



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 filling fee (see **Fee Schedule below**), payable to the City of Stamford.

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

Fee Schedule

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

APPLICANT NAME (S): TR BROAD II, LLC and 122-124 BROAD STREET, LLC

APPLICANT ADDRESS: C/O Cacace, Tusch, & Santagata 1111 Summer Street, Stamford, CT 06905

APPLICANT PHONE #: (203) 327-2000

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

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 122-124, 128-134 and 136 Broad Street and revised parking plan attached hereto

ADDRESS OF SUBJECT PROPERTY: 122-124, 128-134 and 136 Broad Street

PRESENT ZONING DISTRICT: GG

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: see plans previously filed on November 16, 2022 with application No. 222-37

REQUESTED SPECIAL PERMIT: (Attach written statement describing request)
Attached

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)
Please see property description previously filed with Application No. 222-37

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

<u>NAME & ADDRESS</u>	<u>LOCATION</u>
TR BROAD II, LLC 222 Summer Street Stamford, CT 06901	128-134 Broad Street
122-124 Broad Street LLC 36 Orchard Street Cos Cob, CT 06907	122-124 Broad Street

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).



DATED AT STAMFORD, CONNECTICUT, THIS 2nd DAY OF February 2023

SIGNED: Michael J. Casace

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 February 2 2023

COUNTY OF FAIRFIELD

Personally appeared Michael J. Casace, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

Mark Sestogato 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 – Special Permit Summary and Statement of Findings

On November 16th, 2022, TR BROAD II, LLC and 122-124 BROAD STREET, LLC (the “Applicants”) filed applications for Special Permit and for Approval of Site and Architectural Plans and/or Requested Uses (collectively, “App. No. 222-37”) with the Stamford Zoning Board. The Applicant proposes constructing a multi-family residential 13-story building containing 198 apartment units.

Application No. 222-37 was subsequently referred to various municipal departments, including the Transportation, Traffic and Parking Department (“TTP”). Upon consultation with TTP, it was determined that the original plans contained 19 compact parking spaces, which are no longer permitted under the current zoning regulations without a Special Permit. The applicants architects have redesigned the parking levels of the original plans so as to reduce the number of compact spaces from 19 to 11.

In accordance with this determination, the applicants hereby amend App. No. 222-37 to include a Special Permit Request pursuant to Section 12.D.1(g) of the Stamford Zoning Regulations to permit:

1. 11 parking spaces, the dimensions of which comply with the width requirements but 11 of the 173 on site spaces do not technically comply with the length requirements. Those spaces are each 8’6” by 16”. Which is a width actually larger than was permitted under the old regulations for compact vehicles. The 11 compact vehicles are shown on the attached plans highlighted in yellow.

In addition, after consultation with TTP and the land use staff, it was determined that the original plan to locate 37 spaces in the Bedford Street garage created issues which could be avoided by placing all of the spaces within the project parking areas using tandem and valet parking as permitted by Special Permit pursuant to Section 12.D.1(c) and (d). The valet spaces are shown on the attached plans highlighted in blue together with 7 tandem spaces on each of levels 2 and 3. There remain 173 self-parked spaces are shown on the original plan. Accordingly, the self-parking ratio is .87 which is supported by the SLR parking management plan which states that in Urban areas near rail transit residential developments only generate approximately .71 parked vehicles per unit. Therefore, the Applicants anticipate never having to use the 37 valet spaces; and that the proposed plan will function seamlessly for the residents and visitors to the site.

The proposed modifications to the parking plans will produce more than adequate and seamlessly functioning parking for both the residential and ancillary uses proposed for this project and the proposal is in compliance with section 19-3.2 of the zoning regulations as follows:

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

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

The proposed modifications to the parking area does not change the size or dimensions of the proposed building or the parking areas and will provide onsite parking which will properly function for all uses on the site. Moreover, it contains the required number of spaces and the applicant seeks no reduction in the number of required parking spaces.

- 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.*

The proposed changes to the parking plan will have no adverse impact whatsoever on the surrounding community by reason of noise, fumes, vibration, artificial lighting, or other potential disturbance to the health, safety or peaceful enjoyment of the property. In fact, by providing all parking within the project building, no spaces will be taken up in the Bedford Street garage.

- 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.*

The traffic can be safely and adequately accommodated on the surrounding streets. Parking is safely and adequately provided on site. See accompanying traffic report.

