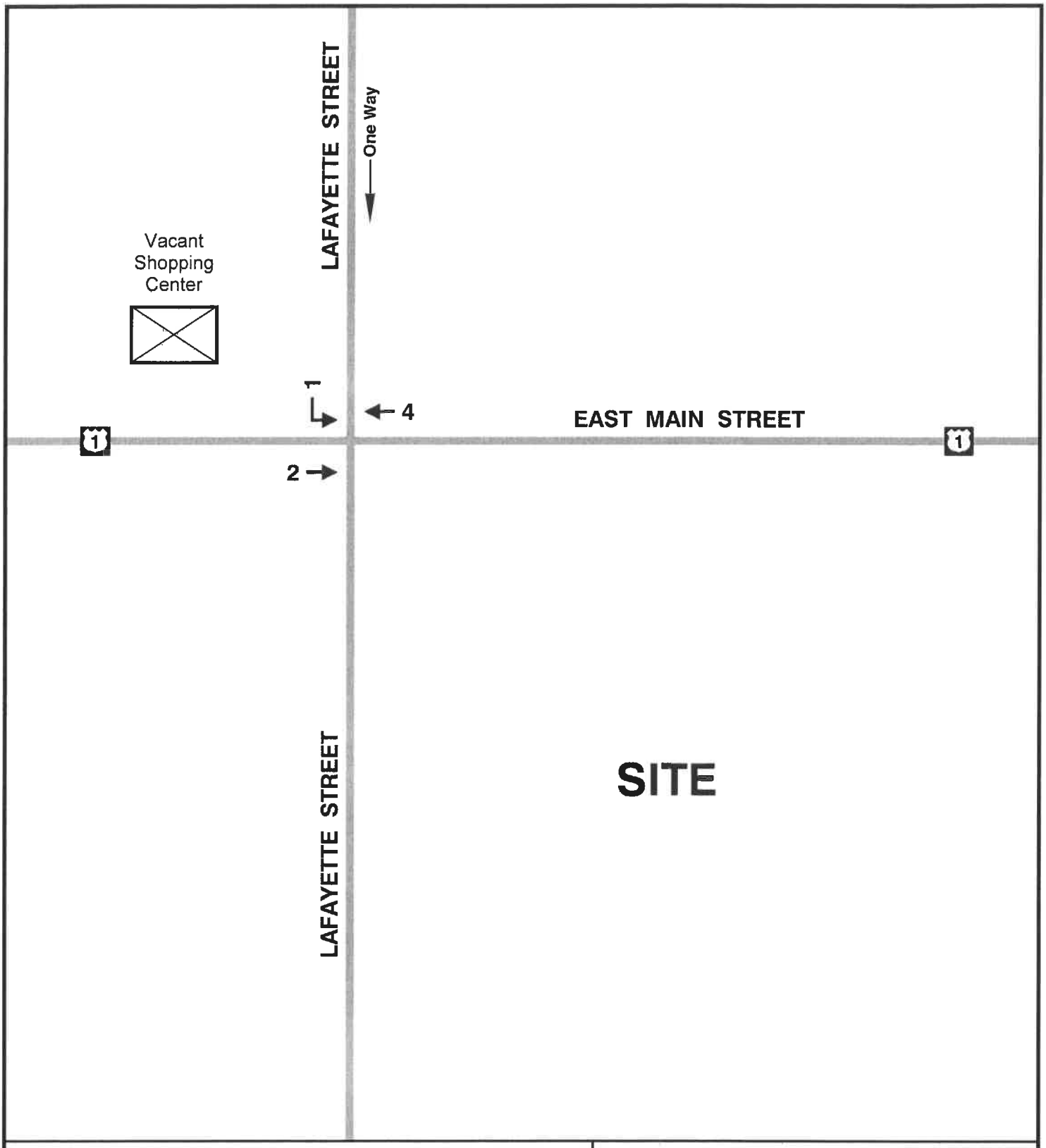

OTHER DEVELOPMENTS INCLUDE:
Vacant Shopping Center at
800-816 East Main Street, see Table 3.

OTHER DEVELOPMENTS TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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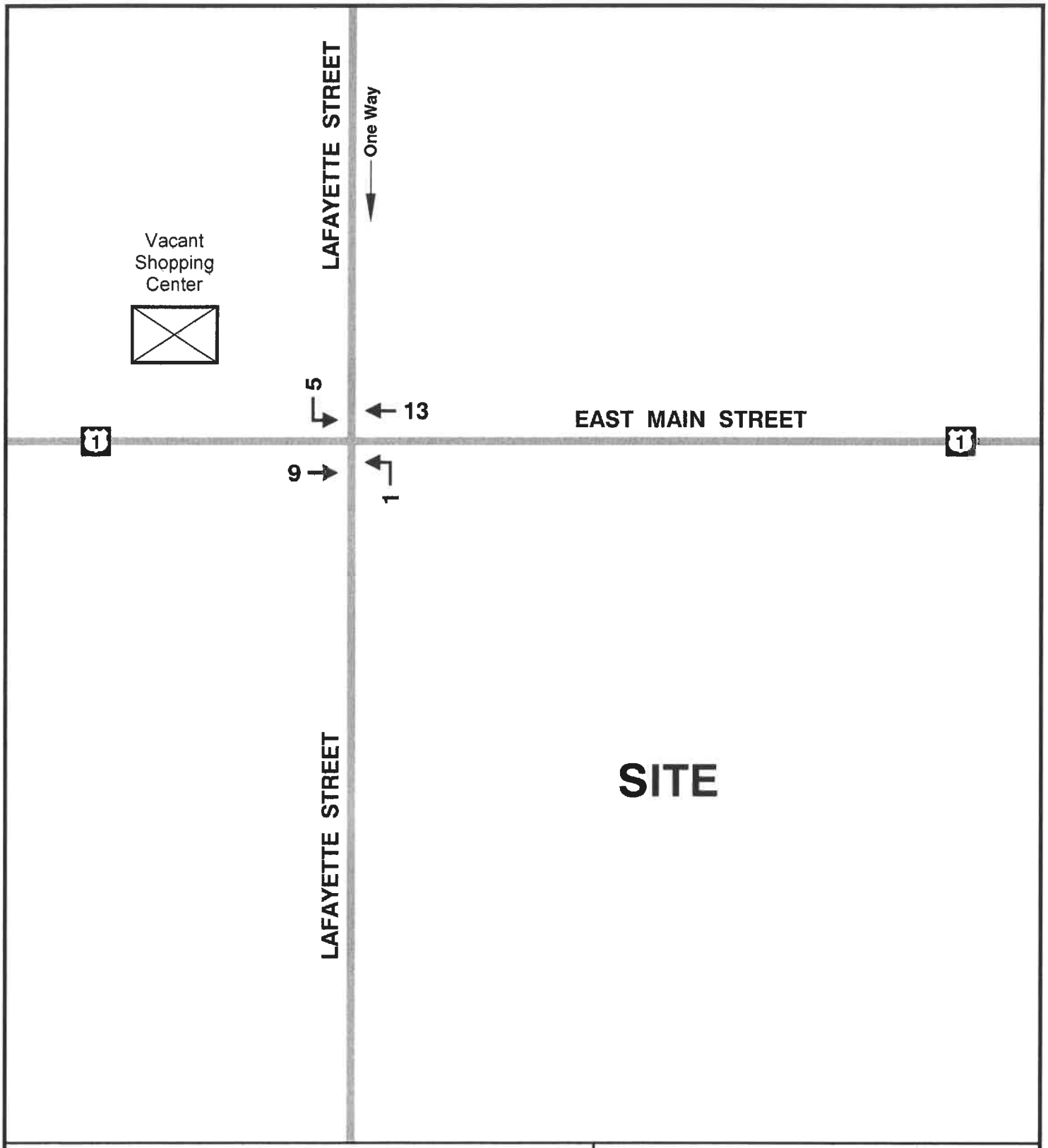

OTHER DEVELOPMENTS INCLUDE:
Vacant Shopping Center at
800-816 East Main Street, see Table 3.

OTHER DEVELOPMENTS TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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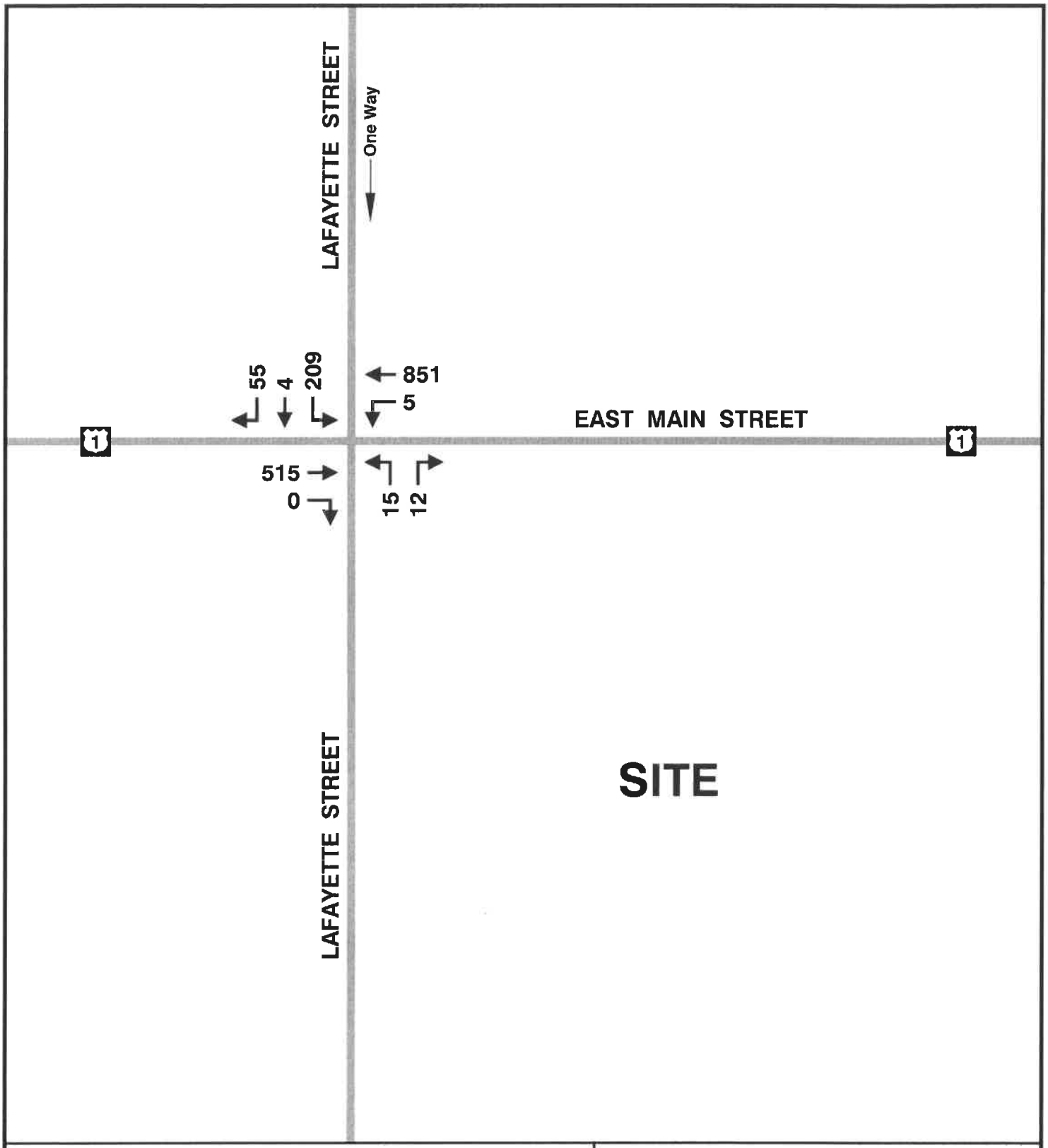

NOTE:
2020 No-Build Traffic Volumes include
2020 Projected Traffic Volumes and
Other Development Traffic Volumes.

