

March 15, 2023

**VIA HAND & ELECTRONIC DELIVERY**

Ms. Vineeta Mathur  
Principal Planner, Land Use Bureau  
City of Stamford  
888 Washington Boulevard  
Stamford, CT 06901  
[VMathur@StamfordCT.gov](mailto:VMathur@StamfordCT.gov)

**Re: Special Permit Application  
111-123 High Ridge Road, Stamford, CT (Parcel ID 000-0932) (the “Property”)  
Sweetspot Stamford, LLC (“Sweetspot”) and A&F High Ridge, LLC (collectively,  
the “Applicants”)**

Dear Ms. Mathur:

Our firm represents the applicant Sweetspot, a prospective tenant of approximately 2,412± square feet of office/retail space on the above-referenced Property. The Property is owned by the applicant A&F High Ridge, LLC. The Property is located in the Neighborhood Business District (C-N) and Master Plan Category 7 (Commercial – Arterial). It is 46,361± square feet (1.06± acres) and improved with a 31,846± square foot, two-story, multitenant retail building and a 14,310±, three-story, multitenant retail building.

Pursuant to Section 5.E of the Zoning Regulations of the City of Stamford, and as required by Section 148(c) of Public Act 21-1, An Act Concerning Responsible and Equitable Regulation of Adult-Use Cannabis, the Applicants seek Special Permit approval to allow Sweetspot to operate a Hybrid Cannabis Retailer on the portion of the Property it seeks to lease.<sup>1</sup> There are no site improvements associated with this request.

---

<sup>1</sup>The Stamford Zoning Regulations do not specifically identify this use, which only became legal in Connecticut in 2021. In such circumstances, the legislation provides that the municipality must analogize the proposed use with another similar use in existence in the City's regulations. Specifically, Section 148(c) of the Act states: “Unless otherwise provided for by a municipality through its zoning regulations or ordinances, a cannabis establishment shall be zoned as if for any other similar use, other than a cannabis establishment, would be zoned.” ZONING REGS. Sec. 4.E (“Medical Marijuana Dispensaries are allowed by Special Permit approval of the Zoning Board only within certain commercial and manufacturing Zoning Districts of the City of Stamford, as shown in Appendix A, Table II of these Regulations.”); Appx. A, Table II, Use 133.1. Because the Zoning Regulations do not currently provide regulations for Hybrid Retailers, the Land Use Bureau has determined the next closest use is Medical Marijuana Dispensary.

The Applicants also request Special Permit approval pursuant to Section 12.K.4.e of the Zoning Regulations to be exempt from the sidewalk requirements contained in Section 12.K.<sup>2</sup> First, because High Ridge Road is a State highway, a sidewalk is not required on the portion of the Property that borders this road.<sup>3</sup> Additionally, the enclosed Statement of Findings details why installing a sidewalk on Halpin Avenue would (1) not be appropriate in light of the existing conditions of the site, (2) not further the goal of providing a pedestrian network, and (3) create safety hazards for pedestrians.

Moreover, due to the small size of the space to be leased by Sweetspot and the absence of proposed site improvements, the Applicants are not subject to certain mobility requirements in Section 12 of the Zoning Regulations. Specifically, bicycle parking is not required because no changes of use, additions, and/or substantial renovations involving 5,000 square feet or more of Gross Floor Area are proposed. See Section 12.J.1. Lastly, because no additional off-street parking is required in connection with this Application, the Applicants are not required to provide electric vehicle charging stations. See Section 12.L.1.

In connection with the attached application, enclosed please find:

- Letters of Authority from Sweetspot Stamford, LLC and A&F High Ridge, LLC
- Application fees in the amount of \$1,460 (\$460 Special Permit application fee and \$1,000 Public Hearing fee)
- Twenty-one (21) copies of the following application form and associated schedules:
  - Application for Special Permit Approval;
  - Schedule A – List of Plans;
  - Schedule B – Introduction and Project Overview;
  - Schedule C – Statement of Findings;
  - Schedule D – Legal Description of Property;
  - Schedule E – Zoning Data Chart;

---

<sup>2</sup>The sidewalk requirements in Section 12.K may not be applicable to the Applicants. Pursuant to Sweetspot's estimated costs based on other buildouts, renovations and alterations are not anticipated to exceed \$250,000. However, because the ultimate determination of the final cost of renovations and alterations will be made by the Building Department at the time it issues a building permit, the Applicants do not yet know this total. Accordingly, it is necessary for them to seek Special Permit approval at this juncture.

<sup>3</sup>It should also be noted that there is already a sidewalk on this portion of the Property. It is unclear if the sidewalk complies with the requirements set forth in Section 12.K of the zoning regulations.

- Schedule F – Existing Zoning Map; and
- Schedule G – Aerial Photograph of Property.
- One (1) full-size and twenty (20) half-size copies of the following plans:
  - Zoning Location Survey prepared by Edward J. Frattaroli, Inc., entitled, “Zoning Location Survey Prepared for LDG Properties, 111-123 High Ridge Road, Stamford Connecticut,” dated December 20, 2016, and revised through March 3, 2023;
  - Floor Plans prepared by Katie Schrider Design, dated March 7, 2023, with the plan titles listed on Schedule A; and
  - Security Layout Plan prepared by Sweetspot Stamford, LLC, dated March 8, 2023, with the plan titles listed on Schedule A.
- Twenty-one (21) copies of the Traffic and Parking Study Prepared by SLR, dated March 3, 2023, entitled “Traffic and Parking Study.”

Please let me know if you have any questions or require additional materials. As always, thank you for your time and attention regarding this matter.

Very truly yours,

*Lisa Feinberg*

Lisa L. Feinberg

Enclosures.

cc: R. Blessing  
Sweetspot Stamford, LLC

March 15, 2023

**VIA HAND & ELECTRONIC DELIVERY**

Ms. Lindsey Cohen  
Associate Planner, Land Use Bureau  
City of Stamford  
888 Washington Boulevard  
Stamford, CT 06901  
[LCohen@StamfordCT.gov](mailto:LCohen@StamfordCT.gov)

**Re: Request to be Heard by Planning Board  
111-123 High Ridge Road, Stamford, CT (Parcel ID 000-0932) (the “Property”)  
Sweetspot Stamford, LLC (“Sweetspot”) and A&F High Ridge, LLC (collectively,  
the “Applicants”)**

Dear Ms. Cohen:

Our firm represents the applicant Sweetspot, a prospective tenant of approximately 2,412± square feet of office/retail space on the above-referenced Property. The Property is owned by the applicant A&F High Ridge, LLC. The Property is located in the Neighborhood Business District (C-N) and Master Plan Category 7 (Commercial – Arterial). It is 46,361± square feet (1.06± acres) and improved with a 31,846± square foot, two-story, multitenant retail building and a 14,310±, three-story, multitenant retail building.

In July, 2021, the Governor signed Public Act No. 21-1, entitled “An Act Concerning the Responsible and Equitable Regulation of Adult-Use Cannabis” (the “Cannabis Bill”), which allows for the sale of adult-use cannabis in the State of Connecticut. The Cannabis Bill establishes a “hybrid retailer” as “a person that is licensed to purchase cannabis and sell cannabis and medical marijuana products (“Hybrid Retailer”). The Applicants seek Special Permit approval to allow Sweetspot to operate a Hybrid Retailer on the portion of the Property it seeks to lease.<sup>1</sup> The

---

<sup>1</sup>The Stamford Zoning Regulations do not specifically identify this use, which only became legal in Connecticut in 2021. In such circumstances, the legislation provides that the municipality must analogize the proposed use with another similar use in existence in the City's regulations. Specifically, Section 148(c) of the Act states: “Unless otherwise provided for by a municipality through its zoning regulations or ordinances, a cannabis establishment shall be zoned as if for any other similar use, other than a cannabis establishment, would be zoned.” ZONING REGS. Sec. 4.E (“Medical Marijuana Dispensaries are allowed by Special Permit approval of the Zoning Board only within certain commercial and manufacturing Zoning Districts of the City of Stamford, as shown in Appendix A, Table II of these Regulations.”); Appx. A, Table II, Use 133.1. Because the Zoning Regulations do not currently provide regulations for Hybrid Retailers, the Land Use Bureau has determined the next closest use is Medical Marijuana Dispensary.

Applicants also request Special Permit approval pursuant to Section 12.K.4.e of the Zoning Regulations to be exempt from the sidewalk requirements contained in Section 12.K. There are no site improvements associated with this request.

In connection with the attached application, enclosed please find:

- Eight (8) copies of the Application for Special Permit Approval and associated schedules.
- Eight (8) half size copies of the following plans:
  - Zoning Location Survey prepared by Edward J. Frattaroli, Inc., entitled, “Zoning Location Survey Prepared for LDG Properties, 111-123 High Ridge Road, Stamford Connecticut,” dated December 20, 2016, and revised through March 3, 2023;
  - Floor Plans prepared by Katie Schrider Design, dated March 7, 2023, with the plan titles listed on Schedule A; and
  - Security Layout Plan prepared by Sweetspot Stamford, LLC, dated March 8, 2023, with the plan titles listed on Schedule A.

I have also submitted an electronic copy of the following:

- The Traffic and Parking Study Prepared by SLR, dated March 3, 2023, entitled “Traffic and Parking Study.”

We look forward to advice as to when the Planning Board will consider this proposal. At that time, I kindly ask that members of our development team and I be given an opportunity to briefly describe the proposal. Please contact me should you have any questions. As always, thank you for your time and attention regarding this matter.

Very truly yours,

*Lisa Feinberg*

Lisa L. Feinberg

Enclosures.

cc: Sweetspot Stamford, LLC

March 3, 2023

Vineeta Mathur  
Principal Planner, Land Use Bureau  
City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901

**Re: A&F High Ridge, LLC  
Special Permit Application  
111-123 High Ridge Road (the "Property")**

Dear Ms. Mathur:

A&F High Ridge, LLC is the owner of the above-captioned Property, for which a special permit application to operate a Hybrid Cannabis Retailer will be filed. Please consider this letter as written confirmation that the undersigned has authorized the attorneys of Carmody Torrance Sandak & Hennessey, LLP, with offices located at 1055 Washington Boulevard, Stamford, Connecticut 06901, to file the enclosed special permit application with the City of Stamford on its behalf in connection with the Property. Thank you for your acknowledgement of said authority.

Sincerely,


**A&F High Ridge, LLC**

Anthony Longhitano

By:

Duly Authorized

Signature:

  
Anthony Longhitano (Mar 3, 2023 09:59 EST)

Email: anthonylonghitano@mac.com

March \_3\_, 2023

Vineeta Mathur  
Principal Planner, Land Use Bureau  
City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901


**Re:   Sweetspot Stamford, LLC  
      Special Permit Application  
      111-123 High Ridge Road (the “Property”)**

Dear Ms. Mathur:

Sweetspot Stamford, LLC is the prospective tenant of approximately 2,400 square feet of office/retail space on the Property, for which a special permit application to operate a Hybrid Cannabis Retailer will be filed. Please consider this letter as written confirmation that the undersigned has authorized the attorneys of Carmody Torrance Sandak & Hennessey, LLP, with offices located at 1055 Washington Boulevard, Stamford, Connecticut 06901, to file the enclosed special permit application with the City of Stamford on its behalf in connection with the Property. Thank you for your acknowledgement of said authority.

Sincerely,

**Sweetspot Stamford, LLC**

  
By: Benjamin Herbst  
Duly Authorized



## 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): Sweetspot Stamford, LLC and A&F High Ridge, LLC  
APPLICANT ADDRESS: c/o Agent: Daniel Chapple, Carmody Torrance Sandak & Hennessey LLP, 1055 Washington Blvd., Stamford CT 06901  
APPLICANT PHONE #: c/o Agent: (203) 252-2695  
IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? Yes - A&F High Ridge, LLC owns property in Stamford  
LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 111-123 High Ridge Road (Parcel ID 000-0932)  
Sweetspot Stamford, LLC is the prospective tenant of a portion of this property.  
ADDRESS OF SUBJECT PROPERTY: 111-123 High Ridge Road (Parcel ID 000-0932)  
PRESENT ZONING DISTRICT: C-N (Neighborhood Business)  
TITLE OF SITE PLANS & ARCHITECTURAL PLANS: See Schedule A

REQUESTED SPECIAL PERMIT: (Attach written statement describing request)  
Special Permit for a Hybrid Retailer pursuant to Sec. 5.E of the Stamford Zoning Regulations and Public Act 21-1; Special Permit pursuant to Section 12.K.4.e to be exempt from the sidewalk requirements of Section 12.K. Please find enclosed Project Narrative and Statement of Findings (Schedules B and C).

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

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

A&F High Ridge, LLC 111-123 High Ridge Road  
111 High Ridge Road  
Stamford, CT 06905

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? No (If yes, then complete the Stamford Sustainability Scorecard per Section 15.F).



DATED AT STAMFORD, CONNECTICUT, THIS 15<sup>th</sup> DAY OF March 20 23  
SIGNED: Daniel Chapple

**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

COUNTY OF FAIRFIELD

ss STAMFORD March 15 20 23

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

Rachel Breslin  
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**  
**List of Plans**

- Zoning Location Survey prepared by Edward J. Frattaroli, Inc., titled, “Zoning Location Survey Prepared for LDG Properties, 111-123 High Ridge Road, Stamford Connecticut,” dated December 20, 2016, and revised through March 3, 2023.
- Floor Plans prepared by Katie Schrider Design, dated March 7, 2023, titled:
  - “C: Cover Page;”
  - “ID.1: Floor Plan;”
  - “ID.2: Store Front – Entry/Side Windows;”
  - “ID.3: Floor Plan – Client Queuing;” and
  - “ID.4: Floor Plan – Employee Path of Travel.”
- Security Layout Plan prepared by Sweetspot Stamford, LLC, dated March 8, 2023, titled:
  - “Proposed Architectural Layout;”
  - “Security Overlay (Cameras, Access control, Security, etc.);” and
  - “Operational Zones overlay (Public, Ops, Limited Access, Restricted Access).”

Schedule B  
Introduction & Project Overview

Sweetspot

# Sweetspot Stamford

---

Sweetspot Stamford LLC  
MARCH 9, 2023 | STAMFORD CT

## Table of Contents

Introduction.....	1
Project Information.....	1
Statement of Goals.....	1
Project Quick-Facts .....	1
Background Information.....	2
The Connecticut Cannabis Industry.....	2
Corporate Structure.....	2
Licensure & Eligibility .....	3
Company Profile.....	4
Sweetspot Brands LLC.....	4
Key People.....	4
Good Neighbor Policy .....	5
Connections to Stamford .....	5
Cannabis Industry Experience .....	6
Operational Excellence.....	7
Boutique Retail Service.....	7
Medical Professionalism.....	8
In-Store Efficiency .....	8
Business Plans .....	9
Operating Hours .....	9
Staffing Chart .....	9
Environmental Sustainability Plan .....	11
Retail Sustainability .....	11
Ecologically Conscious Operations.....	11
Plastic-Free & Paperless Policies.....	12
Sustainable Construction Practices.....	12
Supporting Sustainable Agricultural Practices .....	12
Site Information.....	13
111 High Ridge Road .....	14
Accessibility.....	15
Automobile Access.....	15
Public Transit Access.....	16
Pedestrian Access .....	16
Traffic Impact & Safety Analysis .....	17
Parking Analysis.....	18
Design & Security.....	20

Facility Design & Layout .....	20
Preliminary Floor Plan .....	23
Design Aesthetic .....	24
Security Plan .....	25
Security Overlay.....	25
Limited Access to Facility.....	26
Secure Facility Layout .....	26
Security Management System .....	27
Intrusion Alarm System .....	27
Video Surveillance System .....	28
Security/IT Closet .....	29
Information Technology Security.....	29
Secure Storage .....	30
Vault Specifications .....	30
Vault & Storage Access.....	30
Safes .....	31
Transportation of Regulated Products .....	31
Receiving Inventory .....	31
Security-Related Policies & Practices.....	32
Security Equipment Inspection, Testing and Maintenance .....	32
Local Law Enforcement Policy .....	32
Inventory Management Procedures .....	32
Secure Opening & Closing Procedures .....	33
Workplace & Employee Security Policies .....	35

# INTRODUCTION

## PROJECT INFORMATION

### Statement of Goals

Sweetspot Stamford LLC (“the Applicant”) seeks approval to operate Sweetspot Stamford, a boutique hybrid cannabis dispensary providing service to both qualified medical cannabis patients and adult-use consumers in the City of Stamford at 111 High Ridge Road.

The Applicant is provisionally licensed by the State of Connecticut to operate an Adult-Use Cannabis Medical Hybrid Retail business in Stamford. The Applicant now seeks approval of the City of Stamford Planning Board and Zoning Board for the proposed cannabis retail facility outlined in this document. To receive final licensure from the State, the Applicant will require a Special Permit from the Stamford Zoning Board.

Sweetspot Stamford will provide Stamford residents with a distinct option to meet their needs as either medical cannabis patients or adult use consumers which improves upon the options currently available to residents from existing market participants. Smaller than the currently approved cannabis dispensary operations elsewhere in Stamford and featuring an intimate, consumer-oriented operations model, Sweetspot Stamford will provide residents with a level of personal service not currently available elsewhere. Sweetspot Stamford will also improve accessibility to customers and, most importantly, medical patients who reside in central and northern portions of Stamford.

Sweetspot Stamford’s holistic design approach is informed by years of cannabis industry experience. Patients and customers will enjoy an unrivaled in-store experience and access to the highest quality products available in a sophisticated and welcoming space designed around the principles of safety, security, and sustainability. Sweetspot Stamford’s proposed facility will safely integrate into the surrounding community and offer Stamford residents access to a combination of professionalism, service, and convenience unmatched by any other cannabis retailer in Connecticut.

This document will articulate the ways in which the Applicant’s proposed facility and plans will serve the interests of the City of Stamford and its residents by providing a safe and secure hybrid retailer that will integrate seamlessly into the physical infrastructure and social fabric of the city.

### Project Quick-Facts

Applicant Name	Sweetspot Stamford LLC
Proposed Business	Adult-Use Cannabis Medical Hybrid Retailer
Proposed Facility Location	111 High Ridge Road Stamford, CT 06905
Size of Proposed Facility	2,412 Square Feet
Zoning District	C-N (Neighborhood Business District)

# BACKGROUND INFORMATION

## The Connecticut Cannabis Industry

The establishment of first the legal medical use and subsequent adult-use cannabis markets in Connecticut represent two of the most significant economic and social policy developments in Connecticut in generations. These developments present governments with a challenge equal to the magnitude of the opportunity afforded by this profound change. It is crucial for municipalities across the State to entrust appropriate and experienced private sector partners to enter their communities as responsible market participants in order to realize the full scope of economic, social justice, healthcare, and quality of life benefits made possible by these new markets.

The proper partner will provide a plan to effectively address the healthcare needs of medical patients, maximize local economic benefits, provide a range of products and customer service expertise to educate and support adult use customers, and apply the principles of social justice and restorative justice in its operations to ensure that cannabis legalization benefits residents from communities disproportionately impacted by harmful superannuated cannabis prohibition policies. These goals must be achieved along with the practical requirements for long-term financial viability and while navigating real-world challenges relating to urban planning, public opinion, environmental responsibility, and public health & safety considerations. Sweetspot Stamford has such a plan.

The team behind Sweetspot Stamford and its parent company, Sweetspot Brands LLC (“Sweetspot”) are uniquely qualified to deliver on the possibilities of this generational opportunity for the City of Stamford, its medical cannabis patients, and residents. The foundation of the Sweetspot Stamford team’s suitability to excel in the operation of a hybrid cannabis retailer are the deep personal ties to Stamford amongst the company’s senior leadership. Along with the unique commitment and focus afforded by the opportunity to make a lasting positive impact in their hometown, the Sweetspot team brings with it a depth of experience establishing cannabis businesses as early entrants into newly established cannabis markets in several states along the east coast. That invaluable experience is made more impactful by the team’s experience establishing and operating multiple different types of cannabis businesses, including medical, adult-use, and hybrid cannabis retail businesses.

## Corporate Structure

Sweetspot Stamford LLC (“Sweetspot Stamford”) is a joint venture between CT Plant Based Compassionate Care LLC (“CT Plant”) and CT SE Holding Company LLC (“CTSE”). Both CT Plant and CTSE are Social Equity Joint Ventures between Sweetspot Brands LLC (“Sweetspot”) and Stamford resident John O’Leary. In accordance with Connecticut State requirements, John O’Leary, as the disproportionately impacted area (“DPI”) social equity applicant, holds a 65% ownership stake of both CT Plant and CTSE with Sweetspot holding ownership of the remaining 35%.

## Licensure & Eligibility

On September 16, 2022, CT Plant was awarded a provisional cannabis cultivation license (License No. ACCE.0000014) pursuant to Section 21a-420(o) of the Connecticut “Responsible and Equitable Regulation of Adult-Use Cannabis Act” or “RERACA.”

Section 5 of Public Act 22-103, which amended and supplemented RERACA, provides that a cultivator licensed under Section 21a-420(o) of RERACA may create two equity joint ventures in any cannabis establishment licensed business other than cultivation. Effectively, this provision entitles licensees under Section 21a-420(o) to open two retail cannabis dispensaries in Connecticut, subject to local approval, approval by the CT Social Equity Council, and final state licensure from the CT Department of Consumer Protection. CT Plant has formed two equity joint ventures, Sweetspot West Hartford LLC and Sweetspot Stamford LLC, for the purpose of opening retail cannabis dispensaries in West Hartford, CT, and Stamford, CT.

# COMPANY PROFILE

## Sweetspot Brands LLC

The Applicant presents the City of Stamford a unique opportunity to partner with a business featuring not only a wealth of experience and demonstrable success in the cannabis industry but deep knowledge of and longstanding personal connections with Stamford.

Sweetspot's owners, principals, and team members bring a deep level of experience operating top-tier cannabis cultivation, manufacturing, and dispensary facilities with the highest levels of professionalism. Sweetspot currently has an interest in 11 cannabis licenses across five states in the Northeast. Sweetspot affiliates and subsidiaries currently operate a hybrid cannabis dispensary and cultivation & processing facility in Rhode Island, an adult-use dispensary in Maine, a medical cannabis dispensary in Maryland, and a medical-use Alternative Treatment Center in New Jersey, with additional fully licensed projects in development.

### Key People

#### Jason Webski: Chief Executive Officer

As Sweetspot Brands LLC's founder, Jason has over five years of experience creating the business and operations frameworks for a variety of cannabis industry businesses including both adult use and medical use retailers, cultivation facilities, and manufacturing operations.

#### Carl Allison: Chief Financial Officer

Carl has over 30 years' experience in financial management, accounting, and strategic business operations management with five years of direct cannabis industry experience.

#### Blake Costa: Chief Operating Officer & Director of Security

Blake served for 12 years in the military where he specialized in security at high value locations worldwide including U.S. embassies. Based on military and Federal Government security protocols, Blake developed a comprehensive security plan specifically for cannabis facilities at operations along the East Coast.

#### Peter Franklin, Vice President of Retail Operations

Dispensary operations will be overseen by Peter Franklin. Peter has spent the past four years actively managing several licensed Cannabis Dispensary Facilities across several states. He has expertise in state mandated inventory tracking systems, detailed record keeping, efficient dispensing operations and employee training. He is currently overseeing management and operations at four highly rated cannabis retail facilities in Maine, Maryland, and New Jersey, and Rhode Island.

#### Ben Herbst: Chief Business Development Officer

With a professional background in real-estate, Ben has successfully secured municipal approvals for new cannabis business development projects in eight states.

#### Bryan Lucas: General Counsel & Director of Government Affairs

Bryan has served as a Deputy Attorney General and Special Assistant to the Director in the NJ Office of the Attorney General, Division of Law. Bryan developed a regulatory compliance and government affairs toolkit which he now utilizes as Sweetspot's in-house counsel.

## Good Neighbor Policy

Sweetspot's highest priority when entering a new community is to become good neighbors and partners to the public. Sweetspot's overarching "Good Neighbor Policy" commits our cannabis businesses to meet or exceed requirements for security, transparency, accountability, and quality control. Sweetspot has made significant investments in technologies and practices to minimize our managed businesses' carbon footprints and reduce the consumption of energy, water, and other natural resources. Sweetspot also outlines best practices to minimize local environmental impact by properly managing odor, waste disposal, and both vehicular and pedestrian traffic. To best effect the Good Neighbor Policy, we establish strong relationships and open lines of communication with local law enforcement and emergency services. Sweetspot is also committed to being open and responsive to all concerns raised by public safety officials, local government, neighboring businesses, and the public. Our commitment to maintaining positive community relationships extends to hiring and staffing policy; we strive to hire locally and provide customers and non-customer locals alike with information and educational opportunities to ensure a safe and comfortable environment for all.

Sweetspot Stamford's policies, plans, and best practices are adapted from the lessons learned through real-world cannabis industry experience of Sweetspot and Sweetspot affiliates. Neither Sweetspot nor any Sweetspot affiliate has ever received a violation for failure to meet regulatory requirements, or any other reason, and proudly fosters meaningful working relationships with regulatory agencies, local governments, and public safety officials everywhere it does business.

