

**CITY OF STAMFORD
ZONING BOARD OF APPEALS**

Stamford Government Center
888 Washington Blvd.
P.O. Box 10152
Stamford, CT 06904-2152

Telephone 203.977.4160 - Fax 203.977.4100 - E-mail mjudge@stamfordct.gov

PLEASE PRINT ALL INFORMATION IN INK

1. I/we hereby apply to the Zoning Board of Appeals for:

- Variance(s)
- Special Permit
- Appeal from Decision of Zoning Enforcement Officer
- Extension of Time
- Gasoline Station Site Approval
- Motor Vehicle Approval:

New Car Dealer Used Car Dealer General Repairer Limited Repairer

2. Address of affected premises:

1103 East Main Street	06902
street	zip code

Property is located on the north south east west side of the street.

Block: 003/6762 Zone: C-N Sewered Property yes no

Is the structure 50 years or older yes No

Corner Lots Only: Intersecting Street: Blachley Road
Within 500 feet of another municipality: No Yes Town of _____

3. Owner of Property: McDonalds Real Estate Company

Address of Owner: c/o Chris Russo, Russo & Rizio, LLC, 10 Sasco Hill Road, Fairfield, CT 06824 Zip 06824

Applicant Name: McDonalds Real Estate Company

Address of Applicant: c/o Chris Russo, Russo & Rizio, LLC, 10 Sasco Hill Road, Fairfield, CT 06824 Zip 06824

Agent Name: Chris Russo, Esq.

Address of Agent: c/o Chris Russo, Russo & Rizio, LLC, 10 Sasco Hill Road, Fairfield, CT 06824 Zip 06824

EMAIL ADDRESS: Chris@russorizio.com
(Must be provided to receive comments from letters of referral)

Telephone # of Agent 203-528-0590 **Telephone # of Owner** 203-528-0590

(CONTACT IS MADE WITH AGENT, IF ONE)

4. List all structures and uses presently existing on the affected property:

The Site contains an existing two-story masonry building for a McDonald's fast food restaurant with
drive-through facility

5. Describe in detail the proposed use and give pertinent linear and area dimensions:

The existing restaurant building will remain and the Applicant proposes the addition of a second
drive-thru lane with associated signage and site improvements.

VARIANCES (complete this section for variance requests only) See a Zoning Enforcement Officer for help in completing this section

Variance(s) of the following section(s) of the Zoning Regulations is requested
(provide detail of what is sought per the applicable section(s) of the Zoning Regulations):

Variance of Sec. 13-F to permit a springboard canopy, a digital pre-browse menu board of approx.
10 SF, and an outdoor digital menu board of approx. 21 SF along the second drive-thru land;

Variance of Sec. 12.D.10.b to reduce the off-street parking requirement for a drive-thru fast food
restaurant from the existing Sixty-one (61) spaces to Thirty-seven (37) spaces: and a modification
of a previous zoning approval, which was conditioned as being approved per plans, to modify the

Site Plan to install a second drive-thru lane, a springboard canopy, a digital pre-browse menu board,
and an outdoor digital menu board.

DO NOT WRITE ON BACK OF PAGE

East 64 spaces provided - 65 spaces required - 37 spaces
REQUESTED / PROPOSED
12/5/22

Variations of the Zoning Regulations **may** be granted where there is unusual hardship in the way of carrying out the strict letter of the 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. In your own words:

A. Describe the unusual hardship in being unable to carry out the strict letter of the Zoning Regulations:

See Attached

B. Explain why the variance(s) is/are the minimum necessary to afford relief:

See Attached

C. Explain why granting of the variance(s) would not be injurious to the neighborhood.

See Attached

SPECIAL PERMIT

(Complete this section **only** for special exceptions)

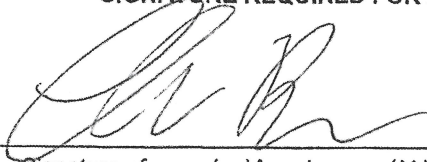
SPECIAL EXCEPTION is requested as authorized by Section(s) _____ of the Zoning Regulations.

Provide details of what is being sought:

MOTOR VEHICLE APPLICATIONS

(Complete this section only for Motor Vehicle/Service Dealers Applications) Provide details of what is being sought.