2020 NO-BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
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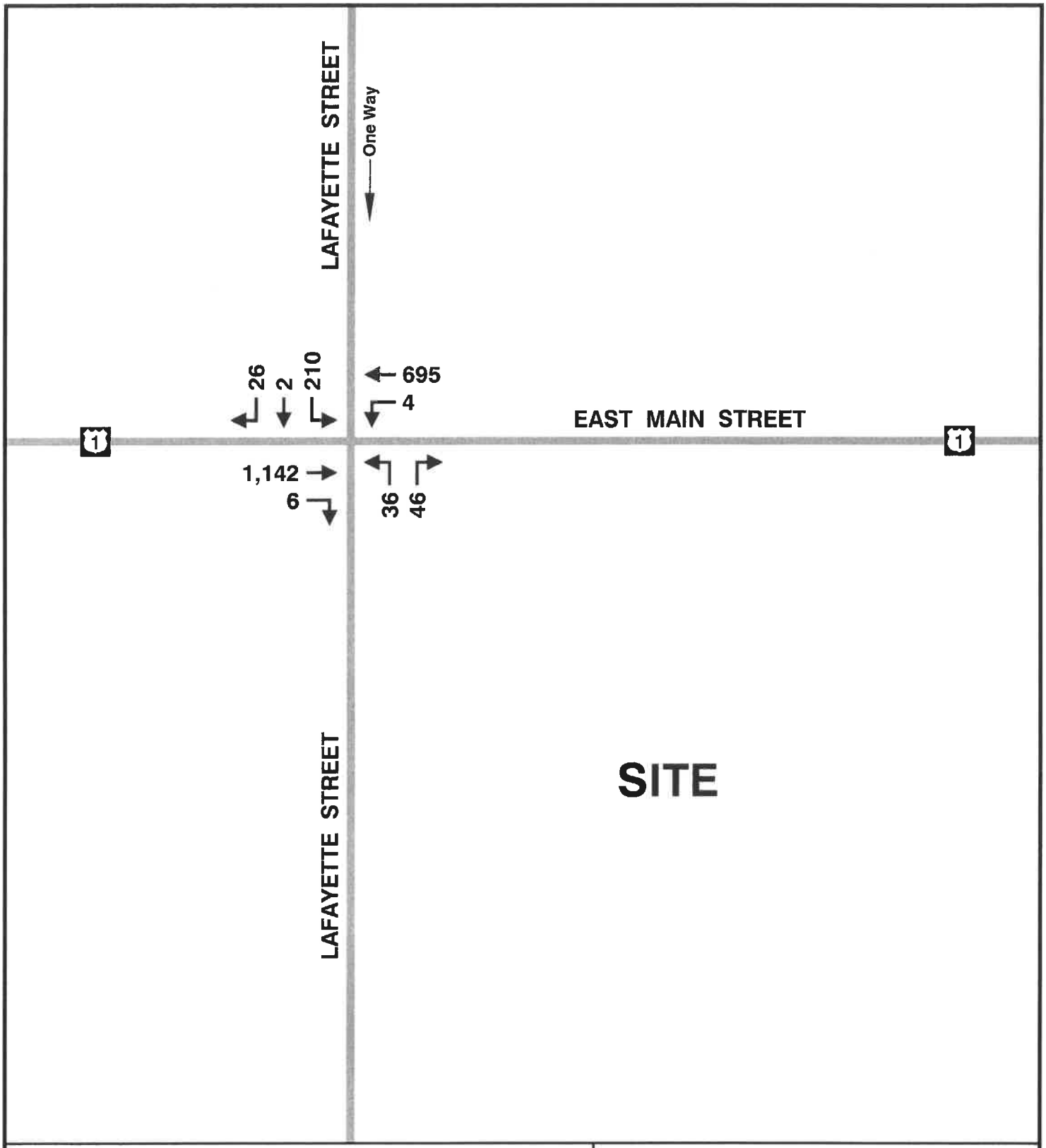

NOTE:
2020 No-Build Traffic Volumes include 2020 Projected Traffic Volumes and Other Development Traffic Volumes.

2020 NO-BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

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Estimates of Site Traffic Generation

The proposal is to construct 63 units in a multi-family, mid-rise building and 2,150 square feet of retail. Based on trip generation rates provided by ITE and published in "Trip Generation," 10th Edition, 2017, a residential development of this type and size is estimated to generate a total of 23 and 28 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. The retail component is estimated to generate a total of 2 and 8 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. In total, this development will generate 25 and 36 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. No pass-by credit was taken for the proposed retail space, to be conservative. Table 4 provides a detailed breakdown of entering and exiting site traffic.

Site Traffic Distribution and Assignment

Based on an evaluation of current traffic patterns on area roads, estimates for site traffic distribution were developed for the subject property. It is estimated that 40 percent of the site traffic will arrive from the east and west on East Main Street, 15 percent will arrive from the north on Lafayette Street and 5 percent will arrive from the south on Lafayette Street, while 50 percent of the site traffic will depart to the east and west on East Main Street.

Figure 11 provides a graphic illustration of the site traffic distribution, as described above. Figures 12 and 13 graphically illustrate the site traffic generation assignment for the weekday morning and weekday afternoon peak hours, respectively.

Build Traffic Volumes

Build traffic volumes for the Study Area intersections have been developed based on adding the site traffic generation to the no-build traffic volumes, both of which were described above. Figures 14 and 15 graphically illustrate the 2020 build traffic volumes for the weekday morning and weekday afternoon peak hours, respectively.

Table 4
SITE TRAFFIC GENERATION – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
Multifamily Housing (Mid-Rise)	63 Dwelling Units	Enter	6	17
		Exit	17	11
		Total	23	28
Shopping Center	2,150 S.F.	Enter	1	4
		Exit	1	4
		Total	2	8
Total Site Traffic Generation		Enter	7	21
		Exit	18	15
		Total	25	36

Sources: "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017 using Multifamily Housing (Mid-Rise), Code #221 average rates and Shopping Center, Code #820 average rates.

Note: No pass-by credit was applied to the retail space, to be conservative.

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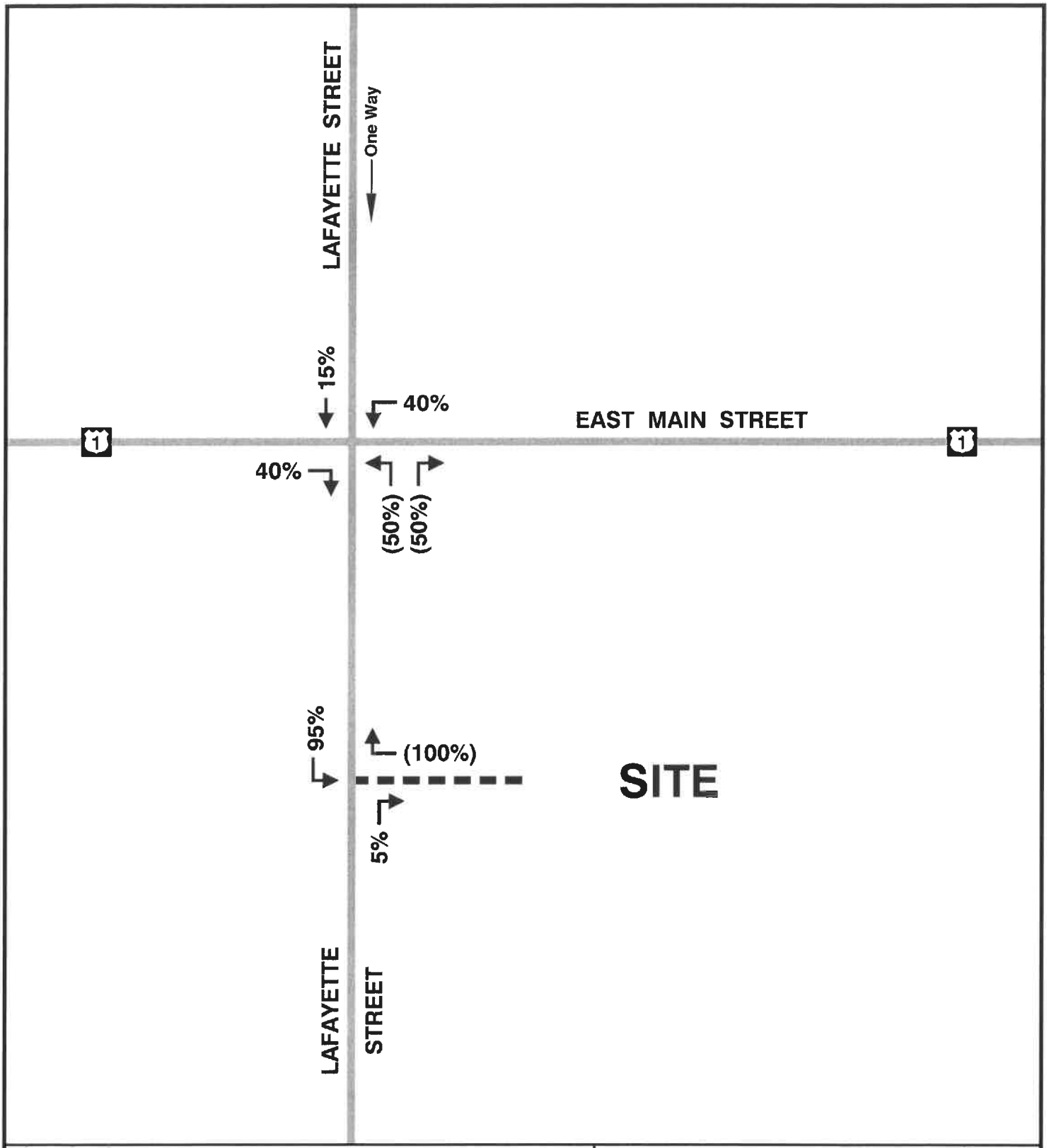

SITE TRAFFIC
Enter 00%
Exit (00%)

LEGEND:
Proposed Site Access Drive

SITE TRAFFIC DISTRIBUTION

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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Not to Scale

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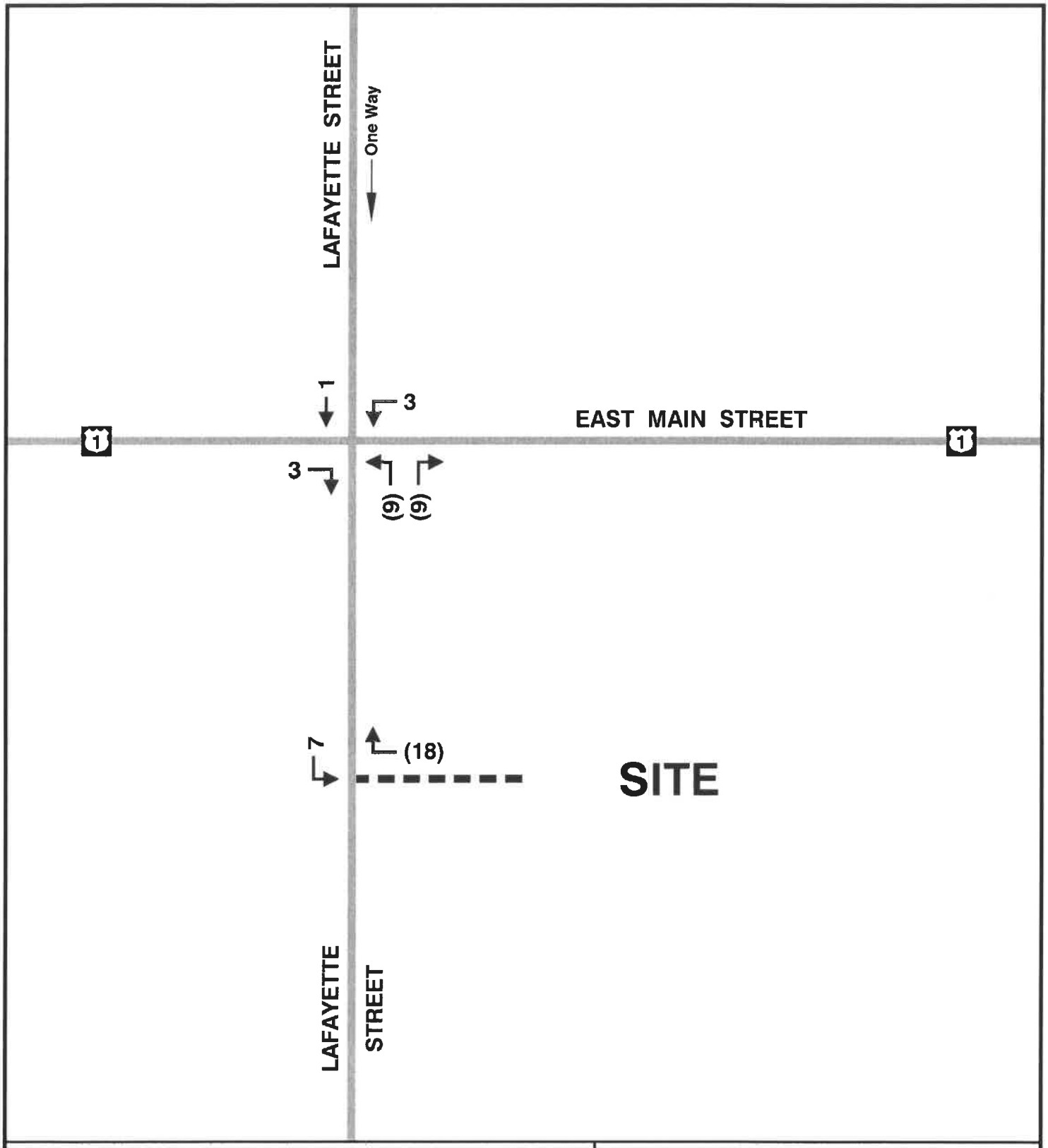

