

MAYOR
CAROLINE SIMMONS

DIRECTOR OF OPERATIONS
MATT QUIÑONES
Email: mquinones@stamfordct.gov



TRANSPORTATION BUREAU CHIEF
FRANK W. PETISE, P.E.
Email: fpetise@stamfordct.gov

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

INTEROFFICE MEMORANDIUM

TO: Planning Board Office

FROM: Frank W. Petise, PE
Transportation Bureau Chief



Jianhong Wang, PE, PTOE, RSP1
Traffic Engineer

DATE: January 27, 2023

RE: Planning Board Subdivision Application #4047

Application #4047

50 Barry Place
Continental Family Holdings LLC and Wings

The Transportation, Traffic & Parking Department (TTP) has reviewed the following documents:

- Planning Board application received January 10, 2023;
- Preliminary Subdivision Map prepared by D'Andrea Surveying and Engineering dated December 15, 2022

The proposed subdivision of the property at 50 Barry Place includes converting the existing ingress only driveway for Conair to a two-way full access driveway for Parcel "B". The TTP department provides the following comments in support of the Planning Board application approval:

1. The proposed full-access driveway for Parcel "B" is located within 100' south of the Melrose Place and Barry Place intersection. Currently there is no traffic control for the westbound traffic on Melrose Place at the Barry Place intersection and the left turn movement for vehicles traveling west/south on Melrose Place/Barry Place is free flow. The speed limits on Melrose Place and Barry Place are 25 mph, which requires intersection sight distance (ISD) of 280' based on CTDOT highway design guidelines for

the proposed Parcel "B" driveway intersection at Barry Place. Looking left to the north at the Parcel "B" driveway intersection, the available ISD is approximately 200', restricted by both the roadway geometry and the building located at the southeast corner of the Melrose Place at Barry Place intersection. The available ISD is therefore insufficient to meet the requirement, resulting in safety concerns along the site frontage.

2. The proposed full-access driveway for Parcel "B" will also result in potential vehicular conflicts between the exiting traffic of Parcel "B" and the entering traffic of Parcel "A" utilizing the front loop and parking lot if Parcel "A" was reoccupied and the front loop and parking spaces remained.