SIGNATURE REQUIRED FOR ALL APPLICATIONS



Signature of: () Agent (X) Applicant () Owner

Date Filed: 09/30/2022

Zoning Enforcement Officer Comments:

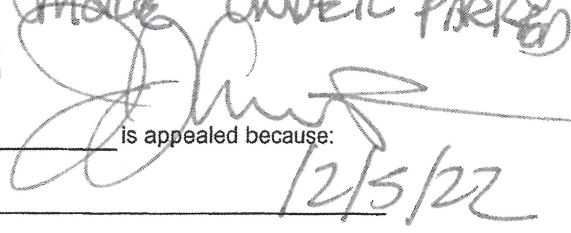
THIS APPLICATION SEEKS TO REDUCE THE NUMBER OF PARKING SPACES ON SITE WHICH IS ALL READY UNDER PARKED AND NOW COMPLIANT. WHICH WILL MAKE THE PARKING WHICH IS ALL READY UNDER PARKED SUBSTANTIALLY MORE UNDER PARKED

DECISION OF THE ZONING ENFORCEMENT OFFICER

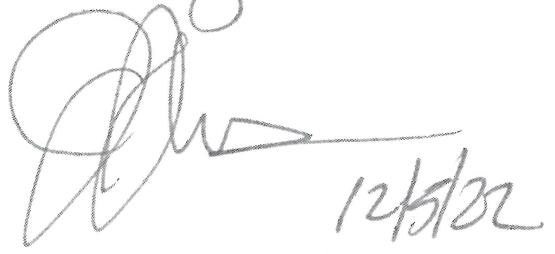
(Complete this section only for appeals of zoning enforcement officer decision)

DECISION OF THE ZONING ENFORCEMENT OFFICER dated _____

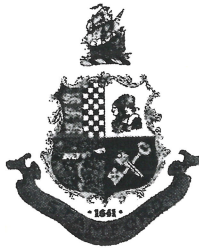
is appealed because:


12/5/22

They will ALSO BE ADDING ANOTHER DRIVE THRU LAINE WHICH WILL FURTHER IMPROVE TRAFFIC & PARKING ACCESSABILITY


12/5/22

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**CITY OF STAMFORD
ZONING BOARD OF APPEALS**

APPLICATION PACKET

Board Members
Joseph Pigott, Chair
John A. Sedlak
Nino Antonelli
Claire Friedlander
Lauren Jacobson

Alternate
Ernest Matarasso
Matthew Tripolitsiotis
Jeremiah Hourihan

Land Use Administrative Assistant
Mary Judge

ALL APPLICANTS MUST MAKE AN APPOINTMENT WITH THE ZONING ENFORCEMENT OFFICE FOR PLAN REVIEW OF ZBA APPLICATIONS AT LEAST ONE WEEK PRIOR TO THE APPLICATION DEADLINE.

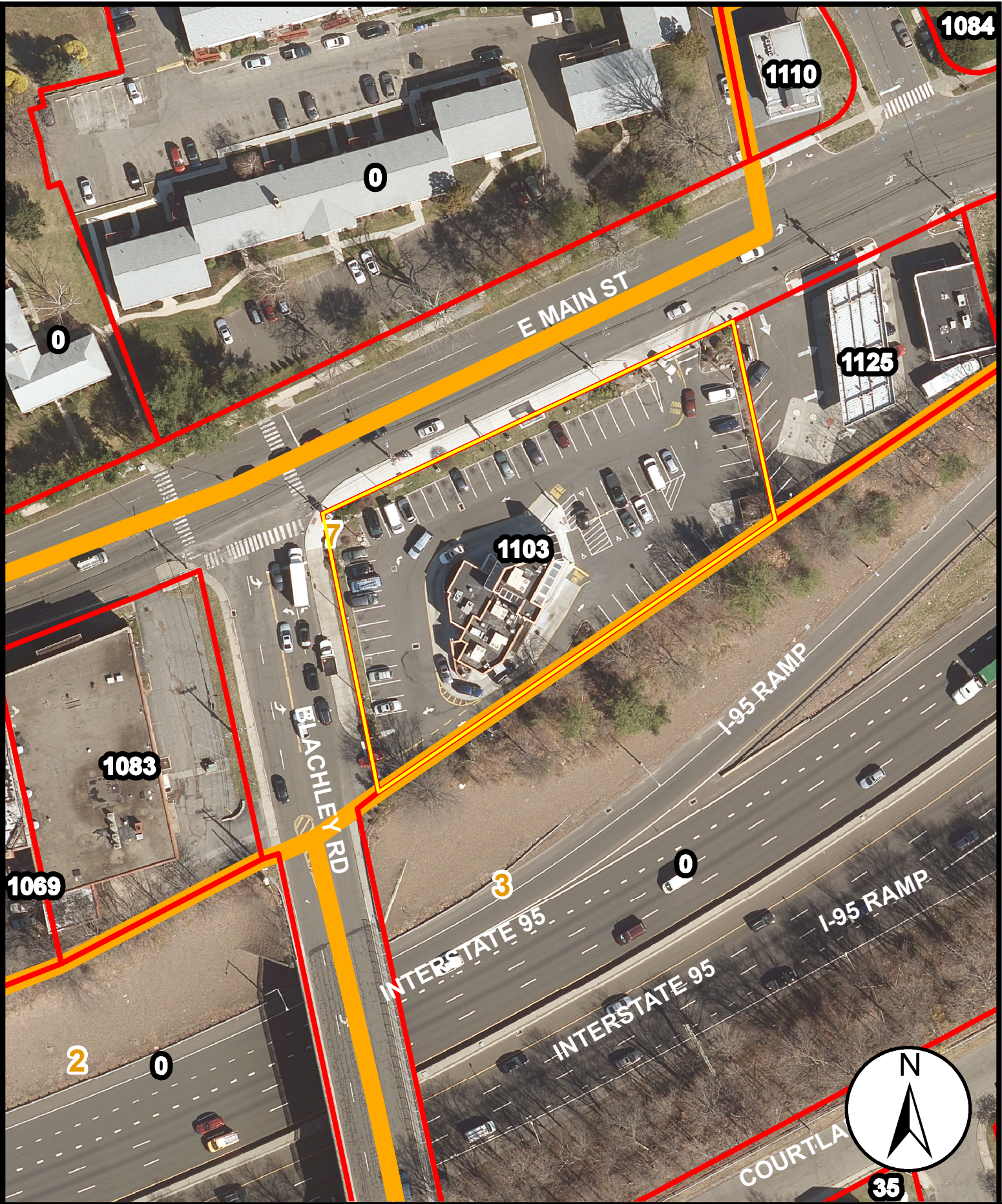
Zoning Enforcement: [Signature] Date: 12/15/2022

