

JOHN F. X. LEYDON, JR. \*

\*ALSO ADMITTED IN NEW YORK

**LAW OFFICE OF  
JOHN F. X. LEYDON, JR., LLC**

350 BEDFORD STREET, SUITE 403

STAMFORD, CONNECTICUT 06901

PHONE: (203) 487-3995

CELL PHONE: (203) 253-0489

FAX: (305) 993-2741

E-MAIL: jleydon@jleydon.com

October 26, 2021

**VIA EMAIL AND HAND DELIVERY**

Ms. Vinceta Mathur  
Associate Planner  
Zoning Board  
City of Stamford  
Stamford Government Center  
888 Washington Boulevard, 7th Floor  
Stamford, CT 06901

Re: Old Town Square, LLC  
Application for Special Permits  
Application for Approval of Site and Architectural Plans and/or Requested Uses  
160 Atlantic Street

Dear Ms. Mathur:

In regard to the above-reference matter, enclosed please find an original and 23 copies of the following:

1. Application for Special Permit;
2. Application for Approval of Site and Architectural Plans and/or Requested Uses;
3. Check made payable to the City of Stamford in the amount of \$1,000.00 for the Public Hearing Fee;
4. Check made payable to the City of Stamford in the amount of \$1,240.00 for the Application Fee;
5. Project Description;
6. Statement of Findings; and,
7. Legal Description.

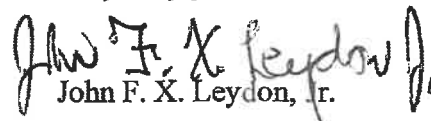
8. A seven-page plan prepared by D'Andrea Surveying & Engineering, P.C. each last revised October 18, 2021 (except as indicated) as follows:
  - i) Zoning Location Survey;
  - ii) Sheet Index;
  - iii) Existing Conditions (June 16, 2021);
  - iv) Development Plan;
  - v) Sedimentation & Erosion Control Plan;
  - vi) Notes & Details; and,
  - vii) Construction Logistics Plan.
7. A nine-page plan prepared by Do H. Chung & Partners each dated August 6, 2021 (except as indicated) as follows:
  - i) S-1 is entitled "Sketch Site Plan" (August 15, 2021);
  - ii) A-1 is entitled "Ground FL. Plan";
  - iii) A-2 is entitled "2<sup>ND</sup> FL. Plan";
  - iv) A-3 is entitled "3<sup>RD</sup> FL Plan";
  - v) A-4 is entitled "4<sup>TH</sup>-10<sup>TH</sup>. FL. Plan";
  - vi) A-5 is entitled "Roof Plan"; and,
  - vii) A-6 is entitled "Proposed Elevations" (June 11, 2021);
  - viii) A-7 is entitled "Proposed Elevations" (June 18, 2021); and,
  - ix) A-8 is "TYP. BLDG. SECTIONS".
8. A one-page "Landscape Plan" prepared by Environmental Land Solutions, LLC dated July 2, 2021;
9. A "Drainage Summary" dated October 18, 2021 with Stormwater Management Standards-Exemption Request Form prepared by D' Andrea Surveying & Engineering, P.C. dated June 29, 2021;
10. Aerial Photograph of Site and Surrounding Area;
11. Material Samples of Cast Stone and Thin Brick;
12. Traffic Study prepared by VHB dated June 3, 2021;
13. Zoning Data Chart;
14. Agent authorization letter dated July 2, 2021; and,
15. Development Review Guidelines.

Page 3

Please forward and process the applications and supporting documents appropriately and include this matter on the next available Zoning Board agenda.

Please contact me if you are in need of any further information. Thank you for your assistance.

Very truly yours,

  
John F. X. Leydon, Jr.

JFXL/dr

Enclosures

cc: Mr. Nagi M. Osta (w/enclosures via email)  
Mr. Shalinder Nichani (w/enclosures via email)  
Leonard C. D'Andrea P. E. (w/enclosures via email)  
Mr. Do H. Chung (w/enclosures via email)  
Mr. Mathew J. Popp (w/enclosures via email)  
Mr. Joseph Balskus (w/enclosures via email)



### APPLICATION FOR SPECIAL PERMIT

Complete, notarize, 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 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): OLD Town Square, LLC

APPLICANT ADDRESS: 160 Atlantic Street, Stamford, CT 06901

APPLICANT PHONE #: (203) 561-2318

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

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 160 Atlantic Street

ADDRESS OF SUBJECT PROPERTY: 160 Atlantic Street

PRESENT ZONING DISTRICT: CC

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: See Schedule A attached hereto and made a part hereof

REQUESTED SPECIAL PERMIT: (Attach written statement describing request)  
See Schedule B attached hereto and made a part hereof.

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)  
See Schedule C attached hereto and made a part hereof.

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

| NAME & ADDRESS              | LOCATION                   |
|-----------------------------|----------------------------|
| <u>OLD Town Square, LLC</u> | <u>160 Atlantic Street</u> |
| <u>160 Atlantic Street</u>  | <u>Stamford, CT 06901</u>  |
| <u>Stamford, CT 06901</u>   |                            |

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 24th DAY OF October 2021  
OLD Town Square, LLC

SIGNED: By: [Signature]  
Naj, M. Osta, a member

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

20

COUNTY OF FAIRFIELD

Personally appeared  
the truth of the contents thereof, before me.

signer of the foregoing application, who made oath to

See attached

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



## Schedule A

A seven-page plan prepared by D'Andrea Surveying & Engineering, P.C. each last revised October 18, 2021 (except as indicated) as follows:

- i) Zoning Location Survey;
- ii) Sheet Index;
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- iv) Development Plan;
- v) Sedimentation & Erosion Control Plan;
- vi) Notes & Details; and,
- vii) Construction Logistics Plan.

A nine-page plan prepared by Do H. Chung & Partners each dated August 6, 2021 (except as indicated) as follows:

- i) S-1 is entitled "Sketch Site Plan" (August 15, 2021);
- ii) A-1 is entitled "Ground FL. Plan";
- iii) A-2 is entitled "2<sup>ND</sup>. FL. Plan";
- iv) A-3 is entitled "3<sup>RD</sup>. FL Plan";
- v) A-4 is entitled "4<sup>TH</sup>-10<sup>TH</sup>. FL. Plan";
- vi) A-5 is entitled "Roof Plan"; and,
- vii) A-6 is entitled "Proposed Elevations" (June 11, 2021);
- viii) A-7 is entitled "Proposed Elevations" (June 18, 2021); and,
- ix) A-8 is "TYP.BLDG.SECTIONS".

A one-page "Landscape Plan" prepared by Environmental Land Solutions, LLC dated July 2, 2021.

## SCHEDULE B

### SPECIAL PERMITS

Special Permit under Table IV – Appendix B note 23 to authorize the development of a hotel in the CC Zone with a FAR of 5.94.

Special Permit under Table IV – Appendix B note 7 to allow a front yard setback of 0.0 feet for the existing structure and all new subsequent floors above.

Special Permit under Table IV – Appendix B note 7 to allow a front yard setback of 10.0 feet for all floors of the new structure.

Special Permit under Table IV – Appendix B note 7 to allow a rear yard setback of 0.0 feet.

Special Permit under Table IV – Appendix B note 7 to allow street center setback of 29.1 feet.

Special Permit under Section 12.C.3 to allow the use of existing conditions in lieu of the construction of additional sidewalks.

Special Permit under Section 7.5.C to allow a new non-residential structure having a gross floor area of more than twenty thousand (20,000) square feet.

# Schedule C

## First Piece:

All that certain piece, parcel or tract of land together with the buildings and improvements thereon, situated in said Town of Stamford and bounded Northerly 93.7 feet, more or less, by Canal Street, so-called, easterly by land of the First Stamford National Bank, to be conveyed on even date herewith to the Grantee herein, Southerly by land of the First Stamford National Bank to be conveyed on even date herewith to the Grantee herein, and Westerly 27.14 feet, more or less, by Atlantic Street, so called.

## Second Piece:

*First Tract*, bounded north ninety two and 12/100 (92.12) feet by land of The Atlantic Square Company, east thirty and 9/100 (30.09) feet by the second tract herein after described and land of the Stamford Trust Company, trustee, formerly of the estate of William H. Martin, deceased, south ninety two and 42/100 (92.42) feet by land of the Stamford Trust Company, trustee, formerly of the estate of William H. Martin, deceased, and west thirty and 10/100 (30.10) feet by Atlantic Street.

*Second Tract*, bounded north fourteen and 55/100 (14.55) feet by Canal Street, east forty seven and 50/100 (47.50) feet by the third tract hereinafter described, south fourteen and 96/100 (14.96) feet by land of the Stamford Trust Company, trustee, formerly of the estate of William H. Martin, deceased, and west by the first tract hereinabove described and by land of the Atlantic Square Company.

*Third Tract*, bounded north thirty four and 98/100 (34.98) feet by Canal Street, east thirty nine and 66/100 (39.66) feet by Quintard Place, south thirty seven and 41/100 (37.41) feet by land of the Stamford Trust Company, trustee formerly of the estate of William H. Martin, deceased, and west forty seven and 50/100 (47.50) feet by the second tract hereinabove described, together with all its right, title and interest in, to and over said Quintard Place.

## Third Piece

Beginning at a point on the westerly line of Quintard Place as it now exists said point being further located 3.49 feet northerly of the intersection of the southerly line of land of Stamford Savings Bank and the said westerly line of Quintard Place as measured along the said westerly line of Quintard Place, thence northerly and westerly and easterly along land of the said Stamford Savings Bank N. 19° 18' 20" E. a distance of 37.21 feet, N. 55° 29' 45" W. a distance of 39.40 feet and S. 65° 37' 20" E. a distance of 40.72 feet to a point, thence easterly, southerly and westerly over and across land of the City of Stamford U.R.C., and Quintard Place N. 88° 27' 22" E. a distance of 27.97 feet, S. 01° 32' 38" E. a distance of 45.00 feet and N. 85° 32' 12" W. a distance of 46.24 feet to the point or place of beginning.

For a more particular description reference is hereby made and had to be a map entitled "Map Showing Urban Redevelopment Commission Parcel 2, Stamford, Conn." And filed in the City and Town Clerk's Office as Map #18281.

## EXCEPTING THEREFROM the described parcels:

The premises described in a deed from The Stamford Savings Bank to the City of Stamford and recorded in Book 481 at Page 54 of the Stamford Land Records.

The premises described in a Deed from The Stamford Savings Bank to the City of Stamford, Connecticut Urban Development Commission recorded in Book 1656 at Page 334 of the Stamford Land Records.

The premises described in a Deed from The Stamford Savings Bank to the City of Stamford, Connecticut Urban Development Commission recorded in Book 1781 at Page 139 of the Stamford Land Records.

Said Premises are conveyed subject to the following:

1. Any and all provisions of any municipal ordinance, regulation and/or public or private law.
2. Taxes on the Grand List of October 1, 2012, not yet due and payable, which the Grantee agrees to assume and pay.
3. City of Stamford Zoning Appeals Board Certificate dated January 25, 1978 and recorded February 17, 1978 in Volume 1715 at Page 216 of the Stamford Land Records.
4. Effect, if any, of an Urban Renewal Plan dated January 13, 1977 and recorded March 2, 1978 in Volume 1718 at Page 273 of the Stamford Land Records.

The site is approximately 120 feet from the intersection of Main Street and Atlantic Street. The lot depth is approximately 180 feet. The site is within Town Clerk Block Number 63.



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

Complete, notarize, and forward thirteen (13) hard 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 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 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 -WITHOUT GDP

|   |  |
|---|--|
| Site Plans 20,000 sq. ft. or less of building area application fee -without GDP   | \$460.00   |
| Site Plans more than 20,000 sq. ft. of building area-application Fee -without GDP | \$460.00 + \$30 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft. |

### Fee Schedule -WITH GDP

|   |  |
|---|--|
| Site Plans 20,000 sq. ft. or less of building area application fee -with GDP.   | \$260.00   |
| Site Plans more than 20,000 sq. ft. of building area-application Fee -with GDP. | \$260.00 + \$10 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft. |

APPLICANT NAME (S): OLD TOWN SQUARE

APPLICANT ADDRESS: 160 ATLANTIC STREET, STAMFORD, CT 06901

APPLICANT PHONE #: (203) 561-2318

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

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 160 ATLANTIC STREET

ADDRESS OF SUBJECT PROPERTY: 160 ATLANTIC STREET

PRESENT ZONING DISTRICT: CC

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: See Schedule A Attached hereto and made a part hereof

REQUESTED USE: Hotel with Restaurant and banquet facilities as depicted on the plans submitted herewith.

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)  
See Schedule B attached hereto and made a part hereof.

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

NAME & ADDRESS  
OLD TOWN SQUARE  
160 ATLANTIC STREET  
STAMFORD, CT 06901

LOCATION  
160 ATLANTIC STREET  
STAMFORD, CT 06901

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 16.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 24<sup>th</sup> DAY OF October 2021  
OLD TOWN SQUARE, LLC  
SIGNED: By: [Signature]  
Naj M. Osta, a member

**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 scheduled hearing date will not be rescheduled within 90 days.

STATE OF CONNECTICUT

ss STAMFORD

COUNTY OF FAIRFIELD

Personally appeared \_\_\_\_\_, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

see attached  
Notary Public - Commissioner of the Superior Court

**FOR OFFICE USE ONLY**

APPL. #: \_\_\_\_\_ Received in the office of the Zoning Board: Date: \_\_\_\_\_

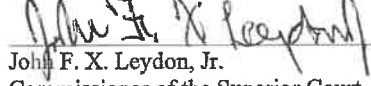
By: \_\_\_\_\_

Revised 9/02/20

STATE OF CONNECTICUT     )  
  ) SS: Stamford  
COUNTY OF FAIRFIELD     )

On this 24<sup>th</sup> day of October, 2021, before me John F. X. Leydon Jr., the undersigned officer, personally appeared Nagi M. Osta, who acknowledged himself to be a member of Old Town Square, LLC, a Connecticut limited liability company, and that he as such member, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the limited liability company by himself as member.

In witness whereof I hereunto set my hand.

  
\_\_\_\_\_  
John F. X. Leydon, Jr.  
Commissioner of the Superior Court



## Schedule A

A seven-page plan prepared by D'Andrea Surveying & Engineering, P.C. each last revised October 18, 2021 (except as indicated) as follows:

- i) Zoning Location Survey;
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The site is approximately 120 feet from the intersection of Main Street and Atlantic Street. The lot depth is approximately 180 feet. The site is within Town Clerk Block Number 63.

October 18, 2021

## **160 ATLANTIC STREET PROJECT DESCRIPTION**

### **1. Introduction**

Old Town Square LLC is the owner of the property commonly known as 160 Atlantic Street. This property lies within Master Plan Category 11 (Downtown) and the CC (Center City) Zoning District. The property is approximately 9246 square feet and is located on the east side of Atlantic Street approximately 770 feet south of the intersection with Broad Street and immediately north of the ramp from Atlantic Street to the Stamford Town Center parking garage. There is one existing building on the property which would be preserved under the proposal. First County Bank (and its predecessor(s)) was located in that building from approximately 1939 to approximately 2018. The building is currently vacant. The applicant proposes to maintain the existing building consistent with its historical character. Also, the applicant would construct a new 10 story hotel containing 84 rooms and 7 suites with a ground floor restaurant, banquet/meeting rooms, and a roof-top patio. The applicant is submitting an application for special permits as follows:

Special Permit under Table IV - Appendix B note 23 to authorize development of a hotel in the CC Zone with a FAR of 5.94.

Special Permit under Table IV – Appendix B note 7 to allow a front yard setback of 0.0 feet for the existing structure and all new subsequent floors above.

Special Permit under Table IV – Appendix B note 7 to allow a front yard setback of 10.0 feet for all floors of the new structure.

Special Permit under Table IV – Appendix B note 7 to allow a rear yard setback of 0.0 feet.

Special Permit under Section 12.C.3 to allow the use of existing conditions in lieu of the construction of additional sidewalks.

Special Permit under Section 7.5.C to allow a new non-residential structure having a gross floor area of more than twenty thousand (20,000) square feet.

If approved, a boutique hotel with a high-end ground floor restaurant will be developed at the site.

### **2. Background**

In 2019, after the positive recommendation of the Planning Board, the Zoning Board approved Zoning Board Application# 218-63 to modify footnote 23 with the understanding that the applicant would be forthcoming with the present proposed development.

### **3. Description of the Surrounding Area**

The subject property is located on the east side of Atlantic Street adjacent to the recently renovated and upgraded Veterans Memorial Park. The subject property is immediately north and abuts the ramp to the Saks Fifth Avenue Off 5<sup>th</sup> side of the Stamford Town Center. A variety of dense primarily commercial uses surround the property. To the north of the property is the above-mentioned Veterans Memorial Park; to the east is the Stamford Town Center; to the south is the Heritage Building occupied in good part by law firms; to the south of that building is a strip of stores primarily occupied by Safavieh Home Furnishings; and, to the west of the property is the recently refurbished Old Town Hall and other commercial building including the building known as the Gurley Building or Valeur Building. Some residential units exist on the second floor and above within some of the buildings to the west. The array of uses in the surrounding area include restaurants, office buildings, the Palace Theatre, residential units, stores, the Old Town Hall and Saint John's Basilica. The buildings in the area range in size from one floor to thirteen floors. As mentioned, the property is within the Master Plan Category 11 (Downtown) and generally surrounded by property within the CC (Center City) Zoning District. Zones abutting this district include C-G, MR-D, the Mill River Park, MX-D, R-MF, C-L, M-L and M-G.

#### **4. Description of the Project Area/Proposed Development Site**

The site is identified as Tax Id# 002-2088. The existing building on the site has housed a bank for decades and has a parking lot with approximately 12 spaces in the rear. The existing building has a floor area of approximately 5641 square feet and a FAR of approximately .61. This 3 story building is approximately 40.00 feet high. The site has access from the Town Center Drive intersection with Atlantic Street. The applicant proposes to maintain the existing building consistent with its historical character. Also, the applicant intends to construct a boutique hotel as mentioned above. The proposed project conforms with the CC District regulations and would contribute to the continually increasing vibrancy of Downtown Stamford.

#### **5. Conformity of the Proposed Development with the Master Plan**

The property is located in Master Plan Category 11 (Downtown). The proposed development is consistent with the goals of this category as the proposed development is located on a significant corridor adjacent to Veterans Memorial Park and would provide "eyes on the park" on an around-the-clock basis. The hotel development will support Master Plan Policy 5A: Support Downtown as a Regional Center as the state-of-the-art hotel in the Downtown will add to its first-class reputation and increase the ability of visitors to enjoy quality lodging Downtown. The infill development of the site is also consistent with Implementation Strategy 5A.6: Promote infill Development on vacant sites within Downtown. The ground floor of the hotel would contain a high-end restaurant that will generate pedestrian activity. The design of the hotel is stunning and will be consistent with implementing Policy 5B: Make Downtown a More Pedestrian-Friendly Neighborhood and Implementation Strategy 5B.3: Encourage quality urban design that relates well to streets and people. In addition to the restaurant, the hotel itself will have regular pedestrian activity and both will help enliven this portion of Downtown. This quality is consistent with Implementation Strategy 5B.4: Emphasize ground floor retail and pedestrian activity. Also, as indicated above, the subject development site is adjacent to Veterans Memorial Park. Implementation Strategy 5D.3-c: Maximize the potential of public plazas and open spaces Downtown and in the South End is supported by the proposed development as the liveliness of the park will be increased by the regular pedestrian activity generated by the restaurant and hotel.

#### **6. Description of the Proposed Development**

The applicant proposes to preserve the existing Bank Building and construct 8 additional stories of approximately 5,400 square feet each joined above it for its hotel. The ground floor would have a lobby, reception area and high-end restaurant of approximately 3,250 square feet. The third floor would include approximately 3700 square feet of meeting and banquets rooms. The additional floors would house 84 rooms and 7 suites and the roof would include a patio. When possible, the existing brick on the existing bank building will be preserved. The new materials for the building include cast stone and thin brick.

In addition, the applicant proposes to locate an outdoor dining area within park property immediately to the north and west of the premises and will work with the park owner Urban Redevelopment Commission to attempt to establish this use.

The applicant is cognizant of the remarkable architecture represented by the existing building on the property. The applicant proposes to maintain this building in its current form including both the exterior and its gracious windows and the beautiful interior with its stunning treatments and two-story ground level interior space enhanced by a beautiful ceiling which will be retained.

In order to enhance the presentation of the proposed new construction, all room air conditioning units will be located internally and not protrude from any of the sides of the building.

The site is accessed through Town Center Drive. The first curb cut to the rear parking area for the site is approximately 240 feet east of the intersection of Atlantic Street. Parking will be established with off-site arrangements.

The applicant is proposing the development as it believes that it will successfully provide a use complimentary to this area and specifically supportive of Veterans Memorial Park for reasons including security as there will be "eyes on the park" 24 hours a day 7 days a week. The development would utilize the entire property. Specifics in regard to the development are set forth in the zoning data chart and plans submitted with the application. The applicant has submitted its application for special permits as follows: Special Permit under Table IV – Appendix B note 23 to authorize development of a hotel in the CC Zone with a FAR of 5.94.

Special Permit under Table IV – Appendix B note 7 to allow a front yard setback of 0.0 feet for the existing structure and all new subsequent floors above.

Special Permit under Table IV – Appendix B note 7 to allow a front yard setback of 10.0 feet for all floors of the new structure.

Special Permit under Table IV – Appendix B note 7 to allow a rear yard setback of 0.0 feet.

Special Permit under Section 12.C.3 to allow the use of existing conditions in lieu of the construction of additional sidewalks.

Special Permit under Section 7.5.C to allow a new non-residential structure having a gross floor area of more than twenty thousand (20,000) square feet.

#### **7. Action(s) Necessary to Facilitate the Project**

The proposal will be submitted to the Historic Preservation Advisory Committee for an advisory recommendation. The applicant is concurrently submitting an application for Site and Architectural Plans and/or Requested Uses. The applicant will also be working with the Urban Renewal Commission to obtain all approvals and/or easements necessary in order to the subject property.

#### **8. Conclusion**

The applications submitted must be approved in order for the proposed development to take place. The hotel and restaurant would create approximately 50 jobs, \$291,500.00 in building permit application fees and \$285,000.00 in annual tax revenue. In addition, Veterans Memorial Park would benefit from the regular daily pedestrian activity at the park generated by the restaurant and hotel. The applicant seeks to maintain the existing structure in a manner that is consistent with its historic character. In addition, the applicant proposes to develop a boutique hotel which would add to the vibrancy of the neighborhood. The applications are consistent with the land use and development goals of the City and, if approved, will provide a positive contribution to the Downtown.

July 2, 2021

**Statement of Findings**

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.*

1. As described in the Project Description submitted herewith, the site is located on the Atlantic Street corridor which runs through the Downtown. The site is adjacent to Veterans which will benefit from the proposed development. The ground floor restaurant and hotel would provide constant “eyes on the park” thereby improving its safety. The proposed hotel conforms with zoning limitations in regard to height and FAR and will, therefore, be of a scale appropriate for the area. As indicated in the traffic report submitted with the application, the drop-off and proposed parking area function appropriately.

*(2) the nature and intensity of the proposed used 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 disturbances to the health, safety or peaceful enjoyment of property than the public necessity demands.*

2. The proposed development is consistent with the Zoning Regulations and the Master Plan as it would provide for a ground floor restaurant and a vibrant first-class hotel. It is anticipated that the hotel guests would patronize local establishments on a regular basis and would walk to those establishments.

*(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.*

3. As set forth in the parking management plan, off-street parking would be utilized to accommodate the parking required by the Zoning Regulations. As set forth in the traffic report, the traffic generated by the development can be accommodated by the existing roadways. Neither a safety hazard nor a traffic nuisance would be created by the development.

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

4. The proposed development would contribute to the use of the site without negatively impacting the surrounding area. Veterans Memorial Park would benefit by the hotel as set forth above. The proposed development will not negatively impact the prospective development of any nearby sites.

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

5. Street life will be improved as a result of the additional hotel guests to the area. The restaurant and hotel will also provide an aesthetically pleasing eastern anchor on the corridor between Veterans Memorial Park and Columbus Park. The proposal conforms to the zoning regulations and the neighborhood of which it is a part.

# Legal Description

## First Piece:

All that certain piece, parcel or tract of land together with the buildings and improvements thereon, situated in said Town of Stamford and bounded Northerly 93.7 feet, more or less, by Canal Street, so-called, easterly by land of the First Stamford National Bank, to be conveyed on even date herewith to the Grantee herein, Southerly by land of the First Stamford National Bank to be conveyed on even date herewith to the Grantee herein, and Westerly 27.14 feet, more or less, by Atlantic Street, so-called.

## Second Piece:

*First Tract*, bounded north ninety two and 12/100 (92.12) feet by land of The Atlantic Square Company, east thirty and 9/100 (30.09) feet by the second tract herein after described and land of the Stamford Trust Company, trustee, formerly of the estate of William H. Martin, deceased, south ninety two and 42/100 (92.42) feet by land of the Stamford Trust Company, trustee, formerly of the estate of William H. Martin, deceased, and west thirty and 10/100 (30.10) feet by Atlantic Street.

*Second Tract*, bounded north fourteen and 55/100 (14.55) feet by Canal Street, east forty seven and 50/100 (47.50) feet by the third tract hereinafter described, south fourteen and 96/100 (14.96) feet by land of the Stamford Trust Company, trustee, formerly of the estate of William H. Martin, deceased, and west by the first tract hereinabove described and by land of the Atlantic Square Company.

*Third Tract*, bounded north thirty four and 98/100 (34.98) feet by Canal Street, east thirty nine and 66/100 (39.66) feet by Quintard Place, south thirty seven and 41/100 (37.41) feet by land of the Stamford Trust Company, trustee formerly of the estate of William H. Martin, deceased, and west forty seven and 50/100 (47.50) feet by the second tract hereinabove described, together with all its right, title and interest in, to and over said Quintard Place.

## Third Piece

Beginning at a point on the westerly line of Quintard Place as it now exists said point being further located 3.49 feet northerly of the intersection of the southerly line of land of Stamford Savings Bank and the said westerly line of Quintard Place as measured along the said westerly line of Quintard Place, thence northerly and westerly and easterly along land of the said Stamford Savings Bank N. 19° 18' 20" E. a distance of 37.21 feet, N. 55° 29' 45" W. a distance of 39.40 feet and S. 65° 37' 20" E. a distance of 40.72 feet to a point, thence easterly, southerly and westerly over and across land of the City of Stamford U.R.C., and Quintard Place N. 88° 27' 22" E. a distance of 27.97 feet, S. 01° 32' 38" E. a distance of 45.00 feet and N. 85° 32' 12" W. a distance of 46.24 feet to the point or place of beginning.

For a more particular description reference is hereby made and had to be a map entitled "Map Showing Urban Redevelopment Commission Parcel 2, Stamford, Conn." And filed in the City and Town Clerk's Office as Map #18221.

## EXCEPTING THEREFROM the described parcels:

The premises described in a deed from The Stamford Savings Bank to the City of Stamford and recorded in Book 481 at Page 54 of the Stamford Land Records.

The premises described in a Deed from The Stamford Savings Bank to the City of Stamford, Connecticut Urban Development Commission recorded in Book 1656 at Page 334 of the Stamford Land Records.

The premises described in a Deed from The Stamford Savings Bank to the City of Stamford, Connecticut Urban Development Commission recorded in Book 1781 at Page 139 of the Stamford Land Records.

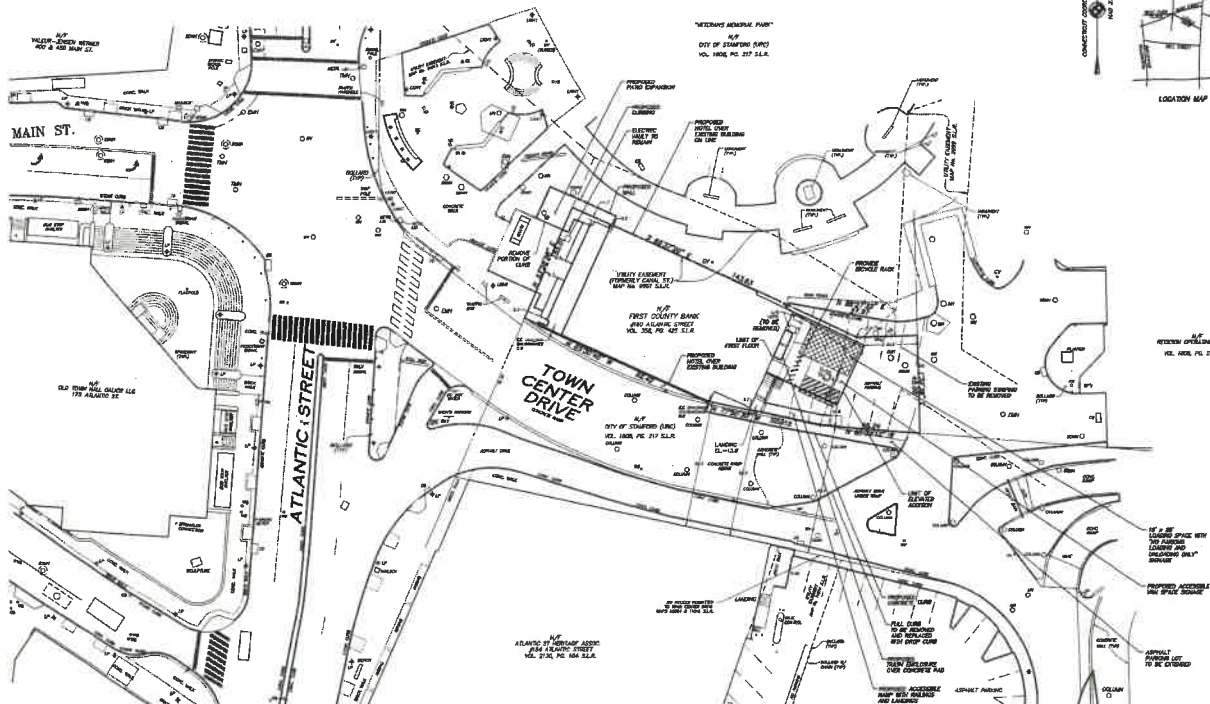
Said Premises are conveyed subject to the following:

1. Any and all provisions of any municipal ordinance, regulation and/or public or private law.
2. Taxes on the Grand List of October 1, 2018, not yet due and payable, which the Grantee agrees to assume and pay
3. City of Stamford Zoning Appeals Board Certificate dated January 25, 1978 and recorded February 17, 1978 in Volume 1715 at Page 216 of the Stamford Land Records.
4. Effect, if any, of an Urban Renewal Plan dated January 13, 1977 and recorded March 2, 1978 in Volume 1718 at Page 273 of the Stamford Land Records.

# **SPECIAL SURVEYING NOTES**

1. Existing conditions within the subject project limits were taken from a topographic survey prepared by Stamford Surveying & Engineering, Inc. of the subject property, the existing conditions were taken from a survey prepared by Stamford Surveying & Engineering, Inc. dated 10/1/2001. The subject property is located at the intersection of Atlantic Street and Main Street, Old Town Square, LLC. The subject property is located at the intersection of Atlantic Street and Main Street, Old Town Square, LLC. The subject property is located at the intersection of Atlantic Street and Main Street, Old Town Square, LLC.

BLOCK No. 63



**LOT AREA**  
 LOT AREA = 0.00 AC.  
 PROPOSED BUILDING = 0.00 AC.  
 PROPOSED PARKING = 0.00 AC.  
 TOTAL = 0.00 AC.

**PROPOSED BUILDING**  
 LOT AREA = 0.00 AC.  
 PROPOSED BUILDING = 0.00 AC.  
 PERCENT COVERED = 0.00%

THIS MAP IS A ZONING LOCATION SURVEY. BOUNDARY INFORMATION IS BASED ON A SURVEY CONDUCTED BY STAMFORD SURVEYING & ENGINEERING, INC. IN ACCORDANCE WITH THE ZONING ACT, CHAPTER 120A, AS AMENDED. THE SURVEYOR HAS NOT CONDUCTED A FIELD SURVEY OF THE PROPERTY. THE SURVEYOR HAS NOT CONDUCTED A FIELD SURVEY OF THE PROPERTY. THE SURVEYOR HAS NOT CONDUCTED A FIELD SURVEY OF THE PROPERTY.

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL SIGNATURE OF THE SURVEYOR, SHALL BE CONSIDERED TO BE TRUE AND CORRECT.

AREA = 0.00 AC.

REFER TO BOOK 1201 PAGE 81 AND MAP No. 10047 S.L.R.

LAND LIES IN "C" ZONING DISTRICT

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AND TRUTHFUL.

STAMFORD SURVEYING & ENGINEERING, P.C.

STAMFORD, CONNECTICUT 06901

DATE: JUNE 18, 2001 AUGUST 23, 2001 SEPTEMBER 13, 2001 OCTOBER 18, 2001

ZONING LOCATION SURVEY  
 OF PROPERTY AT  
 180 ATLANTIC STREET  
 STAMFORD, CONNECTICUT  
 PREPARED FOR  
 OLD TOWN SQUARE, LLC



# "THE OLD TOWNE HOTEL"

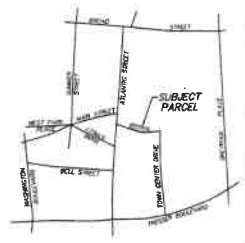
LOCATION

## 160 ATLANTIC STREET STAMFORD, CONNECTICUT

PREPARED FOR

## OLD TOWN SQUARE, LLC

BLOCK No. 63



LOCATION MAP - 1"=400'

### SHEET INDEX

| SHEET  | TITLE                                     | REVISION | DATE     |
|--------|---|----------|----------|
| 1 OF 5 | EXISTING CONDITIONS "TOPOGRAPHIC" SURVEY" | 0        | 6-16-21  |
| 2 OF 5 | DEVELOPMENT PLAN                          | 1        | 10-18-21 |
| 3 OF 5 | SEDIMENTATION & EROSION CONTROL PLAN      | 1        | 10-18-21 |
| 4 OF 5 | NOTES & DETAILS                           | 1        | 10-18-21 |
| 5 OF 5 | CONSTRUCTION LOGISTICS PLAN               | 1        | 10-18-21 |

PLAN SET PREPARED BY:

*[Signature]*  
D'AMORE SURVEYING & ENGINEERING, P.C.  
GEORGE E. D'AMORE, P.E., P.S., P.L.S.

10-18-21  
DATE

ONLY COPIES OF THIS SET, BEARING AN ORIGINAL  
SEAL OF THE ENGINEER'S BARRED SEAL,  
SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

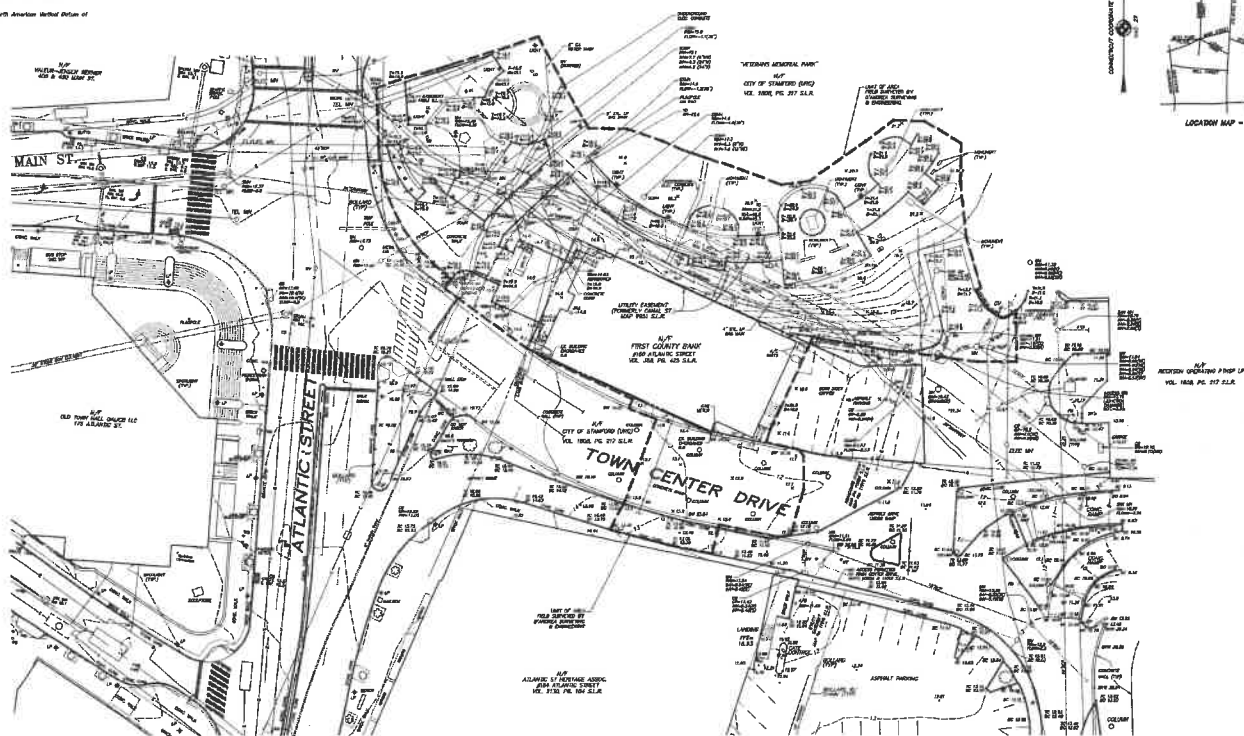
D'AMORE SURVEYING & ENGINEERING, P.C.  
• LAND PLANNERS  
• ENGINEERS  
• SURVEYORS  
P.O. BOX 700  
STAMFORD, CT 06408  
TEL. 860-320-1779

PROJECT: THE OLD TOWNE HOTEL  
PREPARED FOR: OLD TOWN SQUARE, LLC

LOCATION: 160 ATLANTIC STREET  
STAMFORD, CONNECTICUT

|   |          |                                 |
|---|----------|---------------------------------|
| 1 | 10-18-21 | DEVELOPMENT PLAN                |
| 2 | 10-18-21 | SEDIMENTATION & EROSION CONTROL |
| 3 | 10-18-21 | NOTES & DETAILS                 |
| 4 | 10-18-21 | CONSTRUCTION LOGISTICS          |

1. Existing conditions within the actual project limits were taken from a topographic survey prepared by D'Amico Surveying & Engineering. Outside of the project area, the existing conditions were taken from a survey prepared by Edward A. Fritzsche, Inc. along Atlantic Street and portions of First Center Drive and Main Street. Limited portions of Veterans Park were taken from a survey prepared by Fritzsche and used, prior to the Veterans Park Improvement.



BUILDING COVERAGE  
LIFT AREA = 2,240 S.F.  
BUILDING = 2,250 S.F.  
PERCENT COVERAGE = 99.1%

**Keywords:** child sexual abuse; disclosure; self-blame; social support

CONTOUR INTERVAL = ONE FOOT

1 inch = 30 feet

SCALE



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M. C. 12

D'AMICO, SALVEMIG &amp; ENZENTHNE BO

P.O. BOX 549  
RIVERSIDE, CT 06878

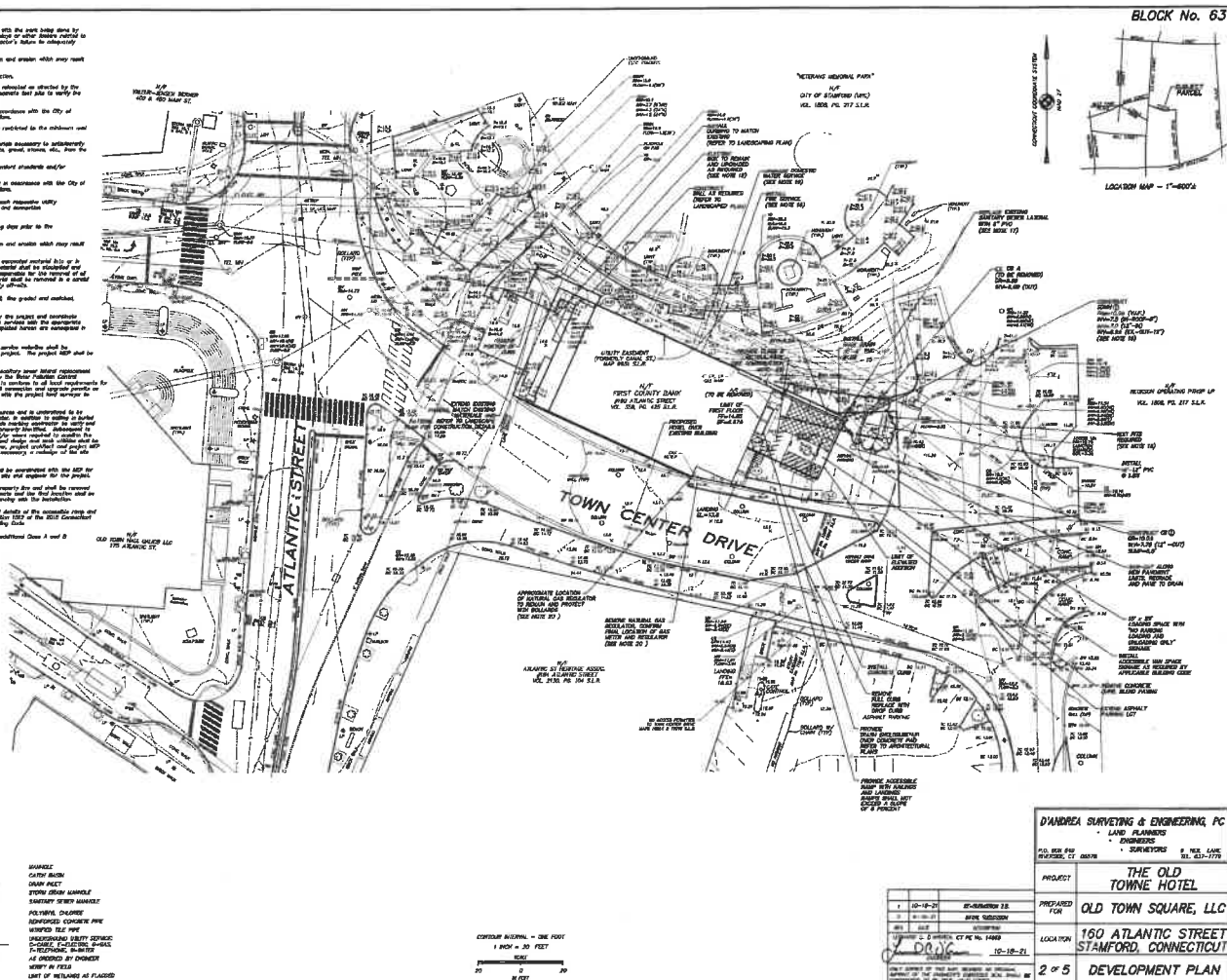
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| PROJECT | HOTEL DEVELOPMENT |
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| PREPARED<br>FOR | OLD TOWN SQUARE, LLC |
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| LOCATION | 160 ATLANTIC STREET<br>STAMFORD, CONNECTICUT |
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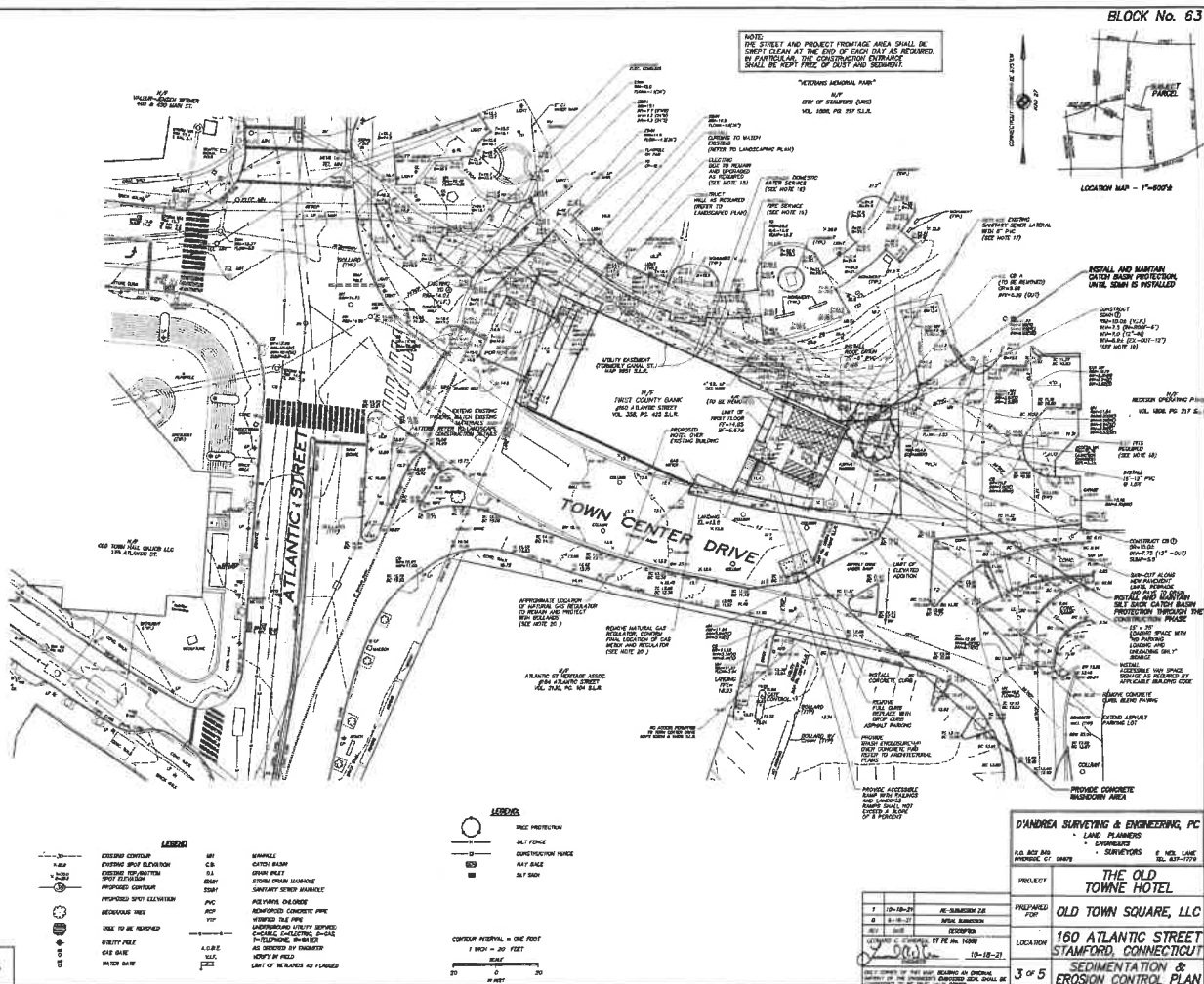
1 of 5 EXISTING CONDITIONS

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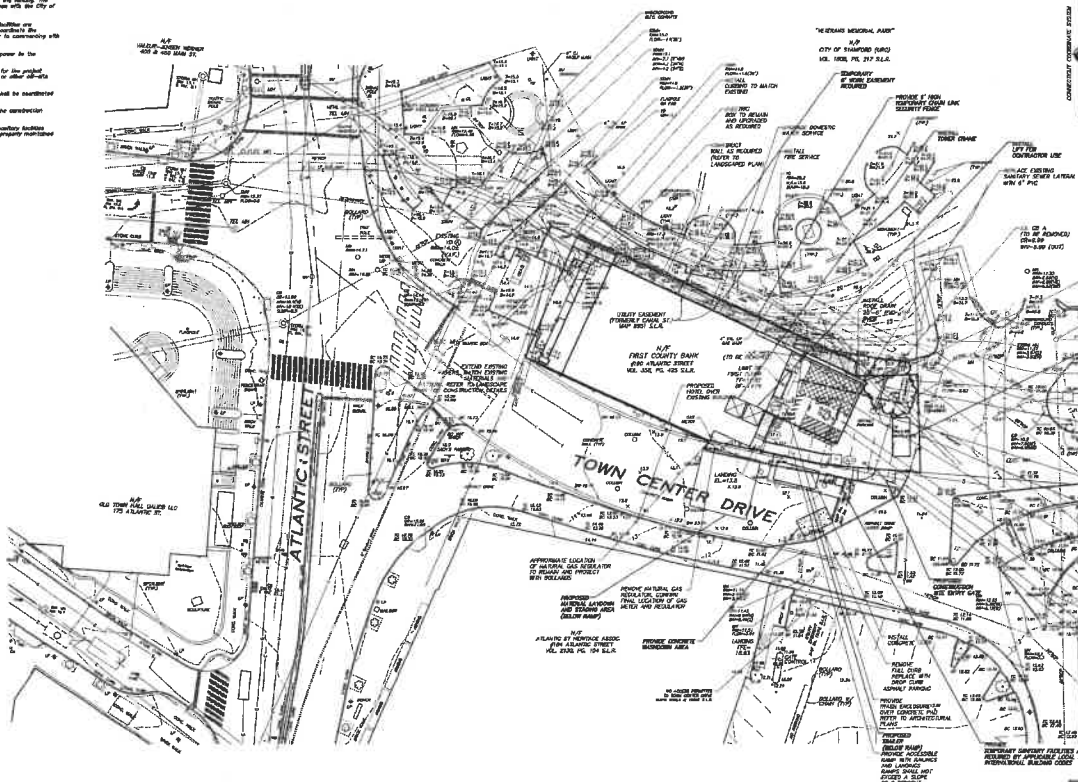
1. *Temporary staff and students conduct research, undertake all laboratory work, and are not permitted to perform any other duties that require a licence or permit for as long as necessary to complete their studies.*
2. *Proctor and monitor student activities and be available to assist students with any questions or problems that may arise during the course of their work.*
3. *Industry representative should be consulted and permitted to participate in the training.*
4. *A suitable and sufficient number of students and provisions are made to ensure that the training is of a high standard.*
5. *Students are given the opportunity to participate in the training.*
6. *The training of PhD and master students should be made as far as possible to be consistent with the training of the other students.*
7. *Level 3 students are to be kept to a minimum. The re-employment of students who have completed their training should be considered as an option.*
8. *Students complete all work that should be completed in the work day.*
9. *Students are given the opportunity to participate in the training.*
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11. *The education unit provides sufficient number of industrial visits to ensure that the training is of a high standard.*
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1. Install ceiling ducts only as reqd.
2. Install project drawings
3. Determine utilities serving the existing building as required
4. Remove portion of existing building, refer to architectural plan
5. Construct the new winged addition
6. Install and rough grade around foundation, maintain at slope
7. Complete exterior masonry and upper floors
8. Install exterior cover board and other exterior
9. Install exterior drainage system
10. Construct prepared service area, walls, roof and other hardware
11. Plot grade and estimate of slope
12. Landscape or revegetate
13. Demolition, earthwork and foundation, etc.





1. The contractor shall be required to coordinate and brief security housing around the perimeter of the site with the City of St. Petersburg, the Department of Public Safety, the City of St. Petersburg Office of Operations, and the Department of Housing and Community Development. The contractor shall be required to coordinate with the City of St. Petersburg prior to the start of the project. The contractor shall be required to coordinate with the City of St. Petersburg prior to the start of the project.
2. Historical buildings area, project leader, and temporary security facilities are required to be located within the security perimeter. The contractor shall be required to coordinate with the City of St. Petersburg prior to the start of the project.
3. The contractor shall be responsible for coordinating traffic parking for the project leader.
4. The same vendor for contractor shall coordinate off-site parking for the project leader.
5. The contractor shall be responsible for coordinating traffic parking for the project leader.
6. The contractor shall ensure that security personnel are positioned throughout the security perimeter and contractors shall not be restricted.
7. Contractor shall ensure that the proper number of temporary security facilities are located throughout the security perimeter and contractors shall not be restricted.

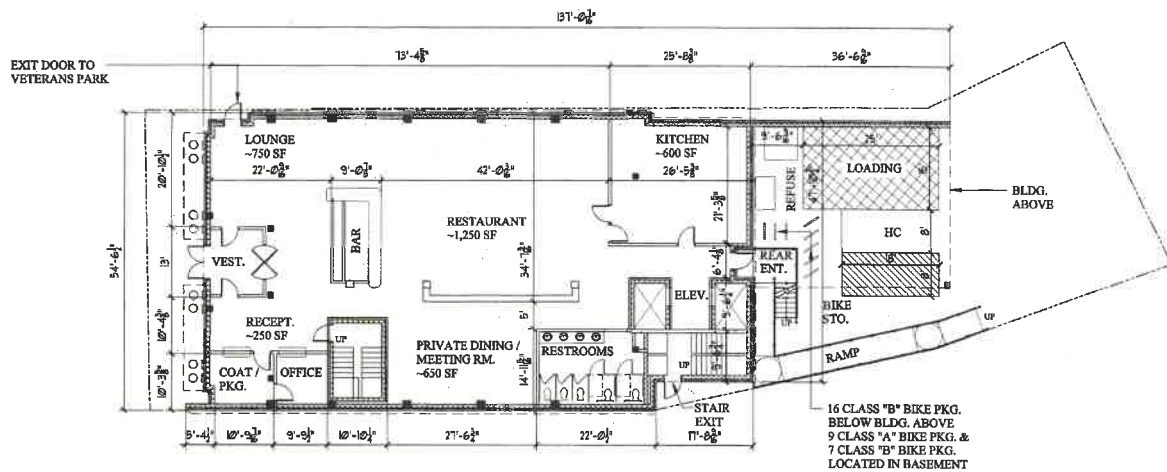


| LEGEND |                            |     |                             |
|--------|----------------------------|-----|-----------------------------|
|        | EXISTING CENTERLINE        | BN  | MANHOLE                     |
|        | EXISTING SPOT ELEVATION    | CB  | CURB R/W                    |
|        | EXISTING RIGHT-OF-WAY LINE | DL  | DOWN SLOPE                  |
|        | R/W OF EXISTING            | DM  | SEWER UNDER MANHOLE         |
|        | PROPOSED SPOT ELEVATION    | EMH | SEWER/STREET MANHOLE        |
|        | ABANDONED PIPE             | FC  | POLYETHYLENE CHLORIDE       |
|        | EXISTING SEWER LINE        | FP  | PROPOSED CONCRETE PIPE      |
|        | PROPOSED SEWER LINE        | FW  | WIDENED R/W                 |
|        | EXISTING WATER LINE        |     | CONCRETE VULCANIZED RUBBER  |
|        | PROPOSED WATER LINE        |     | CHLORIDE ELECTRIC SHAFT     |
|        | EXISTING GAS LINE          |     | IN-SEWER, IN-ROAD           |
|        | PROPOSED GAS LINE          |     | BY OTHERS BY ENGINEER       |
|        | EXISTING ELECTRIC LINE     |     | NOT IN FILE                 |
|        | PROPOSED ELECTRIC LINE     |     | LIST OF UTILITIES AS PLACED |



|   |  |  |  |
|---|--|--|--|
| (A) <b>D'AMBRA SURVEYING &amp; ENGINEERING, PC</b><br>• LAND PLANNERS<br>• ENGINEERS<br>• SURVEYORS<br>P.O. BOX 464<br>RINDSBURG, CT 06069<br>TEL. 203-179- |  | PROJECT<br><b>THE OLD<br/>TOWNE HOTEL</b>                        |  |
| PREPARED FOR<br><b>OLD TOWN SQUARE, LLC</b>   |  | LOCATION<br><b>160 ATLANTIC STREET<br/>STAMFORD, CONNECTICUT</b> |  |
| 5#5<br><b>CONSTRUCTION<br/>LOGISTICS PLAN</b>   |  |  |  |





THE OLD TOWNE HOTEL  
160 ATLANTIC ST.  
STAMFORD, CT

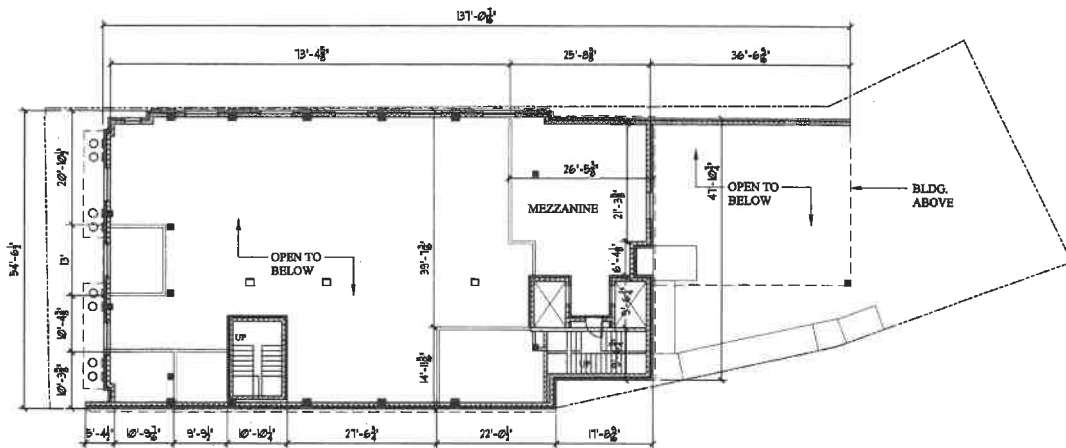


OLD TOWN SQUARE, LLC  
DO H. CHUNG & PARTNERS

GROUND FL. PLAN  
S: 1/8" = 1'-0"  
DATE: 8-6-2021

A - 1





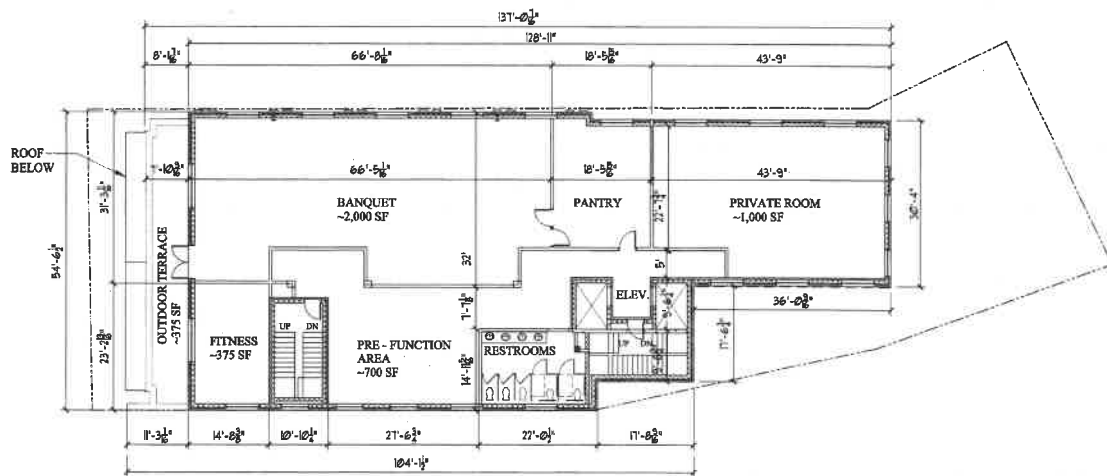
THE OLD TOWNE HOTEL  
160 ATLANTIC ST.  
STAMFORD, CT



OLD TOWN SQUARE, LLC  
DO H. CHUNG & PARTNERS

2ND. FL. PLAN  
S: 1/8" = 1'-0"  
DATE: 8-6-2021

A - 2



THE OLD TOWNE HOTEL  
160 ATLANTIC ST.  
STAMFORD, CT

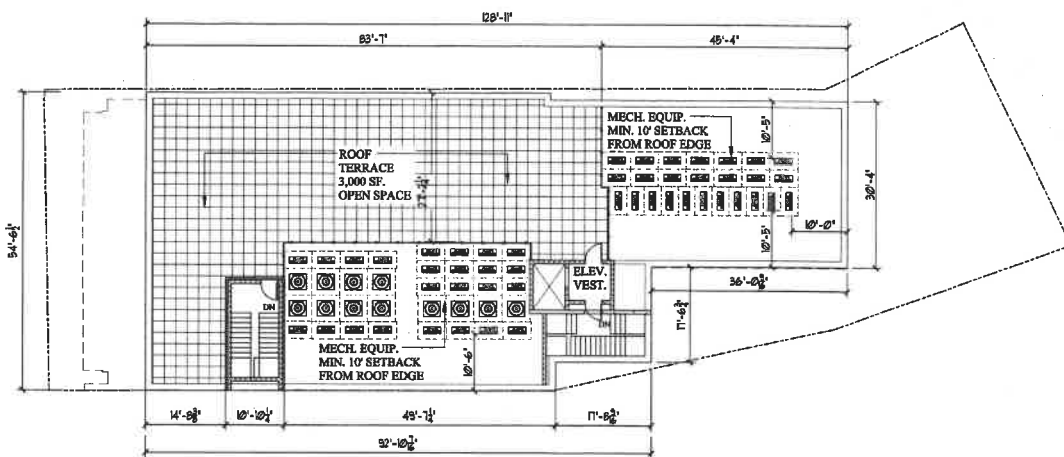


OLD TOWN SQUARE, LLC  
DO H. CHUNG & PARTNERS

3RD. FL. PLAN  
S: 1/8" = 1'-0"  
DATE: 8-6-2021

A - 3





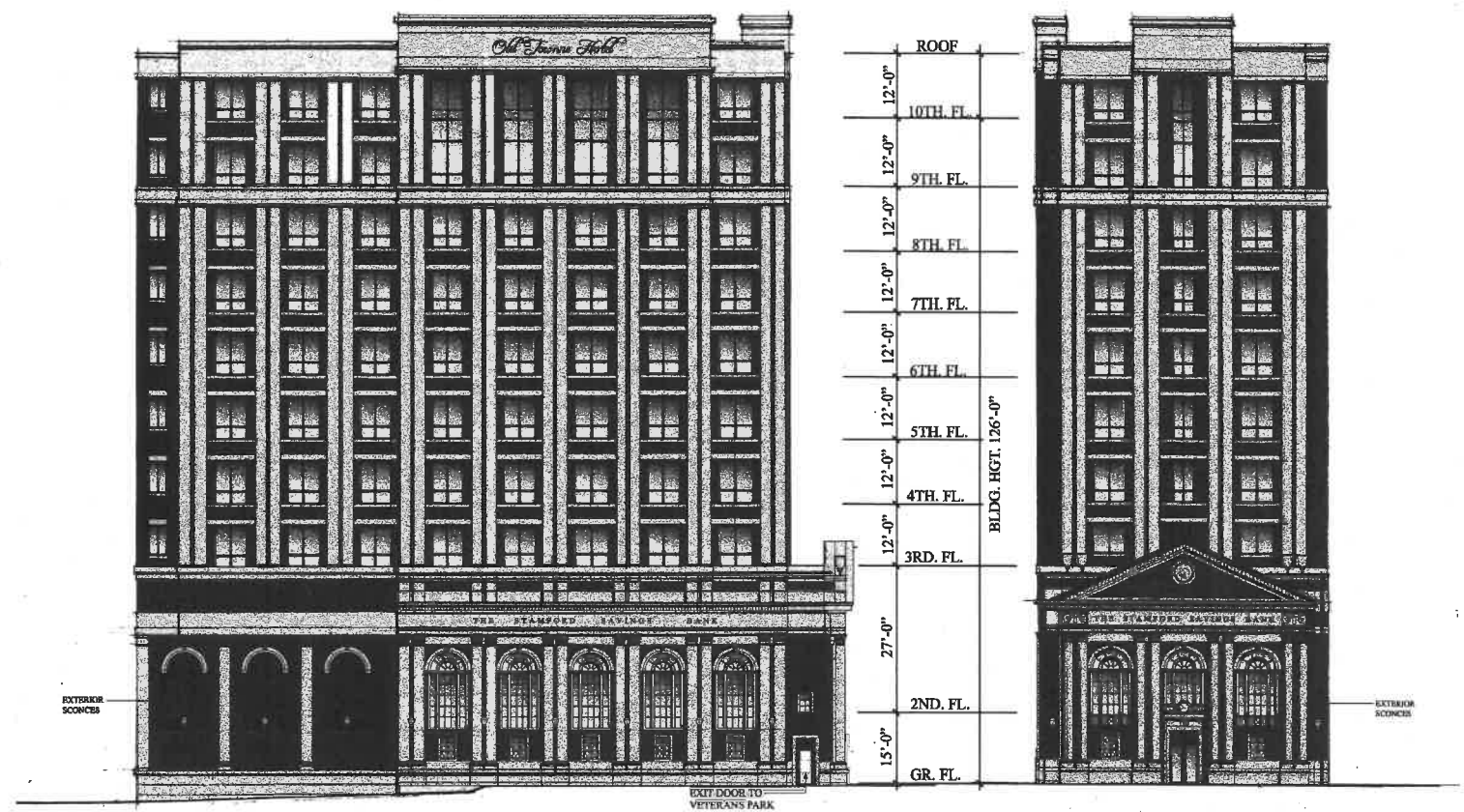
THE OLD TOWNE HOTEL  
160 ATLANTIC ST.  
STAMFORD, CT