SITE TRAFFIC:
Enter 7
Exit (18)
Total 25 Vehicle Trip Ends

LEGEND:
Proposed Site Access Drive

SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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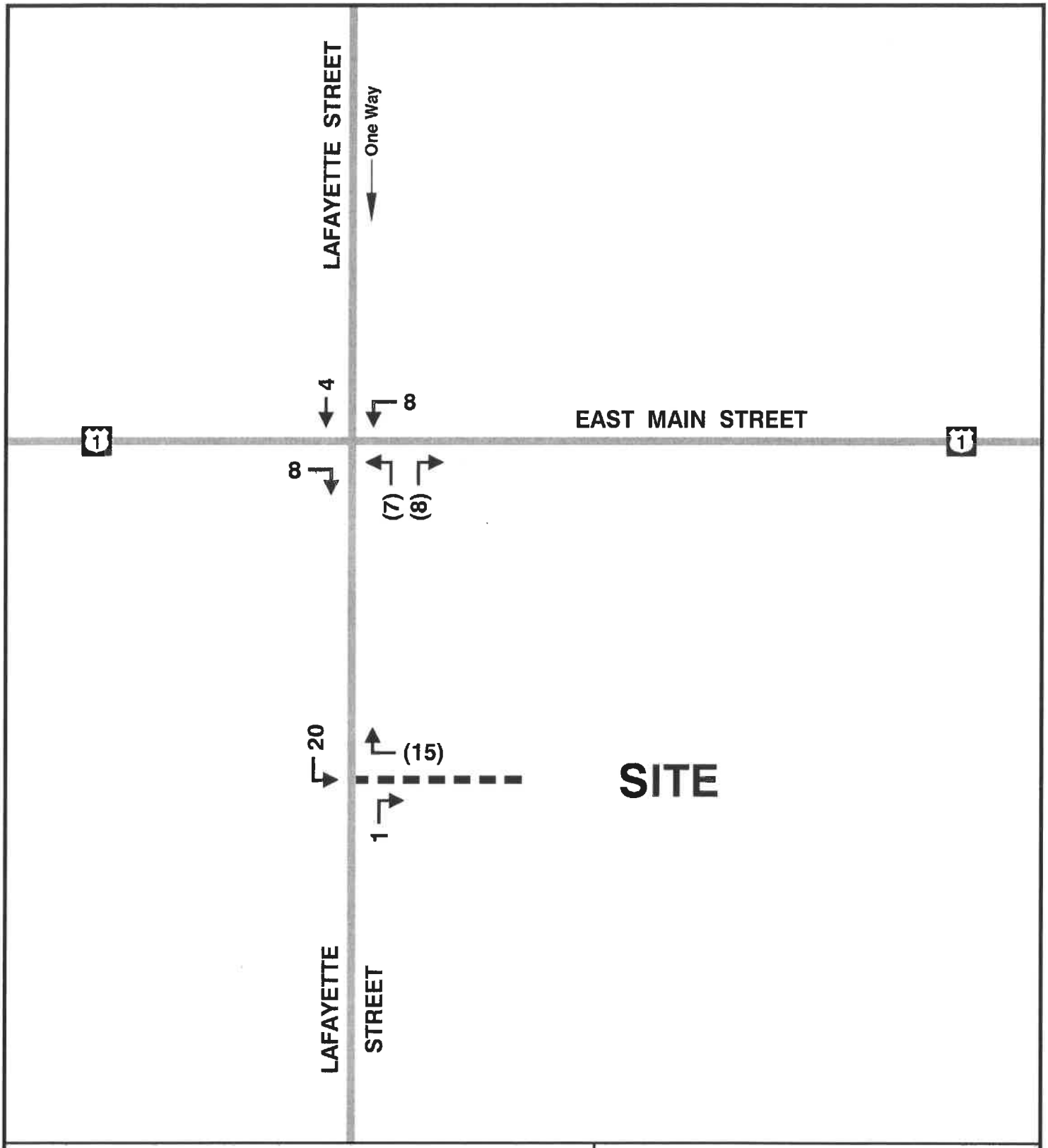

SITE TRAFFIC:
Enter 21
Exit (15)
Total 36 Vehicle Trip Ends

LEGEND:
Proposed Site Access Drive

SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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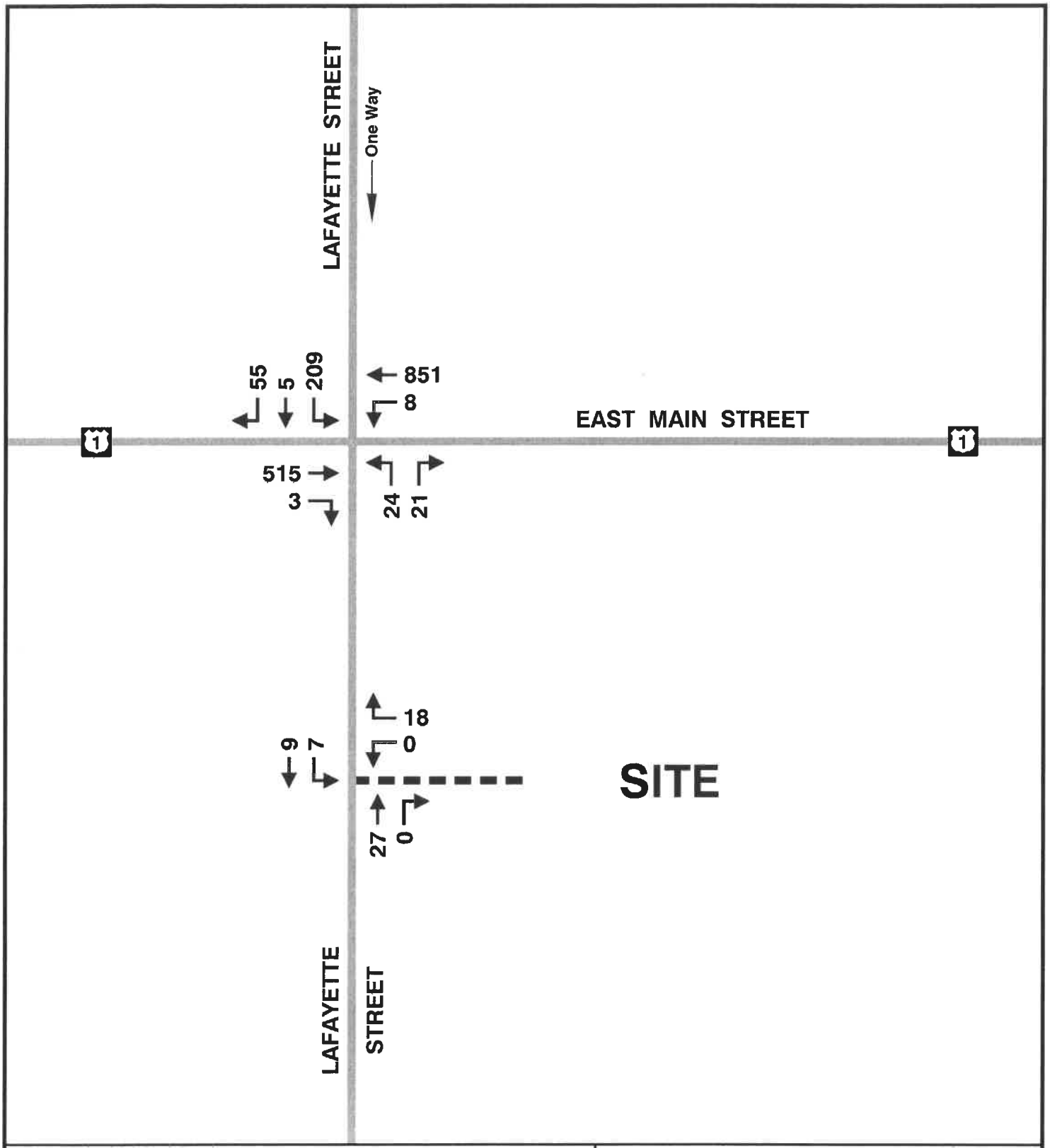

NOTE:
2020 Build Traffic Volumes include 2020 No-Build Traffic Volumes and Site Traffic Generation.

LEGEND:
Proposed Site Access Drive

2020 BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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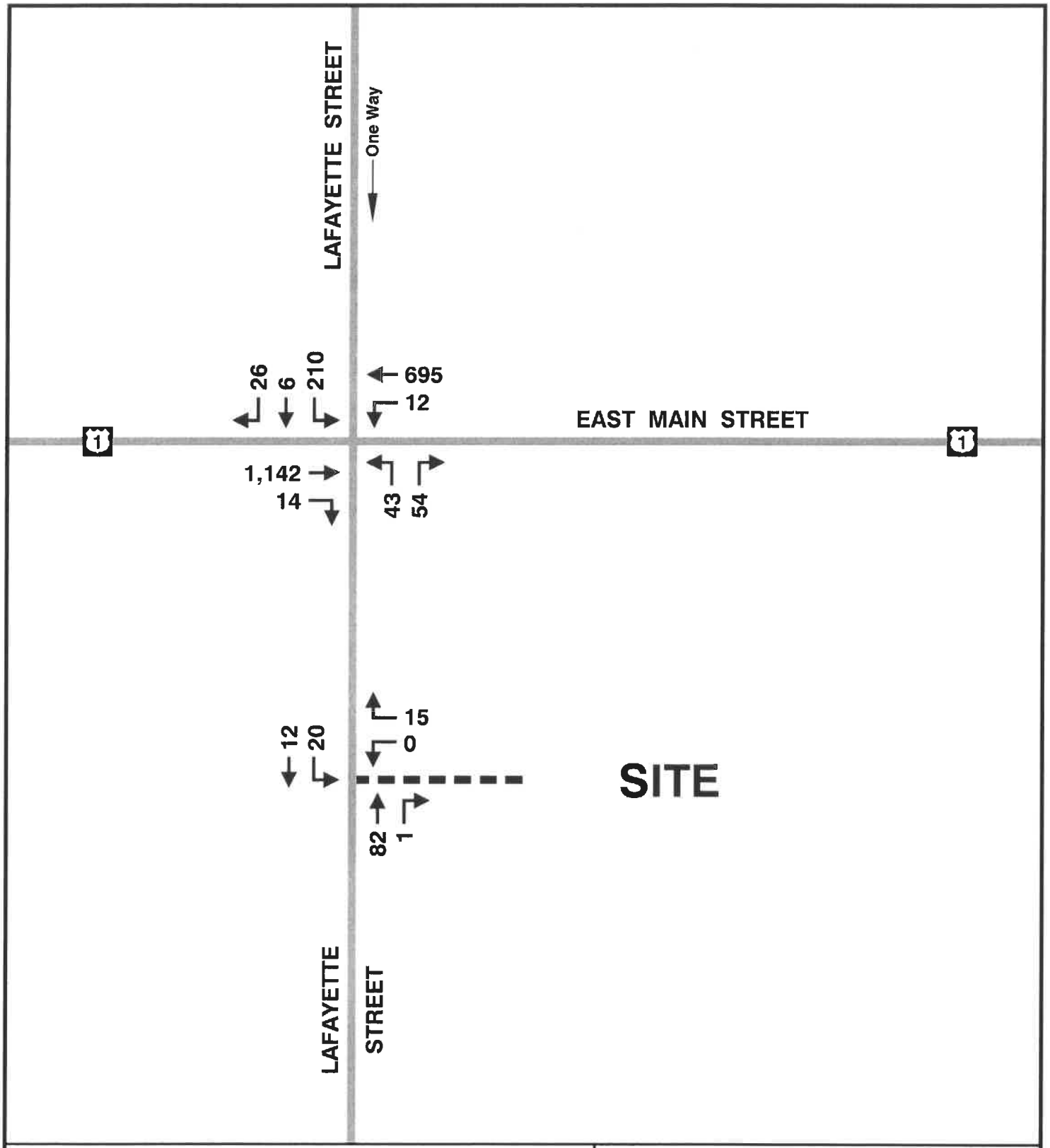

NOTE:
2020 Build Traffic Volumes include 2020 No-Build Traffic Volumes and Site Traffic Generation.

LEGEND:
Proposed Site Access Drive

2020 BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

MIXED-USE DEVELOPMENT
819 East Main Street
Stamford, Connecticut

N

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PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Not to Scale

15

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Capacity Analysis Procedures

Capacity analysis procedures are provided in the Appendix of this report. The analyses follow a SYNCHRO computer model and information provided by the Transportation Research Board (TRB) and the Highway Capacity Manual (HCM) 6th Edition.

Capacity Analysis Results – Existing, No-Build and Build Conditions

The following is a summary of the results of analyses for an existing, no-build and build conditions at the Study Area intersections for each of the time periods included in this analysis.

1. *U.S. Route 1 (East Main Street) at Lafayette Street*

Existing – Results of the analysis for this condition indicate that this traffic signal controlled intersection currently operates at an overall Level of Service "B" during both the weekday morning and weekday afternoon peak hours. All lane groups and approaches operate at a Level of Service "D" or better during both the weekday morning and weekday afternoon peak hours.

No-Build – The analysis for this condition indicate that this traffic signal controlled intersection will operate at an overall Level of Service "B" during both the weekday morning and weekday afternoon peak hours. All lane groups and approaches operate at a Level of Service "D" or better during both the weekday morning and weekday afternoon peak hours.

Build – Results of the analysis indicate that the Levels of Service will remain the same as the no-build, with little to no increase in vehicle delay during both peak hours.