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

The surrounding area includes a variety of residential, commercial, and retail uses. The proposed changes to the parking structure will free up spaces that were originally planned for the Bedford Street garage and will serve as an enhancement to the neighborhood and place people on the streets thereby increasing the patronage of nearby retail and service establishments.

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

The Master Plan of the City of Stamford and all statements of the purpose and intent Category 11 (Downtown) of the Master Plan contemplates “to provide for and protect an intensive, pedestrian-oriented mixed-use district. Intended is a full array of retail office cultural recreation and residential uses serviced by mass transportation and integrated pedestrian access system, always at grade, enhanced by up-to-date lighting, seating, planting, signage, etc., to assure a desirable mixing and interaction of people and activities.

The proposed development fits within this category and fulfills the policy goals of the neighborhood. See also the statement of findings submitted with App. No. 222-37.

NO.	Description	DATE

ADA VEHICLE PARKING
 ADA VEHICLE PARKING

COMPACT VEHICLE PARKING
 COMPACT VEHICLE PARKING

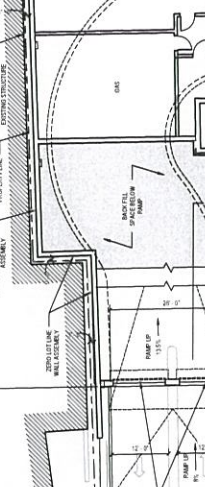
STANDARD VEHICLE PARKING
 STANDARD VEHICLE PARKING

VALET PARKING
 VALET PARKING

***CLASS A* BICYCLE PARKING**
 CLASS A BICYCLE PARKING

***CLASS B* BICYCLE PARKING**
 CLASS B BICYCLE PARKING

Description	TYPE	MARK	DIMENSIONS	COUNT
GROUND FLOOR				
ADA	ADA	5'0" x 10'0"		1
ADA VAN	ADA VAN	8'0" x 12'0"		1
COMPACT	COMPACT	5'0" x 8'0"		5
STANDARD	STANDARD	8'0" x 12'0"		70
SELF PARK	SELF PARK	7'0" x 10'0"		17
SUB-TOTAL LEVEL 1: 97				
LEVEL 2				
VALET	VALET	7'0" x 12'0"		18
SUB-TOTAL LEVEL 2: 18				
LEVEL 3				
VALET	VALET	7'0" x 12'0"		19
ADA	ADA	5'0" x 10'0"		1
ADA VAN	ADA VAN	8'0" x 12'0"		1
COMPACT	COMPACT	5'0" x 8'0"		3
STANDARD	STANDARD	8'0" x 12'0"		3
SELF PARK	SELF PARK	7'0" x 10'0"		30
SUB-TOTAL LEVEL 3: 39				
TOTAL: 210				