OLD TOWN SQUARE, LLC  
DO H. CHUNG & PARTNERS

ROOF PLAN  
S: 1/8" = 1'-0"  
DATE: 8-6-2021

A - 5



NORTH/SIDE ELEVATION

WEST/SIDE ELEVATION

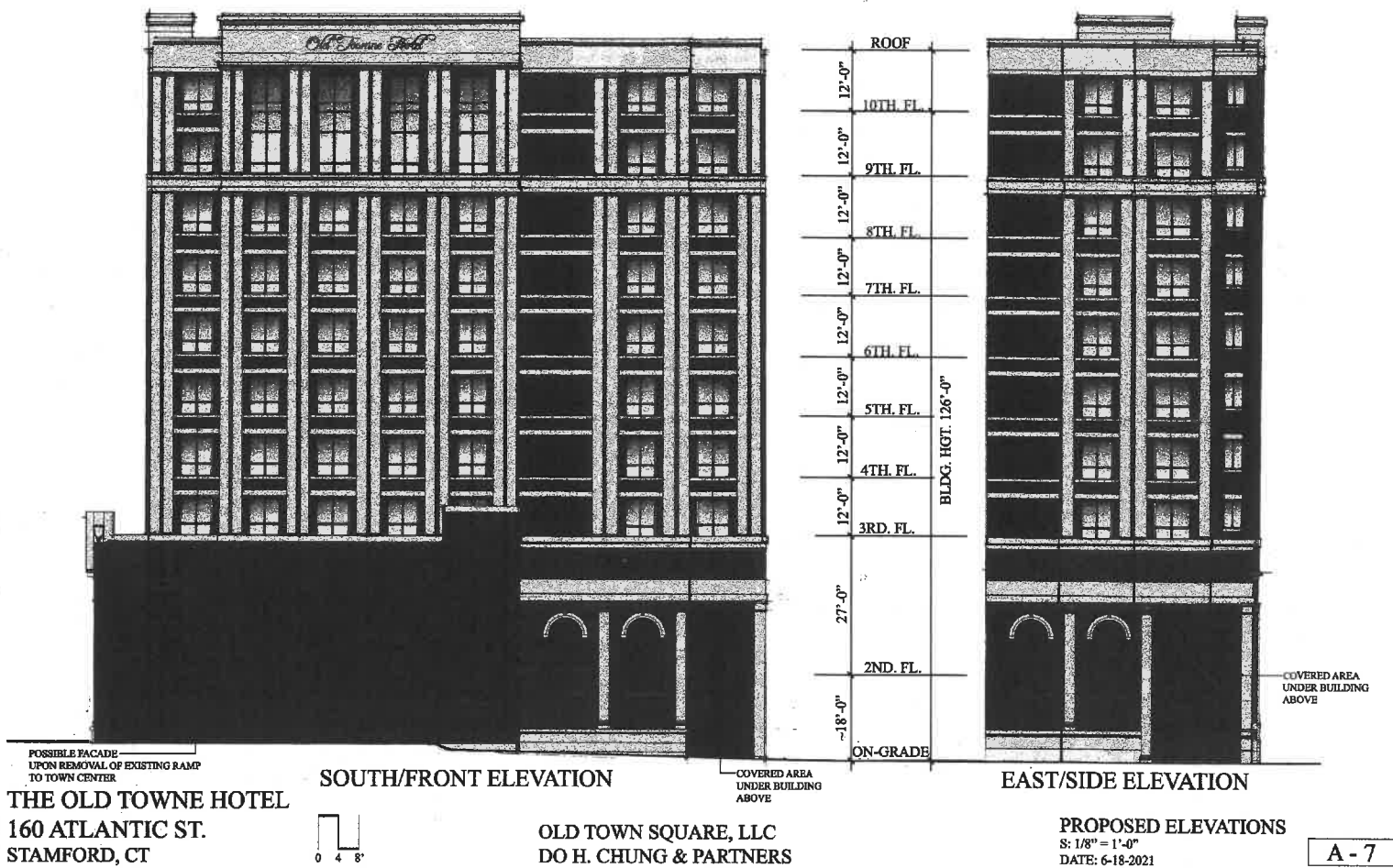
THE OLD TOWNE HOTEL  
160 ATLANTIC ST.  
STAMFORD, CT

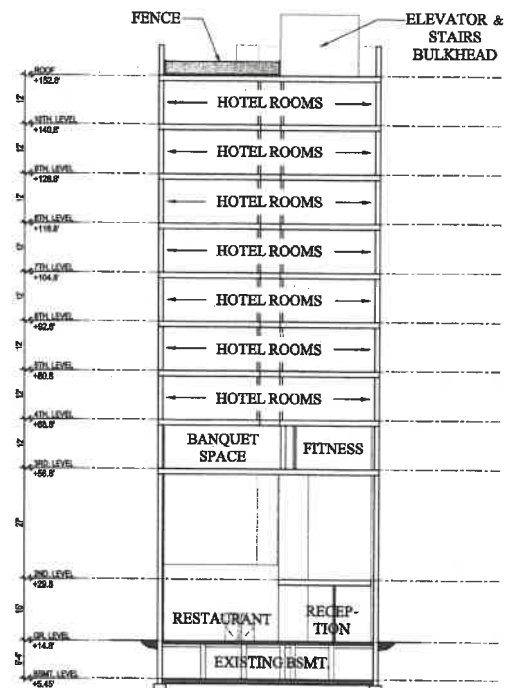
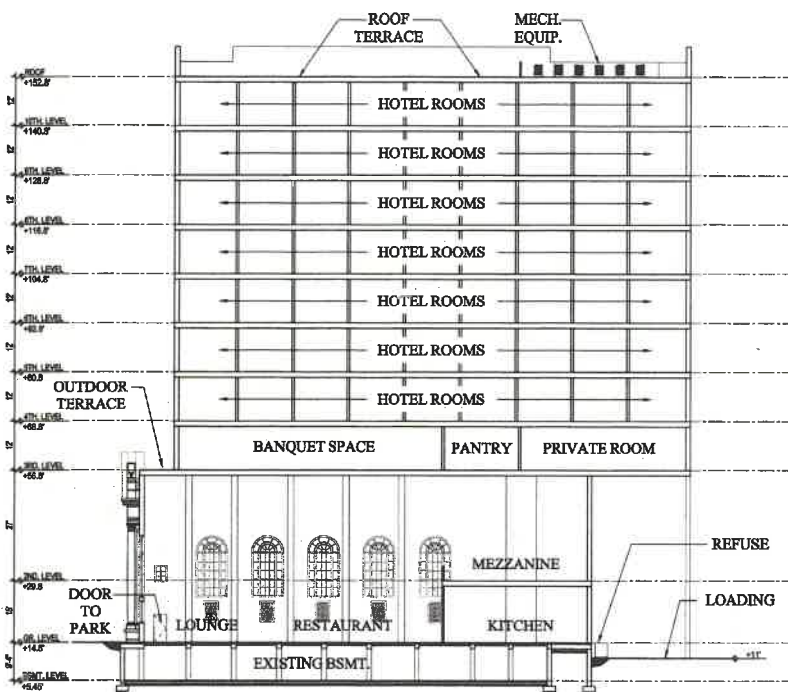


OLD TOWN SQUARE, LLC  
DO H. CHUNG & PARTNERS

PROPOSED ELEVATIONS  
S: 1/8" = 1'-0"  
DATE: 6-11-2021

A - 6





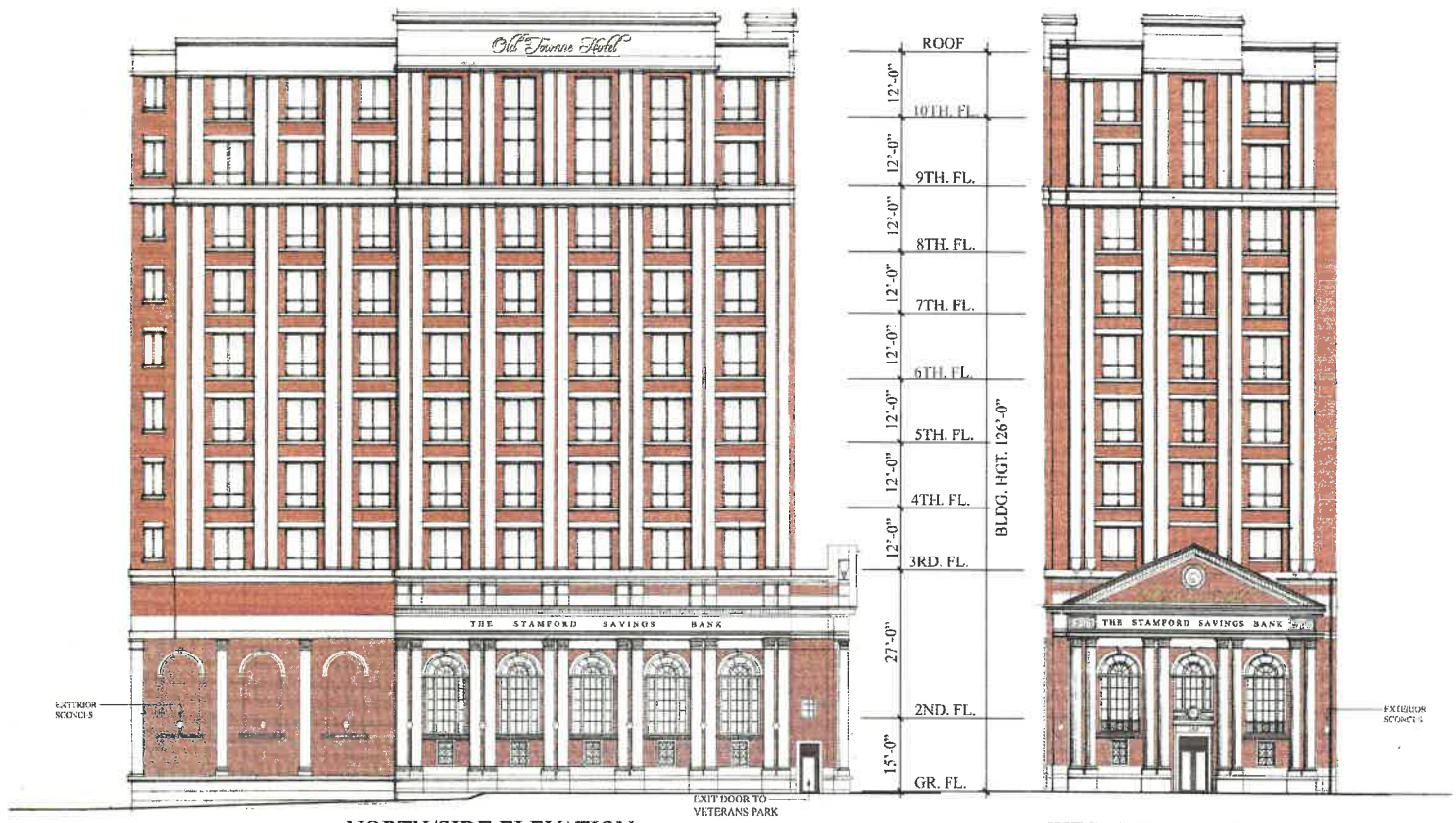
THE OLD TOWNE HOTEL  
160 ATLANTIC ST.  
STAMFORD, CT



OLD TOWN SQUARE, LLC  
DO H. CHUNG & PARTNERS

TYP. BLDG. SECTIONS  
S: 3/4" = 1'-0"  
DATE: 8-6-2021

A - 8



NORTH/SIDE ELEVATION

WEST/FRONT ELEVATION

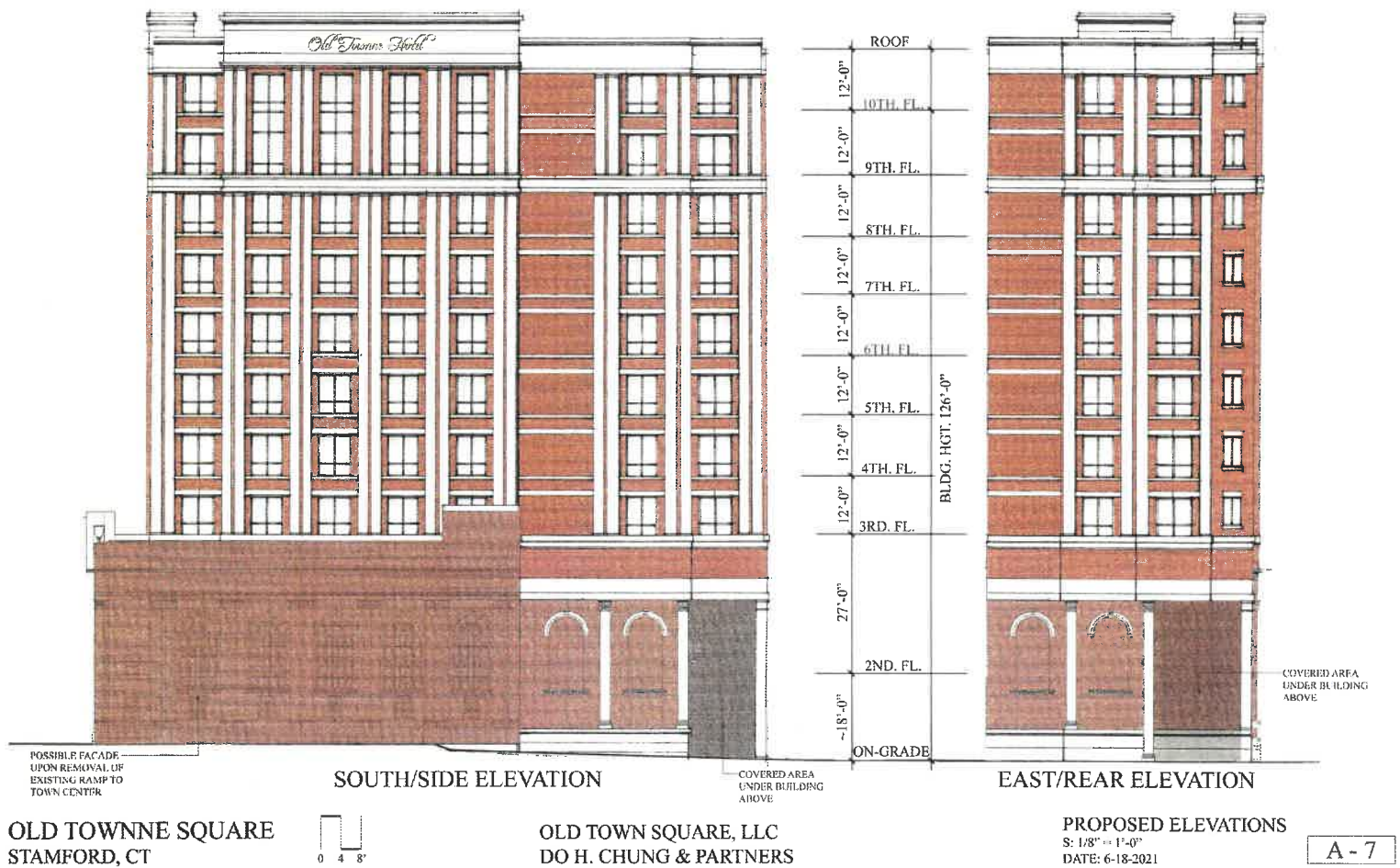
OLD TOWNNE SQUARE  
STAMFORD, CT

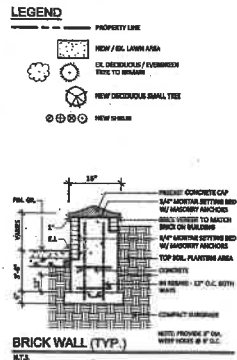
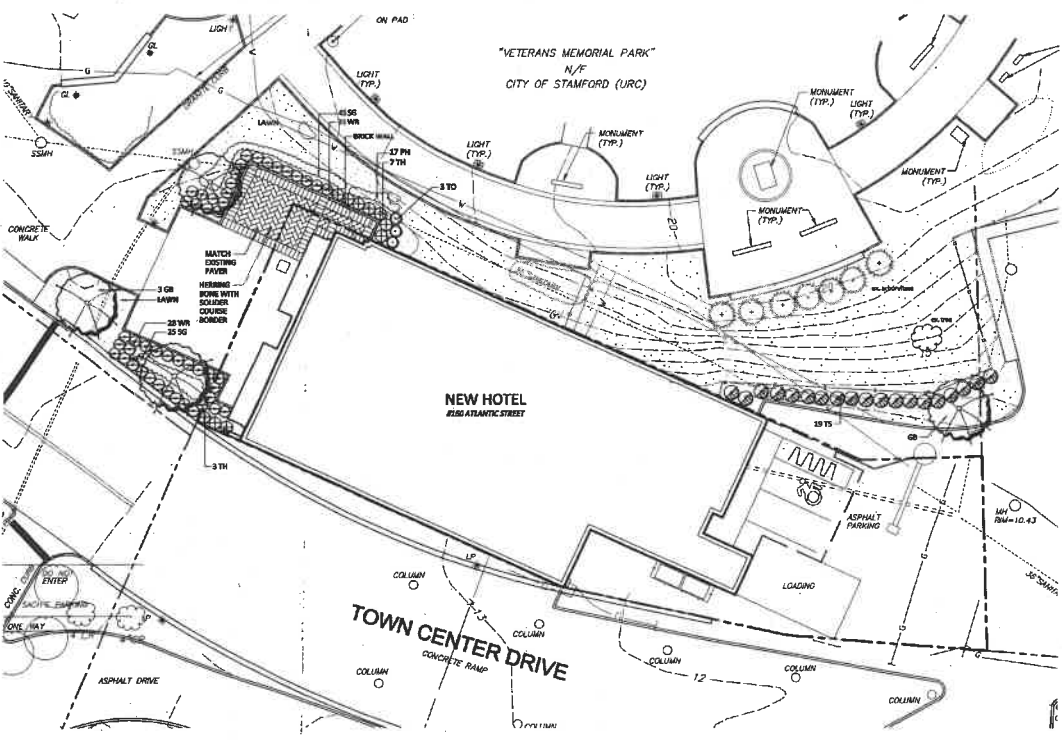


OLD TOWN SQUARE, LLC  
DO H. CHUNG & PARTNERS

PROPOSED ELEVATIONS  
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DATE: 6-11-2021

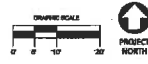






- NOTES:**
- EXISTING AND PROPOSED SITE INFORMATION BASED FROM A DIGITAL AUTOCAD SITE PLAN, SUPPLIED BY PARADISE SUBSISTENCE & ENGINEERING, P.C.
  - CONTACT LOCAL IMPROVEMENT DISTRICT AT 1-800-242-4444 TO OBTAIN UNDERGROUND UTILITY LINES MARKED BY THEIR PINK TO STATE OF CONNECTICUT CODE.
  - EXACT LOCATION OF PROPOSED PLANTINGS AND PLANT TYPES MAY VARY FROM THIS PLAN BASED ON SITE PLAN REVIEW AND/OR ACTUAL FIELD CONDITIONS.
  - PLANT SPECIES SELECTIONS MAY BE MADE WITH THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT FROM EXHIBITION.
  - PLANTING METHODS SHALL BE IN ACCORDANCE WITH THE "AMERICAN STANDARDS FOR NURSERY STOCK", LATEST EDITION, AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
  - THE CONTRACTOR SHALL VERIFY WITH THE PROJECT ENGINEER THAT THE NEW PLANTINGS DO NOT INTERFERE WITH EXISTING AND/OR PROPOSED UTILITIES, RIGHT-OF-WAY, AND/OR STRUCTURES.

| PLANT LIST |        |                          |                        |            |      |         |
|------------|--------|--------------------------|------------------------|------------|------|---------|
| QTY        | SYMBOL | BOTANICAL NAME           | COMMON NAME            | SIZE       | ROOT | REMARKS |
| 4          | 18     | QUERCUS VARIETAL         | WHITE OAK              | 5-6" DBH   | 100% |         |
| 15         | 15     | HYDRANGEA 'TWIGGY SINKU' | TWIGGY SINKU HYDRANGEA | 2 1/2' HT. | 100% | WATSON  |
| 100        | 100    | WISMA MEXICANA           | WHITE MEXICANA         | 2-3' DBH   | 100% |         |
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|---|-------------------------|---|
| <b>ENVIRONMENTAL LAND SOLUTIONS, LLC</b><br>LANDSCAPE ARCHITECTURE AND ENVIRONMENTAL PLANNING<br>100 HARTFORD AVENUE, SUITE 200<br>HARTFORD, CONNECTICUT 06103<br>TEL: (860) 855-1000 FAX: (860) 855-1000<br>info@elsllc.com www.elsllc.com |                         | <b>PROJECT:</b><br>LANDSCAPE PLAN<br><b>CLIENT:</b><br>OLD TOWN SQUARE, LLC<br>150 ATLANTIC STREET<br>STAMFORD, CONNECTICUT |
| <b>DATE:</b><br>7.3.21  | <b>SCALE:</b><br>1"=10' | <b>PROJECT NO.:</b><br>LP.1   |

## **Drainage Summary**

**160 Atlantic Street – Stamford, Connecticut**

**Applicant/Owner: Old Town Square, LLC**

**October 18, 2021**

## **Project Summary**

The subject property was the former home of the Stamford Savings Bank (a.k.a. Frist County Bank) that was purchased by Old Town Square, LLC in June of 2019. The total land area of the subject parcel is about 9,246 s.f. The lot was part of a major reconfiguration of parcels developed by the Stamford Urban Redevelopment Commission (URC).

The property is bounded on the north by park land owned by the City of Stamford and known as Veterans Memorial Park (VMP), to the east by commercial property owned, now or formerly, by Reckson Operating PTNSP LP, to the south by Town Center Drive, where an elevated ramp also exists that serves the upper parking levels of the Stamford Town Center Mall, and Atlantic Street on the west.

The parcel is essentially covered entirely by impervious surfaces consisting of the bank building, an overlapping asphalt parking lot on the east side, and various hardscapes on the west side that were recently updated as part of the VMP overall park improvement project. As part of the park project, two small green areas were added to the front of the building where the park transitions into the subject building.

The owner is proposing to maintain the classic brick structure constructed around 1900 according to the Stamford Assessor's records, and integrate the construction of a small boutique hotel into and over the original bank building. The new hotel, in addition to being proposed above the bank building, will also partially extend over the existing rear parking lot.

A portion of the building addition will begin at the ground surface, while a portion will be elevated over a proposed accessible van parking space, and a proposed bicycle rack. An accessible ramp is proposed along a portion of the southerly property line that serves the accessible vehicle parking space, providing access into the building. This area is being proposed as for "back-of-the-house" uses, and as the entry point to the new hotel.

Although there is no tenant selected, it is the desire of the owner to lease the ground floor to a restaurant operator with outdoor dining being considered for the patio constructed on the west side of the building as part of the VMP park improvement project. The project includes expanding the patio to the north of the existing patio on both the subject property and that of VMP.

### **Drainage Summary - Existing Conditions**

Under existing conditions, the rear parking lot, as well as adjoining areas to the south, east, and north, drains to an existing catch basin that lies mainly within the VMP property, and within a striped parking area serving the subject building. The parking area, by design of the park improvements, straddles the common property line between the subject property and the VMP property. The parking lot presently supports 12 striped parking spaces. The catch basin is connected to a major drainage culvert measuring 53-inches by 83-inches in sized as surveyed by others.

It should be noted that the culvert and many other utilities such as sewer pipes, electric, natural gas, communication lines, and public domestic water lines, were part of a roadway system that was abandoned by the URC to create the park and the mall. From our review of the basement piping within the existing building, the roof leaders are also connected to the culvert at an undetermined location. Therefore, we have concluded that the stormwater runoff from the entire property is collected and connected to the drainage culvert.

### **Drainage Summary - Proposed Conditions**

The only change in impervious surfaces between existing and proposed conditions is the covering of a portion of the existing parking lot with a portion of the new hotel building, and the removal of a small portion of the existing building that will be replaced with a hardscape surface.

The existing 12 uncovered parking spaces will be eliminated by the proposed improvements. Instead, the area will serve as access to the proposed covered accessible parking space, a bicycle rack, a loading space to serve the new building, and as the entry point to the proposed hotel. The exterior bicycle rack has limited capacity and the rest of the required Class A and B spaces would be placed in the basement. Refer to the architectural plans for further details relative to the required Class A and B bicycle racks.

The remaining paved area will be removed, and the subgrade regraded to a new catch basin that will be equipped with a deep sump and outlet debris trap, and the parking lot repaved with asphalt. The existing catch basin will be converted to a storm drain manhole.

The proposed catch basin will be connected to the new manhole, and any new roof drains would also be connected to the new storm drain manhole. Therefore, the volume, and peak rate of stormwater runoff will remain the same through all storms.



Other than the accessible on-site parking space, all other required parking would be secured off-site in accordance with the Stamford Zoning Regulations.

### Conclusion

Since essentially the entire site is currently covered by impervious surfaces, and is surrounded on all sides by impervious surfaces except for a very limited area of lawn off the northwest corner of the building, the proposed improvements will not result in any increase in impervious surfaces and stormwater runoff patterns will remain the same.

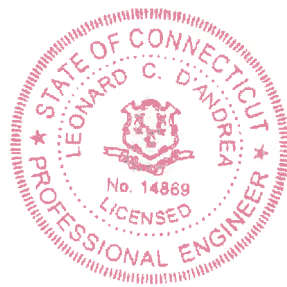
However, stormwater quality will be improved by the elimination of all existing uncovered parking spaces, and by covering a portion of the existing parking area with the proposed building improvements. A parking lot is a far greater potential source of pollution of stormwaters than roof of a building. And the elimination of the parking spaces is also an elimination of another potential pollution source.

In accordance with the Stamford Drainage Manual, it is our professional opinion that the project qualifies for a Drainage Exemption. Attached herewith is the completed Stormwater Management Standards – Exemption Request Form.

The form quantifies the impervious surface areas and material types as a comparison between existing and proposed conditions.

During the construction phase, water quality will be protected by the temporary implementation of appropriate sedimentation and erosion controls.

Therefore, based on the architectural plans prepared by Do H. Chung and Partners, and site development plans prepared by this firm, the project will have no adverse impacts on local drainage patterns, existing drainage collection systems, or adjacent properties.



**D'Andrea Surveying & Engineering, P.C.**

*Leonard C. D'Andrea*  
Leonard C. D'Andrea, PE



City of Stamford  
Engineering Bureau  
Stamford Government Center – 888 Washington Blvd., Stamford, CT 06901  
Phone: 203 977 4189

### STORMWATER MANAGEMENT STANDARDS –EXEMPTION REQUEST FORM

Project Name Downtown Hotel Development Project  
Project Address 160 Atlantic Street, Downtown Stamford CT  
Property Owner(s) Old Town Square, LLC  
Tax Account Number(s) 002-2088 Zone(s) CC Lot Area 9,246 sf

Check all that apply to the proposed project:

- ☒ a. The project drainage design will not adversely impact adjacent or downstream properties or City-owned drainage facilities.
- ☒ b. The project does not result in new or increased discharges to High Quality Waters or stormwater Impaired Waters as designated by CT DEEP.
- ☒ c. The project does not discharge directly to or within 500 feet of a tidal wetland, see *Appendix A*.
- ☒ d. The project creates less than 400 square feet of impervious coverage.
- ☒ e. The project site is not located on a Direct Waterfront parcel.

### IMPERVIOUS AREA WORKSHEET

This worksheet shall be used to quantify impervious surfaces associated with existing and proposed construction.

|                            | Existing Conditions<br>Impervious Surfaces<br>(sq ft) | Proposed conditions<br>Impervious Surfaces<br>(sq ft) | Proposed New Impervious Surfaces<br>(sq ft)<br>Column 2 minus column 1 |
|----------------------------|---|---|--|
| House / Buildings          | 5,646   | 6,506   | 860  |
| Driveways                  | 3,194   | 2,260   | (934)  |
| Sidewalks / Paths          | 290   | 290   | - 0 -  |
| Swimming Pools             | N/A   | N/A   |  |
| Patios                     | - 0 -   | 86  | 86   |
| Tennis Court / Sport Court | N/A   | N/A   |  |
| Other                      | N/A   | N/A   |  |
| TOTALS                     | 9,130   | 9,142   | 12   |

Owner / Agent Signature

Luc C. O'Connell, PE

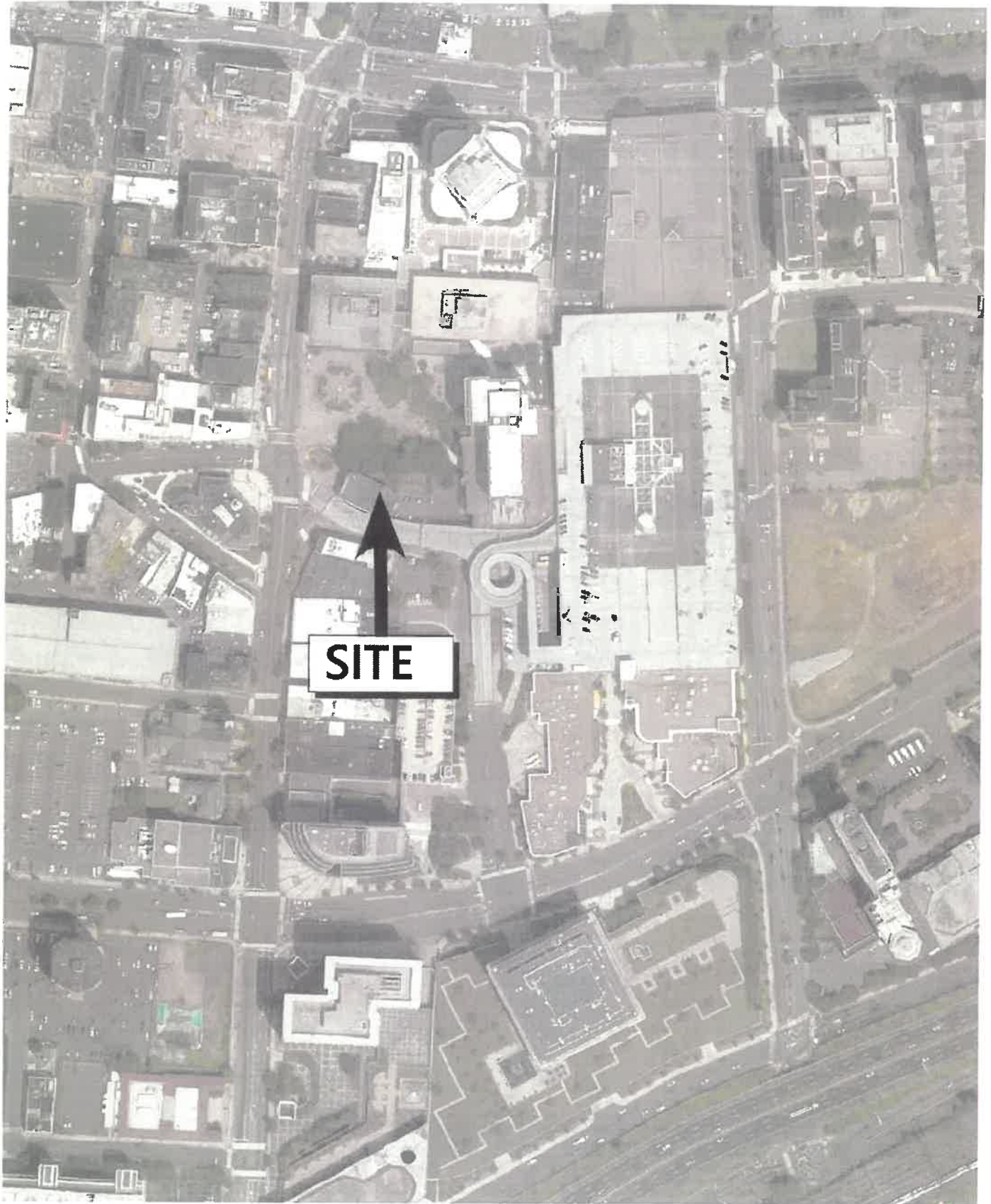
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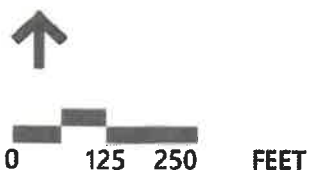
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Engineering Bureau Signature: \_\_\_\_\_

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**Figure**

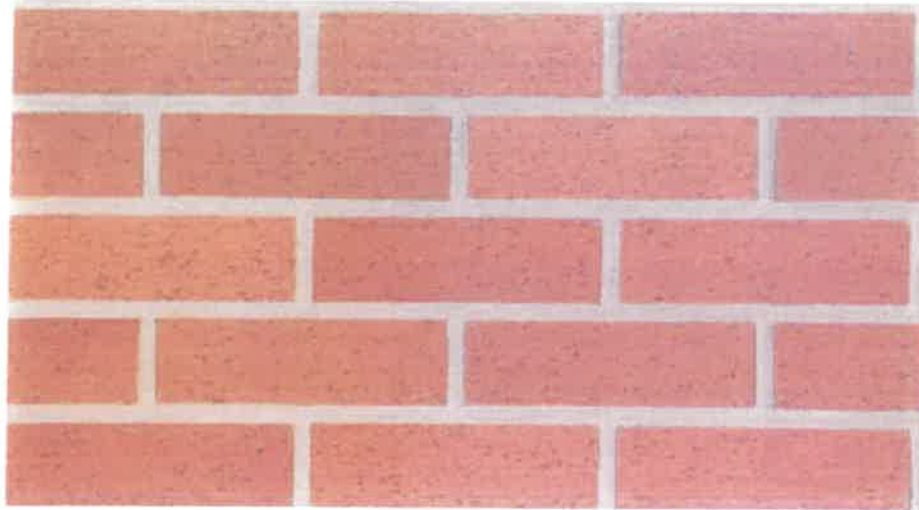


Blank Location Map  
In the Vicinity of:  
160 Atlantic Street  
Stamford, CT

Cast Stone



Thin Brick



DRAFT TRAFFIC IMPACT ASSESSMENT

# Proposed Hotel Development

160 Atlantic Street  
Stamford, Connecticut

PREPARED FOR

Law Office of John F.X. Leydon, Jr., LLC  
350 Bedford Street, Suite 403  
Stamford, CT 06901

PREPARED BY



100 Great Meadow Road  
Suite 200  
Wethersfield, CT 06109

June 3, 2021

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# 1

## Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has been retained by Old Town Square, LLC to conduct a Transportation Impact Assessment (TIA) for a proposed hotel development to be located at 160 Atlantic Street in Stamford, Connecticut. The site is bounded by Atlantic Street, and Town Center Drive exit ramp from the mall parking garage and an entrance driveway. VHB has evaluated existing traffic operations in the area previously and has reassessed the impacts of this development based upon the new development plan, and summarized the results in this report.

## Project Description and Background

The Project site is located on the northeast corner of the intersection of Atlantic Street at Main Street and Town Center Drive in Stamford, Connecticut. Currently on-site is an existing bank building. Abutting the property are Veterans Memorial Park and the Town Center Shopping Mall.

The existing building on-site will be redeveloped into a hotel with 77 standard rooms and 14 suite style rooms for lengthy stays including an on-site restaurant.

The Site is proposed to have a valet service as part of the hotel amenities. Access to the on-site parking and valet service will be restricted to entering only traffic accessing the site through the intersection of Atlantic Street at Main Street and exiting via the intersection of Tresser Boulevard at Town Center Drive. Parking on site is proposed to be minimal given the



numerous parking garages and structures in the surrounding area, as well as access to the Stamford Amtrak Station. Pickup and drop off of hotel guests will be located at the rear of the building and adjacent to the mall parking garage.

A site location map is provided in Figure 1. A draft site plan of the proposed development is included as part of the submittal. This transportation study analyzes the traffic impacts that can be expected by the proposed development.

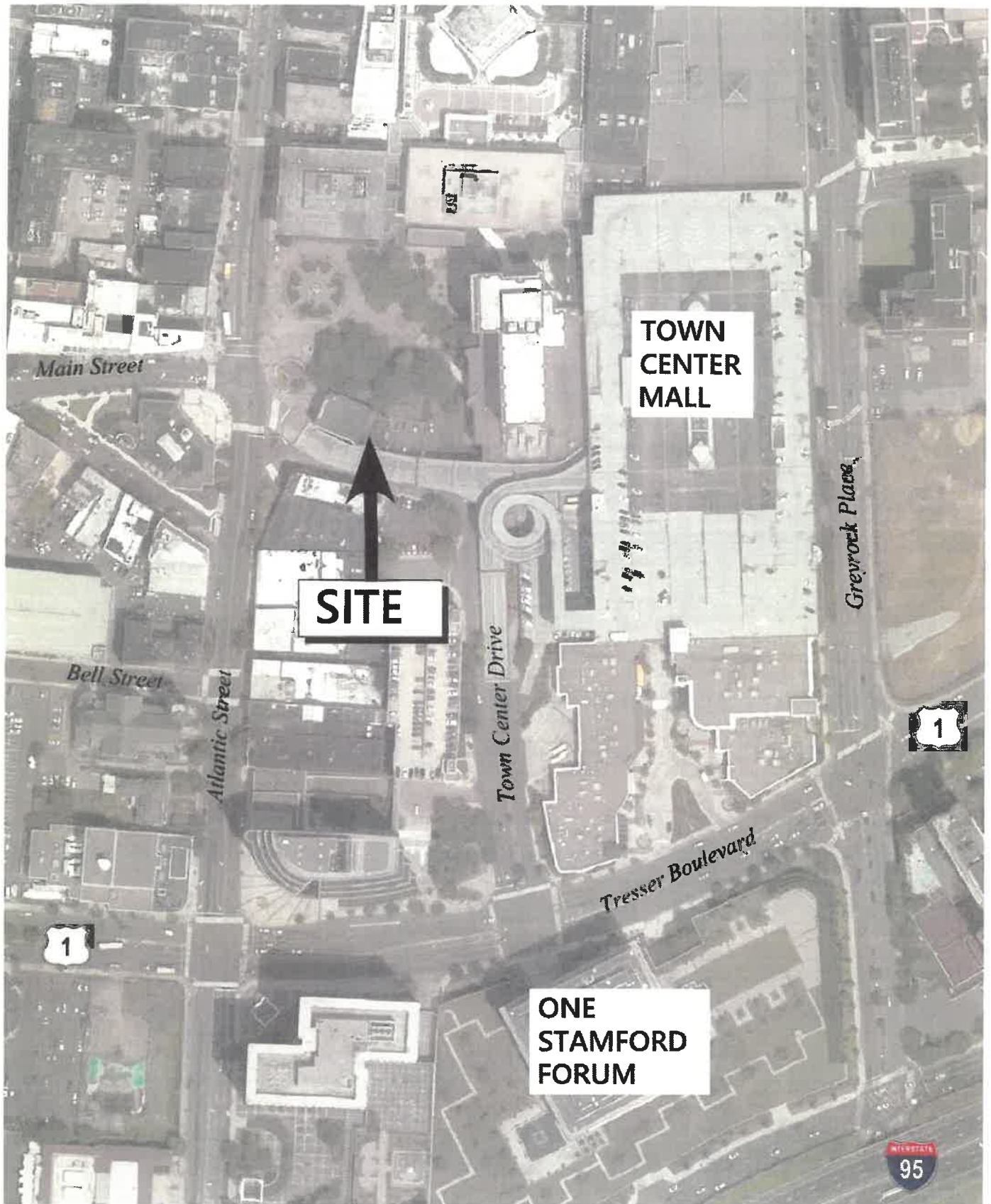


Figure 1



0 100 200 FEET



Location Map  
Proposed Hotel Development  
160 Atlantic Street  
Stamford, CT





## **Study Methodology**

This traffic study was conducted in three stages. The first stage involved an assessment of existing traffic conditions in the study area, and included an inventory of roadway geometrics and observations of traffic flow. In addition, daily and peak period traffic counts were collected in May 2017 and May 2021, respectively. A safety review of the study area intersections was performed.

In the second stage of the study, future traffic conditions both with and without the project were estimated and analyzed. This study assessed specific travel demand forecasts for the project, and the estimated background growth unrelated to this project.

The third and final stage involved conducting traffic analyses to identify both existing and projected future roadway capacity and demand. From this information and other factors, the likely traffic impacts associated with the project can be determined. This analysis was used as the basis for determining if any resulting roadway improvements or measures would be required in support of the site-generated traffic.

## **Study Area**

The study area includes those locations that are expected to be affected by this project. The roads and intersections included in the study area were selected based on VHB's knowledge of the traffic patterns in the area, from discussion with the City of Stamford and the limited number of traffic generated from the hotel. The specific study area encompasses the following intersections:

- Atlantic Street at Main Street and Town Center Drive (signalized); and,
- Tresser Boulevard at Town Center Drive (signalized)

An inventory of the existing conditions for the study intersections is provided in the following chapter.



# 2

## Existing Conditions Assessment

Effective evaluation of the transportation impacts associated with the proposed development project requires a thorough understanding of the existing transportation system surrounding the project study area. A complete inventory of the existing transportation system was conducted, and is presented in this section. The analysis of existing transportation conditions is based on the existing network, roadway and intersection geometry, traffic control, existing traffic volumes, traffic safety, and pedestrian facilities.

### Roadway Network

The principal roadways and intersections in the study area are described below.

#### Roadways

The description of the roadways includes the physical characteristics, geometric conditions, adjacent land uses, and current operating conditions.

#### Atlantic Street

Atlantic Street is a minor arterial roadway under local jurisdiction. Atlantic Street provides four travel lanes (two in each direction) south of Tresser Boulevard and provides two lanes northbound with one lane southbound to the north of Tresser Boulevard. Land use along Atlantic Street consists primarily of commercial uses with multiple office high-rises through the



Downtown area with some residential buildings to the south of the project site. Atlantic Street provides sidewalks on both sides of the roadway separated by on-street parking.

#### **Main Street**

Main Street is a minor arterial roadway under local jurisdiction and runs in a primarily east/west direction. Main Street provides one travel lane in each direction and contains striped angled and parallel on-street parking on the north side of the roadway in the vicinity of the project site. Land use along this portion of Main Street consists of primarily commercial uses. Main Street provides sidewalks on both sides of the roadway.

#### **Tresser Boulevard (Route 1)**

Tresser Boulevard (Route 1) is a principal arterial roadway under state jurisdiction and runs through Stamford in a primarily east/west direction. Tresser Boulevard runs parallel to Interstate 95 and connects Stamford with surrounding communities through the Stamford Downtown district. Route 1 provides six travel lanes, three in each direction. Turning lanes are provided at key intersections. Land use along Tresser Boulevard consists of primarily commercial uses. Route 1 provides sidewalks on both sides of the roadway.

#### **Town Center Drive**

Town Center Drive is a local roadway under local jurisdiction and runs in a primarily north/south direction. Town Center Drive runs parallel to Atlantic Street and primarily serves as an access road to the parking structure and businesses located on Atlantic Street. Town Center Drive provides two travel lanes, northbound and three travel lanes southbound. The 200 feet of Town Center Drive from Atlantic Street are signed as one-way for vehicles entering Town Center Drive. Town Center Drive becomes Edith Sherman Drive at the ramps to the parking garage.

## **Intersections**

The description of the intersections includes the physical characteristics, geometric conditions, and current operating conditions.

#### **Atlantic Street at Main Street and Town Center Drive (signalized)**

Main Street intersects Atlantic Street from the west and Town Center Drive/Edith Sherman Drive intersects from the east to form an offset 4-legged signalized intersection. This intersection, within the past year, has undergone signal and pavement marking modifications. Atlantic Street northbound consists of one exclusive left-turn lane, one through lane, and one channelized right-turn lane into Town Center Drive which splits further into a channelized stop-controlled lane that connects to the Edith Sherman Drive ramp. Southbound Atlantic Street consists of an exclusive left-turn lane and a shared through/right-turn lane. The left-turn movement at this approach connects to the Edith Sherman Drive ramps, no connection to Town Center Drive is directly available. Westbound Edith Sherman Drive provides two lanes, a



shared left-turn/through lane and an exclusive right-turn lane. Vehicles cannot travel westbound on Town Center Drive to exit onto Atlantic Street as this portion of the roadway is one-way access only. Main Street in the eastbound direction consists of an exclusive left-turn lane and a shared through/right turn lane. Crosswalks are provided across each approach of the intersection.

#### **Tresser Boulevard at Town Center Drive (signalized)**

Town Center Drive intersects Tresser Boulevard from the north and a parking garage driveway intersects from the south to form a 4-legged signalized intersection. The northbound parking garage driveway consists of two exit lanes, a shared left-turn/through movement and a shared through/right-turn movement. Southbound Town Center Drive contains an exclusive left-turn lane, a shared left-turn/through lane, and an exclusive right/turn lane. Eastbound and westbound Tresser Boulevard (Route 1) consists of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. Crosswalks are provided on all approaches of the intersection with the exception of the northbound approach.

### **Atlantic Street Improvement Project**

The City of Stamford is planning for the reconfiguration of Atlantic Street with LOTCIP funding to implement a road diet, install bike lanes, and add on-street parking. In addition, this project aims to create a raised intersection at the intersection of Atlantic Street at Main Street. This \$2.6 million improvement project is in accompaniment to the \$6 million investment to Veteran's Park located adjacent to the site. The Atlantic Street Improvement Project was submitted to the CT DOT in late 2019 and was taken into account as part of the existing conditions for this report.

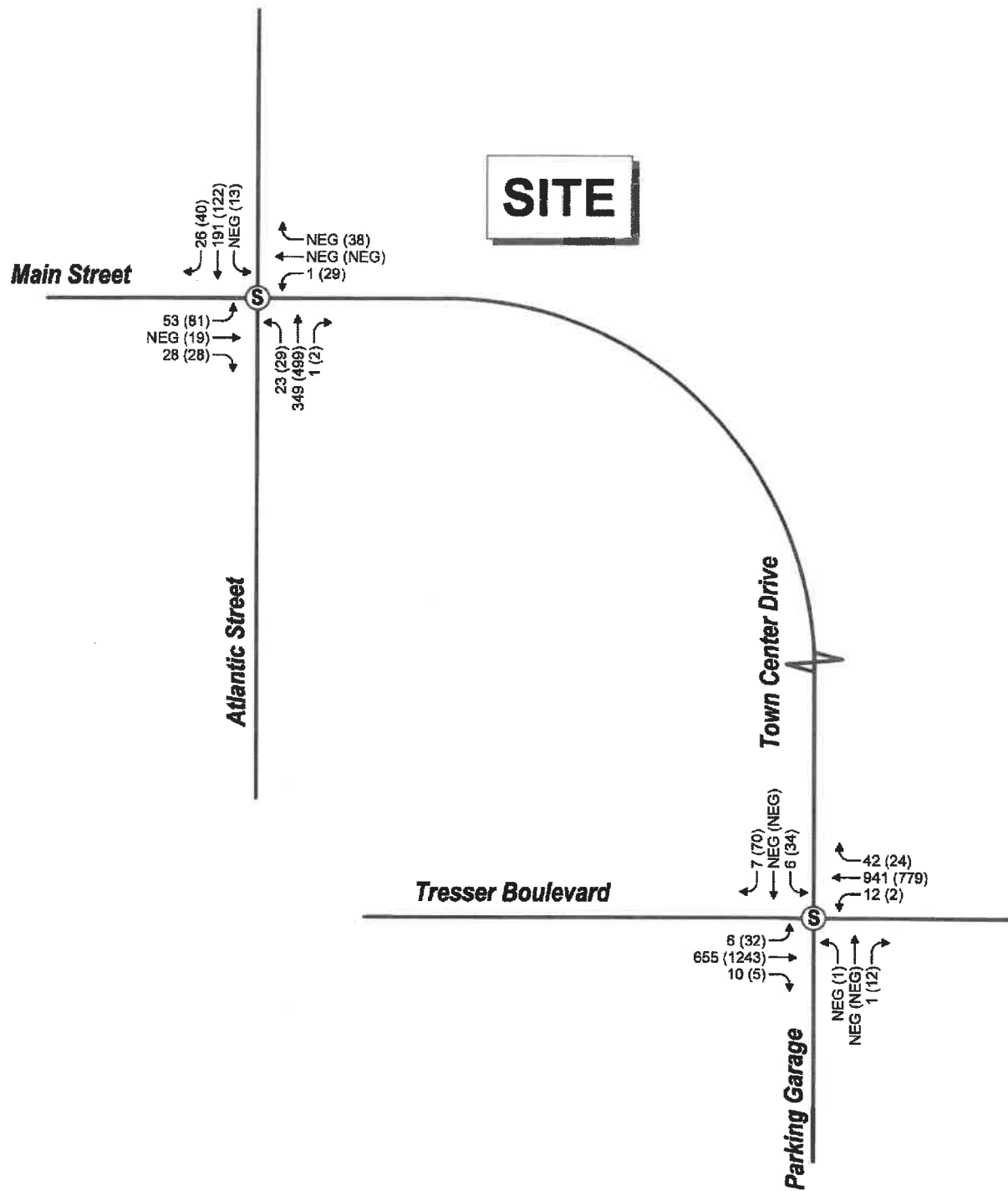
### **Traffic Volumes**

VHB obtained manual turning movement counts (TMC) from the previous phase of this development project for the intersection of Atlantic Street at Main Street and Town Center Drive. These counts were initially collected in 2017. The 2017 volumes were not grown to reflect a common count year, as the 2017 volumes provide a conservative analysis. To complete the study area, VHB conducted manual turning movement and classification (TMC) counts at the study area intersection of Town Center Drive at Tresser Boulevard during the typical weekday morning peak hours (7:00 – 9:00 AM) and typical weekday evening peak hours (4:00 – 6:00 PM). Included in these counts are passenger vehicles, heavy vehicles, buses, and pedestrians. These counts were conducted on May 26<sup>th</sup> of 2021. Within these periods, the peak hours of the intersections generally occurred from 7:30 AM to 8:30 AM during a typical weekday morning, and 4:45 PM to 5:45 PM during a typical weekday evening. The 2021 volumes collected were compared to 2018 ADT data along Tresser Boulevard. The 2021 volumes were on average approximately 20 percent lower than the 2018 ADT, a reflection of



the impact that the COVID-19 pandemic has had on area traffic volumes. The 2021 volumes were adjusted to reflect a conservative 20 percent increase to balance with the 2018 ADT.

The 2021 Existing conditions weekday morning and weekday evening peak hour traffic volume networks are summarized in Figure 2.



Proposed Hotel Development  
2021 Existing Conditions  
Peak Hour Traffic Volumes  
Stamford, CT

**Figure 2**



## **Safety Assessment**

To identify potential vehicle crash trends and/or roadway deficiencies near the project site, VHB conducted a review of the UConn Crash Database to document the number of geolocated vehicular collisions that have taken place over the most recent three years (2017-2019).

The review revealed 11 reported crashes occurred at the Atlantic Street at Main Street and Town Center Drive intersection, with 13 crashes reported at the intersection of Tresser Boulevard at Town Center Drive. It should be noted that the results of the Crash Database review were dependent on the accuracy of crash reporting and geolocating.

Table 1 presents the number of crashes and crash characteristics for the study intersections. No crashes resulted in a fatality, and no crashes including non-motorists within the three years at the study intersections.

Approximately 83% of all the crashes in the study area resulted in property damage only, while the remaining four crashes involved possible injuries. Nearly 54% of the crashes were rear-end crashes. The crashes occurred at varying times and under primarily dry pavement and daylight conditions.



**Table 1 Crash Analysis Summary**

|  | Atlantic Street at Main Street<br>and Town Center Drive | Tresser Boulevard at<br>Town Center Drive |
|--|---|---|
| <b>Year</b>                            |   |   |
| 2017                                   | 2   | 4   |
| 2018                                   | 4   | 7   |
| <u>2019</u>                            | <u>5</u>  | <u>2</u>                                  |
| Total                                  | 11  | 13  |
| <b>Collision Type</b>                  |   |   |
| Angle                                  | 4   | 2   |
| Rear-end                               | 4   | 9   |
| Sideswipe, same direction              | 2   | 2   |
| <u>Unknown</u>                         | <u>1</u>  | <u>0</u>                                  |
| Total                                  | 11  | 13  |
| <b>Severity</b>                        |   |   |
| Fatal Injury                           | 0   | 0   |
| Non-Fatal Injury                       | 1   | 3   |
| Property Damage Only                   | 10  | 10  |
| <u>Not Reported/Unknown</u>            | <u>0</u>  | <u>0</u>                                  |
| Total                                  | 11  | 13  |
| <b>Time of day</b>                     |   |   |
| Weekday, 7:00 AM - 9:00 AM             | 0   | 1   |
| Weekday, 4:00 - 6:00 PM                | 1   | 0   |
| Saturday, 11:00 AM - 2:00 PM           | 0   | 3   |
| Weekday, other time                    | 9   | 9   |
| <u>Weekend, other time</u>             | <u>1</u>  | <u>0</u>                                  |
| Total                                  | 11  | 13  |
| <b>Season</b>                          |   |   |
| Dec - Feb                              | 2   | 5   |
| Mar - May                              | 6   | 2   |
| June - Aug                             | 1   | 1   |
| <u>Sept - Nov</u>                      | <u>2</u>  | <u>5</u>                                  |
| Total                                  | 11  | 13  |
| <b>Pavement Conditions</b>             |   |   |
| Dry                                    | 7   | 10  |
| Wet                                    | 3   | 2   |
| Snow                                   | 1   | 1   |
| <u>Ice</u>                             | <u>0</u>  | <u>0</u>                                  |
| Total                                  | 11  | 13  |
| <b>Light Conditions</b>                |   |   |
| Daylight                               | 4   | 11  |
| Dawn/Dusk                              | 0   | 1   |
| Dark, Not Lighted                      | 0   | 0   |
| Dark, Lighted                          | 7   | 0   |
| <u>Unknown</u>                         | <u>0</u>  | <u>1</u>                                  |
| Total                                  | 11  | 13  |
| <b>Non-Motorist (Bike, Pedestrian)</b> | 0   | 0   |

Source: UConn Connecticut Crash Data Repository 2017-2019.



# 3

## Future Conditions

To determine the impacts of the future site-generated traffic volumes on the roadway network, traffic conditions were projected to a two-year planning horizon, based on the development program provided by the developers. Future traffic projections include regional background traffic growth and planned roadway improvements. Consideration of these factors resulted in the development of the 2023 No-Build traffic volumes. Anticipated Future Site-generated traffic volumes were then added to the 2023 No-Build traffic flow networks to reflect the 2023 Build scenario with the proposed development.

### No-Build Traffic Volumes

Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. A frequently used procedure is to estimate traffic that could be generated by planned new major developments, potentially affecting the project study area roadways. An alternative procedure is to estimate an overall area annual percentage increase and apply that increase to study area traffic volumes. For the purpose of this assessment, both an annual growth percentage was applied and planned developments were included, as detailed further below.

#### Historic Growth

A review of available historic data indicated that an acceptable growth rate for the Stamford Downtown district is approximately 0.5 percent per year. CT DOT has identified numerous



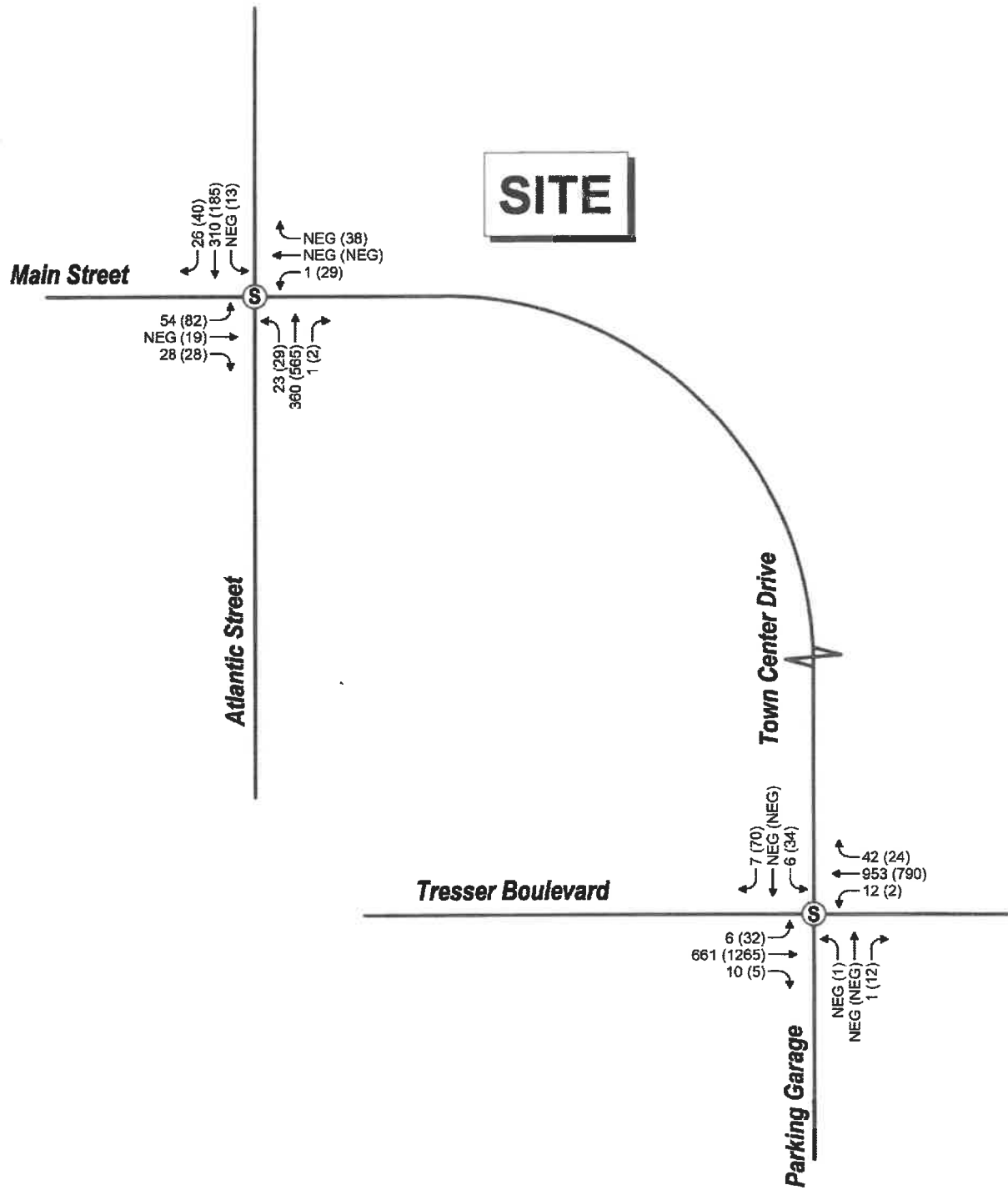
planned projects in the surrounding area. A full listing of the projects included as part of the traffic analysis can be found in Appendix.

#### **2023 No-Build Traffic Volumes**

The 0.5 percent per year annual growth rate was applied to the 2021 Existing traffic volumes, to develop the projected 2023 No-Build (without the proposed project) weekday morning and weekday evening peak hour traffic volumes. The 0.5 percent per year was not applied to the intersection of Atlantic Street at Main Street and Town Center Drive as the conservative 20% increase applied to the volumes at the Town Center Drive at Tresser Boulevard intersection would account for any marginal increase over the two-year study period.

The City of Stamford and CT DOT identified numerous planned developments in the area as revitalization around the Stamford Transit Center (STC) has been steadily increasing over recent years. A full listing of the projects included as part of the traffic analysis can be found in Appendix.

The 2023 No-Build weekday morning and weekday evening peak hour traffic volumes can be seen in Figure 3.



Proposed Hotel Development  
2023 No-Build Conditions  
Peak Hour Traffic Volumes  
Stamford, CT

**Figure 3**



## Build Condition

Build traffic volumes for study area roadways were determined by estimating site generated traffic volumes and distributing these volumes over the study area roadways.

### Site Generated Traffic

In order to estimate the trip-generating characteristics for the proposed project, traffic projections can be derived from trip generation rates published by the Institute of Transportation Engineers (ITE) in their Trip Generation Manual, 10<sup>th</sup> Edition<sup>1</sup>. ITE is the standard methodology used to project trips generated by this type of development, which is based on a number of observations at other, similar land uses throughout the United States. It was determined that the following land use code should be utilized to estimate the site generated traffic:

- LUC 310 "Hotel" was utilized to estimate trip generation associated with the proposed 91 total rooms hotel.

The anticipated new total trip generation for the proposed development is summarized in Table 3.

As shown in Table 2, the total development is expected to generate approximately 40 (24 entering, 16 exiting) new vehicle trips during the weekday morning peak hour, and approximately 42 (21 entering, 21 exiting) new vehicle trips during the weekday evening peak hour. This represents entirely new vehicles on the adjacent roadway network.

It should be noted that the traffic volumes projected to be generated are conservatively estimated, as the proximity of the hotel to the Stamford Transportation Center (STC) will likely reduce the number of vehicular trips. It should also be noted that no credit was taken for the traffic associated with the former bank to remain conservative.

As an example of this conservative traffic generation assessment, the STC has ample opportunities for hotel guests to connect the "last mile" from the station to the hotel with Transportation Network Companies (TEC) such as Uber, Lyft, as well as CT Transit, Shuttle loops, taxis and walking. The Transportation Demand Management (TDM) for the hotel will rely upon the plethora of transportation options at the intermodal STC.

<sup>1</sup> Trip Generation; Tenth Edition; Institute of Transportation Engineers; Washington, D.C.; 2017.