Sweetspot Brands and its affiliates also regularly form university partnerships with institutions of higher education. These partnerships pursue a range of objectives that both benefit the local population and address important social concerns relating to the cannabis industry. Ongoing university partnerships include an internship program established at the University of Rhode Island and serving as a board member on the Eastern Connecticut State University Cannabis Sustainability Board.

## Connections to Stamford

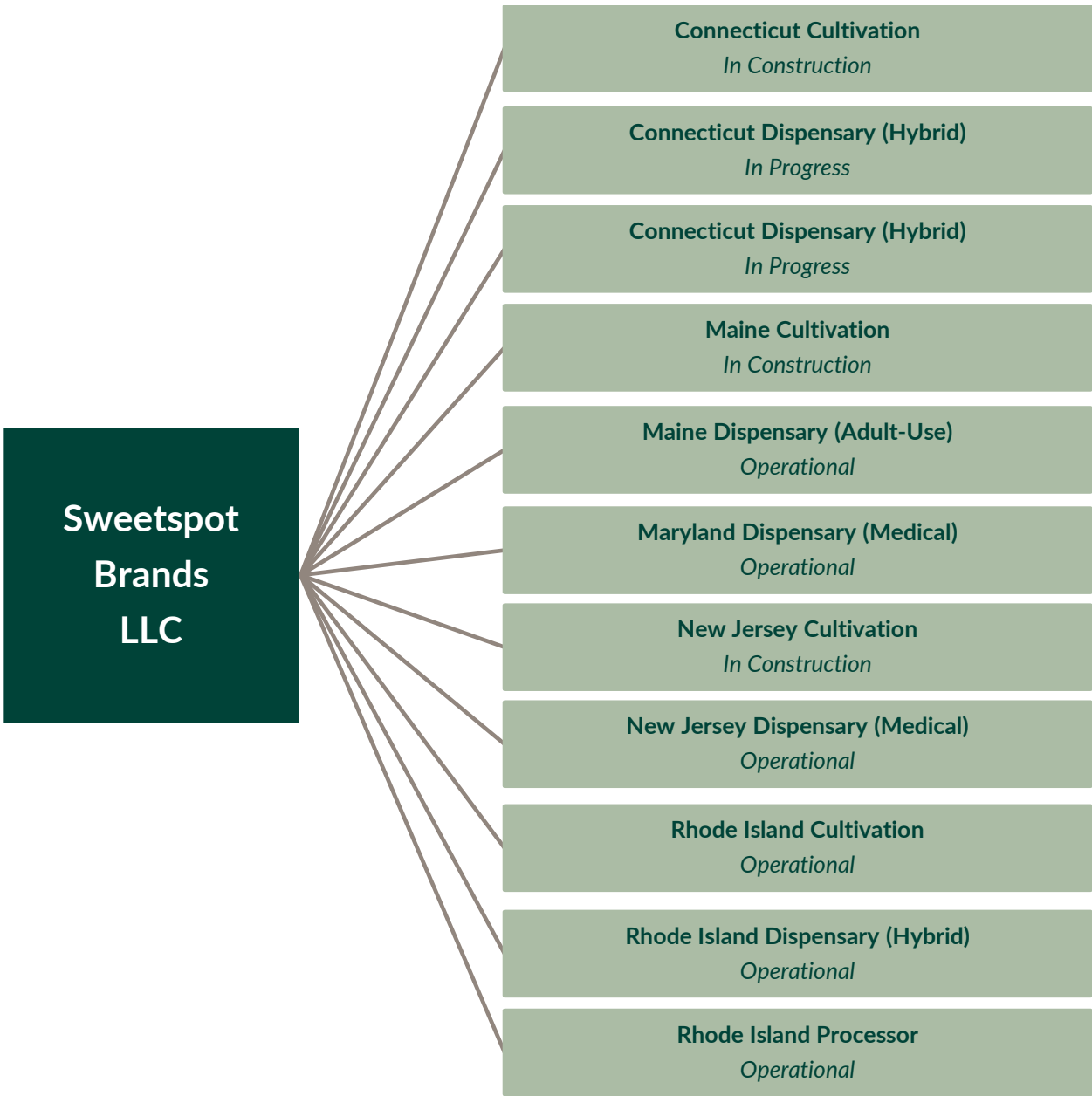
The opportunity to provide quality healthcare access and an unrivaled adult use customer service experience to the people of Stamford is especially meaningful to the Sweetspot team as nine key contributors to our efforts were born and raised in Stamford. Stamford residents will undoubtedly benefit from the commitment to excellence the Sweetspot leadership brings with it to this opportunity for putting their expertise to work for the benefit of their hometown.

Blake Costa	Chief Operating Officer & Director of Security
Ben Herbst	Chief Business Development Officer
Alex Michalowskij	Facilities Manager
John O'Leary	Social Equity Partner
Michael O'Leary	Founding Board Member
Jason Tucker	Director of Cultivation
Chris Tzoannopoulos	Social Equity Partner
Eugenia Tzoannopoulos	Franchise Development Director
Jason Webski	Chief Executive Officer
David Werdelin	Construction Manager

# Cannabis Industry Experience

Sweetspot and Sweetspot affiliates possess unique insights garnered through years of experience operating cannabis businesses across multiple license types as early entrants in newly established state cannabis markets. This informative experience has produced a wealth of institutional knowledge concerning both refined and efficient management of cannabis business and the regulatory and practical challenges facing business, local government, and members of the public during the crucial and occasionally confusing early stages of market development. As a result, Sweetspot Stamford is fully prepared to execute proven business and operations strategies to provide patients and customers an unrivaled dispensary experience.

Sweetspot and affiliated subsidiaries hold an interest in eleven cannabis licenses across five states and outlined in the chart below.



## Operational Excellence

Sweetspot Stamford will provide patients and customers with a boutique level of individual service while retaining the capacity to meet the robust market demand of Stamford and surrounding communities.

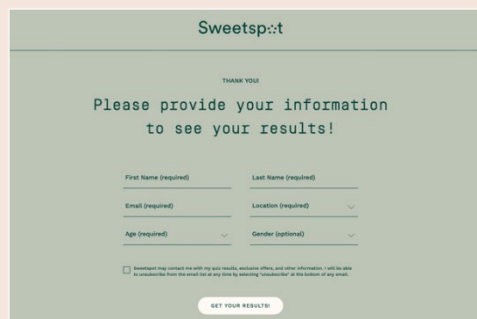
### Boutique Retail Service

Sweetspot Stamford will offer adult-use customers Sweetspot's unique personalized retail experience. Sweetspot's collaborative and educational service model is specifically designed to address the needs and concerns of customers who are either new to or returning to cannabis use as well as those frustrated by the experiences they have had with other cannabis products or just looking to ensure they maximize their personal use experience.

Sweetspot's unique approach to guiding customers towards an informed decision that will maximize their experience plays out over three steps.

#### 1. Personalization Quiz

Customers fill out a brief quiz online ([www.sweetspotfarms.com](http://www.sweetspotfarms.com)) to identify their specific concerns and goals. Sweetspot automatically generates a digital response with a personalized education brochure, identifying strains, products, and terpene blends.

A screenshot of the Sweetspot website's personalization quiz. The header says "Sweetspot". Below it, a "THANK YOU" message is followed by the instruction "Please provide your information to see your results!". The form includes fields for "First Name (required)", "Last Name (required)", "Email (required)", "Location (required)", "Age (required)", and "Gender (optional)". A checkbox at the bottom states: "Sweetspot may contact me with my quiz results, exclusive offers, and other information. I will be able to unsubscribe from this email list at any time by selecting 'unsubscribe' at the bottom of any email." A "GET YOUR RESULTS!" button is at the bottom.

#### 2. Starter Kit

Customers then visit the store and receive a personalized Starter Kit featuring 6 small doses of different varieties curated by in-store guides. Customers track their experience with each varietal and return to the store for discussion with an in-store guide.



#### 3. Personalized First Orders

Based on each customers' experience with their Starter Kit, in-store guides suggest customizable products for each customer's first full order.



## Medical Professionalism

Medical cannabis patients who entrust Sweetspot Stamford to provide them with access to their care will always receive priority service. Medical patients will find a dedicated check-in area upon entering the facility and will never wait behind adult-use customers to either check in and verify their identity or for access to the retail area of the facility. Medical patients will also find a dedicated sales area in the retail space to ensure they retain priority considerations by staff.

A licensed pharmacist will be available at all operating hours to confer with any medical patient desiring consultation. A dedicated phone line will be established for medical patients to reach either the Dispensary Manager or Pharmacist directly to address any and all questions or problems relating to medical cannabis products or their use.

All staff members, not just the pharmacists, will be thoroughly trained and assessed on the regulatory requirements and standards of professionalism demanded of medical service providers before they ever interface with a member of the public as a Sweetspot Stamford Employee. Training is supplemented by ongoing continuous staff education and periodic reassessments. All staff will command a thorough knowledge of medical cannabis laws and regulations, products and product types, procedures relating to product recalls or adverse reactions, and professional conduct with patients and approved caregivers. Patient dignity and privacy rights, including HIPAA regulations, are of paramount concern to Sweetspot Stamford and Sweetspot Brands management.

## In-Store Efficiency

Sweetspot Stamford will operate a facility roughly half the size of the two current approved cannabis retail businesses located in Stamford. The facility's moderate scale will provide sufficient space to serve the needs of Stamford residents while still allowing for staff to focus on the individual concerns of patients and adult-use customers for every transaction.

Efficient operations procedures are key to balancing the demands of Sweetspot's quality of service and a robust market of medical patients and adult use consumers. The best quantitative representation of such efficiency is the average transaction time for each visit. The efficacy of Sweetspot operations procedures is made evident by the swift transaction times seen at currently operating affiliate dispensaries.

The chart below displays the average transaction length in 2022 at the two Sweetspot affiliated dispensary facilities that operated for the entire year.

Dispensary Location	Dispensary Type	Total Transactions (2022)	Average Transaction Length [mm:ss]
Olney, Maryland	Medical	23,427	04:06
Portland, Maine	Adult-Use	20,115	04:19
Combined	Combined	43,542	04:12

Sweetspot Stamford will reproduce these outstanding efficiency metrics and enjoy the many positive implications they hold for related considerations ranging from customer sentiment to environmental impact matters including the flow of vehicular and pedestrian traffic.

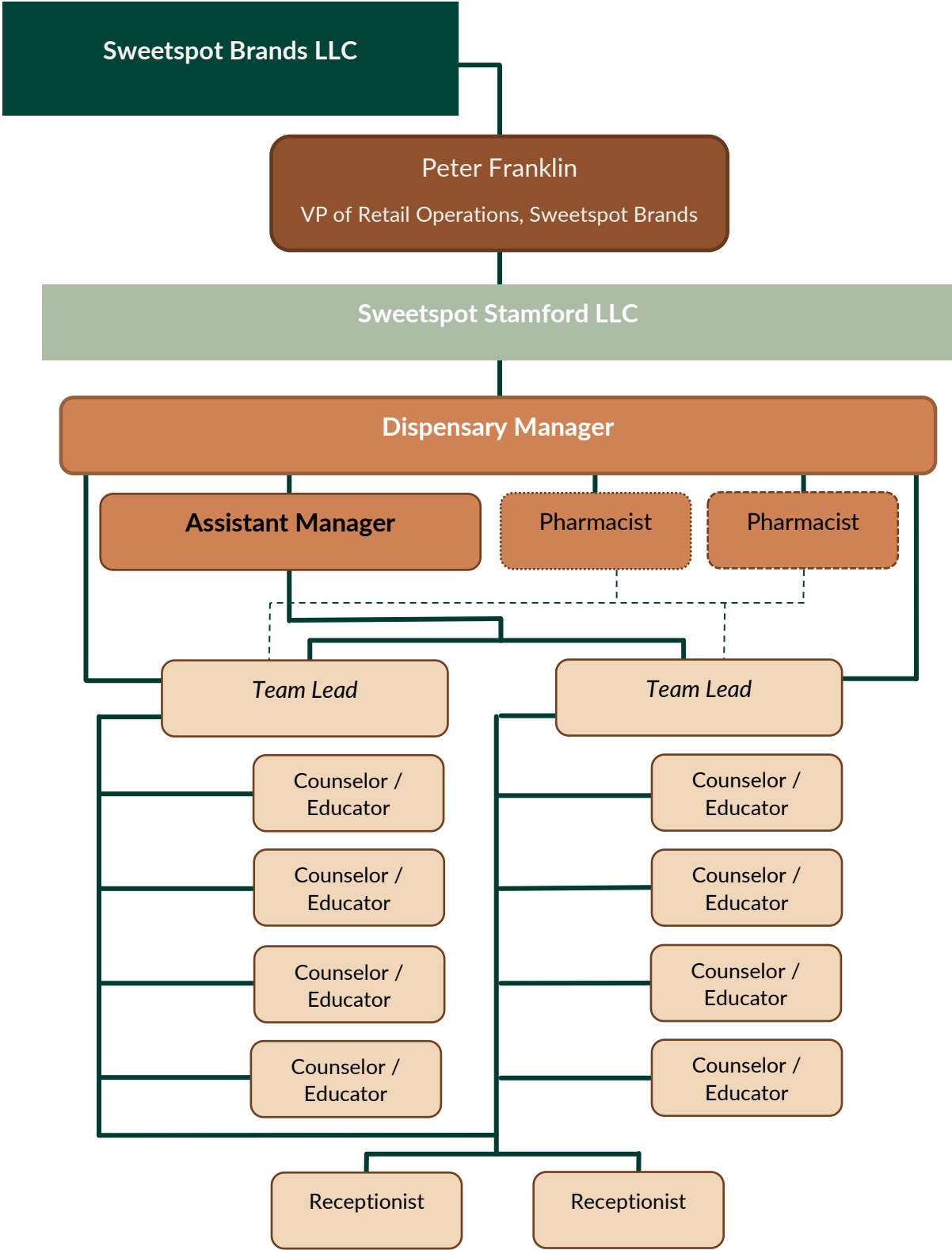
# BUSINESS PLANS

## OPERATING HOURS

Day	Hours	Duration
Monday	10:00 AM – 7:00 PM	9 Hours
Tuesday	10:00 AM – 7:00 PM	9 Hours
Wednesday	10:00 AM – 7:00 PM	9 Hours
Thursday	10:00 AM – 7:00 PM	9 Hours
Friday	10:00 AM – 7:00 PM	9 Hours
Saturday	10:00 AM – 7:00 PM	9 Hours
Sunday	11:00 AM – 5:00 PM	6 Hours

## STAFFING CHART

DISPENSARY STAFFING & COMPENSATION PLAN				
Position	Status	Hourly Rate	Weekly Hours	Annual Salary/Wages
Dispensary Manager	Salaried	N/A	40	\$75,000.00
Assistant Manager	Salaried	N/A	40	\$50,000.00
Staff Pharmacist 1	Salaried	N/A	40	\$85,000.00
Staff Pharmacist 2	Salaried	N/A	40	\$85,000.00
Team Lead 1	Hourly	\$20.00	40	\$41,600.00
Team Lead 2	Hourly	\$20.00	40	\$41,600.00
Full Time Patient Counselor / Customer Educator 1	Hourly	\$17.00	40	\$35,360.00
Full Time Patient Counselor / Customer Educator 2	Hourly	\$17.00	40	\$35,360.00
Full Time Patient Counselor / Customer Educator 3	Hourly	\$17.00	40	\$35,360.00
Full Time Patient Counselor / Customer Educator 4	Hourly	\$17.00	40	\$35,360.00
Full Time Patient Counselor / Customer Educator 5	Hourly	\$17.00	40	\$35,360.00
Part Time Patient Counselor / Customer Educator 1	Hourly	\$16.00	20	\$16,640.00
Part Time Patient Counselor / Customer Educator 2	Hourly	\$16.00	20	\$16,640.00
Receptionist 1	Hourly	\$15.00	35	\$27,300.00
Receptionist 2	Hourly	\$15.00	35	\$27,300.00



# ENVIRONMENTAL SUSTAINABILITY PLAN

Sweetspot Stamford is committed to honoring and respecting our neighbors, communities, and the planet by minimizing our environmental impact wherever we can. That means putting forward policies and practices to reduce our facility's carbon footprint, limit consumption of energy and scarce resources as much as possible, and to be mindful of our immediate impact on our surroundings and the people and businesses who call them home.

Sweetspot Stamford's commitment to conservation, sustainability, and environmental responsibility extend to all aspects of business operations.

## Retail Sustainability

Waste in cannabis packaging has been all too common in this new industry. Sweetspot Brands has worked diligently over the years to achieve eco-friendly packaging while remaining compliant with state regulations. Sweetspot Stamford will minimize the use of petroleum, metal and non-replenishable materials when repackaging bulk flower product. We will likewise seek to partner with licensed cultivators and processors who strive to be eco-friendly in their production and packaging and will only use recyclable materials for exit bags, and educational materials. The Applicant will implement a packaging recycling program to minimize waste as much as possible. To incentivize customers to recycle their packaging, Sweetspot Stamford will create a credit program where customers will receive a percentage of the packaging cost as a store credit whenever they recycle their packaging.

## Ecologically Conscious Operations

Sweetspot Stamford is committed to taking innovative approaches to reduce its environmental impact in all facets of operations. Sweetspot Stamford will employ energy efficiency operations policies developed by Sweetspot Brands through substantial investments in technologically sophisticated systems designed to reduce the carbon footprint of its business operations.

Sweetspot Stamford will limit energy and resource consumption through various efficiency strategies and technologies, including:

- Energy efficient LED lighting
- Energy Star (or equivalent) certified appliances and electronics
- Motion-censor controlled interior lighting
- Smart thermostats for interior heating and cooling systems
- Prioritization of vendors and service providers who demonstrate energy efficient practices

Sweetspot Stamford will utilize all these resource-minded strategies in its daily operations and constantly seek new ways to reduce our energy and resource consumption. We are also committed to sharing these best practices with other participants in the local cannabis market, because the health and safety of our community and the planet requires cooperation even amongst competitors.

## Plastic-Free & Paperless Policies

Sweetspot Stamford will institute policies towards achieving the goal of being a fully plastic-free workplace. One representative policy is a ban on single-use plastic water bottles by employees in the workplace. Energy efficient water coolers will be provided in the facility and all employees will be gifted reusable water bottles for use both in the workplace and in their private lives.

Sweetspot Stamford will also limit the use of paper and paper goods to the extent possible. Policies aimed at achieving this goal include paperless Human Resources processes, fully digital permitted marketing campaigns, and enrollment in paperless banking and bill-pay options with all vendors.

## Sustainable Construction Practices

During the Design & Construction phases of our facility buildout, the Sweetspot Stamford team will work with architects, engineers, and general contractors to minimize environmental impact during construction. This will include design features such as 100% energy efficient lighting, light motion sensors in all rooms and corridors to ensure lights are turned off when areas are unoccupied, purchase of recycled furniture and fixtures. Additionally, Applicant will use low Volatile Organic Compounds (VOC) building materials including minimally polluting paints, adhesives, solvents, caulks, wood products, flooring, and sealants. All environmental systems will have an Energy Star rating and utilize remote sensing technology to minimize wasteful use. All excess building materials will be donated to Habitat for Humanity.

## Supporting Sustainable Agricultural Practices

Sweetspot Stamford will utilize its buying power to prioritize purchases from cultivators who employ industry-leading agricultural sustainability practices. Sweetspot Stamford will seek to purchase a significant percentage of its products from cultivators and wholesale suppliers who demonstrate that they:

- Minimize water consumption through irrigation recycling systems.
- Utilize energy efficient lighting and equipment such as LEDs.
- Implement sustainable energy sources into their cultivation operations such as solar and wind power.
- Exclude pesticides and other inorganic chemicals from cultivation operations.

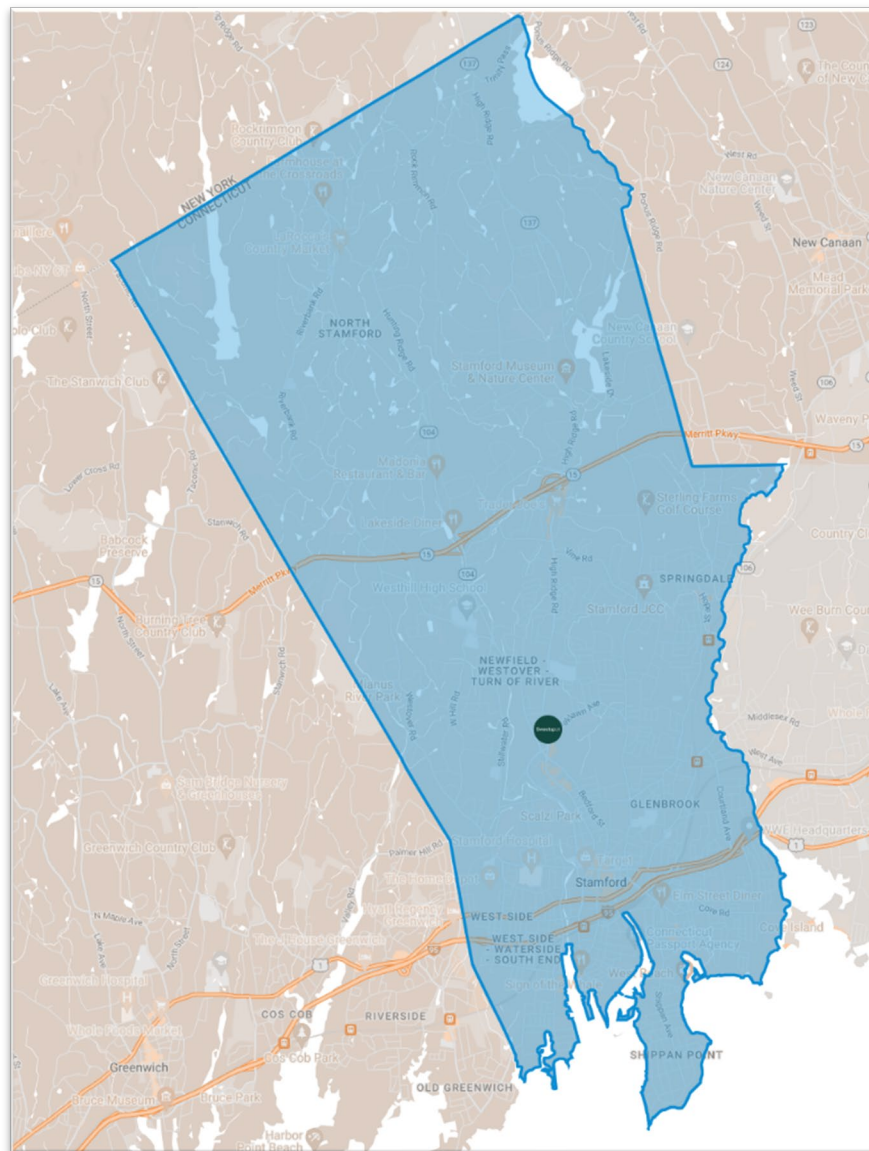
Sweetspot Stamford will also explore supporting local community garden projects and other initiatives which bring awareness to sustainable agricultural practices in the Stamford and Fairfield County. This practice is a continuation of efforts by other Sweetspot Brands affiliated companies to highlight sustainable community-based agriculture practices and initiatives in their respective communities.

## SITE INFORMATION

The Applicant proposes to operate a hybrid cannabis retail facility located at:

**111 High Ridge Road  
Units 13, 14, 15  
Stamford, Connecticut 06905**

The applicant has a lease agreement in place with the owner of the property. Execution of the lease agreement is contingent upon final zoning approval by the City of Stamford and subsequent final licensure by the State of Connecticut.



## 111 HIGH RIDGE ROAD

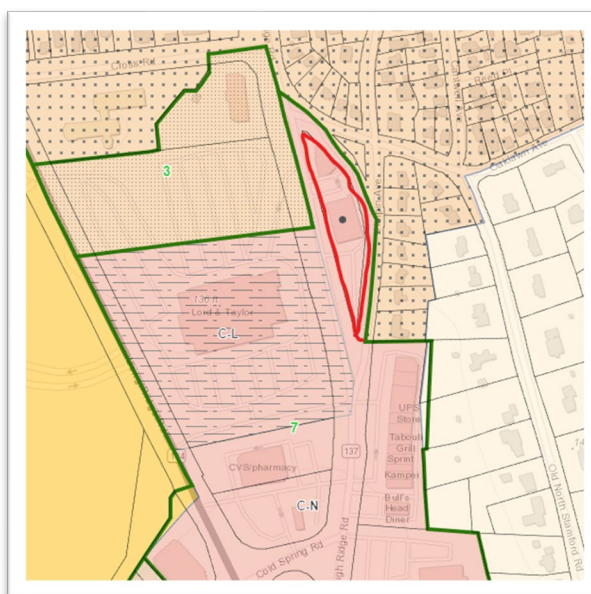


111 High Ridge Road (“111 High Ridge”) is a multi-tenant office & retail building offering 31,300 square feet of leasable commercial space. Sweetspot Stamford will occupy 2,412 square feet on the ground floor.