PROJECT TITLE: **128 BROAD STREET**

PROJECT NO: 01510

DRAWING TITLE: **FLOOR PLAN - GROUND FLOOR**

SCALE: As Indicated

ZA-101

SITE PLAN APPROVAL

11/15/2022

PERKINS EASTMAN
 200 WATER STREET, SUITE 400
 NEWTON, MASSACHUSETTS 01889
 TEL: 617.552.4200
 FAX: 617.552.4200

PROJECT MANAGER:
 ADAM J. D'AMICO

DESIGNER:
 JACOB W. BIRKBECK

ARCHITECTURAL CONSULTANT:
 ANDREW J. CONNOR

PLANNING CONSULTANT:
 JENNIFER S. HARRIS

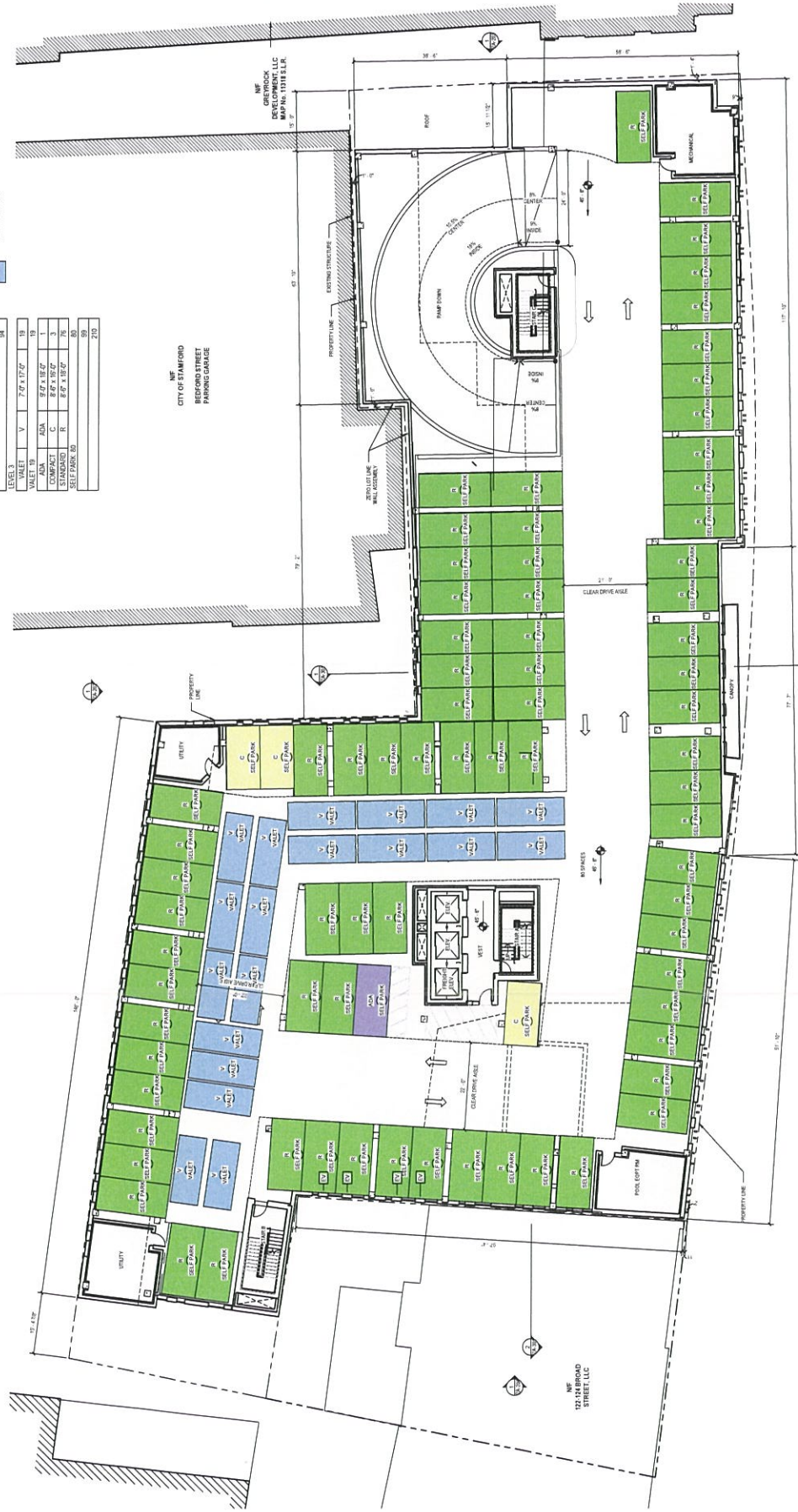
ENVIRONMENTAL CONSULTANT:
 JENNIFER S. HARRIS

LANDSCAPE ARCHITECT:
 ANDREW J. CONNOR

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PARKING COUNTS			
Dimension	Type Mark	Dimensions	Count
GROUND FLOOR			
ADA	ADA	9'-0" x 18'-0"	1
ADA VAN	ADA VAN	9'-0" x 18'-0"	1
STANDARD	C	8'-6" x 18'-0"	80
SELF PARK 17			17
VEHICLE PARKING			
VALET 18	V	7'-0" x 12'-0"	18
VALET 19	V	7'-0" x 12'-0"	19
ADA	ADA	9'-0" x 18'-0"	1
ADA VAN	ADA VAN	9'-0" x 18'-0"	1
STANDARD	C	8'-6" x 18'-0"	79
SELF PARK 75			75
VEHICLE PARKING			
VALET 18	V	7'-0" x 12'-0"	18
VALET 19	V	7'-0" x 12'-0"	19
ADA	ADA	9'-0" x 18'-0"	1
ADA VAN	ADA VAN	9'-0" x 18'-0"	1
STANDARD	C	8'-6" x 18'-0"	80
SELF PARK 80			80
VALET 18	V	7'-0" x 12'-0"	18
VALET 19	V	7'-0" x 12'-0"	19
ADA	ADA	9'-0" x 18'-0"	1
ADA VAN	ADA VAN	9'-0" x 18'-0"	1
STANDARD	C	8'-6" x 18'-0"	80
SELF PARK 80			80