**Table 2      Site Generated Traffic Summary**

| <b>Time Period</b>                           | <b>Hotel<sup>1</sup><br/>(91 Rooms)</b> |
|--|---|
| <i>Daily</i>                                 | 600                                     |
| <i>Weekday Morning Peak Hour<sup>b</sup></i> |   |
| Enter  | 24                                      |
| <u>Exit</u>                                  | <u>16</u>                               |
| Total  | 40                                      |
| <i>Weekday Evening Peak Hour<sup>b</sup></i> |   |
| Enter  | 21                                      |
| <u>Exit</u>                                  | <u>21</u>                               |
| Total  | 42                                      |

Source: Trip Generation, 10th Edition; Institute of Transportation Engineers (ITE); Washington, D.C. (2017).

a      vehicles per day

b      vehicles per hour

1      Future trip generation based on LUC 310 Hotel based on 91 rooms

The above table excludes any trips generated by the existing bank building to provide a conservative estimate.



### **Trip Distribution**

The anticipated distribution of the site generated traffic was determined by examining the population density of neighborhoods in Stamford in relation to the site location, anticipating commuter traffic patterns in the area, and ease of access to the site.

It was assumed that site-generated traffic would be allocated across the major routes in the area based on the traffic percentages that are summarized in Table 3. The developer intends to have all traffic entering the site enter through the intersection of Atlantic Street at Main Street and Town Center Drive and exit through the intersection of Tresser Boulevard at Town Center Drive. A figure depicting the distribution patterns shown in Table 3 can be seen in the Appendix.

**Table 3      Trip Distribution Summary**

| <b>Roadway</b>    | <b>Direction [From/To]</b> | <b>Site Generated Trip Distribution<sup>a</sup></b> |
|-------------------|----------------------------|---|
| Atlantic Street   | South                      | 90%   |
| Atlantic Street   | North                      | 5%  |
| Main Street       | West                       | 5%  |
| Tresser Boulevard | East                       | (40%)*  |
| Tresser Boulevard | West                       | (60%)*  |
| Total             |                            | 100%  |

<sup>a</sup> Based on a function of population densities, anticipated commuter traffic patterns, and ease of access to the Site  
<sup>\*</sup> Exiting traffic



#### **Proposed Site Access and Circulation**

This Site is proposed to have access and egress via Town Center Drive. Access will be provided to the site via the entrance to Town Center Drive at the intersection of Atlantic Street at Main Street. Egress from the site is to be via Town Center Drive and disperse at the intersection of Town Center Drive at Tresser Boulevard.

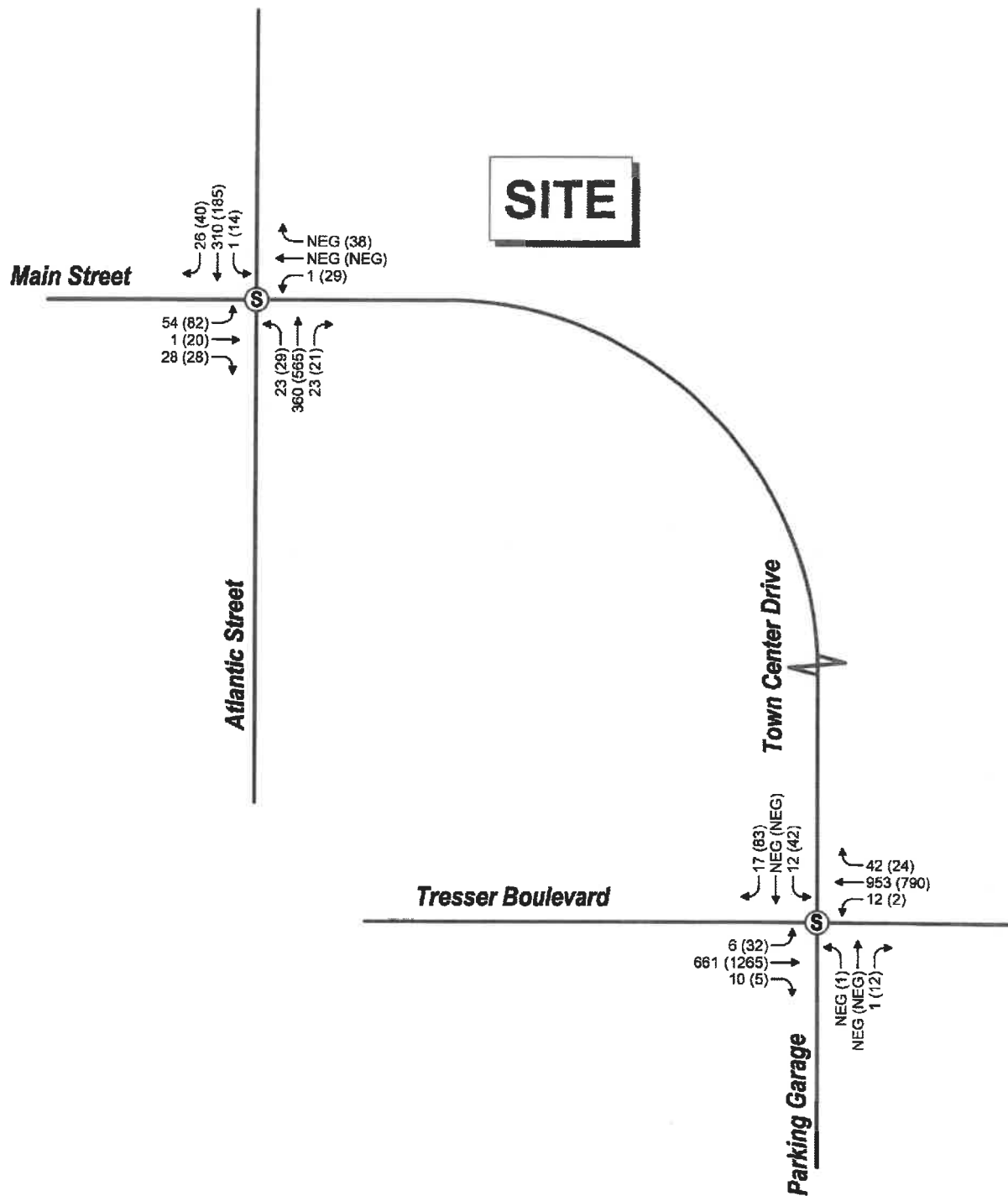
Parking will be available for employees in the proposed surface lot. A total of 7 parking spaces will be available. Guests are expected to park in one of the parking structures surrounding the site. Valet service will also be provided on-site for guests. Further discussion of the parking operations can be found in Chapter 4.

The Stamford Transportation Center (STC) is located approximately half a mile south of the project site. Multiple transit routes that pass the site, with a stop at Veteran's Park which abuts the proposed development and are accessible from the STC to the south. In addition, access to Interstate 95 is within a quarter mile of the proposed site.

A reduced-size copy of the proposed site plan can be seen as part of the submittal package.

#### **Build Conditions Traffic Volumes**

The future site-generated volumes will be assigned to the roadway network according to the distribution and travel patterns previously described and combined with the 2023 No-Build traffic volumes to develop the 2023 Build peak hour networks. The 2023 Build weekday morning and evening peak hour networks can be seen in Figure 4.



Proposed Hotel Development  
2023 Build Conditions  
Peak Hour Traffic Volumes  
Stamford, CT

**Figure 4**



# 4

## Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess the roadway and intersection capacity, analyses were conducted with respect to existing traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed on them. The following sections describe the methodology used to evaluate the study area intersections and summarize the results of the analyses.

### Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 Highway Capacity Manual (HCM). The term 'Level of service' (LOS) is used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay and freedom to maneuver. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level-of-service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.



In addition to LOS, two other measures of effectiveness (MOEs) are typically used to quantify the traffic operations at intersections; volume-to-capacity ratio (v/c) and delay (expressed in seconds per vehicle). For example, an existing v/c ratio of 0.9 for an intersection indicates that the intersection is operating at 90 percent of its available capacity. A delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. It should be noted that v/c and delay could have a range of values for a given LOS letter designation. Comparison of intersection capacity results therefore requires that, in addition to the LOS, the other MOEs should also be considered.

The level-of-service designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or site driveway. Table 4 shows the level of service criteria for both signalized intersections and unsignalized intersections.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters, such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not fully take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delays at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

**Table 4 Level of Service Criteria**

| Level of Service | Signalized Intersection | Unsignalized Intersection |
|------------------|-------------------------|---------------------------|
| A                | 0 to 10 seconds         | 0 to 10 seconds           |
| B                | 10 to 20 seconds        | 10 to 15 seconds          |
| C                | 20 to 35 seconds        | 15 to 25 seconds          |
| D                | 35 to 55 seconds        | 25 to 35 seconds          |
| E                | 55 to 80 seconds        | 35 to 50 seconds          |
| F                | Greater than 80 seconds | Greater than 50 seconds   |

Source: 2000 Highway Capacity Manual Exhibits 16-2 and 17-2



## **Intersection Capacity Analysis**

### **Signalized Intersection Capacity Analysis**

Signalized intersection capacity analyses were conducted for the signalized intersections identified in the study area. Capacity analyses were conducted for 2021 Existing Conditions, the 2023 No-Build conditions (without the proposed development) and the 2023 Build conditions (with the development). All approaches maintain acceptable levels of service through all conditions, existing and proposed with minor increases in delay and queue length, as to be expected. The results of the analysis are shown in Table 5.



**Table 5 Signalized Intersection Capacity Analysis Summary**

| Location  | Period | Movement   | 2021 Existing    |                    |                  |                                 | 2023 No-Build                   |      |       |     | 2023 Build         |                    |      |       |     |                    |                    |
|---|--------|--|------------------|--------------------|------------------|---------------------------------|---------------------------------|------|-------|-----|--------------------|--------------------|------|-------|-----|--------------------|--------------------|
|   |        |  | v/c <sup>a</sup> | Delay <sup>b</sup> | LOS <sup>c</sup> | 50 <sup>th</sup> Q <sup>d</sup> | 95 <sup>th</sup> Q <sup>e</sup> | v/c  | Delay | LOS | 50 <sup>th</sup> Q | 95 <sup>th</sup> Q | v/c  | Delay | LOS | 50 <sup>th</sup> Q | 95 <sup>th</sup> Q |
| Atlantic Street<br>at Main Street<br>and Town<br>Center Drive | AM     | EB L   | 0.50             | 49.5               | D                | 38                              | 77                              | 0.50 | 49.5  | D   | 38                 | 78                 | 0.50 | 49.5  | D   | 38                 | 78                 |
|   |        | EB T/R   | 0.02             | 44.4               | D                | 0                               | 0                               | 0.02 | 44.4  | D   | 0                  | 0                  | 0.03 | 44.4  | D   | 1                  | 29                 |
|   |        | WB L/T   | 0.01             | 44.4               | D                | 1                               | 6                               | 0.01 | 44.3  | D   | 1                  | 6                  | 0.01 | 44.3  | D   | 1                  | 6                  |
|   |        | WB R   | -                | -                  | -                | -                               | -                               | -    | -     | -   | -                  | -                  | -    | -     | -   | -                  | -                  |
|   |        | NB L   | 0.03             | 2.1                | A                | 2                               | 8                               | 0.03 | 2.2   | A   | 2                  | 8                  | 0.03 | 2.4   | A   | 2                  | 8                  |
|   | PM     | NB T/R   | 0.25             | 2.9                | A                | 51                              | 96                              | 0.26 | 3.0   | A   | 54                 | 100                | 0.30 | 4.5   | A   | 57                 | 157                |
|   |        | SB L   | -                | -                  | -                | -                               | -                               | -    | -     | -   | -                  | -                  | 0.00 | 3.4   | -   | 0                  | 1                  |
|   |        | SB T/R   | 0.17             | 4.5                | A                | 45                              | 85                              | 0.27 | 5.1   | A   | 77                 | 138                | 0.27 | 5.1   | A   | 77                 | 138                |
|   |        | Overall  | 0.29             | 8.9                | A                | -                               | -                               | 0.30 | 8.5   | A   | -                  | -                  | 0.31 | 9.1   | A   | -                  | -                  |
|   |        | EB L   | 0.63             | 54.6               | D                | 57                              | 103                             | 0.64 | 54.6  | D   | 58                 | 104                | 0.64 | 54.6  | D   | 58                 | 104                |
|   |        | EB T/R   | 0.14             | 43.6               | D                | 13                              | 47                              | 0.14 | 43.5  | D   | 13                 | 47                 | 0.14 | 43.5  | D   | 14                 | 47                 |
|   |        | WB L/T   | 0.24             | 44.5               | D                | 20                              | 47                              | 0.23 | 44.4  | D   | 20                 | 46                 | 0.23 | 44.4  | D   | 20                 | 46                 |
|   |        | WB R   | 0.03             | 42.8               | D                | 0                               | 10                              | 0.03 | 42.7  | D   | 0                  | 10                 | 0.03 | 42.7  | D   | 0                  | 10                 |
|   |        | NB L   | 0.03             | 3.0                | A                | 3                               | 11                              | 0.04 | 3.0   | A   | 3                  | 12                 | 0.04 | 3.0   | A   | 3                  | 12                 |
|   |        | NB T/R   | 0.40             | 6.4                | A                | 95                              | 252                             | 0.45 | 6.9   | A   | 114                | 302                | 0.47 | 7.1   | A   | 120                | 318                |
|   |        | SB L   | 0.02             | 3.7                | A                | 2                               | 7                               | 0.02 | 3.9   | A   | 2                  | 7                  | 0.03 | 4.0   | A   | 2                  | 7                  |
|   |        | SB T/R   | 0.13             | 4.9                | A                | 32                              | 68                              | 0.18 | 5.2   | A   | 50                 | 98                 | 0.18 | 5.2   | A   | 50                 | 98                 |
|   |        | Overall  | 0.42             | 15.0               | B                | -                               | -                               | 0.47 | 14.3  | B   | -                  | -                  | 0.48 | 14.2  | B   | -                  | -                  |
|   |        | volume-to-capacity ratio   |                  |                    |                  |                                 |                                 |      |       |     |                    |                    |      |       |     |                    |                    |
|   |        | delay, in seconds/vehicle  |                  |                    |                  |                                 |                                 |      |       |     |                    |                    |      |       |     |                    |                    |
|   |        | level of service   |                  |                    |                  |                                 |                                 |      |       |     |                    |                    |      |       |     |                    |                    |
|   |        | 50th percentile queue length, in feet  |                  |                    |                  |                                 |                                 |      |       |     |                    |                    |      |       |     |                    |                    |
|   |        | 95th percentile queue length, in feet  |                  |                    |                  |                                 |                                 |      |       |     |                    |                    |      |       |     |                    |                    |
|   |        | eastbound, westbound, northbound, southbound, left turn, through, right turn |                  |                    |                  |                                 |                                 |      |       |     |                    |                    |      |       |     |                    |                    |
|   |        | 95th percentile volume exceeds capacity, queue may be longer                 |                  |                    |                  |                                 |                                 |      |       |     |                    |                    |      |       |     |                    |                    |

<sup>a</sup> volume-to-capacity ratio

<sup>b</sup> delay, in seconds/vehicle

<sup>c</sup> level of service

<sup>d</sup> 50th percentile queue length, in feet

<sup>e</sup> 95th percentile queue length, in feet

EB, WB, NB, SB, L, T, R

# 95th percentile volume exceeds capacity, queue may be longer



**Table 5 cont. Signalized Intersection Capacity Analysis Summary**

| Location                                     | Period | Movement | 2021 Existing    |                    |                  |                                 |                                 | 2023 No-Build |       |     |                    |                    | 2023 Build |       |     |                    |                    |
|--|--------|----------|------------------|--------------------|------------------|---------------------------------|---------------------------------|---------------|-------|-----|--------------------|--------------------|------------|-------|-----|--------------------|--------------------|
|  |        |          | v/c <sup>a</sup> | Delay <sup>b</sup> | LOS <sup>c</sup> | 50 <sup>th</sup> Q <sup>d</sup> | 95 <sup>th</sup> Q <sup>e</sup> | v/c           | Delay | LOS | 50 <sup>th</sup> Q | 95 <sup>th</sup> Q | v/c        | Delay | LOS | 50 <sup>th</sup> Q | 95 <sup>th</sup> Q |
| Town Center<br>Drive at Tresser<br>Boulevard | AM     | EB L     | 0.02             | 4.7                | A                | 0                               | 10                              | 0.02          | 4.7   | A   | 0                  | 10                 | 0.02       | 4.7   | A   | 0                  | 11                 |
|  |        | EB T/R   | 0.22             | 5.2                | A                | 0                               | 136                             | 0.23          | 5.2   | A   | 0                  | 138                | 0.23       | 5.2   | A   | 0                  | 139                |
|  |        | WB L     | 0.03             | 3.9                | A                | 0                               | 15                              | 0.03          | 3.9   | A   | 0                  | 15                 | 0.03       | 3.9   | A   | 0                  | 15                 |
|  |        | WB T/R   | 0.34             | 5.4                | A                | 0                               | 198                             | 0.35          | 5.4   | A   | 0                  | 201                | 0.35       | 5.4   | A   | 0                  | 204                |
|  |        | NB L     | -                | -                  | -                | -                               | -                               | -             | -     | -   | -                  | -                  | -          | -     | -   | -                  | -                  |
|  | PM     | NB T/R   | 0.00             | 26.5               | C                | 0                               | 0                               | 0.00          | 26.5  | C   | 0                  | 0                  | 0.00       | 26.0  | C   | 0                  | 0                  |
|  |        | SB L     | 0.29             | 34.8               | C                | 1                               | 15                              | 0.29          | 34.8  | C   | 1                  | 15                 | 0.52       | 45.7  | D   | 3                  | 22                 |
|  |        | SB T/R   | 0.00             | 22.1               | C                | 0                               | 0                               | 0.00          | 22.1  | C   | 0                  | 0                  | 0.01       | 21.6  | C   | 0                  | 0                  |
|  |        | SB R     | 0.00             | 22.1               | C                | 0                               | 0                               | 0.00          | 22.1  | C   | 0                  | 0                  | 0.01       | 21.6  | C   | 0                  | 0                  |
|  |        | Overall  | 0.33             | 5.5                | A                | -                               | -                               | 0.33          | 5.5   | A   | -                  | -                  | 0.34       | 5.8   | A   | -                  | -                  |
| Town Center<br>Drive at Tresser<br>Boulevard | PM     | EB L     | 0.14             | 8.6                | A                | 6                               | 32                              | 0.14          | 8.6   | A   | 6                  | 32                 | 0.16       | 11.3  | B   | 6                  | 32                 |
|  |        | EB T/R   | 0.56             | 11.3               | B                | 128                             | 298                             | 0.57          | 11.4  | B   | 131                | 305                | 0.64       | 15.1  | B   | 131                | 305                |
|  |        | WB L     | 0.01             | 9.4                | A                | 0                               | 5                               | 0.01          | 9.6   | A   | 0                  | 5                  | 0.01       | 13.6  | B   | 0                  | 5                  |
|  |        | WB T/R   | 0.36             | 10.2               | B                | 68                              | 176                             | 0.36          | 10.2  | B   | 69                 | 179                | 0.41       | 13.4  | B   | 69                 | 179                |
|  |        | NB L     | 0.09             | 34.8               | C                | 1                               | 4                               | 0.09          | 35.1  | D   | 1                  | 4                  | 0.09       | 36.9  | D   | 1                  | 4                  |
|  | PM     | NB T/R   | 0.02             | 24.8               | C                | 0                               | 0                               | 0.02          | 25.0  | C   | 0                  | 0                  | 0.02       | 26.0  | C   | 0                  | 0                  |
|  |        | SB L     | 0.53             | 37.6               | D                | 15                              | 43                              | 0.54          | 38.5  | D   | 15                 | 43                 | 0.29       | 30.0  | C   | 13                 | 50                 |
|  |        | SB T/R   | 0.03             | 22.8               | C                | 0                               | 0                               | 0.03          | 23.0  | C   | 0                  | 0                  | 0.04       | 20.4  | C   | 0                  | 0                  |
|  |        | SB R     | 0.03             | 22.8               | C                | 0                               | 0                               | 0.03          | 23.0  | C   | 0                  | 0                  | 0.04       | 20.4  | C   | 0                  | 0                  |
|  |        | Overall  | 0.46             | 11.9               | B                | -                               | -                               | 0.47          | 12.0  | B   | -                  | -                  | 0.47       | 15.1  | B   | -                  | -                  |

<sup>a</sup> volume-to-capacity ratio

<sup>b</sup> delay, in seconds/vehicle

<sup>c</sup> level of service

<sup>d</sup> 50th percentile queue length, in feet

<sup>e</sup> 95th percentile queue length, in feet

EB, WB, NB, SB, L, T, R

# 95th percentile volume exceeds capacity, queue may be longer



## **Parking Management Plan**

Per the City of Stamford Zoning regulations on-site parking and mobility were investigated. The site will contain minimal parking, primarily for staff. A valet service is proposed on-site to aid in mobility and maintaining the few on-site parking spaces. Parking will be available in the multiple surrounding parking garages. It is expected that a portion of the patrons to the hotel would utilize alternative modes of transit due to the proximity of the Stamford Transit Center as discussed below.

The proposed site plan shows 7 parking spaces on site supporting the 91-room hotel which is below the minimum zoning requirements. A review of the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th edition for hotel use does not provide sufficient data for hotels located in a City Center/Urban Core with access to transit. For General Urban/Suburban areas the parking generation associated with a hotel of the proposed size requires 67 parking spaces. This is a conservative analysis as a 91-room hotel is smaller than average of the 22 studies ITE used to create this rate (321 rooms on average). The ITE rates provided do not provide an accurate depiction of the site parking operations due to insufficient data.

## **Transportation Demand Management Plan**

The Stamford Transit Center (STC) is a major hub for Amtrak and Metro North commuter rail and regional buses. The STC is located approximately half a mile from the proposed site. It can be assumed that a portion of patrons and employees would utilize public transit, ride-share, or walk to access the site. To be conservative, no credit was taken for alternative modes of transit accessing the site.

Transportation Demand Management (TDM) programs aim to decrease single-occupant vehicle travel, resulting in fewer vehicle trips and minimizing traffic impacts on the roadway system during the peak periods. They can help reduce traffic congestion, vehicle miles traveled, on-site parking demands, and vehicle emissions. The following describes the TDM measures that will be considered for the Site:

- Staggered work hours to allow a flexible work schedule in order to reduce weekday morning and evening peak hour trips on adjacent roadways;
- Bicycle racks will be considered on site for any employees that wish to ride their bicycle to the Site;
- Pedestrian connectivity from the adjacent roadways serving the site to the front doors of buildings;
- Access to "last mile" Transportation Network Companies (TEC) such as Uber, Lyft, as well as CT Transit, Shuttle loops, and taxis originating from the STC; and,
- Bike lane inclusion on Atlantic Street will provide and promote safer alternatives to access the Site.



It is worth restating that the very nature and primary goal of the minimal parking hotel is minimizing vehicle trips to the site by providing multiple possible modes of transit that patrons can utilize without having to depend on a single vehicle trip. With the anticipated TDM measures that can be implemented, it is VHB's opinion that the analyses presented within this report is a conservative estimation of the amount of traffic expected to be generated by the proposed Site.



# 5

## Conclusions

This study has been prepared to evaluate the traffic impacts associated with the proposed hotel development to be located at 160 Atlantic Street in Stamford, Connecticut. Currently on-site is a building formerly used as a bank. Frontage for the site is along Atlantic Street with access for patrons and employees off of Town Center Drive. The abutting properties are Veterans Memorial Park and the Town Center Mall.

The existing buildings on site will be redeveloped into a 77 room hotel with 14 suites for long term stays, for a total of 91 available rooms.

The Site is proposed to have all entering traffic through the intersection of Atlantic Street at Main Street and Town Center Drive, with all exiting traffic using the intersection of Town Center Drive at Tresser Boulevard (Route 1). On-site parking is expected to be minimal, as the site is surrounded by multiple parking structures and surface lots. A valet service will be offered to aid in mobility and maintain the few on-site parking spaces.

The Site is expected to generate approximately 40 (24 entering, 16 exiting) new vehicle trips are expected during the weekday morning peak hour, and approximately 42 (21 entering, 21 exiting) new vehicle trips are expected during the weekday evening peak hour. It should be noted that the trip generation estimate is conservative as no credit was taken for patrons walking, ridesharing, or using public transit to access the site as detailed in the Transportation Demand Management plan.





The signalized study area intersections currently operate with acceptable levels of service and delay and are expected to do so under proposed conditions with slight increases due to the addition of site generated traffic to the network.

Although the proposed development traffic is not expected to have a significant impact on the performance of these intersections, the parking management plan and transportation demand management plan outline the operations for keeping the on-site parking minimal. The offered valet service and surrounding parking garages will keep on-site parking demand to a minimum while meeting the City of Stamford Zoning requirements. The proximity of bus stops and the Stamford Transit Center lends itself to patrons utilizing alternate modes of transportation to access the site.

It is therefore the conclusion of this Traffic Impact Assessment that the surrounding roadway network and unsignalized intersections can be expected to continue to operate under acceptable conditions. The proposed development traffic is not expected to have a significant impact on the performance of the roadway network. The traffic increases anticipated by the hotel development can be accommodated by the local roadways.



# Appendix

## **Appendix No. & Title**

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**Attachment A – Proposed Site Plan**

**Attachment B – Traffic Counts**

**Attachment C – Crash Data**

**Attachment D – Background Project Trip Generation**

**Attachment E – Trip Generation & Distribution**

**Attachment F – ITE Parking Generation**

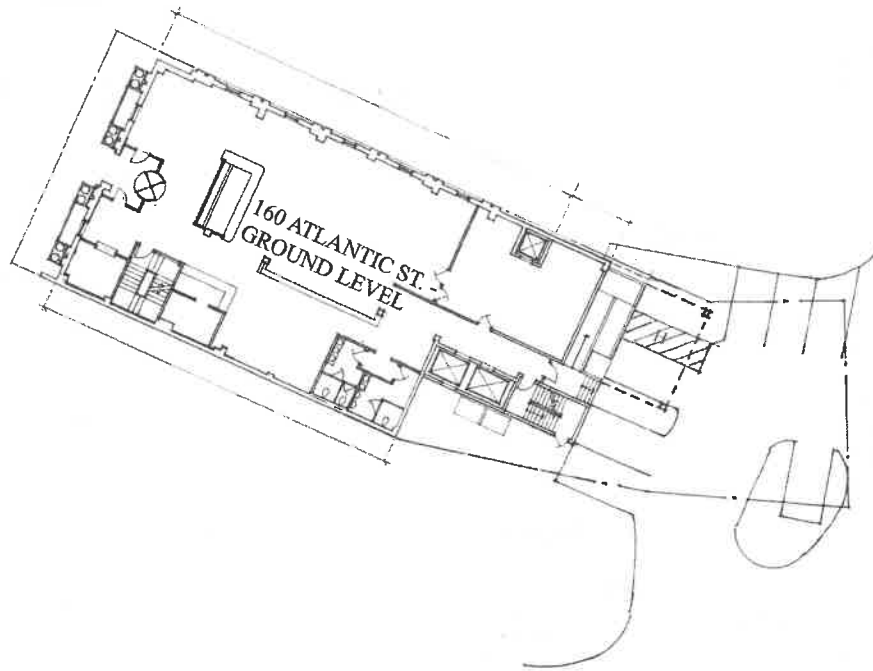
**Attachment G – Capacity Analyses**

**Attachment H – City of Stamford Zoning Regulations**

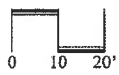


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## **Attachment A – Proposed Site Plan**



OLD TOWNNE SQ.  
160 ATLANTIC ST.  
STAMFORD, CT.



OLD TOWN SQ. LLC.  
DO H. CHUNG & PARTNERS

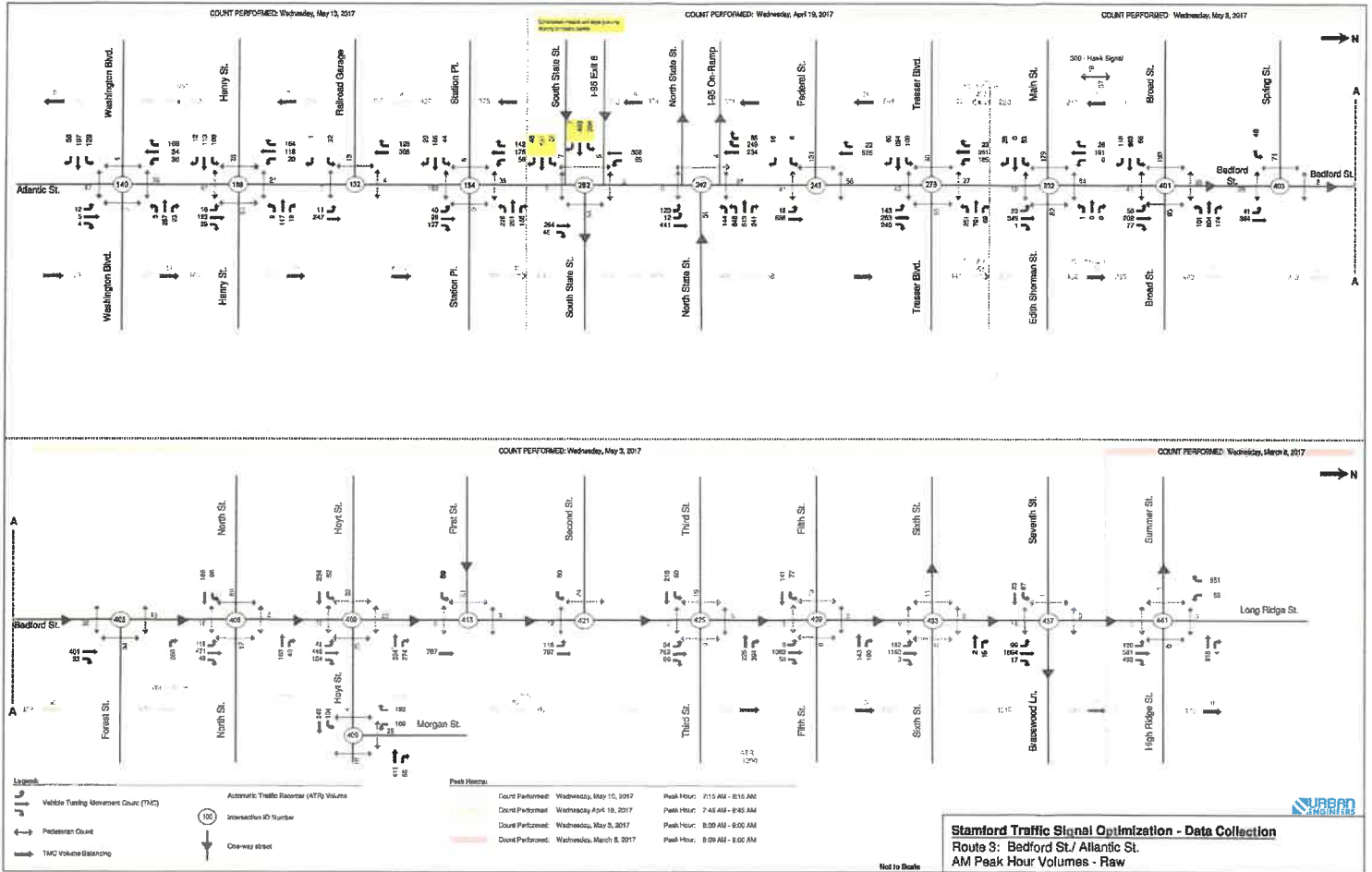
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DATE: 4-30-2021

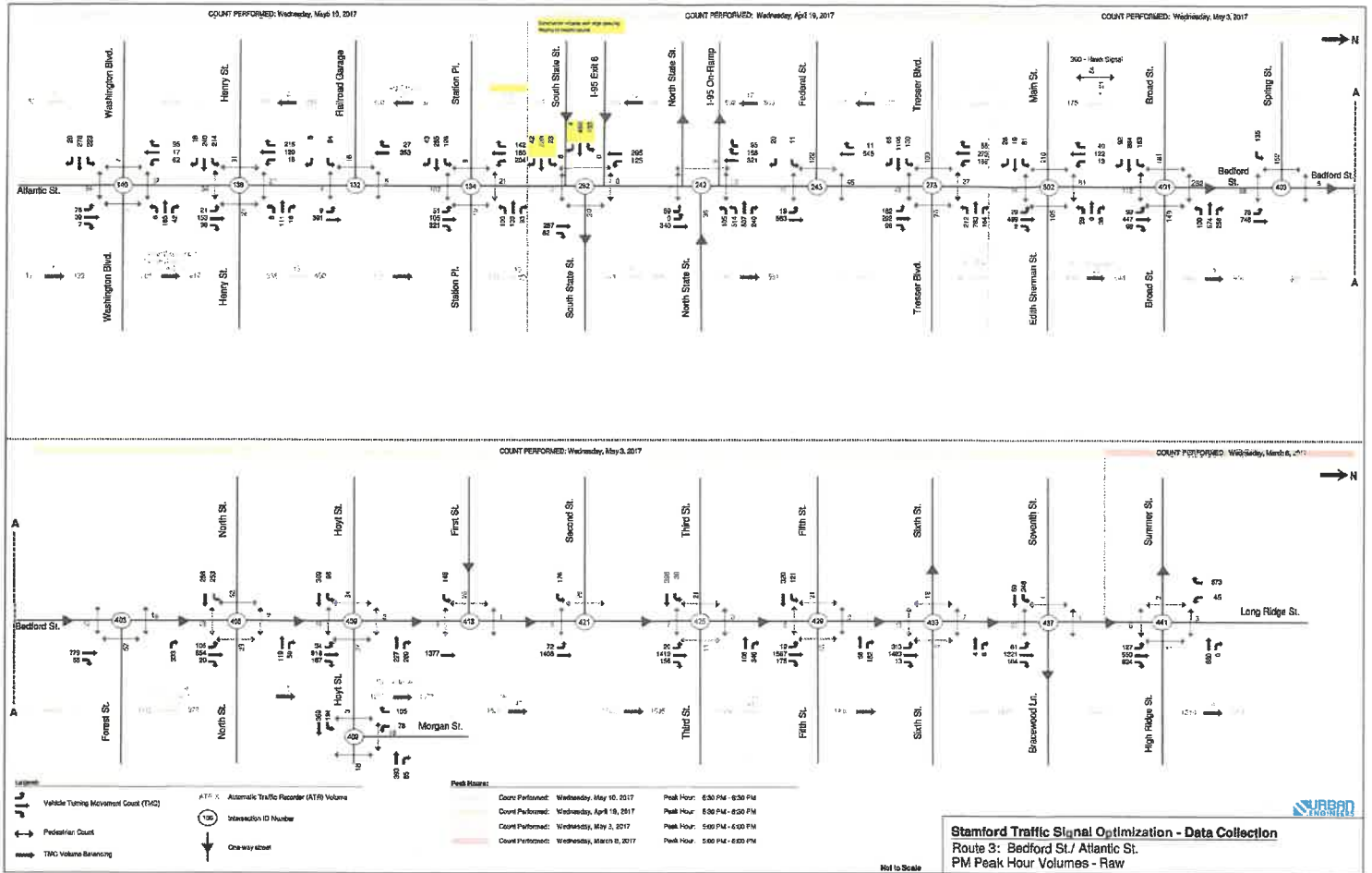
S - 1



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## **Attachment B – Traffic Counts**





**Connecticut Counts LLC**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

**Tresser Blvd at Town Center Dr**  
**Stamford, Connecticut**

**File Name : 21818**  
**Site Code : 21818**  
**Start Date : 5/26/2021**  
**Page No : 1**

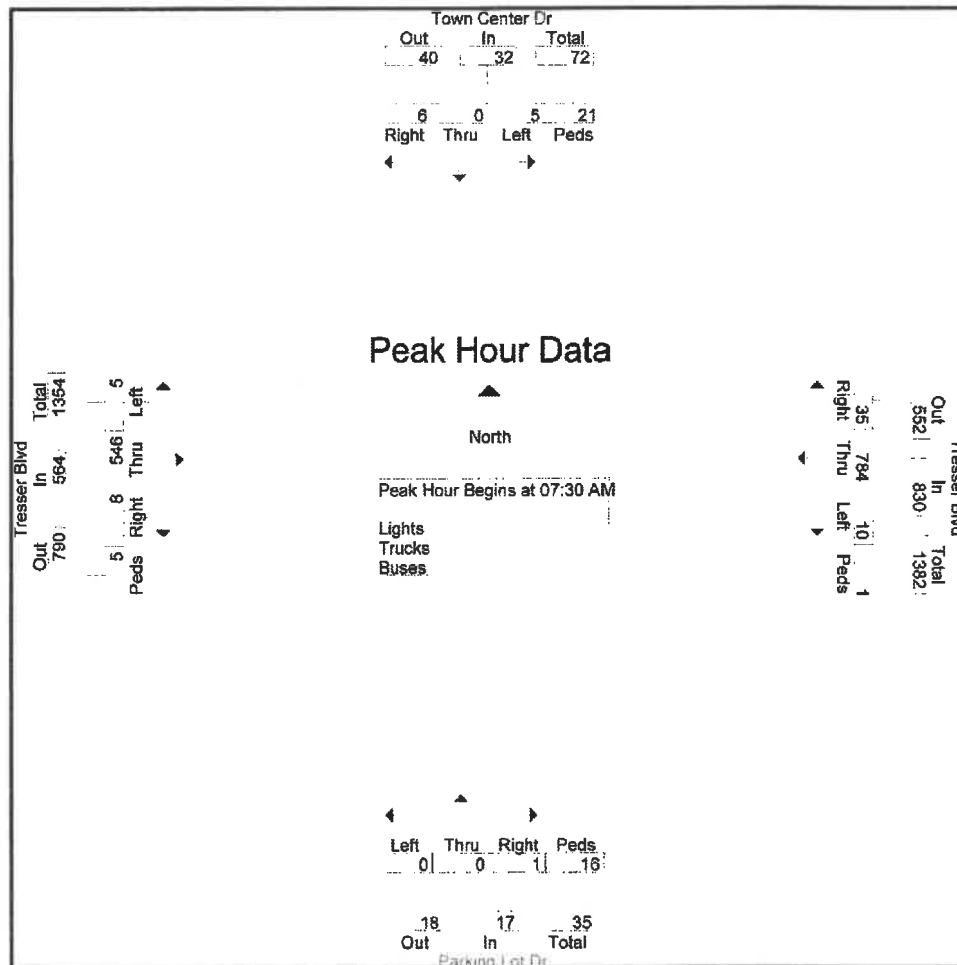
| Groups Printed- Lights - Trucks - Buses |       |      |      |      |                           |       |      |      |      |                              |       |      |      |      |                           |       |      |      |      |            |            |
|---|-------|------|------|------|---------------------------|-------|------|------|------|------------------------------|-------|------|------|------|---------------------------|-------|------|------|------|------------|------------|
| Town Center Dr<br>From North            |       |      |      |      | Tresser Blvd<br>From East |       |      |      |      | Parking Lot Dr<br>From South |       |      |      |      | Tresser Blvd<br>From West |       |      |      |      |            |            |
| Start Time                              | Right | Thru | Left | Peds | App. Total                | Right | Thru | Left | Peds | App. Total                   | Right | Thru | Left | Peds | App. Total                | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM                                | 4     | 0    | 3    | 4    | 11                        | 3     | 217  | 1    | 0    | 221                          | 0     | 0    | 0    | 10   | 10                        | 1     | 152  | 0    | 1    | 154        | 396        |
| 07:15 AM                                | 0     | 0    | 1    | 1    | 2                         | 1     | 133  | 0    | 0    | 134                          | 0     | 0    | 0    | 2    | 2                         | 0     | 79   | 3    | 0    | 82         | 220        |
| 07:30 AM                                | 4     | 0    | 0    | 5    | 9                         | 6     | 181  | 1    | 0    | 188                          | 0     | 0    | 0    | 5    | 5                         | 1     | 138  | 1    | 2    | 142        | 344        |
| 07:45 AM                                | 2     | 0    | 1    | 5    | 8                         | 6     | 218  | 4    | 0    | 228                          | 1     | 0    | 0    | 5    | 6                         | 3     | 140  | 1    | 3    | 147        | 389        |
| Total                                   | 10    | 0    | 5    | 15   | 30                        | 16    | 749  | 6    | 0    | 771                          | 1     | 0    | 0    | 22   | 23                        | 5     | 509  | 5    | 6    | 525        | 1349       |
|   |       |      |      |      |                           |       |      |      |      |                              |       |      |      |      |                           |       |      |      |      |            |            |
| 08:00 AM                                | 0     | 0    | 2    | 5    | 7                         | 10    | 184  | 4    | 1    | 199                          | 0     | 0    | 0    | 4    | 4                         | 1     | 145  | 1    | 0    | 147        | 357        |
| 08:15 AM                                | 0     | 0    | 2    | 6    | 8                         | 13    | 201  | 1    | 0    | 215                          | 0     | 0    | 0    | 2    | 2                         | 3     | 123  | 2    | 0    | 128        | 353        |
| 08:30 AM                                | 1     | 0    | 1    | 7    | 9                         | 5     | 168  | 6    | 1    | 180                          | 0     | 0    | 0    | 11   | 11                        | 3     | 120  | 6    | 3    | 132        | 332        |
| 08:45 AM                                | 5     | 0    | 6    | 2    | 13                        | 14    | 217  | 3    | 0    | 234                          | 0     | 0    | 0    | 0    | 0                         | 3     | 127  | 4    | 0    | 134        | 381        |
| Total                                   | 6     | 0    | 11   | 20   | 37                        | 42    | 770  | 14   | 2    | 828                          | 0     | 0    | 0    | 17   | 17                        | 10    | 515  | 13   | 3    | 541        | 1423       |
|   |       |      |      |      |                           |       |      |      |      |                              |       |      |      |      |                           |       |      |      |      |            |            |
| Grand Total                             | 16    | 0    | 16   | 35   | 67                        | 58    | 1519 | 20   | 2    | 1599                         | 1     | 0    | 0    | 39   | 40                        | 15    | 1024 | 18   | 9    | 1066       | 2772       |
| Approch %                               | 23.9  | 0    | 23.9 | 52.2 |                           | 3.6   | 95   | 1.3  | 0.1  |                              | 2.5   | 0    | 0    | 97.5 |                           | 1.4   | 96.1 | 1.7  | 0.8  |            |            |
| Total %                                 | 0.6   | 0    | 0.6  | 1.3  | 2.4                       | 2.1   | 54.8 | 0.7  | 0.1  | 57.7                         | 0     | 0    | 0    | 1.4  | 1.4                       | 0.5   | 36.9 | 0.6  | 0.3  | 38.5       |            |
| Lights                                  | 16    | 0    | 14   | 35   | 65                        | 56    | 1471 |      |      |                              |       |      |      |      |                           |       |      |      |      |            |            |
| % Lights                                | 100   | 0    | 87.5 | 100  | 97                        | 96.6  | 96.8 | 95   | 100  | 96.8                         | 100   | 0    | 0    | 100  | 100                       | 100   | 93.4 | 100  | 100  | 93.6       | 95.6       |
| Trucks                                  | 0     | 0    | 2    | 0    | 2                         | 2     | 28   | 1    | 0    | 31                           | 0     | 0    | 0    | 0    | 0                         | 0     | 39   | 0    | 0    | 39         | 72         |
| % Trucks                                | 0     | 0    | 12.5 | 0    | 3                         | 3.4   | 1.8  | 5    | 0    | 1.9                          | 0     | 0    | 0    | 0    | 0                         | 0     | 3.8  | 0    | 0    | 3.7        | 2.6        |
| Buses                                   | 0     | 0    | 0    | 0    | 0                         | 0     | 20   | 0    | 0    | 20                           | 0     | 0    | 0    | 0    | 0                         | 0     | 29   | 0    | 0    | 29         | 49         |
| % Buses                                 | 0     | 0    | 0    | 0    | 0                         | 0     | 1.3  | 0    | 0    | 1.3                          | 0     | 0    | 0    | 0    | 0                         | 0     | 2.8  | 0    | 0    | 2.7        | 1.8        |



**Connecticut Counts LLC**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

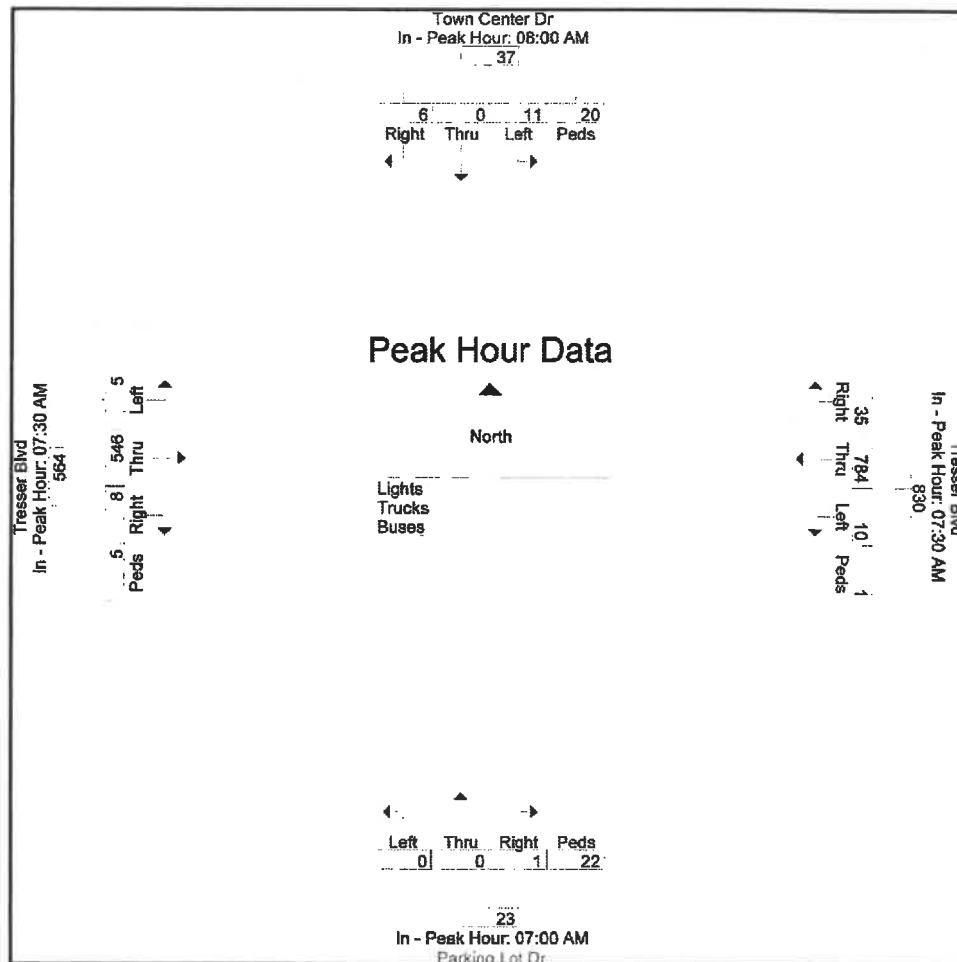
File Name : 21818  
 Site Code : 21818  
 Start Date : 5/26/2021  
 Page No : 2

| Start<br>Time  | Town Center Dr<br>From North |      |      |      |            | Tresser Blvd<br>From East |      |      |      |            | Parking Lot Dr<br>From South |      |      |      |            | Tresser Blvd<br>From West |      |      |      |      | App. Total | Int. Total |
|--|------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------------------------|------|------|------|------------|---------------------------|------|------|------|------|------------|------------|
|  | Right                        | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds |      |            |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                              |      |      |      |            |                           |      |      |      |            |                              |      |      |      |            |                           |      |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                              |      |      |      |            |                           |      |      |      |            |                              |      |      |      |            |                           |      |      |      |      |            |            |
| 07:30 AM   | 4                            | 0    | 0    | 5    | 9          | 6                         | 181  | 1    | 0    | 188        | 0                            | 0    | 0    | 5    | 5          | 1                         | 138  | 1    | 2    | 142  | 344        |            |
| 07:45 AM   | 2                            | 0    | 1    | 5    | 8          | 6                         | 218  | 4    | 0    | 228        | 1                            | 0    | 0    | 5    | 6          | 3                         | 140  | 1    | 3    | 147  | 389        |            |
| 08:00 AM   | 0                            | 0    | 2    | 5    | 7          | 10                        | 184  | 4    | 1    | 199        | 0                            | 0    | 0    | 4    | 4          | 1                         | 145  | 1    | 0    | 147  | 357        |            |
| 08:15 AM   | 0                            | 0    | 2    | 6    | 8          | 13                        | 201  | 1    | 0    | 215        | 0                            | 0    | 0    | 2    | 2          | 3                         | 123  | 2    | 0    | 128  | 353        |            |
| Total Volume   | 6                            | 0    | 5    | 21   | 32         | 35                        | 784  | 10   | 1    | 830        | 1                            | 0    | 0    | 16   | 17         | 8                         | 546  | 5    | 5    | 564  | 1443       |            |
| % App. Total   | 18.8                         | 0    | 15.6 | 65.6 |            | 4.2                       | 94.5 | 1.2  | 0.1  |            | 5.9                          | 0    | 0    | 94.1 |            | 1.4                       | 96.8 | 0.9  | 0.9  |      |            |            |
| PHF  | .375                         | .000 | .625 | .875 | .889       | .673                      | .899 | .625 | .250 | .910       | .250                         | .000 | .000 | .800 | .708       | .667                      | .941 | .625 | .417 | .959 | .927       |            |



File Name : 21818  
Site Code : 21818  
Start Date : 5/26/2021  
Page No : 3

| Start Time   | Town Center Dr<br>From North |      |      |      |            | Tresser Blvd<br>From East |      |      |      |            | Parking Lot Dr<br>From South |      |      |      |            | Tresser Blvd<br>From West |      |      |      |            | App. Total | Int. Total |
|--|------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------|------------|
|  | Right                        | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total |            |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                              |      |      |      |            |                           |      |      |      |            |                              |      |      |      |            |                           |      |      |      |            |            |            |
| Peak Hour for Each Approach Begins at:                     |                              |      |      |      |            |                           |      |      |      |            |                              |      |      |      |            |                           |      |      |      |            |            |            |
|  | 08:00 AM                     |      |      |      |            | 07:30 AM                  |      |      |      |            | 07:00 AM                     |      |      |      |            | 07:30 AM                  |      |      |      |            |            |            |
| +0 mins.   | 0                            | 0    | 2    | 5    | 7          | 6                         | 181  | 1    | 0    | 188        | 0                            | 0    | 0    | 10   | 10         | 1                         | 138  | 1    | 2    | 142        |            |            |
| +15 mins.  | 0                            | 0    | 2    | 6    | 8          | 6                         | 218  | 4    | 0    | 228        | 0                            | 0    | 0    | 2    | 2          | 3                         | 140  | 1    | 3    | 147        |            |            |
| +30 mins.  | 1                            | 0    | 1    | 7    | 9          | 10                        | 184  | 4    | 1    | 199        | 0                            | 0    | 0    | 5    | 5          | 1                         | 145  | 1    | 0    | 147        |            |            |
| +45 mins.  | 5                            | 0    | 6    | 2    | 13         | 13                        | 201  | 1    | 0    | 215        | 1                            | 0    | 0    | 5    | 6          | 3                         | 123  | 2    | 0    | 128        |            |            |
| Total Volume   | 6                            | 0    | 11   | 20   | 37         | 35                        | 784  | 10   | 1    | 830        | 1                            | 0    | 0    | 22   | 23         | 8                         | 546  | 5    | 5    | 564        |            |            |
| % App. Total   | 16.2                         | 0    | 29.7 | 54.1 |            | 4.2                       | 94.5 | 1.2  | 0.1  |            | 4.3                          | 0    | 0    | 95.7 |            | 1.4                       | 96.8 | 0.9  | 0.9  |            |            |            |
| PHF  | .300                         | .000 | .458 | .714 | .712       | .673                      | .899 | .625 | .250 | .910       | .250                         | .000 | .000 | .550 | .575       | .667                      | .941 | .625 | .417 | .959       |            |            |



**Connecticut Counts LLC**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Tresser Blvd at Town Center Drive  
 Stamford, Connecticut

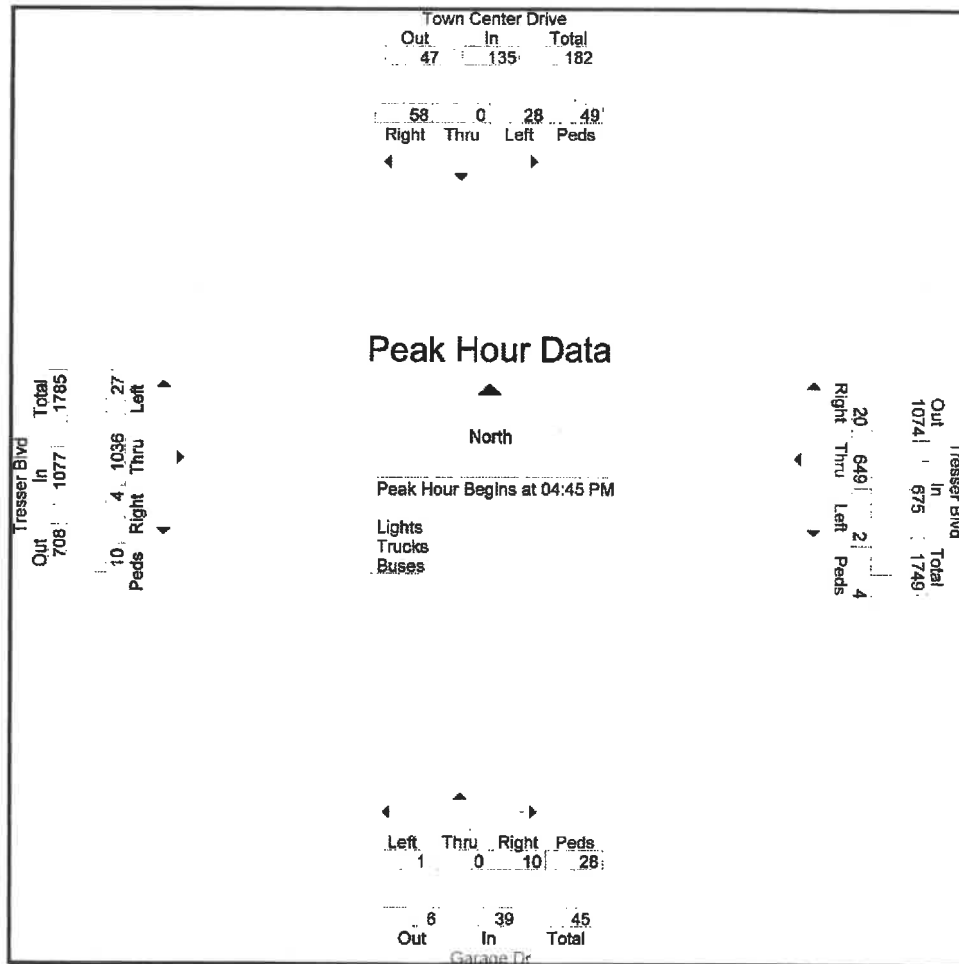
File Name : 21819  
 Site Code : 21819  
 Start Date : 5/25/2021  
 Page No : 1

| Groups Printed- Lights - Trucks - Buses |       |      |      |      |            |                           |      |      |      |                         |       |      |      |                           |            |       |      |      |      |            |            |
|---|-------|------|------|------|------------|---------------------------|------|------|------|-------------------------|-------|------|------|---------------------------|------------|-------|------|------|------|------------|------------|
| Town Center Drive<br>From North         |       |      |      |      |            | Tresser Blvd<br>From East |      |      |      | Garage Dr<br>From South |       |      |      | Tresser Blvd<br>From West |            |       |      |      |      |            |            |
| Start Time                              | Right | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total              | Right | Thru | Left | Peds                      | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM                                | 9     | 0    | 8    | 20   | 37         | 14                        | 143  | 2    | 0    | 159                     | 2     | 0    | 1    | 7                         | 10         | 1     | 213  | 9    | 4    | 227        | 433        |
| 04:15 PM                                | 14    | 0    | 13   | 14   | 41         | 7                         | 149  | 3    | 0    | 159                     | 3     | 0    | 2    | 2                         | 7          | 0     | 221  | 16   | 2    | 239        | 446        |
| 04:30 PM                                | 16    | 0    | 11   | 10   | 37         | 3                         | 136  | 1    | 0    | 140                     | 0     | 0    | 0    | 4                         | 4          | 0     | 235  | 3    | 2    | 240        | 421        |
| 04:45 PM                                | 12    | 0    | 2    | 5    | 19         | 8                         | 176  | 0    | 0    | 184                     | 0     | 0    | 0    | 2                         | 2          | 1     | 238  | 11   | 0    | 250        | 455        |
| Total                                   | 51    | 0    | 34   | 49   | 134        | 32                        | 604  | 6    | 0    | 642                     | 5     | 0    | 3    | 15                        | 23         | 2     | 907  | 39   | 8    | 956        | 1755       |
| 05:00 PM                                | 14    | 0    | 10   | 8    | 32         | 2                         | 138  | 0    | 1    | 141                     | 3     | 0    | 0    | 8                         | 11         | 0     | 251  | 7    | 2    | 260        | 444        |
| 05:15 PM                                | 18    | 0    | 7    | 12   | 37         | 4                         | 148  | 1    | 2    | 155                     | 3     | 0    | 0    | 4                         | 7          | 2     | 231  | 6    | 7    | 246        | 445        |
| 05:30 PM                                | 14    | 0    | 9    | 24   | 47         | 6                         | 187  | 1    | 1    | 195                     | 4     | 0    | 1    | 14                        | 19         | 1     | 316  | 3    | 1    | 321        | 582        |
| 05:45 PM                                | 5     | 0    | 6    | 5    | 16         | 7                         | 138  | 3    | 0    | 148                     | 1     | 0    | 1    | 4                         | 6          | 0     | 218  | 7    | 1    | 226        | 396        |
| Total                                   | 51    | 0    | 32   | 49   | 132        | 19                        | 611  | 5    | 4    | 639                     | 11    | 0    | 2    | 30                        | 43         | 3     | 1016 | 23   | 11   | 1053       | 1867       |
| Grand Total                             | 102   | 0    | 66   | 98   | 266        | 51                        | 1215 | 11   | 4    | 1281                    | 16    | 0    | 5    | 45                        | 66         | 5     | 1923 | 62   | 19   | 2009       | 3622       |
| Apprch %                                | 38.3  | 0    | 24.8 | 36.8 |            | 4                         | 94.8 | 0.9  | 0.3  |                         | 24.2  | 0    | 7.6  | 68.2                      |            | 0.2   | 95.7 | 3.1  | 0.9  |            |            |
| Total %                                 | 2.8   | 0    | 1.8  | 2.7  | 7.3        | 1.4                       | 33.5 | 0.3  | 0.1  | 35.4                    | 0.4   | 0    | 0.1  | 1.2                       | 1.8        | 0.1   | 53.1 | 1.7  | 0.5  | 55.5       |            |
| Lights                                  | 102   | 0    | 66   | 98   | 266        | 51                        | 1194 |      |      |                         |       |      |      |                           | 1896       |       |      |      |      |            |            |
| % Lights                                | 100   | 0    | 100  | 100  | 100        | 100                       | 98.3 | 100  | 100  | 98.4                    | 100   | 0    | 100  | 100                       | 100        | 100   | 98.6 | 100  | 100  | 98.7       | 98.7       |
| Trucks                                  | 0     | 0    | 0    | 0    | 0          | 0                         | 11   | 0    | 0    | 11                      | 0     | 0    | 0    | 0                         | 0          | 0     | 15   | 0    | 0    | 15         | 26         |
| % Trucks                                | 0     | 0    | 0    | 0    | 0          | 0                         | 0.9  | 0    | 0    | 0.9                     | 0     | 0    | 0    | 0                         | 0          | 0     | 0.8  | 0    | 0    | 0.7        | 0.7        |
| Buses                                   | 0     | 0    | 0    | 0    | 0          | 0                         | 10   | 0    | 0    | 10                      | 0     | 0    | 0    | 0                         | 0          | 0     | 12   | 0    | 0    | 12         | 22         |
| % Buses                                 | 0     | 0    | 0    | 0    | 0          | 0                         | 0.8  | 0    | 0    | 0.8                     | 0     | 0    | 0    | 0                         | 0          | 0     | 0.6  | 0    | 0    | 0.6        | 0.6        |

**Connecticut Counts LLC**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

File Name : 21819  
 Site Code : 21819  
 Start Date : 5/25/2021  
 Page No : 2

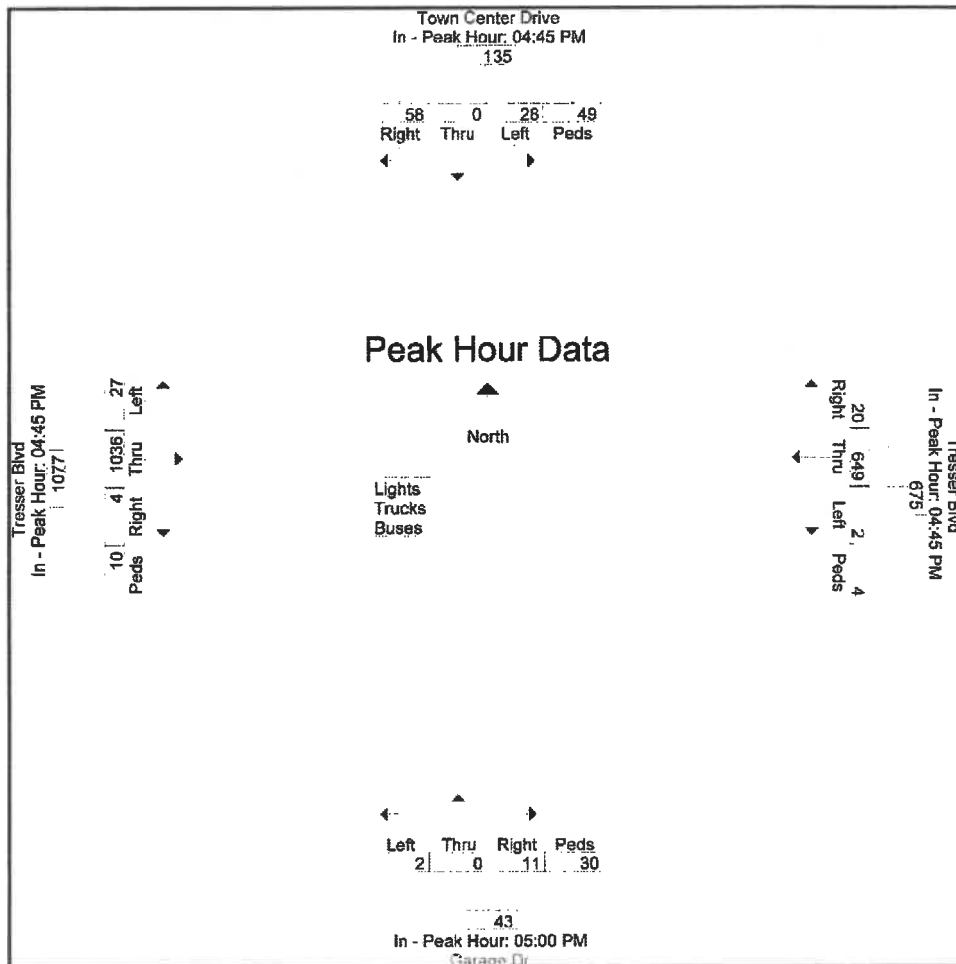
| Start Time   | Town Center Drive<br>From North |      |      |      |            | Tresser Blvd<br>From East |      |      |      |            | Garage Dr<br>From South |      |      |      |            | Tresser Blvd<br>From West |      |      |      |            | App. Total | Int. Total |
|--|---------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------|------------|
|  | Right                           | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total |            |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |      |            |                           |      |      |      |            |                         |      |      |      |            |                           |      |      |      |            |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                                 |      |      |      |            |                           |      |      |      |            |                         |      |      |      |            |                           |      |      |      |            |            |            |
| 04:45 PM   | 12                              | 0    | 2    | 5    | 19         | 8                         | 176  | 0    | 0    | 184        | 0                       | 0    | 0    | 2    | 2          | 1                         | 238  | 11   | 0    | 250        | 455        |            |
| 05:00 PM   | 14                              | 0    | 10   | 8    | 32         | 2                         | 138  | 0    | 1    | 141        | 3                       | 0    | 0    | 8    | 11         | 0                         | 251  | 7    | 2    | 260        | 444        |            |
| 05:15 PM   | 18                              | 0    | 7    | 12   | 37         | 4                         | 148  | 1    | 2    | 155        | 3                       | 0    | 0    | 4    | 7          | 2                         | 231  | 6    | 7    | 246        | 445        |            |
| 05:30 PM   | 14                              | 0    | 9    | 24   | 47         | 6                         | 187  | 1    | 1    | 195        | 4                       | 0    | 1    | 14   | 19         | 1                         | 316  | 3    | 1    | 321        | 582        |            |
| Total Volume   | 58                              | 0    | 28   | 49   | 135        | 20                        | 649  | 2    | 4    | 675        | 10                      | 0    | 1    | 28   | 39         | 4                         | 1036 | 27   | 10   | 1077       | 1926       |            |
| % App. Total   | 43                              | 0    | 20.7 | 36.3 |            | 3                         | 96.1 | 0.3  | 0.6  |            | 25.6                    | 0    | 2.6  | 71.8 |            | 0.4                       | 96.2 | 2.5  | 0.9  |            |            |            |
| PHF  | .806                            | .000 | .700 | .510 | .718       | .625                      | .868 | .500 | .500 | .865       | .625                    | .000 | .250 | .500 | .513       | .500                      | .820 | .614 | .357 | .839       | .827       |            |