Is the project situated in the coastal boundary? Yes () No (X)

Is the project exempt from the coastal regulation?
Yes () Exemption # _____ No () N/A ()

Environmental Protection: [Signature] Date: 12/15/22

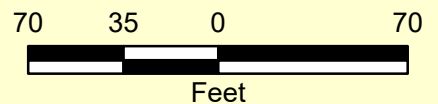
CAM Review by: _____ ZBA



ZBA Application #002-23
1103 East Main Street

Date: 12/12/2022

1 inch = 71 feet



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#002-23

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Fax 203-576-6626

5 Brook St., Suite 2B, Darien, CT 06820
Tel 203-309-5500

299 Broadway, Suite 708, New York, NY 10007
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* Also Admitted in VT
+ Of Counsel

September 30, 2022

James Lunney
Zoning Enforcement Officer
Planning & Zoning Department
888 Washington Boulevard
Stamford, CT 06901
HAND-DELIVERED

Re: Petition for Variances – 1103 East Main Street

Dear Mr. Lunney:

Please accept, on behalf of my client, McDonald's Real Estate Company, (the "Applicant"), the following narrative and enclosed application materials as part of an application for variances for the property located at 1103 East Main Street (the "Site") to renovate an existing McDonald's drive-thru restaurant with associated Site improvements, particularly, the creation of a second drive-thru land and the installation of signage associated with the second drive-thru lane under the Stamford Zoning Regulations (the "Regulations").

Variances Requested

1. Variance of Section 13-F. to permit a springboard canopy, digital pre-browse menu board of approx. 10 SF, and an outdoor digital menu board of approx. 21 SF along the second drive-thru lane to assist in the operation of the drive-thru facility;
2. Variance of Section 12.D.10.b to reduce the off-street parking requirement for a drive-thru fast food restaurant from the existing Sixty-one (61) spaces to Thirty-seven (37) spaces; and
3. A modification of a previous zoning approval, which was conditioned as being approved per plans, to modify the Site Plan to install a second drive-thru lane, a springboard canopy, a digital pre-browse menu board, and an outdoor digital menu board.

Narrative

The Applicant requests variances to install a second drive-thru lane at the Site and to install a springboard canopy, digital pre-browse menu board of approx. 10 SF, and an outdoor digital menu board of approx. 21 SF along the second drive-thru lane to assist in the operation of the drive-thru facility. The Application is a modification from a prior zoning approval, which approved the existing conditions per submitted site plans. It is important to note, all these proposed structures are intended to improve the efficiency of the existing drive-thru. Since the original McDonald's restaurant was built, the drive-thru facility has increasingly represented where customers place their order. Approximately Seventy percent (70%) of a McDonald's restaurant's business comes through the drive-thru lane. With the rising popularity of UberEats, the drive-thru demand has only increased. The Applicant is the leading operator of drive-thru restaurants and has exhaustively studied how to make their drive-thru facilities operate quickly and efficiently.

For those reasons, the Applicant proposes to reconfigure the existing drive-thru layout to create a double drive-thru lane and to renovate the exterior elevations of the existing fast food restaurant. Drive-thru facilities for restaurants are permitted in the C-N Zone under Sec. 5 of the Regulations. It is important to note that the Applicant is not proposing a change to the building footprint or impervious area in the Site. Also, the Applicant does not propose any change to the existing conditions of the East Main Street driveway or the Blachley Road driveway. The proposed additional drive-thru lane will have its own springboard canopy, pre-browse and outdoor digital menu board. The proposed improvements in paving and layout to the existing drive-thru will increase the efficiency of the existing use. The Applicant has made the same improvements throughout thousands of its restaurants with positive results. The proposed directional markings will greatly improve the flow of traffic by providing clarity to vehicle operators. While the existing queue only has a capacity for Eleven (11) vehicles, the proposed double drive-thru will have a capacity of Twenty-three (23) vehicles thereby more than doubling the capacity of the existing drive-thru facility. This proposal will be a tremendous improvement to the Site. While the revised layout will result in the loss of parking spaces, it accurately addresses the reality of the operations at the Site.