- ADA VEHICLE PARKING
- COMPACT VEHICLE PARKING
- STANDARD VEHICLE PARKING
- VALET PARKING



PERKINS EASTMAN
 ARCHITECTS
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PROJECT No: 191510
 DRAWING TITLE:
FLOOR PLAN -
LEVEL 3

SCALE: As Indicated

ZA-103
 SITE PLAN APPROVAL

11/15/2022

1 LEVEL 3 FLOOR PLAN
 10/11/22

128 – 136 BROAD STREET RESIDENTIAL DEVELOPMENT STAMFORD, CONNECTICUT

**Transportation Demand Management/
Parking Management Plan**

Prepared for: FD Rich Company

Client Ref: 141.13311.00012

January 2023

The logo for SLR, featuring the letters "SLR" in a bold, white, sans-serif font, followed by a circular icon composed of several overlapping, curved lines that form a sphere-like shape. The logo is positioned in the bottom right corner of the page, set against a dark blue background.

SLR

January 31, 2023

Mr. Tom Rich
FD Rich Company
222 Summer Street
Stamford, CT 06901

**Re: Transportation Demand Management (TDM)/Parking Management Plan
128-136 Broad Street Development
Stamford, Connecticut
SLR #141.13311.00012**

Dear Mr. Rich,

At your request, SLR International Corporation (SLR) has prepared this combined Transportation Demand Management Plan and Parking Management Plan (TDMP/PMP) for the 128-136 Broad Street development in downtown Stamford, Connecticut.

The two sites are currently vacant. The proposed project plans to construct 198 multifamily units, 173 parking spaces under the building, and approximately 4,324 square feet (SF) of first-floor retail space on the two sites, which are bisected by and accessed by Gay Street. Located approximately 0.75 miles from the Stamford Transportation Center and within Downtown Stamford, the site also benefits from a significant amount of bus service. **Figure 1** shows the site location and surrounding area. In total, this development is to contain 22 studio units, 100 one-bedroom units, 67 two-bedroom units, and 9 three-bedroom units. **Table 1** shows the proposed parking breakdown developed by Perkins Eastman.

Table 1 Proposed Parking Breakdown

Level	Standard	Compact	Tandem	Valet	Electric Vehicle (EV) Charging	Total	EV Adjusted Parking Total
L1	10	5	0	0	2	17	16
L2	58	7	7	19	4	95	93
L3	62	7	7	18	4	98	96
Total	130	19	14	37	10	210	205
Percent Provided	62.0%	9.0%	6.7%	17.6%	4.8%	100%	

Our assessment herewith finds that this proposed development is aligned with the City of Stamford's (City) sustainability goal of reducing single-occupancy vehicle (SOV) traffic per Sections 19.F and 19.G of the Stamford Zoning Regulations, which aims for 20 percent (or more) of residents commuting by walking,

using transit, bicycling, and other sustainable travel modes. When the built development follow-up traffic and parking studies required by zoning regulations are conducted for this property in the future, this 20 percent goal is to be quantified through a survey of building residents (or other appropriate method) to determine if TDM measures are necessary (more discussion on this in the summary of this document).

Non-Automobile Travel Mode Options

As mentioned, the site’s location in downtown Stamford, adjacent to multiple bus/shuttle routes, and within walking distance to the train station, lends itself to fewer SOV trips. As shown in the image here, the walkscore for this site shows it to be a “Walker’s Paradise.” Sidewalks are present on both sides of the roadway, and sharrows are painted on the outer travel lanes, facilitating bicycling and walking.

The Traffic Study identified the following improvements to reduce vehicular speeds on Gay Street and improve safety for bicyclists and pedestrians – these improvements will help make the area more walkable and help encourage more non-car trips:

- Raise Gay Street to sidewalk level like the treatment recently installed at West Park Place.
- Install pavers on Gay Street.
- Install a stop-controlled approach for vehicles traveling southbound on Gay Street at the proposed driveway on the west side.