**Connecticut Counts LLC**  
**Kensington, Connecticut 06037**  
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File Name : 21819  
 Site Code : 21819  
 Start Date : 5/25/2021  
 Page No : 3

| Start Time   | Town Center Drive<br>From North |      |      |      |            | Tresser Blvd<br>From East |      |      |      |            | Garage Dr<br>From South |      |      |      |            | Tresser Blvd<br>From West |      |      |      |            | App. Total | Int. Total |
|--|---------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------|------------|
|  | Right                           | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total |            |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |      |            |                           |      |      |      |            |                         |      |      |      |            |                           |      |      |      |            |            |            |
| Peak Hour for Each Approach Begins at:                     |                                 |      |      |      |            |                           |      |      |      |            |                         |      |      |      |            |                           |      |      |      |            |            |            |
|  | 04:45 PM                        |      |      |      |            | 04:45 PM                  |      |      |      |            | 05:00 PM                |      |      |      |            | 04:45 PM                  |      |      |      |            |            |            |
| +0 mins.   | 12                              | 0    | 2    | 5    | 19         | 8                         | 176  | 0    | 0    | 184        | 3                       | 0    | 0    | 8    | 11         | 1                         | 238  | 11   | 0    | 250        |            |            |
| +15 mins.  | 14                              | 0    | 10   | 8    | 32         | 2                         | 138  | 0    | 1    | 141        | 3                       | 0    | 0    | 4    | 7          | 0                         | 251  | 7    | 2    | 260        |            |            |
| +30 mins.  | 18                              | 0    | 7    | 12   | 37         | 4                         | 148  | 1    | 2    | 155        | 4                       | 0    | 1    | 14   | 19         | 2                         | 231  | 6    | 7    | 246        |            |            |
| +45 mins.  | 14                              | 0    | 9    | 24   | 47         | 6                         | 187  | 1    | 1    | 195        | 1                       | 0    | 1    | 4    | 6          | 1                         | 316  | 3    | 1    | 321        |            |            |
| Total Volume   | 58                              | 0    | 28   | 49   | 135        | 20                        | 649  | 2    | 4    | 675        | 11                      | 0    | 2    | 30   | 43         | 4                         | 1036 | 27   | 10   | 1077       |            |            |
| % App. Total   | 43                              | 0    | 20.7 | 36.3 |            | 3                         | 96.1 | 0.3  | 0.6  |            | 25.6                    | 0    | 4.7  | 69.8 |            | 0.4                       | 96.2 | 2.5  | 0.9  |            |            |            |
| PHF  | .806                            | .000 | .700 | .510 | .718       | .625                      | .868 | .500 | .500 | .865       | .688                    | .000 | .500 | .536 | .566       | .500                      | .820 | .614 | .357 | .839       |            |            |



Status: ☒ East ☐ Combined ☐ West

**STAM-294 - East**

Route 1 - 7.12 mi East of Atlantic Street

|                                      |                            |              |
|--------------------------------------|----------------------------|--------------|
| Town.....                            | Stamford                   | 02-Jan       |
| Station.....                         | 294                        | Tue          |
| Location.....                        | 41.050791,-73.538858       | 12:00am 50   |
| A.K.A.....                           | 2294                       | 01:00am 39   |
| 2015-Principal Arterial - Other 3... | 2015-Urban                 | 02:00am 25   |
| HFMS Section ID.....                 |                            | 03:00am 22   |
| Start Report.....                    | 02-Jan-2018 12:00AM        | 04:00am 34   |
| End Report.....                      | 02-Jan-2018 11:00PM        | 05:00am 27   |
| Axle Correction Factor.....          | None                       | 06:00am 340  |
| Annualized AADT.....                 | 11323                      | 07:00am 702  |
| 24-Hour Count.....                   | 11323 * G4(1.05) = 11889.2 | 08:00am 332  |
| UnRounded AADT.....                  | 11889.2 / 1 = 11889.2      | 09:00am 736  |
| 2018 Tue 02-Jan -this report-        | 23511                      | 10:00am 566  |
| 2014 Mon 21-Jul                      | 21200                      | 11:00am 572  |
| 2008 Mon 18-Aug                      | 26500                      | 12:00pm 674  |
|                                      |                            | 01:00pm 751  |
|                                      |                            | 02:00pm 699  |
|                                      |                            | 03:00pm 753  |
|                                      |                            | 04:00pm 829  |
|                                      |                            | 05:00pm 891  |
|                                      |                            | 06:00pm 810  |
|                                      |                            | 07:00pm 603  |
|                                      |                            | 08:00pm 443  |
|                                      |                            | 09:00pm 336  |
|                                      |                            | 10:00pm 248  |
|                                      |                            | 11:00pm 166  |
|                                      |                            | Totals 11323 |

Status: ☒ East ☐ Combined ☐ West

**STAM-294 - West**

Route 1 - 7.12 mi East of Atlantic Street

|                                      |                           |             |
|--------------------------------------|---------------------------|-------------|
| Town.....                            | Stanford                  | 11-Jan      |
| Station.....                         | 294                       | Tue         |
| Location.....                        | 41.050791, -73.532252     | 12:00am 64  |
| A.K.A.....                           | 2294                      | 01:00am 28  |
| 2015-Principal Arterial - Other 3... | 2015-Urban                | 02:00am 18  |
| HPMS Section ID.....                 |                           | 03:00am 14  |
| Start Report.....                    | 02-Jan-2018 12:00AM       | 04:00am 43  |
| End Report.....                      | 02-Jan-2018 11:00PM       | 05:00am 189 |
| Axis Correction Factor.....          | None                      | 06:00am 410 |
| Annualized AADT.....                 | 11997                     | 07:00am 776 |
| 24-Hour Count.....                   | 11911 * 24/1.03 = 11678.7 | 08:00am 522 |
| UnRounded AADT.....                  | 11678.7                   | 09:00am 724 |
| 2018 Tue 02-Jan -this report-.....   | 11997                     | 10:00am 577 |
| 2014 Mon 21-Jul .....                | 21200                     | 11:00am 589 |
| 2008 Mon 18-Aug .....                | 26500                     | 12:00pm 470 |
|                                      |                           | 01:00pm 712 |
|                                      |                           | 02:00pm 700 |
|                                      |                           | 03:00pm 713 |
|                                      |                           | 04:00pm 787 |
|                                      |                           | 05:00pm 810 |
|                                      |                           | 06:00pm 820 |
|                                      |                           | 07:00pm 861 |
|                                      |                           | 08:00pm 420 |
|                                      |                           | 09:00pm 334 |
|                                      |                           | 10:00pm 246 |
|                                      |                           | 11:00pm 110 |
| Totals                               |                           | 11614       |







---

## **Attachment C – Crash Data**

# 2017-2019 Crash Data: Atlantic Street at Main Street and Town Center Drive

| CrashId | Town Name | Date Of Crash | Time of Crash | Crash Severity                                | Impact                    | Manner of Crash / Collision | Weather Condition | Light Condition | Road Surface Condition |
|---------|-----------|---------------|---------------|---|---------------------------|-----------------------------|-------------------|-----------------|------------------------|
| 410565  | Stamford  | 3/13/2017     | 21:20:00      | Property Damage Only                          | Angle                     |                             | Clear             | Dark-Lighted    | Dry                    |
| 410571  | Stamford  | 3/15/2017     | 20:58:00      | Property Damage Only                          | Angle                     |                             | Clear             | Dark-Lighted    | Snow                   |
| 518343  | Stamford  | 1/15/2018     | 19:10:00      | Property Damage Only                          | Front to rear             |                             | Clear             | Dark-Lighted    | Dry                    |
| 534178  | Stamford  | 6/26/2018     | 15:51:00      | Property Damage Only                          | Sideswipe, same direction |                             | Clear             | Daylight        | Dry                    |
| 545049  | Stamford  | 5/23/2018     | 19:16:00      | Property Damage Only                          | Sideswipe, same direction |                             | Clear             | Daylight        | Dry                    |
| 632461  | Stamford  | 5/2/2019      | 20:22:00      | Property Damage Only                          | Angle                     |                             | Rain              | Dark-Lighted    | Wet                    |
| 883979  | Stamford  | 11/20/2018    | 21:42:00      | Property Damage Only                          | Front to rear             |                             | Cloudy            | Dark-Lighted    | Dry                    |
| 884480  | Stamford  | 4/3/2019      | 12:50:00      | Property Damage Only                          | Front to rear             |                             | Clear             | Daylight        | Dry                    |
|         |           |               |               | Injury of any type (Serious, Minor, Possible) |                           |                             |                   |                 |                        |
| 884636  | Stamford  | 5/26/2019     | 2:11:00       | Possible                                      | Angle                     |                             | Clear             | Dark-Lighted    | Wet                    |
| 885649  | Stamford  | 10/7/2019     | 16:54:00      | Property Damage Only                          | Front to rear             |                             | Clear             | Daylight        | Dry                    |
| 886367  | Stamford  | 12/14/2019    | 2:30:00       | Property Damage Only                          | Not Applicable            |                             | Rain              | Dark-Lighted    | Wet                    |

## 2017-2019 Crash Data: Town Center Drive at Tresser Boulevard (Route 1)

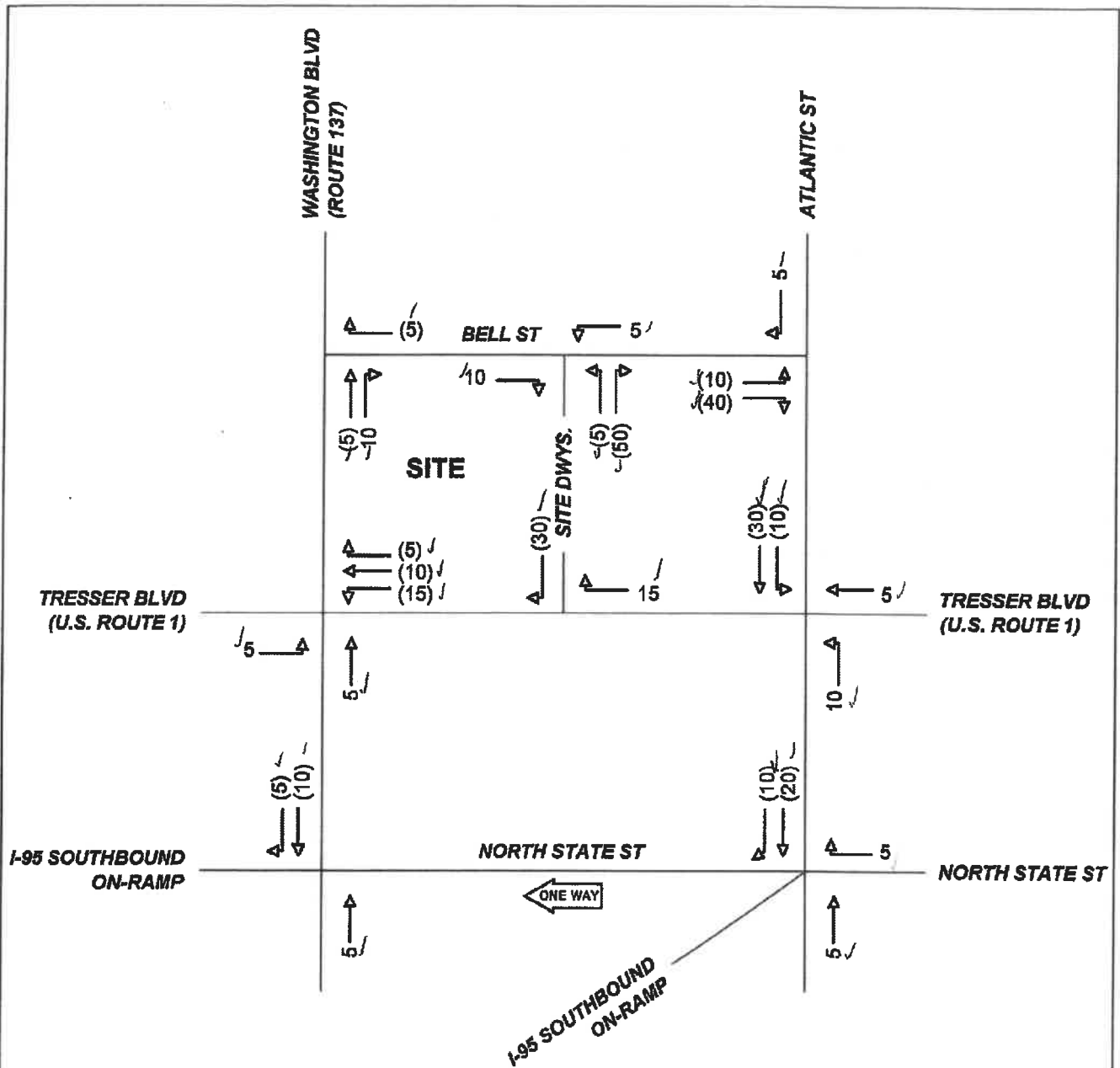
| CrashId | Town Name | Date Of Crash | Time of Crash | Crash Severity                                | Manner of Crash / Collision |  | Weather Condition | Light Condition | Road Surface Condition |
|---------|-----------|---------------|---------------|---|-----------------------------|--|-------------------|-----------------|------------------------|
|         |           |               |               |   | Impact                      |  |                   |                 |                        |
| 356762  | Stamford  | 1/9/2017      | 8:00:00       | Property Damage Only                          | Sideswipe, same direction   |  | Clear             | Daylight        | Dry                    |
| 358772  | Stamford  | 1/14/2017     | 13:40:00      | Property Damage Only                          | Front to rear               |  | Clear             | Daylight        | Dry                    |
| 411230  | Stamford  | 3/30/2017     | 12:45:00      | Property Damage Only                          | Angle                       |  | Clear             | Daylight        | Dry                    |
| 507085  | Stamford  | 11/18/2017    | 13:40:00      | Property Damage Only                          | Angle                       |  | Clear             | Daylight        | Wet                    |
| 579051  | Stamford  | 11/15/2018    | 15:50:00      | Property Damage Only                          | Front to rear               |  | Snow              | Unknown         | Snow                   |
|         |           |               |               | Injury of any type (Serious, Minor, Possible) |                             |  |                   |                 |                        |
| 598933  | Stamford  | 2/25/2019     | 13:45:00      | Property Damage Only                          | Front to rear               |  | Clear             | Daylight        | Dry                    |
| 601111  | Stamford  | 1/25/2019     | 9:58:00       | Property Damage Only                          | Front to rear               |  | Clear             | Daylight        | Dry                    |
| 867631  | Stamford  | 1/23/2018     | 15:19:00      | Property Damage Only                          | Sideswipe, same direction   |  | Clear             | Daylight        | Wet                    |
| 876145  | Stamford  | 5/16/2018     | 9:34:00       | Property Damage Only                          | Front to rear               |  | Clear             | Daylight        | Dry                    |
| 876353  | Stamford  | 6/22/2018     | 10:05:00      | Property Damage Only                          | Front to rear               |  | Clear             | Daylight        | Dry                    |
| 883691  | Stamford  | 10/26/2018    | 18:32:00      | Property Damage Only                          | Front to rear               |  | Clear             | Dusk            | Dry                    |
|         |           |               |               | Injury of any type (Serious, Minor, Possible) |                             |  |                   |                 |                        |
| 883848  | Stamford  | 11/10/2018    | 13:15:00      | Property Damage Only                          | Front to rear               |  | Clear             | Daylight        | Dry                    |
|         |           |               |               | Injury of any type (Serious, Minor, Possible) |                             |  |                   |                 |                        |
| 883892  | Stamford  | 11/14/2018    | 9:15:00       | Property Damage Only                          | Front to rear               |  | Clear             | Daylight        | Dry                    |

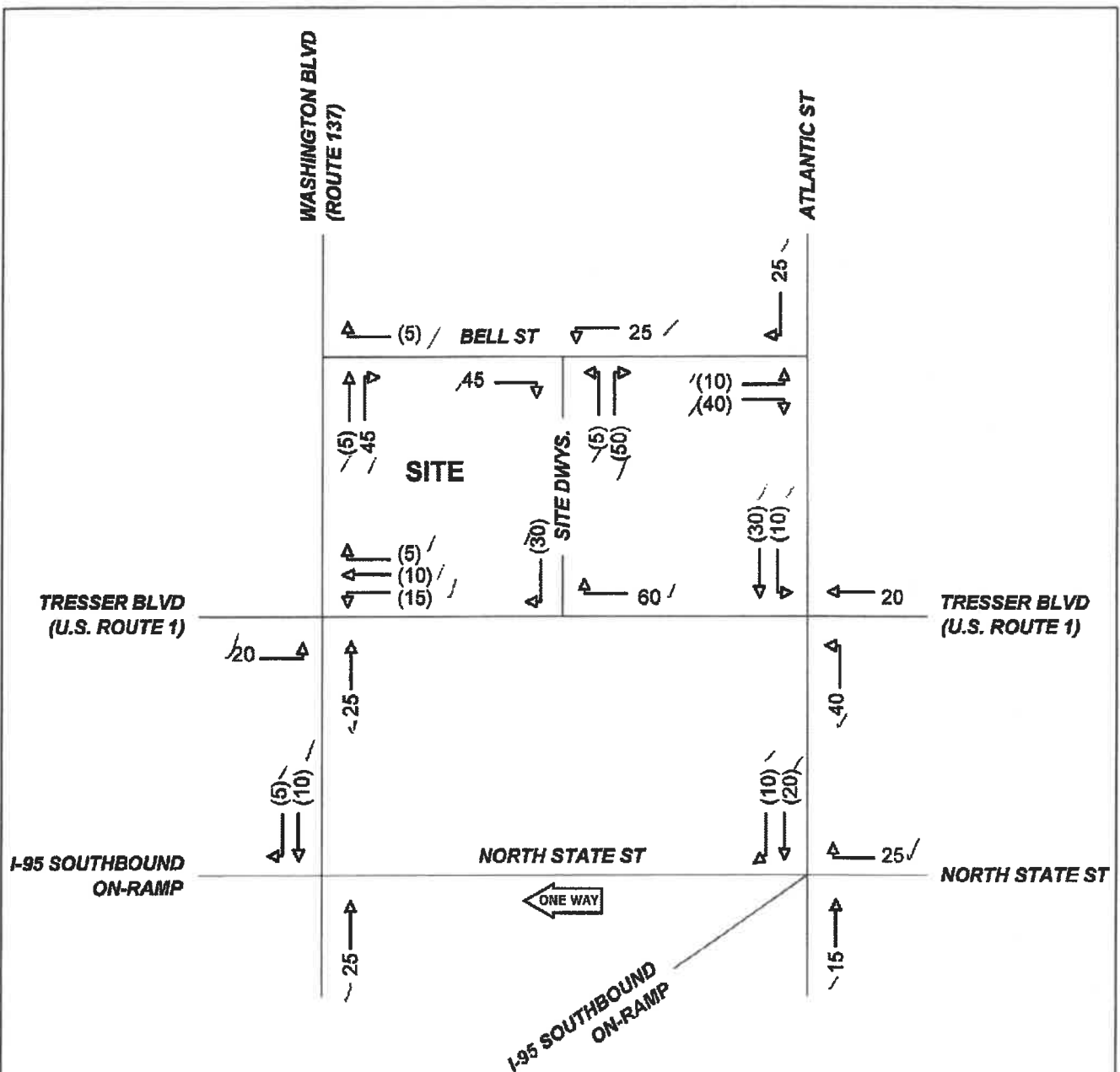


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## **Attachment D – Background Project Trip Generation**

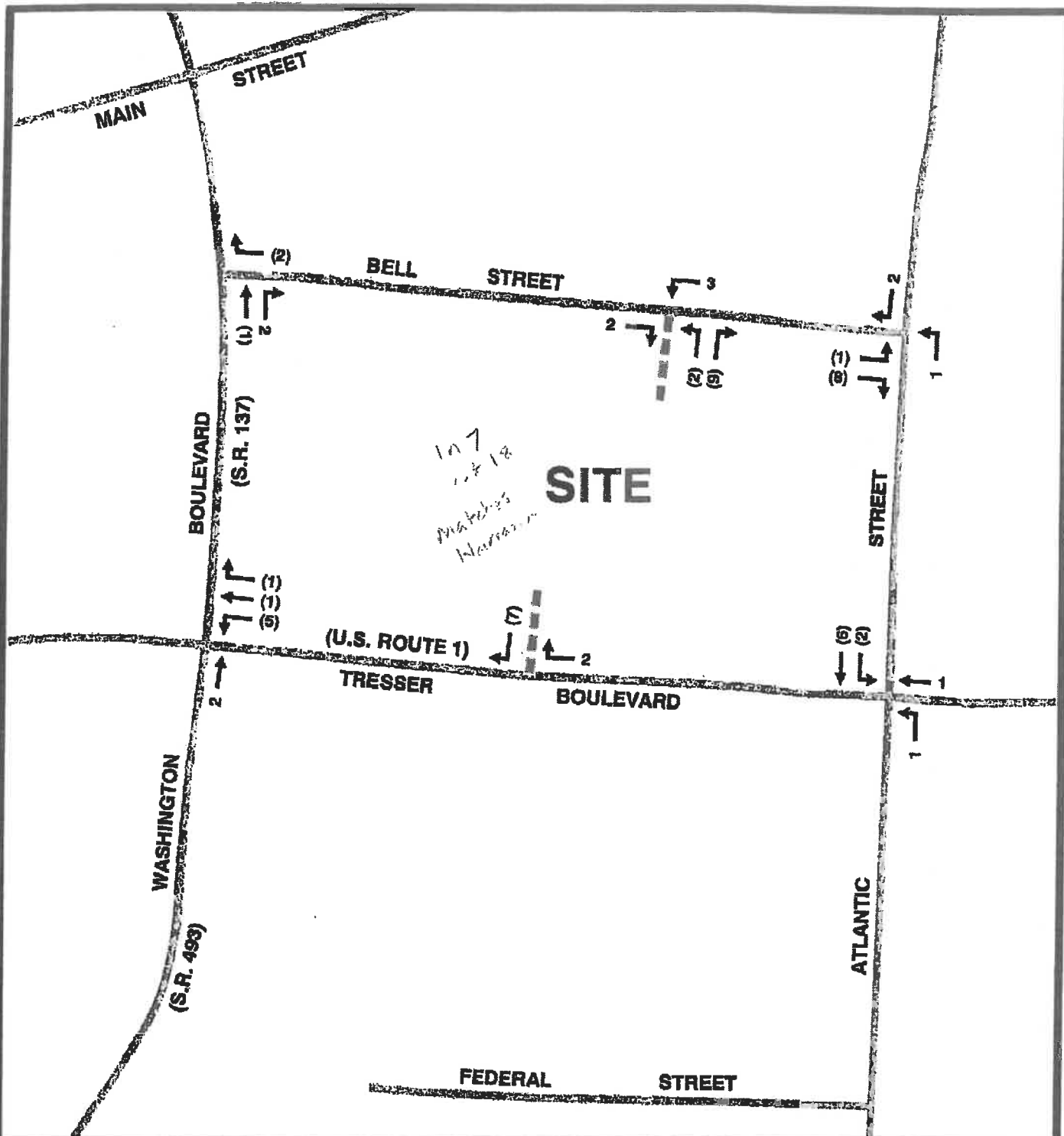
- OSTA 135-1805-03: 885 Washington Boulevard Mixed-Use
- OSTA 135-1809-01: St John's Church Residential Addition
- OSTA 135-1812-01: Stamford Media Village
- Gateway Office Tower Expansion Study

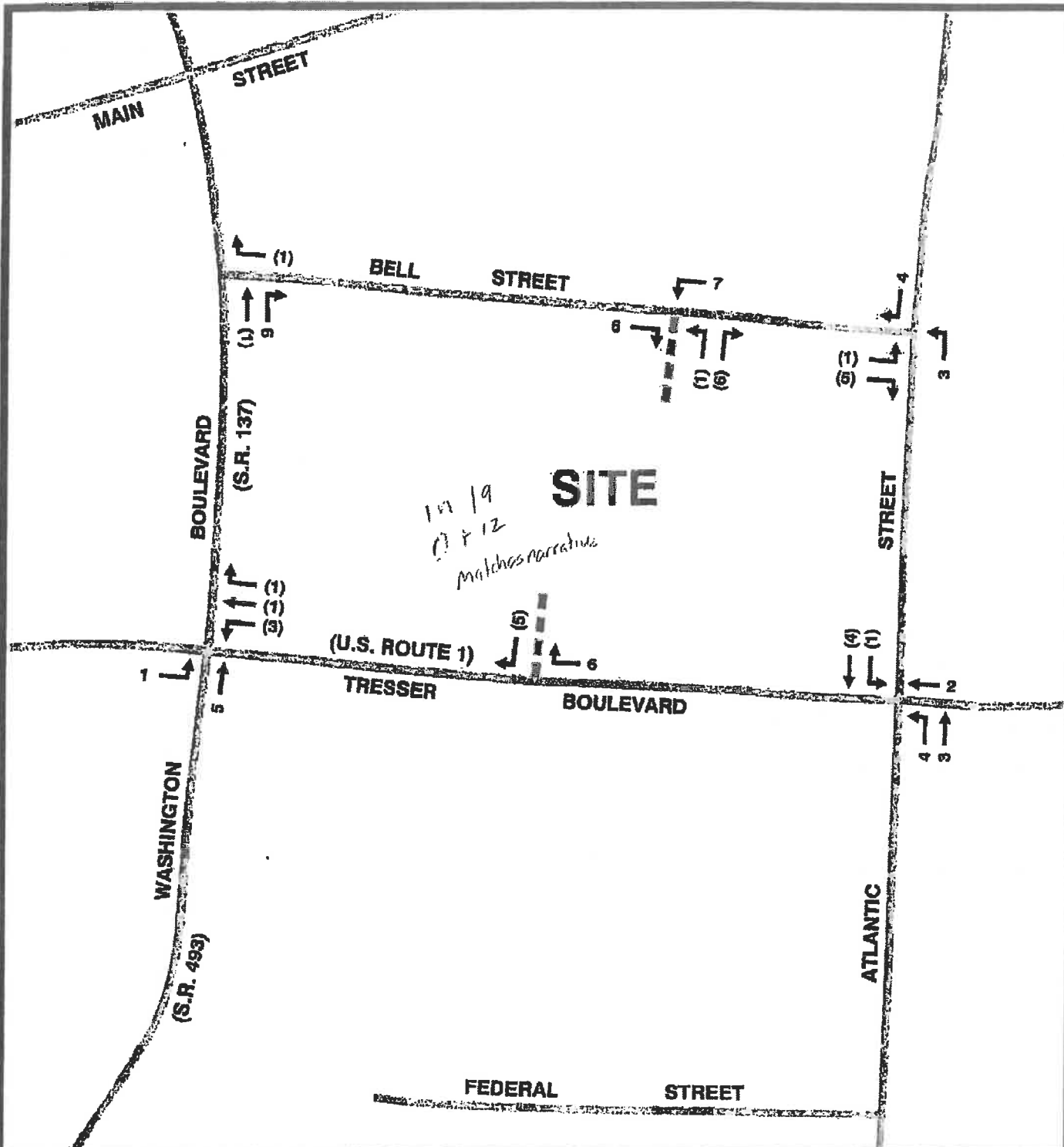




**LEGEND**  
 00 - ENTERING  
 (00) - EXITING







#### SITE TRAFFIC

Enter 19

Exit (12)

Total 31 Vehicle Trip Ends

#### LEGEND

RELOCATED SITE ACCESS DRIVES

#### SITE TRAFFIC GENERATION AND ASSIGNMENT WEEKDAY AFTERNOON PEAK HOUR

**MODIFIED  
RESIDENTIAL DEVELOPMENT**  
True North Stamford LLC  
Tresser Boulevard  
Stamford, Connecticut



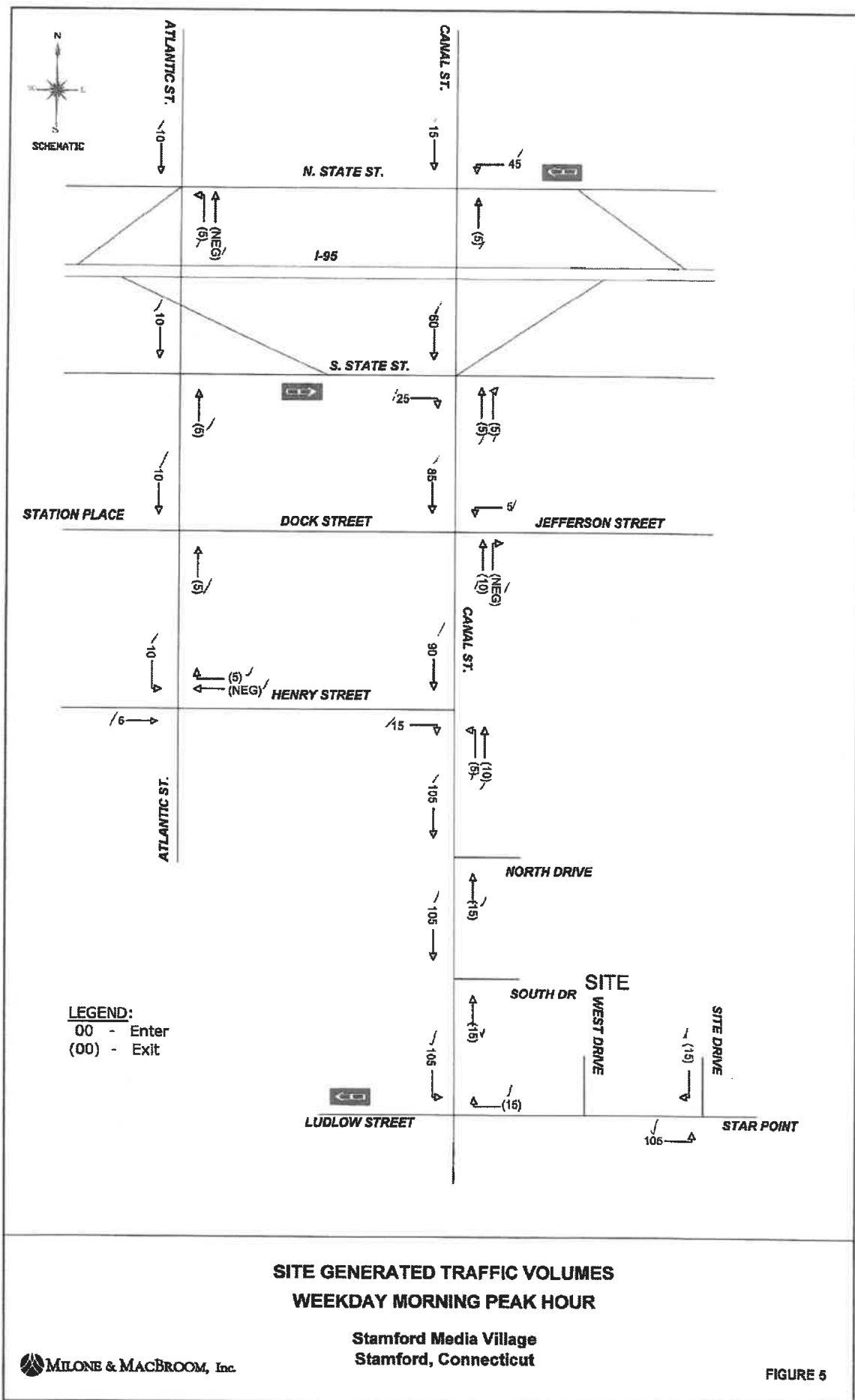
**FREDERICK P. CLARK ASSOCIATES, INC.**  
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK  
FAIRFIELD, CONNECTICUT

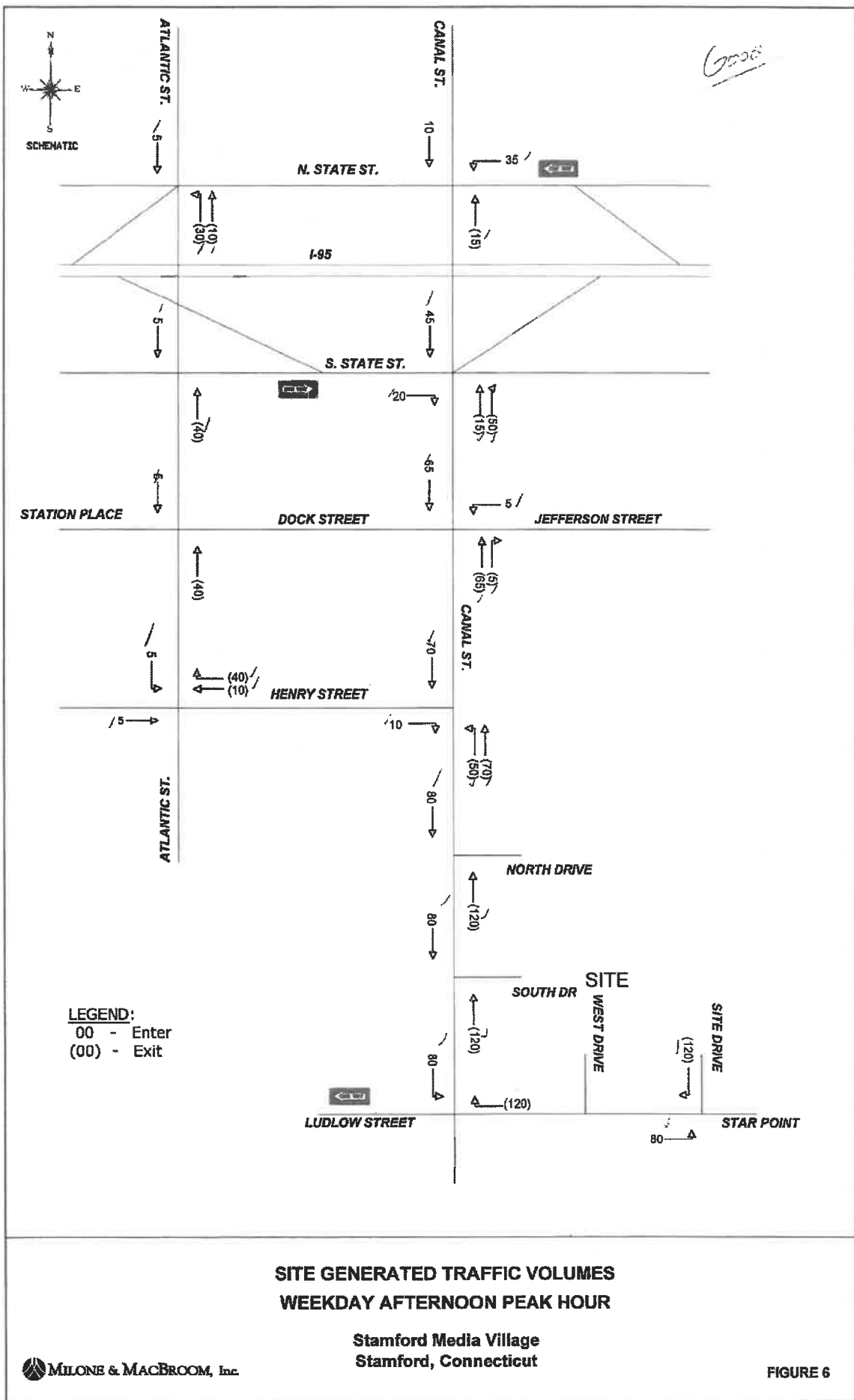
7

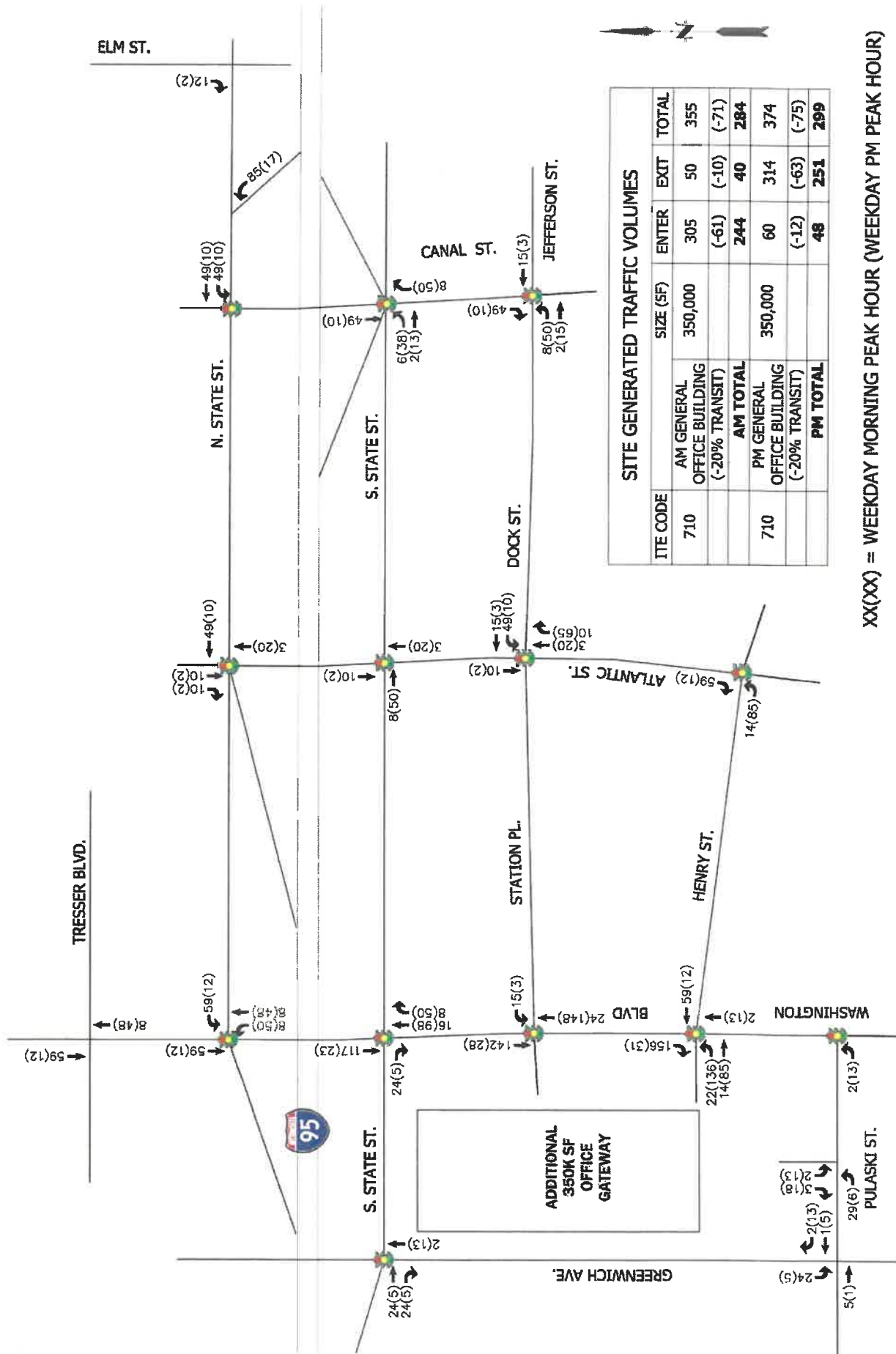
Not to Scale

Date: 8/8/18









XX(XX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)



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## **Attachment E – Trip Generation & Distribution**

## Hotel (310)

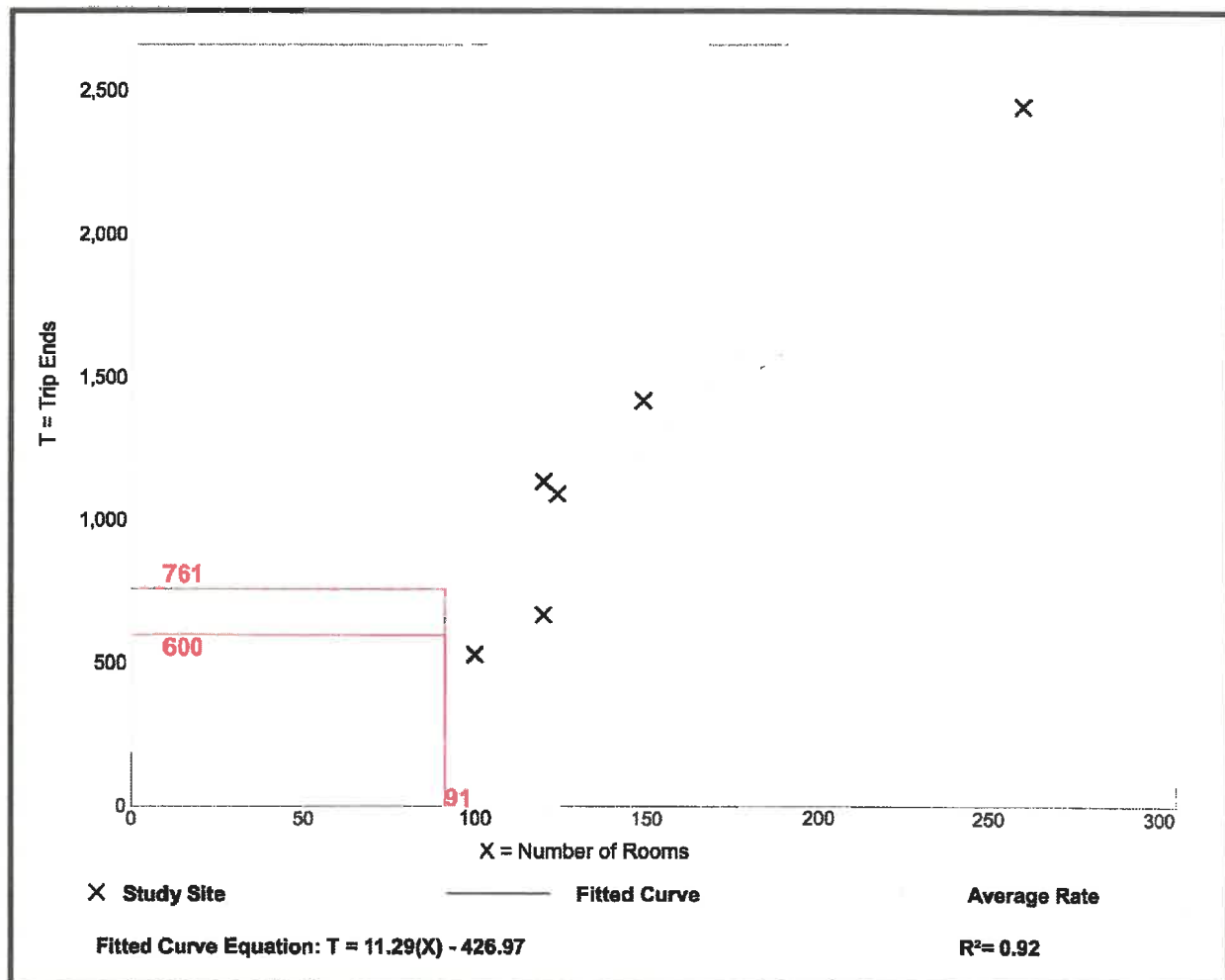
Vehicle Trip Ends vs: Rooms  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 6  
Avg. Num. of Rooms: 146  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 8.36         | 5.31 - 9.53    | 1.86               |

### Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

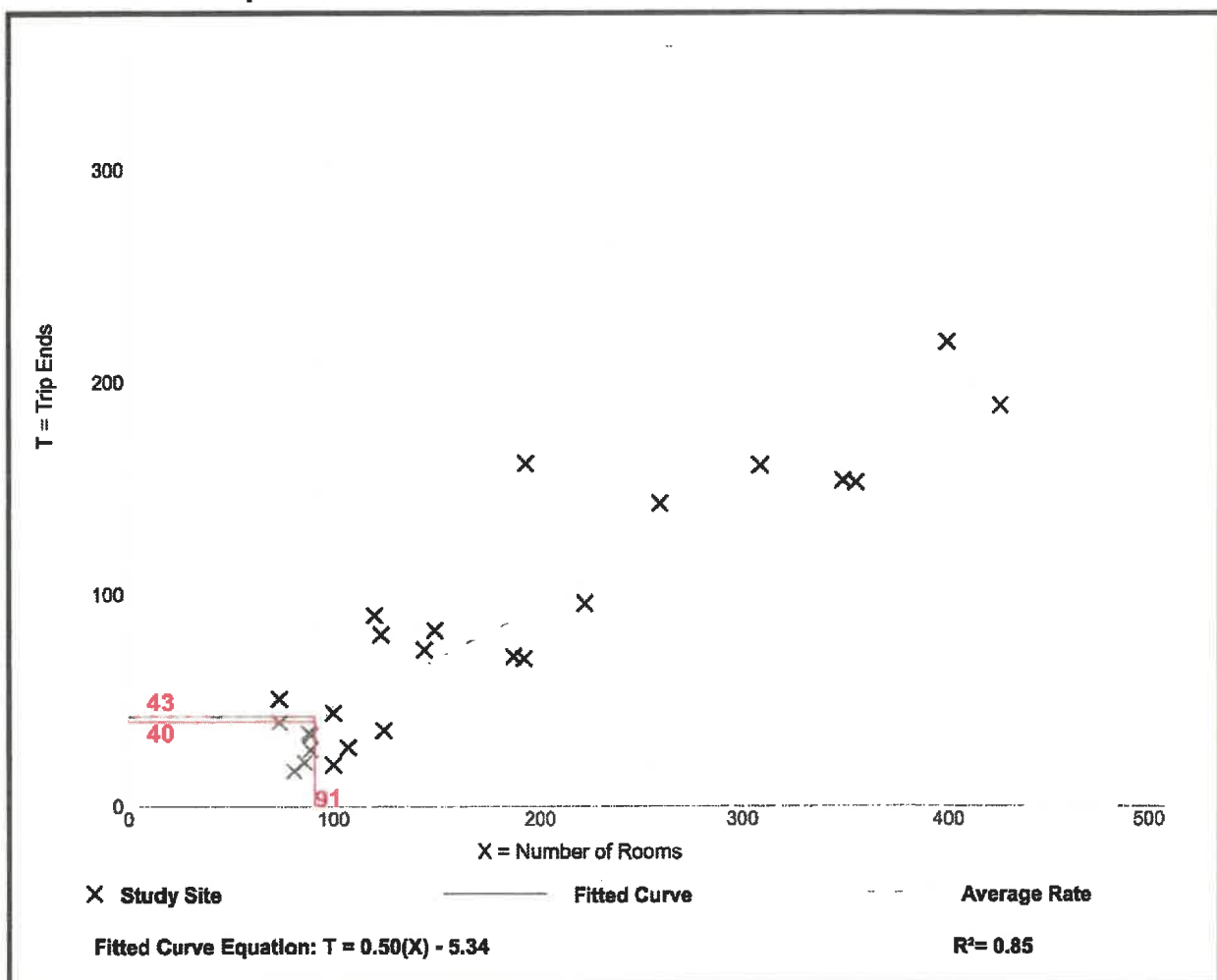
## Hotel (310)

**Vehicle Trip Ends vs: Rooms**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 25  
 Avg. Num. of Rooms: 178  
 Directional Distribution: 59% entering, 41% exiting

### Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.47         | 0.20 - 0.84    | 0.14               |

### Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

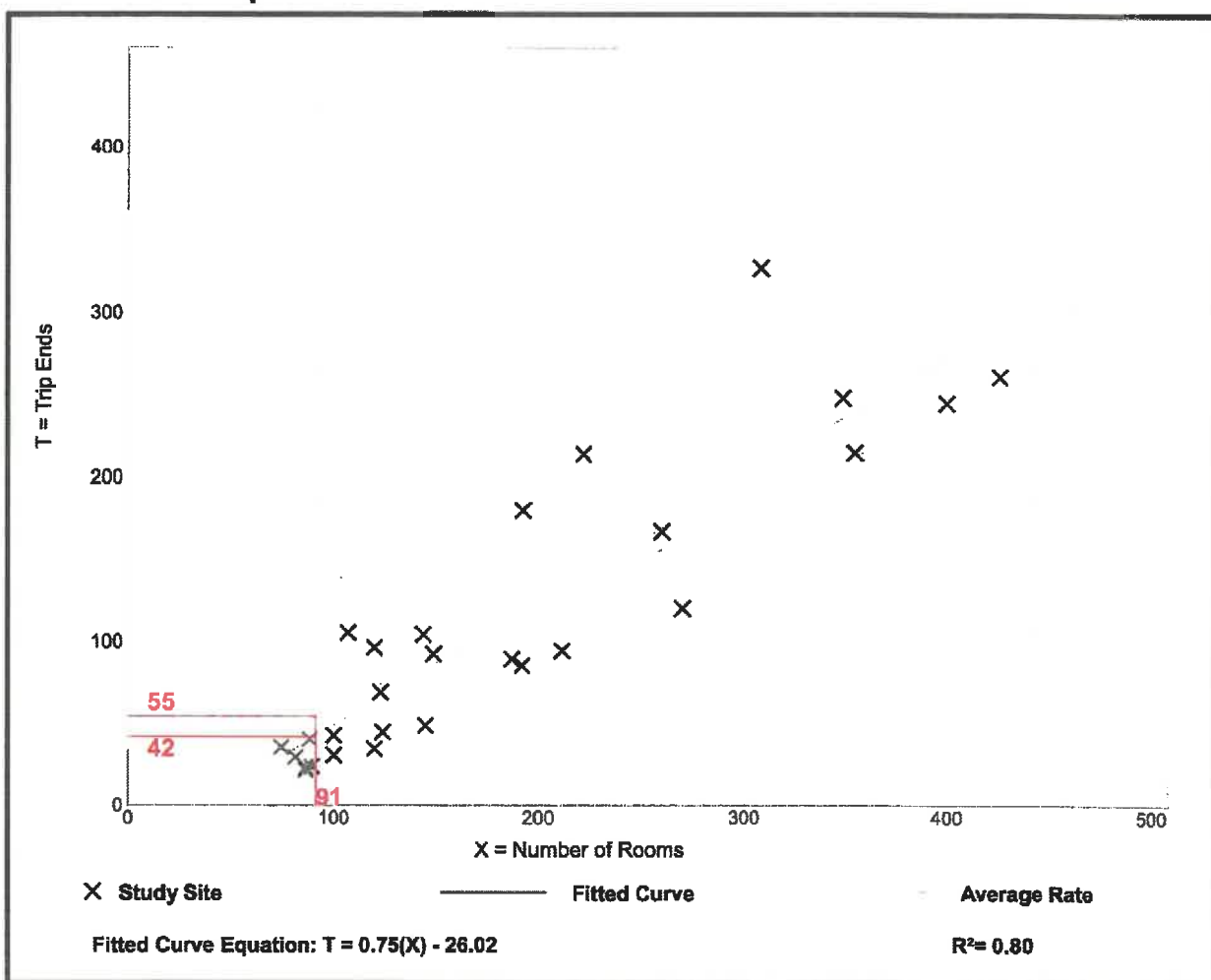
## Hotel (310)

**Vehicle Trip Ends vs: Rooms**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 28  
 Avg. Num. of Rooms: 183  
 Directional Distribution: 51% entering, 49% exiting

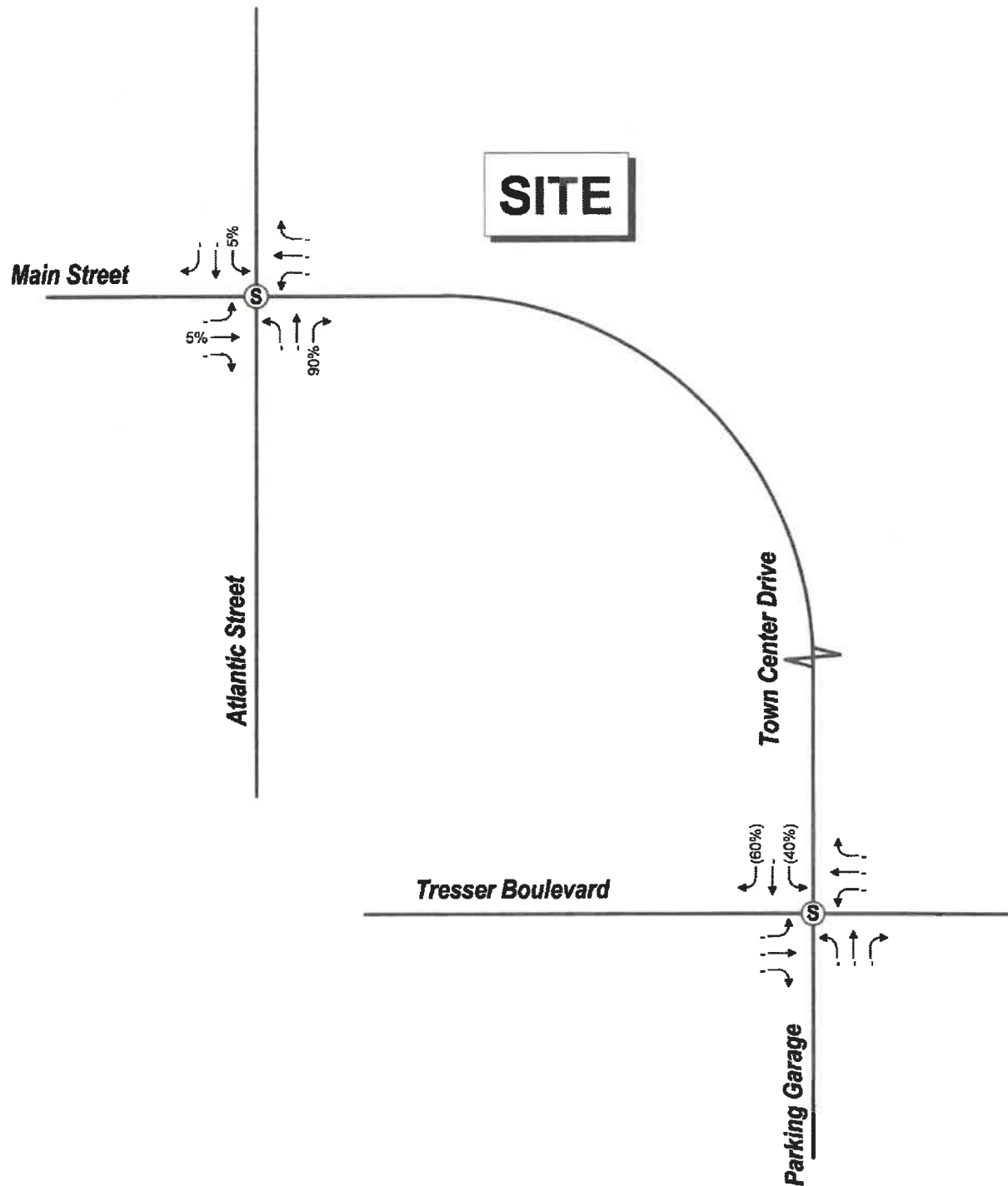
### Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.60         | 0.26 - 1.06    | 0.22               |

### Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers



**Legend:**  
 Entering Trips by %  
 (Exiting Trips by %)

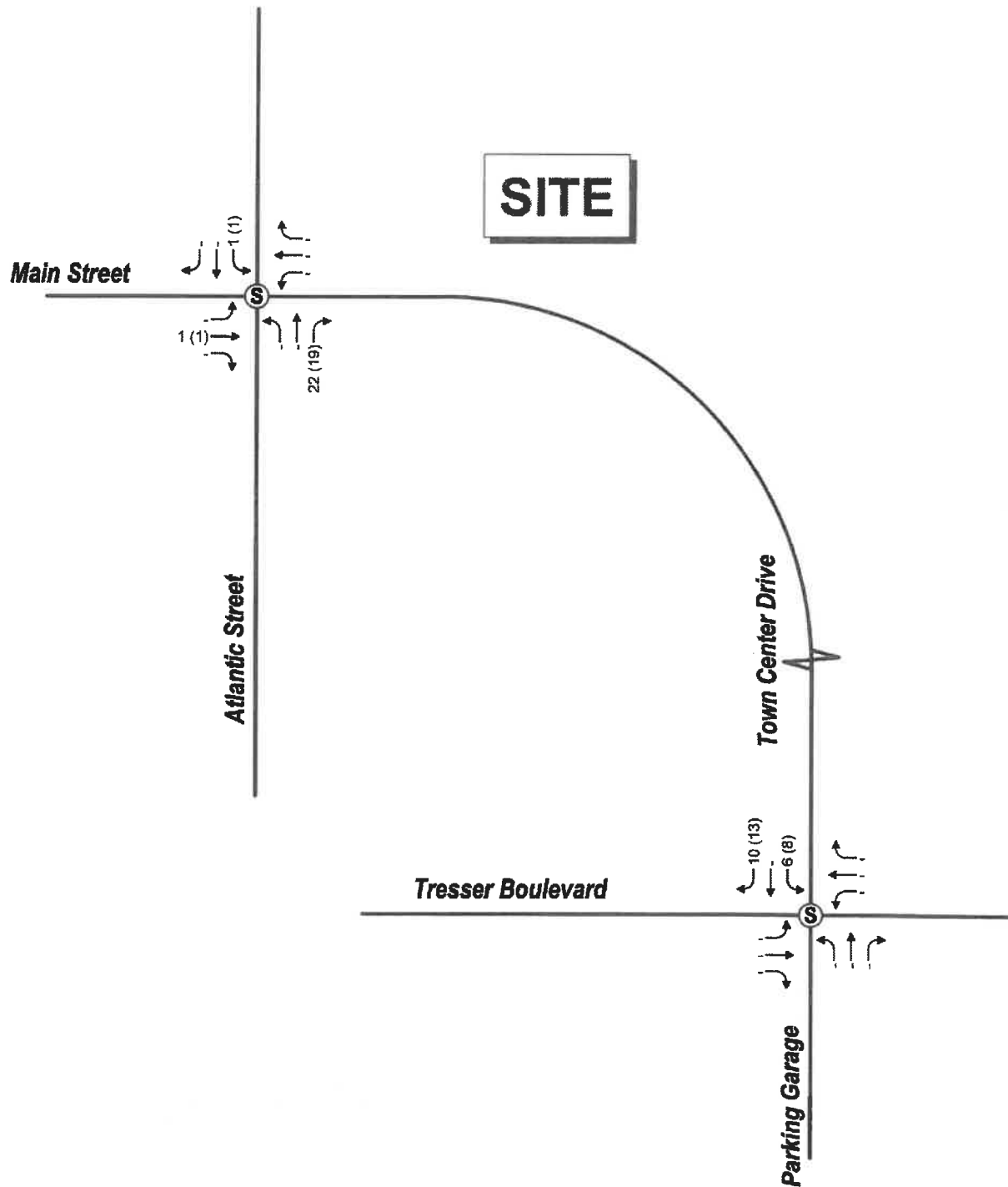


Proposed Hotel Development  
 Trip Distribution

Stamford, CT

**Figure**





Proposed Hotel Development  
Site Generated Traffic

Stamford, CT

**Figure**



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## **Attachment F – ITE Parking Generation**

# Hotel (310)

**Peak Period Parking Demand vs: Rooms**

**On a: Weekday (Monday - Friday)**

**Setting/Location: General Urban/Suburban**

**Peak Period of Parking Demand: 11:00 p.m. - 8:00 a.m.**

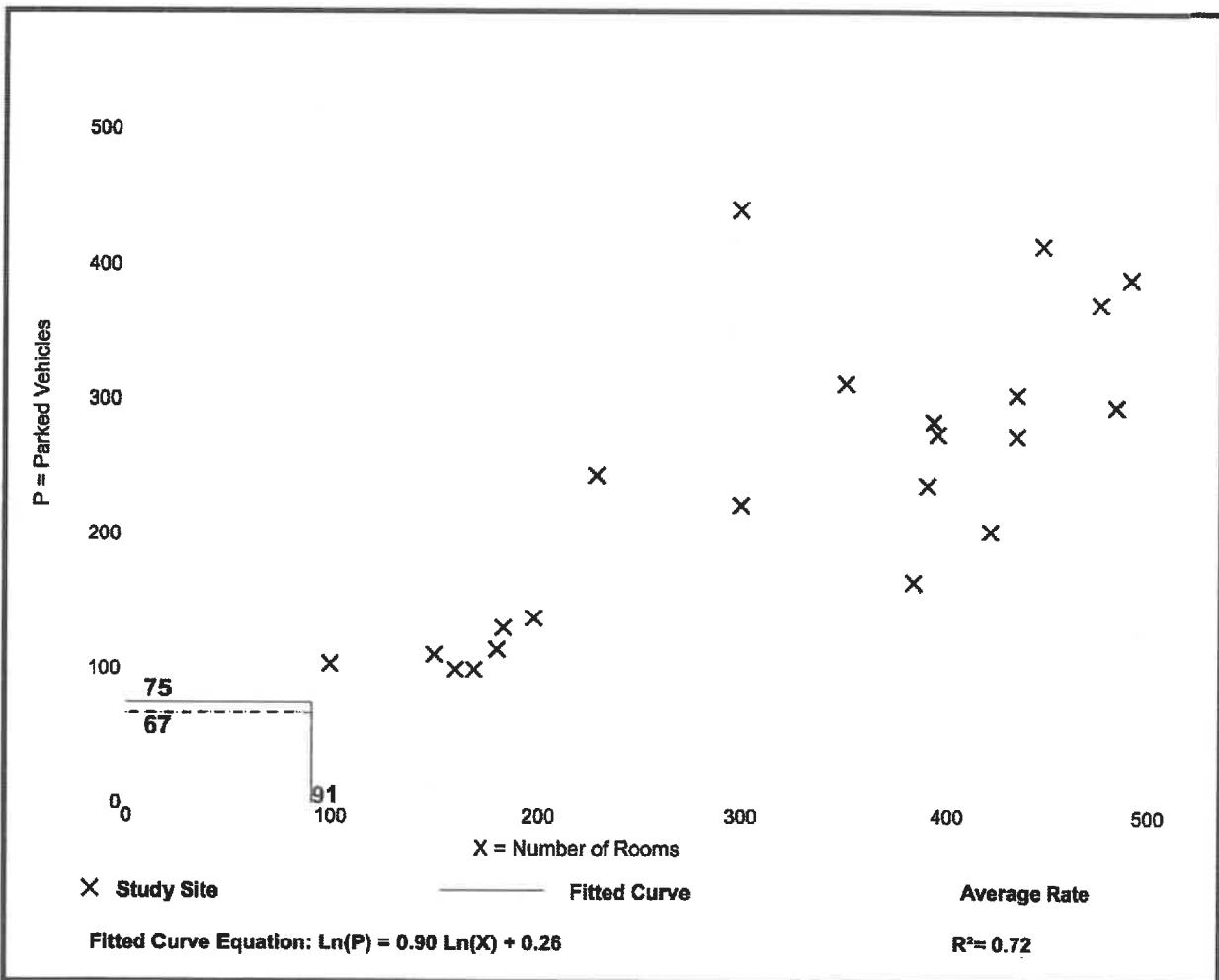
**Number of Studies: 22**

**Avg. Num. of Rooms: 321**

## Peak Period Parking Demand per Room

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 0.74         | 0.43 - 1.47    | 0.64 / 0.99            | 0.65 - 0.83             | 0.22 (30%)                               |