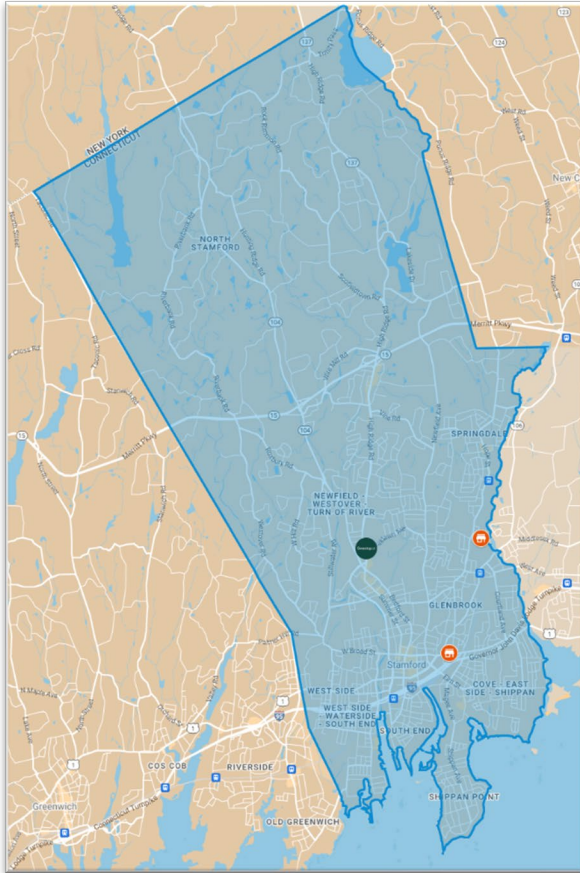
The remainder of the building is occupied by twelve existing tenants. Tenants include six medical offices, three salons, a liquor store, a learning center, and office space.

123 High Ridge Road is located on the same parcel as 111 High Ridge. The two structures share a large parking lot with driveways opening onto both High Ridge Road and Halpin Ave.

123 High Ridge is a three-story multi-unit office & retail building and features 11,626 square feet of leasable commercial space currently occupied by four tenants including two medical offices, a tutoring center, and an electronics repair shop.



## ACCESSIBILITY



111 High Ridge offers convenient, equitable access for residents living in all areas of Stamford. Sweetspot Stamford improves accessibility compared to currently available options in two important ways. Current approved cannabis retailers are marked with red icons on the map to the left.

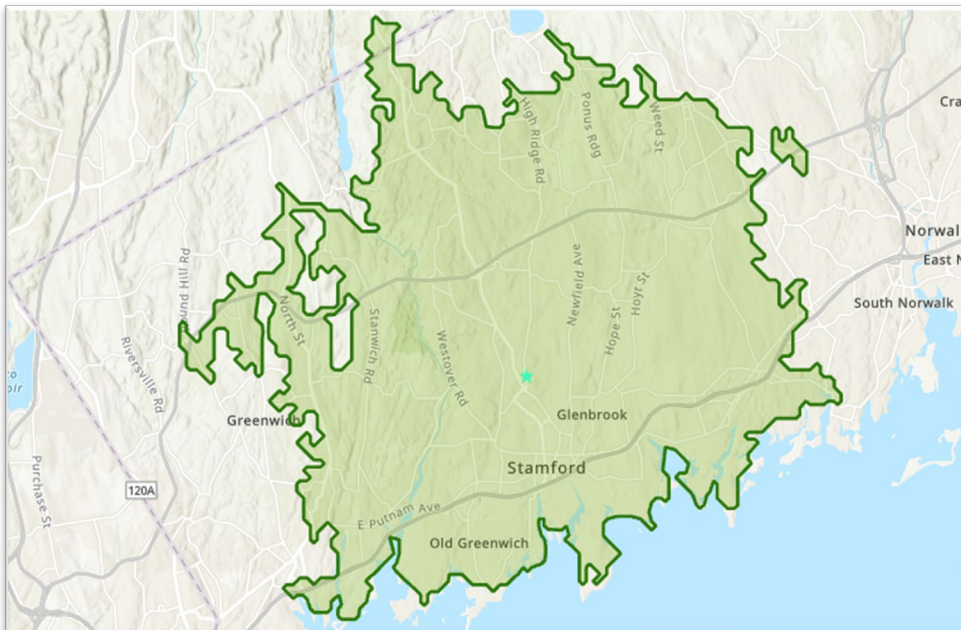
First, the facility's central location and excellent access to important arterial routes along the public road network reduce the drive time and distance between a dispensary option and significant portions of central and northern Stamford.

Second, nearby public transportation options equitably improve accessibility for residents who may not own cars or have the ability to drive.

More than a welcome convenience for some, Sweetspot Stamford will reduce barriers to care for many of the community's most vulnerable medical cannabis patients.

### Automobile Access

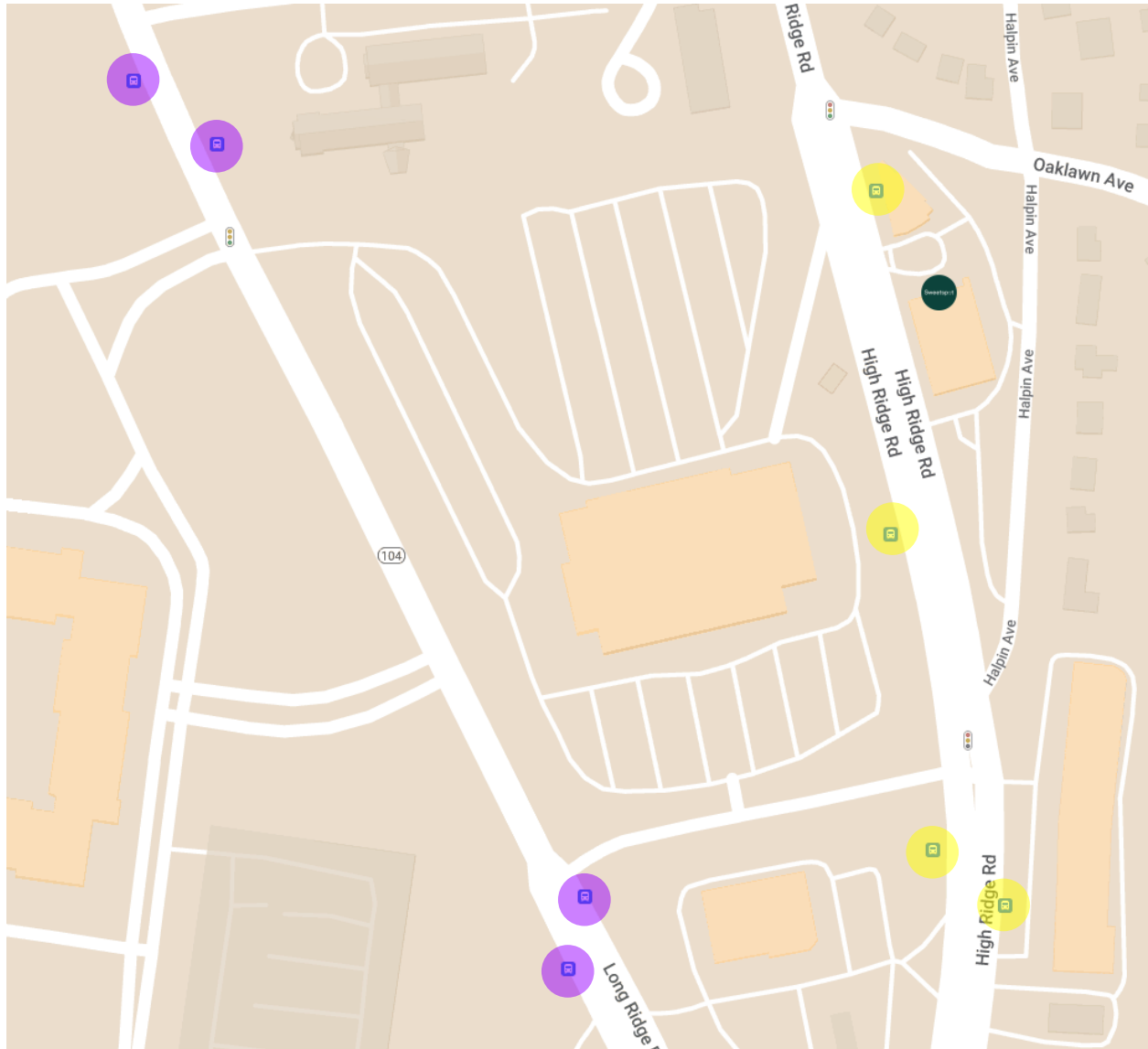
As demonstrated by the green-shaded zone of the map below, virtually of Stamford is within a 15-minute drive of 111 High Ridge.



## Public Transit Access

Applicant's facility will enjoy direct access to existing CTtransit bus services. Stops in each direction along CTtransit Route 331 are located within 350 feet of the front entrance of Sweetspot Stamford. Stops along CTtransit Route 336 are also located within a five minute walk of the facility.

In the image below, stops along Route 331 are marked in yellow and stops along Route 336 in purple.



## Pedestrian Access

Sidewalks located along High Ridge Road ensure the safety of those transiting to and from the facility on foot, including those accessing the nearby CTtransit bus stops as well as foot traffic to and from other points.

# TRAFFIC IMPACT & SAFETY ANALYSIS

The Applicant contracted the services of SLR Consulting (“SLR”), a leading international engineering & environmental sustainability consultancy, to assess the traffic and road safety implications of this proposal. SLR’s conclusion was that the increased traffic caused by Sweetspot Stamford can be accommodated by the surrounding roadway system and that no traffic mitigation efforts are necessary.

SLR’s findings are supported by a sophisticated level-of-service (LOS) analysis used to assess traffic conditions at the intersections and driveway access points that will be utilized by cars traveling to and from the dispensary. SLR first conducted intersection capacity analysis and queue analysis of current conditions at the proposed site of Sweetspot Stamford. A model of peak hour conditions including traffic generated by Sweetspot Stamford was then developed based on statistical data published by ITE. SLR then compared the current (“Background”) and expected (“Combined”) conditions. SLR’s analysis concluded there to be no expectation for any meaningful degradation of traffic conditions.

It should be noted that LOS conditions rated “D” or above are generally considered to be acceptable road conditions.



**Table 3 Capacity Analysis Summary Future (2023) Conditions**

Intersection/Lane Group	Level of Service			
	Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
	Background	Combined	Background	Combined
<b>Signalized</b>				
<b>High Ridge Road at Cross Road</b>				
Eastbound Left/Right	B	B	B	B
Northbound Left/Through	C	C	B	B
Southbound Through/Right	B	B	B	B
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>
<b>High Ridge Road at Oaklawn Avenue</b>				
Westbound Left/Right	D	D	D	D
Northbound Through/Right	C	C	C	C
Southbound Left	C	C	B	B
Southbound Through	A	A	A	A
<b>Overall</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>
<b>Unsignalized</b>				
<b>Oaklawn Avenue at Halpin Avenue</b>				
Northbound Left/Through/Right	C	C	B	B
Southbound Left/Right	C	C	C	C
<b>High Ridge Road at Main Driveway</b>				
Westbound Left/Right	D	D	C	C
Southbound Left	B	B	B	B
<b>Halpin Avenue at Main Driveway</b>				
Northbound Left	A	A	A	A
Eastbound Left	B	B	B	B

Notes: LOS calculations were performed using Synchro 11.

## PARKING ANALYSIS

The existing parking on the site is legally nonconforming, as confirmed by the Zoning Enforcement Officer, James Lunney. A copy of the letter confirming the parking status is included with the application materials. Notwithstanding this, however, there is more than enough parking to support all of the businesses on the property.

SLR conducted an analysis of current and projected parking demand and the capacity of the lot shared by 111 and 123 High Ridge Road to accommodate the parking needs of current tenants and Sweetspot Stamford. SLR's conclusion is that the uses on the property naturally share parking with different peak demand hours and the existing parking supply is more than sufficient.

Full parking analysis methodologies and findings are included in the attached document prepared by SLR, *111 High Ridge Road Traffic And Parking Study*, but tables summarizing key datapoints are included below.

*Table 4* summarizes observed parking capacity at 111 High Ridge.

**Table 4 Existing On-Site Parking Counts**

Time		On-Site Parking Spaces		Halpin Ave Parking Spaces	
		Occupied	Available	Occupied	Available
Weekday Afternoon	Before 4:00 p.m.	45	75	12	0
	After 6:30 p.m.	55	65	11	1
Saturday	Before 11:00 p.m.	36	84	9	3
	After 1:00 p.m.	42	78	8	4

*Table 5* and *Table 6* demonstrate the modeled parking use on-site with the inclusion of Sweetspot Stamford on weekdays and weekends respectively.

Table 5 Weekday Shared Profile

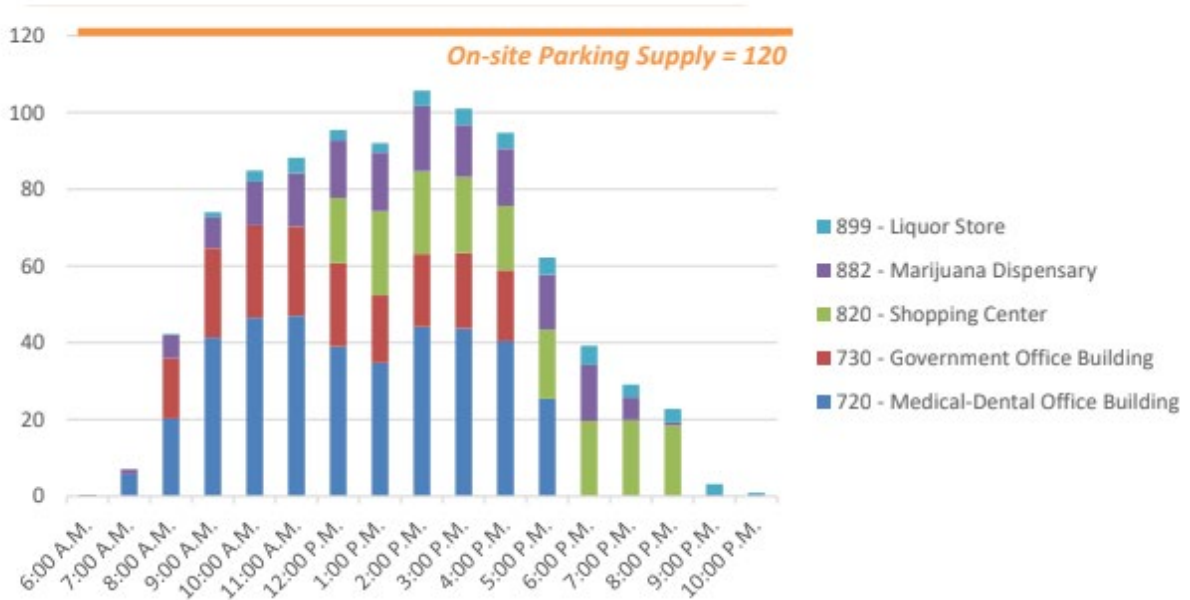
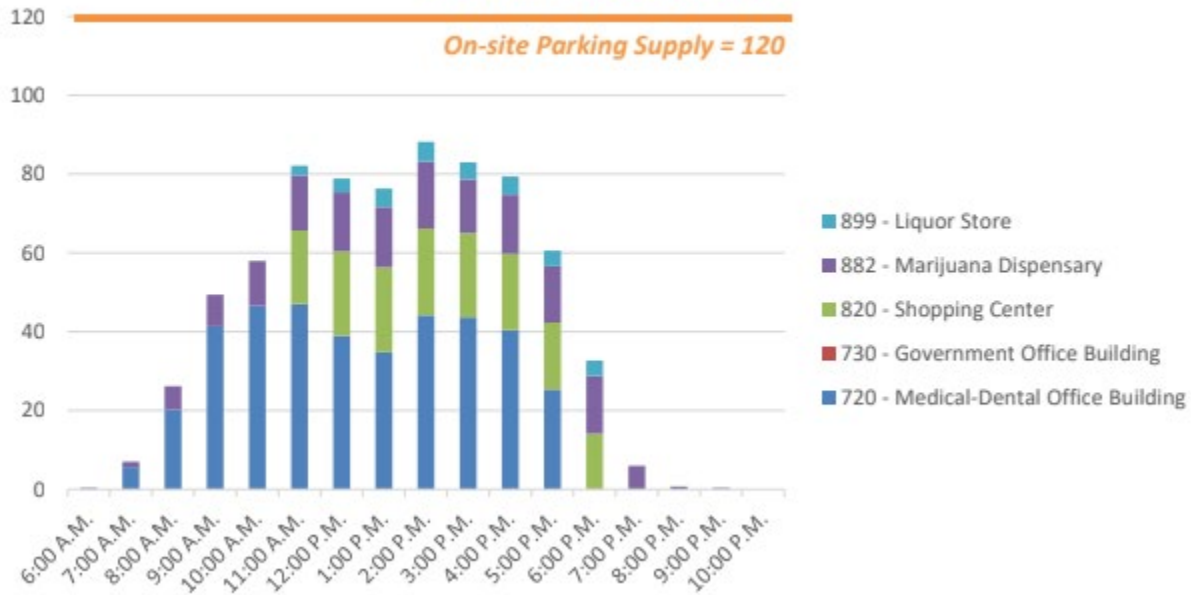


Table 6 Weekend Shared Profile



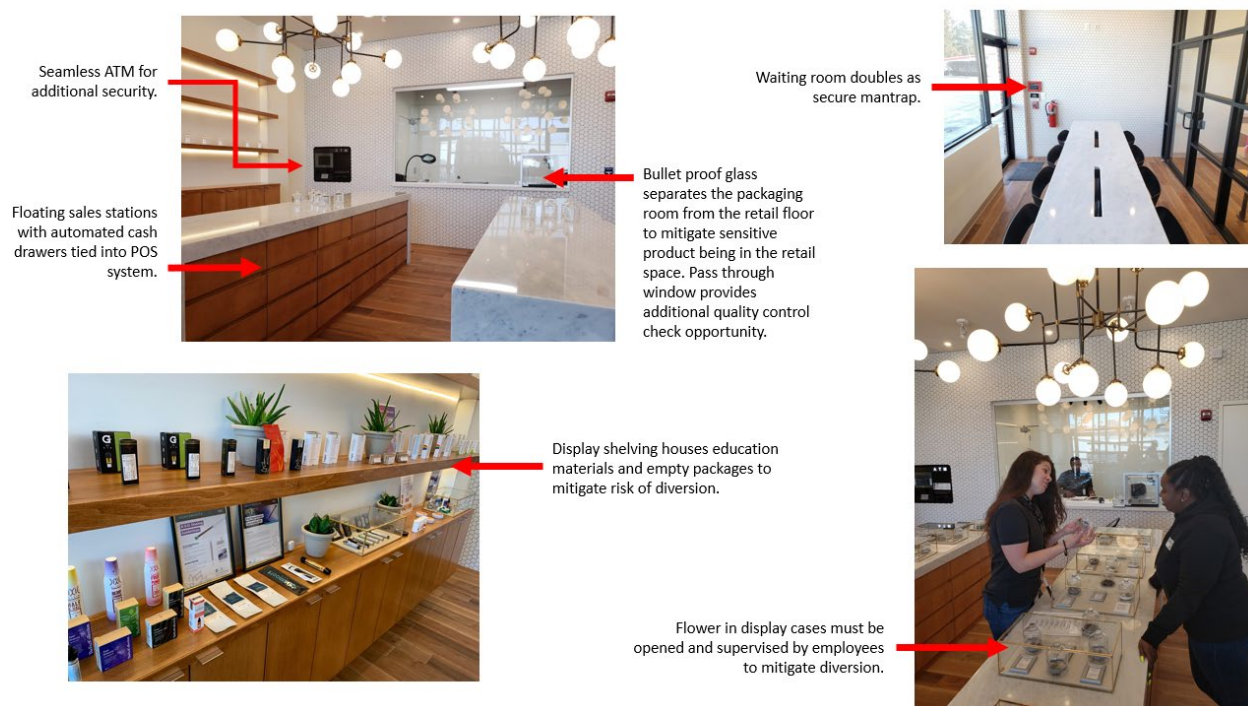
While both the Applicant and the property manager of 111 High Ridge agree with SLR's findings, the applicant has nonetheless prepared a parking efficiency strategy to maximize on-site parking available for other tenants should their demand significantly increase due to a special event or any other unexpected reason. If necessary, Sweetspot Stamford will require its employees to park off-site and operate a company shuttle between the off-site parking location and 111 High Ridge.

## DESIGN & SECURITY

The Sweetspot Stamford team utilized a holistic design approach to seamlessly meet the aesthetic, functional, security, and sustainability needs of the business, patients, customers, and the public. The facility design allows for a comfortable, compassionate, and efficient flow of patients and customers while mitigating the risk of diversion.

### FACILITY DESIGN & LAYOUT

Sweetspot Stamford will have a similar layout to the one employed at Sweetspot Brands' Maryland dispensary, pictured below.



Representative of the ways in which security considerations are a focus at every stage of the design process, our floorplan is designed around the establishment of four *zones*, each representing a different level of access to both staff and visitors based upon security considerations. Each division between distinct zones is fully separated by floor to ceiling partitions. Access between each of the four zones outlined below is controlled by RFID enabled security doors.

### Public Zone:

This area is where customers wait to enter the retail and medical retail portions of the facility. This zone acts as a secure pedestrian trap. Access to this area from the main entrance is controlled with magnetically locked doors that can only be controlled by staff members. All staff access is logged to their RFID ID card, creating an electronic log of visitors as they are greeted by staff for age verification.

Medical patients entering the public zone to check-in will find a dedicated check-in station solely for their use. Staff working to greet visitors and verify their ID to ensure their eligibility to enter the dispensary will always check-in newly arrived medical patients before any adult-use customers regardless of who entered this Public Zone first. Medical patients will also be granted access to the retail dispensing zone ahead of any adult-use customers waiting to be granted access. The on-site staff pharmacist will have their office located in the public zone as well to minimize any barriers or wait time for qualified medical patients seeking a consultation with the pharmacist.

### Operations Zone:

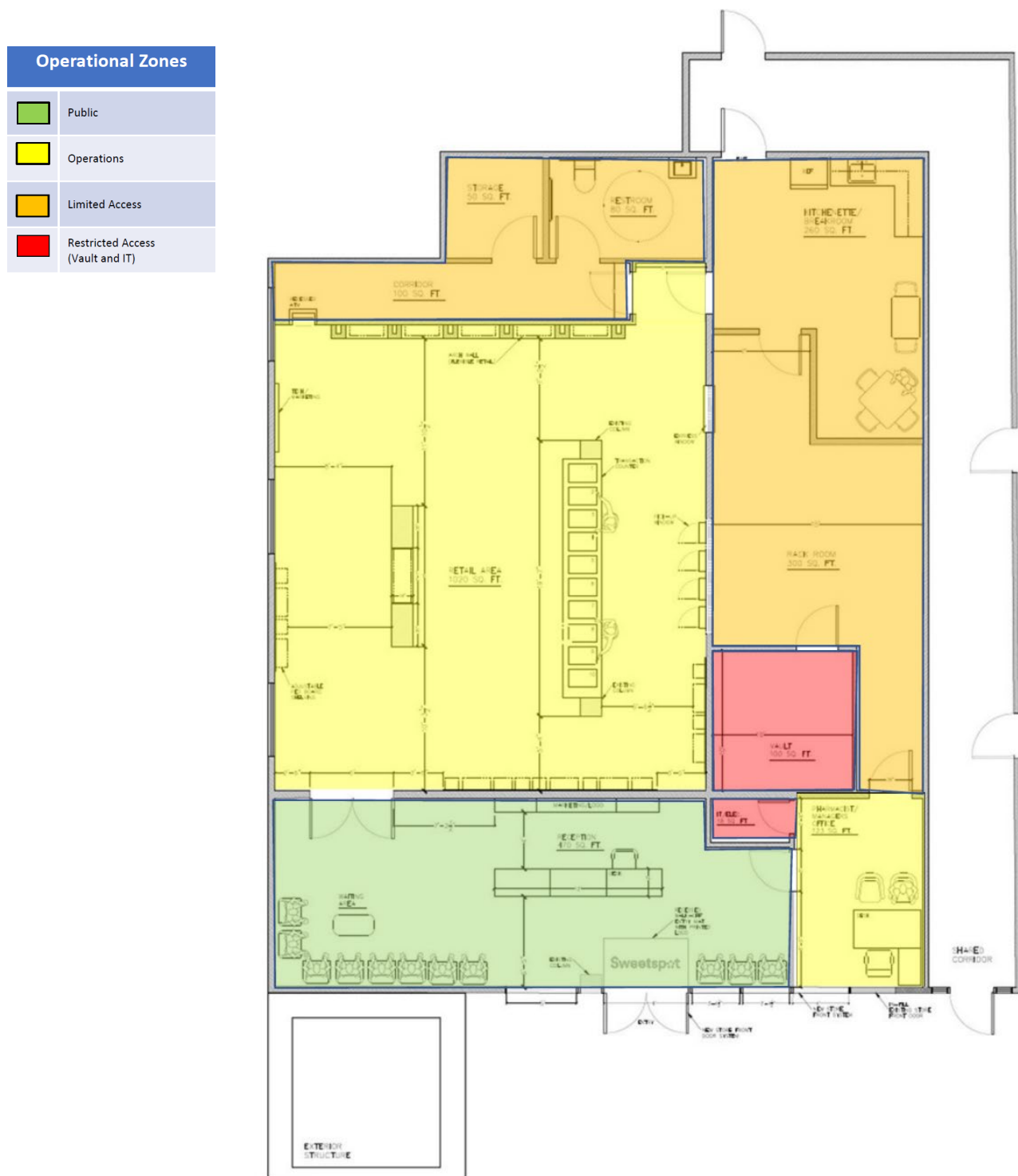
Only employees with a zone-issued RFID card and legally eligible, qualified patients and customers that have checked in with reception are allowed access to the Operations Zone. This is where the dispensing of adult use and medical cannabis product takes place as well as product education and consultations between adult use customers and staff members. Medical Patient consultations with the staff pharmacist will take place in the pharmacists' private office located within the broader public zone.