The Stamford Transportation Center includes both rail service (Metro-North, Amtrak, and Shore Line East) and the CTtransit Stamford Local System’s bus hub, as well as regional bus and local shuttle service. CTtransit Stamford operates 15 local bus routes. Buses connect with other services in Norwalk, with the New Haven Line in several locations, the Harlem Line on Metro-North Railroad, and with Bee-Line buses in Westchester County, New York. CTtransit Stamford also operates the I-Bus, an express service between downtown Stamford and White Plains, New York. CTtransit Stamford bus routes 333, 334, 341, 342, 344, 345, and 351 all have stops at the intersections proximate to the site.

128 Broad Street Add scores to your site
 Stamford, Connecticut, 06901
 Commute to **Downtown Stamford**
 1 min 1 min 1 min 2 min View Routes
 Favorite Map Nearby Stamford Apartments on Redfin
 Looking for a home for sale in Stamford?
Walk Score 96 Walker's Paradise Daily errands do not require a car.
Transit Score 73 Excellent Transit Transit is convenient for most trips.
Bike Score 76 Very Bikeable Biking is convenient for most trips.
 About your score

Furthermore, review of the latest available Census data (American Community Service 5-year Estimates) finds that around a one-third of workers who reside in this area of central Stamford (Census Tract 201.01) commute to work using sustainable alternate modes of travel instead of SOV/driving alone; approximately 9.5 percent carpool, 4 percent use public transportation, 11.5 percent walk to work, 6 percent work from home, and 2 percent use other means (including some by bicycle). If future 128-136 Broad Street residents make similar travel choices, the 20 percent+ SOV reduction goal will be achievable.

Parking

All parking spaces in the proposed 128-136 Broad Street development are proposed to be on-site, using 14 tandem and 37 valet spaces – as shown in Table 1., for a total of 1.06 spaces per unit. This complies with the Stamford Zoning Regulations¹ when accounting for the allowed Shared Vehicle Reduction credit.

Review of ITE parking generation data indicates that mid-rise multifamily residential buildings in dense multiuse urban areas generate less than one parked car per unit during peak times, 0.90 parked vehicles per unit on average, and that such developments near rail transit generate even less, at around 0.71 parked vehicles per unit, or around three parked cars for every four residential units (assuming three out of four units have one automobile each and one out of four units have no car). Review of separate parking count data in our company files of multifamily residential buildings in central Stamford similarly indicates that a development this distance to the Stamford Transportation Center and in the downtown, and with around 62 percent of the units proposed as one-bedroom and studio units, may end up generating around a similar aggregate ratio of between 0.90 and 0.96 parked vehicles per unit during peak periods. This would equate to between 178 and 190 parked vehicles within the 210 total parking spaces, and this would typically be overnight when residential parking peaks. During the daytime, the total number of parked vehicles on site would likely be even less. Thus, the 210 parking spaces to be available for this development is expected to be more than sufficient. This is inclusive of guest parking demands.

The majority of the 210 onsite parking spaces will be standard spaces. Within the total, there will also be 5 handicap spaces, 19 compact spaces, 14 tandem spaces, 37 valet spaces, and approximately 10 unreserved electric vehicle (EV) charging spaces. Forty seven onsite bicycle parking spaces are proposed on the ground floor. Thirty five spaces are Class A (longer-term), accessed from Gay Street. The additional 12 spaces are Class B (shorter-term), and are accessed from Broad Street. The number of Class A spaces exceeds the number required, and 8 of those excess Class A spaces will be made available to Class B transient users if needed. We note that there is no specific plan for there to be bike-share or scooter-share service for residents, although Stamford is considering an electric scooter share program.

Vehicle parking for residents within the site will be unassigned and unbundled. Unbundled parking means that a monthly parking pass will not automatically be included in the cost of rent. Instead, residents who want to park may pay separately for a monthly parking pass. Unbundled parking is a proven method to lower residential parking demand and can allow those residents without a car to not have to pay

¹ It is worth mentioning when discussing TDM that zoning regulation minimum parking requirements can be at odds with SOV reduction goals.

for parking (that would otherwise be embedded in their lease) that they do not need. Virtually every multifamily development in Downtown Stamford, as well as the South End, unbundles parking.