## Data Plot and Equation


















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## **Attachment G – Capacity Analyses**

Queues  
2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR

2021 Existing Conditions  
Weekday Morning Peak Hour

|                         |  |  |  |  |  |  |  |      |
|-------------------------|---|---|---|---|---|---|---|------|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBT   | Ø5   |
| Lane Configurations     |  |  |   |  |  |  |  |      |
| Traffic Volume (vph)    | 53  | 0   | 1   | 0   | 23  | 349   | 191   |      |
| Future Volume (vph)     | 53  | 0   | 1   | 0   | 23  | 349   | 191   |      |
| Lane Group Flow (vph)   | 58  | 30  | 0   | 1   | 25  | 380   | 236   |      |
| Turn Type               | Perm  | NA  | Perm  | NA  | pm+pt   | NA  | NA  |      |
| Protected Phases        |   | 4   |   | 4   | 1   | 6   | 2   | 5    |
| Permitted Phases        | 4   |   | 4   |   | 6   |   |   |      |
| Detector Phase          | 4   | 4   | 4   | 4   | 1   | 6   | 2   |      |
| Switch Phase            |   |   |   |   |   |   |   |      |
| Minimum Initial (s)     | 9.0   | 9.0   | 9.0   | 9.0   | 5.0   | 15.0  | 15.0  | 5.0  |
| Minimum Split (s)       | 25.2  | 25.2  | 25.2  | 25.2  | 8.8   | 32.0  | 32.0  | 8.8  |
| Total Split (s)         | 30.0  | 30.0  | 30.0  | 30.0  | 14.0  | 61.5  | 61.5  | 14.0 |
| Total Split (%)         | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 13.3%   | 58.3%   | 58.3%   | 13%  |
| Yellow Time (s)         | 3.7   | 3.7   | 3.7   | 3.7   | 2.8   | 3.3   | 3.3   | 2.8  |
| All-Red Time (s)        | 1.5   | 1.5   | 1.5   | 1.5   | 1.0   | 3.2   | 3.2   | 1.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 5.2   | 5.2   |   | 5.2   | 3.8   | 6.5   | 6.5   |      |
| Lead/Lag                |   |   |   |   | Lead  | Lag   | Lag   | Lead |
| Lead-Lag Optimize?      |   |   |   |   | Yes   | Yes   | Yes   | Yes  |
| Recall Mode             | None  | None  | None  | None  | None  | C-Min   | C-Min   | None |
| v/c Ratio               | 0.41  | 0.04  |   | 0.01  | 0.03  | 0.25  | 0.17  |      |
| Control Delay           | 52.9  | 0.1   |   | 41.0  | 2.2   | 3.3   | 5.1   |      |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Delay             | 52.9  | 0.1   |   | 41.0  | 2.2   | 3.3   | 5.1   |      |
| Queue Length 50th (ft)  | 38  | 0   |   | 1   | 2   | 51  | 45  |      |
| Queue Length 95th (ft)  | 77  | 0   |   | 6   | 8   | 96  | 85  |      |
| Internal Link Dist (ft) |   | 236   |   | 194   |   | 796   | 684   |      |
| Turn Bay Length (ft)    |   |   |   |   |   |   |   |      |
| Base Capacity (vph)     | 331   | 925   |   | 323   | 979   | 1542  | 1415  |      |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   | 0   | 0   |      |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   | 0   | 0   |      |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   | 0   | 0   |      |
| Reduced v/c Ratio       | 0.18  | 0.03  |   | 0.00  | 0.03  | 0.25  | 0.17  |      |

Intersection Summary

Cycle Length: 105.5

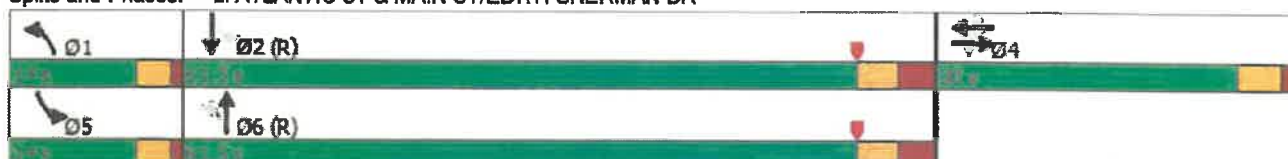
Actuated Cycle Length: 105.5

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 70























Control Type: Actuated-Coordinated

Splits and Phases: 2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR



# HCM Signalized Intersection Capacity Analysis 2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR

2021 Existing Conditions  
Weekday Morning Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |   |   |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)              | 53  | 0   | 28  | 1   | 0   | 0   | 23  | 349   | 1   | 0   | 191   | 26  |
| Future Volume (vph)               | 53  | 0   | 28  | 1   | 0   | 0   | 23  | 349   | 1   | 0   | 191   | 26  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 5.2   | 5.2   |   |   | 5.2   |   | 3.8   | 6.5   |   |   | 6.5   |   |
| Lane Util. Factor                 | 1.00  | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   |   | 1.00  |   |
| Frt                               | 1.00  | 0.85  |   |   | 1.00  |   | 1.00  | 1.00  |   |   | 0.98  |   |
| Flt Protected                     | 0.95  | 1.00  |   |   | 0.95  |   | 0.95  | 1.00  |   |   | 1.00  |   |
| Satd. Flow (prot)                 | 1770  | 1583  |   |   | 1770  |   | 1770  | 1862  |   |   | 1830  |   |
| Flt Permitted                     | 0.76  | 1.00  |   |   | 0.74  |   | 0.58  | 1.00  |   |   | 1.00  |   |
| Satd. Flow (perm)                 | 1410  | 1583  |   |   | 1374  |   | 1086  | 1862  |   |   | 1830  |   |
| Peak-hour factor, PHF             | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)                   | 58  | 0   | 30  | 1   | 0   | 0   | 25  | 379   | 1   | 0   | 208   | 28  |
| RTOR Reduction (vph)              | 0   | 27  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 0   |
| Lane Group Flow (vph)             | 58  | 3   | 0   | 0   | 1   | 0   | 25  | 380   | 0   | 0   | 233   | 0   |
| Turn Type                         | Perm  | NA  |   | Perm  | NA  | Perm  | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases                  |   | 4   |   |   | 4   |   | 1   | 6   |   | 5   | 2   |   |
| Permitted Phases                  | 4   |   |   | 4   |   | 4   | 6   |   |   | 2   |   |   |
| Actuated Green, G (s)             | 8.8   | 8.8   |   |   | 8.8   |   | 85.0  | 85.0  |   |   | 77.6  |   |
| Effective Green, g (s)            | 8.8   | 8.8   |   |   | 8.8   |   | 85.0  | 85.0  |   |   | 77.6  |   |
| Actuated g/C Ratio                | 0.08  | 0.08  |   |   | 0.08  |   | 0.81  | 0.81  |   |   | 0.74  |   |
| Clearance Time (s)                | 5.2   | 5.2   |   |   | 5.2   |   | 3.8   | 6.5   |   |   | 6.5   |   |
| Vehicle Extension (s)             | 3.0   | 3.0   |   |   | 3.0   |   | 3.0   | 3.0   |   |   | 3.0   |   |
| Lane Grp Cap (vph)                | 117   | 132   |   |   | 114   |   | 898   | 1500  |   |   | 1346  |   |
| v/s Ratio Prot                    |   | 0.00  |   |   |   |   | 0.00  | c0.20   |   |   | 0.13  |   |
| v/s Ratio Perm                    | c0.04   |   |   |   | 0.00  |   | 0.02  |   |   |   |   |   |
| v/c Ratio                         | 0.50  | 0.02  |   |   | 0.01  |   | 0.03  | 0.25  |   |   | 0.17  |   |
| Uniform Delay, d1                 | 46.2  | 44.4  |   |   | 44.3  |   | 2.1   | 2.5   |   |   | 4.2   |   |
| Progression Factor                | 1.00  | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   |   | 1.00  |   |
| Incremental Delay, d2             | 3.3   | 0.1   |   |   | 0.0   |   | 0.0   | 0.4   |   |   | 0.3   |   |
| Delay (s)                         | 49.5  | 44.4  |   |   | 44.4  |   | 2.1   | 2.9   |   |   | 4.5   |   |
| Level of Service                  | D   | D   |   |   | D   |   | A   | A   |   |   | A   |   |
| Approach Delay (s)                |   | 47.8  |   |   | 44.4  |   |   | 2.9   |   |   | 4.5   |   |
| Approach LOS                      |   | D   |   |   | D   |   |   | A   |   |   | A   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            | 8.9   |   |   | HCM 2000 Level of Service   |   |   | A   |   |   |   |   |   |
| HCM 2000 Volume to Capacity ratio | 0.29  |   |   |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         | 105.5   |   |   | Sum of lost time (s)  |   |   | 15.5  |   |   |   |   |   |
| Intersection Capacity Utilization | 38.5%   |   |   | ICU Level of Service  |   |   | A   |   |   |   |   |   |
| Analysis Period (min)             | 15  |   |   |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |



















## Queues

## 12: Parking Garage/Town Center Drive &amp; TRESSER BLVD

2021 Existing Conditions

Weekday Morning Peak Hour

|                         |  |  |  |  |  |  |  |  |      |
|-------------------------|---|---|---|---|---|---|--|---|------|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBT   | SBL   | SBT  | SBR   | Ø7   |
| Lane Configurations     |  |  |  |  |  |  |  |  |      |
| Traffic Volume (vph)    | 6   | 655   | 12  | 941   | 0   | 6   | 0  | 7   |      |
| Future Volume (vph)     | 6   | 655   | 12  | 941   | 0   | 6   | 0  | 7   |      |
| Lane Group Flow (vph)   | 6   | 692   | 13  | 1080  | 1   | 7   | 4  | 4   |      |
| Turn Type               | pm+pt   | NA  | pm+pt   | NA  | NA  | Prot  | NA   | Prot  |      |
| Protected Phases        | 1   | 6   | 5   | 2   | 4   | 3   | 8  | 8   | 7    |
| Permitted Phases        | 6   |   | 2   |   |   |   |  |   |      |
| Detector Phase          | 1   | 6   | 5   | 2   | 4   | 3   | 8  | 8   |      |
| Switch Phase            |   |   |   |   |   |   |  |   |      |
| Minimum Initial (s)     | 4.0   | 20.0  | 4.0   | 20.0  | 20.0  | 4.0   | 20.0   | 20.0  | 4.0  |
| Minimum Split (s)       | 9.5   | 32.0  | 9.5   | 32.0  | 32.0  | 9.5   | 32.0   | 32.0  | 9.5  |
| Total Split (s)         | 14.0  | 32.0  | 14.0  | 32.0  | 32.0  | 14.0  | 32.0   | 32.0  | 14.0 |
| Total Split (%)         | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 34.8%   | 15.2%   | 34.8%  | 34.8%   | 15%  |
| Yellow Time (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |
| All-Red Time (s)        | 1.0   | 2.0   | 1.0   | 2.0   | 2.0   | 1.0   | 2.0  | 2.0   | 1.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |      |
| Total Lost Time (s)     | 4.0   | 5.0   | 4.0   | 5.0   | 5.0   | 4.0   | 5.0  | 5.0   |      |
| Lead/Lag                | Lead  | Lead  | Lag   | Lag   | Lead  | Lag   | Lag  | Lag   | Lead |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   | Yes  |
| Recall Mode             | None  | Min   | None  | Min   | None  | None  | None   | None  | None |
| v/c Ratio               | 0.01  | 0.16  | 0.02  | 0.25  | 0.00  | 0.03  | 0.00   | 0.00  |      |
| Control Delay           | 10.7  | 6.8   | 8.7   | 6.0   | 0.0   | 23.8  | 0.0  | 0.0   |      |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |      |
| Total Delay             | 10.7  | 6.8   | 8.7   | 6.0   | 0.0   | 23.8  | 0.0  | 0.0   |      |
| Queue Length 50th (ft)  | 0   | 0   | 0   | 0   | 0   | 1   | 0  | 0   |      |
| Queue Length 95th (ft)  | 10  | 136   | 15  | 198   | 0   | 15  | 0  | 0   |      |
| Internal Link Dist (ft) |   | 627   |   | 910   | 153   |   | 587  |   |      |
| Turn Bay Length (ft)    | 145   |   |   |   |   |   |  |   |      |
| Base Capacity (vph)     | 628   | 4412  | 806   | 4396  | 1176  | 412   | 1150   | 1150  |      |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |      |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |      |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |      |
| Reduced v/c Ratio       | 0.01  | 0.16  | 0.02  | 0.25  | 0.00  | 0.02  | 0.00   | 0.00  |      |

## Intersection Summary

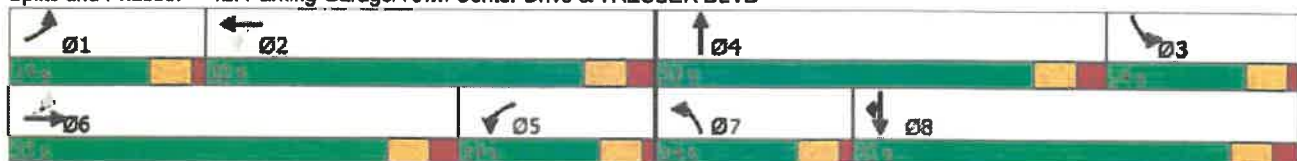
Cycle Length: 92

Actuated Cycle Length: 46.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated






















## Splits and Phases: 12: Parking Garage/Town Center Drive &amp; TRESSER BLVD



# HCM Signalized Intersection Capacity Analysis

## 12: Parking Garage/Town Center Drive & TRESSER BLVD

2021 Existing Conditions  
Weekday Morning Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)   | 6   | 655   | 10  | 12  | 941   | 42  | 0  | 0   | 1   | 6   | 0   | 7   |
| Future Volume (vph)    | 6   | 655   | 10  | 12  | 941   | 42  | 0  | 0   | 1   | 6   | 0   | 7   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 5.0   |   | 4.0   | 5.0   |   |  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Lane Util. Factor      | 1.00  | 0.91  |   | 1.00  | 0.91  |   |  | 1.00  |   | 1.00  | 0.95  | 0.95  |
| Frt                    | 1.00  | 1.00  |   | 1.00  | 0.99  |   |  | 0.85  |   | 1.00  | 0.85  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  |   |  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1770  | 5074  |   | 1770  | 5053  |   |  | 1583  |   | 1770  | 1504  | 1504  |
| Flt Permitted          | 0.21  | 1.00  |   | 0.38  | 1.00  |   |  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 399   | 5074  |   | 702   | 5053  |   |  | 1583  |   | 1770  | 1504  | 1504  |
| Peak-hour factor, PHF  | 0.96  | 0.96  | 0.96  | 0.91  | 0.91  | 0.91  | 0.71   | 0.71  | 0.71  | 0.89  | 0.89  | 0.89  |
| Adj. Flow (vph)        | 6   | 682   | 10  | 13  | 1034  | 46  | 0  | 0   | 1   | 7   | 0   | 8   |
| RTOR Reduction (vph)   | 0   | 1   | 0   | 0   | 3   | 0   | 0  | 1   | 0   | 0   | 4   | 4   |
| Lane Group Flow (vph)  | 6   | 691   | 0   | 13  | 1077  | 0   | 0  | 0   | 0   | 7   | 1   | 1   |
| Turn Type              | pm+pt   | NA  |   | pm+pt   | NA  |   | Prot   | NA  |   | Prot  | NA  | Prot  |
| Protected Phases       | 1   | 6   |   | 5   | 2   |   | 7  | 4   |   | 3   | 8   | 8   |
| Permitted Phases       | 6   |   |   | 2   |   |   |  |   |   |   |   |   |
| Actuated Green, G (s)  | 35.0  | 35.0  |   | 36.7  | 35.7  |   |  | 2.4   |   | 0.8   | 7.2   | 7.2   |
| Effective Green, g (s) | 35.0  | 35.0  |   | 36.7  | 35.7  |   |  | 2.4   |   | 0.8   | 7.2   | 7.2   |
| Actuated g/C Ratio     | 0.61  | 0.61  |   | 0.64  | 0.62  |   |  | 0.04  |   | 0.01  | 0.12  | 0.12  |
| Clearance Time (s)     | 4.0   | 5.0   |   | 4.0   | 5.0   |   |  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   |  | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 259   | 3083  |   | 473   | 3131  |   |  | 65  |   | 24  | 188   | 188   |
| v/s Ratio Prot         | 0.00  | c0.14   |   | 0.00  | c0.21   |   |  | 0.00  |   | c0.00   | c0.00   | 0.00  |
| v/s Ratio Perm         | 0.01  |   |   | 0.02  |   |   |  |   |   |   |   |   |
| v/c Ratio              | 0.02  | 0.22  |   | 0.03  | 0.34  |   |  | 0.00  |   | 0.29  | 0.00  | 0.00  |
| Uniform Delay, d1      | 4.7   | 5.1   |   | 3.9   | 5.3   |   |  | 26.5  |   | 28.1  | 22.1  | 22.1  |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  |   |  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.0   | 0.0   |   | 0.0   | 0.1   |   |  | 0.0   |   | 6.7   | 0.0   | 0.0   |
| Delay (s)              | 4.7   | 5.2   |   | 3.9   | 5.4   |   |  | 26.5  |   | 34.8  | 22.1  | 22.1  |
| Level of Service       | A   | A   |   | A   | A   |   |  | C   |   | C   | C   | C   |
| Approach Delay (s)     |   | 5.2   |   |   | 5.3   |   |  | 26.5  |   |   | 28.0  |   |
| Approach LOS           |   | A   |   |   | A   |   |  | C   |   |   | C   |   |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 5.5   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.33  |                           |      |
| Actuated Cycle Length (s)         | 57.6  | Sum of lost time (s)      | 18.0 |
| Intersection Capacity Utilization | 44.1% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group




















## Queues

## 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR

## 2021 Existing Conditions

Weekday Evening Peak Hour

|                         |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT  | SBL   | SBT   |
| Lane Configurations     |  |  |   |  |  |  |  |  |  |
| Traffic Volume (vph)    | 81  | 19  | 29  | 0   | 38  | 29  | 499  | 13  | 122   |
| Future Volume (vph)     | 81  | 19  | 29  | 0   | 38  | 29  | 499  | 13  | 122   |
| Lane Group Flow (vph)   | 88  | 51  | 0   | 32  | 41  | 32  | 544  | 14  | 176   |
| Turn Type               | Perm  | NA  | Perm  | NA  | Perm  | pm+pt   | NA   | pm+pt   | NA  |
| Protected Phases        |   | 4   |   | 4   |   | 1   | 6  | 5   | 2   |
| Permitted Phases        | 4   |   | 4   |   | 4   | 6   |  | 2   |   |
| Detector Phase          | 4   | 4   | 4   | 4   | 4   | 1   | 6  | 5   | 2   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |
| Minimum Initial (s)     | 9.0   | 9.0   | 9.0   | 9.0   | 9.0   | 5.0   | 15.0   | 5.0   | 15.0  |
| Minimum Split (s)       | 25.2  | 25.2  | 25.2  | 25.2  | 25.2  | 8.8   | 32.0   | 8.8   | 32.0  |
| Total Split (s)         | 30.0  | 30.0  | 30.0  | 30.0  | 30.0  | 14.0  | 61.5   | 14.0  | 61.5  |
| Total Split (%)         | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 13.3%   | 58.3%  | 13.3%   | 58.3%   |
| Yellow Time (s)         | 3.7   | 3.7   | 3.7   | 3.7   | 3.7   | 2.8   | 3.3  | 2.8   | 3.3   |
| All-Red Time (s)        | 1.5   | 1.5   | 1.5   | 1.5   | 1.5   | 1.0   | 3.2  | 1.0   | 3.2   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.2   | 5.2   |   | 5.2   | 5.2   | 3.8   | 6.5  | 3.8   | 6.5   |
| Lead/Lag                |   |   |   |   |   | Lead  | Lag  | Lead  | Lag   |
| Lead-Lag Optimize?      |   |   |   |   |   | Yes   | Yes  | Yes   | Yes   |
| Recall Mode             | None  | None  | None  | None  | None  | None  | C-Min  | None  | C-Min   |
| v/c Ratio               | 0.54  | 0.22  |   | 0.20  | 0.16  | 0.03  | 0.38   | 0.02  | 0.13  |
| Control Delay           | 55.5  | 23.5  |   | 43.3  | 3.8   | 2.9   | 7.2  | 3.0   | 5.5   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Delay             | 55.5  | 23.5  |   | 43.3  | 3.8   | 2.9   | 7.2  | 3.0   | 5.5   |
| Queue Length 50th (ft)  | 57  | 13  |   | 20  | 0   | 3   | 95   | 2   | 32  |
| Queue Length 95th (ft)  | 103   | 47  |   | 47  | 10  | 11  | 252  | 7   | 68  |
| Internal Link Dist (ft) |   | 236   |   | 194   |   |   | 796  |   | 684   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |
| Base Capacity (vph)     | 322   | 422   |   | 317   | 429   | 1030  | 1437   | 756   | 1356  |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   | 0   | 0  | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   | 0   | 0  | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   | 0   | 0  | 0   | 0   |
| Reduced v/c Ratio       | 0.27  | 0.12  |   | 0.10  | 0.10  | 0.03  | 0.38   | 0.02  | 0.13  |

## Intersection Summary

Cycle Length: 105.5

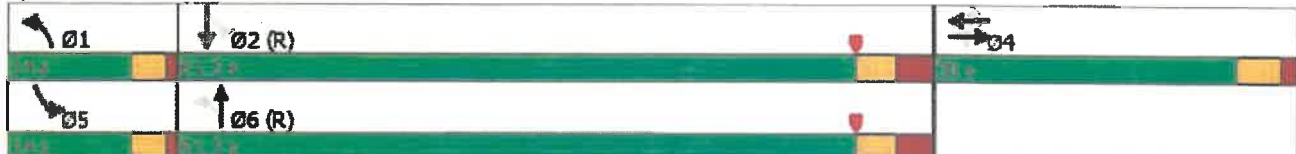
Actuated Cycle Length: 105.5

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 70























Control Type: Actuated-Coordinated

Splits and Phases: 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR



# HCM Signalized Intersection Capacity Analysis 2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR

2021 Existing Conditions  
Weekday Evening Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |   |  |  |  |    |   |  |  |  |
| Traffic Volume (vph)   | 81  | 19  | 28  | 29  | 0   | 38  | 29  | 499   | 2   | 13  | 122   | 40  |
| Future Volume (vph)    | 81  | 19  | 28  | 29  | 0   | 38  | 29  | 499   | 2   | 13  | 122   | 40  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 5.2   | 5.2   |   |   | 5.2   | 5.2   | 3.8   | 6.5   |   | 3.8   | 6.5   |   |
| Lane Util. Factor      | 1.00  | 1.00  |   |   | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                    | 1.00  | 0.91  |   |   | 1.00  | 0.85  | 1.00  | 1.00  |   | 1.00  | 0.96  |   |
| Flt Protected          | 0.95  | 1.00  |   |   | 0.95  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)      | 1770  | 1698  |   |   | 1770  | 1583  | 1770  | 1862  |   | 1770  | 1794  |   |
| Flt Permitted          | 0.74  | 1.00  |   |   | 0.72  | 1.00  | 0.64  | 1.00  |   | 0.43  | 1.00  |   |
| Satd. Flow (perm)      | 1372  | 1698  |   |   | 1348  | 1583  | 1183  | 1862  |   | 807   | 1794  |   |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)        | 88  | 21  | 30  | 32  | 0   | 41  | 32  | 542   | 2   | 14  | 133   | 43  |
| RTOR Reduction (vph)   | 0   | 27  | 0   | 0   | 0   | 37  | 0   | 0   | 0   | 0   | 7   | 0   |
| Lane Group Flow (vph)  | 88  | 24  | 0   | 0   | 32  | 4   | 32  | 544   | 0   | 14  | 169   | 0   |
| Turn Type              | Perm  | NA  |   | Perm  | NA  | Perm  | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases       |   | 4   |   |   | 4   |   | 1   | 6   |   | 5   | 2   |   |
| Permitted Phases       | 4   |   |   | 4   |   | 4   | 6   |   |   | 2   |   |   |
| Actuated Green, G (s)  | 10.7  | 10.7  |   |   | 10.7  | 10.7  | 80.6  | 76.9  |   | 78.0  | 75.6  |   |
| Effective Green, g (s) | 10.7  | 10.7  |   |   | 10.7  | 10.7  | 80.6  | 76.9  |   | 78.0  | 75.6  |   |
| Actuated g/C Ratio     | 0.10  | 0.10  |   |   | 0.10  | 0.10  | 0.76  | 0.73  |   | 0.74  | 0.72  |   |
| Clearance Time (s)     | 5.2   | 5.2   |   |   | 5.2   | 5.2   | 3.8   | 6.5   |   | 3.8   | 6.5   |   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   |   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)     | 139   | 172   |   |   | 136   | 160   | 924   | 1357  |   | 618   | 1285  |   |
| v/s Ratio Prot         |   | 0.01  |   |   |   |   | c0.00   | c0.29   |   | 0.00  | 0.09  |   |
| v/s Ratio Perm         | c0.06   |   |   |   | 0.02  | 0.00  | 0.03  |   |   | 0.02  |   |   |
| v/c Ratio              | 0.63  | 0.14  |   |   | 0.24  | 0.03  | 0.03  | 0.40  |   | 0.02  | 0.13  |   |
| Uniform Delay, d1      | 45.5  | 43.2  |   |   | 43.6  | 42.7  | 3.0   | 5.5   |   | 3.7   | 4.7   |   |
| Progression Factor     | 1.00  | 1.00  |   |   | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2  | 9.1   | 0.4   |   |   | 0.9   | 0.1   | 0.0   | 0.9   |   | 0.0   | 0.2   |   |
| Delay (s)              | 54.6  | 43.6  |   |   | 44.5  | 42.8  | 3.0   | 6.4   |   | 3.7   | 4.9   |   |
| Level of Service       | D   | D   |   |   | D   | D   | A   | A   |   | A   | A   |   |
| Approach Delay (s)     |   | 50.5  |   |   | 43.5  |   |   | 6.2   |   |   | 4.8   |   |
| Approach LOS           |   | D   |   |   | D   |   |   | A   |   |   | A   |   |

## Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 15.0  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.42  |                           |      |
| Actuated Cycle Length (s)         | 105.5 | Sum of lost time (s)      | 15.5 |
| Intersection Capacity Utilization | 55.5% | ICU Level of Service      | B    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group





















## Queues

## 13: Parking Garage/Town Center Drive &amp; TRESSER BLVD

2021 Existing Conditions

Weekday Evening Peak Hour

|                         |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL  | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 32  | 1243  | 2   | 779   | 1   | 0   | 34   | 0   | 70  |
| Future Volume (vph)     | 32  | 1243  | 2   | 779   | 1   | 0   | 34   | 0   | 70  |
| Lane Group Flow (vph)   | 38  | 1486  | 2   | 923   | 2   | 24  | 47   | 49  | 48  |
| Turn Type               | pm+pt   | NA  | pm+pt   | NA  | Prot  | NA  | Prot   | NA  | Prot  |
| Protected Phases        | 1   | 6   | 5   | 2   | 7   | 4   | 3  | 8   | 8   |
| Permitted Phases        | 6   |   | 2   |   |   |   |  |   |   |
| Detector Phase          | 1   | 6   | 5   | 2   | 7   | 4   | 3  | 8   | 8   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |
| Minimum Initial (s)     | 4.0   | 20.0  | 4.0   | 20.0  | 4.0   | 20.0  | 4.0  | 20.0  | 20.0  |
| Minimum Split (s)       | 9.5   | 32.0  | 9.5   | 32.0  | 9.5   | 32.0  | 9.5  | 32.0  | 32.0  |
| Total Split (s)         | 14.0  | 32.0  | 14.0  | 32.0  | 14.0  | 32.0  | 14.0   | 32.0  | 32.0  |
| Total Split (%)         | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 15.2%  | 34.8%   | 34.8%   |
| Yellow Time (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   |
| All-Red Time (s)        | 1.0   | 2.0   | 1.0   | 2.0   | 1.0   | 2.0   | 1.0  | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 5.0   | 4.0   | 5.0   | 4.0   | 5.0   | 4.0  | 5.0   | 5.0   |
| Lead/Lag                | Lead  | Lead  | Lag   | Lag   | Lead  | Lead  | Lag  | Lag   | Lag   |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   | Yes   |
| Recall Mode             | None  | None  | None  | Min   | None  | None  | None   | None  | None  |
| v/c Ratio               | 0.09  | 0.45  | 0.01  | 0.29  | 0.01  | 0.03  | 0.20   | 0.05  | 0.05  |
| Control Delay           | 14.3  | 14.3  | 17.5  | 14.0  | 34.0  | 0.1   | 32.2   | 0.1   | 0.1   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Delay             | 14.3  | 14.3  | 17.5  | 14.0  | 34.0  | 0.1   | 32.2   | 0.1   | 0.1   |
| Queue Length 50th (ft)  | 6   | 128   | 0   | 68  | 1   | 0   | 15   | 0   | 0   |
| Queue Length 95th (ft)  | 32  | 298   | 5   | 176   | 4   | 0   | 43   | 0   | 0   |
| Internal Link Dist (ft) |   | 627   |   | 910   |   | 153   |  | 587   |   |
| Turn Bay Length (ft)    | 145   |   |   |   |   |   |  |   |   |
| Base Capacity (vph)     | 523   | 3306  | 461   | 3182  | 334   | 993   | 334  | 1037  | 1037  |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   |
| Reduced v/c Ratio       | 0.07  | 0.45  | 0.00  | 0.29  | 0.01  | 0.02  | 0.14   | 0.05  | 0.05  |

## Intersection Summary

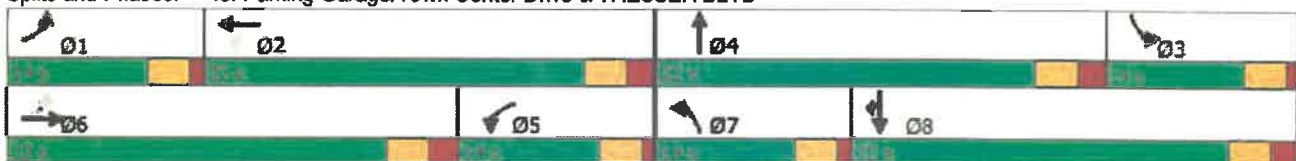
Cycle Length: 92

Actuated Cycle Length: 59.1

Natural Cycle: 85






















Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Parking Garage/Town Center Drive &amp; TRESSER BLVD



# HCM Signalized Intersection Capacity Analysis 13: Parking Garage/Town Center Drive & TRESSER BLVD

2021 Existing Conditions  
Weekday Evening Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)   | 32  | 1243  | 5   | 2   | 779   | 24  | 1  | 0   | 12  | 34  | 0   | 70  |
| Future Volume (vph)    | 32  | 1243  | 5   | 2   | 779   | 24  | 1  | 0   | 12  | 34  | 0   | 70  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 5.0   |   | 4.0   | 5.0   |   | 4.0  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Lane Util. Factor      | 1.00  | 0.91  |   | 1.00  | 0.91  |   | 1.00   | 1.00  |   | 1.00  | 0.95  | 0.95  |
| Frt                    | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00   | 0.85  |   | 1.00  | 0.85  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1770  | 5082  |   | 1770  | 5062  |   | 1770   | 1583  |   | 1770  | 1504  | 1504  |
| Flt Permitted          | 0.24  | 1.00  |   | 0.15  | 1.00  |   | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 441   | 5082  |   | 280   | 5062  |   | 1770   | 1583  |   | 1770  | 1504  | 1504  |
| Peak-hour factor, PHF  | 0.84  | 0.84  | 0.84  | 0.87  | 0.87  | 0.87  | 0.51   | 0.51  | 0.51  | 0.72  | 0.72  | 0.72  |
| Adj. Flow (vph)        | 38  | 1480  | 6   | 2   | 895   | 28  | 2  | 0   | 24  | 47  | 0   | 97  |
| RTOR Reduction (vph)   | 0   | 0   | 0   | 0   | 2   | 0   | 0  | 20  | 0   | 0   | 40  | 39  |
| Lane Group Flow (vph)  | 38  | 1486  | 0   | 2   | 921   | 0   | 2  | 4   | 0   | 47  | 9   | 9   |
| Turn Type              | pm+pt   | NA  |   | pm+pt   | NA  |   | Prot   | NA  |   | Prot  | NA  | Prot  |
| Protected Phases       | 1   | 6   |   | 5   | 2   |   | 7  | 4   |   | 3   | 8   | 8   |
| Permitted Phases       | 6   |   |   | 2   |   |   |  |   |   |   |   |   |
| Actuated Green, G (s)  | 35.4  | 35.4  |   | 35.4  | 34.4  |   | 0.9  | 10.0  |   | 3.4   | 12.5  | 12.5  |
| Effective Green, g (s) | 35.4  | 35.4  |   | 35.4  | 34.4  |   | 0.9  | 10.0  |   | 3.4   | 12.5  | 12.5  |
| Actuated g/C Ratio     | 0.52  | 0.52  |   | 0.52  | 0.51  |   | 0.01   | 0.15  |   | 0.05  | 0.18  | 0.18  |
| Clearance Time (s)     | 4.0   | 5.0   |   | 4.0   | 5.0   |   | 4.0  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   | 3.0  | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 272   | 2645  |   | 172   | 2560  |   | 23   | 232   |   | 88  | 276   | 276   |
| v/s Ratio Prot         | 0.00  | c0.29   |   | 0.00  | c0.18   |   | c0.00  | 0.00  |   | c0.03   | c0.01   | 0.01  |
| v/s Ratio Perm         | 0.07  |   |   | 0.01  |   |   |  |   |   |   |   |   |
| v/c Ratio              | 0.14  | 0.56  |   | 0.01  | 0.36  |   | 0.09   | 0.02  |   | 0.53  | 0.03  | 0.03  |
| Uniform Delay, d1      | 8.3   | 11.0  |   | 9.3   | 10.1  |   | 33.1   | 24.8  |   | 31.5  | 22.8  | 22.8  |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00   | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.2   | 0.3   |   | 0.0   | 0.1   |   | 1.6  | 0.0   |   | 6.1   | 0.0   | 0.0   |
| Delay (s)              | 8.6   | 11.3  |   | 9.4   | 10.2  |   | 34.8   | 24.8  |   | 37.6  | 22.8  | 22.8  |
| Level of Service       | A   | B   |   | A   | B   |   | C  | C   |   | D   | C   | C   |
| Approach Delay (s)     |   | 11.3  |   |   | 10.2  |   |  | 25.6  |   |   | 27.7  |   |
| Approach LOS           |   | B   |   |   | B   |   |  | C   |   |   | C   |   |

## Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 11.9  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.46  |                           |      |
| Actuated Cycle Length (s)         | 68.0  | Sum of lost time (s)      | 18.0 |
| Intersection Capacity Utilization | 51.6% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group
















## Queues

## 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR

2023 No-Build Conditions

Weekday Morning Peak Hour

|                         |  |  |  |  |  |  |   |      |
|-------------------------|---|---|---|---|---|---|---|------|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBT   | Ø5   |
| Lane Configurations     |  |  |   |  |  |  |  |      |
| Traffic Volume (vph)    | 54  | 0   | 1   | 0   | 23  | 360   | 310   |      |
| Future Volume (vph)     | 54  | 0   | 1   | 0   | 23  | 360   | 310   |      |
| Lane Group Flow (vph)   | 59  | 30  | 0   | 1   | 25  | 392   | 365   |      |
| Turn Type               | Perm  | NA  | Perm  | NA  | pm+pt   | NA  | NA  |      |
| Protected Phases        |   | 4   |   | 4   | 1   | 6   | 2   | 5    |
| Permitted Phases        | 4   |   | 4   |   | 6   |   |   |      |
| Detector Phase          | 4   | 4   | 4   | 4   | 1   | 6   | 2   |      |
| Switch Phase            |   |   |   |   |   |   |   |      |
| Minimum Initial (s)     | 9.0   | 9.0   | 9.0   | 9.0   | 5.0   | 15.0  | 15.0  | 5.0  |
| Minimum Split (s)       | 25.2  | 25.2  | 25.2  | 25.2  | 8.8   | 32.0  | 32.0  | 8.8  |
| Total Split (s)         | 30.0  | 30.0  | 30.0  | 30.0  | 14.0  | 61.5  | 61.5  | 14.0 |
| Total Split (%)         | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 13.3%   | 58.3%   | 58.3%   | 13%  |
| Yellow Time (s)         | 3.7   | 3.7   | 3.7   | 3.7   | 2.8   | 3.3   | 3.3   | 2.8  |
| All-Red Time (s)        | 1.5   | 1.5   | 1.5   | 1.5   | 1.0   | 3.2   | 3.2   | 1.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 5.2   | 5.2   |   | 5.2   | 3.8   | 6.5   | 6.5   |      |
| Lead/Lag                |   |   |   |   | Lead  | Lag   | Lag   | Lead |
| Lead-Lag Optimize?      |   |   |   |   | Yes   | Yes   | Yes   | Yes  |
| Recall Mode             | None  | None  | None  | None  | None  | C-Min   | C-Min   | None |
| v/c Ratio               | 0.42  | 0.04  |   | 0.01  | 0.03  | 0.25  | 0.26  |      |
| Control Delay           | 52.9  | 0.1   |   | 41.0  | 2.3   | 3.4   | 5.8   |      |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Delay             | 52.9  | 0.1   |   | 41.0  | 2.3   | 3.4   | 5.8   |      |
| Queue Length 50th (ft)  | 38  | 0   |   | 1   | 2   | 54  | 77  |      |
| Queue Length 95th (ft)  | 78  | 0   |   | 6   | 8   | 100   | 138   |      |
| Internal Link Dist (ft) |   | 236   |   | 194   |   | 796   | 684   |      |
| Turn Bay Length (ft)    |   |   |   |   |   |   |   |      |
| Base Capacity (vph)     | 331   | 808   |   | 323   | 883   | 1541  | 1421  |      |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   | 0   | 0   |      |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   | 0   | 0   |      |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   | 0   | 0   |      |
| Reduced v/c Ratio       | 0.18  | 0.04  |   | 0.00  | 0.03  | 0.25  | 0.26  |      |

## Intersection Summary

Cycle Length: 105.5

Actuated Cycle Length: 105.5

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 70
























Control Type: Actuated-Coordinated

## Splits and Phases: 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR



# HCM Signalized Intersection Capacity Analysis 2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR

2023 No-Build Conditions  
Weekday Morning Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)              | 54  | 0   | 28  | 1   | 0   | 0   | 23   | 360   | 1   | 0   | 310   | 26  |
| Future Volume (vph)               | 54  | 0   | 28  | 1   | 0   | 0   | 23   | 360   | 1   | 0   | 310   | 26  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 5.2   | 5.2   |   |   | 5.2   |   | 3.8  | 6.5   |   |   | 6.5   |   |
| Lane Util. Factor                 | 1.00  | 1.00  |   |   | 1.00  |   | 1.00   | 1.00  |   |   | 1.00  |   |
| Frt                               | 1.00  | 0.85  |   |   | 1.00  |   | 1.00   | 1.00  |   |   | 0.99  |   |
| Flt Protected                     | 0.95  | 1.00  |   |   | 0.95  |   | 0.95   | 1.00  |   |   | 1.00  |   |
| Satd. Flow (prot)                 | 1770  | 1583  |   |   | 1770  |   | 1770   | 1862  |   |   | 1841  |   |
| Flt Permitted                     | 0.76  | 1.00  |   |   | 0.74  |   | 0.51   | 1.00  |   |   | 1.00  |   |
| Satd. Flow (perm)                 | 1410  | 1583  |   |   | 1374  |   | 958  | 1862  |   |   | 1841  |   |
| Peak-hour factor, PHF             | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92   | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)                   | 59  | 0   | 30  | 1   | 0   | 0   | 25   | 391   | 1   | 0   | 337   | 28  |
| RTOR Reduction (vph)              | 0   | 27  | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 2   | 0   |
| Lane Group Flow (vph)             | 59  | 3   | 0   | 0   | 1   | 0   | 25   | 392   | 0   | 0   | 363   | 0   |
| Turn Type                         | Perm  | NA  |   | Perm  | NA  | Perm  | pm+pt  | NA  |   | pm+pt   | NA  |   |
| Protected Phases                  |   | 4   |   |   | 4   |   | 1  | 6   |   | 5   | 2   |   |
| Permitted Phases                  | 4   |   |   | 4   |   | 4   | 6  |   |   | 2   |   |   |
| Actuated Green, G (s)             | 8.9   | 8.9   |   |   | 8.9   |   | 84.9   | 84.9  |   |   | 77.5  |   |
| Effective Green, g (s)            | 8.9   | 8.9   |   |   | 8.9   |   | 84.9   | 84.9  |   |   | 77.5  |   |
| Actuated g/C Ratio                | 0.08  | 0.08  |   |   | 0.08  |   | 0.80   | 0.80  |   |   | 0.73  |   |
| Clearance Time (s)                | 5.2   | 5.2   |   |   | 5.2   |   | 3.8  | 6.5   |   |   | 6.5   |   |
| Vehicle Extension (s)             | 3.0   | 3.0   |   |   | 3.0   |   | 3.0  | 3.0   |   |   | 3.0   |   |
| Lane Grp Cap (vph)                | 118   | 133   |   |   | 115   |   | 798  | 1498  |   |   | 1352  |   |
| v/s Ratio Prot                    |   | 0.00  |   |   |   |   | 0.00   | c0.21   |   |   | 0.20  |   |
| v/s Ratio Perm                    | c0.04   |   |   |   | 0.00  |   | 0.02   |   |   |   |   |   |
| v/c Ratio                         | 0.50  | 0.02  |   |   | 0.01  |   | 0.03   | 0.26  |   |   | 0.27  |   |
| Uniform Delay, d1                 | 46.2  | 44.3  |   |   | 44.3  |   | 2.1  | 2.5   |   |   | 4.6   |   |
| Progression Factor                | 1.00  | 1.00  |   |   | 1.00  |   | 1.00   | 1.00  |   |   | 1.00  |   |
| Incremental Delay, d2             | 3.3   | 0.1   |   |   | 0.0   |   | 0.0  | 0.4   |   |   | 0.5   |   |
| Delay (s)                         | 49.5  | 44.4  |   |   | 44.3  |   | 2.2  | 3.0   |   |   | 5.1   |   |
| Level of Service                  | D   | D   |   |   | D   |   | A  | A   |   |   | A   |   |
| Approach Delay (s)                |   | 47.8  |   |   | 44.3  |   |  | 2.9   |   |   | 5.1   |   |
| Approach LOS                      |   | D   |   |   | D   |   |  | A   |   |   | A   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2000 Control Delay            |   | 8.5   |   |   | HCM 2000 Level of Service   |   |  | A   |   |   |   |   |
| HCM 2000 Volume to Capacity ratio |   | 0.30  |   |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   | 105.5   |   |   | Sum of lost time (s)  |   |  | 15.5  |   |   |   |   |
| Intersection Capacity Utilization |   | 38.5%   |   |   | ICU Level of Service  |   |  | A   |   |   |   |   |
| Analysis Period (min)             |   | 15  |   |   |   |   |  |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |   |   |   |   |   |



















## Queues

## 12: Parking Garage/Town Center Drive &amp; TRESSER BLVD

2023 No-Build Conditions

Weekday Morning Peak Hour

|                         |  |  |  |  |  |  |   |  |      |
|-------------------------|---|---|---|---|---|---|---|---|------|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBT   | SBL   | SBT   | SBR   | Ø7   |
| Lane Configurations     |  |  |  |  |  |  |  |  |      |
| Traffic Volume (vph)    | 6   | 661   | 12  | 953   | 0   | 6   | 0   | 7   |      |
| Future Volume (vph)     | 6   | 661   | 12  | 953   | 0   | 6   | 0   | 7   |      |
| Lane Group Flow (vph)   | 6   | 699   | 13  | 1093  | 1   | 7   | 4   | 4   |      |
| Turn Type               | pm+pt   | NA  | pm+pt   | NA  | NA  | Prot  | NA  | Prot  |      |
| Protected Phases        | 1   | 6   | 5   | 2   | 4   | 3   | 8   | 8   | 7    |
| Permitted Phases        | 6   |   | 2   |   |   |   |   |   |      |
| Detector Phase          | 1   | 6   | 5   | 2   | 4   | 3   | 8   | 8   |      |
| Switch Phase            |   |   |   |   |   |   |   |   |      |
| Minimum Initial (s)     | 4.0   | 20.0  | 4.0   | 20.0  | 20.0  | 4.0   | 20.0  | 20.0  | 4.0  |
| Minimum Split (s)       | 9.5   | 32.0  | 9.5   | 32.0  | 32.0  | 9.5   | 32.0  | 32.0  | 9.5  |
| Total Split (s)         | 14.0  | 32.0  | 14.0  | 32.0  | 32.0  | 14.0  | 32.0  | 32.0  | 14.0 |
| Total Split (%)         | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 34.8%   | 15.2%   | 34.8%   | 34.8%   | 15%  |
| Yellow Time (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  |
| All-Red Time (s)        | 1.0   | 2.0   | 1.0   | 2.0   | 2.0   | 1.0   | 2.0   | 2.0   | 1.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 4.0   | 5.0   | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   | 5.0   |      |
| Lead/Lag                | Lead  | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lag   | Lead |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes  |
| Recall Mode             | None  | Min   | None  | Min   | None  | None  | None  | None  | None |
| v/c Ratio               | 0.01  | 0.16  | 0.02  | 0.25  | 0.00  | 0.03  | 0.00  | 0.00  |      |
| Control Delay           | 10.7  | 6.8   | 8.7   | 6.0   | 0.0   | 23.8  | 0.0   | 0.0   |      |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Delay             | 10.7  | 6.8   | 8.7   | 6.0   | 0.0   | 23.8  | 0.0   | 0.0   |      |
| Queue Length 50th (ft)  | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   |      |
| Queue Length 95th (ft)  | 10  | 138   | 15  | 201   | 0   | 15  | 0   | 0   |      |
| Internal Link Dist (ft) |   | 627   |   | 910   | 153   |   | 587   |   |      |
| Turn Bay Length (ft)    | 145   |   |   |   |   |   |   |   |      |
| Base Capacity (vph)     | 625   | 4412  | 804   | 4396  | 1176  | 412   | 1150  | 1150  |      |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |      |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |      |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |      |
| Reduced v/c Ratio       | 0.01  | 0.16  | 0.02  | 0.25  | 0.00  | 0.02  | 0.00  | 0.00  |      |

## Intersection Summary

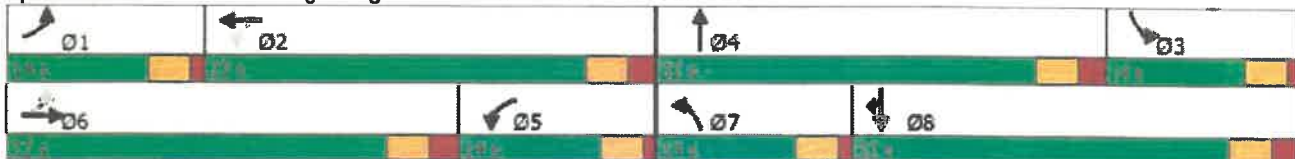
Cycle Length: 92

Actuated Cycle Length: 46.5

Natural Cycle: 85






















Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Parking Garage/Town Center Drive &amp; TRESSER BLVD



# HCM Signalized Intersection Capacity Analysis 12: Parking Garage/Town Center Drive & TRESSER BLVD

2023 No-Build Conditions  
Weekday Morning Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)   | 6   | 661   | 10  | 12  | 953   | 42  | 0   | 0   | 1   | 6   | 0   | 7   |
| Future Volume (vph)    | 6   | 661   | 10  | 12  | 953   | 42  | 0   | 0   | 1   | 6   | 0   | 7   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 5.0   |   | 4.0   | 5.0   |   |   | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Lane Util. Factor      | 1.00  | 0.91  |   | 1.00  | 0.91  |   |   | 1.00  |   | 1.00  | 0.95  | 0.95  |
| Frt                    | 1.00  | 1.00  |   | 1.00  | 0.99  |   |   | 0.85  |   | 1.00  | 0.85  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  |   |   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1770  | 5074  |   | 1770  | 5053  |   |   | 1583  |   | 1770  | 1504  | 1504  |
| Flt Permitted          | 0.21  | 1.00  |   | 0.37  | 1.00  |   |   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 393   | 5074  |   | 697   | 5053  |   |   | 1583  |   | 1770  | 1504  | 1504  |
| Peak-hour factor, PHF  | 0.96  | 0.96  | 0.96  | 0.91  | 0.91  | 0.91  | 0.71  | 0.71  | 0.71  | 0.89  | 0.89  | 0.89  |
| Adj. Flow (vph)        | 6   | 689   | 10  | 13  | 1047  | 46  | 0   | 0   | 1   | 7   | 0   | 8   |
| RTOR Reduction (vph)   | 0   | 1   | 0   | 0   | 3   | 0   | 0   | 1   | 0   | 0   | 4   | 4   |
| Lane Group Flow (vph)  | 6   | 698   | 0   | 13  | 1090  | 0   | 0   | 0   | 0   | 7   | 1   | 1   |
| Turn Type              | pm+pt   | NA  |   | pm+pt   | NA  |   | Prot  | NA  |   | Prot  | NA  | Prot  |
| Protected Phases       | 1   | 6   |   | 5   | 2   |   | 7   | 4   |   | 3   | 8   | 8   |
| Permitted Phases       | 6   |   |   | 2   |   |   |   |   |   |   |   |   |
| Actuated Green, G (s)  | 35.0  | 35.0  |   | 36.7  | 35.7  |   |   | 2.4   |   | 0.8   | 7.2   | 7.2   |
| Effective Green, g (s) | 35.0  | 35.0  |   | 36.7  | 35.7  |   |   | 2.4   |   | 0.8   | 7.2   | 7.2   |
| Actuated g/C Ratio     | 0.61  | 0.61  |   | 0.64  | 0.62  |   |   | 0.04  |   | 0.01  | 0.12  | 0.12  |
| Clearance Time (s)     | 4.0   | 5.0   |   | 4.0   | 5.0   |   |   | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   |   | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 255   | 3083  |   | 470   | 3131  |   |   | 65  |   | 24  | 188   | 188   |
| v/s Ratio Prot         | 0.00  | c0.14   |   | 0.00  | c0.22   |   |   | 0.00  |   | c0.00   | c0.00   | 0.00  |
| v/s Ratio Perm         | 0.01  |   |   | 0.02  |   |   |   |   |   |   |   |   |
| v/c Ratio              | 0.02  | 0.23  |   | 0.03  | 0.35  |   |   | 0.00  |   | 0.29  | 0.00  | 0.00  |
| Uniform Delay, d1      | 4.7   | 5.1   |   | 3.9   | 5.3   |   |   | 26.5  |   | 28.1  | 22.1  | 22.1  |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.0   | 0.0   |   | 0.0   | 0.1   |   |   | 0.0   |   | 6.7   | 0.0   | 0.0   |
| Delay (s)              | 4.7   | 5.2   |   | 3.9   | 5.4   |   |   | 26.5  |   | 34.8  | 22.1  | 22.1  |
| Level of Service       | A   | A   |   | A   | A   |   |   | C   |   | C   | C   | C   |
| Approach Delay (s)     |   | 5.2   |   |   | 5.4   |   |   | 26.5  |   |   | 28.0  |   |
| Approach LOS           |   | A   |   |   | A   |   |   | C   |   |   | C   |   |

## Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 5.5   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.33  |                           |      |
| Actuated Cycle Length (s)         | 57.6  | Sum of lost time (s)      | 18.0 |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group




















## Queues

## 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR

## 2023 No-Build Conditions

Weekday Evening Peak Hour

|                         |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT  | SBL   | SBT   |
| Lane Configurations     |  |  |   |  |  |  |  |  |  |
| Traffic Volume (vph)    | 82  | 19  | 29  | 0   | 38  | 29  | 565  | 13  | 185   |
| Future Volume (vph)     | 82  | 19  | 29  | 0   | 38  | 29  | 565  | 13  | 185   |
| Lane Group Flow (vph)   | 89  | 51  | 0   | 32  | 41  | 32  | 616  | 14  | 244   |
| Turn Type               | Perm  | NA  | Perm  | NA  | Perm  | pm+pt   | NA   | pm+pt   | NA  |
| Protected Phases        |   | 4   |   | 4   |   | 1   | 6  | 5   | 2   |
| Permitted Phases        | 4   |   | 4   |   | 4   | 6   |  | 2   |   |
| Detector Phase          | 4   | 4   | 4   | 4   | 4   | 1   | 6  | 5   | 2   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |
| Minimum Initial (s)     | 9.0   | 9.0   | 9.0   | 9.0   | 9.0   | 5.0   | 15.0   | 5.0   | 15.0  |
| Minimum Split (s)       | 25.2  | 25.2  | 25.2  | 25.2  | 25.2  | 8.8   | 32.0   | 8.8   | 32.0  |
| Total Split (s)         | 30.0  | 30.0  | 30.0  | 30.0  | 30.0  | 14.0  | 61.5   | 14.0  | 61.5  |
| Total Split (%)         | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 13.3%   | 58.3%  | 13.3%   | 58.3%   |
| Yellow Time (s)         | 3.7   | 3.7   | 3.7   | 3.7   | 3.7   | 2.8   | 3.3  | 2.8   | 3.3   |
| All-Red Time (s)        | 1.5   | 1.5   | 1.5   | 1.5   | 1.5   | 1.0   | 3.2  | 1.0   | 3.2   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.2   | 5.2   |   | 5.2   | 5.2   | 3.8   | 6.5  | 3.8   | 6.5   |
| Lead/Lag                |   |   |   |   |   | Lead  | Lag  | Lead  | Lag   |
| Lead-Lag Optimize?      |   |   |   |   |   | Yes   | Yes  | Yes   | Yes   |
| Recall Mode             | None  | None  | None  | None  | None  | None  | C-Min  | None  | C-Min   |
| v/c Ratio               | 0.54  | 0.22  |   | 0.20  | 0.16  | 0.03  | 0.43   | 0.02  | 0.18  |
| Control Delay           | 55.4  | 23.4  |   | 43.2  | 3.8   | 3.0   | 7.8  | 3.1   | 6.1   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Delay             | 55.4  | 23.4  |   | 43.2  | 3.8   | 3.0   | 7.8  | 3.1   | 6.1   |
| Queue Length 50th (ft)  | 58  | 13  |   | 20  | 0   | 3   | 114  | 2   | 50  |
| Queue Length 95th (ft)  | 104   | 47  |   | 46  | 10  | 12  | 302  | 7   | 98  |
| Internal Link Dist (ft) |   | 236   |   | 194   |   |   | 796  |   | 684   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |  |   |   |
| Base Capacity (vph)     | 322   | 422   |   | 317   | 429   | 977   | 1437   | 698   | 1367  |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   | 0   | 0  | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   | 0   | 0  | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   | 0   | 0  | 0   | 0   |
| Reduced v/c Ratio       | 0.28  | 0.12  |   | 0.10  | 0.10  | 0.03  | 0.43   | 0.02  | 0.18  |

## Intersection Summary

Cycle Length: 105.5

Actuated Cycle Length: 105.5

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 70





















Control Type: Actuated-Coordinated

Splits and Phases: 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR



# HCM Signalized Intersection Capacity Analysis 2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR

2023 No-Build Conditions  
Weekday Evening Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |   |   |  |  |  |  |   |  |  |   |
| Traffic Volume (vph)              | 82  | 19  | 28  | 29  | 0   | 38  | 29  | 565   | 2   | 13  | 185   | 40  |
| Future Volume (vph)               | 82  | 19  | 28  | 29  | 0   | 38  | 29  | 565   | 2   | 13  | 185   | 40  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 5.2   | 5.2   |   |   | 5.2   | 5.2   | 3.8   | 6.5   |   | 3.8   | 6.5   |   |
| Lane Util. Factor                 | 1.00  | 1.00  |   |   | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                               | 1.00  | 0.91  |   |   | 1.00  | 0.85  | 1.00  | 1.00  |   | 1.00  | 0.97  |   |
| Flt Protected                     | 0.95  | 1.00  |   |   | 0.95  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)                 | 1770  | 1698  |   |   | 1770  | 1583  | 1770  | 1862  |   | 1770  | 1814  |   |
| Flt Permitted                     | 0.74  | 1.00  |   |   | 0.72  | 1.00  | 0.60  | 1.00  |   | 0.39  | 1.00  |   |
| Satd. Flow (perm)                 | 1372  | 1698  |   |   | 1348  | 1583  | 1112  | 1862  |   | 728   | 1814  |   |
| Peak-hour factor, PHF             | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)                   | 89  | 21  | 30  | 32  | 0   | 41  | 32  | 614   | 2   | 14  | 201   | 43  |
| RTOR Reduction (vph)              | 0   | 27  | 0   | 0   | 0   | 37  | 0   | 0   | 0   | 0   | 4   | 0   |
| Lane Group Flow (vph)             | 89  | 24  | 0   | 0   | 32  | 4   | 32  | 616   | 0   | 14  | 240   | 0   |
| Turn Type                         | Perm  | NA  |   | Perm  | NA  | Perm  | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases                  |   | 4   |   |   | 4   |   | 1   | 6   |   | 5   | 2   |   |
| Permitted Phases                  | 4   |   |   | 4   |   | 4   | 6   |   |   | 2   |   |   |
| Actuated Green, G (s)             | 10.8  | 10.8  |   |   | 10.8  | 10.8  | 80.5  | 76.8  |   | 77.9  | 75.5  |   |
| Effective Green, g (s)            | 10.8  | 10.8  |   |   | 10.8  | 10.8  | 80.5  | 76.8  |   | 77.9  | 75.5  |   |
| Actuated g/C Ratio                | 0.10  | 0.10  |   |   | 0.10  | 0.10  | 0.76  | 0.73  |   | 0.74  | 0.72  |   |
| Clearance Time (s)                | 5.2   | 5.2   |   |   | 5.2   | 5.2   | 3.8   | 6.5   |   | 3.8   | 6.5   |   |
| Vehicle Extension (s)             | 3.0   | 3.0   |   |   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)                | 140   | 173   |   |   | 137   | 162   | 871   | 1355  |   | 561   | 1298  |   |
| v/s Ratio Prot                    |   | 0.01  |   |   |   |   | c0.00   | c0.33   |   | 0.00  | 0.13  |   |
| v/s Ratio Perm                    | c0.06   |   |   |   | 0.02  | 0.00  | 0.03  |   |   | 0.02  |   |   |
| v/c Ratio                         | 0.64  | 0.14  |   |   | 0.23  | 0.03  | 0.04  | 0.45  |   | 0.02  | 0.18  |   |
| Uniform Delay, d1                 | 45.5  | 43.1  |   |   | 43.5  | 42.6  | 3.0   | 5.8   |   | 3.9   | 4.9   |   |
| Progression Factor                | 1.00  | 1.00  |   |   | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2             | 9.1   | 0.4   |   |   | 0.9   | 0.1   | 0.0   | 1.1   |   | 0.0   | 0.3   |   |
| Delay (s)                         | 54.6  | 43.5  |   |   | 44.4  | 42.7  | 3.0   | 6.9   |   | 3.9   | 5.2   |   |
| Level of Service                  | D   | D   |   |   | D   | D   | A   | A   |   | A   | A   |   |
| Approach Delay (s)                |   | 50.5  |   |   | 43.4  |   |   | 6.7   |   |   | 5.2   |   |
| Approach LOS                      |   | D   |   |   | D   |   |   | A   |   |   | A   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   | 14.3  |   |   | HCM 2000 Level of Service   |   |   | B   |   |   |   |   |
| HCM 2000 Volume to Capacity ratio |   | 0.47  |   |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   | 105.5   |   |   | Sum of lost time (s)  |   |   | 15.5  |   |   |   |   |
| Intersection Capacity Utilization |   | 58.9%   |   |   | ICU Level of Service  |   |   | B   |   |   |   |   |
| Analysis Period (min)             |   | 15  |   |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |





