2. *Lafayette Street at Site Access Drive*

Build – The analysis for this condition indicate that this STOP controlled intersection will operate at a Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

Table 5 provides a more detailed summary of the results of the analyses, as described above. This table provides Level of Service, average vehicle delay and volume to capacity ratio for each lane

Table 5
CAPACITY ANALYSIS RESULTS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

			2018 EXISTING CONDITIONS (BASELINE)				2020 NO–BUILD CONDITIONS				2020 BUILD CONDITIONS				PROJECT IMPACTS (NO-BUILD TO BUILD)			
			Weekday Morning		Weekday Afternoon		Weekday Morning		Weekday Afternoon		Weekday Morning		Weekday Afternoon		Weekday Morning		Weekday Afternoon	
INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
U.S. Route 1 (East Main Street) at Lafayette Street	Traffic Signal	EB TR	A/8.9	0.43	A/9.0	0.50	A/9.3	0.44	A/9.5	0.51	A/8.6	0.43	A/9.8	0.52	No	0.0	No	0.3
		APP.	A/8.9	--	A/9.0	--	A/9.3	--	A/9.5	--	A/8.6	--	A/9.8	--	No	0.0	No	0.3
		WB LT	A/7.9	0.39	B/11.3	0.57	A/8.1	0.40	B/12.1	0.60	A/7.6	0.40	B/13.1	0.62	No	0.0	No	1.0
		APP.	A/7.9	--	B/11.3	--	A/8.1	--	B/12.1	--	A/7.6	--	B/13.1	--	No	0.0	No	1.0
		NB LR	B/18.7	0.08	B/15.8	0.24	B/18.5	0.08	B/15.4	0.24	B/18.7	0.14	B/15.4	0.28	No	0.2	No	0.0
		APP.	B/18.7	--	B/15.8	--	B/18.5	--	B/15.4	--	B/18.7	--	B/15.4	--	No	0.2	No	0.0
		SB L	D/48.1	0.72	D/53.6	0.77	D/47.4	0.72	D/53.7	0.78	D/49.1	0.73	D/54.7	0.79	No	1.7	No	1.0
		TR	A/9.1	0.15	B/10.6	0.08	A/9.0	0.15	B/10.4	0.08	A/9.5	0.16	B/11.9	0.09	No	0.5	No	1.5
		APP.	D/39.5	--	D/48.4	--	D/39.0	--	D/48.6	--	D/40.3	--	D/49.0	--	No	1.3	No	0.4
		Overall	B/13.5	--	B/14.3	--	B/13.6	--	B/14.8	--	B/13.4	--	B/15.4	--	No	0.0	No	0.6
Lafayette Street at Site Access Drive	TWSC	WB Ln1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A/8.5	0.019	A/8.8	0.017	N/A	N/A	N/A	N/A
		SB L									A/7.3	0.005	A/7.4	0.014				

Notes:

- Synchro 10.0/HCM 6th Edition results are used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group, Movement and Lane. Any V/C ratio greater than or equal to one indicates that the Lane Group, Movement and Lane are operating at above capacity.
- TWSC = Two-Way STOP Control.
- N/A = Not Available.
- Physical Units consist of the following:
  1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.
  2. TWSC Intersections: Critical Lane and Critical Movement.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
L = Left Turn T = Through R = Right Turn APP. = Approach Ln = Lane

group, approach, intersection overall, movement and lane during each of the peak hours for the existing, no-build and build conditions. It also provides a project assessment between the no-build and build conditions, which identifies the potential impact. Table 6 provides a more detailed summary of the results of the Storage/Queue analyses for each lane group, movement and lane during each of the peak hours for the existing, no-build and build conditions. The capacity worksheets are included in the Appendix of this report.

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Table 6
STORAGE/QUEUE ANALYSIS RESULTS – PEAK HOURS
Mixed-Use Development
819 East Main Street
Stamford, Connecticut

INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	2018 EXISTING CONDITIONS (BASELINE)		2020 NO–BUILD CONDITIONS		2020 BUILD CONDITIONS	
				Weekday Morning	Weekday Afternoon	Weekday Morning	Weekday Afternoon	Weekday Morning	Weekday Afternoon
				Queue Length (Feet)	Queue Length (Feet)	Queue Length (Feet)	Queue Length (Feet)	Queue Length (Feet)	Queue Length (Feet)
U.S. Route 1 (East Main Street) at Lafayette Street	Traffic Signal	285	EB TR	246	**287**	255	**304**	249	**312**
		355	WB LT	184	**413**	190	**445**	186	**474**
		290	NB LR	29	53	28	53	40	60
		1,225	SB L	199	193	202	199	202	199
		225	TR	32	22	32	21	34	25
Lafayette Street at Site Access Drive	TWSC	75	WB Ln1	N/A	N/A	N/A	N/A	3	3
		50	SB L					0	0

Notes:

- Synchro 10.0 Macroscopic model/HCM 6th Edition results are used for storage/queue analysis.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- TWSC = Two-Way STOP Control.
- Physical Units consist of the following:
  1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.
  2. TWSC Intersections: Critical Lane and Critical Movement.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
L = Left Turn T = Through R = Right Turn Ln = Lane

APPENDIX

PHOTOGRAPHS

U.S. Route 1 (East Main Street) at Lafayette Street Looking East

U.S. Route 1 (East Main Street) at Lafayette Street Looking West

June 13, 2018
Frederick P. Clark Associates, Inc.

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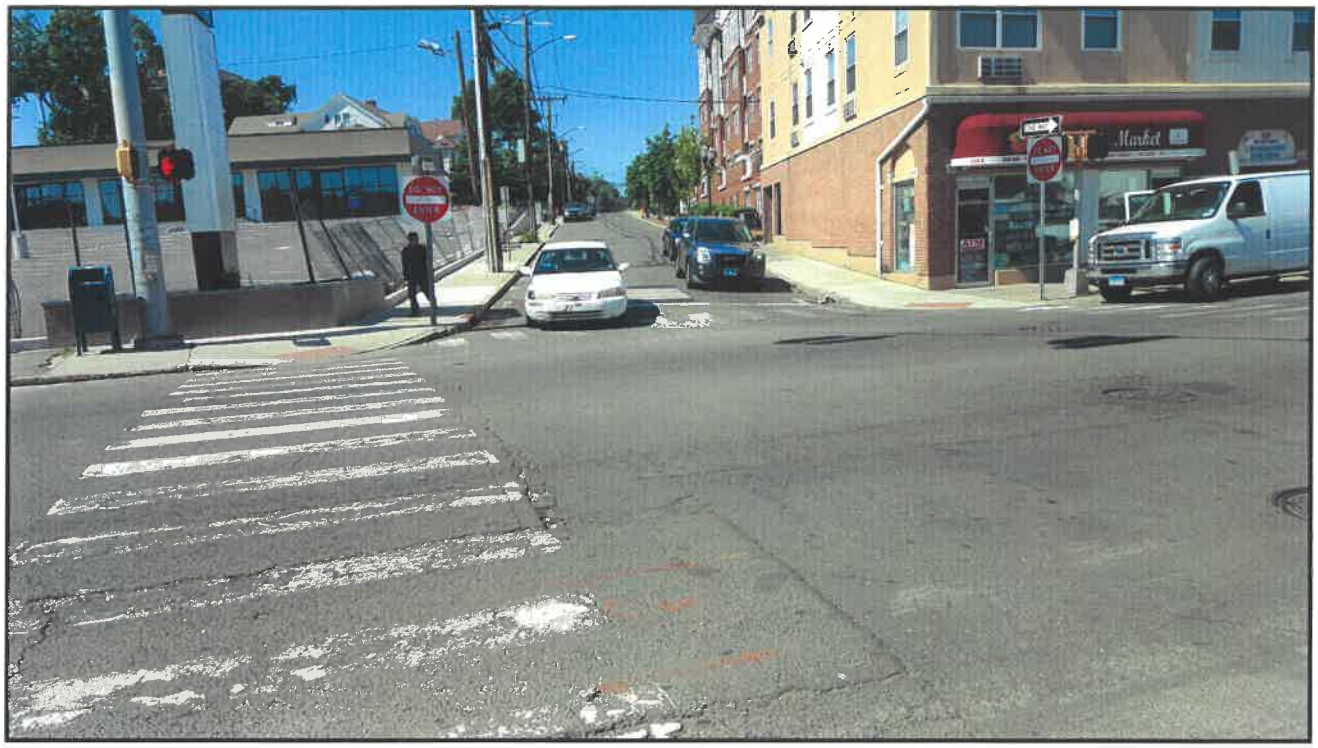
Exhibit 1



Lafayette Street at U.S. Route 1 (East Main Street) Looking North

Lafayette Street at U.S. Route 1 (East Main Street) Looking South

June 13, 2018
Frederick P. Clark Associates, Inc.

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Exhibit 2

2017 EXISTING TRAFFIC VOLUMES

ACCIDENT HISTORY

Collision Analysis Safety Tables

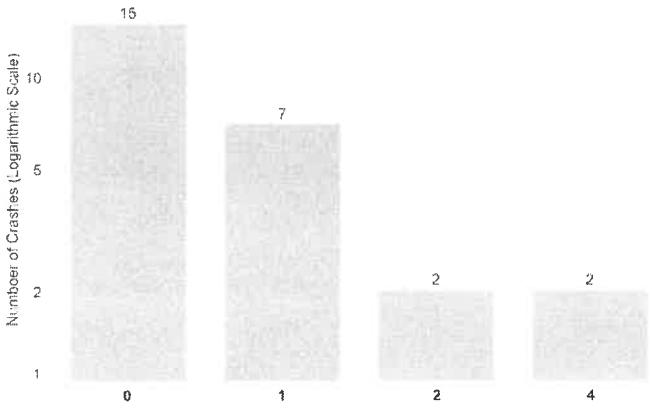
Crash Severity

Queries Selected: Town: . Date (Year: or *1/1/2015* to *12/31/2017*). Severity: . Route Class: . Road Number: . Local Road Name: . Mile Markers: *7.85* to *7.85*

Injury Status of Crashes

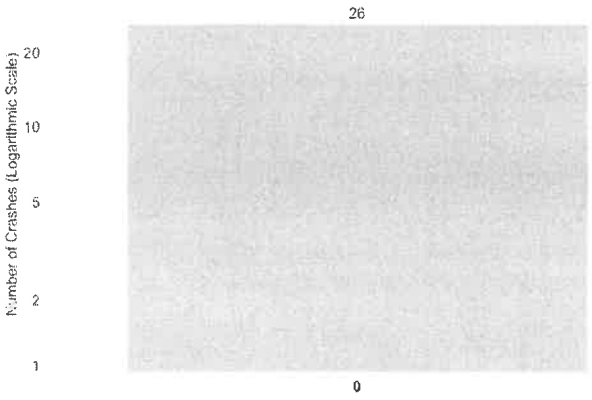
Crash Severity	Crashes	% of All Crashes
Suspected Minor Injury (B)	6.00	23.08%
Possible Injury (C)	5.00	19.23%
No Apparent Injuries (O)	15.00	57.69%
Grand Total	26.00	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	15.00	57.69%
1	7.00	26.92%
2	2.00	7.69%
4	2.00	7.69%
Grand Total	26.00	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	26.00	100.00%
Grand Total	26.00	100.00%

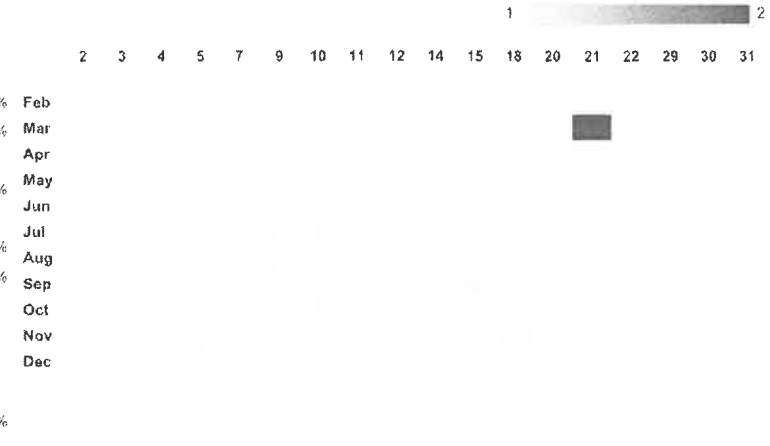
Collision Analysis Safety Tables

Time and Date of Crashes

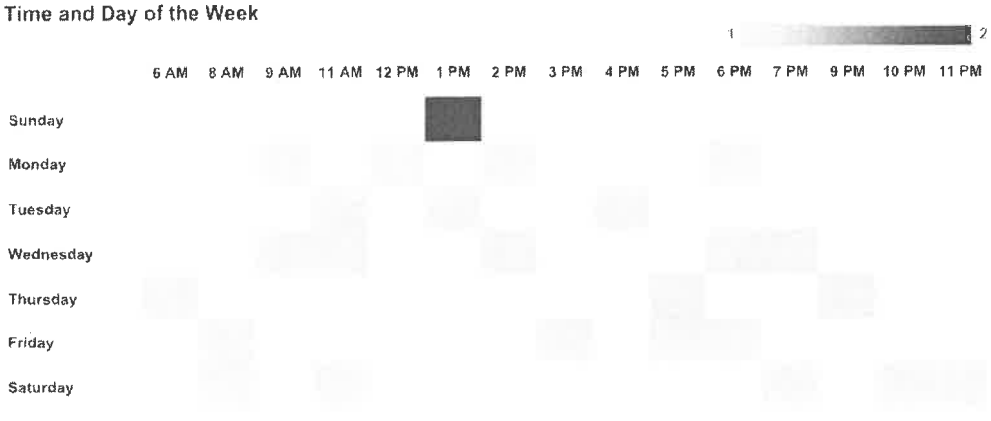
Queries Selected: Town: , Date (Year: or *1/1/2015* to *12/31/2017*), Severity: , Route Class: , Road Number: , Local Road Name: , Mile Markers: *7.85* to *7.85*

Month and Date of Crashes

	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Feb			1.000	11.1%	1.000	12.5%
Mar	1.000	11.1%			1.000	12.5%
Apr	1.000	11.1%				
May			1.000	11.1%	3.000	37.5%
Jun			1.000	11.1%		
Jul	2.000	22.2%	2.000	22.2%	1.000	12.5%
Aug	1.000	11.1%	1.000	11.1%	2.000	25.0%
Sep	2.000	22.2%				
Oct	2.000	22.2%				
Nov			2.000	22.2%		
Dec			1.000	11.1%		
Total	9.000	100.0%	9.000	100.0%	8.000	100.0%



Time and Day of the Week



	Saturday	Friday	Thursday	Wednesday	Tuesday	Monday	Sunday	Grand Total
Crashes	5.00	4.00	3.00	5.00	3.00	4.00	2.00	26.00
% of Total Crashes	19.23%	15.38%	11.54%	19.23%	11.54%	15.38%	7.69%	100.00%