### Limited Access Zone:

Only a limited number of employees are allowed in the limited access areas, where regulated products are stored. Each employee's RFID card grants access only to areas which are necessary for them to carry out their duties.

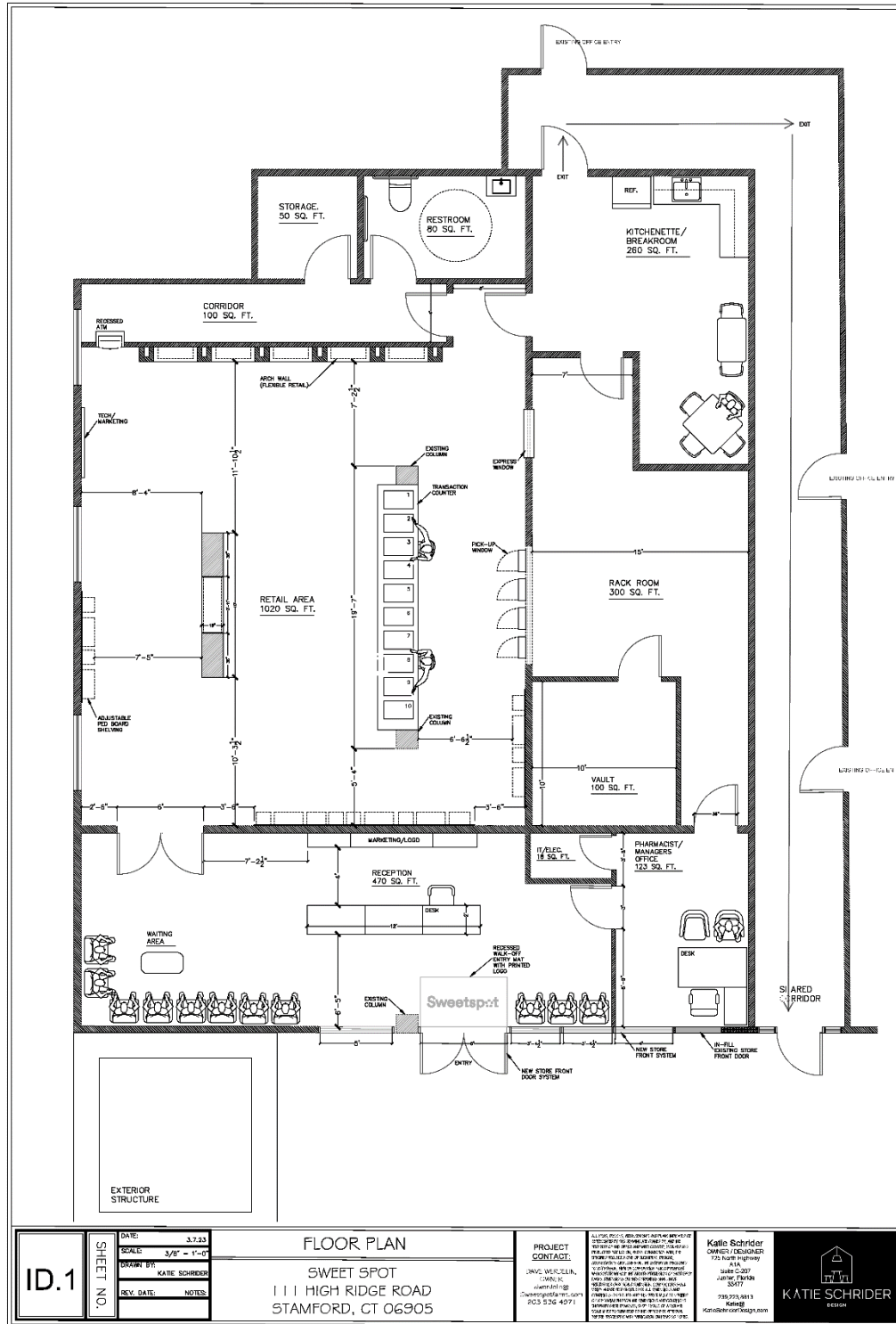
### Restricted Access Zone:

The Restricted Access Zone consist of the area where Applicant will maintain all security system equipment and recordings in a secure location to prevent theft, loss, destruction, or alterations in accordance with regulations. Access to this zone will be restricted to persons who are essential to surveillance operations, state regulators, law-enforcement agencies, security system service employees, and officials from State and local government. This area will only be accessible to an absolute minimum number of specifically authorized employees.



## Preliminary Floor Plan

A preliminary floorplan for Sweetspot Stamford is below:



## Design Aesthetic

Sweetspot Stamford will feature a welcome and sophisticated look to provide patients and clients with a welcoming and comfortable environment. The design of Sweetspot Brands' recently renovated hybrid dispensary facility in Exeter, Rhode Island reflects the look and feel that will be found at Sweetspot Stamford. Images of the Rhode Island facility are included below for reference.

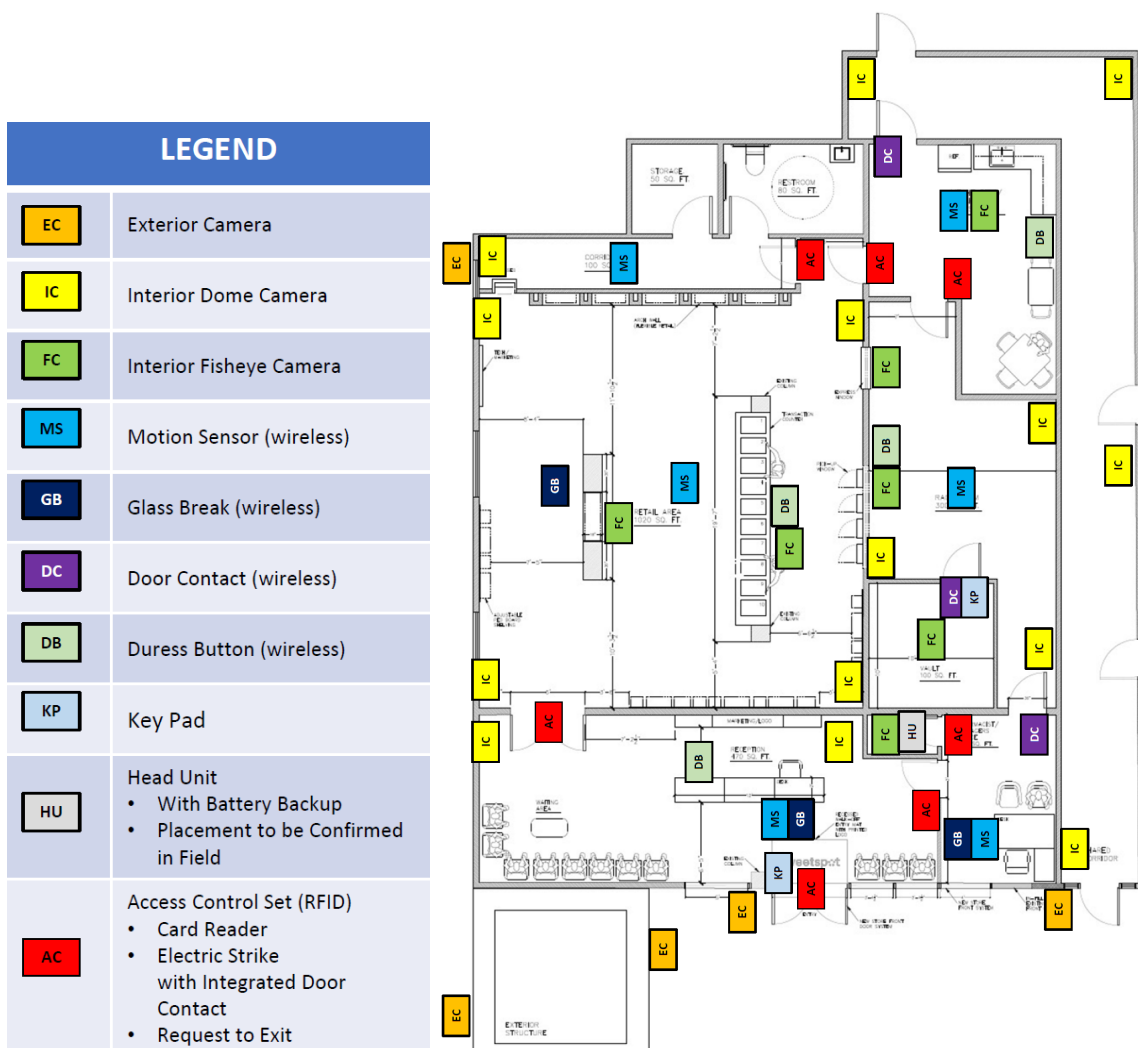


# SECURITY PLAN

The Applicant has experience designing and overseeing the construction and day-to-day operation of safe, secure cannabis dispensaries, cultivation, and processing facilities. While safety and security are a responsibility for every employee and stakeholder at every level in the organization, Applicant's Director of Security ("DoS"), Blake Costa, sets the tone for the organization.

Blake has over 12 years of military experience in the U.S. Marine Corps and the U.S. Army National Guard. Blake's roles included securing U.S. Embassies as a Marine Guard in Pakistan, Italy, Afghanistan, and over a dozen other countries, as well as supporting the Department of State and White House on a variety of missions. In civilian life, Blake has integrated many of the practices used at the federal level in embassies across the globe to protect employees, clientele, product, and property at operational cannabis dispensary and cultivation facilities in Maryland, Maine, New Jersey, and Rhode Island.

## Security Overlay



## Limited Access to Facility

The Applicant will have policies and procedures in place to ensure all patients and customers have their age and medical program enrollment verified by use of a valid government issued identification. The applicant will require all patient and customer IDs to be scanned on an ID verification scanner which is integrated into the point-of-sale system and will automatically upload the customers pertinent information and flag those which do not meet age requirement. State requirements for tracking qualified medical patient access will be rigorously adhered to.

Sweetspot Stamford will maintain a 1:2 staff-to-visitor ratio within the Operations, with medical patients always being granted priority access ahead of adult-use customers on the facility sales floor.

## Secure Facility Layout

Sweetspot Stamford will manage and monitor access control throughout the proposed retail facility with a Verkade access control system. Verkada utilizes hardwired electronic door strikes with encrypted RFID access control sensors. Verkada access control allows the Director of Security to set access levels for each employee, limiting the number of personnel who can access areas where Cannabis or Cannabis Product is stored or handled. Additionally, all doors where cannabis or cannabis product is stored or handled will be of commercial grade metal.

All packaging displayed in publicly accessible areas of the store are for-display-only empty “dummy packaging” and do not contain any product. All regulated goods, including all products containing THC, are secured behind a man trap and are not accessible to visitors entering the store. When a customer wishes to make a purchase, an authorized member of staff will retrieve the product from the secure areas and bring it to the customer at the register at the point of sale.

Only staff members responsible for that function and management will be able to access zones where regulated product is stored via access control settings of the employee’s RFID card. Visitors and non-permitted employees may not enter the Limited Access Zone or Restricted Access Zone under any circumstances.

## Security Management System

Sweetspot Stamford will utilize Genetec Security Center, a tier one security management software platform utilized by the Federal Government and many state governments to secure critical infrastructure including government offices, corrections facilities, police stations, and public spaces. Sweetspot has implemented Genetec products at regulated cannabis dispensary facilities and a cannabis cultivation & processing facility. Genetec offers a variety of security management applications and allows multiple users to remotely access the system and to operate features such as the intrusion alarm, video surveillance equipment, visitor management tools, license plate reading capabilities, smoke & fire alarm systems management, and other information technology related security features.

Users can review 90+ days of archived footage captured by the Genetec Security Center, download the footage, and print still photos capable of identifying facial features. The system has a tracking feature which tracks the movement of an individual from camera-to-camera, essentially creating a breadcrumb trail for the user to follow. Reports are created and stored both on and off site for door access, motion detection, alarm events, smoke/fire events, system access, and both the arming and disarming of the intrusion alarm system.

## Intrusion Alarm System

The Applicant has contracted Better Days Technology to manage the purchase and installation of all intrusion alarm devices. Better Days Technology has extensive experience in the installation and management of intrusion alarm and video surveillance systems in regulated cannabis cultivation and retail facilities throughout New England.

Applicant will install a state-of-the-art security system to prevent and detect diversion, theft, or loss of sensitive product. The system includes a device for the detection of break-ins and a back-up alarm system with the ability to remain operational in power outage in accordance with regulations. The installation and the device itself will meet or exceed widely accepted industry standards and will include the following features:

- The device will be a sound, microwave, photoelectric, ultrasonic, or other generally accepted and suitable device.
- The device will be monitored in accordance with accepted industry standards, be maintained in operating order, have an auxiliary source of power, and be capable of sending an alarm signal to the monitoring entity when breached if the communication line is not operational.
- The device will fully protect the entire facility and will be capable of detecting break-ins of any method when activated.
- The device will include a duress alarm, a panic alarm, and an automatic voice dialer.
- Applicant will install glass break sensors near all perimeter windows.

The Intrusion Alarm System will be supplemented by the following elements:

- A second independent alarm system that will monitor the Facility vault, Security/IT closet, and any area where records are stored. The second independent alarm system will be installed by a separate security contractor as to ensure integrity of the separate systems.
- A third-party monitoring service to monitor the intrusion alarm system 24 hours a day, 7 days a week. In the event of a security breach or a piece of hardware disconnecting from the communication loop, monitoring service will notify the local police as well as the DoS.
- Hold-up buttons located throughout the facility, including a combination of hardwired and employee-held wireless buttons. When activated, hold-up buttons will silently notify the third-party monitoring group, who will immediately notify local law enforcement that the Facility is currently under duress and a Law Enforcement Officer will respond to the Facility accordingly.

## Video Surveillance System

Sweetspot Stamford will have video cameras in all areas that may contain cannabis plants, seeds, parts of plants, extracts, or cannabis oil and at all points of entry and exit, which will be appropriate for the normal lighting conditions of the area under surveillance. Applicant will direct cameras at all approved safes, approved vaults, dispensing areas, or cannabis oil sales areas, and any other area where cannabis plants, seeds, extracts, or cannabis oil are being produced, harvested, manufactured, stored, or handled. At entry and exit points, Applicant will angle cameras so as to allow for the capture of clear and certain identification of any person entering or exiting the facility.

The video surveillance system will feature:

- A failure notification system that provides an audible, text, or visual notification of any failure in the surveillance system.
- The ability to immediately produce a clear color still photo that is a minimum of 9,600 dpi from any camera image, live or recorded.
- A tamper evident date and time stamp embedded on all recordings. The date and time will be synchronized and set correctly and will not significantly obscure the picture.
- The ability to remain operational during a power outage.
- All video recordings will allow for the exporting of still images in an industry standard image format.
- Exported video will have the ability to be archived in a tamper evident proprietary format that ensures authentication of the video and guarantees that no alteration of the recorded image has taken place. Exported video will also have the ability to be saved in an industry standard file format that can be played on a standard computer operating system.
- All video surveillance footage will be maintained onsite and within the cloud storage for 90 days.

- Video surveillance footage will include a date and time stamp on all images without significantly obscuring the images.
- All cameras will have infrared capabilities, ensuring images are usable in low light conditions.

The Applicant will also place lighting throughout the interior and exterior perimeter of the facility to ensure adequate lighting for high quality video footage, while not disturbing surrounding neighbors. All video surveillance cameras will be placed in a way that allows for the clear and certain identification of any persons or activities at or in the immediate vicinity of any Cannabis or Cannabis Product, all cameras will continuously record 24/7. All video surveillance footage will be exportable and transferable to standard computing equipment and have a resolution of 720p or greater.

### **Security/IT Closet**

The video surveillance system head unit will be kept in the IT/Security Closet located in the restricted area of the facility, which maintains a second redundant independent alarm system. Access to the video surveillance system head unit is restricted to the DoS. The DoS and designated representative, if necessary, will be the only Applicant employees allowed remote access to the video surveillance system. The DoS will provide access to this area to appropriate law enforcement agencies, security system service employees, or authorized representatives of state or municipal government agencies as necessary. The Security/IT room will be locked, and the room will not be used for any other function.

### **Information Technology Security**

Through the implementation of multiple firewalls, and state of the art encryption, Applicant is able to confidently safeguard all security recordings/data, Health Insurance Portability and Accountability Act (“HIPAA”) protected customer information, payment information, and all electronically stored data. The Genetec security software will seamlessly integrate IT Security into the security program, protecting all information stored and processed on the Applicant network. Applicant will utilize a SonicWall Firewall to secure all incoming and outgoing data traffic. Additionally, all customer records will be stored on an independent operating system that can only be accessed from workstations within the Facility, this is known as the Applicant Intranet, essentially mitigating the risk of outside threats to confidential customer information.

## Secure Storage

Sweetspot Stamford will have one large storage location in the proposed facility for regulated products. This room will be a vault featuring secure, sanitary storage in accordance with all regulations. Applicant will use a modular vault that meets the requirements for the storage of Schedule I drugs set by the DEA Diversion Control Division. This is where Applicant will store all sensitive and regulated products. The vault will not be positioned against any adjacent walls and will utilize a second independent alarm system. The vault alarm system will remain armed at all times, including during working hours. The vault shall only be opened during daily opening/closing operations and restocking of the dispensary facility.

### Vault Specifications

Sweetspot Stamford will use the Vault Structures, Inc. Thor III vault door, a GSA Class 5 rated steel door. Applicant will use a Sergeant and Greenleaf 6700 Series 4 Wheel Safe Lock in combination with the Thor III vault door. The vault locking mechanism will be on a timer that will only allow access to the vault during schedule hours. Applicant will use a Vault Structures, Inc. STD DEA steel mesh day gate. The day gate will always remain closed when the vault is open and approved personnel are conducting operations inside the vault. Anytime the vault is unoccupied, the main vault door will remain closed, locked, and armed. The vault will be equipped with an intrusion alarm device that will be monitored 24 hours a day, 7 days a week by the Applicant's third-party monitoring group. The vault will have seismic sensors on the vault walls, floor and ceiling that will detect vibration in an event forced entry is attempted. The vault will also have a silent duress alarm on the interior, and an intrusion alarm keypad outside of the vault with the ability to activate a silent duress signal.



### Vault & Storage Access

Sweetspot's Director of Security will provide a written list of approved individuals who may access the vault/storage area. A dedicated computer will be located within the vault allowing employees to conduct inventory control operations as outlined in the Applicant's Inventory Audit Standard Operating Procedures. Anyone who accesses the vault will be logged through the Genetech security system and recorded. All cannabis products must be secured in the vault until they are brought to a customer in the Operations Zone at the time of purchase.

## Safes

Sweetspot Stamford will utilize safes within the vault to secure cash, cannabis products, and any other sensitive materials for which increased security measures are deemed appropriate. All safes will have a minimum of a “B Burglary Rate”, be equipped with a relocking device, and have a weight of 750 pounds or more. Safes will be secured to the ground and equipped with a Sergeant and Greenleaf dial lock.

## Transportation of Regulated Products

The transportation of cannabis product into and out of the facility is the most sensitive security related recurring function of any cannabis dispensary. Aside from the conclusion of a retail transaction, these are the only times at which regulated products in the custody of Sweetspot Stamford are to be found outside of the Limited Access Zone, Restricted Access Zone, or a secured display case. Cannabis and cannabis products are transported into the facility to be stocked as inventory and, when applicable, from the facility to be delivered to patients, caregivers, or customers after online purchase or to laboratories or research programs. While the security infrastructure in place to secure the facility at all times assist in these sensitive transactions, special care is given to ensure these processes are completed without incident.

## Receiving Inventory

As a hybrid retailer, Sweetspot Stamford may obtain cannabis and cannabis products only from either a licensed transporter or a licensed cultivator, micro-cultivator, producer, product packager, or food and beverage manufacturer, provided said license holders are transporting only products they cultivated, produced, manufactured, or packed within the scope of their license at their facility and are transporting in the custody of an employee.

At all times practicable, Sweetspot Stamford will only receive regular inventory delivery from a licensed transporter or other license holder if said license holder meets the industry standards for secure transportation procedures and vehicle security standards set for dedicated transporters. Regular delivery of cannabis and cannabis products shall take place outside of dispensary operating hours, on an irregular schedule, and with no less than two Sweetspot Stamford employees on premises to observe, record, and track the movement of all regulated products and material.

Sweetspot Stamford may also receive cannabis or cannabis product from a delivery service only in the instance that the cannabis or cannabis product could not be delivered as intended. Sweetspot Stamford will maintain a secure location on premises where cannabis and cannabis product that is unable to be delivered shall be stored in accordance with regulations. Medical cannabis dispensed to a qualified patient or caregiver that is unable to be delivered and is returned to the dispensary shall be returned to the licensee inventory system and removed from the prescription drug monitoring program within 48 hours of the cannabis being returned.

## Security-Related Policies & Practices

### Security Equipment Inspection, Testing and Maintenance

All security equipment will be maintained in good working order and will be tested in intervals not to exceed 30 days from the previous inspection/test and promptly implement all necessary repairs to ensure the proper operation of the security system. Testing includes intrusion alarm system, video surveillance system, network video recorder, security footage storage system, the security power generator and perimeter lighting. Tests will be executed on the first day of the month by the DoS and logged in the Intrusion Alarm Test & Inspection Log.

### Local Law Enforcement Policy

Applicant understands the law enforcement has spent decades policing cannabis as an illegal controlled substance. It is Applicant policy to work in partnership with local law enforcement in order to become a resource of information. Applicant will host open house events where Law Enforcement Officers (LEO's) can walk through the facility in its entirety and sit down for a Q&A with the DoS and managers. The local law enforcement will be made legal agents of the property, and this will allow them to patrol the exterior property and address issues such as loitering and illegal activity without needed to establish consent from Applicant.

### Inventory Management Procedures

Applicant will implement a redundant system of Inventory Control, by utilizing an electronic tracking system along with handwritten tracking completed daily. The proposed system to be used is METRC. METRC was developed specifically for the cannabis industry and provides tools for cannabis tracking and compliance with state regulations. METRC is an electronic radio-frequency identification (RFID) seed-to-sale tracking system that tracks the cannabis from seed or clone stage until the cannabis product is sold to the end customer or until the sensitive product is destroyed. METRC includes, at a minimum, a central inventory management system and standard and ad hoc reporting functions as required by the CCB and will be capable of otherwise satisfying required recordkeeping.

### Daily Retail Floor Inventory Audits

After the close of business, the Manager or Assistant Manager will audit all the products in the retail sales area and packaging/prep room to be brought back into the vault for storage that evening. Audit procedures require a full independent inventory for each type of product, to be cross checked with a sales report for the day and a list of inventories initially brought into the retail space/operations space that morning.

### Weekly Inventory Audits

Sweetspot Stamford has identified an inventory control system, electronic tracking system and has developed rigorous SOPs and checks and balance to implement the system. But inventory controls and systems must be reevaluated weekly by the Manager. In accordance with regulations, the Manager will lead the team in conducting weekly inventories of all cannabis plants and products, including the seeds, parts of plants, and cannabis oil in storage, that shall include, at a minimum:

- The date of the inventory
- A summary of the inventory findings.
- The name, signature, and title of the employee who conducted the weekly audit.
- The name of the manager signing off on each audit.

All weekly inventories will be crosschecked with inventory reports accessible through the point-of-sale system, which aggregates all sales made in the Flowhub point-of-sale tracking software, along with all inventories logged in inventory tracking.

### Weekly Point of Sale Testing

Each week, the Manager will perform tests to ensure that the inventory management and point of sale system provides reports that detail:

- A “total inventory in storage” by location and batch report that records user, date, time, item, quantity, and storage access in chronological order.
- An “all events” report that provides detail on all user activities and transaction types within a time frame, and tailored to specific data requirements, such as individual items or users.
- A “controlled substances vault compare” report that allows administrators to cross-reference the inventory that leaves the storage area and arrives at the shelf, dispensary facility, or any other location to the inventory said location is presumed to hold. Transactions that do not match will be flagged on this report by location, item, quantity, date, time, and user.

### Secure Opening & Closing Procedures

Sweetspot Stamford Standard Operating Procedures include comprehensive plans for daily store opening & closing. Included in these SOPs are many elements focused on security-related matters during these crucial moments of operation. Security related elements of Opening & Closing Standard Operating Procedures include the following provisions:

#### Opening Protocol

A manager must be onsite for the facility to open. The opening manager will be responsible for inspecting the facility retail space to ensure no cannabis products were left on the floor. Manager will then conduct audits as outlined in the Daily Inventory Check Standard Operating Procedure. The facility will never be opened outside of scheduled business hours.