## Queues

## 13: Parking Garage/Town Center Drive &amp; TRESSER BLVD

## 2023 No-Build Conditions

Weekday Evening Peak Hour

|                         |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL  | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 32  | 1265  | 2   | 790   | 1   | 0   | 34   | 0   | 70  |
| Future Volume (vph)     | 32  | 1265  | 2   | 790   | 1   | 0   | 34   | 0   | 70  |
| Lane Group Flow (vph)   | 38  | 1512  | 2   | 936   | 2   | 24  | 47   | 49  | 48  |
| Turn Type               | pm+pt   | NA  | pm+pt   | NA  | Prot  | NA  | Prot   | NA  | Prot  |
| Protected Phases        | 1   | 6   | 5   | 2   | 7   | 4   | 3  | 8   | 8   |
| Permitted Phases        | 6   |   | 2   |   |   |   |  |   |   |
| Detector Phase          | 1   | 6   | 5   | 2   | 7   | 4   | 3  | 8   | 8   |
| Switch Phase            |   |   |   |   |   |   |  |   |   |
| Minimum Initial (s)     | 4.0   | 20.0  | 4.0   | 20.0  | 4.0   | 20.0  | 4.0  | 20.0  | 20.0  |
| Minimum Split (s)       | 9.5   | 32.0  | 9.5   | 32.0  | 9.5   | 32.0  | 9.5  | 32.0  | 32.0  |
| Total Split (s)         | 14.0  | 32.0  | 14.0  | 32.0  | 14.0  | 32.0  | 14.0   | 32.0  | 32.0  |
| Total Split (%)         | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 15.2%  | 34.8%   | 34.8%   |
| Yellow Time (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   |
| All-Red Time (s)        | 1.0   | 2.0   | 1.0   | 2.0   | 1.0   | 2.0   | 1.0  | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 5.0   | 4.0   | 5.0   | 4.0   | 5.0   | 4.0  | 5.0   | 5.0   |
| Lead/Lag                | Lead  | Lead  | Lag   | Lag   | Lead  | Lead  | Lag  | Lag   | Lag   |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   | Yes   |
| Recall Mode             | None  | None  | None  | Min   | None  | None  | None   | None  | None  |
| v/c Ratio               | 0.09  | 0.46  | 0.01  | 0.30  | 0.01  | 0.03  | 0.21   | 0.05  | 0.05  |
| Control Delay           | 14.3  | 14.4  | 17.5  | 14.0  | 34.0  | 0.1   | 32.3   | 0.1   | 0.1   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| Total Delay             | 14.3  | 14.4  | 17.5  | 14.0  | 34.0  | 0.1   | 32.3   | 0.1   | 0.1   |
| Queue Length 50th (ft)  | 6   | 131   | 0   | 69  | 1   | 0   | 15   | 0   | 0   |
| Queue Length 95th (ft)  | 32  | 305   | 5   | 179   | 4   | 0   | 43   | 0   | 0   |
| Internal Link Dist (ft) |   | 627   |   | 910   |   | 153   |  | 587   |   |
| Turn Bay Length (ft)    | 145   |   |   |   |   |   |  |   |   |
| Base Capacity (vph)     | 517   | 3308  | 452   | 3185  | 329   | 983   | 329  | 1029  | 1029  |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   |
| Reduced v/c Ratio       | 0.07  | 0.46  | 0.00  | 0.29  | 0.01  | 0.02  | 0.14   | 0.05  | 0.05  |

## Intersection Summary

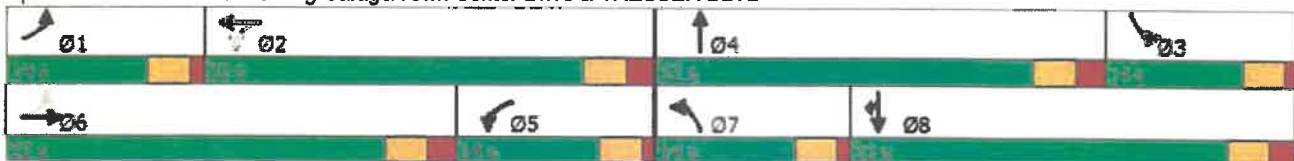
Cycle Length: 92

Actuated Cycle Length: 59.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated






















## Splits and Phases: 13: Parking Garage/Town Center Drive &amp; TRESSER BLVD



# HCM Signalized Intersection Capacity Analysis

## 13: Parking Garage/Town Center Drive & TRESSER BLVD

2023 No-Build Conditions  
Weekday Evening Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)   | 32  | 1265  | 5   | 2   | 790   | 24  | 1  | 0   | 12  | 34  | 0   | 70  |
| Future Volume (vph)    | 32  | 1265  | 5   | 2   | 790   | 24  | 1  | 0   | 12  | 34  | 0   | 70  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 5.0   |   | 4.0   | 5.0   |   | 4.0  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Lane Util. Factor      | 1.00  | 0.91  |   | 1.00  | 0.91  |   | 1.00   | 1.00  |   | 1.00  | 0.95  | 0.95  |
| Frt                    | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00   | 0.85  |   | 1.00  | 0.85  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1770  | 5082  |   | 1770  | 5062  |   | 1770   | 1583  |   | 1770  | 1504  | 1504  |
| Flt Permitted          | 0.23  | 1.00  |   | 0.14  | 1.00  |   | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 434   | 5082  |   | 270   | 5062  |   | 1770   | 1583  |   | 1770  | 1504  | 1504  |
| Peak-hour factor, PHF  | 0.84  | 0.84  | 0.84  | 0.87  | 0.87  | 0.87  | 0.51   | 0.51  | 0.51  | 0.72  | 0.72  | 0.72  |
| Adj. Flow (vph)        | 38  | 1506  | 6   | 2   | 908   | 28  | 2  | 0   | 24  | 47  | 0   | 97  |
| RTOR Reduction (vph)   | 0   | 0   | 0   | 0   | 2   | 0   | 0  | 20  | 0   | 0   | 40  | 39  |
| Lane Group Flow (vph)  | 38  | 1512  | 0   | 2   | 934   | 0   | 2  | 4   | 0   | 47  | 9   | 9   |
| Turn Type              | pm+pt   | NA  |   | pm+pt   | NA  |   | Prot   | NA  |   | Prot  | NA  | Prot  |
| Protected Phases       | 1   | 6   |   | 5   | 2   |   | 7  | 4   |   | 3   | 8   | 8   |
| Permitted Phases       | 6   |   |   | 2   |   |   |  |   |   |   |   |   |
| Actuated Green, G (s)  | 35.9  | 35.9  |   | 35.9  | 34.9  |   | 0.9  | 10.1  |   | 3.4   | 12.6  | 12.6  |
| Effective Green, g (s) | 35.9  | 35.9  |   | 35.9  | 34.9  |   | 0.9  | 10.1  |   | 3.4   | 12.6  | 12.6  |
| Actuated g/C Ratio     | 0.52  | 0.52  |   | 0.52  | 0.51  |   | 0.01   | 0.15  |   | 0.05  | 0.18  | 0.18  |
| Clearance Time (s)     | 4.0   | 5.0   |   | 4.0   | 5.0   |   | 4.0  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   | 3.0  | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 269   | 2659  |   | 167   | 2575  |   | 23   | 233   |   | 87  | 276   | 276   |
| v/s Ratio Prot         | 0.00  | c0.30   |   | 0.00  | c0.18   |   | c0.00  | 0.00  |   | c0.03   | c0.01   | 0.01  |
| v/s Ratio Perm         | 0.07  |   |   | 0.01  |   |   |  |   |   |   |   |   |
| v/c Ratio              | 0.14  | 0.57  |   | 0.01  | 0.36  |   | 0.09   | 0.02  |   | 0.54  | 0.03  | 0.03  |
| Uniform Delay, d1      | 8.3   | 11.1  |   | 9.5   | 10.1  |   | 33.4   | 25.0  |   | 31.8  | 23.0  | 23.0  |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00   | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.2   | 0.3   |   | 0.0   | 0.1   |   | 1.6  | 0.0   |   | 6.7   | 0.0   | 0.0   |
| Delay (s)              | 8.6   | 11.4  |   | 9.6   | 10.2  |   | 35.1   | 25.0  |   | 38.5  | 23.0  | 23.0  |
| Level of Service       | A   | B   |   | A   | B   |   | D  | C   |   | D   | C   | C   |
| Approach Delay (s)     |   | 11.3  |   |   | 10.2  |   |  | 25.8  |   |   | 28.1  |   |
| Approach LOS           |   | B   |   |   | B   |   |  | C   |   |   | C   |   |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 12.0  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.47  |                           |      |
| Actuated Cycle Length (s)         | 68.6  | Sum of lost time (s)      | 18.0 |
| Intersection Capacity Utilization | 51.6% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group


















## Queues

## 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR

2023 Build Conditions

Weekday Morning Peak Hour

|                         |  |  |  |  |  |  |   |  |
|-------------------------|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
| Lane Configurations     |  |  |   |  |  |  |  |  |
| Traffic Volume (vph)    | 54  | 1   | 1   | 0   | 23  | 360   | 1   | 310   |
| Future Volume (vph)     | 54  | 1   | 1   | 0   | 23  | 360   | 1   | 310   |
| Lane Group Flow (vph)   | 59  | 31  | 0   | 1   | 25  | 416   | 1   | 365   |
| Turn Type               | Perm  | NA  | Perm  | NA  | pm+pt   | NA  | pm+pt   | NA  |
| Protected Phases        |   | 4   |   | 4   | 1   | 6   | 5   | 2   |
| Permitted Phases        | 4   |   | 4   |   | 6   |   | 2   |   |
| Detector Phase          | 4   | 4   | 4   | 4   | 1   | 6   | 5   | 2   |
| Switch Phase            |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 9.0   | 9.0   | 9.0   | 9.0   | 5.0   | 15.0  | 5.0   | 15.0  |
| Minimum Split (s)       | 25.2  | 25.2  | 25.2  | 25.2  | 8.8   | 32.0  | 8.8   | 32.0  |
| Total Split (s)         | 30.0  | 30.0  | 30.0  | 30.0  | 14.0  | 61.5  | 14.0  | 61.5  |
| Total Split (%)         | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 13.3%   | 58.3%   | 13.3%   | 58.3%   |
| Yellow Time (s)         | 3.7   | 3.7   | 3.7   | 3.7   | 2.8   | 3.3   | 2.8   | 3.3   |
| All-Red Time (s)        | 1.5   | 1.5   | 1.5   | 1.5   | 1.0   | 3.2   | 1.0   | 3.2   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.2   | 5.2   |   | 5.2   | 3.8   | 6.5   | 3.8   | 6.5   |
| Lead/Lag                |   |   |   |   | Lead  | Lag   | Lead  | Lag   |
| Lead-Lag Optimize?      |   |   |   |   | Yes   | Yes   | Yes   | Yes   |
| Recall Mode             | None  | None  | None  | None  | None  | C-Min   | None  | C-Min   |
| v/c Ratio               | 0.42  | 0.16  |   | 0.01  | 0.03  | 0.28  | 0.00  | 0.26  |
| Control Delay           | 52.9  | 17.3  |   | 41.0  | 2.3   | 4.5   | 2.0   | 5.8   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 52.9  | 17.3  |   | 41.0  | 2.3   | 4.5   | 2.0   | 5.8   |
| Queue Length 50th (ft)  | 38  | 1   |   | 1   | 2   | 57  | 0   | 77  |
| Queue Length 95th (ft)  | 78  | 29  |   | 6   | 8   | 157   | 1   | 138   |
| Internal Link Dist (ft) |   | 236   |   | 194   |   | 796   |   | 684   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |   |   |
| Base Capacity (vph)     | 331   | 397   |   | 322   | 894   | 1495  | 890   | 1421  |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.18  | 0.08  |   | 0.00  | 0.03  | 0.28  | 0.00  | 0.26  |

## Intersection Summary

Cycle Length: 105.5

Actuated Cycle Length: 105.5

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 70























Control Type: Actuated-Coordinated

Splits and Phases: 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR



# HCM Signalized Intersection Capacity Analysis 2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR

2023 Build Conditions  
Weekday Morning Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |   |  |  |  |    |    |  |  |  |
| Traffic Volume (vph)   | 54  | 1   | 28  | 1   | 0   | 0   | 23  | 360   | 23  | 1   | 310   | 26  |
| Future Volume (vph)    | 54  | 1   | 28  | 1   | 0   | 0   | 23  | 360   | 23  | 1   | 310   | 26  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 5.2   | 5.2   |   |   | 5.2   |   | 3.8   | 6.5   |   | 3.8   | 6.5   |   |
| Lane Util. Factor      | 1.00  | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                    | 1.00  | 0.85  |   |   | 1.00  |   | 1.00  | 0.99  |   | 1.00  | 0.99  |   |
| Flt Protected          | 0.95  | 1.00  |   |   | 0.95  |   | 0.95  | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)      | 1770  | 1592  |   |   | 1770  |   | 1770  | 1846  |   | 1770  | 1841  |   |
| Flt Permitted          | 0.76  | 1.00  |   |   | 0.74  |   | 0.52  | 1.00  |   | 0.52  | 1.00  |   |
| Satd. Flow (perm)      | 1410  | 1592  |   |   | 1373  |   | 973   | 1846  |   | 966   | 1841  |   |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)        | 59  | 1   | 30  | 1   | 0   | 0   | 25  | 391   | 25  | 1   | 337   | 28  |
| RTOR Reduction (vph)   | 0   | 27  | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 2   | 0   |
| Lane Group Flow (vph)  | 59  | 4   | 0   | 0   | 1   | 0   | 25  | 415   | 0   | 1   | 363   | 0   |
| Turn Type              | Perm  | NA  |   | Perm  | NA  | Perm  | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases       |   | 4   |   |   | 4   |   | 1   | 6   |   | 5   | 2   |   |
| Permitted Phases       | 4   |   |   | 4   |   | 4   | 6   |   |   | 2   |   |   |
| Actuated Green, G (s)  | 8.9   | 8.9   |   |   | 8.9   |   | 83.6  | 80.0  |   | 78.6  | 77.5  |   |
| Effective Green, g (s) | 8.9   | 8.9   |   |   | 8.9   |   | 83.6  | 80.0  |   | 78.6  | 77.5  |   |
| Actuated g/C Ratio     | 0.08  | 0.08  |   |   | 0.08  |   | 0.79  | 0.76  |   | 0.75  | 0.73  |   |
| Clearance Time (s)     | 5.2   | 5.2   |   |   | 5.2   |   | 3.8   | 6.5   |   | 3.8   | 6.5   |   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   |   | 3.0   |   | 3.0   | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)     | 118   | 134   |   |   | 115   |   | 798   | 1399  |   | 728   | 1352  |   |
| v/s Ratio Prot         |   | 0.00  |   |   |   |   | c0.00   | c0.22   |   | 0.00  | 0.20  |   |
| v/s Ratio Perm         | c0.04   |   |   |   | 0.00  |   | 0.02  |   |   | 0.00  |   |   |
| v/c Ratio              | 0.50  | 0.03  |   |   | 0.01  |   | 0.03  | 0.30  |   | 0.00  | 0.27  |   |
| Uniform Delay, d1      | 46.2  | 44.3  |   |   | 44.3  |   | 2.4   | 4.0   |   | 3.4   | 4.6   |   |
| Progression Factor     | 1.00  | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2  | 3.3   | 0.1   |   |   | 0.0   |   | 0.0   | 0.5   |   | 0.0   | 0.5   |   |
| Delay (s)              | 49.5  | 44.4  |   |   | 44.3  |   | 2.4   | 4.5   |   | 3.4   | 5.1   |   |
| Level of Service       | D   | D   |   |   | D   |   | A   | A   |   | A   | A   |   |
| Approach Delay (s)     |   | 47.7  |   |   | 44.3  |   |   | 4.4   |   |   | 5.1   |   |
| Approach LOS           |   | D   |   |   | D   |   |   | A   |   |   | A   |   |

## Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 9.1   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.31  |                           |      |
| Actuated Cycle Length (s)         | 105.5 | Sum of lost time (s)      | 15.5 |
| Intersection Capacity Utilization | 39.7% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group



















## Queues

## 12: Parking Garage/Town Center Drive &amp; TRESSER BLVD

2023 Build Conditions

Weekday Morning Peak Hour

|                         |  |  |  |  |  |  |  |  |      |
|-------------------------|---|---|---|---|---|---|--|---|------|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBT   | SBL   | SBT  | SBR   | Ø7   |
| Lane Configurations     |  |  |  |  |  |  |  |  |      |
| Traffic Volume (vph)    | 6   | 661   | 12  | 953   | 0   | 12  | 0  | 17  |      |
| Future Volume (vph)     | 6   | 661   | 12  | 953   | 0   | 12  | 0  | 17  |      |
| Lane Group Flow (vph)   | 6   | 699   | 13  | 1093  | 1   | 13  | 10   | 9   |      |
| Turn Type               | pm+pt   | NA  | pm+pt   | NA  | NA  | Prot  | NA   | Prot  |      |
| Protected Phases        | 1   | 6   | 5   | 2   | 4   | 3   | 8  | 8   | 7    |
| Permitted Phases        | 6   |   | 2   |   |   |   |  |   |      |
| Detector Phase          | 1   | 6   | 5   | 2   | 4   | 3   | 8  | 8   |      |
| Switch Phase            |   |   |   |   |   |   |  |   |      |
| Minimum Initial (s)     | 4.0   | 20.0  | 4.0   | 20.0  | 20.0  | 4.0   | 20.0   | 20.0  | 4.0  |
| Minimum Split (s)       | 9.5   | 32.0  | 9.5   | 32.0  | 32.0  | 9.5   | 32.0   | 32.0  | 9.5  |
| Total Split (s)         | 14.0  | 32.0  | 14.0  | 32.0  | 32.0  | 14.0  | 32.0   | 32.0  | 14.0 |
| Total Split (%)         | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 34.8%   | 15.2%   | 34.8%  | 34.8%   | 15%  |
| Yellow Time (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |
| All-Red Time (s)        | 1.0   | 2.0   | 1.0   | 2.0   | 2.0   | 1.0   | 2.0  | 2.0   | 1.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |      |
| Total Lost Time (s)     | 4.0   | 5.0   | 4.0   | 5.0   | 5.0   | 4.0   | 5.0  | 5.0   |      |
| Lead/Lag                | Lead  | Lead  | Lag   | Lag   | Lead  | Lag   | Lag  | Lag   | Lead |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   | Yes  |
| Recall Mode             | None  | Min   | None  | Min   | None  | None  | None   | None  | None |
| v/c Ratio               | 0.01  | 0.16  | 0.02  | 0.25  | 0.00  | 0.05  | 0.01   | 0.01  |      |
| Control Delay           | 10.7  | 6.9   | 8.8   | 6.1   | 0.0   | 22.4  | 0.0  | 0.0   |      |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |      |
| Total Delay             | 10.7  | 6.9   | 8.8   | 6.1   | 0.0   | 22.4  | 0.0  | 0.0   |      |
| Queue Length 50th (ft)  | 0   | 0   | 0   | 0   | 0   | 3   | 0  | 0   |      |
| Queue Length 95th (ft)  | 11  | 139   | 15  | 204   | 0   | 22  | 0  | 0   |      |
| Internal Link Dist (ft) |   | 627   |   | 910   | 153   |   | 587  |   |      |
| Turn Bay Length (ft)    | 145   |   |   |   |   |   |  |   |      |
| Base Capacity (vph)     | 637   | 4333  | 823   | 4316  | 1203  | 431   | 1180   | 1180  |      |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |      |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |      |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   |      |
| Reduced v/c Ratio       | 0.01  | 0.16  | 0.02  | 0.25  | 0.00  | 0.03  | 0.01   | 0.01  |      |

## Intersection Summary

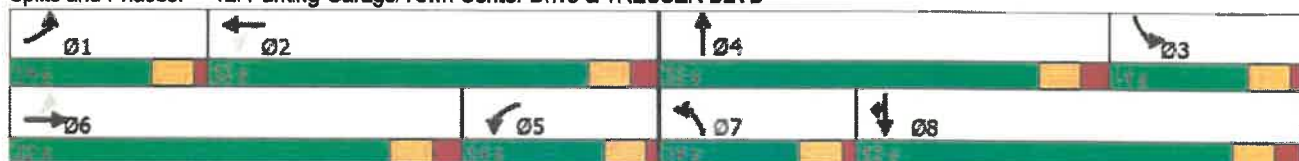
Cycle Length: 92

Actuated Cycle Length: 45.5

Natural Cycle: 85






















Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Parking Garage/Town Center Drive &amp; TRESSER BLVD



# HCM Signalized Intersection Capacity Analysis 12: Parking Garage/Town Center Drive & TRESSER BLVD

2023 Build Conditions  
Weekday Morning Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)   | 6   | 661   | 10  | 12  | 953   | 42  | 0  | 0   | 1   | 12  | 0   | 17  |
| Future Volume (vph)    | 6   | 661   | 10  | 12  | 953   | 42  | 0  | 0   | 1   | 12  | 0   | 17  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 5.0   |   | 4.0   | 5.0   |   |  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Lane Util. Factor      | 1.00  | 0.91  |   | 1.00  | 0.91  |   |  | 1.00  |   | 1.00  | 0.95  | 0.95  |
| Frt                    | 1.00  | 1.00  |   | 1.00  | 0.99  |   |  | 0.85  |   | 1.00  | 0.85  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  |   |  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1770  | 5074  |   | 1770  | 5053  |   |  | 1583  |   | 1770  | 1504  | 1504  |
| Flt Permitted          | 0.21  | 1.00  |   | 0.37  | 1.00  |   |  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 391   | 5074  |   | 697   | 5053  |   |  | 1583  |   | 1770  | 1504  | 1504  |
| Peak-hour factor, PHF  | 0.96  | 0.96  | 0.96  | 0.91  | 0.91  | 0.91  | 0.71   | 0.71  | 0.71  | 0.89  | 0.89  | 0.89  |
| Adj. Flow (vph)        | 6   | 689   | 10  | 13  | 1047  | 46  | 0  | 0   | 1   | 13  | 0   | 19  |
| RTOR Reduction (vph)   | 0   | 1   | 0   | 0   | 3   | 0   | 0  | 1   | 0   | 0   | 9   | 8   |
| Lane Group Flow (vph)  | 6   | 698   | 0   | 13  | 1090  | 0   | 0  | 0   | 0   | 13  | 1   | 1   |
| Turn Type              | pm+pt   | NA  |   | pm+pt   | NA  |   | Prot   | NA  |   | Prot  | NA  | Prot  |
| Protected Phases       | 1   | 6   |   | 5   | 2   |   | 7  | 4   |   | 3   | 8   | 8   |
| Permitted Phases       | 6   |   |   | 2   |   |   |  |   |   |   |   |   |
| Actuated Green, G (s)  | 34.0  | 34.0  |   | 35.6  | 34.6  |   |  | 2.3   |   | 0.8   | 7.1   | 7.1   |
| Effective Green, g (s) | 34.0  | 34.0  |   | 35.6  | 34.6  |   |  | 2.3   |   | 0.8   | 7.1   | 7.1   |
| Actuated g/C Ratio     | 0.60  | 0.60  |   | 0.63  | 0.61  |   |  | 0.04  |   | 0.01  | 0.13  | 0.13  |
| Clearance Time (s)     | 4.0   | 5.0   |   | 4.0   | 5.0   |   |  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   |  | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 252   | 3058  |   | 464   | 3099  |   |  | 64  |   | 25  | 189   | 189   |
| v/s Ratio Prot         | 0.00  | c0.14   |   | 0.00  | c0.22   |   |  | 0.00  |   | c0.01   | c0.00   | 0.00  |
| v/s Ratio Perm         | 0.01  |   |   | 0.02  |   |   |  |   |   |   |   |   |
| v/c Ratio              | 0.02  | 0.23  |   | 0.03  | 0.35  |   |  | 0.00  |   | 0.52  | 0.01  | 0.01  |
| Uniform Delay, d1      | 4.7   | 5.2   |   | 3.9   | 5.4   |   |  | 25.9  |   | 27.6  | 21.6  | 21.6  |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  |   |  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.0   | 0.0   |   | 0.0   | 0.1   |   |  | 0.0   |   | 18.1  | 0.0   | 0.0   |
| Delay (s)              | 4.7   | 5.2   |   | 3.9   | 5.4   |   |  | 26.0  |   | 45.7  | 21.6  | 21.6  |
| Level of Service       | A   | A   |   | A   | A   |   |  | C   |   | D   | C   | C   |
| Approach Delay (s)     |   | 5.2   |   |   | 5.4   |   |  | 26.0  |   |   | 31.4  |   |
| Approach LOS           |   | A   |   |   | A   |   |  | C   |   |   | C   |   |

## Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 5.8   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.34  |                           |      |
| Actuated Cycle Length (s)         | 56.4  | Sum of lost time (s)      | 18.0 |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |




















## Queues

## 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR

2023 Build Conditions

Weekday Evening Peak Hour

|                         |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
| Lane Configurations     |  |  |   |  |  |  |  |  |  |
| Traffic Volume (vph)    | 82  | 20  | 29  | 0   | 38  | 29  | 565   | 14  | 185   |
| Future Volume (vph)     | 82  | 20  | 29  | 0   | 38  | 29  | 565   | 14  | 185   |
| Lane Group Flow (vph)   | 89  | 52  | 0   | 32  | 41  | 32  | 637   | 15  | 244   |
| Turn Type               | Perm  | NA  | Perm  | NA  | Perm  | pm+pt   | NA  | pm+pt   | NA  |
| Protected Phases        |   | 4   |   | 4   |   | 1   | 6   | 5   | 2   |
| Permitted Phases        | 4   |   | 4   |   | 4   | 6   |   | 2   |   |
| Detector Phase          | 4   | 4   | 4   | 4   | 4   | 1   | 6   | 5   | 2   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 9.0   | 9.0   | 9.0   | 9.0   | 9.0   | 5.0   | 15.0  | 5.0   | 15.0  |
| Minimum Split (s)       | 25.2  | 25.2  | 25.2  | 25.2  | 25.2  | 8.8   | 32.0  | 8.8   | 32.0  |
| Total Split (s)         | 30.0  | 30.0  | 30.0  | 30.0  | 30.0  | 14.0  | 61.5  | 14.0  | 61.5  |
| Total Split (%)         | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 28.4%   | 13.3%   | 58.3%   | 13.3%   | 58.3%   |
| Yellow Time (s)         | 3.7   | 3.7   | 3.7   | 3.7   | 3.7   | 2.8   | 3.3   | 2.8   | 3.3   |
| All-Red Time (s)        | 1.5   | 1.5   | 1.5   | 1.5   | 1.5   | 1.0   | 3.2   | 1.0   | 3.2   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.2   | 5.2   |   | 5.2   | 5.2   | 3.8   | 6.5   | 3.8   | 6.5   |
| Lead/Lag                |   |   |   |   |   | Lead  | Lag   | Lead  | Lag   |
| Lead-Lag Optimize?      |   |   |   |   |   | Yes   | Yes   | Yes   | Yes   |
| Recall Mode             | None  | None  | None  | None  | None  | None  | C-Min   | None  | C-Min   |
| v/c Ratio               | 0.54  | 0.23  |   | 0.20  | 0.16  | 0.03  | 0.45  | 0.02  | 0.18  |
| Control Delay           | 55.4  | 23.7  |   | 43.2  | 3.8   | 3.0   | 8.0   | 3.1   | 6.1   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 55.4  | 23.7  |   | 43.2  | 3.8   | 3.0   | 8.0   | 3.1   | 6.1   |
| Queue Length 50th (ft)  | 58  | 14  |   | 20  | 0   | 3   | 120   | 2   | 50  |
| Queue Length 95th (ft)  | 104   | 47  |   | 46  | 10  | 12  | 318   | 7   | 98  |
| Internal Link Dist (ft) |   | 236   |   | 194   |   |   | 796   |   | 684   |
| Turn Bay Length (ft)    |   |   |   |   |   |   |   |   |   |
| Base Capacity (vph)     | 322   | 422   |   | 316   | 429   | 977   | 1430  | 682   | 1367  |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.28  | 0.12  |   | 0.10  | 0.10  | 0.03  | 0.45  | 0.02  | 0.18  |

## Intersection Summary

Cycle Length: 105.5

Actuated Cycle Length: 105.5

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 70





















Control Type: Actuated-Coordinated

Splits and Phases: 2: ATLANTIC ST &amp; MAIN ST/EDITH SHERMAN DR



# HCM Signalized Intersection Capacity Analysis 2: ATLANTIC ST & MAIN ST/EDITH SHERMAN DR

2023 Build Conditions  
Weekday Evening Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |   |   |  |  |   |  |   |  |  |   |
| Traffic Volume (vph)              | 82  | 20  | 28  | 29  | 0   | 38  | 29   | 565   | 21  | 14  | 185   | 40  |
| Future Volume (vph)               | 82  | 20  | 28  | 29  | 0   | 38  | 29   | 565   | 21  | 14  | 185   | 40  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 5.2   | 5.2   |   |   | 5.2   | 5.2   | 3.8  | 6.5   |   | 3.8   | 6.5   |   |
| Lane Util. Factor                 | 1.00  | 1.00  |   |   | 1.00  | 1.00  | 1.00   | 1.00  |   | 1.00  | 1.00  |   |
| Frt                               | 1.00  | 0.91  |   |   | 1.00  | 0.85  | 1.00   | 0.99  |   | 1.00  | 0.97  |   |
| Flt Protected                     | 0.95  | 1.00  |   |   | 0.95  | 1.00  | 0.95   | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)                 | 1770  | 1702  |   |   | 1770  | 1583  | 1770   | 1853  |   | 1770  | 1814  |   |
| Flt Permitted                     | 0.74  | 1.00  |   |   | 0.72  | 1.00  | 0.60   | 1.00  |   | 0.38  | 1.00  |   |
| Satd. Flow (perm)                 | 1372  | 1702  |   |   | 1347  | 1583  | 1112   | 1853  |   | 705   | 1814  |   |
| Peak-hour factor, PHF             | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92   | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)                   | 89  | 22  | 30  | 32  | 0   | 41  | 32   | 614   | 23  | 15  | 201   | 43  |
| RTOR Reduction (vph)              | 0   | 27  | 0   | 0   | 0   | 37  | 0  | 1   | 0   | 0   | 4   | 0   |
| Lane Group Flow (vph)             | 89  | 25  | 0   | 0   | 32  | 4   | 32   | 636   | 0   | 15  | 240   | 0   |
| Turn Type                         | Perm  | NA  |   | Perm  | NA  | Perm  | pm+pt  | NA  |   | pm+pt   | NA  |   |
| Protected Phases                  |   | 4   |   |   | 4   |   | 1  | 6   |   | 5   | 2   |   |
| Permitted Phases                  | 4   |   |   | 4   |   | 4   | 6  |   |   | 2   |   |   |
| Actuated Green, G (s)             | 10.8  | 10.8  |   |   | 10.8  | 10.8  | 80.5   | 76.8  |   | 77.9  | 75.5  |   |
| Effective Green, g (s)            | 10.8  | 10.8  |   |   | 10.8  | 10.8  | 80.5   | 76.8  |   | 77.9  | 75.5  |   |
| Actuated g/C Ratio                | 0.10  | 0.10  |   |   | 0.10  | 0.10  | 0.76   | 0.73  |   | 0.74  | 0.72  |   |
| Clearance Time (s)                | 5.2   | 5.2   |   |   | 5.2   | 5.2   | 3.8  | 6.5   |   | 3.8   | 6.5   |   |
| Vehicle Extension (s)             | 3.0   | 3.0   |   |   | 3.0   | 3.0   | 3.0  | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)                | 140   | 174   |   |   | 137   | 162   | 871  | 1348  |   | 544   | 1298  |   |
| v/s Ratio Prot                    |   | 0.01  |   |   |   |   | c0.00  | c0.34   |   | 0.00  | 0.13  |   |
| v/s Ratio Perm                    | c0.06   |   |   |   | 0.02  | 0.00  | 0.03   |   |   | 0.02  |   |   |
| v/c Ratio                         | 0.64  | 0.14  |   |   | 0.23  | 0.03  | 0.04   | 0.47  |   | 0.03  | 0.18  |   |
| Uniform Delay, d1                 | 45.5  | 43.1  |   |   | 43.5  | 42.6  | 3.0  | 5.9   |   | 3.9   | 4.9   |   |
| Progression Factor                | 1.00  | 1.00  |   |   | 1.00  | 1.00  | 1.00   | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2             | 9.1   | 0.4   |   |   | 0.9   | 0.1   | 0.0  | 1.2   |   | 0.0   | 0.3   |   |
| Delay (s)                         | 54.6  | 43.5  |   |   | 44.4  | 42.7  | 3.0  | 7.1   |   | 4.0   | 5.2   |   |
| Level of Service                  | D   | D   |   |   | D   | D   | A  | A   |   | A   | A   |   |
| Approach Delay (s)                |   | 50.5  |   |   | 43.4  |   |  | 6.9   |   |   | 5.2   |   |
| Approach LOS                      |   | D   |   |   | D   |   |  | A   |   |   | A   |   |
| Intersection Summary              |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2000 Control Delay            |   | 14.2  |   |   |   |   |  |   |   |   |   |   |
| HCM 2000 Volume to Capacity ratio |   | 0.48  |   |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   | 105.5   |   |   |   |   |  |   |   | 15.5  |   |   |
| Intersection Capacity Utilization |   | 60.1%   |   |   |   |   |  |   |   |   |   |   |
| Analysis Period (min)             |   | 15  |   |   |   |   |  |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |   |   |   |   |   |





















## Queues

## 13: Parking Garage/Town Center Drive &amp; TRESSER BLVD

2023 Build Conditions

Weekday Evening Peak Hour

|                         |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |   |  |  |
| Traffic Volume (vph)    | 32  | 1265  | 2   | 790   | 1   | 0   | 42  | 0   | 83  |
| Future Volume (vph)     | 32  | 1265  | 2   | 790   | 1   | 0   | 42  | 0   | 83  |
| Lane Group Flow (vph)   | 38  | 1512  | 2   | 936   | 2   | 24  | 58  | 58  | 57  |
| Turn Type               | pm+pt   | NA  | pm+pt   | NA  | Prot  | NA  | Prot  | NA  | Prot  |
| Protected Phases        | 1   | 6   | 5   | 2   | 7   | 4   | 3   | 8   | 8   |
| Permitted Phases        | 6   |   | 2   |   |   |   |   |   |   |
| Detector Phase          | 1   | 6   | 5   | 2   | 7   | 4   | 3   | 8   | 8   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 4.0   | 20.0  | 4.0   | 20.0  | 4.0   | 20.0  | 4.0   | 20.0  | 20.0  |
| Minimum Split (s)       | 9.5   | 32.0  | 9.5   | 32.0  | 9.5   | 32.0  | 9.5   | 32.0  | 32.0  |
| Total Split (s)         | 14.0  | 32.0  | 14.0  | 32.0  | 14.0  | 32.0  | 14.0  | 32.0  | 32.0  |
| Total Split (%)         | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 15.2%   | 34.8%   | 34.8%   |
| Yellow Time (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)        | 1.0   | 2.0   | 1.0   | 2.0   | 1.0   | 2.0   | 1.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 5.0   | 4.0   | 5.0   | 4.0   | 5.0   | 4.0   | 5.0   | 5.0   |
| Lead/Lag                | Lead  | Lead  | Lag   | Lag   | Lead  | Lead  | Lag   | Lag   | Lag   |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Recall Mode             | None  | None  | None  | Min   | None  | None  | None  | None  | None  |
| v/c Ratio               | 0.11  | 0.55  | 0.01  | 0.36  | 0.01  | 0.03  | 0.20  | 0.07  | 0.06  |
| Control Delay           | 14.6  | 16.7  | 17.5  | 15.7  | 35.0  | 0.1   | 29.9  | 0.1   | 0.1   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 14.6  | 16.7  | 17.5  | 15.7  | 35.0  | 0.1   | 29.9  | 0.1   | 0.1   |
| Queue Length 50th (ft)  | 6   | 131   | 0   | 69  | 1   | 0   | 13  | 0   | 0   |
| Queue Length 95th (ft)  | 32  | 305   | 5   | 179   | 4   | 0   | 50  | 0   | 0   |
| Internal Link Dist (ft) |   | 627   |   | 910   |   | 153   |   | 587   |   |
| Turn Bay Length (ft)    | 145   |   |   |   |   |   |   |   |   |
| Base Capacity (vph)     | 440   | 2771  | 397   | 2648  | 290   | 902   | 359   | 973   | 973   |
| Starvation Cap Reductn  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Spillback Cap Reductn   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Storage Cap Reductn     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Reduced v/c Ratio       | 0.09  | 0.55  | 0.01  | 0.35  | 0.01  | 0.03  | 0.16  | 0.06  | 0.06  |

## Intersection Summary

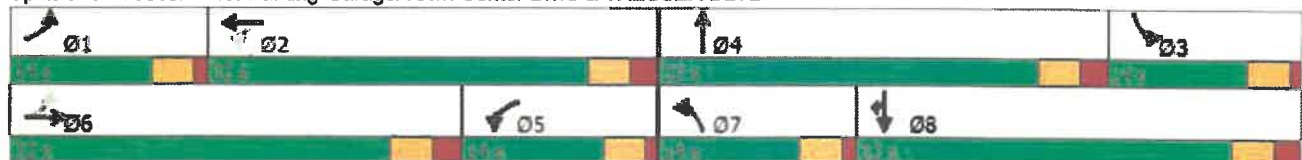
Cycle Length: 92

Actuated Cycle Length: 64.2

Natural Cycle: 85






















Control Type: Actuated-Uncoordinated

## Splits and Phases: 13: Parking Garage/Town Center Drive &amp; TRESSER BLVD



# HCM Signalized Intersection Capacity Analysis 13: Parking Garage/Town Center Drive & TRESSER BLVD

2023 Build Conditions  
Weekday Evening Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)   | 32  | 1265  | 5   | 2   | 790   | 24  | 1  | 0   | 12  | 42  | 0   | 83  |
| Future Volume (vph)    | 32  | 1265  | 5   | 2   | 790   | 24  | 1  | 0   | 12  | 42  | 0   | 83  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 5.0   |   | 4.0   | 5.0   |   | 4.0  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Lane Util. Factor      | 1.00  | 0.91  |   | 1.00  | 0.91  |   | 1.00   | 1.00  |   | 1.00  | 0.95  | 0.95  |
| Frt                    | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00   | 0.85  |   | 1.00  | 0.85  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1770  | 5082  |   | 1770  | 5062  |   | 1770   | 1583  |   | 1770  | 1504  | 1504  |
| Flt Permitted          | 0.22  | 1.00  |   | 0.13  | 1.00  |   | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 401   | 5082  |   | 246   | 5062  |   | 1770   | 1583  |   | 1770  | 1504  | 1504  |
| Peak-hour factor, PHF  | 0.84  | 0.84  | 0.84  | 0.87  | 0.87  | 0.87  | 0.51   | 0.51  | 0.51  | 0.72  | 0.72  | 0.72  |
| Adj. Flow (vph)        | 38  | 1506  | 6   | 2   | 908   | 28  | 2  | 0   | 24  | 58  | 0   | 115   |
| RTOR Reduction (vph)   | 0   | 1   | 0   | 0   | 3   | 0   | 0  | 20  | 0   | 0   | 43  | 43  |
| Lane Group Flow (vph)  | 38  | 1511  | 0   | 2   | 933   | 0   | 2  | 4   | 0   | 58  | 15  | 14  |
| Turn Type              | pm+pt   | NA  |   | pm+pt   | NA  |   | Prot   | NA  |   | Prot  | NA  | Prot  |
| Protected Phases       | 1   | 6   |   | 5   | 2   |   | 7  | 4   |   | 3   | 8   | 8   |
| Permitted Phases       | 6   |   |   | 2   |   |   |  |   |   |   |   |   |
| Actuated Green, G (s)  | 33.6  | 33.6  |   | 33.5  | 32.5  |   | 0.9  | 10.8  |   | 8.2   | 18.1  | 18.1  |
| Effective Green, g (s) | 33.6  | 33.6  |   | 33.5  | 32.5  |   | 0.9  | 10.8  |   | 8.2   | 18.1  | 18.1  |
| Actuated g/C Ratio     | 0.47  | 0.47  |   | 0.47  | 0.45  |   | 0.01   | 0.15  |   | 0.11  | 0.25  | 0.25  |
| Clearance Time (s)     | 4.0   | 5.0   |   | 4.0   | 5.0   |   | 4.0  | 5.0   |   | 4.0   | 5.0   | 5.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   | 3.0  | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 233   | 2374  |   | 142   | 2288  |   | 22   | 237   |   | 201   | 378   | 378   |
| v/s Ratio Prot         | 0.01  | c0.30   |   | 0.00  | c0.18   |   | c0.00  | 0.00  |   | c0.03   | c0.01   | 0.01  |
| v/s Ratio Perm         | 0.07  |   |   | 0.01  |   |   |  |   |   |   |   |   |
| v/c Ratio              | 0.16  | 0.64  |   | 0.01  | 0.41  |   | 0.09   | 0.02  |   | 0.29  | 0.04  | 0.04  |
| Uniform Delay, d1      | 10.9  | 14.5  |   | 13.6  | 13.2  |   | 35.1   | 26.0  |   | 29.2  | 20.3  | 20.3  |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00   | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.3   | 0.6   |   | 0.0   | 0.1   |   | 1.8  | 0.0   |   | 0.8   | 0.0   | 0.0   |
| Delay (s)              | 11.3  | 15.1  |   | 13.6  | 13.4  |   | 36.9   | 26.0  |   | 30.0  | 20.4  | 20.4  |
| Level of Service       | B   | B   |   | B   | B   |   | D  | C   |   | C   | C   | C   |
| Approach Delay (s)     |   | 15.0  |   |   | 13.4  |   |  | 26.9  |   |   | 23.6  |   |
| Approach LOS           |   | B   |   |   | B   |   |  | C   |   |   | C   |   |

## Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 15.1  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.47  |                           |      |
| Actuated Cycle Length (s)         | 71.9  | Sum of lost time (s)      | 18.0 |
| Intersection Capacity Utilization | 51.6% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group



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## **Attachment H – City of Stamford Zoning Regulations**

## SECTION 12 – MOBILITY (220-31)

The purpose of this section is to provide optimal support for all modes of transportation and to make sure that all participants in traffic and in particular those with disabilities or special needs have the adequate accommodations to move safely, reliably and conveniently through the public realm.

### 12.A. PARKING DESIGN AND MANEUVERABILITY STANDARDS

Off-street *Parking Space* and *Loading Space* shall be provided according to the following minimum requirements and in compliance with *ADA* mobility guidelines, and such space shall be served with necessary driveways appurtenant thereto and giving access thereto. Such *Parking Spaces*, *Loading Spaces*, driveways, and circulation roadways shall be designed in accordance with the standards set forth in the following subsections and diagrams, constructed in accordance with City standards and Ordinances (including but not limited to Sec. 214-27.1 of the City of Stamford Code of Ordinances regarding corner vision obstructions) and paved with asphalt, concrete or other surface acceptable to the City Engineer and the Transportation, Traffic and Parking Bureau (TTP). Unless authorized by written approval of the Engineering Bureau and TTP, no support column or other obstruction shall be allowed to encroach into any parking or *Loading Space*. (97-038)

#### 12.A.1. Minimum Dimensions of Parking Stalls

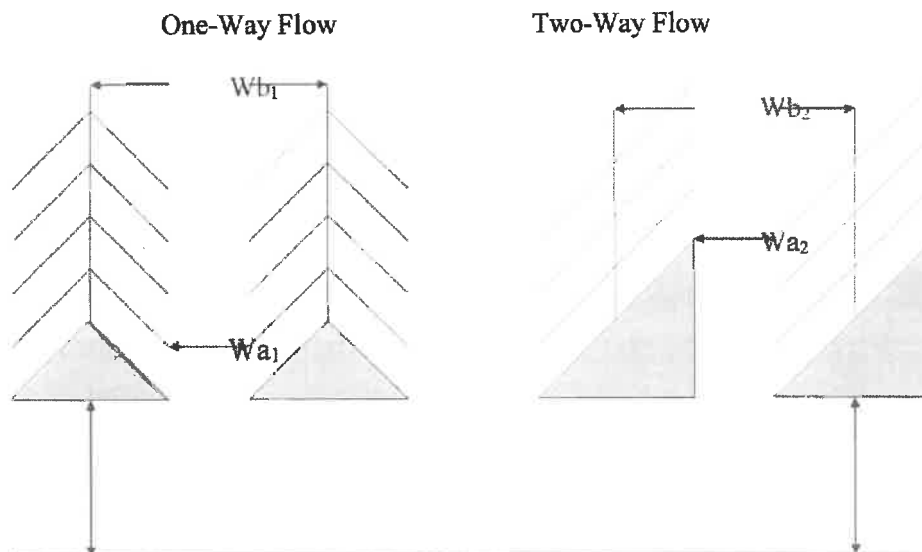
The width of all *Parking Stalls* for all off-street *Parking Spaces* shall be not less than eight and one-half feet (8'6") wide within Parking Categories 1 and 2, as outlined in Map 12.8, and no less than nine (9) feet wide in all other Parking Categories, measured at right angles to the direction of the stall. The Zoning Board may, by approval of a *Special Permit* application, reduce the width of *Parking Spaces* to no less than eight (8) feet for dwelling units of exclusively *Deeply Affordable Housing Developments* or *Historic Preservation Developments*,

Minimum stall depth, aisle and bay width dimensions, in feet, for all off-street parking layouts in relation to angle of parking, shall be according to Table 12.1. and Figure 12.2.

**Table 12.1. Parking Layout Dimensions**

|                        |                           | One-Way Flow    |                 | Two Way Flow    |                 |
|------------------------|---------------------------|-----------------|-----------------|-----------------|-----------------|
|                        |                           | W <sub>a1</sub> | W <sub>b1</sub> | W <sub>a2</sub> | W <sub>b2</sub> |
| Angle                  | D                         |                 |                 |                 |                 |
| 0°<br>(parallel)       | 22'<br>20' for end stalls | 12'             | N/A             | 20'             | N/A             |
| 45°                    | 19'                       | 14'             | 50'             | 20'             | 58'             |
| 55°                    | 20'                       | 13'             | 54'             | 20'             | 60'             |
| 60°                    | 20'                       | 16'             | 56'             | 20'             | 60'             |
| 75°                    | 20'                       | 19'             | 59'             | 20'             | 60'             |
| 90°<br>(perpendicular) | 18'                       | 20'             | 56'             | 20'             | 56'             |

Notes: W<sub>a</sub> Drive Aisle width  
W<sub>b</sub> Parking Bay width  
d Parking Stall depth

**Figure 12.2. Drive Aisles and Bay Width Dimensions for Angled Parking****12.A.2. Width of Access Driveways**

When the total amount of parking required by these Regulations is in excess of forty-nine (49) spaces, the access driveways or roadways provided for access to an off-street *Parking Area* shall be not less than twenty-four feet (24') in width between curbs for two-way operation and fifteen feet (15') in width for one-way operation; provided that in no case shall parking be permitted within the required minimum width of any such driveway or roadway. When the required parking is from eleven (11) to and including forty-nine (49) *Parking Spaces*, the two-way width may be reduced to twenty feet (20') and the one-way width to twelve feet (12'). Access to *Parking Areas* serving ten (10) or fewer *Parking Spaces* shall be not less than ten feet (10') in width for either one-way or two-way operation. Provided, however, that for single and two-family homes the width of the driveway shall not exceed twelve feet (12') except to the extent a wider driveway is required to access multiple

garages. Driveways with more than one lane in one direction shall only be permitted upon a favorable recommendation by the Transportation, Traffic and Parking Bureau Chief or their designee. (79-036)

Subject to a *Special Permit* approval of the Zoning Board for a valet-only parking operation, access driveways shall not be less than sixteen feet (16') for two-way access and not less than nine feet (9') for one-way access for passenger cars only based on a favorable recommendation by the Transportation, Traffic and Parking Bureau Chief or their designee. (217-19)

### **12.A.3. Design of Parking Structures**

- a. **Minimum Height of Garage Floors.** The internal control height of any *Parking Structure* shall not be less than seven feet (7').
- b. **Access Ramps.** In the case of an inclined ramp not incorporating helix-type construction leading to multi-story, underground or overhead off-street parking, or to *Loading Spaces*, no such ramp shall be less than: (1) for two-way traffic, twenty-eight feet (28') wide including a two foot (2') wide center divider concrete curb and one foot (1') wide concrete curb on each side ~~for~~ or (2) for one-way traffic, fourteen feet (14') wide including a one foot (1') wide concrete curb on each side. For both one-way and two-way garage ramps not utilized for parking, ~~and~~ the minimum width of each lane from curb to curb shall not be less than twelve feet (12'), nor shall the maximum grade of any such ramp be greater than eleven percent (11%); provided, however that the Zoning Board may modify slope and other dimensional requirements by *Special Permit* with a recommendation from the Transportation, Traffic and Parking Bureau. The maximum allowable grade on garage ramps utilized for parking shall be not more than six percent (6%).
- c. **Facades of Parking Structures.** Facades of *Parking Structures* visible from the street or other public right of way shall be subject to architectural review and approval by the Zoning Board.
- d. **Gated Driveways.** Gated driveways for any *Parking Facility* shall require approval by the Transportation, Traffic and Parking Bureau to ensure safe operation, minimal impact on the operation of the adjacent streets and pedestrian right-of-ways and sufficient queuing space.

### **12.A.4. Location of Access Driveways in Relation to Intersections**

Location of intersections of access driveways with a street, and any necessary curb cuts in relation thereto, shall be subject to the approval of the Transportation, Traffic and Parking Bureau. Approval of the location of an access driveway shall not be granted when, in the opinion of the Bureau Chief of Transportation, Traffic and Parking or their designee, such location will constitute a hazard to motorists or impede the orderly and safe flow of traffic and pedestrians. In their review, the Bureau Chief of Transportation, Traffic and Parking or their designee may consider traffic and pedestrian volumes to be generated by the proposed land use, sight distances, existing traffic control devices, adjacent land use (existing or proposed), and such other factors as may, in their opinion, be relevant to the review of the proposed driveway location. (97-038)



#### **12.A.5. Traffic Studies Required**

Where the number of new or additional *Parking Spaces* required by these Regulations is fifty (50) or more, or where the proposed use of the property is the establishment of a fast-food restaurant, the developer shall submit electronic copies of a traffic and access study prepared by a professional engineer, registered in the State of Connecticut, with expertise in traffic engineering, as a part of the application to the Land Use Bureau, for review by the Transportation, Traffic, and Parking Bureau. Paper copies shall be submitted upon request. The Transportation, Traffic and Parking Bureau Chief or their designee may require a traffic study for smaller projects based on use and/or intensity. This study shall project traffic flows to be generated by the facility, site orientation of vehicle trips, and existing and future levels of service on the area roadway network. (79-007)

#### **12.A.6. Curb Cuts**

The following requirements shall apply to curb cuts and driveways:

- a. **Curb Cuts to Parking Areas serving ten (10) or fewer Parking Spaces.** Curb Cuts to *Parking Areas* serving ten (10) or fewer *Parking Spaces* shall not exceed fifteen feet (15') in width.
- b. **Curb Cuts to Parking Areas serving more than ten (10) Parking Spaces.** Curb Cuts to *Parking Areas* serving more than ten (10) spaces shall not exceed the permitted width of the driveway by more than eight feet (8').
- c. **Circular Driveways.** In RA-3, RA-2, RA-1, R-20 and R-10 districts, and on lots 10,000 sf or larger in any other district with one single-family home, no more than two curb cuts per parcel shall be permitted, provided they are at least 50 feet apart and used for a circular driveway. For lots smaller than 10,000 sf containing a single-family home, no more than one curb cut and driveway shall be permitted.
- d. **Review of Curb Cuts.** Applications for approval of Site and Architectural Plans and *Special Permits* pursuant to Sections 19.C., 19.D. and 19.E., shall require:
  - (1) that the number and widths of curb cuts is as limited as possible and that the location of curb cuts interferes as little as possible with vehicles, bikes and pedestrians; (210-09)
  - (2) a sight distance analysis to verify that there is adequate length of roadway visible to all drivers; and
  - (3) all curb cuts shall be executed in concrete or asphalt, unless approved otherwise by the City of Stamford Engineering Department.

## **12.B. ADDITIONAL PARKING STANDARDS**

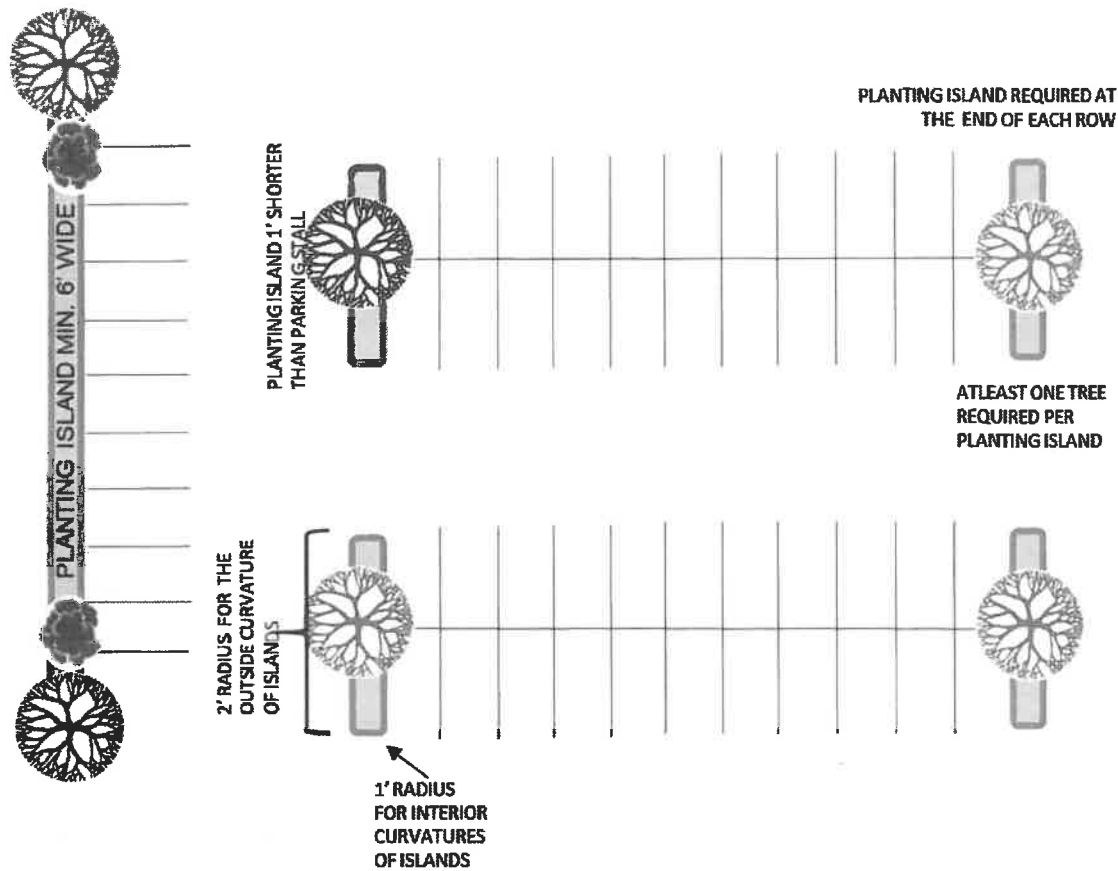
### **12.B.1. Tandem Parking Permitted in Certain Zoning Districts**

The use of tandem parking is permitted only (a) pursuant to Subsection 12.D.1.c below, or (b) on any lot supporting only a one-family or a two-family use within the RA-3, RA-2, RA-1, R-20, R-10, R-7<sup>1</sup>/<sub>2</sub>, R-6, RM-1 or R-5 districts. On such lots, only one required *Parking Space* may have its access obstructed by one other *Parking Space* provided for the same dwelling unit. On such lots, access to parking may be designed for the backing of a vehicle across a sidewalk or into any street provided the street shall not be designated as a Major Arterial within the *Stamford Master Plan*, as amended. (210-09)

### **12.B.2. Design Standards for New *Parking Lots* with 30 to 49 Parking Spaces**

On *Parking Lots* with thirty (30) to forty-nine (49) Parking Spaces, there shall be at the end of each row of parking stalls a landscaped island one foot (1') shorter than the depth of the parking row and at least six feet (6') wide. A radius of not more than two feet (2') shall be permitted at the outer corners of such parking islands when facing driving aisles and no more than one foot (1') shall be permitted at any other corner of such parking islands. Planting islands shall be curbed with a six inch (6") high and six inch (6") wide curb. Planting islands shall be designed in a way as to reduce surface stormwater run-off, shall be well maintained, and densely planted containing at least one appropriately sized street tree as outlined in Subsection 12.K.5 See figure 12.3.

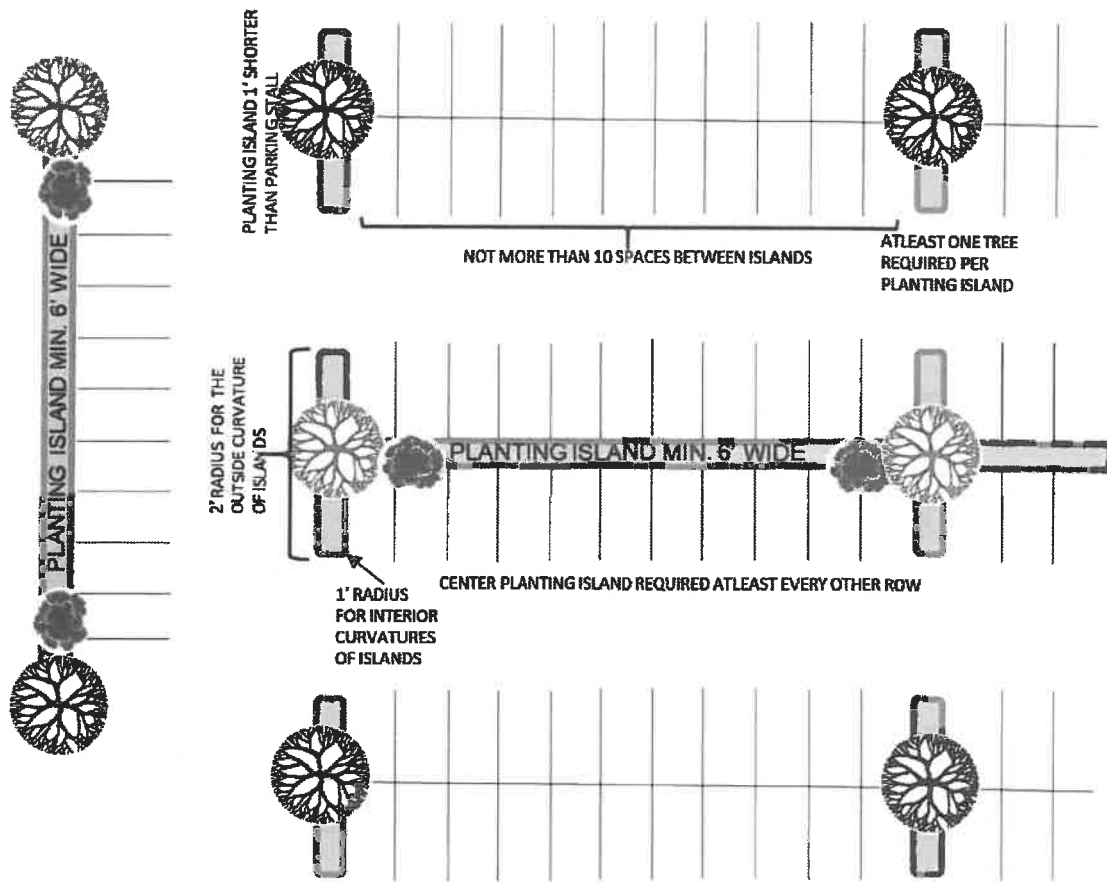
**FIGURE 12.3 Illustration of Parking lot Design for 30-49 spaces**



### 12.B.3. Design Standards for New *Parking Lots* with 50 or More Parking Spaces

Parking Lots with fifty (50) or more Parking Spaces, in addition to complying with the Design Standards for *Parking Lots* with thirty (30) to forty-nine (49) *Parking Spaces*, as set forth in Subsection 12.B.2, shall have planting islands at least after every tenth *Parking Space* one foot shorter than the depth of the row of parking stalls and at least six feet (6') wide. At least every other row shall have a planting island at the center. Planting islands shall be curbed with a six inch (6") high and six inch (6") wide curb. Planting islands shall be designed in a way as to reduce surface stormwater run-off, shall be well maintained and densely planted, containing at least one appropriately sized street tree as outlined in Subsection 12.K.5 See figure 12.4. A standard City of Stamford Landscape Maintenance Agreement shall be executed by the Applicant and recorded on the land records.

**Figure 12.4. Illustration of Parking Island Design, 50 or more Parking Spaces**



#### **12.B.4. Design Standards for Redeveloped and Re-used Parking Lots**

*Parking lots* in existence at the time of the adoption of these standards shall not be required to be in compliance with the standards of Sections 12.B.2. and 12.B.3 unless they are comprehensively redesigned. "Comprehensively redesigned" for the purposes of this Section shall mean structural changes that affect at least 50% of the *Parking Lot* area, as determined by Land Use Bureau staff, including, but not limited to, installation of new curb cuts, curbing, drainage or regrading. A change of use, restriping, repairs or milling and paving shall not be considered a comprehensive redesign.

#### **12.C. PARKING IN YARD SPACE**

Yard space, as required by these Regulations, may not be used for off-street parking, driveways, or *Loading Space*, except as specified below: (99-004)

**12.C.1. Location of Parking Areas and Loading Spaces****a. Minimum Distances for Parking Areas and Loading Spaces from Lot Lines and Buildings.**

The minimum distance requirements established in Table 12.5. shall apply for Parking Areas and Loading Spaces in relation to Street Lines, Lot Lines and Buildings.

**Table 12.5. Minimum Distances of *Parking Areas* from *Lot Lines* and *Buildings* <sup>(1)</sup>**

| Zoning District            | Minimum Distance of surface <i>Parking Areas</i> and <i>Loading Spaces</i> from any <i>Street Line</i> | Minimum Distance of surface <i>Parking Areas</i> and <i>Loading Spaces</i> from any <i>Interior Lot Line</i> | Minimum Distance of surface <i>Parking Areas</i> from any <i>Building</i> , including <i>Accessory Buildings</i> <sup>(2)</sup> |
|----------------------------|--|--|---|
| RA-3, RA-2, RA-1 R-20      | The lesser of 50' or the required front <i>Street Line</i> setback                                     | The lesser of 20' or the required <i>Side Yard</i> setback   | 5'  |
| C-D, IP-D, HT-D            | 50'  | 50'  | 5'  |
| All other Zoning Districts | 10'  | 5'   | 5'  |

<sup>(1)</sup> Reasonable accommodations shall be made for *ADA* accessibility as approved by the Bureau Chief of Transportation, Traffic, and Parking or their designee.

<sup>(2)</sup> This provision shall not apply to *Parking Areas* located partially or fully beneath *Buildings*.

**b. Location of Parking Areas and Loading Spaces in Yards.** *Parking Areas* and *Loading Spaces* shall only be allowed in Yards pursuant to Table 12.6, and in compliance with the distance requirements from *Lot Lines*, *Street Lines* and *Buildings* as permitted in Subsection 12.C.1.a.

**Table 12.6 Location of *Parking Areas* and *Loading Spaces* in Yards**

| Zoning District  | <i>Parking Areas</i> and <i>Loading Space</i> permitted in Front Yard between the <i>Building Lines</i> | <i>Parking Areas</i> and <i>Loading Space</i> permitted in Front Yard outside the <i>Building Lines</i> | <i>Parking Areas</i> and <i>Loading Spaces</i> permitted in Side Yards | <i>Parking Areas</i> and <i>Loading Spaces</i> permitted in Rear Yards |
|--|---|---|--|--|
| RA-3, RA-2, RA-1, R-20                                       | YES   | YES   | YES  | YES  |
| R-10, R-7½, R-6, R-5 (lots less than 7,500 square feet only) | NO  | NO <sup>1)</sup>  | NO <sup>1)</sup>   | YES  |
| C-D, IP-D, HT-D  | YES   | YES   | YES  | YES  |
| CC, C-G, NX-D, V-C   | YES   | NO  | YES  | YES  |
| All other Zoning Districts                                   | NO  | YES   | YES  | YES  |

<sup>1)</sup> A turn-around area for one (1) vehicle not exceeding 175sf in area may be permitted.