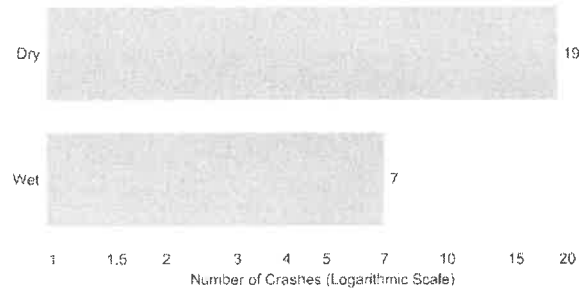
Hour of Crash Time	Crashes	% of All Crashes
6 AM	1.00	3.85%
8 AM	2.00	7.69%
9 AM	2.00	7.69%
11 AM	3.00	11.54%
12 PM	1.00	3.85%
1 PM	3.00	11.54%
2 PM	2.00	7.69%
3 PM	1.00	3.85%
4 PM	1.00	3.85%
5 PM	2.00	7.69%
6 PM	3.00	11.54%
7 PM	2.00	7.69%
9 PM	1.00	3.85%
10 PM	1.00	3.85%
11 PM	1.00	3.85%
Grand Total	26.00	100.00%

Collision Analysis Safety Tables

Crash Conditions

Queries Selected: Town: . Date (Year: or *1/1/2015* to *12/31/2017*). Severity: . Route Class: . Road Number: , Local Road Name: , Mile Markers: *7.85* to *7.85*

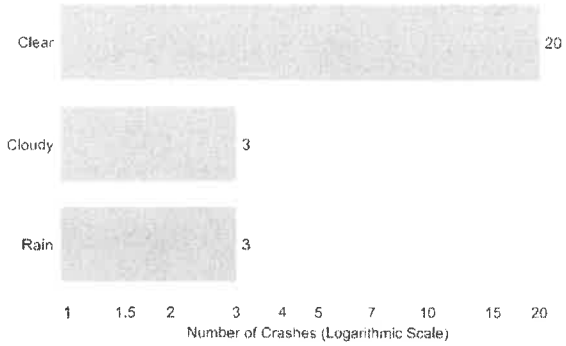
Traffic Surface Conditions



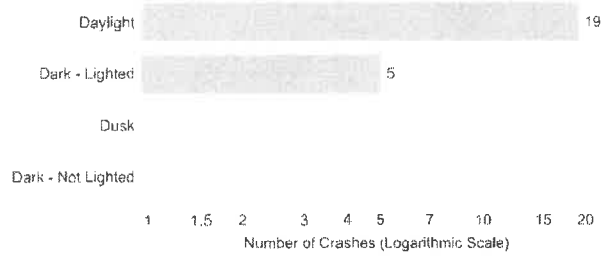
	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry	7.000	77.8%	6.000	66.7%	6.000	75.0%
Wet	2.000	22.2%	3.000	33.3%	2.000	25.0%
Grand Total	9.000	100.0%	9.000	100.0%	8.000	100.0%

Weather Conditions

	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear	8.000	88.9%	5.000	55.6%	7.000	87.5%
Cloudy			3.000	33.3%		
Rain	1.000	11.1%	1.000	11.1%	1.000	12.5%
Grand Total	9.000	100.0%	9.000	100.0%	8.000	100.0%



Light Conditions



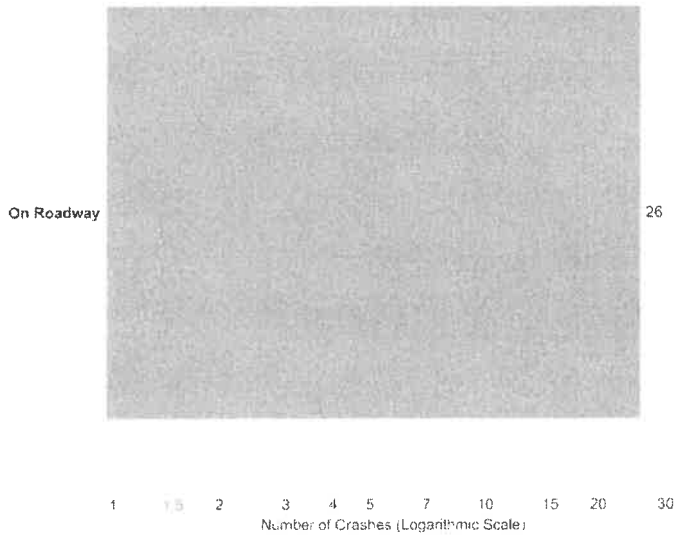
	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Daylight	7.000	77.8%	6.000	66.7%	6.000	75.0%
Dark - Lighted	1.000	11.1%	3.000	33.3%	1.000	12.5%
Dusk					1.000	12.5%
Dark - Not Lighted	1.000	11.1%				
Grand Total	9.000	100.0%	9.000	100.0%	8.000	100.0%

Collision Analysis Safety Tables

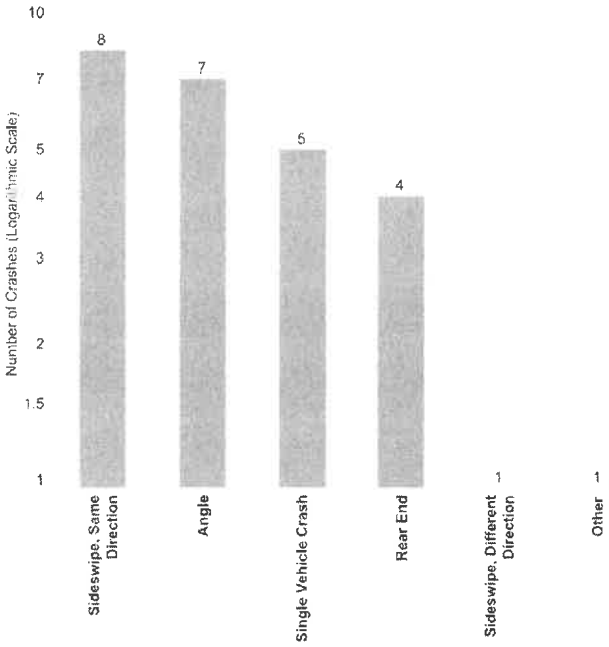
Crash Manner and Location

Queries Selected: Town: , Date (Year: or *1/1/2015* to *12/31/2017*), Severity: , Route Class: , Road Number: , Local Road Name: , Mile Markers: *7.85* to *7.85*

Location of 1st Harmful Event



Manner of Crashes



Location Of First Harmful Event	Crashes	% of All Crashes
On Roadway	26.00	100.00%
Grand Total	26.00	100.00%

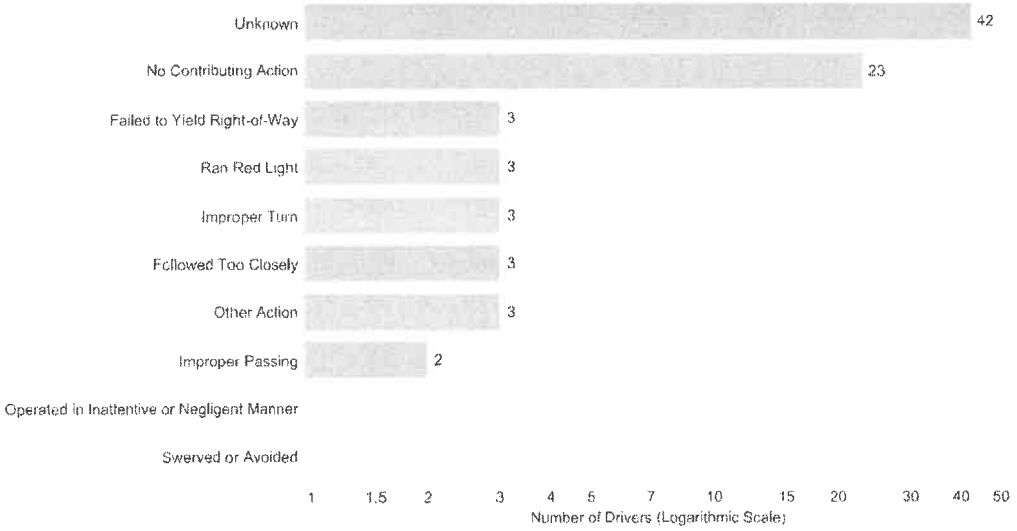
Manner Of Crash	Crashes	% of All Crashes
Rear End	4.00	15.38%
Angle	7.00	26.92%
Sideswipe, Same Direction	8.00	30.77%
Sideswipe, Different Direction	1.00	3.85%
Single Vehicle Crash	5.00	19.23%
Other	1.00	3.85%
Grand Total	26.00	100.00%

Collision Analysis Safety Tables

Driver Actions

Queries Selected: Town: , Date (Year: or *1/1/2015* to *12/31/2017*), Severity: , Route Class: , Road Number: , Local Road Name: , Mile Markers: *7.85* to *7.85*

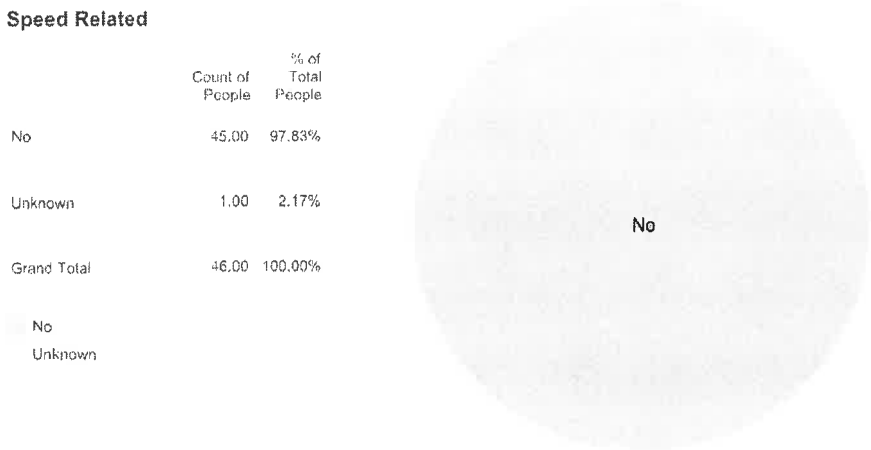
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	23.00	50.00%
Unknown	4.00	8.70%
Failed to Yield Right-of-Way	3.00	6.52%
Ran Red Light	3.00	6.52%
Improper Turn	3.00	6.52%
Followed Too Closely	3.00	6.52%
Other Action	3.00	6.52%
Improper Passing	2.00	4.35%
Operated in Inattentive or Negligent Manner	1.00	2.17%
Swerved or Avoided	1.00	2.17%
Grand Total	46.00	100.00%

Speed Related

	Count of People	% of Total People
No	45.00	97.83%
Unknown	1.00	2.17%
Grand Total	46.00	100.00%



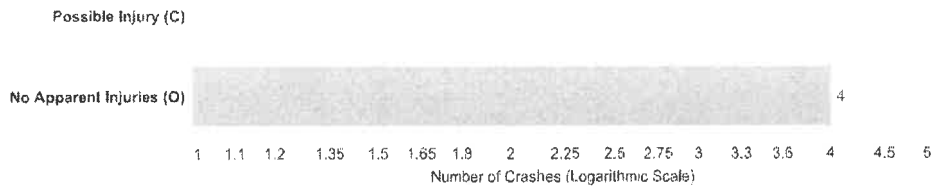
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 4/30/2018

Collision Analysis Safety Tables

Crash Severity | Geographic of Crashes 1 | Geographic of Crashes 2 | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2

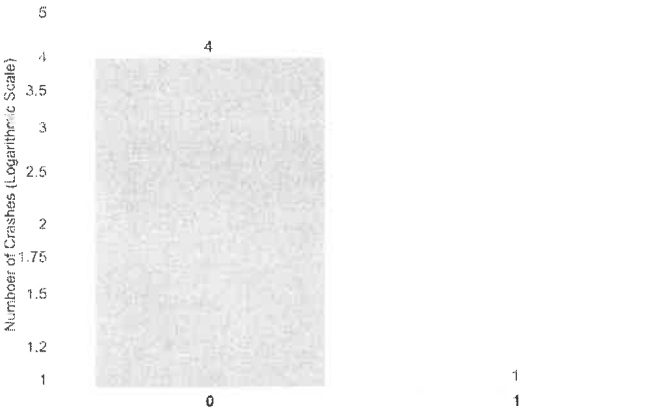
Queries Selected: Town: , Date (Year: or *1/1/2015* to *12/31/2017*), Severity: , Route Class: , Road Number: , Local Road Name: , Mile Markers: *0.01* to *117.36*

Injury Status of Crashes



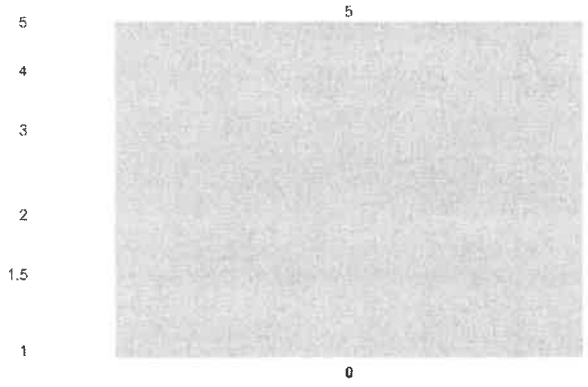
Crash Severity	Crashes	% of All Crashes
Possible Injury (C)	1.000	20.00%
No Apparent Injuries (O)	4.000	80.00%
Grand Total	5.000	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	4.000	80.00%
1	1.000	20.00%
Grand Total	5.000	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	5.000	100.00%
Grand Total	5.000	100.00%