The onsite residential parking will be accessed by means of a High-Speed Gate Entry control system. A sensor attached to the interior of each car windshield will ensure smooth access without queuing. There will also be a dedicated loading area on the west side of Gay Street. Retail parking onsite is not required per the zoning regulations for this development and all retail parking demands from this development, which are anticipated to be modest, will park offsite nearby including in the surrounding on-street and off-street public parking.

TDM/Parking Management – Monitor, Evaluate, and Increasingly Manage if Necessary

Periodic follow-up traffic and parking studies are to be conducted after this development has opened and is mostly occupied (i.e., more than three-quarters occupied) to quantify and evaluate its actual traffic and parking demands per Sections 19.F.5 and 19.G.5 of the Stamford Zoning Regulations. The percentage of building residents commuting by different modes of transportation (walking, using transit, bicycling, carpooling, driving alone, working at home) is to be quantified by user survey (or another appropriate method) to determine if TDM measures should be implemented. In addition, the peak number of parked vehicles associated with this development is to be counted to determine if parking should be better managed. The utilization of onsite bicycle parking and EV charging spaces shall also be counted.

If it is found that the reduced automobile traffic goals are not being met, in that at least one in five residents travel to and from this site by means other than by SOVs, then the 128-136 Broad Street development should implement TDM/automobile-use reduction strategies. TDM strategies could include but may not necessarily be limited to one or more of the following:

- Provide transit information to residents of the site.
- Provide discounted transit passes to residents of the site.
- Increase the cost to park on site.
- Provide CarShare vehicles onsite if demand warrants.
- Provide a bike-share and/or scooter-share service for residents of the site.

If parking usage on the site is found to be regularly at or over capacity, which is not expected, then an increased degree of parking management will also be needed. This could include the parking demand management/reduction strategy to charge more to park on site (as mentioned above) but could also be addressed by increasing the parking supply on site through means such as additional valet parking, stackers, and/or tandem parking. Leasing offsite parking nearby – either by building management or residents themselves, is also an option. If parking turns out to be greatly oversupplied within the site, then it may make sense to lease excess supply to a third party and/or repurpose the excess/unused parking spaces for a different use.

TDMP/PMP Summary and Recommendations

This TDMP/PMP for the proposed residential development to be located at 128-136 Broad Street in Stamford, Connecticut, was produced in accordance with City Zoning Regulation requirements. We anticipate that 20 percent (or more) of residents of this building will commute by non-drive-alone modes (walking, bicycling, using transit, carpooling, working from home). We also anticipate that this residential development will generate less parking demand than onsite supply. To confirm and quantify these estimates, we recommend the following to determine if the city's traffic reduction/SOV goals are being met for this development:

- Per Section 19.G.5 of the Zoning Regulations, after this residential development is built and three-quarters or more occupied, conduct a survey to understand the mode split of commuters living in this development. Per the regulations, this should be reported by the middle of January of each year. Further, if "fewer than 20 percent of the building occupants use means of transportation other than a single occupied car, the owner, tenant or property manager [of this development] shall, by March 31, of such year, submit proposals for increasing that share to the [City of Stamford] Transportation, Traffic and Parking, and Land Use Bureaus for comments and approval."
- After the 128-136 Broad Street residential development is built and three-quarters or more occupied, conduct parking counts of the site (during the day and at night) to understand if the site is underparked or overparked. The findings of the built-development parking counts of the site, adjusted as appropriate based on the actual building occupancy, shall inform whether onsite parking should be managed differently. Particularly, if it is found that the onsite parking supply is being filled to capacity, then TDM measures should be implemented and/or more offsite parking leased. Conversely, if many empty parking spaces are routinely found, then it may make sense to lease excess supply within this site to a third party and/or repurpose the excess/unused parking spaces for a different use. As part of built-development follow-up traffic and parking studies, the utilization of bicycle parking and EV charging spaces shall also be counted.

If the zoning-regulation vehicular traffic/SOV reduction goals are not being met, the 128-136 Broad Street development is agreeable to the following TDM strategies:

- Provide transit information to residents and employees.
- Provide discounted transit passes to residents and employees.
- Increase the cost of parking on site.
- Provide CarShare vehicles on site if demand warrants.
- Provide a bike-share and/or scooter-share service for residents of the site.

We hope this TDMP/PMP is useful to you and the City of Stamford. If you have any questions or need further information, please do not hesitate to contact either of the undersigned.