### **12.C.2. Parking Restrictions in Yard Space**

Parking in Yards shall be limited to designated *Parking Areas* as permitted in Subsection 12.C.1; provided, however, that in RA-3, RA-2, RA-1, R-20, R-10, R-7½, R-6 and R-5 (on lots less than 7,500 square feet) districts, and on Lots that are used for residential uses containing fewer than four dwellings, parking shall be permitted on driveways, regardless of the district they are located in.

### **12.D. PARKING REQUIREMENTS**

Except as otherwise provided for herein, the following standards for off-street *Parking* shall be required:

#### **12.D.1. General Requirements**

- a. All required parking shall be provided off-street, and shall be provided, available and accessible at the time of the Certificate of Occupancy and shall thereafter continue unless provided otherwise in Subsection 12.D.1.d.
- b. In RA-3, RA-2, RA-1, R-20, R-10, R-7½, R-6, R-5, R-M1 and R-MF districts, all required parking shall be provided on-site only. In zoning districts within *Master Plan Categories* 11 and

16, all required parking shall be provided on-site or off-site where the entrance to such off-site *Parking Facility* is within 1,000 feet of a Building's main pedestrian entrance. In all other zoning districts, all required parking shall be provided on-site or off-site where the entrance to such off-site *Parking Facility* is within 500 feet of a Building's main pedestrian entrance. All off-site parking shall meet the following conditions to the satisfaction of Zoning Board and the Transportation, Traffic and Parking Bureau:

- (1) that there is a safe pedestrian, *ADA* accessible path between the off-site *Parking Facility* and the Building's main pedestrian entrance; and
  - (2) where such off-site parking is not reserved exclusively for the Applicant, that the Applicant has met the shared parking requirements of Subsection 12.I.
- c. For projects generating a parking requirement of 50 or more Parking Spaces, at least eighty percent (80%) of the required parking shall be provided as self-parking. The remaining required parking may be provided using tandem, valet parking, stackers, car elevators, or other parking management techniques. Provided however, that the Zoning Board, at its sole discretion and by *Special Permit* approval, after submission and approval of a *Parking Management Plan* pursuant to Subsection 19.F. of these Regulations, may permit more than twenty percent (20%) of the required parking to be provided using tandem, valet parking, stackers, car elevators, or other parking management techniques.
  - d. For projects generating a parking requirement of 50 or more Parking Spaces, the Zoning Board, at its sole discretion and by *Special Permit* approval, after submission and approval of a *Parking Management Plan* pursuant to Subsection 19.F. of these Regulations, may permit up to ten percent (10%) of all required parking to be provided on an as-needed basis.
  - e. Provision of shared vehicles may substitute required *Parking Spaces* at a ratio of four *Parking Spaces* per one shared vehicle, with such reduction of required parking not to exceed ten percent (10%). Such shared vehicles shall be available at all times commencing prior to issuance of a certificate of occupancy.
  - f. For Buildings and Developments containing different uses, the parking requirement shall be determined by the gross lot area or *Gross Floor Area* of each use, except for a use of 10% or less of the *Gross Floor Area*, in which case the parking ratio for the principal use shall be applied to the whole lot area or floor area.
  - g. By *Special Permit* approval, the Zoning Board may modify the dimensions of *Parking Spaces* and circulation aisles exclusively used for residential uses, as defined in Section 12.A. of these Regulations if the Transportation, Traffic and Parking Bureau finds that such modification would not reduce circulation or affect maneuverability of parking operations.
  - h. Parking for a specific use shall only be permitted in a district where such use is permitted. Where a use is permitted by *Special Permit* only, all parking shall be provided on-site where such use is located unless otherwise specified in the *Special Permit* and is located in a zoning district where off-site parking is permitted.
  - i. In case of a conflict between the parking requirements in individual districts and the regulations

in this Section 12, the regulations of Section 12 shall prevail.

### 12.D.2. Residential Parking Requirement, except Senior and Supportive Housing

The off-street parking requirements in Table 12.7. shall apply for residential uses for different parking category areas as delineated on Map 12.8. For mixed income developments the parking requirement shall be applied pro-rata, based on the number and type of units in the respective income band.

**Table 12.7. Residential Parking Requirements by Parking Category**

|  | Category 1* |      |             | Category 2 |      |             | Category 3 |      |             |
|--|-------------|------|-------------|------------|------|-------------|------------|------|-------------|
|  | Market      | BMR  | Deeply Aff. | Market     | BMR  | Deeply Aff. | Market     | BMR  | Deeply Aff. |
| Single family house  | 2           | 2    | 1           | 2          | 2    | 1           | 3          | 2    | 1           |
| Two-family house, per unit   | 2           | 2    | 0.5         | 2          | 2    | 0.5         | 2          | 2    | 1           |
| Three-family house, per unit   | 2           | 2    | 0.33        | 2          | 2    | 0.33        | 2          | 2    | 1           |
| <b>Multi-Family Development (4 units or larger), with Group Parking Facilities**</b> |             |      |             |            |      |             |            |      |             |
| Studio Apt.  | 0.75        | 0.5  | 0.33        | 1          | 0.75 | 0.33        | 1          | 0.75 | 0.5         |
| 1 BR -Apt.   | 1           | 0.75 | 0.33        | 1.5        | 1    | 0.33        | 1.5        | 1.25 | 0.5         |
| 2 BR -Apt  | 1.25        | 1    | 0.33        | 1.75       | 1    | 0.33        | 1.75       | 1.5  | 0.75        |
| 3+ BR Apt.   | 1.5         | 1.25 | 0.33        | 2          | 1.25 | 0.33        | 2          | 1.5  | 1           |

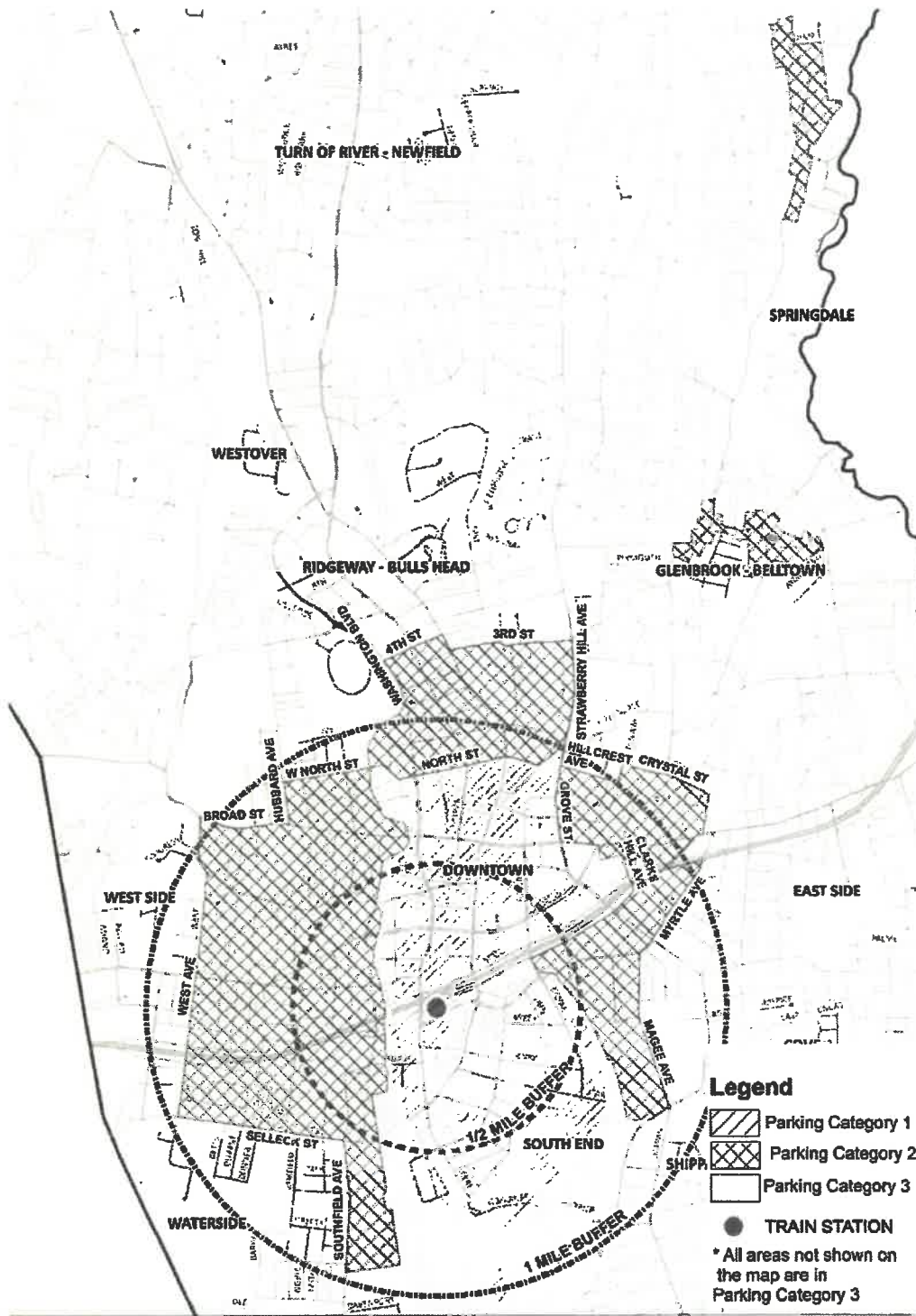
\* For Zoning Lots with 10,000 sf in area or less, the Zoning Board may, by *Special Permit*, reduce or waive the parking requirement, subject to the mobility contribution under Section 12.H. of these Regulations, if it finds that:

- (i) such lot is located fully or partially within a one thousand foot (1,000') radius of a municipal parking garage, as measured between the entrance of the property and the nearest entrance of said parking garage;
- (ii) such lot contains a Mixed-Use Development; and
- (iii) reduction or waiving of such requirements would not negatively interfere with traffic, on-street or off-street parking on or in the vicinity of such lot.

\*\* For multifamily developments with four (4) or more units, where designated parking is separately provided for each unit, such as in townhouses, then (i) the single-family house requirement shall apply per unit; and (ii) one (1) additional guest parking spot is required for every four (4) units. Space in front of the *Parking Spaces* for each unit (i.e., tandem spaces) may count as guest parking if parked vehicles allow for circulation.



# Map 12.8. Delineation of Parking Categories for Residential Parking



### 12.D.3. Parking Requirement for Senior and Supportive Housing

For supportive and senior housing, including age-restricted housing for the Elderly, Senior Housing and Nursing Home Facility Complex, parking shall be provided pursuant to Table 12.9 and shall include staff parking.

**Table 12.9 Parking Requirements for Senior and Supportive Housing**

|   |   |
|---|---|
| Assisted Living Facility  | 0.5 spaces per unit   |
| Memory Care   | 0.5 spaces per bed  |
| Independent Living and all other housing for the Elderly  | 1 space per unit  |
| Nursing Homes   | 0.33 spaces per bed   |
| Supportive Housing  | 0.33 spaces per unit + 2 spaces per 1,000 sf for space used for supportive services |
| Government, subsidized or deed-restricted Affordable Housing (50% of AMI or less) for the Elderly | 0.33 spaces per unit  |

### 12.D.4. Religious Institution, Club, Recreational Building or Ice-Skating Rink

One (1) *Parking Space* for each four (4) seats shall be provided for each Religious Institution, Club, Recreational Building or Ice-Skating Rink (outdoors). One (1) *Parking Space* for each four (4) seats or for every 500 square feet of *Gross Floor Area* shall be provided for any enclosed ice-skating rink, whichever is greater. In Parking Category 1 as shown on Map 12.8, the requirements of this Paragraph 4 shall not apply to: (a) clubs and lodges situated within a 1,000 foot radius of a municipal parking garage as measured between the entrance of the Building and the nearest entrance of said parking garage; (b) religious institutions and their Accessory Uses (i.e., offices, school, etc.) provided, the Building has a *Floor Area Ratio* of one (1.0) or less; and (c) outdoor ice-skating rinks. (93-018; 94-002; 202-10)

### 12.D.5. Schools and other Institutions of Learning

In Schools and Institutions of Learning, one (1) *Parking Space* shall be provided for each staff member, one (1) *Parking Space* shall be provided for each three (3) students in the 11th grade or over, and one (1) *Parking Space* shall be provided for each three (3) seats in any Auditorium or Stadium. Any Auditorium or Stadium designed to be used during non-school hours may include student and staff *Parking Spaces* as part of the required total. *Parking Areas* and driveways shall be screened with planting and/or fences so as to provide adjacent properties with reasonable protection from automobile noises and lights. No *Parking Area* or driveway serving an Auditorium or Stadium shall be closer than ten feet (10') to any residentially zoned property. (216-21)

#### **12.D.6. Offices, Professional and Studios**

One (1) *Parking Space* shall be provided for each five hundred (500) square feet or portion thereof of *Gross Floor Area* which is used for Professional Offices or Studios where such floor space is clearly accessory to the principal use of the Building. (80-008)

#### **12.D.7. Health Care Facilities**

- a. Hospitals.** One (1) *Parking Space* shall be provided for every bed plus one (1) *Parking Space* shall be provided for every two (2) staff members. One (1) *Parking Space* shall be provided for every two (2) beds, plus one (1) *Parking Space* shall be provided per staff member in Convalescent Hospitals, Rest Homes or comparable institutions.
- b. Clinics.** Clinics shall provide three (3) *Parking Spaces* for each one thousand feet (1,000') of *Gross Floor Area*. (89-015, 215-37)
- c. Surgery Center, Out-Patient.** Nine (9) *Parking Spaces* shall be provided for each operating room or treatment room contained within such facility, provided that in no case shall less than three (3) spaces per 1,000 square feet of *Gross Floor Area* be provided. (88-034)

#### **12.D.8. Theater, Auditorium or Stadium**

One (1) *Parking Space* shall be provided for each three (3) seats or similar accommodations in any Theater, Auditorium or Stadium. The requirements of this Subsection 12.D.8 shall not apply to seating in a non-profit theater or to a restaurant operated in the same Building as that theater, or to a for profit theater with a capacity of 50 or fewer seats the front entrance of which is within 1,000 feet of the principal entrance to a municipal parking garage, provided such theater Building is located in the CC district. (84-005)

#### **12.D.9. Restaurants (Standard), Taverns, Night Clubs, etc.**

One (1) *Parking Space* shall be provided for each three (3) seats or one (1) *Parking Space* shall be provided for every one-hundred (100) square feet of *Gross Floor Area*, whichever is greater, for any Restaurant (Standard), Night Club, Tavern, Grill, Bar, Dance Hall or Roller Skating Rink.

The parking requirements of this Section 12.D.9 for shall not apply to property situated north of I-95 and within Parking Category 1 as shown on Map 12.8, which property is within a one thousand feet (1,000') radius of a municipal parking garage, as measured between the entrance of the building and the nearest entrance of said parking garage.

#### **12.D.10. Restaurants, Carry-Out, Drive-Thru and Fast-Food**

- a. Restaurants, Carry-Out:** One (1) *Parking Space* shall be provided for every fifty (50) square feet of *Gross Floor Area* of Restaurant, Carry-Out establishments, with a minimum of ten (10)

*Parking Spaces* to be provided.

The parking requirements of this Section 12.D.10 for Restaurants, Carry-Out, shall not apply to property situated north of I-95 and within Parking Category 1 as shown on Map 12.8, which property is within a one thousand feet (1,000') radius of a municipal parking garage, as measured between the entrance of the building and the nearest entrance of said parking garage.

**b. Restaurants, Fast-Food and Drive-Thru:** One (1) *Parking Space* shall be provided for every fifty (50) square feet of *Gross Floor Area* of Restaurant, Drive-Thru. A minimum of one (1) *Parking Space* per three (3) persons of the legal occupancy load of the premises or one (1) *Parking Space* for every fifty (50) square feet, whichever is greater, shall be provided for any Restaurant, Fast-Food establishments.

(77-018; 80-004; 88-033; 91-010)

#### **12.D.11. Indoor Amusements**

One (1) *Parking Space* shall be provided for every three hundred (300) square feet of *Gross Floor Area* of a Radio-Controlled Miniature Car Facility or a Family Recreation Center (Amusements, Indoor).

#### **12.D.12. Hotels and Motels with fewer than 100 Guest Rooms**

One (1) *Parking Space* shall be provided for each guest room or suite of guest rooms in a Hotel or Boarding House with fewer than 100 guest rooms, and one (1) *Parking* shall be provided for each room designed for sleeping purposes in an Automobile Court or Motel with fewer than 100 guest rooms. This subsection shall not apply to an Apartment Hotel for the Elderly when 24-hour limousine service is provided as part of the congregate living. (71-012; 72-023)

#### **12.D.13. Hotels and Motels with 100 or more Guest Rooms and Additional Facilities**

One and a half (1½) *Parking Spaces* shall be provided for each guest room in a Hotel or Motel having one hundred (100) or more sleeping rooms-with no additional *Parking Spaces* required for subordinate and incidental Accessory Uses such as dining room, cocktail lounge, bar, meeting rooms and swimming pools. Subject to the issuance of a *Special Permit*, the Zoning Board may approve a reduction of parking to not less than one half (½) spaces per guest room or suite for Hotels in the CC Zone within five hundred (500) feet of a public garage where 24-hour shuttle services are provided, the terms of which are determined by the Zoning Board, and hotel conferencing and/or banquet facilities do not exceed 0.10 *FAR*, and where it can be demonstrated to the Zoning Board's satisfaction that the type of hotel uses warrant such a reduction. Use of valet, tandem, vehicle elevators, stacked vehicles, or other similar on-site parking management strategies may be allowed by *Special Permit*. (72-023; 203-06; 208-27)

#### **12.D.14. Retail Stores and Offices**

a. **Retail Stores:** Four (4) *Parking Spaces* shall be provided for each one thousand (1,000) square feet of *Gross Floor Area* of any Retail Store, ; provided, however, that this requirement shall not apply to property situated north of I-95 and within Parking Category 1 as shown on Map 12.8, which property is within a one thousand foot (1,000') radius of a municipal parking garage, as measured between the entrance of the building and the nearest entrance of said parking garage. (70-024)

b. **Offices:** Three (3) *Parking Spaces* shall be provided for each one thousand (1,000) square feet of *Gross Floor Area* of any Office Building; provided, however, that for offices within a one-thousand-foot (1,500') radius measured from the entrance of the building to the nearest entrance of the Stamford Transportation Center, the parking requirement shall be two and one-half (2<sup>1</sup>/<sub>2</sub>) *Parking Spaces* for every one thousand (1,000) square feet of *Gross Floor Area* used for office purposes. (90-028; 95-001; 97-002)

#### **12.D.15. Wholesale and Industrial Uses**

One (1) *Parking Space* shall be provided for each three (3) employees in any Wholesale House or Industrial Plant.

#### **12.D.16. Passenger Transportation Terminals**

Adequate *Parking Spaces* shall be provided for Passenger Transportation Terminals to facilitate passenger arrivals and departures, and further, one (1) *Parking Space* shall be provided for each three (3) employees employed on the premises.

#### **12.D.17. Marinas**

At any Marina, one and one-half (1<sup>1</sup>/<sub>2</sub>) *Parking Spaces* shall be provided for each mooring, slip or other unit accommodating a boat, vessel, or other watercraft in the water. (78-017)

#### **12.D.18. Home Occupation**

Two (2) *Parking Spaces* shall be provided for each Home Occupation in addition to any residential requirements.

#### **12.D.19. Resident Professional Uses**

Four (4) *Parking Spaces* shall be provided for the office of each Resident Professional Person in addition to any residential requirements.

#### **12.D.20. YMCAs, YWCAs, Civic Centers**

YMCAs, YWCAs, Civic Centers and other similar uses and activities carrying on the major portion of their business for the civic benefit of the community in a CC District shall be required to provide one (1) *Parking Space* for each five hundred (500) square feet of *Gross Floor Area* and one (1) *Parking Space* for every three (3) guest rooms in any adjacent residence units annexed to or a part of said facility.

The requirements of this Subsection 12.D.20 shall not apply to property situated in the CC District where the primary entrance of the *Building* is within 500 feet of the entrance to a municipal parking garage; but in such event one (1) *Parking Space* shall be provided on-site for each employee of said facility and one (1) *Parking Space* shall be provided on-site for every three (3) guest room units annexed to or a part thereof. (71-003)

#### **12.D.21. Fire Station, Volunteer**

Fire Station, Volunteer shall provide a minimum of one (1) *Parking Space* for every full-time paid employee on the regular day shift, and one (1) *Parking Space* for every three (3) bunks, plus two (2) visitor spaces. A minimum of one (1) *Parking Space* shall be provided for every emergency vehicle.

#### **12.D.22. Warehouses**

Warehouses shall have one (1) *Parking Space* for every 2,000 square feet of *Gross Floor Area*. (214-10, 216-16)

#### **12.D.23. Self-Storage Facilities**

Self-Storage Facilities shall have one (1) *Parking Space* for every 5,000 square feet of *Gross Floor Area* which may be provided at a point not more than 500 feet distant in a direct line from the nearest part of the *Building* served, provided that directly accessible ground level units shall have (1) space on-site for every 2,000 square feet of such accessible *Gross Floor Area*. (216-16)

#### **12.D.24. Child Day Care Center**

One and one-quarter ( $1\frac{1}{4}$ ) spaces for each employee on the maximum shift. shall be provided for each Child Day Care Center. Driveways and areas for vehicle turn-arounds shall provide for safe operations and a paved unobstructed drop-off space shall be provided with adequate stacking area, as determined by the Transportation, Traffic and Parking Bureau and Land Use Bureau Staff. (93-013)

#### **12.D.25. Dormitories**

Parking for Dormitories shall satisfy the residential parking standards, including parking reduction options, of the zoning district in which they are located. For parking purposes, a dormitory room with six (6) beds shall be considered a three (3) bedroom unit, a dormitory room with four (4) beds shall be considered a two (2) bedroom unit, a dormitory room with two (2) beds shall be considered a one (1) bedroom unit, and a dormitory room with one (1) bed shall be considered a studio unit. Required parking shall be located within 500 feet of the main pedestrian entrance of the building served or alternately may be located on the campus of the educational institution.

#### **12.D.26. Shooting Range Facility (220-32)**

One space per shooting lane and such number of spaces as determined by the Zoning Board for employees in addition to other parking calculations for ancillary uses such as retail, manufacturing, classroom and educational instruction, manufacturing, snack bar. All parking shall be on-site with the exception of employee parking which may be off-site. The applicant will provide to Zoning Board staff for review and approval, an agreement covering such off-site parking and shall maintain such off-site parking during the life of the use.

#### **12.E. OFF-STREET LOADING SPACE**

Permanently established off-street *Loading Space* shall be provided on the premises in accordance with the following requirements for each of the following uses or any combination thereof. Such off-street *Loading Spaces* shall be located and designed so that vehicles are completely contained within site boundaries while loading and unloading. Whenever possible, all vehicle maneuvering necessary to utilize said spaces shall take place within site boundaries and shall not require stopping or backing to, from, or on any public thoroughfare. (79-007)

The first required off-street space available for the loading or unloading of goods shall be not less than fifteen (15') feet wide, twenty-five feet (25') long, and fourteen feet (14') high, and shall have direct usable access to a Street or Alley. Where one such *Loading Space* has been provided, any additional *Loading Space* lying alongside, contiguous to, and not separated from such first *Loading Space* need not be wider than twelve feet (12').

Off-street *Loading Spaces* may be used for parking during those hours when such spaces are not used for loading, upon approval of such shared use by the Transportation Traffic and Parking Bureau.

##### **12.E.1. Hospitals and Health-Related Facilities:**

From 10,000 to 300,000 square feet of *Gross Floor Area*: one (1) *Loading Space*. For each additional 300,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

**12.E.2. Hotels and Office Buildings:**

From 25,000 to 100,000 square feet of *Gross Floor Area*: one (1) *Loading Space*. From 100,000 to 300,000 square feet of *Gross Floor Area*: two (2) *Loading Spaces*.

For each additional 300,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

**12.E.3. Retail Stores and Service Establishments:**

From 10,000 to 40,000 square feet of *Gross Floor Area* per *Building*: one (1) shared *Loading Space*. More than 40,000 to 100,000 square feet of *Gross Floor Area* per *Building*: two (2) shared *Loading Spaces*.

For each additional 150,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

**12.E.4. Wholesale, Manufacturing and Storage:**

From 8,000 to 40,000 square feet of *Gross Floor Area*: one (1) shared *Loading Space*. More than 40,000 to 80,000 square feet of *Gross Floor Area*: two (2) *Loading Spaces*.

For each additional 80,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

**12.E.5. Self-Storage Facility:**

Less than or equal to 100,000 square feet of *Gross Floor Area*: one (1) *Loading Space*. More than 100,000 square feet of *Gross Floor Area*: two (2) *Loading Spaces*. (217-12)

**12.F. ENLARGEMENTS OF LEGALLY NON-CONFORMING RESIDENTIAL BUILDINGS**

Unless otherwise provided in these Regulations, no legally non-conforming residential dwelling may be changed or altered to provide for more dwelling units than existed at the time it became legally non-conforming, unless one (1) off-street *Parking Space* is provided for each additional dwelling unit included in the changed or altered Building.

**12.G. EXCEPTIONS FOR URBAN RENEWAL PROJECTS**

**12.G.1. No Off-Street Parking Required for Certain Parcels**

Notwithstanding anything set forth in these Regulations, there shall be no off-street parking requirements for improvements constructed or to be constructed on the Reuse Parcels as shown in the Urban Renewal Plan for the Southeast Quadrant Renewal area, Project Conn. R-43 as amended through July 19, 1973 and approved by the Board of Representatives on September 10, 1973, except



as follows:

- a. Residential use: one (1) *Parking Space* for every dwelling unit of two (2) bedrooms or less and one and one-quarter (1.25) spaces for each dwelling unit of three (3) bedrooms or more. (211-36)
- b. Office use (except Reuse Parcels 34 and 35): one (1) *Parking Space* for every 1,000 square feet of *Gross Floor Area* used for office purposes in any Building not classified as a retail.
- c. Reuse Parcels 34 and 35 (except for a hotel): two (2) *Parking Spaces* for every 1,000 square feet of *Gross Floor Area* in any Building excluding such portion thereof as is devoted to parking use.
- d. Hotel: the same off-street parking requirements as provided for hotels elsewhere in these Regulations.

This provision will no longer be in effect once such Urban Renewal Plan expires.

#### **12.G.2. Parking Requirements in the CC District**

In the CC Center City District, pedestrian and vehicular access to required off-street *Parking Spaces* and *Loading Spaces* may be accomplished by one or more easements over the land of others, provided that:

- a. each such easement shall be appurtenant to and run to the benefit of the land on which such *Parking Spaces* and *Loading Spaces* are situated;
- b. each such easement shall not terminate so long as any of the *Parking Spaces* and *Loading Spaces* exist; and
- c. any such easement is recorded in the Stamford Land Records. Driveways constructed in such easement areas shall conform to the requirements of this Section 12. (74-007; 80-043)

### **12.H. PARKING REDUCTIONS**

#### **12.H.1. General Requirements**

- a. The Zoning Board may consider and approve by *Special Permit* reductions in the required number of *Parking Spaces* for projects within Parking Category 1, as shown on Map 12.8, based on a contribution to a City Mobility Improvements fund or to the City for mobility improvements. This contribution requirement shall apply to any reduction of required parking under these Regulations; provided, however, that this contribution requirement shall not apply to a parking reduction under Subsection 7.3.C.3. – Historic Preservation.
- b. The parking reductions shall not exceed the following thresholds:
  - (1) For Non-Residential uses, the parking shall not be reduced by more than 30% of the full parking requirement as established in Section 12.D. above;
  - (2) For Residential Multi-Family Buildings, the parking shall not be reduced by more than 25%

of the full parking requirements established in Subsection 12.D.2 above; and

(3) For Hotels where hotel conferencing and banquet facilities do not exceed 0.10 FAR, the parking requirement shall not be reduced to less than 0.5 spaces per guest room.

- c. All Developments eligible for parking reductions shall be located within 1,000 feet, as measured from the entrance of the building to the entrance of the Parking Facility, of a municipal *Parking Facility*, or a *Parking Facility* that is available for overnight parking to the general public.
- d. Contributions to mobility improvements as part of a *Special Permit* approval for parking reductions pursuant to this subsection 12.H. do not release an Applicant from any other mitigation measures related to traffic and transportation impacts required by the City of Stamford Transportation, Traffic and Parking Bureau and approved by the Zoning Board.
- e. The number of *Parking Spaces* approved shall be provided, available and accessible at the time of issuance of the Certificate of Occupancy and shall continue at all times thereafter.
- e. The criteria used by the Zoning Board in determining the number of *Parking Spaces* to be provided shall include, to the extent applicable, the standards found in Section 19.D. of these Regulations; the convenience and availability of public transportation to and from the site; and the recommendations of the Bureau Chief of Transportation, Traffic and Parking or their designee. -Any parking reductions are contingent on Applicant's implementation of the *TDMP* and *PMP* prior to issuance of a Certificate of Occupancy.
- f. The Zoning Board shall find, in accordance with CGS Section 8-2c, that the provision of all required parking:
  - (1) would result in an excess of parking spaces for such use of land or in the area surrounding such use of land; or
  - (2) could not be physically located on the parcel of land for which such use is proposed (requires a  $\frac{2}{3}$  vote by the Zoning Board).

### **12.H.2. Application**

An application for *Special Permit* for grant of reductions in *Parking Spaces* shall include all of the following:

- a. A *Transportation Demand Management Plan (TDMP)* pursuant to Section 19.G of these Regulations, subject to approval by the Zoning Board; and
- b. A filing fee in an amount equal to \$10.00 for each *Parking Space* for which a reduction is requested and indexed to the Consumer Price Index as established by the U.S. Bureau of Labor Statistics for the North East Region with the year 2020 as a base, based on the full requirement.

### **12.H.3. Contribution to Mobility Improvements.**

The contribution to the improvement of mobility required under this Subsection 12.H. shall be satisfied by a cash payment to a City fund account dedicated to transportation capital improvements.

Such cash payment shall be equal in value to \$7,500 for each *Parking Space* not provided, subject to adjustment for inflation. The \$7,500 unit value shall be adjusted for inflation on January 1 and July 1 of each calendar year based on the following formula:

$$\text{UNIT VALUE} = \$7,500 \times (\text{ENR COST INDEX}) / 4,219.62$$

As used above, ENR refers to the Construction Cost Index as published in Engineering News Record, with the figure 4,219.62 representing the ENR Index of July 1985.

The Zoning Board shall have the authority to establish a timetable and to impose necessary conditions to insure payment of the contribution, including a surety bond. In determining an appropriate timetable and conditions for payment of a fee contribution, the Zoning Board may give consideration to:

- a. The magnitude of the requested parking reduction;
- b. The location of the project;
- c. The adequacy of existing public transportation facilities servicing the site;
- d. The scope of the proposed *TMP*; and
- e. Concomitant mobility improvements or amenities to be supported or performed as part of the project. The payment of a contribution by the Applicant under this Subsection 12.H. shall be a credit against any amounts which Applicant expends for such concomitant improvements or amenities at the request of the Transportation, Traffic and Parking Bureau with respect to Zoning Board approval of an application.
- f. Any payment timetable shall require an initial minimum payment prior to the issuance of a temporary or final Certificate of Occupancy in an amount equal to 33% of the total contribution, and with the balance paid over five (5) years from the date of the initial Certificate of Occupancy, as such schedule is approved by the Zoning Board. The Applicant's financial obligation under the terms of this Section shall be determined based on the unit value, as adjusted for inflation, in effect at the time that each partial payment is performed.

#### **12.H.4. Continuing Obligation**

Applicant shall indicate their consent to making a contribution for the reduction of *Parking Spaces* by filing with the Zoning Board a signed statement in which they agree to pay such amount and on the schedule as approved by the Zoning Board. The Applicant shall further covenant with the City to insure continued compliance with the approved *TMP*. The covenant shall be for a term of 20 years and provide for annual certification of compliance to the Zoning Board by the Zoning Enforcement Officer and on-site inspection by the Transportation, Traffic and Parking Bureau for verification. This document shall be recorded in the land records and shall run with the land.

## **12.I. SHARED PARKING**

The shared use of parking may be permitted by administrative approval of the Zoning Board, where a finding is made by the Zoning Board that individual uses such as residential, office, and retail, experience peak parking demand at different times. In such case, the Zoning Board may authorize a reduction in parking to be provided by and solely for the use by Applicant, by recognizing the opportunity to share common *Parking Spaces*, including off-street public *Parking Facilities*. If approved by the Zoning Board, Applicant's parking obligation shall not change, but part of such obligation may be satisfied by shared parking. Shared parking may be considered for multiple uses on individual parcels, between two or more parcels, or for commuter parking in existing or proposed surface lots or structured *Parking Facilities*. Such shared parking is subject to:

- a. submission and approval by TTP of a shared parking analysis which accounts for how parking demand is expected to vary by time of day/day of week for each applicable use and the overall cumulative effect on peak parking demand between uses, parcels, commuter parking facilities, etc.;
- b. Zoning Board and Transportation, Traffic, and Parking Bureau approval;
- c. their approval of a suitable *Parking Management Plan*; and
- d. the execution of a legal agreement, recorded on the land records, approved in form and substance by the City Law Department and the Zoning Board, granting the Applicant the right to use a specified number of shared spaces and assuring the continued availability of the shared *Parking Spaces* on the affected properties for the life of the proposed development or use.

The Applicant shall also be required to submit semi-annual reports to the Land Use Bureau and Transportation, Traffic, and Parking Bureau on the actual usage of the shared *Parking Facility* for the first two years and annually thereafter. The reduction of required on-site parking through the use of shared parking shall be effective only upon satisfaction of items (a), (b), (c) and (d) in this Subsection I. All required on-site and shared parking shall be provided and be available and accessible prior to issuance of a Certificate of Occupancy and thereafter for the life of the proposed development or use.

## **12.J. BICYCLE PARKING (220-31)**

Use of *Bicycles* for transportation relieves traffic congestion, improves air quality and has health benefits. In order to make *Bicycles* a viable option for mobility in Stamford, sufficient infrastructure is required. This Subsection 12.J. establishes requirements for *Bicycle Parking* for building occupants and visitors.

### **12.J.1. Applicability**

*Bicycle Parking* is required for:

- a. All new residential developments with 10 or more dwelling units.

- b. All new non-residential development of 5,000 square feet of *Gross Floor Area* or larger.
- c. All changes of use that would generate 10 or more dwelling units or 5,000 square feet of *Gross Floor Area* or more of a different use.
- d. All additions for non-residential uses which would bring the total *Gross Floor Area* square footage to 5,000 square feet or more.
- e. All additions to residential uses that would bring the total number of dwelling units to 10 or more, or additions of three (3) or more dwelling units to developments having 10 or more dwelling units.
- f. All substantial renovations of either non-residential *Gross Floor Area* of 5,000 square feet or residential uses having 10 or more dwelling units.

#### 12.J.2. Standards

- a. **General Standards.** Each required *Bicycle Parking* space shall meet the following standards:
  - (1) A physical space that allows for the secure storage and easy maneuverability of a six feet (6') long *Bicycle*;
  - (2) All *Bicycle* storage racks and systems must be approved by City of Stamford Transportation, Traffic and Parking Bureau staff;
  - (3) Entrances to *Bicycle Parking* such as gates or doors shall be at least three feet (3') wide;
  - (4) The rack shall be a securely and permanently anchored structure that supports the *Bicycle* frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be locked to the rack by the bicyclist's own locking device;
  - (5) *Bicycle Parking* shall be located as closely as possible to the main entrance of the building and with easy accessibility to the building;
  - (6) All *Bicycle Parking* shall be free, with no fees or charges;
  - (7) All *Bicycle Parking* shall be at-grade or include ramp or elevator access without steps, and with no curbs or thresholds exceeding six inches (6") in height;
  - (8) All *Bicycle Parking* shall be located in a well-lit, safe area within viewing distance from a public street or by building staff and/or monitored by electronic surveillance systems;
  - (9) All *Bicycle Parking* must be available at the same hours as vehicular parking; and
  - (10) A *Bicycle Parking* Maintenance Agreement with the City shall be filed on the Land Records for the maintenance of said *Bicycle Parking*.
- b. **Class A *Bicycle Parking* Standards.** Class A *Bicycle Parking* is intended to accommodate those who expect to leave their *Bicycle* parked for more than two (2) hours and come to a destination regularly, such as residents, employees or staff. In addition to the General Standards outlined above, all Class A *Bicycle Parking* shall be provided in a fully enclosed, permanent storage space with controlled access in a secure location, sheltered from precipitation, such as:

- (1) A *Bicycle* locker;
- (2) A lockable *Bicycle* enclosure; or
- (3) A lockable room within a building or garage.

In the event the number of required Class A bicycle parking spaces is three (9) or less, the Applicant may substitute Class B *Bicycle Parking*.

- c. **Class B *Bicycle Parking* Standards.** Class B *Bicycle Parking* is mainly intended to accommodate use of less than two (2) hours, such as visitors and customers. In addition to the General Standards outlined above, all Class B *Bicycle Parking* shall be in front or at the side of the building in close proximity of the building's main pedestrian entrance and shall be covered. If *Bicycle Parking* is located on or adjacent to a sidewalk or pedestrian walkway, a clear path of at least five feet (5') in width must be provided for pedestrians. Any covering must comply with standards elsewhere in these Regulations.

Class B *Bicycle Parking* including any covering may be located in the public right of way if it meets all of the following conditions: (a) the prior written approval by the Transportation, Traffic and Parking Bureau; (b) an agreement with the City filed on the Land Records for the maintenance of said *Bicycle Parking*; (c) it does not interfere with ingress and egress requirements; and (d) the clear path for pedestrians may not be reduced to less than five feet (5').

### **12.J.3. Minimum Number of Bicycle Parking Spaces**

- a. All residential uses with ten (10) or more dwelling units and all non-residential uses with 5,000 sq. ft. or more of *Gross Floor Area* shall provide *Bicycle Parking* Spaces, based on the standards outlined in Table 12.10.
- b. The requirement for Class A and Class B *Bicycle Parking* shall be cumulative.
- c.. Where a mix of uses allows for the shared use of *Bicycle Parking* facilities, Zoning Board staff may permit lower *Bicycle Parking* requirements after consultation with TTP. The sharing of *Bicycle Parking* facilities shall be set forth in the *Parking Management Plan*.

**Table 12.10.**

| Use  | Class A <i>Bicycle Parking</i>            |   | Class B <i>Bicycle Parking</i>             |  |
|--|---|---|--|--|
| Residential uses with 10+ DU   | 1 per 5 dwelling units (60 units or less) | 1 per 10 dwelling units (for additional units in excess of 60)    | 1 per 10 dwelling units (60 units or less) | 1 per 10 dwelling units (for additional units in excess of 60)     |
| Commercial/Office uses of 5,000 sf <i>Gross Floor Area</i> or more                                       | 1 per 5,000 sf (first 50,000 sf)          | 1 per 7,500 sf (for additional floor area in excess of 50,000 sf) | 1 per 2,000sf (first 50,000 sf)            | 1 per 10,000 sf (for additional floor area in excess of 50,000 sf) |
| Educational and Recreational uses of 5,000 sf <i>Gross Floor Area</i> or more                            | 1 per 2,500 sf (first 50,000 sf)          | 1 per 5,000 sf (for additional floor area in excess of 50,000 sf) | 1 per 500sf (first 50,000 sf)              | 1 per 2,000sf (for additional floor area in excess of 50,000 sf)   |
| Restaurant/Retail uses of 5,000 sf <i>Gross Floor Area</i> or more                                       | 1 per 5,000 sf (first 50,000 sf)          | 1 per 10,000sf (for additional floor area in excess of 50,000sf)  | 1 per 500sf (first 50,000 sf)              | 1 per 2,000 sf (for additional floor area in excess of 50,000 sf)  |
| Theaters, Entertainment, Assembly or Religious uses of 5,000 sf <i>Gross Floor Area</i> or more          | 1 per 5,000 sf (first 50,000 sf)          | 1 per 1,000sf (for additional floor area in excess of 50,000sf)   | 1 per 1,000 sf (first 50,000 sf)           | 1 per 2,000sf (for additional floor area in excess of 50,000 sf)   |
| Public Uses such as Museums, Libraries, or Community Centers of 5,000 sf <i>Gross Floor Area</i> or more | 1 per 2,500 sf (first 50,000 sf)          | 1 per 5,000sf (for additional floor area in excess of 50,000 sf)  | 1 per 1,000 sf (first 50,000 sf)           | 1 per 2,000sf (for additional floor area in excess of 50,000 sf)   |
| Hospitals  | 1 per 5,000sf (first 75,000 sf)           | 1 per 10,000sf (for additional floor area in excess of 75,000 sf) | 1 per 20 beds (first 75,000 sf)            | 1 per 50 beds (for additional floor area in excess of 75,000 sf)   |
| All other non-residential uses   | 1 per 5,000sf (first 75,000 sf)           | 1 per 10,000sf (for additional floor area in excess of 75,000 sf) | 1 per 2,000sf (first 50,000 sf)            | 1 per 5,000 sf (for additional floor area in excess of 75,000 sf)  |

**12.J.4. Signs**

The following regulations shall apply to signage for *Bicycle Parking* facilities:

- a. All *Bicycle Parking* facilities shall be clearly marked with signage approved by the Transportation, Traffic and Parking Bureau and consistent with the City's 2020 Curb Regulation

(Sign) Style Guide.

- b. If *Bicycle Parking* is not visible from the building's main entrance or the street on which the front entrance is located, directional signs must be posted at the building's pedestrian and vehicular entrances indicating the location of the *Bicycle Parking* facilities, and meet the standards outlined in Figure 12.11.
- c. *Bicycle Parking* facilities shall have clear instructions and rules easily visible for users.
- d. Class A *Bicycle Parking* shall have signs clearly indicating who is eligible for usage of the space, how to gain access to the space and any access limitations such as hours (same as vehicular parking).

**Figure 12.11.**



Manual on Uniform Traffic Control Devices (MUTCD) *Bicycle Parking* Sign D4-3. Sign size at least 12" by 18".

**12.J.5. Additional Requirements for Larger *Bicycle Parking* Facilities.**

For all non-residential uses generating a requirement for 20 or more Class A *Bicycle Parking* spaces, the following additional standards shall apply. The *Bicycle Parking* amenities listed below shall be exempt from calculation of *Floor Area*.

- a. Showers and Changing Rooms. One shower and one changing room shall be provided for each 10 required Class A *Bicycle Parking* spaces. If more than one shower and changing room, or group showers, are provided, the same number of showers and changing rooms shall be provided for each gender. All showers and changing rooms shall be well lit, heated, ventilated, well-maintained, regularly cleaned and made available free of charge. If a building or facility has showers and changing rooms as part of a different use (e.g., a gym) no additional showers or changing rooms need to be provided if these facilities are available free of charge for Class A *Bicycle Parking* space users.
- b. Lockers. One locker per *Bicycle Parking* space shall be provided. All lockers shall be:



- (1) At least 12 inches wide, 18 inches deep, and 36 inches high.
  - (2) Installed adjacent to the showers and changing rooms in a safe and secure area.
  - (3) Located in a well-lit, heated, ventilated, well-maintained area which is regularly cleaned and made available free of charge for Class A Bicycle Parking space users.
- c. Repair Station. A Bicycle repair station shall be provided meeting at least the following specifications:
- (1) A repair stand capable of supporting at least a six foot (6') long Bicycle without causing damage to the Bicycle.
  - (2) Basic tools attached to the stand with tamper-proof hardware.
  - (3) An air pump attached to the stand with tamper-proof hardware.

#### **12.J.6. Review and Approvals**

All plans for required *Bicycle Parking* shall be subject to review and approval by the Zoning Board (or, for as-of-right projects, by Zoning Board staff) in consultation with the Transportation, Traffic and Parking Bureau.

If a *Parking Management Plan* is required as part of an approval and if more than 10 Class A *Bicycle Parking* spaces are required to be provided, the Applicant shall also report on Class A *Bicycle Parking* usage, based on agreed upon standards.

### **12.K. SIDEWALKS**

#### **12.K.1. Applicability**

Sidewalks shall be provided along all public and private roadways, subject to the exceptions and exemptions set forth in Subsection 12.K.3, as follows:

- a. For all new *Developments* and *Redevelopments*;
- b. Renovations or alterations exceeding \$250,000 in cost, as determined by the Building Department, except single- and two-family homes on individual lots; and
- c. As determined by the Zoning Board for applications requiring a General Development Plan or Large-Scale Development Review.

#### **12.K.2. Minimum Standards**

The following standards shall apply to all sidewalks unless specified otherwise in Subsections K.3 and K.4 below.

- a. All sidewalks shall comply with *ADA* mobility guidelines.

- b. The minimum width of a sidewalk shall be ten feet (10') from the *Curb Line*. There shall be a clear concrete path at least six feet (6') wide and a four feet (4') wide amenity strip between the curb and the clear path.
- c. All utility poles, street trees, parking meters and other street fixtures shall be located in the amenity strip. In all residential districts, the amenity strip shall be planted and maintained with grass or other suitable plant material, except (i) on corners and where driveways cross the amenity strip and (ii) except in the R-H and R-HD districts where the amenity strip may be paved.
- d. All sidewalks shall be curbed with a concrete curb at least six inches (6") high, except on corners, curb cuts, raised intersections and other complete street features, as determined by TTP, and mid-block pedestrian crossings, where there shall be ramps complying with *ADA* mobility guidelines. On corners and intersections, the radius of the curb shall be reinforced with steel.
- e. All sidewalks, including aprons and paving of the amenity strip, where permitted, shall be executed in concrete, as specified by the City of Stamford Engineering Bureau.
- f. All sidewalks shall adhere to City of Stamford Engineering Bureau and Transportation, Traffic, and Parking Bureau specifications.
- g. Where a new sidewalk meets an existing sidewalk there shall a suitable transition, subject to review by the City of Stamford Transportation, Traffic, and Parking and Engineering Bureaus.
- h. All required sidewalk and streetscape work shall require a performance bond prior to the issuance of a permit for such work. The amount of the bond will be determined by the Engineering Bureau.
- i. For all required sidewalks or parts thereof on private property, a public access easement, in form and substance satisfactory to the City Law Department, shall be recorded on the City of Stamford land records.
- j. Where a sidewalk meets a driveway apron, then the sidewalk shall be carried flush across the apron and shall be subject to TTP and Engineering Bureaus review.

### **12.K.3. Supplemental Sidewalk Standards.**

- a. Within *Master Plan Category 11 (Downtown)*, sidewalks shall be executed in the Rail Trail Design (as amended), or as specified by the Engineering Bureau.
- b. Along *Downtown Commercial Streets*, a sidewalk of at least fifteen feet (15') in width from the curb shall be provided, subject to the standards outlined in Subsections 12.K.2.a to 12.K.2.h. and in 12.K.3.a.
- c. On Streets within the Mill River Corridor Plan area, the streetscape shall comply with the standards provided within said Plan.

- d. On Streets whose mapped width is 30 feet or less, where sidewalks are required, the sidewalk width shall be at least four feet (4') in width on each side of the street or five feet (5') in width on one side of the street.
- e. New *Developments* and renovations or alterations exceeding \$250,000 in cost, as determined by the Building Department, with a street frontage of 100 feet or less, in areas where sidewalks are existing but do not meet the requirements of Subsections 12.K.2. and 12.K.3, shall provide a sidewalk similar to the existing area sidewalks, provided that the minimum clear path shall be at least five feet (5') wide for the entire length of the sidewalk.

#### **12.K.4. Exemptions**

The following shall be exempt from the requirements of this Subsection 12.K:

- a. Single or two-family properties on a cul-de-sac or dead-end street serving five (5) or fewer such properties.
- b. Properties facing on *Alleys* or *Accessways*.
- c. RA-3, RA-2, RA-1, R-20 and R-10 districts, unless they are located in R-D overlay districts, where sidewalks shall be required.
- d. Redevelopment of individual single-family homes in built-up neighborhoods where no sidewalks exist.
- e. A finding by the Zoning Board, pursuant to a *Special Permit* application, that:
  - (1) existing conditions do not allow for the construction of a sidewalk;
  - (2) the provision of a sidewalk would not serve the goal of providing a pedestrian network;
  - or
  - (3) provision of a sidewalk would create less safe conditions for pedestrians.

#### **12.K.5. Modification of Requirements**

For *Redevelopment* and adaptive reuse projects on *Streets* that are not subject to the exceptions and exemptions in Subsections 12.K.3 and 12.K.4, Zoning Board Staff, in consultation with the Transportation, Traffic and Parking Bureau, for as-of-right projects, or the Zoning Board, in instances where an approval is required, may approve more narrow sidewalks and may modify, or waive the requirement for a planting or amenity strip, if the Applicant demonstrates to such staff or the Zoning Board, that existing conditions preclude the minimum sidewalk widths established in this Section 12.K. Unless otherwise specified in this Subsection 12.K, a sidewalk shall not be less than five feet (5') wide.

#### **12.K.6. Street Tree Planting Requirement**

- a. Whenever sidewalks are required pursuant to this Subsection 12.K, street trees shall be provided along all such sidewalks in accordance with the requirements of this Subsection 12.K and the current City of Stamford Street Tree Planting Manual, as amended (the "Tree Manual").
- b. Where street trees are planted pursuant to this Subsection 12.K.6, the property owner shall warrant those trees for three (3) full growing seasons, starting with the issuance date of the Certificate of Occupancy for the accompanying development. A cash deposit of \$2,500 shall be posted by property owner for each tree planted, and shall only be eligible for return if, after three (3) full growing seasons, the street trees are deemed in good health by the City of Stamford Tree Warden. If after three (3) full growing seasons the Tree Warden determines that a tree is not in good health, then the property owner shall replace such trees within three (3) months after a notice from the Tree Warden that the tree is not in good health. Upon certification by the Tree Warden that the replacement trees are in good health, the \$2,500 cash deposit per tree shall be returned to the property owner. Funds from bonds which are either (a) not entitled to be reclaimed, or (b) entitled to be reclaimed but which are not reclaimed within four (4) years after the date of the issuance of the Certificate of Occupancy shall be retained by the City and transferred to an account specified by the Director of Operations for off-site tree plantings or replacement of damaged street trees.
- c. Where the required number of street trees, as specified in the Tree Manual, cannot be provided (for example, because of sight line issues, the presence of utilities or insufficient sidewalk width due to existing buildings), as certified by the Transportation, Traffic and Parking or Engineering Bureaus, the property owner, prior to issuance of a Certificate of Occupancy, shall make a payment of \$2,500 per tree that cannot be planted to an account specified by the Director of Administration for off-site tree plantings and replacement of damaged street trees.
- d. The Zoning Board may modify administratively the location of required street trees subject to the agreement of the Engineering or Transportation, Traffic, and Parking Bureaus, to address pre-existing site or street layouts, improve traffic safety or to accommodate City or public utility infrastructure.

#### **12.L. ELECTRIC VEHICLE CHARGING AND PARKING (220-31)**

*Electric Vehicles* help reduce greenhouse gas emissions and particulate matter which cause adverse impact on the environment and human health. In order to increase the use and availability of *Electric Vehicles*, this section establishes minimum requirements for *Electric Vehicle* infrastructure.

##### **12.L.1. Applicability**

The following standards shall apply when 10 or more off-street *Parking Spaces* are required. These requirements shall also apply to shared *Parking Spaces* used to satisfy required parking (i.e., Applicant shall meet these requirements (charging stations, *Electric Vehicle Parking Spaces*, etc.)

for the shared spaces.

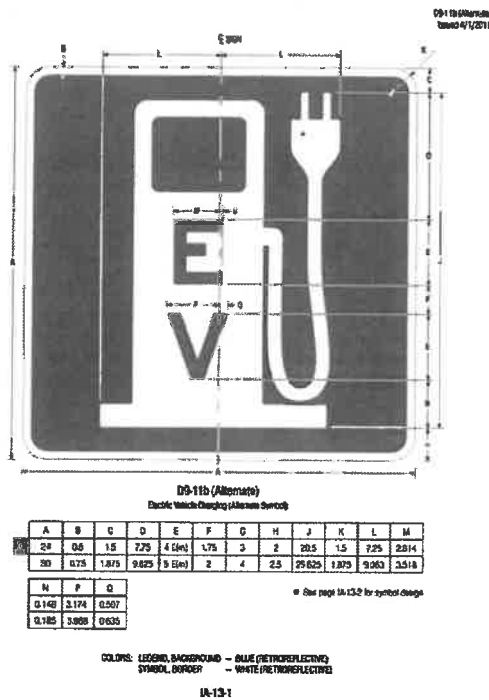
## 12.L.2. Standards

- a. Level 2 or higher electric charging facilities, or similar technologies, as specified in the *Parking Management Plan*, must be provided pursuant to Table 12.14.

**Table 12.14 Required Level 2 Charging Facilities**

| Number of required <i>Parking Spaces</i> | Minimum Number of charging spaces  |
|--|--|
| 10-19 required <i>Parking Spaces</i>     | 1  |
| 20-49 required <i>Parking Spaces</i>     | 3  |
| 50-99 required <i>Parking Spaces</i>     | 5  |
| 100+                                     | 1 additional charging space for each 25 required <i>Parking Space</i> increment in excess of 99 spaces |

- b. A charging space may count as one-half ( $\frac{1}{2}$ ) of a required off-street *Parking Space*. Provided, however, if Applicant provides double the number of required charging spaces, then each charging space shall count towards required off-street parking
- c. Charging spaces shall be used exclusively by *Electric Vehicles* for charging only.
- d. Charging stations shall be equipped with adapters to allow charging for the widest range of different vehicle models.
- e. For each charging space, there shall be one reserved *Parking Space* for *Electric Vehicles* only. . These reserved *Parking Spaces* shall count towards required off-street parking.
- f. Charging spaces and reserved *Parking Spaces* for *Electric Vehicles* shall be conveniently located as closely as possible to the entrances of residential, office and other buildings.
- g. There shall be no charges or fees for the use of *Electric Vehicles* as compared to conventional gas-powered vehicles except for the cost of electricity to charge such vehicles. If there is an extra fee for electricity said fee shall not exceed the net cost charged by the utility for the electricity used plus a convenience cost of no more than 10% of the electricity cost.
- h. The signs used for identifying *Electric Vehicle Parking Spaces* and charging spaces, shall be compliant with the City of Stamford Curb Regulations Style Guide, as amended.
- i. In every *Parking Facility* required to provide *Electric Vehicle* charging and *Parking Spaces* there shall be directional signs guiding potential users to said spaces using the symbology below (Figure 12.14). If a *Parking Facility* is open to the general public, then all *Electric Vehicle* charging and *Parking Spaces* must also be available to the public, and all directional signs in the public right-of-way shall indicate that *Electric Vehicle* charging and parking is available.



**Figure 12.14.**

- j. At each charging space there shall be clearly legible instructions as well as fee information for the cost of electricity, if applicable.
- k. Policies for the use (e.g., hours for charging) of the charging spaces shall be defined in *Parking Management Plan*.
- l. A charging space shall meet the depth requirements as laid out in Table 12.2 of this section. The minimum width of a charging space shall be at least ten feet (10'), measured at right angles to the direction of the stall.
- m. Charging equipment shall be exempt from any bulk and setback regulations if it is fully located within a *Parking Facility* or on a parking lot.

## **SECTION 19 - VARIANCES AND SPECIAL PERMITS**

### **19.A. BOARD OF APPEALS POWERS AND DUTIES**

#### **19.A.1. Establishment**

The Zoning Board of Appeals shall operate under Chapter 56 of the Stamford Charter and any other applicable provision of such Charter or the General Statutes. It shall hear and decide all matters upon which it is required to pass by the specific terms of these regulations and all matters upon which it is directed to act under state statutes.

All powers and duties shall be exercised subject to appropriate conditions and safeguards, in harmony with the purpose and intent of these regulations and in accordance with the public interest and the most appropriate *Development* of the neighborhood.

#### **19.A.2. Review of Administrative Orders**

Any person claiming to be aggrieved, or any officer, department, board or bureau of the municipality aggrieved by any order, requirement or decision made by the *Zoning Enforcement Officer* may appeal to the Zoning Board of Appeals as provided in Section 8-7 of the Connecticut General Statutes as amended. In order to be considered, such appeal shall be duly filed with the Zoning Board of Appeals within thirty (30) days of the effective date of the action of the *Zoning Enforcement Officer*. Said Board may reverse or affirm wholly or in part, or may modify any order, decision or requirement appealed from and shall make such order, requirement or decision, consistent with these Zoning Regulations, the Zoning Map, or other provisions of applicable law, as in its opinion should be made in the premises. In deciding on any such appeal the Zoning Board of Appeals shall notice and conduct a public hearing in the manner prescribed under Section 8-3c of the General Statutes, as amended.

#### **19.A.3. Certificate of Approval of Location**

##### **a. Approval of Gasoline Station location**

The Board of Appeals shall hear and decide upon these matters in accordance with the provisions of these regulations and Secs. 14-321 and 322 of the General Statutes, as amended.

##### **b. Dealers' and Repairers' Licenses**

The Board of Appeals shall hear and decide upon these matters in accordance with the provisions of these regulations and Secs. 14-54 and 55 of the General Statutes, as amended.

#### **19.A.4. Variances**

The Board of Appeals shall have the power, after public noticed hearing, to determine and vary the application of these Regulations as provided under Section 8-7 of the General Statutes, as amended.

Provided however:

- a. Density requirements for multiple family uses as outlined in APPENDIX B, SCHEDULE OF REQUIREMENTS FOR AREA, HEIGHT AND BULK OF BUILDINGS, under "Square Feet Per Family", shall be unalterable by a variance except when the request for a variance is for one (1) additional dwelling unit.
- b. No use shall be permitted by variance in a residential district which is not otherwise allowed in that district.

#### **19.A.5. Special Permits**

Where provided for in these regulations, the Zoning Board of Appeals may, in appropriate cases, after public notice and hearing, grant certain *Special Permits*. The consideration, granting and conditioning thereof shall be subject to all of the provisions enumerated in Section 19.C pertaining to *Special Permits*.

### **19.B. VARIANCES**

#### **19.B.1. Statement of Purpose**

Where there is unusual hardship in the way of carrying out the strict letter of these regulations solely with respect to a parcel of land where conditions especially affect such parcel but do not affect generally the district in which it is situated, the Board of Appeals shall have the power after public notice and hearing to determine and vary the application of these regulations in harmony with their general purpose and intent and with due consideration for conserving the public health, safety, convenience, welfare and property values.

#### **19.B.2. Standards and Conditions**

- a. In considering a variance application, the Board shall state upon its record the specific written findings regarding all of the following conditions:
  - (1) That there are special circumstances or conditions, fully described in the findings of the Board, applying to the land or *Building* for which the variance is sought, which circumstances or conditions are peculiar to such land or *Building* and do not apply generally to land or *Buildings* in the district and have not resulted from any intentional act of the applicant in contravention of the Zoning Regulations.
  - (2) That for reasons fully set forth in the findings of the Board, the aforesaid circumstances or conditions are such that the strict application of the provisions of these Regulations would deprive the applicant of the reasonable use of such land or *Building* and the granting of the variance is necessary for the reasonable use of the land or *Building*.
  - (3) That taking into consideration the purpose and intent of the regulations, the variance, as granted by the Board is the minimum variance necessary to afford relief.



- (4) That the granting of the variance will be in harmony with the general purpose and intent of these Regulations, and will not be injurious to the neighborhood, impair the essential character of the area or otherwise be detrimental to the public welfare.
- b. In granting any variance, the Board may attach such reasonable conditions and safeguards as are deemed necessary to protect the neighborhood, including, but not limited to the following:
  - (1) requirement of front, side or *Rear Yards* greater than the minimum required by these regulations;
  - (2) requirement of screening of *Parking Areas* or other parts of the premises from adjoining premises or from the *Street* by walls, fences, planting or other devices, size, location and type to be specified by the Board;
  - (3) modification of the exterior features or appearance of any *Structure* where necessary to protect privacy and/or preserve property values;
  - (4) limitation of size, number of occupants, method or time of operation, or extent of facilities;
  - (5) regulation of the number, design and location of access drives or other traffic features.
- c. Granting of a variance pursuant to the provisions hereof shall be deemed to authorize only the particular use, *Structure* or feature shown on the application therefore and proper modifications, if any, in the Board's decision. Any change in the approved plans or any subsequent change of any use, *Structure* or feature shown on the approved plans that materially affects an approved variance shall require the further approval of the Board. Conditions of approval, when specifically imposed by the Board, shall be binding on the applicant, and failure to comply with any such conditions shall constitute a violation of these regulations.

### **19.B.3. Application Requirements and Procedure**

- a. Before deciding on any variance application, the Board shall notice and conduct a public hearing, in the manner prescribed under Section 8-3c of the General Statutes, as amended.
- b. All applications for variances shall include, as a minimum, site plans showing property boundaries, the location and size of *Buildings*, traffic access and circulation drives, and the extent of proposed construction, reconstruction or alteration. The Board of Appeals may require that such plans also show, where applicable, yards, *Parking Areas*, all proposed activity, landscaping, utility vaults, location of all waterways, streams, wetlands and flood hazard areas, contours at intervals of not less than 5 feet and any other pertinent information that may be necessary to determine whether all requirements of these regulations are met. In addition the applicant shall submit a written statement briefly describing the nature, size and intensity of operation proposed for the site. Such site plans shall be drawn to a scale of not less than 1 inch equals 30 feet, unless otherwise authorized by staff based on parcel size or unique circumstances. Such site plans shall be prepared and certified by a professional architect, landscape architect, land surveyor or engineer licensed by the State of Connecticut, provided that all property boundary, *Lot Area*, and existing conditions information shall be certified by a Registered Land

Surveyor and prepared in accordance with the standards of a Class A-2 survey as defined by the Connecticut Association of Land Surveyors.

- c. The form of application, number of copies of plans to be submitted and the filing fee shall be established by the Zoning Board of Appeals.
- d. Referral to Planning Board
  - (1) All applications for variances to authorize the operation of a use other than those specifically listed as "*Permitted Uses*" in the LAND USE SCHEDULE for the district in which the subject property is located, and all applications for variances from the SCHEDULE OF REQUIREMENTS FOR AREA HEIGHT AND BULK OF *BUILDINGS*, approval of which would (1) reduce the required minimum number of square feet of *Lot Area* per family, (2) reduce off-street parking and loading requirements, (3) increase maximum permitted *Building Heights* or bulk beyond permitted limits in the SCHEDULE, or (4) result in greater *Building* bulk in ratio to *Lot Area* than permitted in the Regulations, shall be referred to the Planning Board for an advisory report of its recommendations, which recommendations shall outline all factors considered, and which shall not be binding upon the Zoning Board of Appeals. Each such application shall be referred to the Planning Board at least thirty (30) days prior to the date assigned for a public hearing thereon. Failure of the Planning Board to report within 30 days shall be construed as no response. A statement of the vote of the Planning Board recommending approval or denial, or proposing a modification of such application shall be publicly read at any public hearing thereon. The full report of the Planning Board regarding such application shall include the reasons for the Board's vote therein and shall be incorporated into the records of the public hearing held thereon by the Zoning Board of Appeals.
  - (2) The Planning Board, in reviewing such matters, shall set forth its opinion as to whether or not the proposed use or feature is in reasonable harmony with the various elements and objectives of the *Master Plan* and the comprehensive zoning plan, and in case of a recommendation for approval, may suggest conditions deemed to be necessary in the granting of any such application.
- e. Referral to other Agencies
  - (1) All applications for variances shall be referred to the Department of Traffic and Parking for an advisory report at least thirty (30) days prior to the date assigned for a public hearing thereon. Applications potentially affecting public utility systems or involving matters of a technical engineering nature may also be referred to the Bureau of Engineering in a like manner.
  - (2) All applications for variances on a *Lot* not served by a public sewer shall be referred to the Health Director and Environmental Protection Board for an advisory report at least thirty (30) days prior to the date assigned for a public hearing thereon. Failure of a referral agency to report within 30 days shall be construed as no response.