Applicant employees will arrive to the facility no earlier than 15 minutes of their respective shift start time. When arriving, employees should take care to observe the surroundings of the facility for any signs of suspicious or unlawful activity. In the event an employee notices anything that seems suspicious, employee shall contact the management team prior to entering the facility. Employees must have employer-issued identification card visible upon arrival.

## Closing Protocol

The manager on-site during closing will store cannabis in an approved vault within the Facility and shall not sell cannabis products when the Facility is closed. During times that the Facility is closed, it will be securely locked and equipped with an alarm system. Such alarm will be activated and operated separately from any other alarm system at the Facility and will be able to immediately detect entrance to the Facility at times when it is closed. Keys and access codes to the alarm system shall be controlled in such a manner so as to prevent access to the Facility by other than authorized Facility employees.

The closing of the Facility should be done by an approved closing manager. No employee will exit the Facility alone during closing hours, employees will always exit in pairs and make the closing manager aware when employees are leaving the facility.

The following tasks should be carried out during closing:

- Ensure staff members are exiting the Facility in pairs.
- Observe perimeter cameras for suspicious and/or illegal activity.
- Check all doors inside the Facility to ensure they are in the appropriate status.
- Exterior doors secured and free of obstruction.
- Pedestrian trap doors are secured, and controls are properly functioning.
- Doors entering Limited and Restricted Access areas are secured are functioning.
- Perimeter lighting is functioning.
- Inventory all employee panic buttons.
- Arm the intrusion alarm system, ensuring no zone faults are present.
- Before driving off the property, the closing manager shall do a perimeter patrol of the property observing for:
  - Loitering individuals, or individuals conducting surveillance of the Facility.
  - Vehicles in unauthorized areas (e.g. fire lanes, non-handicap vehicles in handicap spaces, vehicles parked outside of designated spaces).
  - Signs of vandalism to the Facility and/or neighboring tenants.

The Manager or Assistant Manager in charge at time of closing shall do the following:

- Conduct closing audits as outlined in the Inventory SOPs.
- Following audits, secure and arm the vault for the evening.
- Ensure staff complete daily closing tasks.
- Inspect the Facility retail space to ensure no cannabis product have been left out.
- Ensure all computer workstations and POS stations are logged off.

## Workplace & Employee Security Policies

### Criminal Background Check

Criminal background checks will be conducted for all owners and employees in accordance with regulations.

### Drug and Alcohol-Free Workplace Policy

Applicant has established, will implement, and adhere to a written alcohol-free, drug-free, and smoke-free workplace policy that will be available to the CCB or designated agent upon request. While on Applicant premises and while conducting business-related activities off premises, no employee may use, possess, distribute, sell, or be under the influence of alcohol, cannabis, or illegal drugs.

### Employee Property

Applicant employees will refrain from bringing backpacks, duffel bags, grocery/store bags, and large purses into the Facility. Each employee will be issued a personal locker and lock. Additionally:

- In accordance with regulations, all employees will be issued pocketless clothing for when working in an area containing cannabis plants, seeds, and extracts, including cannabis oil.
- Any bag that an employee brings into the facility must be secured in their personal locker immediately.
- At no time will an employee have a personal bag inside the vault, IT/Security Closet, retail space or inside a consultation/processing room.
- Employees are prohibited from using personal electronic devices while inside the Applicant Facility vault, while inside the IT/Security Closet, while in the public zone when customers are present and while escorting a visitor.
- Employees will refrain from using their personal device when entering and exiting the facility. It is important for employees to be aware of their surroundings, observing for security threats during arrival and departure from the facility.

### Security and Diversion Training

Educating employees to mitigate the risk of the diversion and understand how to respond to a variety of safety and security related potentialities is a key prevention method. Security training is included in the module-based training.

**Schedule C**  
**Statement of Findings**

Pursuant to Public Act No. 21-1 titled “An Act Concerning Responsible and Equitable Regulation of Adult-Use Cannabis” (the “**Act**”), when a municipality does not specifically account for an adult-use cannabis operation, the municipality must analogize the proposed use with another similar use in existence in the City’s regulations. Specifically, Section 148(c) of the Act states:

“Unless otherwise provided for by a municipality through its zoning regulations or ordinances, a cannabis establishment shall be zoned as if for any other similar use, other than a cannabis establishment, would be zoned[.]”

Based on this statutory language, the City of Stamford has analogized Hybrid Retailers with a Medical Marijuana Dispensary Facility which is subject to Special Permit approval. Sweetspot Stamford, LLC (“**Sweetspot**”) and A&F High Ridge, LLC (collectively, the “**Applicants**”) are proposing a Hybrid Retailer at 111-123 High Ridge Road (the “**Property**”). The specific Special Permit request is detailed in the enclosed Sweetspot Stamford Introduction and Project Overview (the “**Project Overview**”).

**A. Statement of Findings in Accordance with Section 19.C.2 of the Zoning Regulations**

In accordance with Section 19.C.2 of the Zoning Regulations, the Applicants submit that the following standards and conditions have been satisfied:

*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.*

Sweetspot proposes to operate a 2,412+/- square foot Hybrid Retailer on the Property. The Property is located just north of “Bulls Head” in the C-N zone, one of the commercial zones identified as an appropriate location for cannabis retail use. With access to a main arterial road as well as a local side street, the Property is an ideal location for this use. Both buildings on the Property (111 & 123 High Ridge) have been used for office and retail purposes since approximately 1964. The proposed use would simply substitute a new retail operation for the prior ones. Aside from the tenant fit-out and technology/security upgrades, no changes are proposed to the existing structures, drives or parking areas. Thus, the Applicants submit that the proposed use is appropriate for the surrounding neighborhood and this project is in accord with the public convenience and welfare.

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 Property is in the C-N zone which permits a variety of commercial uses. It has been used for commercial purposes since it was originally constructed in 1964. Like most commercial uses along High Ridge Road, residential uses border the Property to the east. The Property was actually rezoned from R-7 ½ to C-L in 1963, likely to accommodate the commercial construction. The proposed use is a retail use which is consistent with the other uses on the Property as well as those to its immediate south and west. The proposed use poses no risk to nearby properties by reason of noise, fumes, vibration, artificial lighting or other potential disturbances to health, safety or peaceful enjoyment of property. In fact, as a highly regulated industry, the Hybrid Retailer offers significantly more assurances with regard to health, safety and peaceful enjoyment than many other uses permitted as-of-right on the Property. Details regarding strict operational policies and protocols are included in the Project Overview. Thus, the Applicants submit that the proposed use is appropriate for the neighborhood and will not be objectionable to nearby properties.

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

Sweetspot has engaged SLR to conduct a comprehensive traffic and parking analysis. In connection with this study, SLR evaluated eight (8) nearby intersections to estimate site-generated traffic volumes and impact on future parking and traffic operations. With regard to traffic, no change to the Level of Service at these intersections is anticipated. This makes sense given the Property's location on High Ridge Road, a main arterial roadway connecting downtown to North Stamford and the Merritt Parkway, and the fact that the Property has been used for office and retail purposes since the time it was constructed. Notably, the proposed Hybrid Retailer is approximately 2-3 times smaller than the other recently approved Hybrid Retailers in Stamford. For all of these reasons, SLR found that the contemplated number of vehicle trips created by the proposed use can be accommodated by the surrounding roadway system.

The Property is currently legally nonconforming as to parking based on the parking ratio in existence at the time the buildings were constructed. A copy of a letter countersigned by James Lunney confirming the legal nonconforming status will follow under separate cover (the "Lunney Letter"). Notwithstanding this, however, SLR found that the two sites – 111 & 123 High Ridge Road – will provide more than enough parking for all of the office and retail uses on the Property. The peak hours for this use tend to be between 6:00 pm and 7:00 pm on weekdays and 3:00 pm and 4:00 pm on weekends. Significantly, office uses typically clear out by 6:00 pm during the week and are closed on the weekends. This is particularly true for government offices like the workers' compensation office on the Property. There will typically be eight (8) employees working at a time, with the ability to increase the employee count to fourteen (14), and approximately four (4) to five (5) deliveries per week is anticipated. These deliveries will take place before opening hours

of the facility so as not to create competing parking demands. An entity related to the Sweetspot will be supplying the product to this facility. Should the Zoning Board believe it is desirable, Sweetspot is also willing to provide parking for employees offsite and shuttle them to the Property. Thus, the Applicants submit that the proposed parking is more than adequate.

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 proposed use is in harmony with the historical and current use of the Property and surrounding areas. In addition, the proposed use is safe and secure, quiet, and has proven successful at the other recently approved locations as well as in other states. The Property is suitably distant from the other locations so as to provide a more convenient option for palliative and adult-use customers located in central and northern Stamford. The Hybrid Retailer will occupy otherwise vacant retail space and provide significant tax revenue (3% gross revenue) to the City of Stamford. It is a neighborhood commercial use in a neighborhood commercial zone. There is no reason to believe the use will impair present or future development.

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

The Property is located in Master Plan Category 7 (Commercial Arterial). The purpose of this category is to provide for and protect business-oriented development (1) extending from the Downtown or (2) along major arterial routes. The proposed Hybrid Retailer is a brand new business in the State and the proposed location is on High Ridge Road, a major arterial roadway. Moreover, the proposed use also forwards the City's economic development initiatives. Sweetspot would be a new, diverse company in an existing commercial location operated by native Stamfordites invested in the City's future. It is an ideal use in an ideal location by a committed operator.

The Applicants propose to replace vacant office/retail space with a desirable retail use, with corresponding economic benefits to the neighborhood. This project will increase the tax base and add vitality to this area of Stamford. Accordingly, the proposed use is in accordance with the public convenience and welfare.

**B. Statement of Findings in Accordance with the definition of Medical Marijuana Dispensary Facility**

In accordance with the definition of a medical marijuana dispensary facility, the Applicants submit that the following standards and conditions have been satisfied:

- a. *Medical Marijuana Dispensaries must possess a current license from the State of Connecticut Department of Consumer Protection and comply with the Regulations of the State of Connecticut Department of Consumer Protection Concerning the Palliative Use of Marijuana, per the Connecticut General Statutes, Section 21a-408-1 to 21a-408-70,*

*inclusive, as may be amended from time to time. Failure to maintain proper licenses shall be deemed an immediate violation of the City of Stamford Zoning Regulations.*

Like Dispensaries, use of the Property as a Hybrid Retailer is heavily regulated by the State and a license is required from the Connecticut Department of Consumer Protection (“DCP”) to operate. CT Plant Based Compassionate Care LLC (“CT Plant”) currently has a provisional cannabis cultivation license which, pursuant to Section 21a-420(o) of RERACA, entitles CT Plant to form an equity joint venture for the purpose of opening a Hybrid Retailer subject to approval by the City, CT Social Equity Council and final licensure from the DCP. As noted in the Project Overview, Sweetspot, is a joint venture between CT Plant and CT SE Holding Company LLC for purposes of opening a Hybrid Retailer. Sweetspot will acquire and maintain all required licenses from DCP to operate a Hybrid Retailer facility at the Property.

- b. No Medical Marijuana Dispensaries shall be located within a 3,000 feet radius of any other Dispensary;*

There are currently two other Hybrid Retailers in Stamford – Fine Fettle (12 Research Drive) and Curaleaf (814 East Main Street). Both of these businesses are located more than 3,000 feet radius of the Property.

- c. Signage for Dispensaries must comply with the following standards:*
- 1) Signage on the Dispensary facility Building shall be limited to a single Sign no larger than sixteen inches in height by eighteen inches in width;*
  - 2) In addition to a Sign on the facility Building, a Dispensary may install one (1) additional Ground Sign or Pole Sign, where such signs are permitted, not exceeding lesser of (i) what is permitted in the underlying zoning district, or (ii) ten (10) square feet in area and ten (10) feet in height when ground mounted;*
  - 3) Dispensaries may use the words “medical marijuana dispensary facility” on the facility’s signage;*
  - 4) There shall be no illumination of a Sign advertising a marijuana product at any time;*
  - 5) There shall be no signage that advertises marijuana brand names or utilizes graphics related to marijuana or paraphernalia on the exterior of the Dispensary or the Building in which the Dispensary is located;*
  - 6) There shall be no display of marijuana or paraphernalia within the Dispensary which is clearly visible from the exterior of the Dispensary; and*
  - 7) There shall be no signage which advertises the price of its marijuana.*

The Applicants are happy to accept a condition of approval requiring all signage to conform to this requirement with final design subject to approval by Zoning Board staff.

- d. Parking shall be provided according to Section 12 of the Zoning Regulations, as follows: A Dispensary shall meet the parking standard for Retail Store.*

The parking on the Property is legally nonconforming, as evidenced by the Lunney Letter, which will follow under separate cover. Based on the historic parking requirement of one

space per 500 SF, the proposed retail space consisting of 2,412± SF (including back of house areas) would require five (5) parking spaces. Collectively, the entire site generates a parking requirement of sixty-eight (68) parking spaces using this grandfathered ratio. As detailed in the Lunney Letter, there is sufficient parking to accommodate the existing and proposed uses.

**C. Statement of Findings in Accordance with Section 12.K.4.e of the Zoning Regulations**

Section 12.K.1 of the Zoning Regulations provides: “[s]idewalks shall be provided along all public and private roadways, subject to the exceptions and exemptions set forth in Subsection 12.K.3.” One of these exceptions is for renovations or alterations exceeding \$250,000 in cost, *as determined by the Building Department*. The Building Department will not confirm this cost until a plan review for the building permit is conducted. However, Sweetspot estimates its renovation cost to be below this threshold. In the avoidance of doubt, the Applicants also request Special Permit approval pursuant to Section 12.K.4.e of the Zoning Regulations to be exempt from the sidewalk requirements contained in Section 12.K as same relate to Halpin Road. Notably, no sidewalks are required along High Ridge Road because it is a State Highway outside the jurisdiction of the City. Although the Applicants need only show that one of the following items entitles them to an exemption from these regulations, they submit that all three items are satisfied:

*(1) existing conditions do not allow for the construction of a sidewalk;*

Pursuant to Section 12.K, sidewalks are required along property boundaries adjacent to roadways. As noted above, this requirement does not apply to the Property’s boundary along High Ridge Road. The northern boundary, along Oaklawn Avenue, was recently improved by the City with new sidewalks and the northeastern property boundary borders municipally owned property, not a road. Thus, the requirement would only apply to the southeastern boundary of the Property along Halpin Avenue. This boundary includes a narrow sliver of land planted with trees and bordered by on-street parking. Based on the survey, this land appears to be part of the right-of-way, outside the Property boundary. For all of these reasons, the Applicants submit 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*

The Property is surrounded by existing sidewalks to the west and north. A new sidewalk was also recently constructed on the eastern side of Halpin Avenue, parallel to the Property, which connects to Oaklawn Avenue to the north. Thus, there is an existing network of sidewalks that are appropriate for pedestrians. Adding a sidewalk to the Property along the western edge of Halpin Avenue would not contribute to this pedestrian network. Rather, it would confuse pedestrians and encourage an inferior option for safe travel.

*(3) provision of a sidewalk would create less safe conditions for pedestrians.*

There is a large curb cut on the Halpin Avenue entrance to the Property. If the Applicants add a sidewalk along the southeastern edge of the Property fronting on Halpin Avenue, pedestrians would be encouraged to cross over this curb cut and adjacent parking lot when passing across the Property. As stated above, there already exists a new sidewalk parallel to the Property on the opposite side of Halpin Avenue. It would be far safer for pedestrians to use this existing sidewalk, which borders residential properties and connects to other sidewalks in the pedestrian network.

**Schedule D**  
**Legal Description of Property**

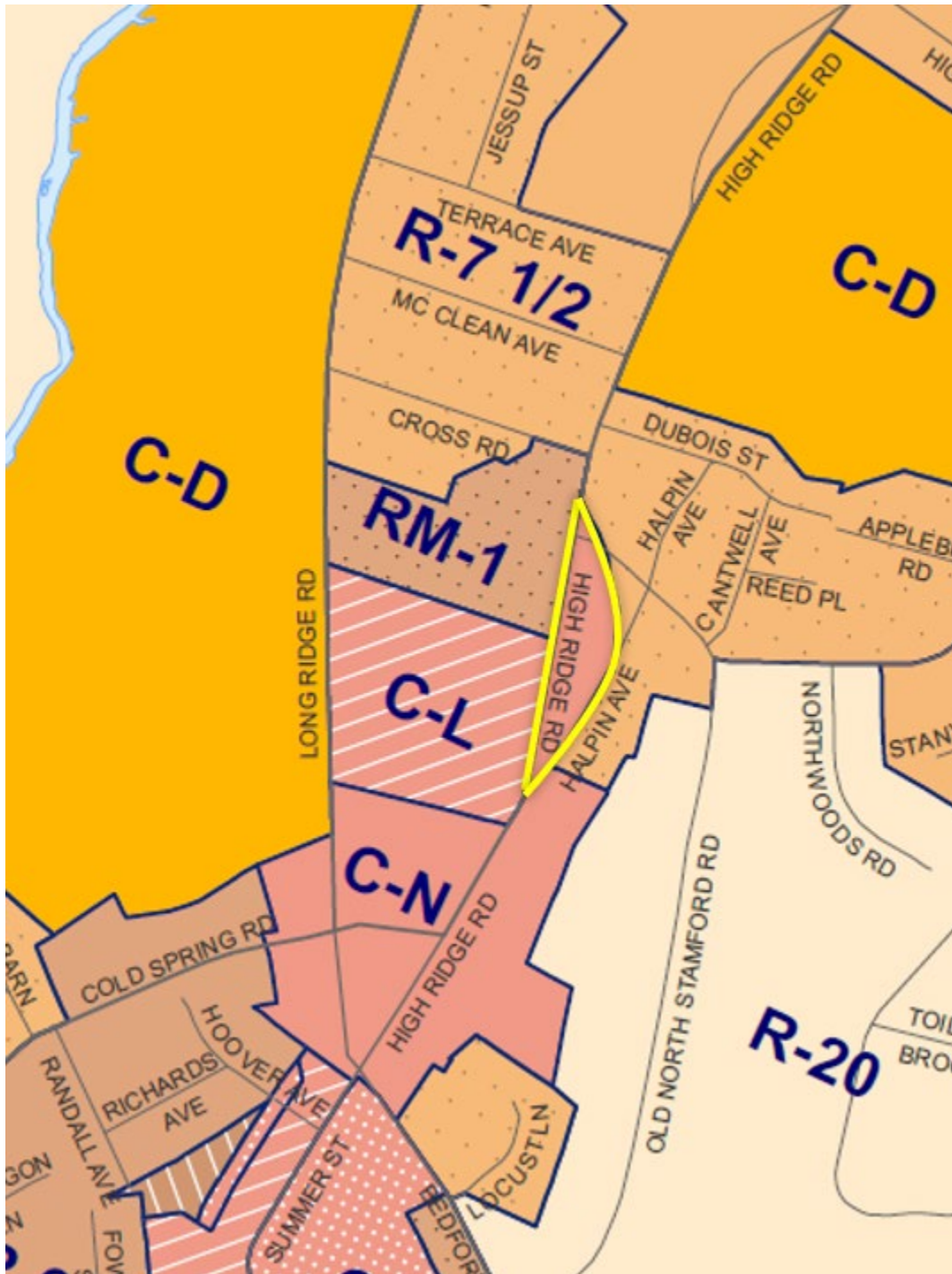
All those certain pieces, parcels or tracts of land, with the buildings and improvements thereon, situated in the City of Stamford in the county of Fairfield and state of Connecticut, being 1.07± acres in area and more particularly shown and designated as Plot “A” and Plot “B” on a certain map entitled “Map Showing Subdivision of Property of Salvatore Vavala, Sr. & Samuel J. Potenza Stamford, Conn.”, which is on file in the office of the Town Clerk of the City of Stamford as Map No. 7756, reference thereto being had for a more particular description thereof.

Said parcel of property is bounded westerly a distance of 580.3'± by High Ridge Road and easterly a distance of 705.0'± by Halpin Avenue and Lands N/F known as Paul's Place aka Formerly Old North Stamford Road No. 1, presently utilized for parking. The parcel is located on Town Clerk block number 224. The intersecting streets nearest the parcel are Halpin Avenue and Oaklawn Avenue.

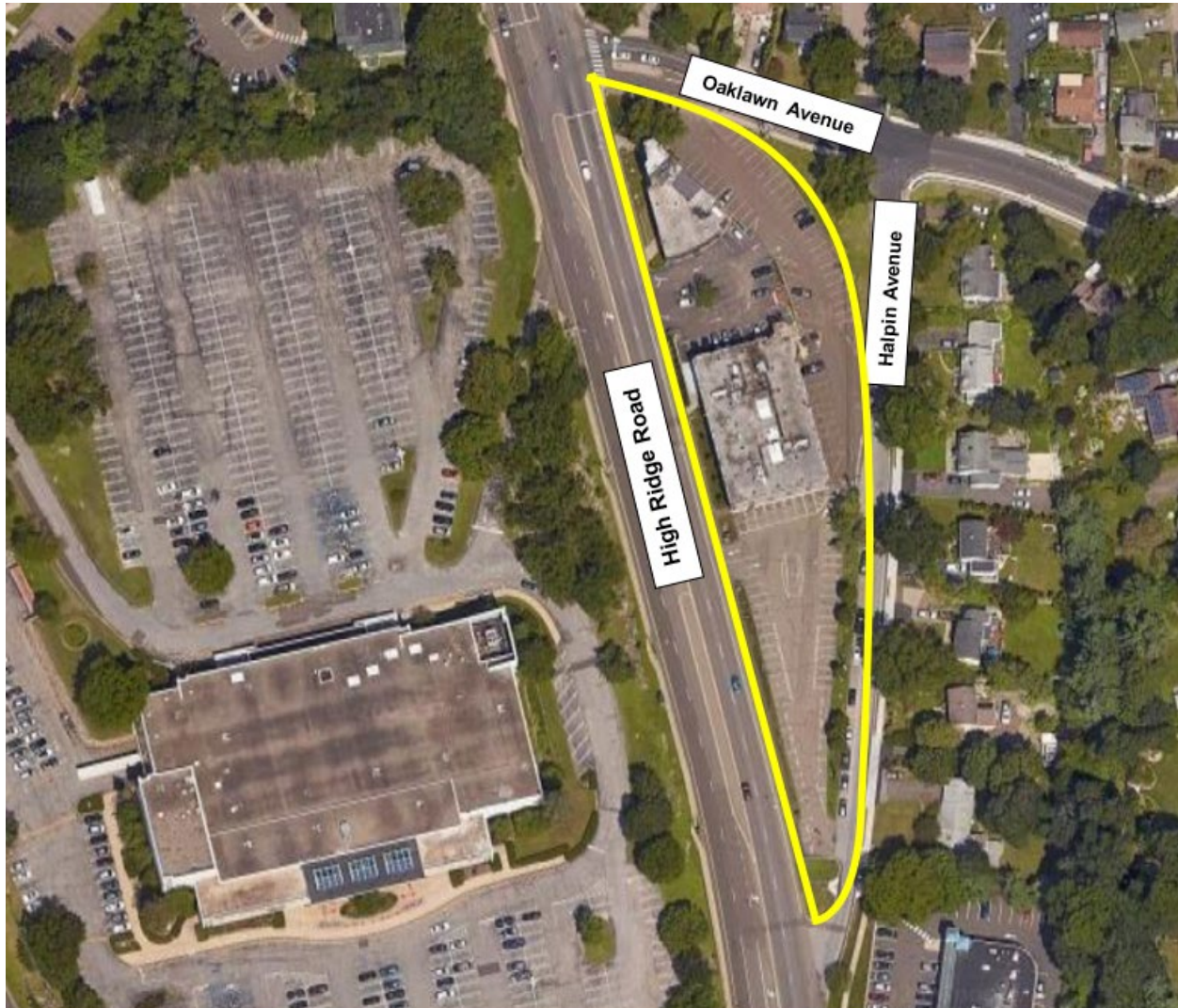
**Schedule E**  
**Zoning Data Chart – C-N Zone**

	Standard/Required	Existing/Approved	Proposed	Notes
<b>Min. Lot Area</b>	5,000 SF	1.06± acres / 46,6361± sf	No changes	Complies
<b>Min. Lot Frontage</b>	50'	1,361.41' (total frontage)	No changes	Complies
<b>FAR</b>	0.3	0.93	No changes	Existing Nonconformity
<b>Building Height</b>	2 stories / 25'	3 stories	No changes	Existing Nonconformity
<b>Building Area (Corner Lot)</b>	30%	62%	No changes	Existing Nonconformity
<b>Min. Front Yard</b>	Street Line: 15' Street Center: 40'	10'	No changes	Existing Nonconformity
<b>Min. Side Yard</b>	One Side: 6' Both Sides: 12'	10.8'	No changes	Complies
<b>Min. Rear Yard</b>	20'	N/A	No changes	N/A
<b>Parking</b>	<i>Retail</i> : 4 spaces per 1,000 sf GFA	120 spaces	No changes	Existing Nonconformity