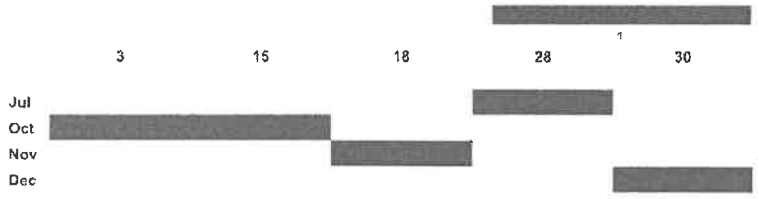
Collision Analysis Safety Tables

Time and Date of Crashes

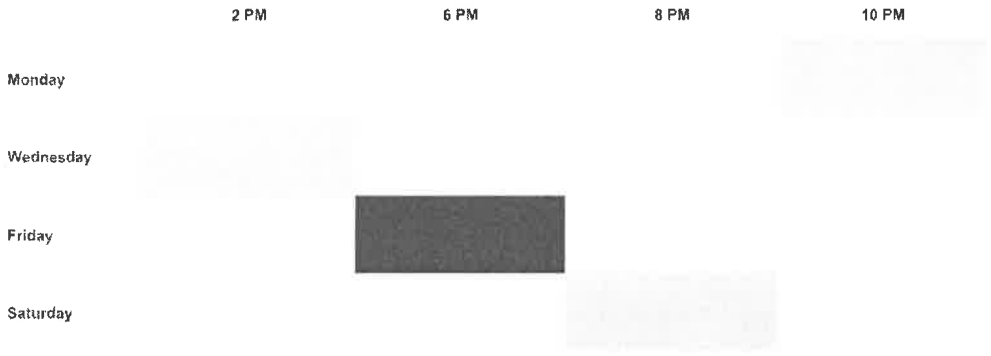
Queries Selected: Town: . Date (Year: or *1/1/2015* to *12/31/2017*). Severity: . Route Class: . Road Number: . Local Road Name: . Mile Markers: *0.01* to *117.36*

Month and Date of Crashes

	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jul					1.000	100.0%
Oct			2.000	66.7%		
Nov			1.000	33.3%		
Dec	1.000	100.0%				
Total	1.000	100.0%	3.000	100.0%	1.000	100.0%



Time and Day of the Week



	Saturday	Friday	Wednesday	Monday	Grand Total
Crashes	1.000	2.000	1.000	1.000	5.000
% of Total Crashes	20.00%	40.00%	20.00%	20.00%	100.00%

Hour of Crash Time	Crashes	% of All Crashes
2 PM	1.000	20.00%
6 PM	2.000	40.00%
8 PM	1.000	20.00%
10 PM	1.000	20.00%
Grand Total	5.000	100.00%

Collision Analysis Safety Tables

Crash Conditions

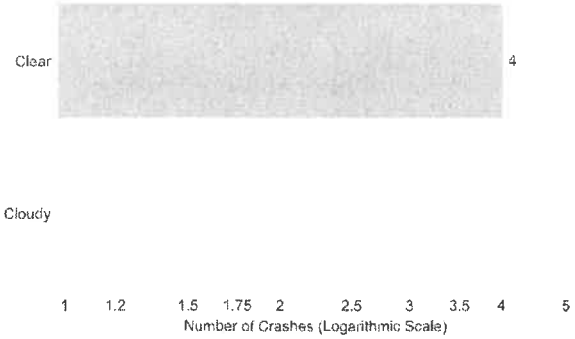
Queries Selected: Town: , Date (Year: or *1/1/2015* to *12/31/2017*), Severity: , Route Class: , Road Number: , Local Road Name: , Mile Markers: *0.01* to *117.36*

Traffic Surface Conditions

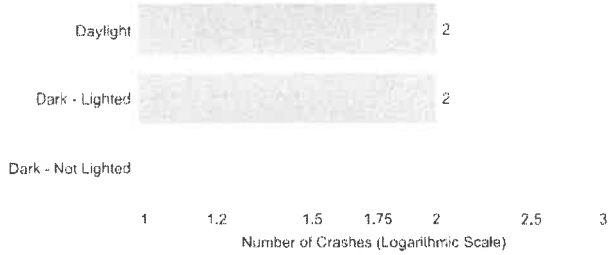
	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry			3.000	100.0%	1.000	100.0%
Wet	1.000	100.0%				
Grand Total	1.000	100.0%	3.000	100.0%	1.000	100.0%

Weather Conditions

	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear			3.000	100.0%	1.000	100.0%
Cloudy	1.000	100.0%				
Grand Total	1.000	100.0%	3.000	100.0%	1.000	100.0%



Light Conditions



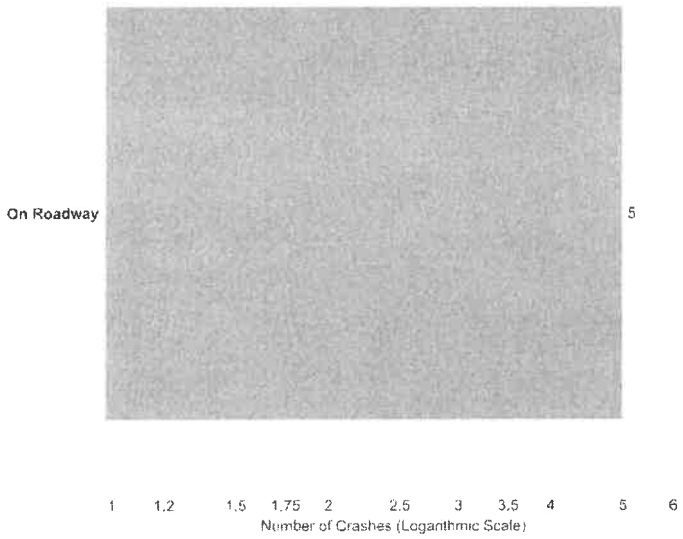
	2015		2016		2017	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Daylight	1.000	100.0%			1.000	100.0%
Dark - Lighted			2.000	66.7%		
Dark - Not Lighted			1.000	33.3%		
Grand Total	1.000	100.0%	3.000	100.0%	1.000	100.0%

Collision Analysis Safety Tables

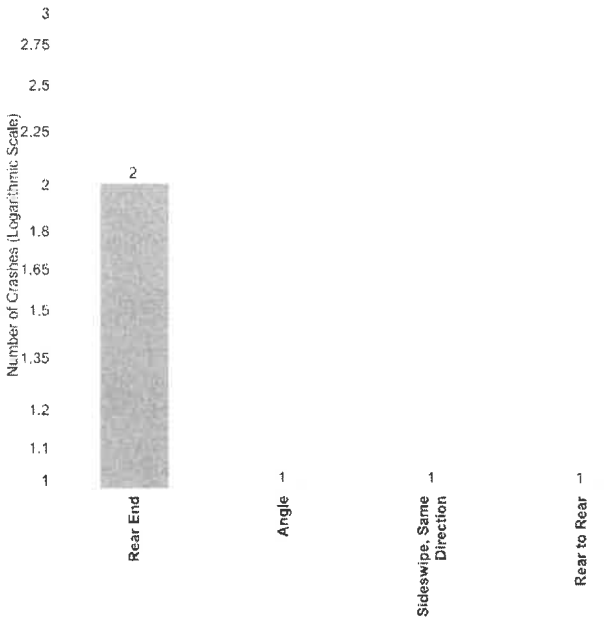
Crash Manner and Location

Queries Selected: Town: , Date (Year: or *1/1/2015* to *12/31/2017*), Severity: , Route Class: , Road Number: , Local Road Name: , Mile Markers: *0.01* to *117.36*

Location of 1st Harmful Event



Manner of Crashes



Location Of First Harmful Event	Crashes	% of All Crashes
On Roadway	5.000	100.00%
Grand Total	5.000	100.00%

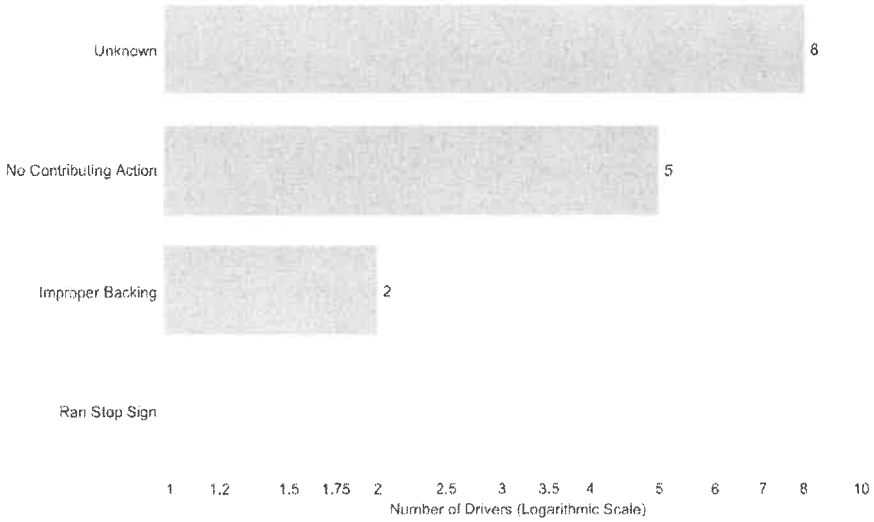
Manner Of Crash	Crashes	% of All Crashes
Rear End	2.000	40.00%
Angle	1.000	20.00%
Sideswipe, Same Direction	1.000	20.00%
Rear to Rear	1.000	20.00%
Grand Total	5.000	100.00%

Collision Analysis Safety Tables

Driver Actions

Queries Selected: Town: , Date (Year: or *1/1/2015* to *12/31/2017*). Severity: , Route Class: , Road Number: , Local Road Name: , Mile Markers: *0.01* to *117.36*

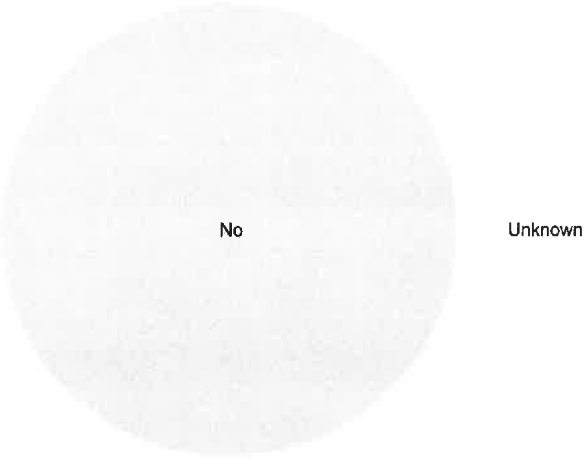
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	5.000	62.50%
Improper Backing	2.000	25.00%
Ran Stop Sign	1.000	12.50%
Grand Total	8.000	100.00%

Speed Related

	Count of People	% of Total People
No	7.000	87.50%
Unknown	1.000	12.50%
Grand Total	8.000	100.00%



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CAPACITY ANALYSIS PROCEDURES

CAPACITY ANALYSIS PROCEDURES

Intersections – Four methods of analysis are needed to evaluate different kinds of intersections. These methods are based on procedures found in the Sixth Edition of the Highway Capacity Manual 2016 and are described below.

Signalized Intersections

This chapter's methodology applies to three-leg and four-leg intersections of two streets or highways where the signalization operates in isolation from nearby intersections.

Performance Measure – An intersection's performance is described by the use of one or more quantitative measures that characterize some aspect of the service provided to a specific road user group. Performance measures include automobile volume-to-capacity ratio, automobile delay, queue storage ratio, pedestrian delay, pedestrian circulation area, pedestrian perception score, bicycle delay, and bicycle perception score. LOS is considered a performance measure. It is computed for the automobile, pedestrian, and bicycle travel modes.

Travel Modes – There are three methodologies that can be used to evaluate intersection performance from the perspective of motorists, pedestrians, and bicyclists. They are referred to as the automobile methodology, the pedestrian methodology, and the bicycle methodology.

Lane Groups and Movement Groups – A separate lane group is established to (a) each lane (or combination of adjacent lanes) that exclusively serves one movement and (b) each lane shared by two or more movements. The concept of movement groups is also established to facilitate data entry. A separate movement group is established for (a) each turn movement with one or more exclusive turn lanes and (b) the through movement (inclusive of any turn movements that share a lane).

LOS Criteria – LOS criteria for the automobile mode are different from those for the non-automobile modes. The automobile-mode criteria are based on performance measures that are field measurable and perceivable by travelers. The criteria for the non-automobile modes are based on scores reported by travelers indicating their perception of service quality.

Automobile Mode – LOS for Automobile Mode can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following describes each LOS.

Level of Service A – It describes operations with a control delay of 10.0 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned

when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B – It describes operations with control delay between 10 to 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicle stop than with LOS A.

Level of Service C – It describes operations with control delay between 20 to 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D – It describes operations with control delay between 35 to 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

The LOS thresholds established for automobile mode at a signalized intersection

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	≤ 1.0	>1.0
≤ 10	A	F
>10 to 20	B	F
>20 to 35	C	F
>35 to 55	D	F
>55 to 80	E	F
>80	F	F

Note: For approach-based and intersection-wide assessments, LOS is defined by control delay.