January 31, 2023

Mr. Tom Rich

Page 6



Sincerely,

SLR International Corporation

A handwritten signature in blue ink, appearing to read "Neil C. Olinski". The signature is fluid and cursive.

Neil C. Olinski, MS, PTP
Principal Transportation Planner

A handwritten signature in black ink, appearing to read "Holly Parker". The signature is fluid and cursive.

Holly Parker, TDM-CP
Principal Transportation Planner

Enclosures

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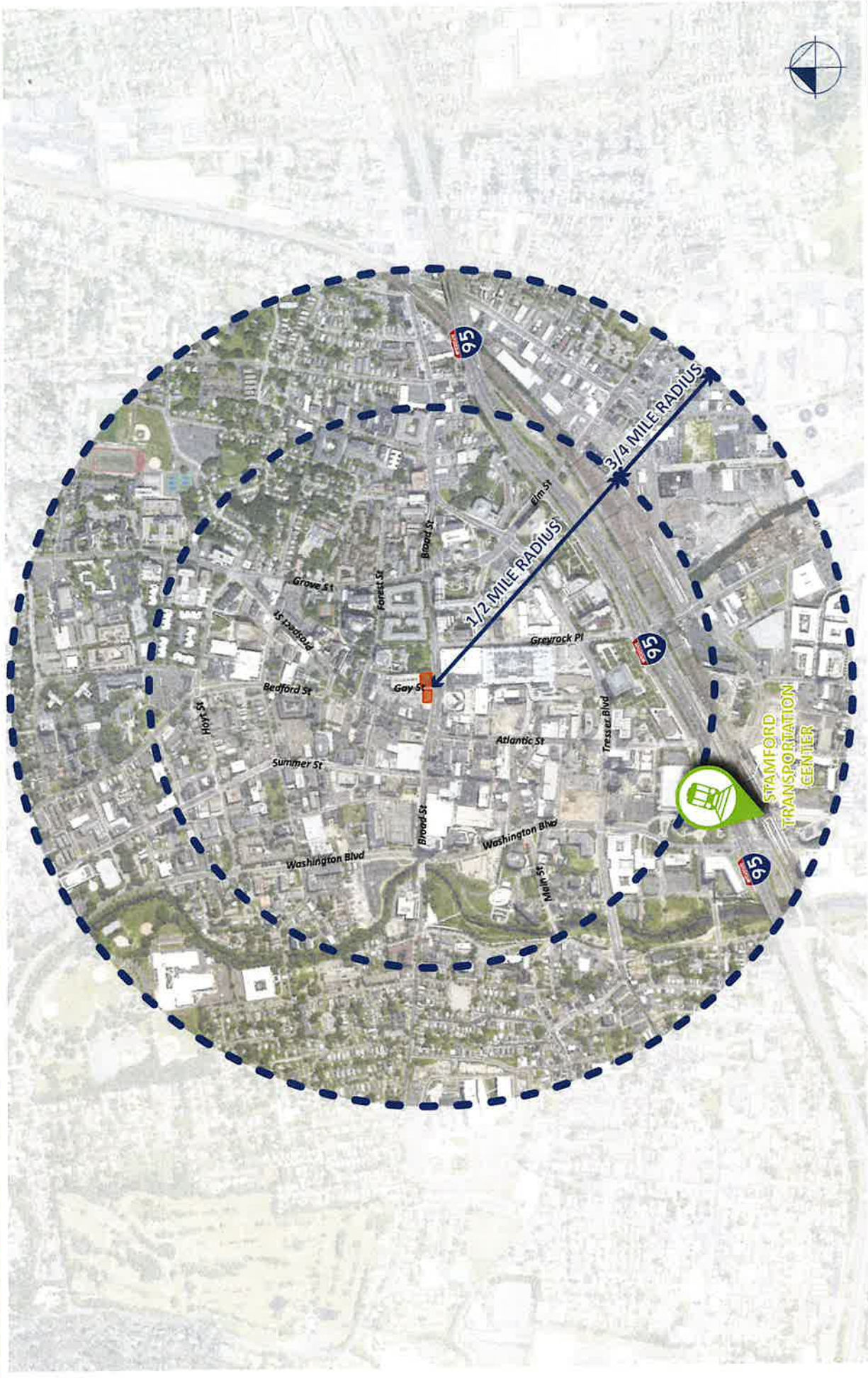


Figure 1
Site Location