**Schedule F**  
**Existing Zoning Map**



Schedule G  
Aerial Photograph of Property



NOTES:

- Underground utility, structure and facility locations depicted and noted hereon have been compiled, in part, from record mapping supplied by the respective utility companies or governmental agencies, from parol testimony and from other sources and Street traffic patterns Depicted on this AMap are Approximate taken from Google earth images and other available resources all These locations must be considered as approximate in nature. Additionally, other such features may exist on the site, the existence of which are unknown to Edward J. Frattaroli, Inc. The size, location and existence of all such features must be field determined and verified by the appropriate authorities prior to construction.
- The contractor shall notify all public utility companies by calling Call-Before-You-Dig at 1-800-922-4455 at least 72 hours prior to crossing their lines.
- Subject Property Depicted Lies in Zone "X" Area determined to be out side or Above the designated FEMA Area as Defined on FEMA FIRM Map Panel 508 of 626, Community-Panel Number 09001C0508F; Effective Date June 18, 2010.
- Reference is Hearly made to all Notes and Recorded Documents as they may pertain to the Parcel Depicted on this map. Property is Subject to Easements, Covenants and Restrictions of public record. Refer to First American Title Insurance Company Commitment for Title Insurance CTST 2380833 Effective Date December 14, 2016
- Real property known as: 111 and 123 High Ridge Road, Stamford, Connecticut. Title to the estate or interest in the land is at the Effective Date vested inHigh Ridge Plaza, Limited Liability Company, by virtue of a deed dated December 4, 1972 and recorded December 14, 1972 in Book 1313 at Page 229 of the Stamford Land Records, and corrected QC deed dated March 30, 1999 and recorded February 15, 2000 in Book 5454 at page 299 of said land records. (b) Assignment of Rents and Leases between said parties, dated June 28, 2012 and recorded June 29, 2012 in Book 10461 at page 271 of said records. Note: Agreement set forth in Volume 994 at Page 512 of the Stamford Land Records referred to in deeds appears to have expired as stated in referenced Title Report.
- Existing Buildings can be considered Existing Non-Conforming with regard to Setback and Building Coverage for 111 High Ridge Road. property was C-L Zone at time of Construction Year Built 1964. Refer to NON CONFORMING USES ARTICLE IV - SPECIAL REGULATIONS SECTION 10A - Any building or use of land or building legally existing at the time of enactment of this Regulation, or of any amendments thereto, or authorized lawful permit issued prior to the adoption of these Regulations which does not conform to the provisions of these Regulations for the Use Districts in which it is located, shall be designated a non-conforming use. Such use may be continued but may not be extended or expanded, or changed to a less restrictive use as listed in the LAND USE SCHEDULE in APPENDIX A. NOTE: Zoning Information Is Subject To The Review And Approval By The Appropriate Governing Authority.
- Note the Painted parking Area, Street Access Curbing retaining wall and the Overhead Utility services over the Sourthery Property Line

LEGEND

	Existing
Spot Elevation	x 100.0
Contour	100
Storm Drain	== == == == ==
Sanitary Sewer	== == == == ==
Gas Main	G
Water Main	W
Electric	E
Stone Wall	---o---o---o---o---
Stone Masonry Wall	---x---x---x---x---
Concrete Wall	---/---/---/---/---
Brick Wall	---+---+---+---+---
Fence	X X
Catch Basin (In Curb)	Manhole
Catch Basin (Flush)	Yard Drain
Gas Box	Light Pole
Water Box	Sign
Traffic Signal Pole	Tree

(15) In any building containing more than 3000 square feet of gross floor area general office use shall be limited to stories above the ground floor level. (83-003)

In any Business, Commercial or Industrial District, a building erected on a corner lot shall be required to comply with the front setback standard on all streets and shall comply with the rear yard setback standard for the lot line generally opposite the narrower street frontage. All other yards shall comply with the side yard setback standard. In the case of equal frontages the owner may designate which street line shall be the front lot line for the purpose of determining the rear lot line. (91-025)

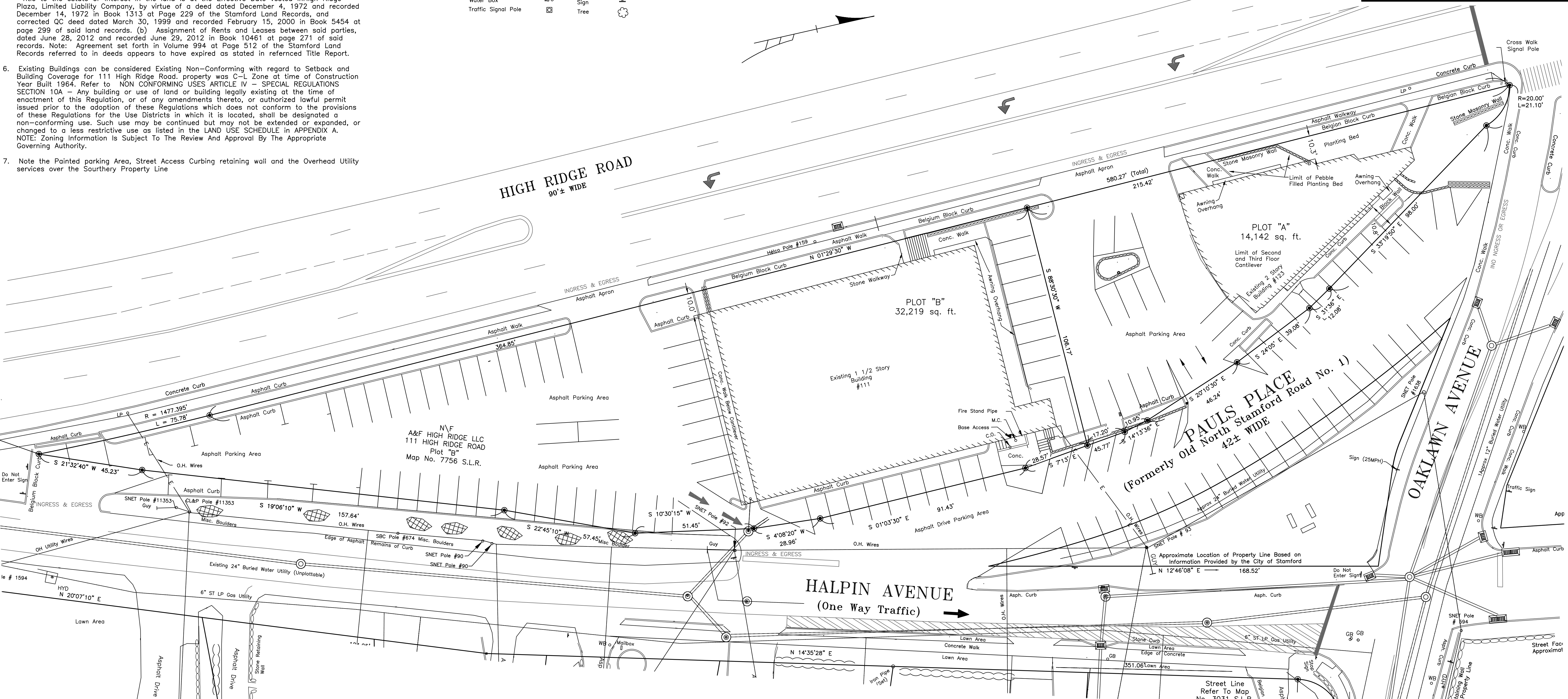
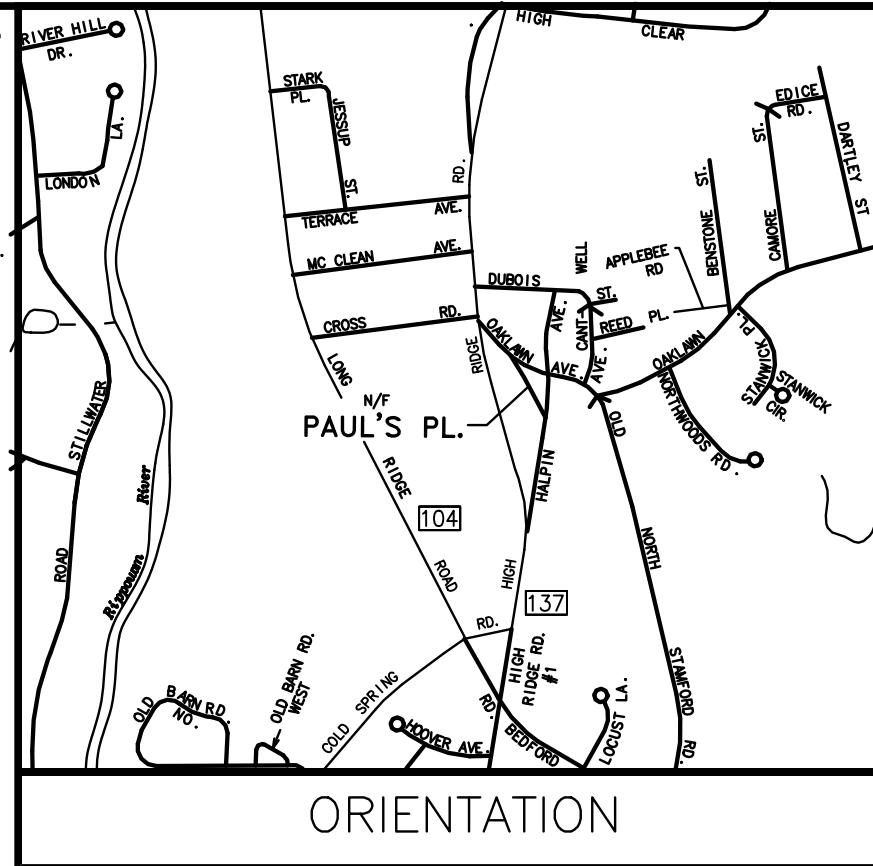
Zoning Information Is Subject To The Review And Approval By The Appropriate Governing Authority

Property Lines Not Staked By Contractual Agreement  
Soil Types Not Delineated By Contractual Agreement

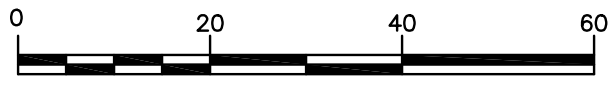
SIZE AND LOCATION OF PROPOSED DEVELOPMENT PROVIDED BY OTHERS. IT IS SUBJECT TO THE REVIEW AND APPROVAL BY THE APPROPRIATE GOVERNING AUTHORITIES

C-N<sup>(15)</sup> ZONE BUILDING SETBACK REQUIREMENTS

Front Street Line Setback..... 15'  
Center Line Of Street Setback..... 40'  
Rear Yard Setback..... 20'  
Side Yard Setback..... 6' W/ Total Of.... 12'  
Max. Building Coverage.....30% Of Lot Area



ZONING LOCATION SURVEY  
PREPARED FOR  
SWEETSPOT STAMFORD, LLC  
111-123 HIGH RIDGE ROAD  
STAMFORD, CONNECTICUT



Property Lines Not Staked By Contractual Agreement  
Soil Types Not Delineated By Contractual Agreement

Street Line Refer To Map No. 3031 S.L.R. This survey and map has been prepared in accordance with Section 20-300b-1 thru 20-300b-20 of the Regulation of Connecticut State Agencies-Minimum Standards for Surveys and Maps in the State of Connecticut as endorsed by the Connecticut Associates of Land Surveyors, Inc. It is a "ZONING LOCATION SURVEY" based on a "DEPENDENT RESURVEY" conforming to horizontal Accuracy Class "A-2" and intended to be used for COMPLIANCE OR NON-COMPLIANCE WITH EXISTING REQUIREMENTS.

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

REVISED MARCH 3, 2023 (NAME CHANGE)  
REVISED MARCH 7, 2023 (AS REQUESTED)

This Document and Copies Thereof are Valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null and void.



BY: *Edward J. Frattaroli*  
FOR: EDWARD J. FRATTAROLI, INC.  
Land Surveyor • Engineers • Land Planners  
STAMFORD, CONNECTICUT DECEMBER 20, 2016



SWEETSPOT - DRAWING LEGEND	
SHEET NAME:	
C	COVER SHEET
ID - 1	FLOOR PLAN
ID - 2	STORE FRONT
ID - 3	FLOOR PLAN : CLIENT QUEUING
ID - 4	FLOOR PLAN : EMPLOYEE PATHWAY

TOTAL SQUARE FOOTAGE: 2412



AWNING CONCEPT PER EXISTING CONDITIONS

PROJECT LOCATION:  
111 HIGH RIDGE ROAD  
STAMFORD, CT 06905

PROJECT CONTACTS:  
DAVID WEDERLIN, OWNER  
dwerdelin@sweetspotfarms.com  
203.536.4971  
<https://sweetspotfarms.com>



C

SHEET NO.

DATE: 3.7.23

SCALE: NA

DRAWN BY: KATIE SCHRIDER

REV. DATE: NOTES:

COVER PAGE

SWEET SPOT

111 HIGH RIDGE ROAD

STAMFORD, CT 06905

PROJECT CONTACT:

DAVE WERDELIN, OWNER

dwerdelin@Sweetspotfarms.com

203-536-4971

ALL IDEAS, DESIGNS, REVISIONS AND PLANS NOTICED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF THIS OFFICE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, REVISIONS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF SWEETSPOT FARM. DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALE DIMENSION. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. SHOP DETAILS OF APPROPRIATE SCALE MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION ON ITEMS SO NOTED.

Katie Schrider

OWNER / DESIGNER

725 North Highway

A1A

Suite C-207

Jupiter, Florida

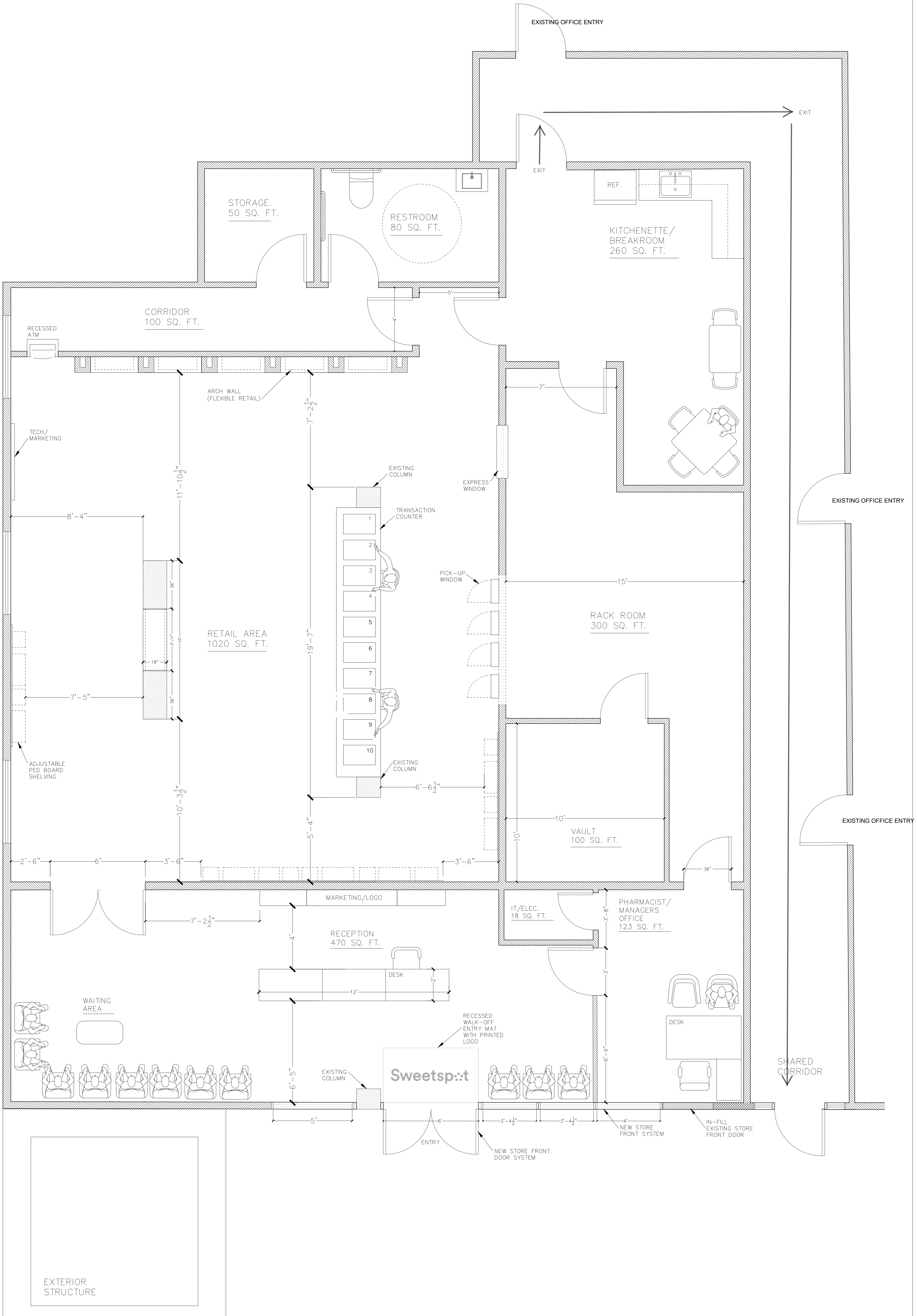
33477

239.223.8813

Katie@KatieSchriderDesign.com

KATIE SCHRIDER

DESIGN



ID.1

SHEET NO.

DATE:	3.7.23
SCALE:	3/8" = 1'-0"
DRAWN BY:	KATIE SCHRIDER
REV. DATE:	NOTES:

FLOOR PLAN

SWEET SPOT

111 HIGH RIDGE ROAD

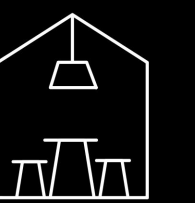
STAMFORD, CT 06905

PROJECT CONTACT:

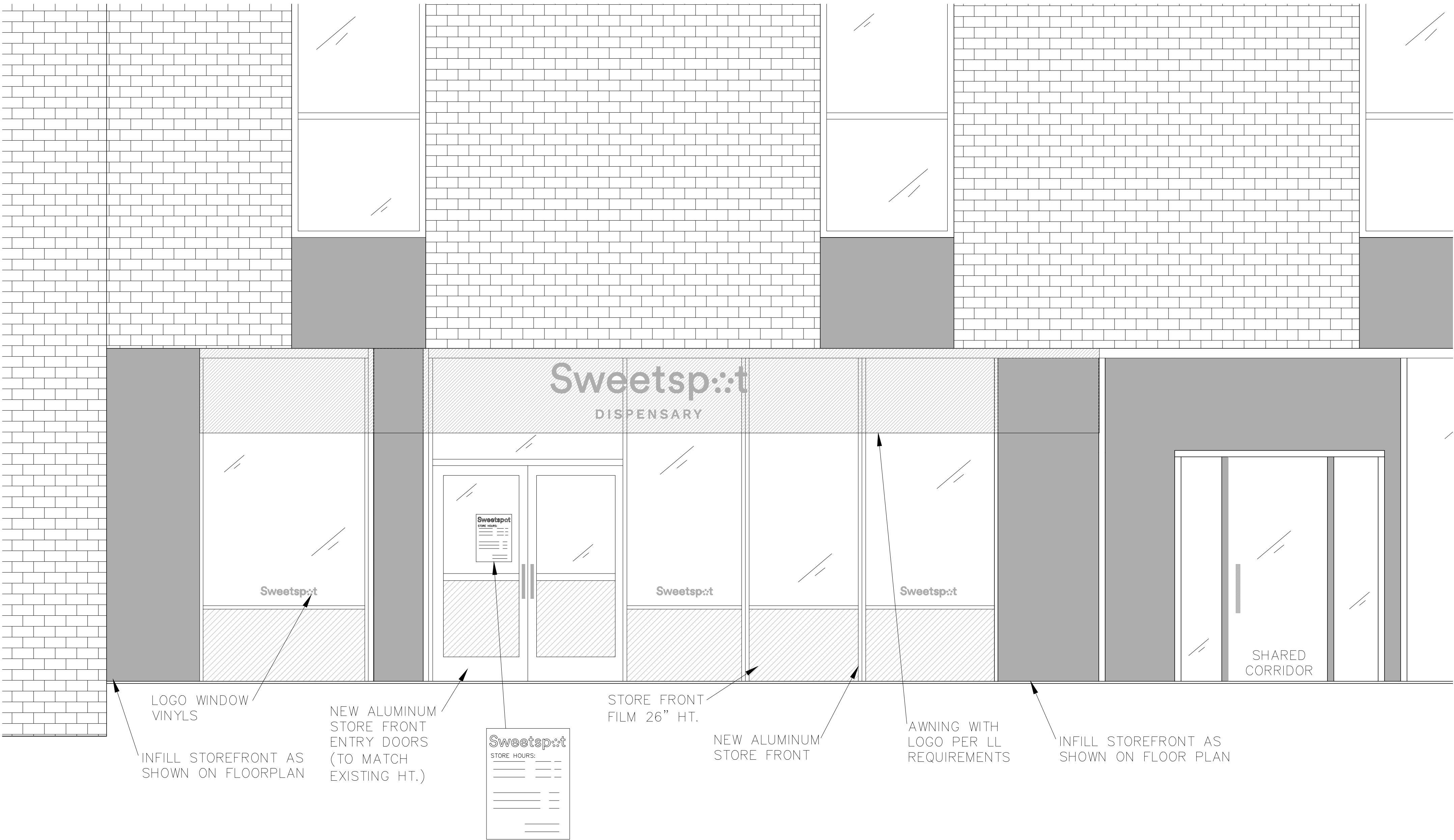
DAVE WERDELIN,  
OWNER  
dwerdelin@  
Sweetspotfarms.com  
203-536-4971

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS NOTICED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF THIS OFFICE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIC PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF SWEETSPOT FARM. DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALE DIMENSION. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. SHOP DETAILS OF APPROPRIATE SCALE MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION ON ITEMS SO NOTED.