Two-Way STOP-Controlled Intersections (TWSC)

One typical configuration is a four-leg intersection, where the major street is uncontrolled, while the minor street is controlled by STOP signs. The other typical configuration is a three-leg intersection, where the single minor-street approach is controlled by a STOP sign.

Theoretical Basic – Gap-acceptance models begin with the recognition that TWSC Intersections give no positive indication or control to the driver on the minor street as to when it is appropriate to leave the stop line and enter the major street. The driver must determine when a gap on the major street is large enough to permit entry and when to enter, on the basis of the relative priority of the competing movements. This decision-making process has been formalized analytically into what is commonly known as gap-acceptance theory. Gap-acceptance theory includes three basic elements: the size and distribution (availability) of gaps on the major street, the usefulness of these gaps to the minor-street drivers, and the relative priority of the various movements at the intersection.

Critical Headway and Follow-Up Headway – The *critical headway* is defined as the minimum interval in the major street traffic stream that allows intersection entry for one minor-street vehicle. Thus, the driver's critical headway is the minimum headway that would be acceptable. Critical headway can be estimated on the basis of observations of the largest rejected and smallest accepted headway for a given intersection. The *follow-up headway* is defined as the time between the departure of one vehicle from the minor street and the departure of the next vehicle using the same major-street headway, under a condition of continuous queuing on the minor street.

Base Critical Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE CRITICAL HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	4.1	4.1	5.3
U-turn from major	N/A	6.4 (wide) 6.9 (narrow)	5.6
Right turn from minor	6.2	6.9	7.1
Through traffic 0n major	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5* 2-stage, stage I: 5.5* 2-stage, Stage II: 5.5*
Left turn from minor	1-stage:7.1 2-stage, stage I: 6.1 2-stage, Stage II: 6.1	1-stage:7.5 2-stage, stage I: 6.5 2-stage, Stage II: 6.5	1-stage:6.4 2-stage, stage I: 7.3 2-stage, Stage II: 6.7

*Use caution; values estimated

Base Follow-up Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE FOLLOW-UP HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	2.2	2.2	3.1
U-turn from major	N/A	2.5 (wide) 3.1 (narrow)	2.3
Right turn from minor	3.3	3.3	3.9
Through traffic on major	4.0	4.0	4.0
Left turn from minor	3.5	3.5	3.8

Level Of Service Criteria – LOS for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turn. LOS is not defined for the intersection as a whole or for major-street approaches. LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

Automobile Mode – The methodology applies to TWSC intersections with up to three lanes (either shared or exclusive) on the major-street approaches and up to three lanes on the minor-street

approaches (with no more than one exclusive lane for each movement on the minor-street approach). Effects from other intersections are accounted for only in situations in which a TWSC intersection is located on an urban street segment between coordinated signalized intersections. In this situation, the intersection can be analyzed by using the procedures in urban street segment.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	1.0	>1.0
0- 10	A	F
>10 to 15	B	F
>15 to 25	C	F
>25 to 35	D	F
>35 to 50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

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CAPACITY ANALYSIS WORKSHEETS

CAPACITY ANALYSIS WORKSHEETS

Existing Conditions

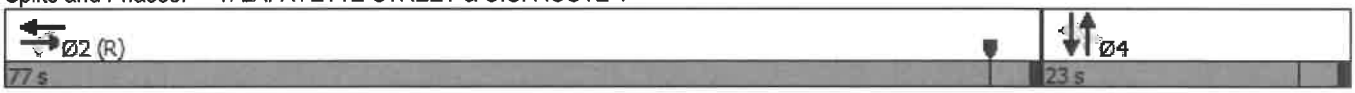
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	506	0	5	835	0	15	0	12	205	4	54
Future Volume (vph)	0	506	0	5	835	0	15	0	12	205	4	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		225
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00			0.98		0.98	0.98	
Frt								0.939			0.860	
Flt Protected								0.973		0.950		
Satd. Flow (prot)	0	1863	0	0	3539	0	0	1668	0	1770	1570	0
Flt Permitted					0.953			0.881		0.738		
Satd. Flow (perm)	0	1863	0	0	3373	0	0	1503	0	1342	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								13			59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			412			337			482	
Travel Time (s)		7.5			9.4			7.7			11.0	
Confl. Peds. (#/hr)	30		12	12		30	5		8	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	550	0	5	908	0	16	0	13	223	4	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	0	913	0	0	29	0	223	63	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		17.0		17.0	17.0		20.0	20.0		20.0	20.0	
Total Split (s)		77.0		77.0	77.0		23.0	23.0		23.0	23.0	
Total Split (%)		77.0%		77.0%	77.0%		23.0%	23.0%		23.0%	23.0%	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		68.8			68.8			23.2		23.2	23.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.69			0.69			0.23		0.23	0.23	
v/c Ratio		0.43			0.39			0.08		0.72	0.15	
Control Delay		8.9			7.9			18.7		48.1	9.1	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		8.9			7.9			18.7		48.1	9.1	
LOS		A			A			B		D	A	
Approach Delay		8.9			7.9			18.7			39.5	
Approach LOS		A			A			B			D	
Queue Length 50th (ft)		140			118			8		130	2	
Queue Length 95th (ft)		246			184			29		199	32	
Internal Link Dist (ft)		252			332			257			402	
Turn Bay Length (ft)												
Base Capacity (vph)		1371			2483			367		319	418	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.40			0.37			0.08		0.70	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 51.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1117	6	4	673	0	35	0	45	202	2	26
Future Volume (vph)	0	1117	6	4	673	0	35	0	45	202	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		225
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.95		0.96	0.94	
Frt		0.999						0.924			0.860	
Flt Protected								0.979		0.950		
Satd. Flow (prot)	0	3534	0	0	1863	0	0	1634	0	1770	1499	0
Flt Permitted					0.995			0.881		0.701		
Satd. Flow (perm)	0	3534	0	0	1853	0	0	1439	0	1260	1499	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						49			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			412			337			482	
Travel Time (s)		7.5			9.4			7.7			11.0	
Confl. Peds. (#/hr)	60		16	16		60	16		23	23		16
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1214	7	4	732	0	38	0	49	220	2	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1221	0	0	736	0	0	87	0	220	30	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		17.0		17.0	17.0		20.0	20.0		20.0	20.0	
Total Split (s)		63.0		63.0	63.0		37.0	37.0		37.0	37.0	
Total Split (%)		63.0%		63.0%	63.0%		37.0%	37.0%		37.0%	37.0%	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		69.4			69.4			22.6		22.6	22.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.69			0.69			0.23		0.23	0.23	
v/c Ratio		0.50			0.57			0.24		0.77	0.08	
Control Delay		9.0			11.3			15.8		53.6	10.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		9.0			11.3			15.8		53.6	10.6	
LOS		A			B			B		D	B	
Approach Delay		9.0			11.3			15.8			48.4	
Approach LOS		A			B			B			D	
Queue Length 50th (ft)		167			209			19		132	1	
Queue Length 95th (ft)		287			413			53		193	22	
Internal Link Dist (ft)		252			332			257			402	
Turn Bay Length (ft)												
Base Capacity (vph)		2453			1286			507		415	513	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.50			0.57			0.17		0.53	0.06	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 57 (57%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 63.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

CAPACITY ANALYSIS WORKSHEETS

No-Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	515	0	5	851	0	15	0	12	209	4	55
Future Volume (vph)	0	515	0	5	851	0	15	0	12	209	4	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		225
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00			0.98		0.98	0.98	
Frt								0.939			0.859	
Flt Protected								0.973		0.950		
Satd. Flow (prot)	0	1863	0	0	3539	0	0	1668	0	1770	1568	0
Flt Permitted					0.953			0.882		0.738		
Satd. Flow (perm)	0	1863	0	0	3373	0	0	1505	0	1342	1568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								13			60	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			412			337			482	
Travel Time (s)		7.5			9.4			7.7			11.0	
Confl. Peds. (#/hr)	30		12	12		30	5		8	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	560	0	5	925	0	16	0	13	227	4	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	560	0	0	930	0	0	29	0	227	64	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		17.0		17.0	17.0		20.0	20.0		20.0	20.0	
Total Split (s)		77.0		77.0	77.0		23.0	23.0		23.0	23.0	
Total Split (%)		77.0%		77.0%	77.0%		23.0%	23.0%		23.0%	23.0%	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		68.3			68.3			23.7		23.7	23.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.68			0.68			0.24		0.24	0.24	
v/c Ratio		0.44			0.40			0.08		0.72	0.15	
Control Delay		9.3			8.1			18.5		47.4	9.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		9.3			8.1			18.5		47.4	9.0	
LOS		A			A			B		D	A	
Approach Delay		9.3			8.1			18.5			39.0	
Approach LOS		A			A			B			D	
Queue Length 50th (ft)		146			123			8		132	2	
Queue Length 95th (ft)		255			190			28		202	32	
Internal Link Dist (ft)		252			332			257			402	
Turn Bay Length (ft)												
Base Capacity (vph)		1368			2478			373		324	424	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.41			0.38			0.08		0.70	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 52.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1142	6	4	695	0	36	0	46	210	2	26
Future Volume (vph)	0	1142	6	4	695	0	36	0	46	210	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		225
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.95		0.96	0.94	
Frt		0.999						0.924			0.860	
Flt Protected								0.979		0.950		
Satd. Flow (prot)	0	3534	0	0	1863	0	0	1634	0	1770	1499	0
Flt Permitted					0.995			0.881		0.699		
Satd. Flow (perm)	0	3534	0	0	1853	0	0	1439	0	1256	1499	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						50			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			412			337			482	
Travel Time (s)		7.5			9.4			7.7			11.0	
Confl. Peds. (#/hr)	60		16	16		60	16		23	23		16
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1241	7	4	755	0	39	0	50	228	2	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1248	0	0	759	0	0	89	0	228	30	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		17.0		17.0	17.0		20.0	20.0		20.0	20.0	
Total Split (s)		63.0		63.0	63.0		37.0	37.0		37.0	37.0	
Total Split (%)		63.0%		63.0%	63.0%		37.0%	37.0%		37.0%	37.0%	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		68.8			68.8			23.2		23.2	23.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.69			0.69			0.23		0.23	0.23	
v/c Ratio		0.51			0.60			0.24		0.78	0.08	
Control Delay		9.5			12.1			15.4		53.7	10.4	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		9.5			12.1			15.4		53.7	10.4	
LOS		A			B			B		D	B	
Approach Delay		9.5			12.1			15.4			48.6	
Approach LOS		A			B			B			D	
Queue Length 50th (ft)		177			225			20		137	1	
Queue Length 95th (ft)		304			445			53		199	21	
Internal Link Dist (ft)		252			332			257			402	
Turn Bay Length (ft)												
Base Capacity (vph)		2430			1274			508		414	513	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.51			0.60			0.18		0.55	0.06	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 57 (57%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 64.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

CAPACITY ANALYSIS WORKSHEETS

Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	515	3	8	851	0	24	0	21	209	5	55
Future Volume (vph)	0	515	3	8	851	0	24	0	21	209	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		225
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.97		0.98	0.98	
Frt		0.999						0.937			0.862	
Flt Protected								0.974		0.950		
Satd. Flow (prot)	0	1860	0	0	3539	0	0	1665	0	1770	1574	0
Flt Permitted					0.950			0.863		0.772		
Satd. Flow (perm)	0	1860	0	0	3362	0	0	1468	0	1406	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						23			60	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			412			126			482	
Travel Time (s)		7.5			9.4			2.9			11.0	
Confl. Peds. (#/hr)	30		12	12		30	5		8	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	560	3	9	925	0	26	0	23	227	5	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	563	0	0	934	0	0	49	0	227	65	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		17.0		17.0	17.0		20.0	20.0		20.0	20.0	
Total Split (s)		77.0		77.0	77.0		23.0	23.0		23.0	23.0	
Total Split (%)		77.0%		77.0%	77.0%		23.0%	23.0%		23.0%	23.0%	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		69.7			69.7			22.3		22.3	22.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.70			0.70			0.22		0.22	0.22	
v/c Ratio		0.43			0.40			0.14		0.73	0.16	
Control Delay		8.6			7.6			18.7		49.1	9.5	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		8.6			7.6			18.7		49.1	9.5	
LOS		A			A			B		D	A	
Approach Delay		8.6			7.6			18.7			40.3	
Approach LOS		A			A			B			D	
Queue Length 50th (ft)		139			117			13		134	2	
Queue Length 95th (ft)		249			186			40		202	34	
Internal Link Dist (ft)		252			332			46			402	
Turn Bay Length (ft)												
Base Capacity (vph)		1373			2481			356		324	409	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.41			0.38			0.14		0.70	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 54.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	27	0	7	9
Future Vol, veh/h	0	18	27	0	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	29	0	8	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	55	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	953	1046	-	-	1584	-
Stage 1	994	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	948	1046	-	-	1584	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	3.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1046	1584	-
HCM Lane V/C Ratio	-	-	0.019	0.005	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1142	14	12	695	0	43	0	54	210	6	26
Future Volume (vph)	0	1142	14	12	695	0	43	0	54	210	6	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		225
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.95		0.97	0.94	
Frt		0.998						0.925			0.880	
Flt Protected					0.999			0.978		0.950		
Satd. Flow (prot)	0	3529	0	0	1861	0	0	1634	0	1770	1549	0
Flt Permitted					0.973			0.871		0.674		
Satd. Flow (perm)	0	3529	0	0	1812	0	0	1425	0	1214	1549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2						59			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			412			124			482	
Travel Time (s)		7.5			9.4			2.8			11.0	
Confl. Peds. (#/hr)	60		16	16		60	16		23	23		16
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1241	15	13	755	0	47	0	59	228	7	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1256	0	0	768	0	0	106	0	228	35	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases				2			4			4		
Detector Phase		2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Minimum Split (s)		17.0		17.0	17.0		20.0	20.0		20.0	20.0	
Total Split (s)		63.0		63.0	63.0		37.0	37.0		37.0	37.0	
Total Split (%)		63.0%		63.0%	63.0%		37.0%	37.0%		37.0%	37.0%	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		68.3			68.3			23.7		23.7	23.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.68			0.68			0.24		0.24	0.24	
v/c Ratio		0.52			0.62			0.28		0.79	0.09	
Control Delay		9.8			13.1			15.4		54.7	11.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		9.8			13.1			15.4		54.7	11.9	
LOS		A			B			B		D	B	
Approach Delay		9.8			13.1			15.4			49.0	
Approach LOS		A			B			B			D	
Queue Length 50th (ft)		182			238			24		137	4	
Queue Length 95th (ft)		312			474			60		199	25	
Internal Link Dist (ft)		252			332			44			402	
Turn Bay Length (ft)												
Base Capacity (vph)		2410			1237			509		400	529	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.52			0.62			0.21		0.57	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 57 (57%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 71.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: LAFAYETTE STREET & U.S. ROUTE 1