As stated above, the overwhelming number of patrons to the Site utilize the drive-thru rather than the indoor restaurant. At times, the Site has experienced traffic extending out onto East Main Street not due to customers of the restaurant, but due to vehicles waiting for the drive-thru restaurant. The Application will hopefully help resolve this issue once and for all. A traffic and parking report has been submitted with the Application that details the benefits of this improvement. At its peak times, the Site experienced a maximum queue length of Fifteen (15) vehicles. The existing queue is insufficient to handle that queue length, but the proposed queue can accommodate said queue length with a reserve to accommodate extraordinary periods. Alternatively, the site parking demand was observed at a peak of Thirty-one (31) parking spaces occupied. The Application would still provide sufficient parking with an added reserve to meet this peak demand despite the reduction of parking spaces on the Site. Since, the proposed drive-thru will accommodate existing drive-thru queues, while the existing drive-thru does not, the Application will also enhance site safety as well as pedestrian and ADA accessibility. It should be noted that the restaurant seat count is being reduced by Three (3) seats.

The second drive-thru will require additional signage, including a springboard canopy, a pre-browse menu board, and an outdoor digital menu board. While the pre-browse menu does advertise food products for sale, its intent is to display popular customer choices, so customers can order quickly when they approach the speaker. Therefore, the sign is actually oriented towards the

functionality rather than the advertising of the use. Similarly, the proposed springboard canopy is built to clearly and easily direct vehicular traffic to the location to place their food order in the second drive-thru lane. The outdoor digital menu boards have been a significant improvement to McDonald's restaurants as the menu boards have the capability to show a patron their order to decrease the chance of mistakes, which will only delay the drive-thru queue. Finally, the Applicant has proposed a renovation of its dated exterior façade. Its proposal is consistent with other exterior facades constructed on McDonald's restaurants throughout Connecticut.

The hours of operation will remain as approved under the 2011 ZBA Approval, which are as follows: The hours of operation for the drive-thru only are 24 hours daily and the hours of operation for the restaurant are 5:00 AM to 12:00 AM midnight. So, the restaurant does serve patrons all day, but through the drive-thru only.

Hardship

Granting the Petitioner the above-stated variance and modification of the site plans will not substantially affect the comprehensive zoning plan of the City of Stamford and strict adherence to the Regulations would cause a unique hardship to the Petitioner as the Application is intended to improve the efficiency of the drive-thru facility, so it does not become a traffic and safety hazard in the area. The Application addresses the realities of the existing use, which is extremely dependent on the drive-thru facility rather than the restaurant. The submitted traffic report clearly demonstrates that the Application is the best plan for the Site. The Application will be beneficial, not injurious, to the surrounding neighborhood as the proposed modifications will significantly improve the efficiency, functionality, and traffic flow of the existing drive-through facility to meet the demand of its patrons, which overwhelmingly utilize their vehicles to order food. It will help ensure traffic does not back up to East Main Street, which has become a significant concern during rush hour. In all, the proposed improvements result in a significant upgrade to the efficiency and functionality of the drive-thru facility with minimal alteration to existing Site conditions.

For the reasons stated above, the Applicant respectfully requests approval of the Application for the above-stated variances and modification of previously approved site plans.

Sincerely,



Christopher Russo

#002-23











275 Broadhollow Road, Suite 100
Melville, New York 11747
631-738-1919
www.atlantictraffic.com

September 8, 2022
via electronic mail

City of Stamford Zoning Board
888 Washington Boulevard
Stamford, CT 06901
Attn: Mr. Joseph Pigott
Chair

#002-23

**RE: McDonald's USA, LLC
Proposed Site Improvements
1103 East Main Street (US Route 1)
City of Stamford
Fairfield County, Connecticut
ATDE Project No. ATB22065.00**

Dear Mr. Pigott:

Atlantic Traffic & Design Engineering, LLC (ATDE) has prepared this Letter Report in support of McDonald's application to modify an existing restaurant with drive-thru located on the southeast quadrant of the signalized intersection of East Main Street (US Route 1) and Blanchley Road in Stamford, Connecticut, as shown in the attached **Figure 1**.

The site is currently occupied by a 90-seat, 3,232 square foot McDonald's fast-food restaurant with drive-thru and 61 off-street parking stalls. The site is located along eastbound East Main Street (US Route 1), approximately 300 feet west of the Exit 9 on-ramp to southbound Connecticut Turnpike (Interstate 95).