Katie Schrider  
OWNER / DESIGNER  
725 North Highway  
A1A  
Suite C-207  
Jupiter, Florida  
33477  
239.223.8813  
Katie@  
KatieSchriderDesign.com

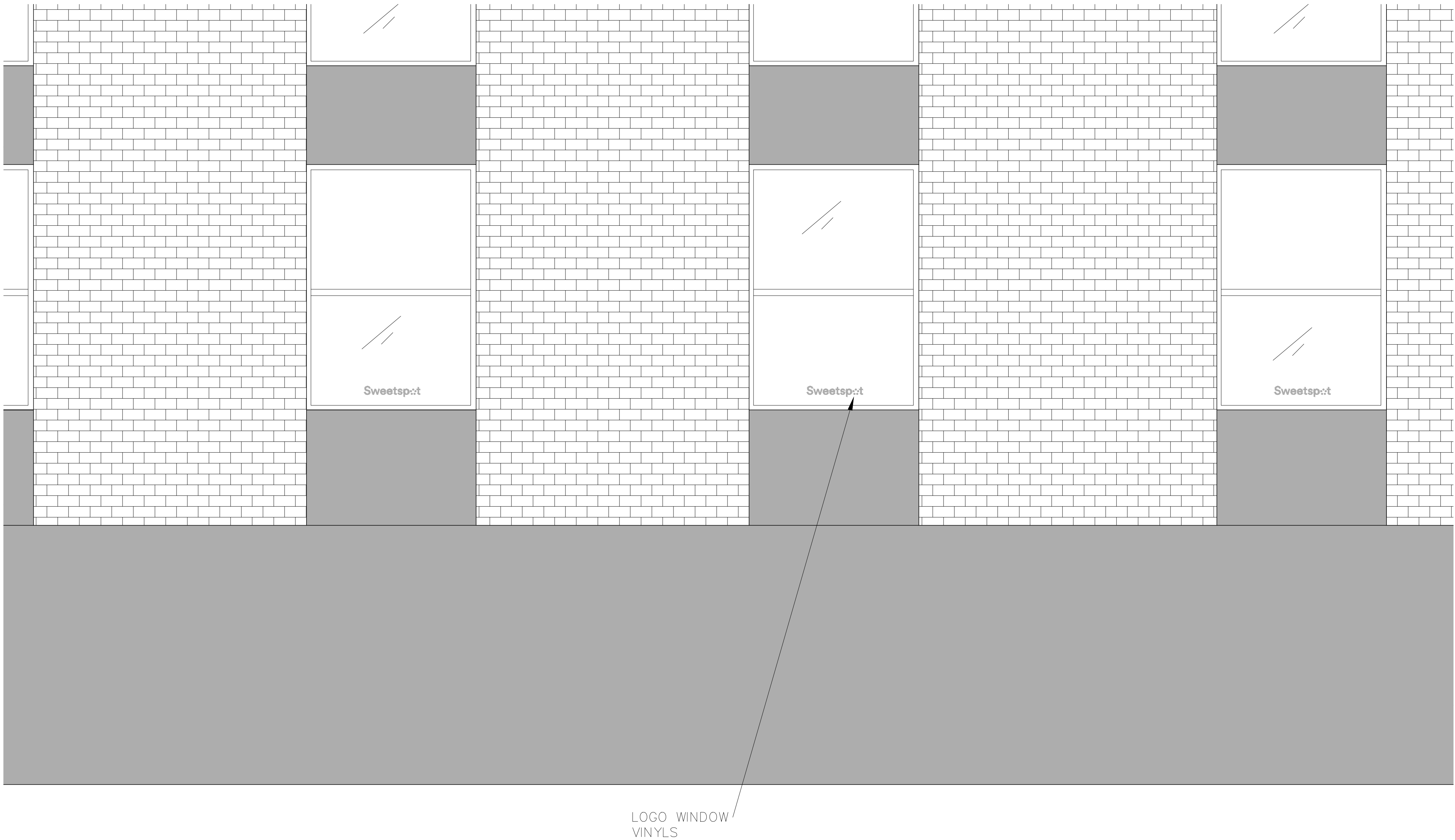


KATIE SCHRIDER  
DESIGN



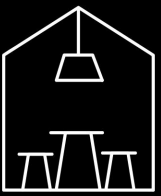
STORE FRONT – ENTRY DOORS

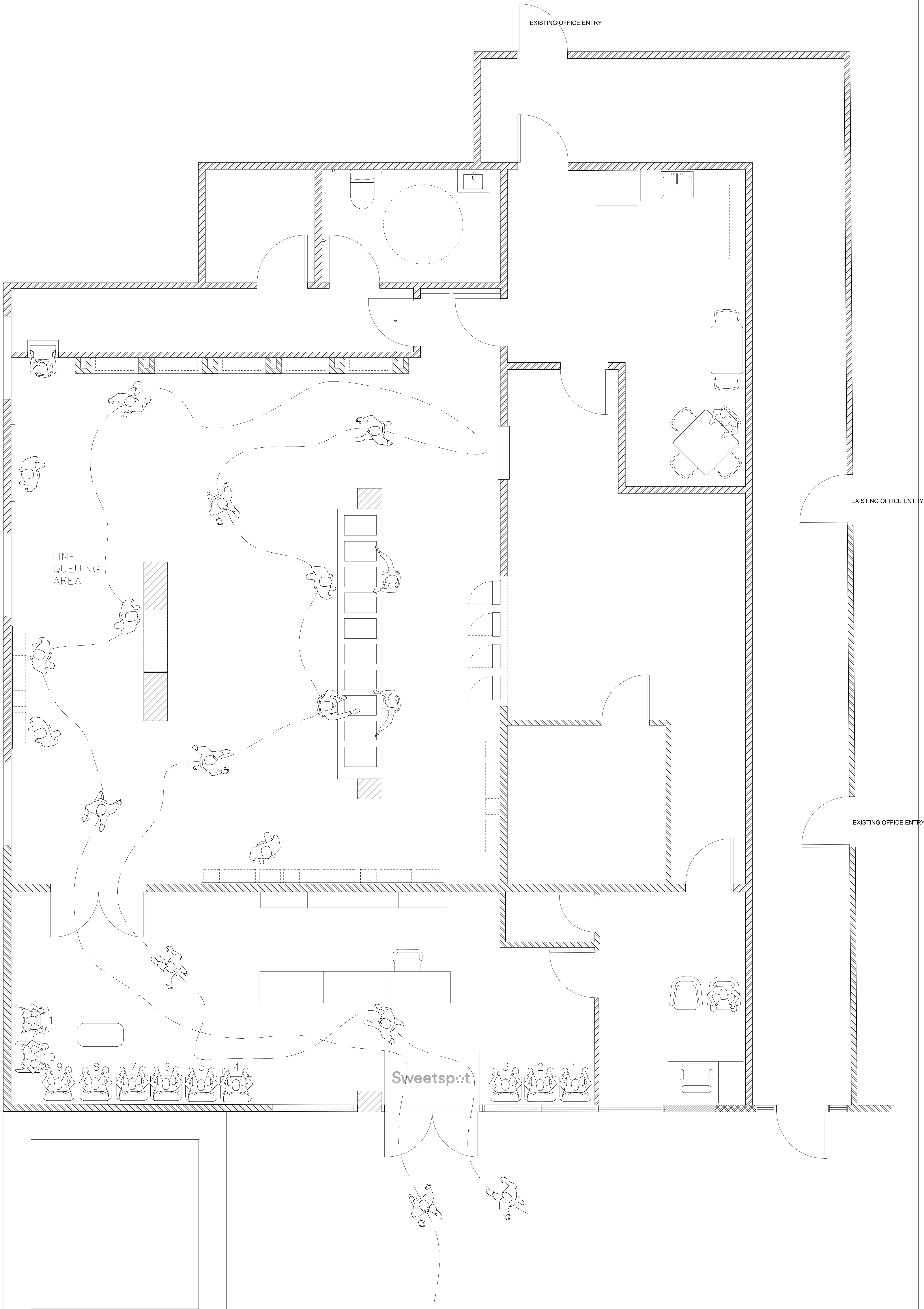
SCALE: 1/2" = 1'-0"



STORE FRONT – SIDE WINDOWS

SCALE: 1/2" = 1'-0"

ID.2	SHEET NO.	DATE: 3.7.23	STORE FRONT - ENTRY / SIDE WINDOWS	PROJECT CONTACT:  DAVE WERDELIN, OWNER dwerdelin@Sweetspotfarms.com 203-536-4971	ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF THIS OFFICE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIC PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSONAL FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF SWEETSPOT FARMS. DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALE. DIMENSIONAL CONFLICTS SHALL BEYOND AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. SHOP DETAILS OF RESIDUAL SCALE MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION ON ITEMS SO NOTED.	Katie Schrider OWNER / DESIGNER 725 North Highway A1A, Suite C-207 Jupiter, Florida 33477  239.223.8813 Katie@KatieSchriderDesign.com	 KATIE SCHRIDER DESIGN
		DRAWN BY: KATIE SCHRIDER					
		REV. DATE:      NOTES:					
SWEET SPOT 111 HIGH RIDGE ROAD STAMFORD, CT 06905							



ID.3

SHEET NO.

DATE:	3.7.23
SCALE:	3/8" = 1'-0"
DRAWN BY:	KATIE SCHRIDER
REV. DATE:	NOTES:

## FLOOR PLAN - CLIENT QUEUING

SWEET SPOT  
111 HIGH RIDGE ROAD  
STAMFORD, CT 06905

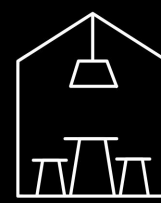
### PROJECT CONTACT:

DAVE WERDELIN,  
OWNER  
dwerdelin@  
Sweetspotfarms.com  
203-536-4971

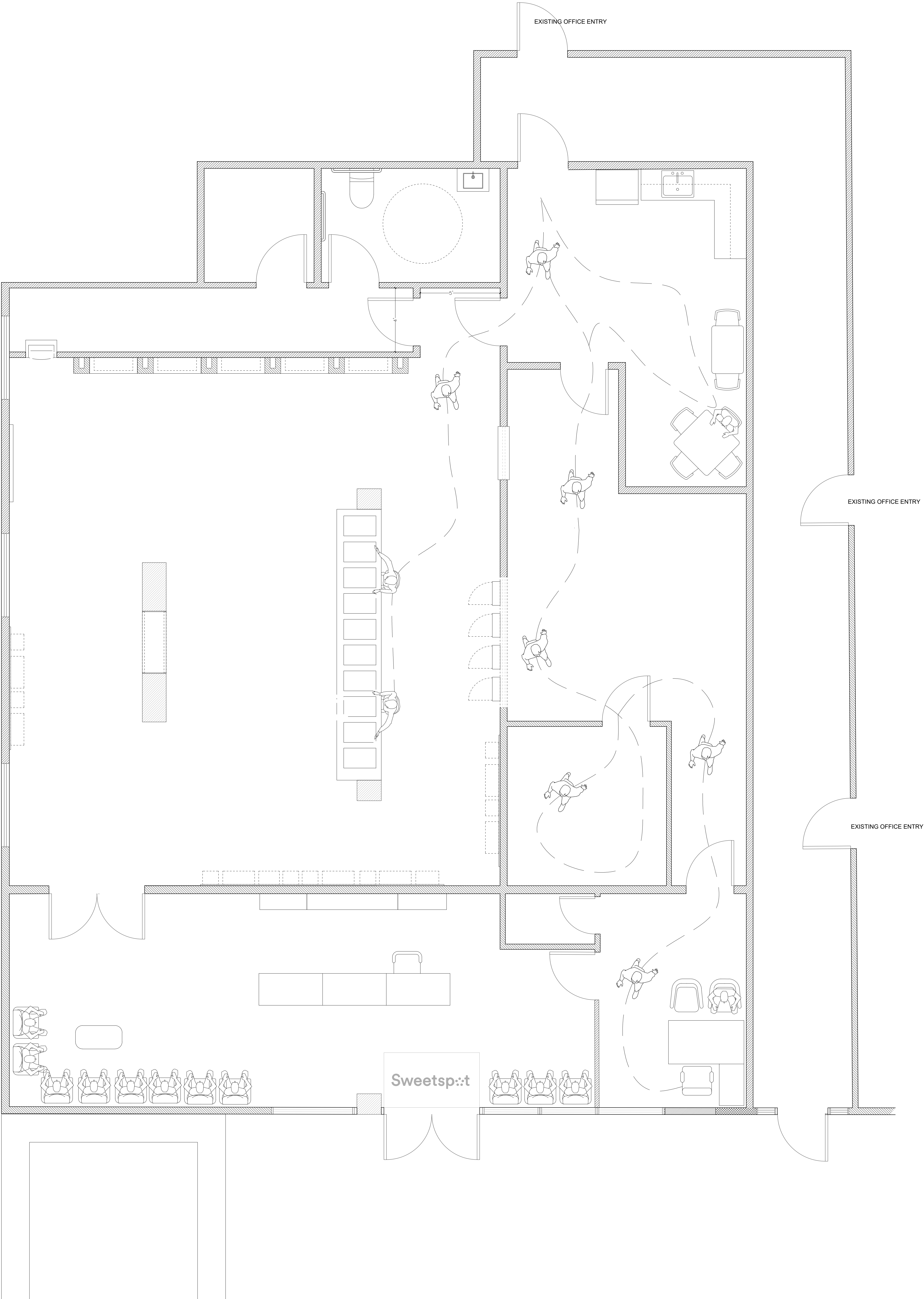
ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF, THIS OFFICE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ONLY AND IN CONNECTION WITH THE PREPARED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE, WHATSOEVER, WITHOUT THE WRITTEN PERMISSION OF SWEETSPOT FARM. DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALE. DIMENSIONAL CONTRADICTIONS SHALL BE REVERSED TO THE LARGEST DIMENSION. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN IN THESE DRAWINGS. SHEET DETAILS OF RESOURCES SCALE MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION ON ITEMS SO NOTED.

Katie Schrider  
OWNER / DESIGNER  
725 North Highway  
A1A,  
Suite C-207  
Jupiter, Florida  
33477

239.223.8813  
Katie@  
KatieSchriderDesign.com



KATIE SCHRIDER  
DESIGN



FLOOR PLAN - EMPLOYEE PATH OF TRAVEL

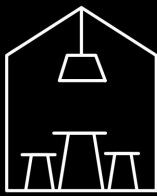
SWEET SPOT  
111 HIGH RIDGE ROAD  
STAMFORD, CT 06905

PROJECT CONTACT:

DAVE WERDELIN,  
OWNER  
dwerdelin@  
Sweetspotfarms.com  
203-536-4971

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF THIS OFFICE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF SWEETSPOT FARM. DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALE DIMENSION. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. SHOP DETAILS OF ADEQUATE SCALE MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION ON ITEMS SO NOTED.

Katie Schrider  
OWNER / DESIGNER  
725 North Highway  
A1A,  
Suite C-207  
Jupiter, Florida  
33477  
239.223.8813  
Katie@  
KatieSchriderDesign.com



KATIE SCHRIDER  
DESIGN

ID.4

SHEET NO.

DATE:	3.7.23
SCALE:	3/8" = 1'-0"
DRAWN BY:	KATIE SCHRIDER
REV. DATE:	NOTES:

STORAGE  
50' 00" FT

RESTROOM  
50' 00" FT

HIKE/ETE/  
BREAKROOM  
200' 00" FT

BACK ROOM  
200' 00" FT

VAULT  
50' 00" FT

HOUSE  
11' 00" FT

KITCHEN  
11' 00" FT

RECEPTION  
170' 00" FT

Sweetspot  
50' 00" FT

RETAIL AREA  
1000' 00" FT

CORRIDOR  
500' 00" FT

WAITING AREA

EXTERIOR STRUCTURE

SHED  
CORRIDOR

Sweetspot  
Stamford, LLC.  
111 High Ridge  
Road.  
Stamford, CT

[illegible]




# Security Overlay (Cameras, Access control, Security, etc.)

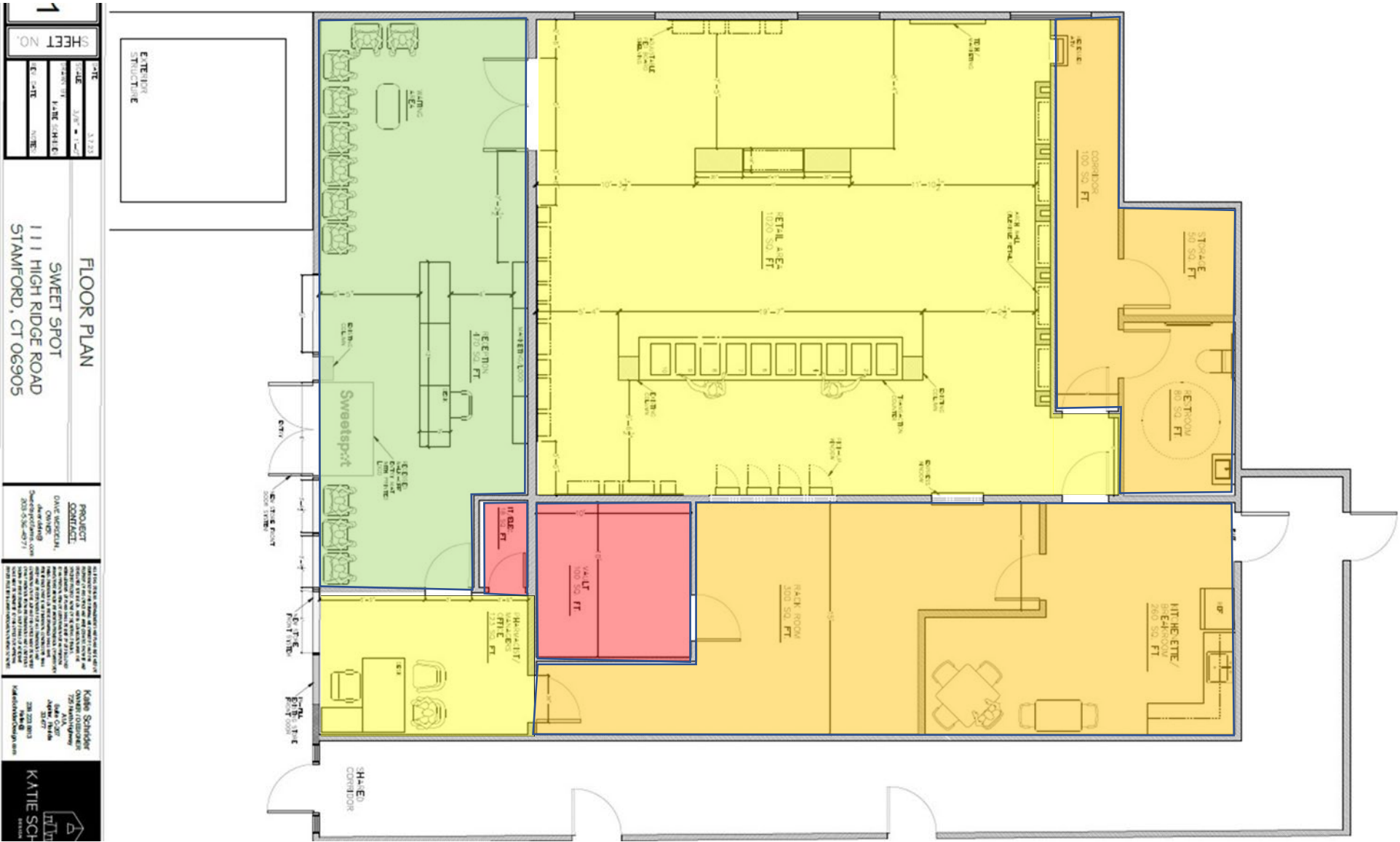
LEGEND	
EC	Exterior Camera
IC	Interior Dome Camera
FC	Interior Fisheye Camera
MS	Motion Sensor (wireless)
GB	Glass Break (wireless)
DC	Door Contact (wireless)
DB	Duress Button (wireless)
KP	Key Pad
HU	Head Unit <ul style="list-style-type: none"> <li>With Battery Backup</li> <li>Placement to be Confirmed in Field</li> </ul>
AC	Access Control Set (RFID) <ul style="list-style-type: none"> <li>Card Reader</li> <li>Electric Strike with Integrated Door Contact</li> <li>Request to Exit</li> </ul>



Drawings prepared on 3-8-23

# Operational Zones overlay (Public, Ops, Limited Access, Restricted Access)

Operational Zones	
	Public
	Operations
	Limited Access
	Restricted Access (Vault and IT)



Drawings prepared on 3-8-23

# **111 HIGH RIDGE ROAD**

## **TRAFFIC AND PARKING STUDY**

Prepared for: Sweetspot Brands, LLC

Client Ref: 141.21378.00001

March 2023



March 3, 2023

Mr. Ben Herbst  
Sweetspot Brands, LLC  
401 Commons Park South, Apt 871  
Stamford, CT 06902

**Re: Traffic & Parking Study  
Retail Cannabis Facility  
111 High Ridge Road  
Stamford, Connecticut  
SLR #141.21378.00001**

Dear Mr. Herbst,

At your request, SLR International Corporation (SLR) has undertaken this study to evaluate the traffic and parking-related implications associated with the proposed project to be located at 111 High Ridge Road in Stamford, Connecticut. **Figure 1** displays the site location map. The site is occupied with an existing approximately 31,300-square foot (SF) mixed-use commercial building. Together with the adjoined 123 High Ridge Road parcel, there are 120 parking spaces to remain plus the existence of adjacent on-street parking on Halpin Avenue. The proposed project plans to occupy approximately 2,412 SF within the existing building with a retail cannabis store. Access to the site is provided by four existing driveways: two off High Ridge Road and two off Halpin Avenue.

The work comprising the study consisted of several tasks, including data collection, review of roadway and traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations. For this study, the following intersections were evaluated:

- High Ridge Road at Cross Road
- High Ridge Road at Oaklawn Avenue
- Oaklawn Avenue at Halpin Avenue
- High Ridge Road at Halpin Avenue
- High Ridge Road at Main Driveway
- Halpin Avenue at Main Driveway

**Figure 2** displays the study area.

## EXISTING CONDITIONS

The existing information involving the vehicle volumes, transit, and crash history was collected to determine the existing conditions of the area around the proposed project.

### Site Environs

High Ridge Road is a principal arterial that runs north/south from Long Ridge Road to the New York state line. Adjacent to the site, the arterial has two lanes in each direction with a flush median and turn lanes at key intersections. On-street parallel parking is not permitted. Sidewalks are present on both sides of the roadway.

Oaklawn Avenue is a collector that runs east/west from High Ridge Road to Newfield Avenue. The collector has one lane in each direction. Sidewalks are present on both sides of the roadway.

Halpin Avenue is a local roadway that runs north/south from High Ridge Road to Dubois Street. Between Oaklawn Avenue and High Ridge Road, Halpin Avenue is one-way northbound with one travel lane, on-street parallel parking permitted on the west side, and sidewalks present on the east side. North of Oaklawn Avenue, Halpin Avenue is two-way with one lane in each direction, on street parallel parking permitted, and no sidewalks.

### Existing Transit Routes

CTtransit is Connecticut Department of Transportation's (CTDOT) bus 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 route 331 has a stop in front of the project site.

Route 331 (High Ridge Road) operates between the Stamford Transportation Center and the Stamford Museum and Nature Center. All buses operate via Bedford Street and Summer Street to High Ridge Road. The route operates from approximately 5:20 a.m. to midnight (12:00 a.m.) on weekdays, and 6:30 a.m. to 10:00 p.m. on weekends.

### Crash Data Summary

Information on traffic crash statistics for the study intersections was obtained from the Connecticut Crash Data Repository for the almost 4-year period of January 1, 2019, to December 7, 2022. The crash data collected for this period is shown in **Table 1**, summarized by location.

**Table 1 Crash Data Summary**

Location	Crash Severity				Type of Collision					
	Property Damage Only	Possible Injury	Suspected Minor Injury	Total	Rear End	Sideswipe (Same Direction)	Angle	Hit Motorcycle	Sideswipe (Opposite Direction)	Total
<b>Intersections</b>										
High Ridge Road at Cross Road	5	-	-	5	2	1	1	-	1	5
High Ridge Road at Oaklawn Avenue	9	1	-	10	6	2	2	-	-	10
Oaklawn Avenue at Halpin Avenue	5	1	-	6	4	1	1	-	-	6
High Ridge Road at Halpin Avenue	2	2	-	4	3	-	-	1	-	4
High Ridge Road at Main Driveway	1	-	-	1	1	-	-	-	-	1
Halpin Avenue at Main Driveway	1	-	-	1	-	1	-	-	-	1
<b>Intersection Totals</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>27</b>
<b>Road Segments</b>										
High Ridge Road: Oaklawn Avenue – Main Driveway	2	-	-	2	-	2	-	-	-	2
High Ridge Road: Main Driveway – Halpin Avenue	3	1	1	5	2	1	2	0	-	5
Oaklawn Avenue: High Ridge Road – Halpin Avenue	1	-	1	2	1	1	-	-	-	2
Halpin Avenue: Main Driveway – High Ridge Road	1	-	-	1	1	-	-	-	-	1
<b>Roadway Totals</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>-</b>	<b>10</b>
<b>TOTAL</b>	<b>25</b>	<b>5</b>	<b>2</b>	<b>32</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>-</b>	<b>32</b>

Source: Connecticut Crash Data Repository from January 1, 2019, to December 7, 2022

A total of 27 crashes were reported at the study intersections for the almost 4-year period. More than 85 percent of these total crashes resulted in property damage only. No fatalities were reported. The most common collision type was rear-end collisions, which are fairly common at intersections, comprising approximately 59 percent of the reported intersection-related crashes. The most crashes occurred at the intersection of High Ridge Road and Oaklawn Avenue.

A total of 10 non-intersection-related crashes were reported along the project site frontage on High Ridge Road, Oaklawn Avenue, and Halpin Avenue for the almost 4-year period. Approximately 70 percent of these non-intersection-related crashes resulted in property damage only. Again, no fatalities were reported. The most common collision types were rear-end and sideswipe (same direction) collisions, comprising approximately 80 percent of reported non-intersection-related crashes. Two crashes were also reported within the project site. One was a rear-end collision and one was a hit fixed object collision.

#### Existing Traffic Volumes

Traffic monitoring data from August 2020, (collected during the COVID-19 epoch) and December 2017, for High Ridge Road north of Halpin Avenue was obtained from CTDOT. The annualized average daily traffic (AADT) at this location in 2020 was recorded as 19,000 vehicles (8,500 northbound and 10,500 southbound) and 24,800 vehicles in 2017. Traffic monitoring data for Oaklawn Avenue southeast of Route 137 was also obtained from CTDOT. The AADT at this location in 2020 was recorded as 4,900 vehicles, and 6,100 vehicles in 2017.

To supplement the state traffic monitoring data, multimodal traffic counts, including vehicle turning movement, bicycle, and pedestrian crossing counts, were conducted at the study intersections. The counts were conducted on Tuesday, December 13, 2022, Thursday, December 15, 2022, and Wednesday, February 8, 2023, from 4:00 p.m. to 6:00 p.m. to capture peak afternoon commuter activity; and Saturday, December 10, 2022, Saturday, December 17, 2022, and Saturday, February 11, 2023, from 11:00 a.m. to 1:00 p.m. to capture peak retail activity. For analysis, the highest single peak-hour volume for each time period was extracted from the count data. The study area peak hours were found to be from 5:00 p.m. to 6:00 p.m. (Weekday P.M. Peak Hour) and from 12:00 p.m. to 1:00 p.m. (Saturday Midday Peak Hour). The existing peak-hour traffic volumes are shown in **Figure 3**. The existing peak-hour pedestrian volumes are shown in **Figure 4**. The counts are included in the Appendix.

#### **PROPOSED PROJECT**

As stated previously, the proposed project plans to occupy approximately 2,412 SF of the existing 31,300-SF mixed-use commercial building with a retail cannabis facility to replace two current tenants: one currently occupied by a Kumon learning center and the other occupied by Aliasher Scrubs. Access to the site is provided by four existing driveways: two off High Ridge Road and two off Halpin Avenue.

#### Proposed Project Trip Generation

The proposed new site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE).<sup>1</sup> **Table 2** summarizes the site-generated traffic estimates for the proposed project during the study peak hours.