Intersection

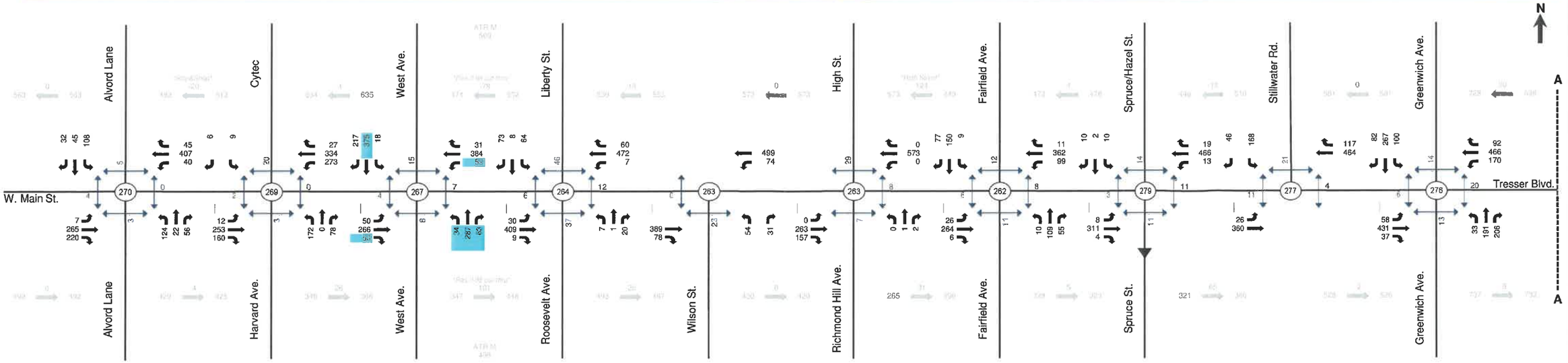
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	82	1	20	12
Future Vol, veh/h	0	15	82	1	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	89	1	22	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	147	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	845	968	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	832	968	-	-	1505	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	966	-	-	-	-	-

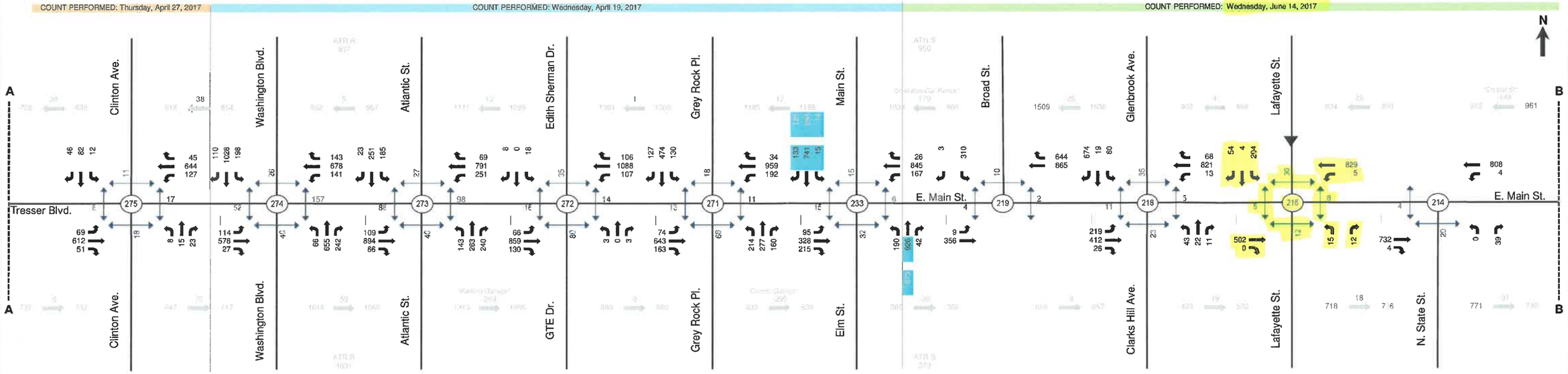
Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	968	1505	-
HCM Lane V/C Ratio	-	-	0.017	0.014	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

COUNT PERFORMED: Thursday, April 27, 2017



COUNT PERFORMED: Thursday, April 27, 2017 | COUNT PERFORMED: Wednesday, April 19, 2017 | COUNT PERFORMED: Wednesday, June 14, 2017



Legend:

- Vehicle Turning Movement Count (TMC)
- Pedestrian Count
- TMC Volume Balancing
- Automatic Traffic Recorder (ATR) Volume
- (100) Intersection ID Number
- One-way street

Peak Hours:

Count Performed: Wednesday, April 19, 2017	Peak Hour: 7:45 AM - 8:45 AM	Lift 5
Count Performed: Thursday, April 27, 2017	Peak Hour: 7:45 AM - 8:45 AM	Lift 6
Count Performed: Wednesday, June 14, 2017	Peak Hour: 8:15 AM - 9:15 AM	Lift 7

Not to Scale

URBAN ENGINEERS

Stamford Traffic Signal Optimization - Data Collection

Route 2: E. Main St./ Tresser Blvd./ W. Main St. (US 1)

AM Peak Hour Volumes - Balanced

Legend:

- Vehicle Turning Movement Count (TMC)
- Pedestrian Count
- TMC Volume Balancing
- ATR x — Automatic Traffic Recorder (ATR) Volume
- 100 — Intersection ID Number
- One-way street

Peak Hours:

Count Performed:	Wednesday, April 19, 2017	Peak Hour: 5:30 PM - 6:30 PM	Lift 5
Count Performed:	Thursday, April 27, 2017	Peak Hour: 5:30 PM - 6:30 PM	Lift 6
Count Performed:	Wednesday, June 14, 2017	Peak Hour: 5:00 PM - 6:00 PM	Lift 7

Not to Scale

URBAN ENGINEERS

Stamford Traffic Signal Optimization - Data Collection

Route 2: E. Main St./ Tresser Blvd./ W. Main St. (US 1)

PM Peak Hour Volumes - Balanced

EAST SIDE PARTNERSHIP

A Neighborhood with a Vision

November 9, 2020

To Whom It May Concern:

This is a letter of support for the Well Built Company's plan to build a 4-story building housing 85 housing units to incorporate the Altamura lot having 2,000 square feet of retail at the corner of East Main Street and Lafayette Street at the bottom of Clark's Hill in what was historically called the flats of "gasoline alley".

The East Side Partnership is a clean, safe and green initiative in what was a high crime, blighted area over the past 40 years. We pick up illegally dumped furniture and litter; paint out graffiti; plant and maintain gardens and planters; paint murals; report illegal activity and assist small businesses and homeowners with their concerns. If you go to eastsidepartnership.org you can see the many projects that we have tackled over the past 18 years.

We petitioned the City of Stamford to hire a consultant to perform a neighborhood planning study. In 2006 Technical Planning Associates was retained by the City for $250,000.00 for that project. The parcel that Well Built is trying to redevelop is part of the 22 acres of "redevelopment opportunity" noted in that East Main Street Corridor Neighborhood Plan. In a DOT area with a large sketchy lot behind Main Street, the site is a perfect infill location.

The illegal rooming house on 819 East Main was housing a gang that was arrested by Federal FTA Agents, working with the Stamford Police Department where guns were being made into machine guns. The side of the retail building at 825 East Main was so thoroughly loaded with graffiti and the owner was unwilling to paint it out so our teenagers painted the side of the retail building on Lafayette to lessen the eyesore.

Contact Us

mail@eastsidepartnership.org

www.eastsidepartnership.org

(203) 998-5028

Follow Us

Website: www.eastsidepartnership.org

Twitter: @EastSidePartner

www.facebook.com/EastSidePartnership

EAST SIDE PARTNERSHIP

A Neighborhood with a Vision

Residents of 819 East Main routinely jack up cars along the side of East Main Street and make repairs. The same residents of that house illegally removed newly installed parking meters on East Main to maintain their illegal 50" wide front yard "pave over".

The neighborhood plan calls for higher density with mid rises and a lessening of the parking requirements for that area to allow developers to pay holdout prices and still have the financial impetus to redevelop the area. We appreciate the 2,000 feet of retail to replace the deteriorating retail that now blights our area.

To say that we are delighted with Well Built's proposal mixed use development and Do Chung's plan is to grossly understate our support of this important project which sits between Glenview House and East Side Common. We have been working very hard over the past 18 years to create an urban village in our East Side walkable hamlet and appreciate your support of this project which will make a silk purse out of a sow's ear.

Sincerely,

James Grunberger
Chairman, East Side Partnership

Contact Us

mail@eastsidepartnership.org
www.eastsidepartnership.org
(203) 998-5028

Follow Us

Website: www.eastsidepartnership.org
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www.facebook.com/EastSidePartnership

NEW STAR LAFAYETTE, LLC
LONG RIVER MANAGEMENT, LLC
19 HIGH RIDGE ROAD, #8120
STAMFORD, CT 06905-9993

Anuj L. Gupta
Cell: 203.559.1523 Email:
alaxmang@gmail.com

November 7, 2020

City of Stamford Planning & Zoning Boards
c/o Ralph Blessing, Land Use Bureau Chief
888 Washington Boulevard
Stamford, CT 06901

Re: 819 E. Main Street Project - Stamford, CT

Dear Mr. Blessing:

New Star Lafayette LLC is the owner of the property located at 15-23 Lafayette Street in Stamford CT, and as member and manager of the New Star Lafayette LLC, I am writing in support of the proposed redevelopment of the above referenced properties. I have met with the applicant and reviewed the proposed plans.

Firstly, I feel that a development of this scope moving ahead in Stamford especially during a tough time like this is a great positive from a jobs, tax base and neighborhood development perspective. The lots being developed have been an eye sore to the area for decades – this development will vastly improve the neighborhood once developed not to mention all the numerous other positives that will come.

Sincerely,

Anuj L. Gupta
Member, Manager
NEW STAR LAFAYETTE, LLC

BEVMAX®

The Wine & Liquor Superstore!

November 10th, 2020

City of Stamford Planning and Zoning Boards
c/o Ralph Blessing, Land Use Bureau Chief
888 Washington Boulevard
Stamford, CT 06901

RE: 819-821, 825, 827 and 831-833 East Main Street & 27-29 Lafayette Street
Letter of Support

Dear Members of the Zoning Board:

I am writing to express my strong support for the proposed redevelopment of the above referenced properties. As you may know, one of our BevMax stores is located just a few steps away to the east of the site. We have operated from this location for many years and have witnessed the positive changes resulting from the thoughtful redevelopment on the properties across the street from us. Removing the existing structures which have fallen into disrepair and replacing them with a new mixed-use building will have a similar impact on the south side of East Main Street. As a local retailer, we welcome the new residents this exciting development will bring. If approved, we believe this project will inspire others to invest in their properties and propel the continued revitalization of East Main Street. We hope you agree and approve the applications before you.

Sincerely,

Michael Berkoff
CEO
BevMax Liquor Stores

17 Cedar Street, Stamford, CT 06902 / Ph (203)316-0624 / Fax (203)487-6016

November 2, 2020

City of Stamford Planning & Zoning Boards
c/o Ralph Blessing, Land Use Bureau Chief
888 Washington Boulevard
Stamford, CT 06901

Re: 821, 825, 827 & 831 E. Main Street and 27-29 Lafayette Street - Stamford, CT

Dear Mr. Blessing:

This letter serves to authorize the firms of Redniss & Mead Inc. (with offices at 22 First Street) and Carmody Torrance Sandak & Hennessey, LLP (with offices at 707 Summer Street) both in Stamford, CT, to act as our agents in connection with the preparing, filing, and processing of any and all applications required for Planning and Zoning approvals relating to the above referenced properties.

Thank you for your acknowledgement of said authority.

Sincerely

6th November 2020

819 EAST MAIN STREET LLC

November 2, 2020

City of Stamford Planning & Zoning Boards
c/o Ralph Blessing, Land Use Bureau Chief
888 Washington Boulevard
Stamford, CT 06901

Re: 821, 825, 827 & 831 E. Main Street and 27-29 Lafayette Street - Stamford, CT

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Sincerely

819 EAST MAIN STREET LLC