**Existing
Condition**

Site circulation operates counter-clockwise to facilitate the drive-thru traffic flow. The site provides a single-lane drive-thru and 61 off-street parking stalls. Vehicular access is provided via one full movement along northbound Blachley Road and a right-in/right-out driveway eastbound East Main Street (US Route 1). There is a dedicated left-turn lane on southbound Blachley Road for ingress into the site.

East Main Street (US Route 1) is an Urban Principal Arterial under Connecticut Department of Transportation (CTDOT) jurisdiction with a posted speed limit of 30 miles per hour. East Main Street (US Route 1) provides 2 through lanes in each direction and dedicated left-turn lanes at key intersections. Sidewalks are provided on both sides of the road. According to CTDOT data, East Main Street (US Route 1) serves an Average Annual Daily Traffic (AADT) of approximately 21,300 vehicles.

McDonald's proposes to replace the existing "traditional" drive-thru with a "side-by-side" drive-thru and provide ADA pedestrian improvements to the site. The existing McDonald's building size would not change as a result the proposed improvements.

**Proposed
Condition**

Atlantic Traffic & Design Engineering, LLC

Due to the proposed drive-thru improvements, there would be a net reduction of 24 stalls, resulting in a decrease in the supply to 37 parking stalls. There is an existing non-conformance for the parking supply, so the loss of these stalls would require a variance from the City zoning requirement for 28 parking stalls. There are no proposed changes to the building size, or site access. The existing seat count would be reduced by 3 seats, resulting in a total of 87 proposed seats.

The proposed project would maintain the existing restaurant building area. As the proposed project does not involve an intensification of the use, the project is not expected to result in any additional site-generated vehicle trips. The proposed drive-thru improvements are expected to improve traffic flow of current demand.

The existing "traditional" drive-thru consists of a single menu board, a payment window and a pick-up window. McDonald's has found through years of research that the "choke point" in the drive-thru operation is taking customers' orders. The proportion of customers utilizing the drive-thru as opposed to the dining room has increased over the last decade; and this trend has increased due to the Covid19 pandemic.

Drive-Thru

As a result, McDonald's has been improving drive-thrus in the region with the addition of a second ordering point, in either a Tandem or Side-by-Side configuration. By taking 2 menu orders at the same time, McDonald's can serve its existing customer base more efficiently, while also handling larger orders.

McDonald's has invested years of research into carefully designing the side-by-side drive-thru and has developed several prototypical layouts that specify the radii, dimensions and positions of all drive-thru equipment. These layouts are standard nationwide. McDonald's design consultants select a prototype layout that is compatible with the configuration of the property. The layout ensures that customers ordering at the two menu boards have a clear line of sight to one another and the surrounding environment.

Upon completing their order, customers slowly advance to the merge point, located between the menu boards and the payment window. The customers have ample opportunity to view the second lane before proceeding to the payment window. In most cases, this will be an alternating pattern, but more than one vehicle can be processed at one menu board, while a large order is taken at the other menu board.

In the existing condition, the drive-thru can accommodate approximately **11** vehicles, measured from the pick-up window, before potentially impacting site circulation or parking, or 17 vehicles before queuing onto East Main Street Avenue (US Route 1).

In the proposed condition, the side-by-side drive-thru can accommodate approximately **23** vehicles, measured from the pick-up window to the drive-thru entrance, before impacting site circulation or parking. 25 vehicles can be

accommodated on site before queuing onto East Main Street Avenue (US Route 1). The drive-thru improvements would result in a 47% increase in drive-thru queuing capacity.

To examine the existing demand at the project site, ATDE recorded the maximum length of drive-thru queue for each 5-minute interval during the following times and dates:

- Weekday Breakfast (7:00 am to 9:00 am) - Wednesday, August 24, 2022
- Weekday Lunch (12:00 pm to 2:00 pm) - Wednesday, August 24, 2022
- Weekday Dinner (4:00 pm to 7:00 pm) - Wednesday, August 24, 2022
- Saturday Lunch (11:00 am to 2:00 pm) - Saturday, August 20, 2022

Table 1 summarizes the maximum observed drive-thru queue at the existing McDonald's during each of the time periods studied.

Table 1
Maximum Drive-Thru Demand

Peak Periods	Existing 3,232 SF McDonald's
	Observed Queue (# of veh.)
Weekday Breakfast	8
Weekday Lunch	15
Weekday Dinner	13
Saturday Lunch	13

The maximum observed queue was **15** vehicles, which occurred during the weekday Lunch peak period. The observed queuing data for each study period is appended. In the proposed condition, the side-by-side drive-thru can accommodate approximately 23 vehicles before impacting site circulation or parking which can accommodate the observed demand with a reserve capacity of 8 vehicles or 35%.