#### **19.B.4. Limitations**

- a. Any variance granted by the Board shall automatically expire if a full *Building* Permit for work on the *Structure* or feature for which the variance was granted is not issued within 12 months of the date of such approval. If no *Building* permit is required, any use for which a variance has been granted shall be established within 12 months of the date of approval thereof or such variance shall be void. The time that elapses during any litigation challenging a granted variances, until final judgement or settlement, shall not count toward the time limits set out in this Section. The Board of Appeals shall have the authority to grant no more than one 12 month extension of such time period.
- b. Any variance which is granted by the Zoning Board of Appeals shall be placed by said Board upon the land records of the City by filing a record of the variance with the Town Clerk.

#### **19.C. SPECIAL PERMITS**

##### **19.C.1. Statement of Purpose**

The *Development* and execution of comprehensive zoning regulations is based upon the division of the City into districts, within which the use of land and *Structures* and the location of *Structures* in relation to the land are substantially uniform. It is recognized, however, that there are certain uses and *Structures* which, because of their unique characteristics, cannot be distinctly classified or regulated in a particular district or districts without consideration, in each case, of the impact of such uses and *Structures* upon neighboring uses and the surrounding area, compared with the public need for them at particular locations. Such uses and *Structures* are therefore treated as *Special Permits*. Where provided for elsewhere by these regulations, the Zoning Board of Appeals or the Zoning Board may, in appropriate cases, after public notice and hearing, grant certain *Special Permits*. Where an existing use or *Structure* which is permitted only by *Special Permit* is proposed to be extended or altered in a manner which would in any way change the character or intensity of the use or feature, such proposed extension or alteration shall be treated as a *Special Permit* under this section.

##### **19.C.2. Standards and Conditions**

- 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*.
  - (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.

- (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.
  - (4) the nature of the surrounding area and the extent to which the proposed use or feature might impair its present and future *Development*.
  - (5) the *Master Plan* of the City of Stamford and all statements of the purpose and intent of these regulations.
- b. In granting a *Special Permit* the reviewing board may attach reasonable conditions and safeguards as it deems necessary to protect the general health, safety, welfare and property values of the neighborhood. Failure to comply with any such conditions shall constitute a violation of these Regulations. At the discretion of the reviewing board, conditions may include but are not limited to those issues previously listed as well as the following:
- (1) Require shading of artificial light sources so that no direct rays fall on other than the subject property and to reduce glare from such sources.
  - (2) Require screening of *Structure* and/or *Parking Areas* of the premises or from *Streets* by walls, fences, planting or other devices, size, type and location to be specified by the reviewing board.
  - (3) Limit hours of operation.
  - (4) Require rearrangement and re-design of *Buildings, Structures, Parking Areas* or driveways to minimize any adverse impact on the neighborhood.
  - (5) Require landscaping of such type, number and size as necessary for sedimentation and erosion control, screening or enhancement of the property.
  - (6) Provide that no Certificate of Occupancy shall be granted until certification is made to and approved by the reviewing board that the project has been completed and is in compliance with all conditions of approval.
- c. Granting of a *Special Permit* pursuant to the provisions hereof, shall be deemed to authorize only the particular use, *Structure* or feature shown on the application therefore and proper modifications, if any, in the reviewing board's decision. Any change in the plans for, enlargement in the size of, or change in the location of any *Structure, Parking Area* or planned activity, or any enlargement in the size and intensity of the operation thereafter, shall require the further approval of the reviewing board.
- d. Swim and/or Tennis Club Use
- The Zoning Board of Appeals may by *Special Permit* the establishment of a swim and/or tennis club use not operated for profit in accordance with APPENDIX A - LAND USE SCHEDULE,

applicable standards for *Special Permits* provided for in these regulations, and the additional standards set forth below:

- (1) No parcel of land to be used for the above described purposes shall be less than five (5) acres in area.
- (2) Any *Building* whether principal or accessory and any lounging area or other area designed for active use shall be not less than one hundred feet (100') from the nearest property line of abutting residential property, and no part of any *Parking Area* shall be less than fifty feet (50') from any such property line.
- (3) The minimum *Front Yard* distance shall be governed by the Regulations applicable to the district or districts wherein such use is to be located.
- (4) There shall be at least one (1) off-street *Parking Space* for each employee and for every two (2) memberships.
- (5) There shall be no facilities for over-night accommodations except for employee's quarters.
- (6) There shall be no unshaded light sources, and lights shall be so located that their beams are not directed into residential areas or into the public highway, nor shall there be any flashing lights, loudspeakers or other noise-making devices except that a public address system may be permitted with speakers not nearer than three hundred feet (300') to any *Street* or property line, and the volume of sound shall be so regulated as to be inaudible beyond a point two hundred feet (200') away from the sound amplifying equipment.
- (7) The facilities shall not be rented to any outside organization or to any individual on a term basis or for a particular function.
- (8) Sale of *Alcoholic Beverages* on the premises shall be prohibited.
- (9) The Zoning Board of Appeals may impose any other reasonable conditions with regard to the operation of a swim or tennis club including limitation on hours of operation and restriction of commercial facilities.
- (10) All records necessary to permit checking for compliance with these Regulations shall be made available to the *Zoning Enforcement Officer* at any reasonable hours.

e. Special Standards for Single Family Districts

Special Standards for Single Family Districts: In addition to the other standards and requirements of these Regulations, all applications for *Special Permit* uses within the RA-3, RA-2, RA-1, R-20, R-10 and R-7<sup>1</sup>/<sub>2</sub> single family districts shall conform to the review standards of Section 19.D.3. Site Plan Review Standards for Review, and to the following additional special standards. The special standards of this section shall not however apply to Yacht Clubs, Group Day Care Home, Hospital Complex or Senior Housing & Nursing Home Facility Complex. Existing non-residential uses and non-residential *Structures*, established or erected prior to September 13, 1993 which do not conform to the standards of this Section 19.C.2.e, may be continued, rehabilitated, altered, extended, expanded or changed to a new *Special Permit* use provided that required approvals are obtained and provided that existing non-conformities with

the standards of this Section shall not be increased and no new non-conformities shall be created. (94-012, 216-13)

- (1) **Minimum Lot Size:** the area of the *Lot* shall be not less than twice the minimum *Lot* size required for a single family dwelling.
- (2) **Floor Area Ratio:** the total *Gross Floor Area* of all uses contained within *Buildings*, including residential use and parking *Structures*, divided by the area of the *Lot* shall not exceed the following standards: RA-3 and RA-2 Districts 0.10; RA-1 and R-20 Districts 0.15; R-10 District 0.20; R-7½ District 0.25.
- (3) **Ground Coverage:** the total percentage of a *Lot* occupied by *Buildings*, *Parking Areas*, driveways, walkways, patios, terraces and other impervious surface areas shall not exceed the following standards: RA-3 and RA-2 Districts: 25%; RA-1 and R-20 Districts: 35%; R-10 District: 45%; R-7½ District: 60%.
- (4) **Building Setbacks:** All *Buildings* shall be setback from front and side property boundaries by an amount not less than the minimum setback specified in Appendix B plus six (6) inches for each foot of *Building* length in excess of forty (40) feet, such length measured parallel to the property boundary. *Building* setback from a side property line shall not be required to exceed forty (40) feet and setback from a front property line shall not be required to exceed twice the minimum front setback standard of Appendix B.
- (5) **Landscape Buffers:** Landscaped buffer areas shall be provided along the front property line with a width not less than 50% of the minimum front setback standard of Appendix B, and shall be provided along all side and rear property boundaries with a width of not less than ten (10) feet. Required buffer areas shall be maintained as unoccupied landscaped open space and shall not be used for parking, driveways, or *Accessory Structures*, other than required curb cuts necessary to access the site and pedestrian walkways and similar improvements as approved by the reviewing board. The perimeter of all *Buildings* shall be suitably landscaped with a planted area an average width of not less than ten (10) feet for not less than 75% of the *Building* perimeter, provided that up to 6 feet of this buffer width may consist of pedestrian walkways. Not less than 10% of the interior area of vehicle *Parking Areas* shall be devoted to landscaped islands and dividers which shall be planted with not less than one shade tree with a minimum caliper of 2.5 inches (dbh) for every ten *Parking Spaces* or fraction thereof.
- (6) **Separation of Uses:** In order to preserve the essential character of residential neighborhoods and avoid undue concentration of non-residential uses, no *Special Permit* application shall be approved authorizing a new nursing home (#69), church (#23), clinic (#23.1) or public charitable institution (#79) within 1000 feet of any other such uses. Existing uses authorized prior to the effective date of this regulation shall be exempt from this separation requirement and may be continued, altered, changed in use or expanded in conformance with applicable standards of these Regulations.
- (7) **Staff Review:** All applications for *Special Permit* within single family districts shall be referred to the Planning and Zoning Director for staff review of site and architectural plans

at least thirty (30) days prior to the scheduling of a public hearing on such application. (93-013)

### **19.C.3. Application and Procedure**

- a. Before deciding on any *Special Permit* the reviewing board shall hold a public hearing on each application. Notice of the time and place of such hearing shall be given in accord with the requirements of Section 8-3c of the General Statutes, as amended.
- b. All applications for *Special Permit* shall include as a minimum site plans prepared to the standards and specifications of Section 19.B.3.b. of these Regulations. The form of application, number of copies of plans to be submitted, and the filing fee shall be established by the reviewing board.
- c. All applications for *Special Permit* shall be referred to the Planning Board for an advisory report and acted on in the same manner as provided under Section 19.B.3.d. of these Regulations. If the Planning Board recommends denial of an application for *Special Permit*, such *Special Permit* shall not be granted except by the affirmative vote of four members of the Zoning Board; the Zoning Board of Appeals must follow Section 8-6, CGS and vote by four affirmative votes whether or not the Planning Board recommends approval or denial. (91-019)
- d. Referral to other Agencies
  - (1) All applications for *Special Permits* shall be referred to the Bureau of Engineering and Department of Traffic and Parking for an advisory report at least thirty (30) days prior to the date assigned for a public hearing thereon.
  - (2) All applications for *Special Permits* on a *Lot* not served by a public sewer shall be referred to the Health Director and Environmental Protection Board thirty (30) days prior to the date assigned for a public hearing thereon. Failure of a referral agency to report within 30 days shall be construed as no response.

### **19.C.4. Limitation**

- a. Except as provided in Subsection 19.C.4.b of these Regulations, any *Special Permit* granted by a reviewing board shall automatically expire at the expiration of 12 months after the date of the approval. Notwithstanding the foregoing, the reviewing board upon timely application and good cause shown, may grant not more than three one-year extensions of the expiration date. (91-026; 94-026)
- b. Where the Zoning Board approves a *Special Permit* application for a *Development* to be constructed in more than one phase, it shall authorize the number of years from the date of approval, within which all phases of the *Development* shall be completed. (205-33)
- c. Any *Special Permit* granted by a Board shall be placed by said Board upon the land records of the City by filing a record of the *Special Permit* with the Town Clerk.

## **19.D. SITE PLAN REVIEW<sup>11</sup>**

### **19.D.1. Purpose**

It is the purpose of this Section to establish uniform procedures and standards for the review of site and architectural plans required under Section 9 - Design Districts, Special Permits required under Section 19.E. "Large-Scale Development Review", as well as other site plan reviews as stipulated elsewhere in these Regulations to assure that such plans meet the stated objectives and standards of these Regulations, conform to the stated objectives of other agencies, provide for the safety and convenience of the general public as well as those using the subject site, and preserve important site features, identified conservation values, and landscaping where desirable. The goal of such review is to achieve attractive, functional and efficient Development on the subject site while mitigating impacts to environmental and public infrastructure resources and protecting adjacent properties through appropriate design considerations and siting of Buildings, Structures, uses, access, parking, landscaping and other site Development features. (204-40)

### **19.D.2. Procedure**

- a. In all cases where these Regulations require review under this Section, no Building permit shall be issued until after the required plans have been reviewed and approved by the Zoning Board and after a Zoning Permit has been issued by the Zoning Enforcement Officer. Building permits shall be issued only in conformity with such approved plans including any modifications or conditions imposed by the Zoning Board. No certificate of occupancy shall be approved until after certification by the Zoning Enforcement Officer that the completed project substantially conforms to the approved plans.
- b. Pursuant to P.A. 87-533, site plan applications involving regulated inland wetlands or watercourses shall not receive final action by the Zoning Board until after a permit has been issued by the Stamford Environmental Protection Board. The Zoning Board, in its sole discretion, may refuse to accept for review any such application when a timely approval by the E.P.B. cannot be reasonably anticipated.
- c. The Board shall notify the Town Clerk of any adjoining municipality regarding any site plan proposal within five-hundred feet of the municipal boundary. Such notice shall be made by registered mail within seven days of the date of receipt of the application. Such notice shall also be provided for any site plan where a significant portion of the site generated traffic, sewer discharge or storm water discharge may impact an adjoining municipality, as more particularly defined by P.A. 87-307.
- d. Upon application and submission of a site plan, the Zoning Enforcement Officer, after consultation with the Director of Planning and Zoning, may issue a Zoning Permit for minor changes of use or alterations of site and architectural plans or permitted Signs, provided such

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<sup>11</sup> [As part of Application no. 220-31, this Section was moved here from Section 7.2.]



modifications are in keeping with the Designed District approval issued by the Zoning Board.

### **19.D.3. Application Requirements**

Unless otherwise authorized by the Zoning Board staff, eleven copies of all plans and documents, certified by an architect, landscape architect, engineer or surveyor, registered within the State of Connecticut, shall be submitted to the Zoning Board showing the following information:

- a. An existing conditions site survey, drawn to a scale preferably of not less than 1 inch = 30 feet but in no case less than 1 inch = 60 feet, showing dimensions and area of the site, Street and property lines, curbs, pavements, sidewalks, existing easements and rights-of-way, the location of existing Structures, walls, fences, utility facilities, and trees of 8-inch caliper or more, and existing land contours at a maximum two-foot interval, said information to be certified by a Registered Land Surveyor and prepared in accordance with the standards of a Class A-2 survey as defined by the Connecticut Association of Land Surveyors.
- b. The location of abutting Streets, nearest cross Streets, driveways on adjacent Lots, and Structures on adjacent Lots within twenty feet of the property line.
- c. The location and dimensions of all proposed Buildings, Structures, facilities, walls, fences, utility installations, site improvements, and finished land contours at maximum two-foot intervals.
- d. Location of all existing watercourses, inland and tidal wetlands, flood hazard and encroachment lines, principal wooded areas and rock formations, slopes greater than 25%, and other significant natural features.
- e. Zoning data including for all proposed Structures: height, number of Stories, yards, Floor Area Ratio, Building Coverage, number of Parking Spaces, number of dwelling units, total Building Area and proposed uses.
- f. The title of the Development, date, revision dates, north arrow, scale, name and address of owner and name and address of applicant if different from owner.
- g. Location, dimensions and surface treatment of existing and proposed off-street parking and Loading Spaces, traffic access, circulation drives and pedestrian walks.
- h. Location, size and type of proposed landscaping and buffer planting and the designation of those areas of natural vegetation not to be disturbed, including any areas to be preserved as open space.
- i. Location, type, design, shielding, power and hours of operation of all existing and proposed exterior and garage lighting.
- j. Architectural elevations depicting the exterior designs and the color, materials and finishes of all proposed Structures.
- k. Location, type, size, design, color and illumination of all Signs.
- l. Plans for storm drainage, water supply, sewage disposal, and a Soil Erosion and Sediment Control Plan as defined within Section 15.B. of these regulations.

- m. Properties located within regulated flood hazard areas shall submit preliminary architectural and engineering data demonstrating conformity with the standards of Section 15.B. of these Regulations.
- n. Such other additional information as may be deemed reasonably necessary by the Zoning Board to properly evaluate the application.
- o. A traffic impact and access study shall be submitted, prepared by a State of Connecticut Registered Professional Engineer qualified to prepare such studies, where required either by Section 12.A-9 of these Regulations or where considered necessary in the judgment of the City Traffic Engineer. At a minimum, the study shall include data and information on existing and projected average daily vehicle trips on nearby roads, peak hour traffic, distribution of such traffic to be generated, types of vehicles expected, existing and projected levels of service, adequacy of rights-of-way and travelways, existing roadway capacity, traffic accidents, traffic generation data, the location of existing roads within 300 feet of the development site, traffic lights and intersections, sight line conditions, and recommended improvements needed to avoid undue congestion and provide for safe pedestrian and vehicular circulation, including provisions for safe sidewalks and crosswalks for pedestrians. Where applicable, such study shall include the written findings and recommendations of the Connecticut Department of Transportation. (204-40)
- p. A drainage impact report shall be submitted, prepared by a State of Connecticut Registered Professional Engineer qualified to prepare such studies, in accordance with design criteria and methodologies as approved by the City Engineer. (204-40)

#### **19.D.4. Standards for Review**

In reviewing site plans the Zoning Board shall take into consideration the purposes of these Regulations, including the purposes of the applicable zoning district and the goals and policies of the Stamford Master Plan, the public health, safety and general welfare and convenience of the general public and the maintenance of property values. In its review the Board may modify a site plan or condition an approval to the extent necessary to conform the site plan to the following standards and objectives:

- a. Safe, adequate and convenient vehicular traffic circulation, operation, parking and loading, and pedestrian circulation, both within and without the site.
  - (1) The number, locations and dimensions of all vehicular and pedestrian access drives and walkways, Parking Spaces, drop-off and loadings areas, and provisions for handicapped access shall conform to the standards of Section 12 of these Regulations, to the adopted design criteria and engineering practices of the Dept. of Traffic and Parking, and all other applicable standards. Such areas shall be constructed of suitable hard surface materials and maintained in good condition.
  - (2) The number of vehicle access drives shall be minimized and shall be located and designed to provide safe and convenient turning movements and safe sightline as determined in

accordance with the Geometric Highway Design Standards of the Conn. Dept. of Transportation.

- (3) Area Streets and traffic controls shall be determined to have adequate capacity to service the site without causing undue congestion or hazardous conditions.
- b. The protection of environmental quality, landscaping of open space and harmony with existing Development. The Board shall take into consideration the following features and standards:
  - (1) The location, height, design and materials of walls, fences, hedges and plantings shall be appropriate to the vicinity and shall suitably screen parking, loading, garbage collection facilities, outside storage areas, Accessway drives, utility installations and other such features; such landscaping shall be appropriate to the general character of the vicinity and consider the proximity and nature of abutting uses and the level of use of adjoining public Streets and walkways.
  - (2) All open space areas, exclusive of undisturbed natural areas, shall be suitably landscaped to the satisfaction of the Board. Site landscaping shall be performed at a minimum dollar value equivalent to one shade tree of 2.5 inch caliper for every two hundred (200) square feet of landscaped area. In multi-family Developments, open space shall be designed to provide functional outdoor living and play areas meeting the needs of intended residents.
  - (3) Soil erosion, sedimentation and the release of excessive dust shall be controlled through implementation of suitable short term and long term controls in accordance with the standards and procedures of Section 15.B.
  - (4) Site Development shall seek to preserve existing specimen trees, historic Structures and other significant natural features of the site. Accordingly, the premature demolition and site clearance of prospective development sites is specifically discouraged and may be taken into consideration in subsequent site plan reviews.
  - (5) Artificial lighting, and site generated noise, odors, particles and other disturbances shall be controlled to avoid interference with the use and enjoyment of neighboring properties. The location, height, design and arrangement of outside lighting shall be consistent with safety such as to avoid glare on any other Lot and to avoid hazards to traffic on any Street.
  - (6) Available public utilities shall be adequate in capacity to safely service the requirements of the site. Surface water drainage facilities shall be adequate to safely drain the site while minimizing the risk of downstream flooding and erosion. Where infrastructure capacity is judged not to be adequate the Board may accept a binding agreement to perform suitable improvements.
  - (7) Adequate provision shall be made for emergency vehicle access, fire lanes, and safe fire flows, upon the recommendation of the Fire Marshall and the public water utility.
  - (8) The arrangement, location, apparent bulk, architectural features, materials, texture and color of proposed Buildings and Structures shall establish an architectural character and overall site design compatible with the scale and general character of the vicinity.

- (9) Building setbacks and the configuration of open space shall be appropriate to existing Structures on adjoining properties and established patterns of use of side and Rear Yard areas, and to the existing physical conditions of the site.
- (10) No use shall be permitted that will cause or result in:
- dissemination of dust, smoke, observable gas or fumes, odor, noise or vibration beyond the immediate site of the Building in which such use is conducted, or
  - unusual hazard of fire or explosion or other physical hazard to any adjacent Buildings, or
  - harmful discharge of liquid materials, or
  - unusual traffic hazard or congestion due to the type of vehicles required in the use or due to the manner in which traffic enters or leaves the site of the use.
- (11) All Buildings and grounds and other Structures shall be maintained in good repair and in safe, clean and sanitary condition. All landscaping required pursuant to an approved site plan shall be installed to the satisfaction of the Director of Parks and Recreation and shall thereafter be maintained in accordance with an agreement to be made part of the application of record, which agreement shall be enforced by the Zoning Enforcement Officer, upon advice of the Director. (88-025)

#### **19.D.5 [Additional Requirements for Historic Site and Architectural Plan Review]**

Developments that are subject to Historic Site and Architectural Plan Review pursuant to Section 7.3.B.1. shall submit the additional information required under Section 7.3.B.2. as part of the Site Plan Review required under Section 19.D. No fees in addition to those charged under Section 19.D shall be required for a Historic Site and Architectural Plan review application.

### **19.E. LARGE-SCALE DEVELOPMENT REVIEW<sup>12</sup>**

#### **19.E.1. Purpose**

The purpose of this Section is to ensure that large scale development is reviewed in a coordinated manner to insure that such development is comprehensively reviewed for compliance with the objectives and standards of these Regulations, and to provide for the safety and convenience of the general public as well as those using the subject site, and to insure that adequate provision is made for vehicular and pedestrian circulation, parking, landscaping, buffers, signage, lighting, drainage, utilities and other needs produced by the proposed *Development*. It is also intended, through the procedures established under this Section, that development impacts will be evaluated by the Zoning Board in light of the City's need to protect its natural, social, and cultural environment in accordance with the *Master Plan*, and to insure that adverse short term and long term *Development* impacts will be mitigated, including impacts associated with storm drainage, sanitary sewerage, traffic, demolition, sidewalks, on-street parking, unique site conditions and/or environmental resources, and

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<sup>12</sup> [formerly Section 7.5.]

environmental impacts to coastal resources and the ecosystems and habitats of Long Island Sound.

#### **19.E.2. APPLICATION**

The requirements of this section shall apply to all property within the C-N, C-B, C-L, C-I, C-G, CC, M-L and M-G zoning districts.

#### **19.E.3.. SPECIAL PERMIT REQFUIREMENT**

Any new non-residential *Structure* having a *Gross Floor Area* of twenty thousand (20,000) square feet or more, or any new residential *Structure* containing ten (10) or more dwelling units, or any project developing or altering 40,000 square feet of *Lot Area* or creating one-hundred (100) or more new *Parking Spaces* shall be subject to the issuance of a *Special Permit* by the Zoning Board, in conformance with the application requirements and review standards of Section 19-3.2 and Section 19.D. of these Regulations and all other applicable zoning standards of these Regulations, provided that Section 7.K shall not apply when adjacent to property developed under Section 7.R of these Regulations. This requirement shall not apply to *Special Permit* uses subject to review and approval by the Zoning Board of Appeals, as defined in Appendix A of these Regulations. (204-40, 207-44)

#### **19.F. PARKING MANAGEMENT PLANS (220-31)**

##### **19.F.1. Purpose**

The purpose of a *Parking Management Plan (PMP)* is to assure that sufficient parking is provided while optimizing the use of land and structures dedicated to parking, with the goal of balancing the supply and demand of parking as closely as possible. In addition, *PMPs*, by themselves or in conjunction with *Transportation Demand Management Plans*, are intended to discourage use of single occupancy passenger vehicles.

##### **19.F.2. Applicability**

*Parking Management Plans (PMPs)* shall be required as follows:

- a. Applications pursuant to Subsection 12.D.1.c and 12.D.1.d – reduction of self-parking requirements;
- b. Applications pursuant to Section 12.I. – “Shared Parking”;
- c. All *Development* in the CC, TCD and R-HD districts generating a parking requirement of 50 spaces or more;
- d. All applications pursuant to Section 19.E – “Large Scale Development Review”;
- e. All applications requiring a traffic study pursuant to Subsection 12.A.5; or
- f. All *Special Permit* applications pursuant to Section 19.C. unless waived by the Land Use Bureau Chief, or designee.

### **19.F.3. Standards**

All *Parking Management Plans* shall, at a minimum, contain the following:

- a. A tabulation of *Parking Spaces* required by these Regulations and *Parking Spaces* provided by type of use and type of parking provided (e.g., vehicle parking, bicycle parking, parking for electric vehicles);
- b. Parking fees, if any, and if the parking is bundled or unbundled;
- c. Parking management techniques employed, including but not limited to self-parking, valet parking, stackers, car elevators, shared parking, etc., and, if different techniques are employed, the distribution of parking between these techniques;
- d. A scaled plan of the *Parking Facility*, prepared by a licensed surveyor or engineer, including, but not limited to:
  - (1) The size of *Parking Spaces*;
  - (2) The type of *Parking Spaces*, e.g., self-park, attended, handicapped, electric vehicle charging;
  - (3) The angle of *Parking Spaces*, if angled parking is provided;
  - (4) The width and direction of drive aisles and access ways;
  - (5) Curb cuts and access to public roads or other rights of way; and
  - (6) Landscaping requirements.
- e. Reporting requirements (frequency and information required);
- f. Contact information for the person(s) responsible for reporting usage; and
- g. Other pertinent information, as required by the Zoning Board, Land Use Bureau or the Transportation, Traffic and Parking Bureau.

### **19.F.4. Review Procedures**

All *Parking Management Plans* shall be referred to the Transportation, Traffic and Parking Bureau (TTP) for review. Draft *PMPs* shall be reviewed in conjunction with Site and Architectural Plan, Large Scale Development Plan, or *Special Permit* approvals, as applicable, and referenced in the Certificate of Decision. In instances where a *PMP* is required for as-of-right developments without any other review actions by the Zoning Board, TTP and Zoning Board staff shall approve the *PMP* prior to issuance of a Building Permit. No final Certificate of Occupancy for an applicable *Development* under Subsection 19.F.2. shall be issued without a final *Parking Management Plan* approved by TTP, Land Use Bureau Staff and the Zoning Board. All final *PMPs* shall be recorded on the City of Stamford Land Records. Minor changes to final *PMPs* shall be approved administratively by Land Use Bureau staff after endorsement by TTP.

#### **19.F.5. Reporting Requirements**

The owner, tenant or property manager shall annually, not later than January 15, report on parking usage in writing and in a format prescribed by the Land Use and Transportation, Traffic and Parking Bureaus. Should the reports show an insufficient supply in parking, the owner, tenant or property manager shall submit strategies for increasing the parking supply to the Land Use and Transportation, Traffic and Parking Bureaus by no later than March 31<sup>st</sup> of such year for approval.

Non-compliance with the reporting requirements shall be deemed a Zoning Violation pursuant to Section 248 of the City of Stamford Code, and every day a report is submitted late shall be considered as separate violation pursuant to Subsection 248-2 of the City of Stamford Code.

#### **19.G. TRANSPORTATION DEMAND MANAGEMENT PLANS (TDMPs) (220-31)**

##### **19.G.1. Purpose**

The purpose of *Transportation Demand Management Plans (TDMPs)* is to effectively reduce the demand for *Parking Spaces* and promote alternative means of transportation including, but not limited to, biking, walking, mass transit, carpooling, etc.

##### **19.G.2. Applicability**

Transportation Demand Management Plans shall be required as follows:

- a. All new or re-development in the CC, TCD and R-HD districts on Zoning Lots with 20,000sf or more in area;
- b. All applications pursuant to Section 19.E – “Large Scale Development Review”;
- c. All applications requiring a traffic study pursuant to Subsection 12.A.5; or
- d. All Special Permit applications pursuant to Section 19.C., unless waived by the Land Use Bureau Chief, or designee.

##### **19.G.3. Standards**

All *Transportation Demand Management Plans* shall, at a minimum, contain the following:

- a. A *Parking Management Plan* pursuant to Section 19.F. of these Regulations;
- b. A traffic study;
- c. Techniques to achieve at least twenty percent (20%) of employees or residents commuting to work by means other than a single occupied car, including, but not limited to, incentives for using mass transit, car pools, car share, telecommuting, bicycles or walking;
- d. For non-residential uses, techniques to reduce vehicular peak-hour traffic, including, but not limited to, staggered work hours or telecommuting;
- e. Review procedures to determine if expected reductions are achieved and procedures for adjusting *TDMPs* should the expected reductions not be achieved; and

- f. Other pertinent information, as required by the Zoning Board, Land Use Bureau or the Transportation, Traffic and Parking Bureau.

#### **19.G.4. Review Procedures**

All *Transportation Demand Management Plans* shall be referred to the Transportation, Traffic and Parking Bureau (TTP) for review. Draft *TDMPs* shall be subject to review and approval by the Zoning Board in conjunction with Site and Architectural Plan, Large Scale Development Plan, or *Special Permit* approvals, as applicable, and referenced in the Certificate of Decision. In instances where a *TDMP* is required for as-of-right developments without any other review actions by the Zoning Board, TTP and Zoning Board staff shall approve the *PMP* prior to issuance of a Building Permit. No final Certificate of Occupancy for an applicable development under Subsection 19.G.2. shall be issued without a final *Transportation Demand Management Plan* approved by TTP and Land Use Bureau Staff. All final *TDMPs* shall be recorded on the City of Stamford Land Records. Minor changes to *TDMPs* shall be approved administratively by Land Use Bureau staff after endorsement by TTP.

#### **19.G.5. Reporting Requirements**

Not later than January 15<sup>th</sup> of each year, the owner, tenant or property manager shall report in writing on the mode split of commuters in a format prescribed by the Land Use and Transportation, Traffic and Parking Bureaus. Should fewer than 20% of the building occupants use means of transportation other than a single occupied car, the owner, tenant or property manager shall, by March 31<sup>st</sup> of such year, submit proposals for increasing that share to the Transportation, Traffic and Parking and Land Use Bureaus for comments and approval.

Non-compliance with the reporting requirement shall be deemed a Zoning Violation pursuant to Section 248 of the City of Stamford Code, and every day a report is submitted late shall be considered as separate violation pursuant to Subsection 248-2 of the Code.



## Zoning Data Chart Template

Project Name – OLD TOWNE HOTEL

Application number –

Address – 160 ATLANTIC STREET

Zoning District(s) - If multiple Zoning Districts, provide requirement and compliance for each portion of site under the different district - CC

| Zoning Section |  | Required/<br>Permitted | Existing<br>Conditions | Proposed                        | Notes (Indicate<br>compliance or<br>Zoning Section<br>for Special<br>Permit if<br>applicable)         |
|----------------|--|------------------------|------------------------|---------------------------------|---|
|                | Lot Size   | 4,000 sq.ft.           | 9,246 sq.ft            | 9,246 sq.ft.                    | Complies  |
|                | Gross Floor Area                                 | 5,641 sq.ft.           | 5,641 sq.ft.           | 54,900 sq.ft.                   | Complies  |
|                | Zoning Floor Area                                |                        |                        |                                 |   |
|                | Residential                                      |                        |                        |                                 |   |
|                | Commercial                                       | 55,476 sq.ft.          | 5,641 sq.ft.           | 54,900 sq.ft.                   | Complies  |
|                | Community Facility                               |                        |                        |                                 |   |
|                | Industrial                                       |                        |                        |                                 |   |
|                | Total  | 55,476 sq.ft.          | 5,641 sq.ft            | 54,900 sq.ft.                   | Complies  |
|                | F.A.R.   | 6.0                    | 0.61                   | 5.94                            | Appendix B, footnote 23   |
|                | Residential                                      |                        |                        |                                 |   |
|                | Commercial                                       | 6.0                    | 0.61                   | 5.94                            | Appendix B, footnote 23   |
|                | Community Facility                               |                        |                        |                                 |   |
|                | Industrial                                       |                        |                        |                                 |   |
|                | Total  | 6.0                    | 0.61                   | 5.94                            | Appendix B, footnote 23   |
|                | Number of units                                  |                        |                        |                                 |   |
|                | Below Market Rate Units (# and %)                |                        |                        |                                 |   |
|                | Number of seats/ beds / employees if applicable  |                        |                        | 84 rooms<br>7 suites<br>98 beds | Appendix B, footnote 23   |
|                | Density(Units/Acre)                              |                        |                        |                                 |   |
|                | Street Frontage                                  | 40'                    | 191.75'                | 191.75'                         | See maps 10, 838 & 10,247 SLR   |
|                | Building Coverage (Area and %)                   | 80%                    | 5,558 sq. ft.<br>60.1% | 6,652 sq. ft.<br>71.9%          | Per Chung plan dated August 15, 2021 and D'Andrea plan dated October 18, 2021 each submitted herewith |
|                | Lot coverage (Area and %)                        | 100%                   | 9,006 sq. ft.<br>97.4% | 9,052 sq. ft.<br>97.9%          | Per Chung plan dated August 15, 2021 and D'Andrea plan dated October 18, 2021 each submitted herewith |
|                | Building Height (Feet)                           |                        | Approx. 40.0'          | 126.0'                          | Complies per Appendix B, footnote 13  |
|                | Number of floors                                 |                        | 3                      | 10                              | Complies per Appendix B, footnote 11  |
|                | Active ground floor (sq.ft. and %) if applicable |                        | 4,200 sq.ft.           | 5,477 sq.ft.                    |   |
|                | Yards  |                        |                        |                                 |   |
|                | Front yard ( Streetline)                         | 0                      | 0                      | 0                               | Appendix B, footnote 7  |
|                | Front yard ( St centerline)                      | 25                     | 29.1"                  | 29.1"                           | Appendix B, footnote 7  |
|                | Rear yard  | 20'                    | 0.0'                   | 0.0'                            | Appendix B, footnote 7  |
|                | Side yard  |                        | 6.3/58.4<br>64.7 total | 6.3/27.4<br>33.7 total          | Complies per Appendix B, footnotes 7 and 21   |
|                | Parking  |                        |                        |                                 |   |

|  |  |   |                                      |  |  |
|--|--|---|--------------------------------------|--|--|
|  | Residential parking                              |   |                                      |  |  |
|  | Commercial parking                               | 46  | Approx. 12<br>(most encroach)        | 45 offsite;<br>1 on site                         | Complies per<br>Appendix B, footnote<br>23 |
|  | Community Facility parking                       | N/A   | 0                                    | N/A  |  |
|  | Industrial parking                               | N/A   | 0                                    | N/A  |  |
|  | Public open space parking                        | N/A   | 0                                    | N/A  |  |
|  | Bike parking                                     | 9 class A;<br>23 class B  | 0                                    | 9 class A;<br>class B                            | 23 Complies per<br>§12.J.C.3               |
|  | # of levels of parking garage (if<br>applicable) | N/A   | 0                                    | N/A  |  |
|  | Square footage of parking area                   | N/A   | 2,836 sq.ft.                         | 2,836 sq.ft.<br>(including under<br>building)    |  |
|  | Parking setback                                  | 10' from street;<br>5' from building                                  | 0' from street;<br>10' from building | 16' from street;<br>17' from building            | Complies per §12.C.1                       |
|  | Open space (Area and % )                         |   |                                      |  |  |
|  | Active (If separate)                             | N/A   | 0                                    | N/A  |  |
|  | Passive (If separate)                            | N/A   | 0                                    | N/A  |  |
|  | Street Trees                                     |   |                                      |  |  |
|  | Existing   | N/A   | 0                                    | N/A  |  |
|  | Proposed   | N/A   | 0                                    | N/A  |  |
|  | Total  | N/A   | 0                                    | N/A  |  |
|  | Signage  |   |                                      |  |  |
|  | Wall signs (# and size)                          | 1 front @ 82.5 sq.ft;<br>1 rear @ 60 sq.ft;<br>2 sides @ 60 sq.ft ea. | none                                 | 1 front @ 80 sq.ft;<br>2 sides @ 60 sq.ft<br>ea. | Complies per §13 (H)                       |
|  | Ground Signs (# and size)                        |   | none                                 | none   |  |
|  | Blade signs (# and size)                         |   | none                                 | none   |  |
|  | Fence height                                     | N/A   | 0                                    | N/A  |  |

updated 10/26/2021

**OLD TOWN SQUARE, LLC**

160 ATLANTIC STREET  
STAMFORD, CT 06901

July 2, 2021

Mr. Ralph Blessing  
Land Use Bureau Chief  
City of Stamford  
Stamford Government Center  
888 Washington Boulevard, 7<sup>th</sup> Floor  
Stamford, CT 06904

Re: Applications for Approval of Site and Architectural Plans  
And/or Requested Uses and Special Permits  
160 Atlantic Street

Dear Mr Blessing:

Please be advised that the Law Office of John F. X. Leydon, Jr., LLC may serve as the agent in regard to the above-referenced matters.

Very truly yours,  
Old Town Square, LLC

By

  
Nagi M. Osta, a Member

## 1. Site Data Sheet

Application Number:

Project Name:

Project Location  
Address  
Street Number:  Street Name:

Lot(s):

Neighborhood Statistical Area:

Current Zoning District:  Proposed Zoning District:

Current Master Plan Category:  Master Plan Category:

| Zoning Section |  | Required/<br>Permitted | Existing<br>Conditions | Proposed                        | Notes (Indicate<br>compliance or Zoning<br>Section for Special<br>Exception if<br>applicable) |
|----------------|--|------------------------|------------------------|---------------------------------|---|
|                | Lot Size   | 4,000sq.ft.            | 9,246sq.ft.            | 9,246sq.ft.                     | Complies  |
|                | Gross Floor Area                                   | 5,641                  | 5,641sq.ft.            | 54,900 sq.ft.                   | Complies  |
|                | Zoning Floor Area                                  |                        |                        |                                 |   |
|                | Residential  |                        |                        |                                 |   |
|                | Commercial   | 55,476sq.ft.           | 5,641sq.ft.            | 54,900 sq.ft.                   | Complies  |
|                | Community Facility                                 |                        |                        |                                 |   |
|                | Industrial   |                        |                        |                                 |   |
|                | Total  | 55,476sq.ft.           | 5,641sq.ft.            | 54,900sq.ft.                    | Complies  |
|                | F.A.R.   | 6.0                    | 0.61                   | 5.94                            | Appendix B, footnote 23   |
|                | Residential  |                        |                        |                                 |   |
|                | Commercial   | 6.0                    | 0.61                   | 5.94                            | Appendix B, footnote 23   |
|                | Community Facility                                 |                        |                        |                                 |   |
|                | Industrial   |                        |                        |                                 |   |
|                | Total  | 6.0                    | 0.61                   | 5.94                            | Appendix B, footnote 23   |
|                | Number of units                                    |                        |                        |                                 |   |
|                | Below Market Rate Units (#<br>and %)               |                        |                        |                                 |   |
|                | Number of seats/ beds /<br>employees if applicable |                        |                        | 84 rooms<br>suites 7<br>beds 98 | Appendix B, footnote 23   |
|                | Density(Units/Acre)                                |                        |                        |                                 |   |

|  |   |                                   |                                   |   |   |
|--|---|-----------------------------------|-----------------------------------|---|---|
|  | <b>Street Frontage</b>                                  | 40'                               | 191.75                            | 191.75                                  | See maps 10, 838 & 10,247 SLR   |
|  | <b>Building Coverage (Area and %)</b>                   | 80%                               | 5558 sq. ft.<br>60.1%             | 6652 sq. ft.<br>71.9%                   | Per Chung plan dated August 15 ,2021 and D'Andrea plan dated Oct 18, 2021 each submitted herewith     |
|  | <b>Lot coverage (Area and %)</b>                        | 100%                              | 9006 sq. ft.<br>97.4%             | 9052 sq. ft.<br>97.9%                   | Per Chung plan dated August 15 ,2021 and D'Andrea plan dated October 18, 2021 each submitted herewith |
|  | <b>Building Height (Feet)</b>                           |                                   | Apprx.40.0'                       | 126.0'                                  | Complies per Appendix B, footnote 13  |
|  | <b>Number of floors</b>                                 |                                   | 3                                 | 10                                      | Complies per Appendix B, footnote 11  |
|  | <b>Active ground floor (sq.ft. and %) if applicable</b> |                                   | 4,200sq.ft.                       | 5,477 sq.ft.                            |   |
|  | <b>Yards</b>  |                                   |                                   |   |   |
|  | Front yard ( Streetline)                                | 0                                 | 0                                 | 0                                       | Appendix B, footnote 7  |
|  | Front yard ( St centerline)                             | 25                                | 29.1"                             | 29.1"                                   | Appendix B, footnote 7  |
|  | Rear yard   | 20'                               | 0.0'                              | 0.0'                                    | Appendix B, footnote 7  |
|  | Side yard   |                                   | 6.3/58.4<br>64.7 total            | 6.3/27.4<br>33.7 total                  | Complies per Appendix B, footnotes 7 and 21   |
|  | <b>Parking</b>  |                                   |                                   |   |   |
|  | Residential parking                                     |                                   |                                   |   |   |
|  | Commercial parking                                      | 46                                | Approx 12<br>(most encroach)      | 45 off site;<br>1 on site               | Complies per Appendix B, footnote 23  |
|  | Community Facility parking                              | N/A                               | 0                                 | N/A                                     |   |
|  | Industrial parking                                      | N/A                               | 0                                 | N/A                                     |   |
|  | Public open space parking                               | N/A                               | 0                                 | N/A                                     |   |
|  | Bike parking  | 9 Class A; 23<br>Class B          | 0                                 | 9 Class A; 23<br>Class B                | Complies per §12.J.C.3  |
|  | # of levels of parking garage (if applicable)           | N/A                               | 0                                 | N/A                                     |   |
|  | Square footage of parking area                          | N/A                               | 2836 sq. ft.                      | 2836 sq. ft. (including under building) |   |
|  | Parking setback   | 10' from street; 5' from building | 0' from street; 10' from building | 16' from street; 17' from building      | Complies per §12.C.1  |
|  | <b>Open space (Area and % )</b>                         |                                   |                                   |   |   |
|  | Active (If separate)                                    | N/A                               | 0                                 | N/A                                     |   |

|  |                           |  |      |   |                      |
|--|---------------------------|--|------|---|----------------------|
|  | <b>Street Trees</b>       |  |      |   |                      |
|  | Existing                  | N/A  | 0    | N/A   |                      |
|  | Proposed                  | N/A  | 0    | N/A   |                      |
|  | Total                     | N/A  | 0    | N/A   |                      |
|  | <b>Signage</b>            |  |      |   |                      |
|  | Wall signs (# and size)   | 1 front @ 82.5sq.ft ;<br>1 rear @60sq.ft.;<br>2 sides @60sq.ft ea. | none | 1 front @ 80sq.ft ;<br>2 sides @60sq.ft ea. | Complies per §13 (H) |
|  | Ground Signs (# and size) |  | none | none  |                      |
|  | Blade signs (# and size)  |  | none | none  |                      |
|  | <b>Fence height</b>       | N/A  | 0    | N/A   |                      |

|   |   |
|---|---|
| Is the project site fully or partially in the CAM?                | N |
| Is the project site fully or partially in a flood plain?          | N |
| Is the site fully or partially in a historic district?            | Y |
| Is the site fully or partially in the Mill River Design District? | N |
| Is the site fully or partially in Downtown?                       | Y |
| Is the site a brownfield site?                                    | N |
| Is the site a greenfield site?                                    | N |

## 2. Impact Summary

|   | <b>Adverse Impact</b> | <b>Mitigation</b> |
|---|-----------------------|-------------------|
| <b>Mobility</b>                         | N                     | N/A               |
| <b>Housing</b>                          | N                     | N/A               |
| <b>Schools and Community Facilities</b> | N                     | N/A               |
| <b>Infrastructure</b>                   | N                     | N/A               |
| <b>Public Safety</b>                    | N                     | N/A               |
| <b>Parks and Open Space</b>             | N                     | N/A               |
| <b>Environmentally Sensitive Areas</b>  | N                     | N/A               |
| <b>Historic Resources</b>               | N                     | N/A               |
| <b>Quality of Life</b>                  | N                     | N/A               |
| <b>Fiscal Impact</b>                    | N                     | N/A               |
| <b>Conveniences</b>                     | N                     | N/A               |

### 3. Mobility

#### Parking

|                            | current            | current permitted | proposed | proposed permitted | Parking ratio   |
|----------------------------|--------------------|-------------------|----------|--------------------|---|
| Residential parking        |                    |                   |          |                    | N/A   |
| Residential Loading        |                    |                   |          |                    | N/A   |
| Community Facility parking |                    |                   |          |                    | N/A   |
| Community Facility Loading |                    |                   |          |                    | N/A   |
| Commercial Retail parking  | 12 (most encroach) |                   | 45       |                    | 1 PER 55,000 SF OF COMMERCIAL – OFF SITE PARKING AT BELL ST. GARAGE |
| Commercial Retail loading  |                    |                   | 1        |                    | N/A   |
| Commercial Office parking  |                    |                   |          |                    | N/A   |
| Commercial Office loading  | 0                  |                   |          |                    | N/A   |
| Manufacturing parking      |                    |                   |          |                    | N/A   |
| Manufacturing loading      |                    |                   |          |                    | N/A   |
| Public Open Space parking  |                    |                   | N/A      |                    | N/A   |

Are you providing shared parking?

N

If yes, explain parking concept

Are you providing car share

N

If yes, explain (operator, # of vehicles, etc.)

Are you proposing to add or close curb cuts?

N

If yes, please explain changes to the curb cuts

Is the site located on an arterial road?

Y

Name of road(s)

Atlantic Street



Is the site located on a state highway? 

Name of road(s) 

Is the proposed site within half a mile of a train station?

Stamford T.S.

Is the proposed site within a quarter mile of a bus stop

Which line?

313, 331, 333,  
334, 336, 341,  
342, 344 and 345

## Impacted Intersections

| Street 1                    | Street 2          | current LOS | expected LOS with action | expected LOS with Mitigation |
|-----------------------------|-------------------|-------------|--------------------------|------------------------------|
| Atlantic Street/Main Street | Town Center Drive | B           | B                        | B                            |
| Tresser Boulevard (Route 1) | Town Center Drive | B           | B                        | B                            |

| Distance to               | Miles    | Bus connection line | Bus connection headway | total travel time by transit |
|---------------------------|----------|---------------------|------------------------|------------------------------|
| Stamford Transit Center   | 0.5      | 331                 | 20 min. approx.        | 5 min. approx.               |
| Springdale Station        | 3.3      | 334                 | N/A                    | N/A                          |
| Glenbrook Station         | 1.9      | 344                 | N/A                    | N/A                          |
| Downtown / Veteran's Park | Adjacent | N/A                 | N/A                    | N/A                          |

the site connected to the pedestrian network?

Is the site connected to the bike network?

What mitigating measures are planned to reduce parking needs and improve mobility, e.g., shuttle service?

The site is situated within a half-mile of the Stamford Transit Center, a hub for trains, buses, and easy access point for ride sharing vehicles and taxis. Parking is proposed to be located off-site in an existing garage. Also, valet service will be provided on site for guests of the hotel to utilize.

Provide a traffic plan and a site access plan! 

Was a comprehensive traffic study prepared for this project?

If yes, please upload the study 

Traffic and site access plans contents:

- all streets w/ with widths, directions, # of lanes
- sidewalk with widths
- bus stops
- signals, crosswalks, pedestrian ramps

**Scenarios**

- curb cuts - width, distance from intersections
- all pedestrian entrances, and circulation
- location of parking, including bike parking and on street parking
- intersection LOS
- street trees
- traffic calming features
- loading off-street / on-street

## 4. Housing N/A

Residential Floor Area   
Number of units   
Floor Area per unit

Is the development proposed to be ownership or rental?

### Proposed Housing and Unit Mix

| Unit Type | total | Market rate | prop. rent | prop sales price | senior housing | BMR | prop rent | prop sales price | % BMR | complies with BMR                | market rate aff. | total aff units |
|-----------|-------|-------------|------------|------------------|----------------|-----|-----------|------------------|-------|----------------------------------|------------------|-----------------|
| Studio    |       |             |            |                  |                |     |           |                  |       | <input type="text" value="Y/N"/> |                  |                 |
| 1-BR      |       |             |            |                  |                |     |           |                  |       | <input type="text" value="Y/N"/> |                  |                 |
| 2-BR      |       |             |            |                  |                |     |           |                  |       | <input type="text" value="Y/N"/> |                  |                 |
| 3+BR      |       |             |            |                  |                |     |           |                  |       | <input type="text" value="Y/N"/> |                  |                 |
| All units |       |             |            |                  |                |     |           |                  |       | <input type="text" value="Y/N"/> |                  |                 |

### Current housing on site

| Unit Type | total | Market rate | current rent | current value | senior housing | BMR | current rent | current value | %BMR | Market rate affordable | total affordable units |
|-----------|-------|-------------|--------------|---------------|----------------|-----|--------------|---------------|------|------------------------|------------------------|
| Studio    |       |             |              |               |                |     |              |               |      |                        |                        |
| 1-BR      |       |             |              |               |                |     |              |               |      |                        |                        |
| 2-BR      |       |             |              |               |                |     |              |               |      |                        |                        |
| 3+BR      |       |             |              |               |                |     |              |               |      |                        |                        |
| All units |       |             |              |               |                |     |              |               |      |                        |                        |

Are all BMR units proposed to be on site?

Where are the off site units?

Is there a fee in lieu payment?

What is the total fee-in-lieu payment?

How is the fee in lieu payment calculated?

## 5. Schools and Community Facilities N/A

|  | School name | current School utilization | expected school utilization |
|--|-------------|----------------------------|-----------------------------|
| Which elementary school is the project zoned for?  |             |                            |                             |
| Which middle school is the project zoned for?      |             |                            |                             |
| Which high school school is the project zoned for? |             |                            |                             |

How many additional school children is this project expected to generate?

|              | # units | senior housing units | school units | Elem. School Factor | # elem. school students | Middle School Factor | # middle school students | High school Factor | # High school students | All students |
|--------------|---------|----------------------|--------------|---------------------|-------------------------|----------------------|--------------------------|--------------------|------------------------|--------------|
| Studio       | 0       |                      | 0            | 0                   | 0                       | 0                    | 0                        | 0                  | 0                      | 0            |
| 1-BR         |         |                      |              | 0.12                |                         | 0.04                 |                          | 0.06               |                        |              |
| 2-BR         |         |                      |              | 0.21                |                         | 0.09                 |                          | 0.14               |                        |              |
| 3+BR         |         |                      |              | 0.28                |                         | 0.12                 |                          | 0.14               |                        |              |
| All students |         |                      |              |                     |                         |                      |                          |                    |                        |              |

What is the proposed mitigation for school impacts?

Which is the closest public library?

Ferguson

Distance (mi)

0.2

Is the library over capacity?

N

Please provide a community facilities map

[ATTACH]

Public Funded Day Care?

N

## 6. Infrastructure

|   |                       |  |
|---|-----------------------|--|
| Does the site have access to the city's sewer system?   | Y                     |  |
| Does the site have access to the city's water supply?   | Y                     |  |
| What is the heating type/ fuel for the site?  | Electric              |  |
| What is the expected sewer input from the project (gal/day)   | 6196                  |  |
| Is the current sewer infrastructure sufficient?   | yes                   | attach letter from WPCA [ATTACH]             |
| What is the expected water use from the project, excluding irrigation (gal/day)                       | 6196                  |  |
| What is the expected peak water usage fro irrigation (gal/day)  | 0                     |  |
| Is the current water infrastructure sufficient?   | Yes                   | attach letter from Aquarion [ATTACH]         |
| What is the expected average electricity use? (kWh/day)   | 2,753                 |  |
| What is the expected peak electricity use? (kWh/day)  | 718                   |  |
| Is the electric infrastructure sufficient?  | Yes                   | attach letter from Eversource [ATTACH]       |
| What is the expected daily volume of trash produced (cu ft/ day)                                      | 72                    |  |
| What is the expected daily volume of recycling produced (cu ft/ day)                                  | 15                    |  |
| Is garbage and recycling collected by the City?   | No                    |  |
| Does the Stamford Sanitation Department have sufficient resources?                                    | Yes                   | attach letter from Sanitation Dept. [ATTACH] |
| Who is the private garbage and recycling contractor?  | Santaguida Sanitation |  |
| Describe the garbage and recycling pick-up (frequency, days of week, equipment used, where picked up) | 3 times per week      |  |

|  |   |
|--|---|
| Describe mitigation measures for sewers                    | All necessary service utilities currently exist on the site and are available to the site |
| Describe mitigation measures for water                     | All necessary service utilities currently exist on the site and are available to the site |
| Describe the mitigation measures for electricity           | All necessary service utilities currently exist on the site and are available to the site |
| Describe the mitigation measures for garbage and recycling | The hotel will utilize "green" products when pratical to lessen environmental impacts     |

**7. Public Safety**

|   |            |
|---|------------|
| In which Police Precinct is the site located?     | District 2 |
| Is this a high crime area?                        | N          |
| Are there sufficient police department resources? | Y          |

attach letter from Public Safety Director

**N/A**

|   |            |
|---|------------|
| In which Fire District is the site located? | District 1 |
| Are there sufficient Fire Department        | Y          |

attach letter from Public Safety Director

**N/A**

Please describe any mitigation measures related to public safety!

**Y****Regular activity adjacent to/pedestrian traffic through/guest viewing of Veterans Memorial Park**

## 8. Parks and Open Space

N/A ?

Please provide information about the closest public parks

|                       | Park name               | distance (mi) | Park facilities |                 |                    |       |        | current LOS |
|-----------------------|-------------------------|---------------|-----------------|-----------------|--------------------|-------|--------|-------------|
|                       |                         |               | playground      | athletic fields | passive recreation | beach | trails |             |
| local park            | Veterans Park           | 0             | N               | N               | Y                  | N     | N      |             |
| regional park         | Mianus River State Park | 3.5 miles     | N               | N               | Y                  | N     | Y      |             |
| recreational facility | Scalzi                  | 1.2 miles     | Y               | Y               | Y                  | N     | Y      |             |

Open Space Ratio for the Neighborhood Statistical Area

| currently | with the proposed action | Citywide Average |
|-----------|--------------------------|------------------|
| N/A       |                          |                  |

Will the proposed development provide amenities for residents?

N

Which amenities will be provided? Size (sf) capacity (persons)

|                           |                     |              |  |
|---------------------------|---------------------|--------------|--|
| pool                      | N                   |              |  |
| outdoor play area         | N but park adjacent |              |  |
| outdoor sitting area      | Y                   | 360 sq.ft.   |  |
| gym                       | Y                   | 375 sq. ft.  |  |
| community rooms / lounges | Y                   | 4,360 sq.ft. |  |
| other                     | Roof Terrace        | 3,000 sq.ft. |  |

| Will the proposed development provide publicly accessible open space? |   |
|---|---|
| size (sf)   | N |
| hours   |   |
| programming   |   |
| landscaping   |   |
| seating   |   |

Describe the parks and recreational facilities mitigation measures!

N/A

Provide a parks and recreational facilities map

## 9. Environmentally Sensitive Areas

|  |   |
|--|---|
| Is the project site fully or partially located in the coastal management area?         | N |
| Is the project site fully or partially located in a flood plain?                       | N |
| Is the project site fully or partially located in a flood way?                         | N |
| Are there wetlands on site?  | N |
| Are there steep slopes on site?  | N |
| Are there any known endangered species on site?  | N |
| Is there more than 1 acre of undisturbed natural habitat or agricultural area on site? | N |

| What is the impervious area on the site? |           |             |            |
|--|-----------|-------------|------------|
| current sf                               | current % | proposed sf | proposed % |
| 9010                                     | 97.4      | 9052        | 97.9       |

Describe the stormwater management practices used on site

Would the site meet the requirements of MS4?

|  |              |                                    |
|--|--------------|------------------------------------|
| Is the site a brownfield or suspected brownfield site? | N            | attach report <input type="text"/> |
| Has the site been tested?                              | N            |                                    |
| Is there a mitigation plan for the site?               | N            |                                    |
| What are the historic uses of the site                 | Bank/ Office |                                    |

Describe the measures to protect natural resources on site!

Provide a natural resources map!



## 10. Historic Resources

|   |   |
|---|---|
| Is the site located in a historic district?   | Y   |
| Name of the Historic District   | Downtown Stamford Historic District                               |
| Are there any structures on site that are registered as historically significant or that are contributing sites to a Historic District? | Y   |
| Please provide a description of these structures (type, age, location on site)  | STAMFORD SAVINGS BANK, GEORGIAN REVIVAL, NEO-ADAMESQUE MODE, 1939 |
| Are there any structures on site that are more than 50 years old?   | Y   |
| Please provide a description of these structures (type, age, location on site)  | 1939 Bank Building  |
| Are any historic structures proposed to be altered or demolished as part of this proposal?  | Y Minimal alterations   |
| Has this proposal been reviewed by HPAC?  | N attach report   |

ORIGINAL FRONT AND SIDE FACADES WILL BE PRESERVED, INTERIOR DETAIL WORK AND CEILING WILL BE PRESERVED, ALL ORIGINAL WINDOWS, LINTELS, CASEWORK AND FLOORS WILL BE RESTORED OR SENSITIVELY REPLACED TO MATCH ORIGINAL

Describe the mitigation measures with regard to historic resources!

## 11. Quality of Life

### For Residential Projects

|   |     |
|---|-----|
| Are there any outdoor recreational facilities proposed?                                   | N/A |
| What kind?  |     |
| Hours of operation?   |     |
| How are the facilities supervised and noise and other codes enforced?                     |     |
| Is the site located within 1000 feet of I-95, the Merritt Parkway or an active rail line? |     |
| If yes, what are the mitigation measures to reduce noise impacts?                         |     |
| Describe mitigation measures!   |     |

### For Commercial Projects

|   |   |  |  |
|---|---|--|--|
| What is the type of business?   | Hotel and Restaurant  |  |  |
| What are the business hours / hours of operation?   | 24 hours per day; 7 days per week; 365 every day each year                |  |  |
| When are loading and deliveries occurring? (hours, days of week, frequency, equipment used) | Generally during early or later parts of each day by various sized trucks |  |  |
| How many employees are expected to be on site during peak periods?                          | 30 hotel / 20 restaurant  |  |  |
| How many customers are expected during peak periods (per hour)                              | 15 am;  |  |  |
|   | 35 pm   |  |  |
| When is the peak period   | 6am-8am; 4pm-8pm  |  |  |
| Is any of the business located outside?   | An outdoor dining area is proposed  |  |  |
| Describe mitigation measures!   | Compliance with all applicable laws, statutes, ordinances and regulations |  |  |

### For Manufacturing Projects

|   |     |  |  |
|---|-----|--|--|
| What is the type of business?   | N/A |  |  |
| What are the business hours / hours of operation?   |     |  |  |
| When are loading and deliveries occurring? (hours, days of week, frequency, equipment used) |     |  |  |
| How much truck traffic is associated to and from the site?                                  |     |  |  |
| How many employees are expected to be on site during peak periods?                          |     |  |  |
| Is any of the operations located outside?   |     |  |  |
| Describe the outside operations   |     |  |  |
| Will materials and supplies stored outside?   |     |  |  |
| Is heavy equipment used?  |     |  |  |
| Does the site produce dust?   |     |  |  |
| Does the site produce odor?   |     |  |  |
| Does the site produce vibration?  |     |  |  |
| Are hazardous materials stored onsite, used or produced?                                    |     |  |  |
| Describe the hazardous materials, quantities, and how they are safeguarded.                 |     |  |  |
| Describe mitigation measures!   |     |  |  |

|                       |  |
|-----------------------|--|
| How is it controlled? |  |
| How is it controlled? |  |
| How is it controlled? |  |

## 12. Development Benefits

### Expected Recurring Revenue for the City per year

|                  |                     |
|------------------|---------------------|
| Property Tax     | \$250,000.00        |
| Business Tax     | \$                  |
| Other Fees/Taxes | \$35,000.00         |
| <b>Total</b>     | <b>\$285,000.00</b> |

Expected one-time payments to the City

Does the project provide publicly accessible open space

How large is the proposed publicly accessible open space

Describe design and programming of the proposed publicly accessible open space

Describe any additional public benefits of the project, e.g., related to housing affordability, sustainability, community facilities, brownfield clean-up, etc.

"Eyes" on Veterans Memorial Park; 1st class architectural design at prominent downtown location

**13. Conveniences**
**N/A**
*residential projects only*

Describe the conveniences in the area surrounding the project site

| Type              | Name | location | less than a mile? | distance | bike / ped accessible? |
|-------------------|------|----------|-------------------|----------|------------------------|
| supermarket       |      |          |                   |          |                        |
| dry cleaner       |      |          |                   |          |                        |
| medical office    |      |          |                   |          |                        |
| dental office     |      |          |                   |          |                        |
| restaurant        |      |          |                   |          |                        |
| convenience store |      |          |                   |          |                        |
| drug store        |      |          |                   |          |                        |
| local park        |      |          |                   |          |                        |
| regional park     |      |          |                   |          |                        |
| beach             |      |          |                   |          |                        |
| library           |      |          |                   |          |                        |
| day care          |      |          |                   |          |                        |
| elementary school |      |          |                   |          |                        |
| middle school     |      |          |                   |          |                        |
| high school       |      |          |                   |          |                        |
| gym               |      |          |                   |          |                        |

Are conveniences proposed on site?

 [Y/N]

Are they open to the public?

 [Y/N]

Please describe

**14. Urban Design**

Describe the Land use on neighboring parcels

SURROUNDING NEIGHBORHOOD PARCELS ARE CENTER CITY OFFICE, COMMERCIAL AND RETAIL BUILDINGS. DIRECTLY ADJACENT TO SITE IS TOWN CENTER MALL

Describe the Design of neighboring buildings (Height, Material, style, age, condition)

SURROUNDING BUILDINGS RANGE FROM SIX TO 22 STORIES. BUILDINGS RANGE FROM END OF 19TH TO MODERN 21ST CENTURY. ALL SURROUNDING BUILDINGS ARE IN FUNCTIONAL CONDITION, AS THE SITE IS CENTRALLY LOCATED IN CENTRAL STAMFORD

for buildings six stories and higher, please provide an illustrative massing

SEE SHADOW STUDY PDF

Please provide a streetscape elevation for all frontages facing public streets

SEE CHUNG A-6, A-7 SHEETS

For building six stories and taller, please provide a shadow study!

SEE SHADOW STUDY PDF