The Town requires 1 parking stall for every 75 square feet of patron floor area. On the basis of square feet, 65 parking stalls are required for the proposed McDonald's. 37 parking stalls, including 2 ADA-accessible stalls, are proposed, which does not meet the Town requirement for quantity of parking stalls.

Parking

During the same time periods in which drive-thru queues were observed, the maximum site parking occupancy was recorded in 5-minute intervals. As depicted on appended Figure 2, specific sections ('A' through 'E') of the overall McDonald's parking field were delineated by field staff to monitor parking demand.

In section E, there are 6 stalls that are dedicated to mobile order pickup, and 2 stalls reserved for vehicles waiting for their drive-thru order to be completed. These stalls were observed separately. The parking accumulation count data for each of the respective study periods is appended.

Table 2 summarizes the maximum parking demand and percent occupancy of the McDonald's parking supply in each of the time periods studied.

Table 2
Maximum Parking Demand

Peak Periods	Existing 3,232 SF McdDonald's	
	Observed Demand	Percent Occupancy
Weekday Breakfast	10	27%
Weekday Lunch	30	81%
Weekday Dinner	21	57%
Saturday Lunch	31	84%

The data shows that the peak parking demand occurred during the Saturday lunch period when a maximum of 31 parking stalls were occupied. The proposed supply of 37 stalls would, therefore, continue to accommodate the projected parking demand with a reserve capacity of 6 parking stalls or 16%. As discussed above, proposed improvements to the drive-thru may additionally result in reduced parking demand.

In conclusion, the proposed project will **not** have a significant negative impact on site parking or circulation or on traffic flows on the adjacent public roadways. The proposed project would, however, implement a number of improvements, including the enhancement of pedestrian and ADA accessibility.

The proposed replacement of the "traditional" drive-thru layout with a "side-by-side" drive-thru is anticipated to accommodate existing drive-thru queues, thereby enhancing site safety, and also likely result in reduced drive-thru queues.

Please do not hesitate to contact the undersigned with any questions or comments you may have.

Summary



Proposed Site Improvements
City of Stamford, Connecticut
September 8, 2022
5 / 5

Sincerely,

Atlantic Traffic & Design Engineering, LLC
Conn. P.E. Corp. Business License No. 1235

A handwritten signature in blue ink, appearing to read "Paul B. Going", written over the printed name and title.

PAUL B. GOING, P.E.
Professional Engineer
Conn. License No. 0026713

A handwritten signature in blue ink, appearing to read "Ethan B. Schukoske", written over the printed name and title.

ETHAN B. SCHUKOSKE, P.E., PTOE
Professional Engineer
Conn. License No. 34486

encl

cc Charlie Miller - McDonalds
Christopher B. Russo - Russo & Rizio, LLC

Appendix

MCDONALDS SITE IMPROVEMENTS
CITY OF STAMFORD
FAIRFIELD COUNTY, CT

Location Map



K:\2022\18220065-00\ANALYSIS-PERMITTING\DATA-TRAFFIC\FIGURES\18220065-REPORT-FIGURES--->LAYOUT-LOCATION_MAP



K:\2022\118220065-00\ANALYSIS-PERMITTING\DATA-TRAFFIC\FIGURES\118220065-REPORT FIGURES---->LAYOUT: PARKING MAP

B | Drive Thru Queuing Summary



275 Broadhollow Road, Suite 100
 Melville, New York 11747
 631-738-1919
www.atlantictraffic.com

McDonald's Site Improvements
1103 East Main Street
Stamford
Fairfield County, Connecticut

August 24, 2022
ATDE Project No. ATB220065.00

Maximum Observed Drive-Thru Queuing

AM - MD - PM Wednesday August 24, 2022							
Start Time	Queue	Start Time	Queue	Start Time	Queue	Start Time	Queue
7:00 AM	1	12:00 PM	7	4:00 PM	12	4:00 PM	7
7:05 AM	0	12:05 PM	13	4:05 PM	8	4:05 PM	7
7:10 AM	4	12:10 PM	9	4:10 PM	8	4:10 PM	9
7:15 AM	1	12:15 PM	10	4:15 PM	9	4:15 PM	8
7:20 AM	1	12:20 PM	9	4:20 PM	13	4:20 PM	8
7:25 AM	3	12:25 PM	10	4:25 PM	12	4:25 PM	5
7:30 AM	0	12:30 PM	12	4:30 PM	6	4:30 PM	3
7:35 AM	2	12:35 PM	10	4:35 PM	7	4:35 PM	6
7:40 AM	5	12:40 PM	9	4:40 PM	6	4:40 PM	5
7:45 AM	6	12:45 PM	10	4:45 PM	7	4:45 PM	6
7:50 AM	7	12:50 PM	12	4:50 PM	8	4:50 PM	2
7:55 AM	4	12:55 PM	7	4:55 PM	9	4:55 PM	1
8:00 AM	4	1:00 PM	6	5:00 PM	7	Average	7
8:05 AM	8	1:05 PM	5	5:05 PM	8	85th-%ile	9
8:10 AM	6	1:10 PM	5	5:10 PM	8	Maximum	13
8:15 AM	8	1:15 PM	8	5:15 PM	6		
8:20 AM	5	1:20 PM	14	5:20 PM	5		
8:25 AM	2	1:25 PM	15	5:25 PM	8		
8:30 AM	6	1:30 PM	14	5:30 PM	6		
8:35 AM	6	1:35 PM	13	5:35 PM	8		
8:40 AM	4	1:40 PM	9	5:40 PM	6		
8:45 AM	6	1:45 PM	5	5:45 PM	6		
8:50 AM	5	1:50 PM	11	5:50 PM	4		
8:55 AM	4	1:55 PM	8	5:55 PM	5		
Average	4	Average	10				
85th-%ile	6	85th-%ile	13				
Maximum	8	Maximum	15				

K:\2022\ATB220065.00\Analysis-Permitting\Data-Traffic\Tables\ATB220065 Drive-Thru Queuing Summary.xlsx



275 Broadhollow Road, Suite 100
 Melville, New York 11747
 631-738-1919
www.atlantictraffic.com

McDonald's Site Improvements
1103 East Main Street
Stamford
Fairfield County, Connecticut

August 24, 2022
ATDE Project No. ATB220065.00

Maximum Observed Drive-Thru Queuing

MD Sat. Saturday August 20, 2022			
Start Time	Queue	Start Time	Queue
11:00 AM	3	12:30 PM	9
11:05 AM	6	12:35 PM	8
11:10 AM	7	12:40 PM	13
11:15 AM	7	12:45 PM	12
11:20 AM	7	12:50 PM	13
11:25 AM	6	12:55 PM	6
11:30 AM	0	1:00 PM	4
11:35 AM	2	1:05 PM	11
11:40 AM	2	1:10 PM	10
11:45 AM	3	1:15 PM	9
11:50 AM	4	1:20 PM	11
11:55 AM	7	1:25 PM	12
12:00 PM	7	1:30 PM	6
12:05 PM	10	1:35 PM	8
12:10 PM	10	1:40 PM	10
12:15 PM	9	1:45 PM	8
12:20 PM	10	1:50 PM	10
12:25 PM	11	1:55 PM	7
Average			8
85th-%ile			11
Maximum			13

C | Parking Accumulation Summary



275 Broadhollow Road, Suite 100
 Melville, New York 11747
 631-738-1919
www.atlantictraffic.com

McDonald's Site Improvements
1103 East Main Street
Stamford
Fairfield County, Connecticut

August 24, 2022
ATDE Project No. ATB220065.00

PARKING ACCUMULATION

Weekday Midday Peak Period

Tuesday August 24, 2022

Start Time	Parking Sections					Total	Start Time	Parking Sections					Total
	A	B	C	D	E			A	B	C	D	E	
7:00 AM	3	2	0	0	0	5	12:00 PM	3	5	5	3	2	18
7:05 AM	3	2	0	0	0	5	12:05 PM	6	5	5	3	5	24
7:10 AM	3	4	0	0	0	7	12:10 PM	6	4	4	4	5	23
7:15 AM	3	4	0	0	0	7	12:15 PM	6	5	5	6	4	26
7:20 AM	3	4	0	1	0	8	12:20 PM	8	8	5	4	4	29
7:25 AM	2	4	0	0	0	6	12:25 PM	7	9	5	3	5	29
7:30 AM	2	3	0	2	0	7	12:30 PM	7	8	5	4	4	28
7:35 AM	2	1	0	1	0	4	12:35 PM	7	6	4	3	4	24
7:40 AM	2	1	0	0	0	3	12:40 PM	9	5	5	3	4	26
7:45 AM	2	1	0	2	0	5	12:45 PM	9	4	5	3	4	25
7:50 AM	2	1	0	0	0	3	12:50 PM	9	5	5	2	3	24
7:55 AM	2	1	0	1	1	5	12:55 PM	7	4	2	7	2	22
8:00 AM	2	1	1	1	1	6	1:00 PM	7	3	1	6	1	18
8:05 AM	3	1	1	2	1	8	1:05 PM	8	3	2	5	2	20
8:10 AM	3	1	1	2	1	8	1:10 PM	7	3	2	5	3	20
8:15 AM	3	1	1	3	2	10	1:15 PM	6	7	3	4	1	21
8:20 AM	3	1	2	2	2	10	1:20 PM	7	9	4	6	4	30
8:25 AM	3	1	2	2	0	8	1:25 PM	7	9	4	6	3	29
8:30 AM	3	1	2	2	0	8	1:30 PM	8	6	5	6	2	27
8:35 AM	3	2	1	1	0	7	1:35 PM	8	6	5	3	2	24
8:40 AM	3	1	2	1	0	7	1:40 PM	9	6	4	6	3	28
8:45 AM	2	2	2	1	1	8	1:45 PM	7	7	4	7	2	27
8:50 AM	3	3	2	0	0	8	1:50 PM	6	8	4	3	3	24
8:55 AM	3	2	2	1	0	8	1:55 PM	7	6	3	5	5	26
Peak Parking Demand*	3	4	2	3	2	10	Peak Parking Demand*	9	9	5	7	5	30
Parking Supply	12	20	8	12	9	61	Parking Supply	12	20	8	12	9	61
Percent Occupancy	25%	20%	25%	25%	22%	16%	Percent Occupancy	75%	45%	63%	58%	56%	49%

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275 Broadhollow Road, Suite 100
 Melville, New York 11747
 631-738-1919
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McDonald's Site Improvements
1103 East Main Street
Stamford
Fairfield County, Connecticut

August 24, 2022
ATDE Project No. ATB220065.00

PARKING ACCUMULATION

Weekday Midday Peak Period

Tuesday August 30, 2022

Start Time	Parking Sections					Total
	A	B	C	D	E	
4:00 PM	3	4	5	5	4	21
4:05 PM	3	3	3	4	4	17
4:10 PM	3	1	3	4	2	13
4:15 PM	3	1	3	4	2	13
4:20 PM	5	1	5	4	1	16
4:25 PM	4	1	5	5	0	15
4:30 PM	4	1	4	3	1	13
4:35 PM	4	3	3	5	0	15
4:40 PM	3	2	4	4	1	14
4:45 PM	5	2	5	4	2	18
4:50 PM	4	3	5	5	2	19
4:55 PM	4	4	4	2	2	16
5:00 PM	3	4	3	2	2	14
5:05 PM	4	4	2	3	3	16
5:10 PM	5	4	1	3	1	14
5:15 PM	5	3	2	2	1	13
5:20 PM	5	3	2	2	1	13
5:25 PM	5	4	3	3	0	15
5:30 PM	5	4	3	0	0	12
5:35 PM	5	4	1	1	2	13
5:40 PM	4	3	1	1	2	11
5:45 PM	4	2	2	1	2	11
5:50 PM	4	3	2	1	0	10
5:55 PM	4	4	2	5	1	16
Peak Parking Demand*	5	4	5	5	4	21
Parking Supply	12	20	8	12	9	61
Percent Occupancy	42%	20%	63%	42%	44%	34%



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PARKING ACCUMULATION

Saturday Peak Period

Saturday August 27, 2022

Start Time	Parking Sections					Total	Start Time	Parking Sections					Total
	A	B	C	D	E			A	B	C	D	E	
11:00 AM	5	6	5	4	2	22	12:30 PM	6	8	6	5	2	27
11:05 AM	6	7	6	4	1	24	12:35 PM	5	7	6	5	2	25
11:10 AM	5	8	5	3	2	23	12:40 PM	5	8	7	6	2	28
11:15 AM	7	8	6	3	1	25	12:45 PM	5	5	5	5	0	20
11:20 AM	6	8	7	4	2	27	12:50 PM	6	4	4	5	0	19
11:25 AM	5	7	5	5	3	25	12:55 PM	6	6	5	3	1	21
11:30 AM	5	10	5	4	1	25	1:00 PM	7	8	4	3	1	23
11:35 AM	5	10	5	6	2	28	1:05 PM	6	7	2	3	2	20
11:40 AM	6	7	6	7	3	29	1:10 PM	6	7	2	3	1	19
11:45 AM	5	9	5	5	3	27	1:15 PM	6	6	3	4	2	21
11:50 AM	6	8	6	5	6	31	1:20 PM	7	7	6	4	2	26
11:55 AM	6	5	6	7	6	30	1:25 PM	7	5	7	5	2	26
12:00 PM	6	6	5	4	2	23	1:30 PM	6	7	5	4	4	26
12:05 PM	8	9	5	6	3	31	1:35 PM	6	5	6	6	4	27
12:10 PM	8	7	5	7	4	31	1:40 PM	6	5	6	5	2	24
12:15 PM	8	7	5	7	3	30	1:45 PM	5	4	4	5	2	20
12:20 PM	7	8	5	7	2	29	1:50 PM	5	4	3	4	2	18
12:25 PM	7	8	5	6	2	28	1:55 PM	6	6	4	3	3	22
Peak Parking Demand*	8	10	7	7	6	31	Peak Parking Demand*	7	8	7	6	4	28
Parking Supply	12	20	8	12	9	61	Parking Supply	12	20	8	12	9	61
Percent Occupancy	67%	50%	88%	58%	67%	51%	Percent Occupancy	58%	40%	88%	50%	44%	46%