---

<sup>1</sup> *Trip Generation, 11<sup>th</sup> Edition*, Institute of Transportation Engineers, 2021

**Table 2 Proposed Project Traffic Estimates**

Land Use	Units	Weekday P.M. Peak Hour				Saturday Peak Hour			
		Trip Rate	In	Out	Total	Trip Rate	In	Out	Total
Proposed Project									
882 – Marijuana Dispensary	2.4 KSF	18.92/KSF	23	23	46	28.85/KSF	35	35	70

Notes:

1. *Trip Generation*, 11<sup>th</sup> Edition, Institute of Transportation Engineers
2. KSF = Thousand Square Feet Gross Floor Area

As shown in Table 2, the proposed project is estimated to generate 46 vehicle trips (23 vehicles entering and 23 vehicles exiting) during the weekday afternoon peak hour and 70 vehicle trips (35 vehicles entering and 35 vehicles exiting) during the Saturday midday peak hour.

It is important to note that the two units comprising the proposed project were occupied at the time the existing traffic volumes were conducted. To provide a conservative analysis for the purpose of this traffic and parking study, the trips generated by these units were not subtracted from the proposed project site-generated trips. But in reality, the net increase in traffic by the proposed retail cannabis store replacing the two existing stores will be less than the numbers listed in Table 2. It is also important to note that no internal capture credit was applied for the mixed-use site. In reality, some patrons going to the retail cannabis store will not be new to the mixed-use site, but rather will already be on site because of other existing businesses on site.

#### Proposed Project Trip Distribution

The geographic distribution of the proposed project site-generated traffic was estimated based on review of the roadway traffic patterns at the project site driveways. **Figure 5** illustrates the distribution for the proposed project site-generated traffic through the study area.

Based on the proposed project trip generation and trip distribution, the resulting proposed project site-generated trips were assigned to the study area intersections. **Figure 6** displays the resulting proposed project trip assignment.

#### **FUTURE (2023) CONDITIONS**

The proposed project is anticipated to be completed by the end of 2023. Future (2023) Conditions were evaluated both with and without the proposed project to determine possible traffic impacts.

### Background Traffic Volumes

The background traffic scenario is reflective of Future (2023) Conditions if the proposed project was not built. Background (2023) Conditions includes traffic associated with other nearby expected upcoming developments that will be completed by 2023 as well as general traffic growth.

Based on correspondence with the City of Stamford and CTDOT, the following development projects were included in Background (2023) Conditions:

1. 255 High Ridge Road – Goddard School
2. 3 Cold Spring Road – Restaurant Development

**Figure 7** displays the locations of the nearby expected developments. The anticipated future site-generated peak-hour trips from the 255 High Ridge Road development was obtained from the Traffic Access and Impact Study completed for the 201 High Ridge Road development in December 2018. Traffic study for the 3 Cold Springs Road development could not be obtained because the restaurants are as of right. Therefore, the new traffic anticipated to be generated by the development was estimated. Peak-hour trips for the development were estimated using statistical data published by ITE, and geographic distribution of the new traffic was estimated based on review of the roadway traffic patterns. The resulting total trip assignment from the nearby planned developments is shown in **Figure 8**. Information on the nearby planned developments is included in the Appendix.

Based on correspondence with CTDOT, the existing traffic volumes were projected to Future (2023) Conditions using a growth rate of 0.75 percent per year. Background (2023) Conditions peak-hour traffic volumes were estimated by applying the growth rate to the existing peak-hour traffic volumes (shown in Figure 3) and then adding the anticipated peak-hour total trip assignment from the nearby planned developments (shown in Figure 8). The resultant Background (2023) Conditions peak-hour traffic volumes are shown in **Figure 9**.

### Combined Traffic Volumes

The combined traffic scenario is reflective of Future (2023) Conditions once the proposed project is completed. Combined (2023) Conditions peak-hour traffic volumes were estimated by adding the proposed project trip assignment (shown in Figure 6) to the Background (2023) Conditions traffic volumes (shown in Figure 9). The resultant Combined (2023) Conditions peak-hour traffic volumes are shown in **Figure 10**.

## INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was performed at the study intersections under Background and Combined (2023) Conditions to evaluate each intersection's ability to process traffic volumes. These evaluations were used to determine possible traffic impacts from the proposed project based on the comparison of background and combined traffic operations.

Intersection operation results are expressed as a level of service (LOS). LOS is used to provide a qualitative evaluation of the efficiency of operations of an intersection in terms of delay and inconvenience based on certain quantitative calculations. A description of the various LOS designations, A through F, is given in the Appendix. LOS A describes operations with very low average control delay per vehicle while LOS F describes operations with long average delays. The study intersections were evaluated using *Synchro 11 (Trafficware)* traffic analysis software package. **Table 3** summarizes the capacity analysis findings under Background and Combined (2023) Conditions. The *Synchro* analysis worksheets are included in the Appendix.

It is important to note that LOS A to LOS D are generally considered acceptable conditions. However, in some areas, LOS E during peak hours is often deemed acceptable and can indicate an efficient tradeoff between traffic flow and the amount of land devoted to the movement of motor vehicles.

As shown in Table 3, all individual movements at the study intersections are expected to operate at acceptable LOS (LOS D or better) during both peak hours under Background and Combined (2023) Conditions. Additionally, with the proposed project, all individual movements at the study intersections are not expected to degrade in LOS, compared to Background (2023) Conditions.

## QUEUE ANALYSIS

The study intersection queues were also evaluated using *Synchro 11 (Trafficware)* traffic analysis software package. For analysis, 95<sup>th</sup> percentile queues are recorded. The *Synchro* analysis worksheets are included in the Appendix. All approach lanes are expected to provide adequate storage length under Background and Combined (2023) Conditions during both peak periods.

**Table 3 Capacity Analysis Summary Future (2023) Conditions**

Intersection/Lane Group	Level of Service			
	Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
	Background	Combined	Background	Combined
<b>Signalized</b>				
<b>High Ridge Road at Cross Road</b>				
Eastbound Left/Right	B	B	B	B
Northbound Left/Through	C	C	B	B
Southbound Through/Right	B	B	B	B
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>
<b>High Ridge Road at Oaklawn Avenue</b>				
Westbound Left/Right	D	D	D	D
Northbound Through/Right	C	C	C	C
Southbound Left	C	C	B	B
Southbound Through	A	A	A	A
<b>Overall</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>
<b>Unsignalized</b>				
<b>Oaklawn Avenue at Halpin Avenue</b>				
Northbound Left/Through/Right	C	C	B	B
Southbound Left/Right	C	C	C	C
<b>High Ridge Road at Main Driveway</b>				
Westbound Left/Right	D	D	C	C
Southbound Left	B	B	B	B
<b>Halpin Avenue at Main Driveway</b>				
Northbound Left	A	A	A	A
Eastbound Left	B	B	B	B

Notes: LOS calculations were performed using *Synchro 11*.

## PARKING ANALYSIS

The parking on site was also evaluated to assess any parking implications associated with the proposed project.

### Estimated Peak Parking Demand

A comparison was conducted to review the estimated peak parking demands that are expected to be generated by the proposed project using the Stamford Zoning Regulations and the Institute of Transportation Engineers' (ITE) *Parking Generation Manual 5<sup>th</sup> Edition*.

{S7491295}

As stated previously, the proposed project plans to occupy approximately 2,412 SF of an existing mixed-use commercial building with a retail cannabis facility. Based on the City of Stamford Zoning Regulations, parking for a Marijuana Dispensary Facility shall meet the parking standards for a Retail Store. Per Section 12 of the Zoning Regulations, four parking spaces shall be provided for each 1,000 SF of gross floor area of any Retail Store. Based on this, a minimum of 10 parking spaces are required for the proposed project per zoning ordinance.

Based on ITE's *Parking Generation Manual 5<sup>th</sup> Edition*, marijuana facilities have an average weekday peak period parking demand rate of 7.19 per 1,000 SF of gross floor area. Based on this, the proposed project is estimated to generate a weekday peak period parking demand of 17 parked vehicles.

#### Available Parking Supply

The 111 High Ridge Road parcel shares parking with the 123 High Ridge Road parcel. Together, the parcels have a total of 120 parking spaces on site<sup>2</sup>. Additionally, Halpin Avenue has 12 on-street parking spaces adjacent to the proposed project site that are available to the public.

To understand the existing parking usage at the 111 and 123 High Ridge Road sites, parking observations were conducted on Thursday, December 15, 2022, and Saturday, December 17, 2022, on site and along Halpin Avenue. The counts were conducted at the start and end of the weekday afternoon and Saturday midday traffic counts. The observations are summarized in **Table 4**. It is again important to note that the two units comprising the proposed project were occupied at the time the parking observations were conducted.

As shown in the table, the two sites are expected to provide more than enough parking for the proposed project during both peak periods based on the estimated peak parking demands on site.

**Table 4 Existing On-Site Parking Counts**

Time		On-Site Parking Spaces		Halpin Ave Parking Spaces	
		Occupied	Available	Occupied	Available
Weekday Afternoon	Before 4:00 p.m.	45	<b>75</b>	12	<b>0</b>
	After 6:30 p.m.	55	<b>65</b>	11	<b>1</b>
Saturday	Before 11:00 p.m.	36	<b>84</b>	9	<b>3</b>
	After 1:00 p.m.	42	<b>78</b>	8	<b>4</b>

<sup>2</sup> This is the number of spaces counted manually. It includes the spaces on the former Paul's Place parcel and is an increase to the number shown on the survey. Please refer to the letter from Lisa Feinberg to James Lunney included with the application materials for additional details on the parking.

However, should the Zoning Board feel it is necessary, the Applicant is prepared to accommodate offsite parking for all employees associated with the proposed project, further reducing the estimated parking demand of the proposed project.

#### ITE Shared Parking Analysis

Using industry standard data to understand how the separate land use parking demands on the two sites may fluctuate throughout the course of a 24-hour period in the future with the proposed project, a conservative time-of-day shared parking analysis was conducted for the 111 and 123 High Ridge Road sites with the proposed project assumed. Peak parking demand percentages and rates from ITE's *Parking Generation Manual 5<sup>th</sup> Edition* were used for all of the sites' land uses to provide additional support for the parking supply and the hourly parking variations. It is important to note that ITE rates tend to be conservative and result in high parking estimates.

**Table 5** summarizes the resulting weekday hourly parking demand fluctuations for the two sites. **Table 6** summarizes the resulting Saturday hourly parking demand fluctuations. As shown in the tables, based on industry standard data, it is again found that there will be more than enough parking with the proposed project.

**Table 5 Weekday Shared Profile**

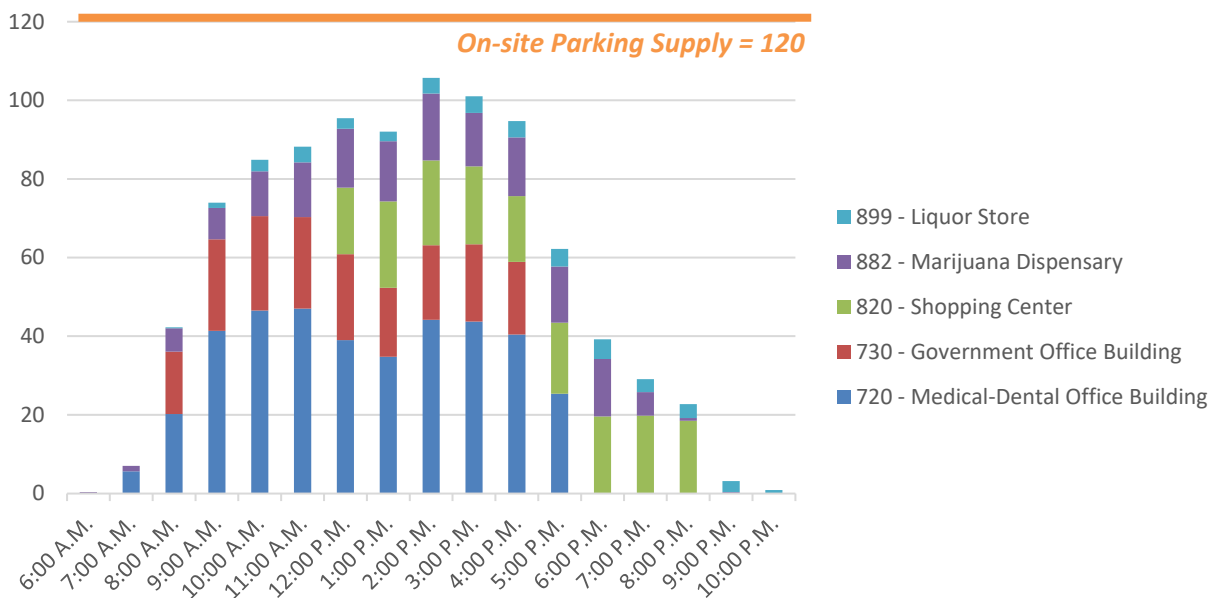
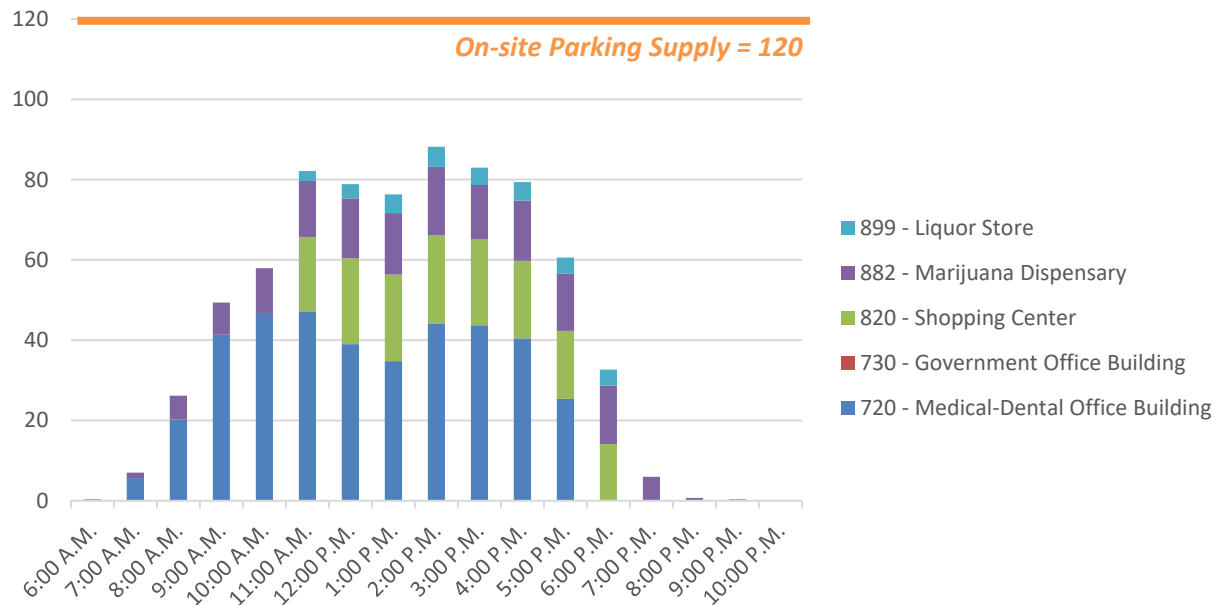


Table 6 Weekend Shared Profile



## SUMMARY

This study was conducted to assess the traffic and parking impacts of the proposed project to be located at 111 High Ridge Road in Stamford. The proposed project plans to occupy approximately 2,412 SF of the existing 31,300-SF mixed-use commercial building with a retail cannabis facility. The 111 High Ridge Road parcel shares parking with the 123 High Ridge Road parcel. Together, the parcels have a total of 120 parking spaces on site.

To determine a profile of existing conditions, data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed project were developed based on statistical data published by ITE, and intersection capacity analysis and queue analysis was performed at the study intersections under Background and Combined (2023) Conditions. **Based on the results of the capacity and queue analysis, it is our opinion that the increase in traffic because of the proposed project can be accommodated by the surrounding roadway system. As such, no traffic mitigation is necessary.** With the proposed project, all individual movements at the study intersections are not expected to degrade in LOS, compared to Background (2023) Conditions.

To determine the parking operations of the proposed project site, parking counts of the site were made, and parking demands were estimated based on City of Stamford Zoning Regulations and statistical data published by ITE and a conservative future shared parking analysis was performed. **Based on the observations conducted on site and the results of the ITE shared parking analysis, it is our opinion that**

***the two sites (111 and 123 High Ridge Road) will provide more than enough parking for all the uses within the two mixed-use commercial buildings with the proposed project.***

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

Sincerely,

**SLR International Corporation**



David G. Sullivan, PE  
U.S. Manager of Traffic & Transportation Planning



Emily A. Foster, PE  
Senior Transportation Engineer

#### **Figures**

- Figure 1 – Site Location Map
- Figure 2 – Study Area
- Figure 3 – Existing (2022) Conditions Peak-Hour Traffic Volumes
- Figure 4 – Existing (2022) Conditions Peak-Hour Pedestrian Volumes
- Figure 5 – Proposed Project Distribution
- Figure 6 – Proposed Project Peak-Hour Trip Assignment
- Figure 7 – Nearby Planned Developments Locations
- Figure 8 – Nearby Planned Developments Total Peak-Hour Trip Assignment
- Figure 9 – Background (2023) Conditions Peak-Hour Traffic Volumes
- Figure 10 – Combined (2023) Conditions Peak-Hour Traffic Volumes

#### **Appendix**

- Traffic Counts
- Information on the Nearby Planned Developments Include in Background (2023) Conditions
- LOS Designation Descriptions
- Synchro Analysis Worksheets

21378.00001.f2723.ltr.docx

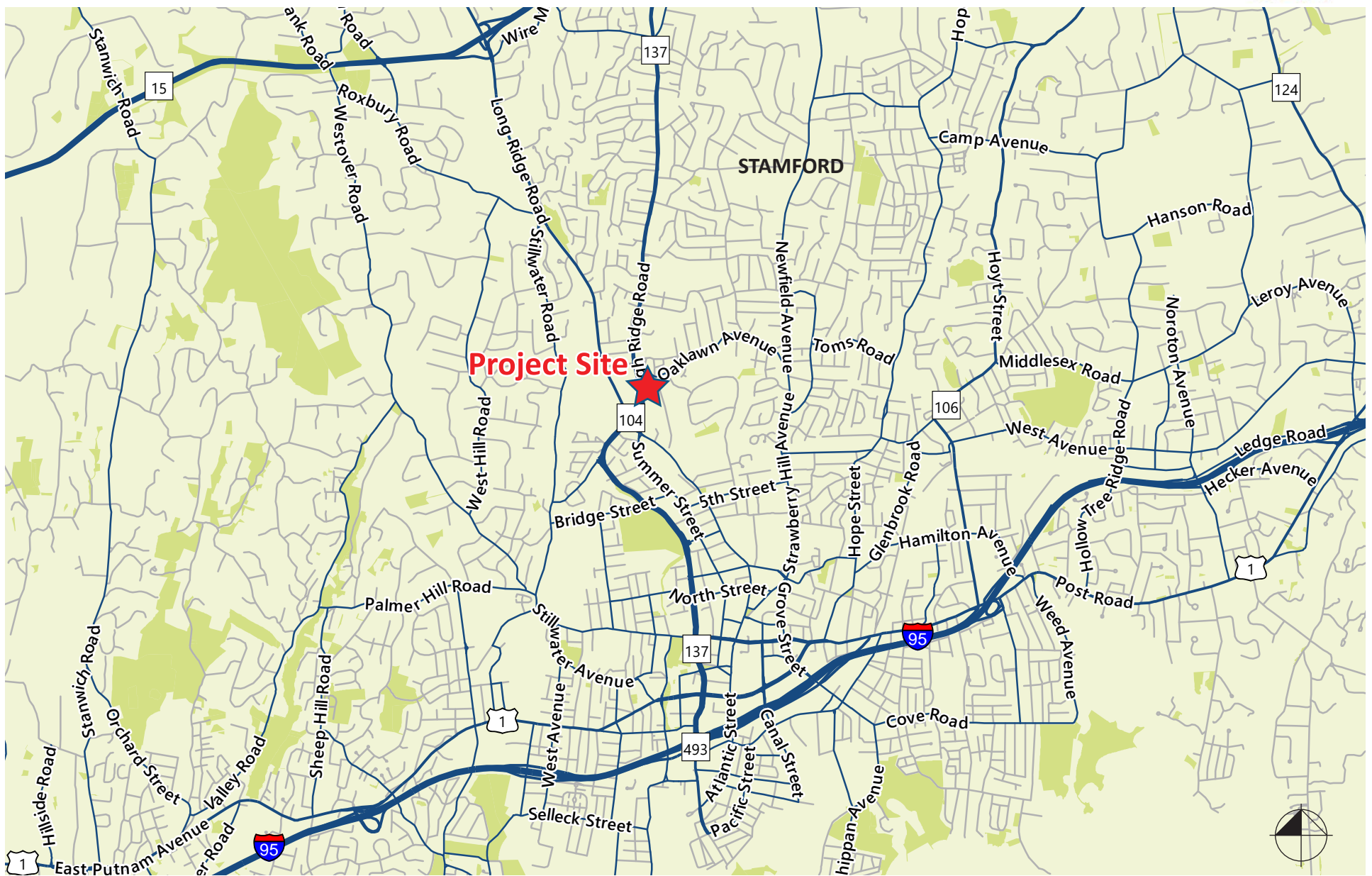
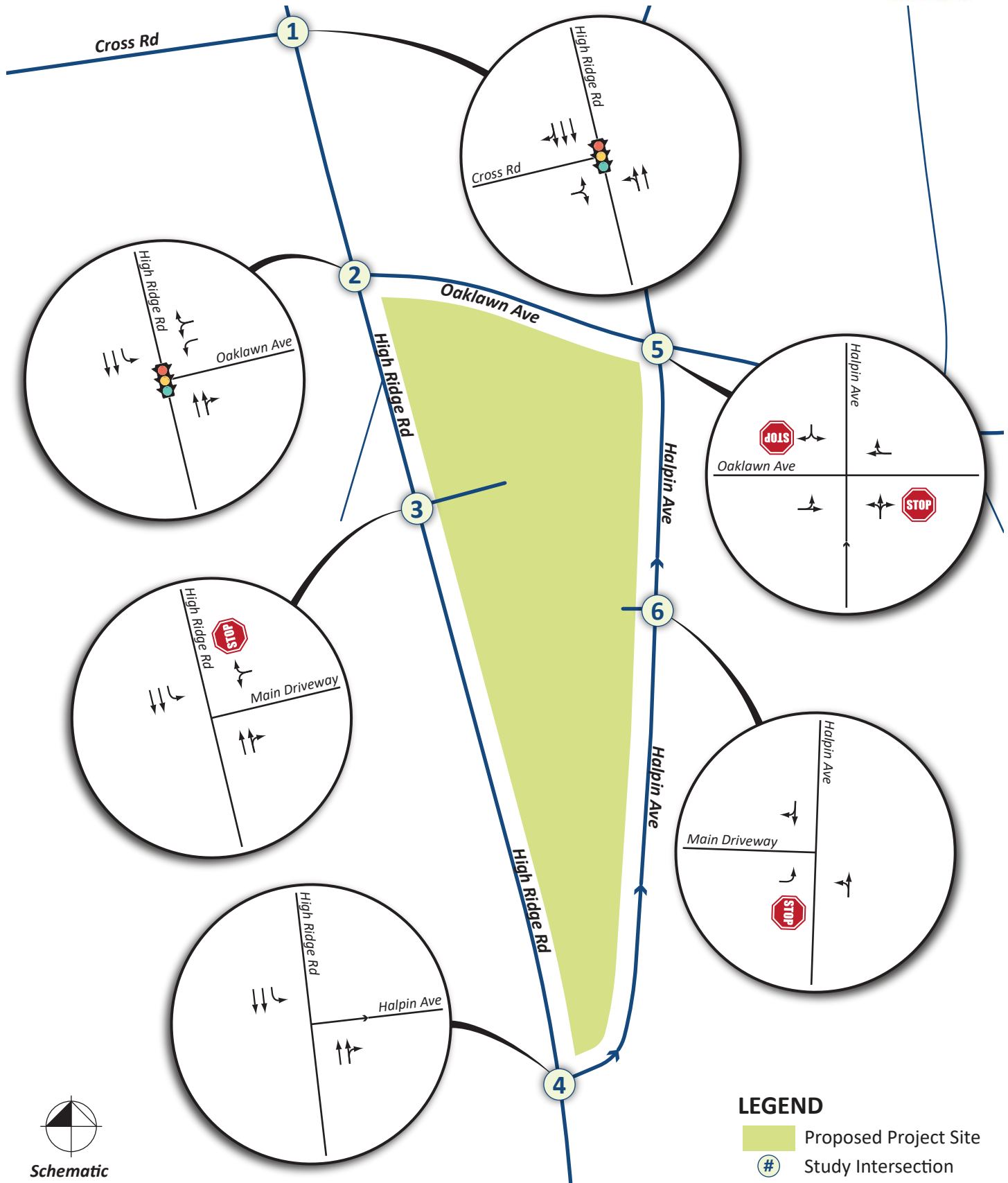
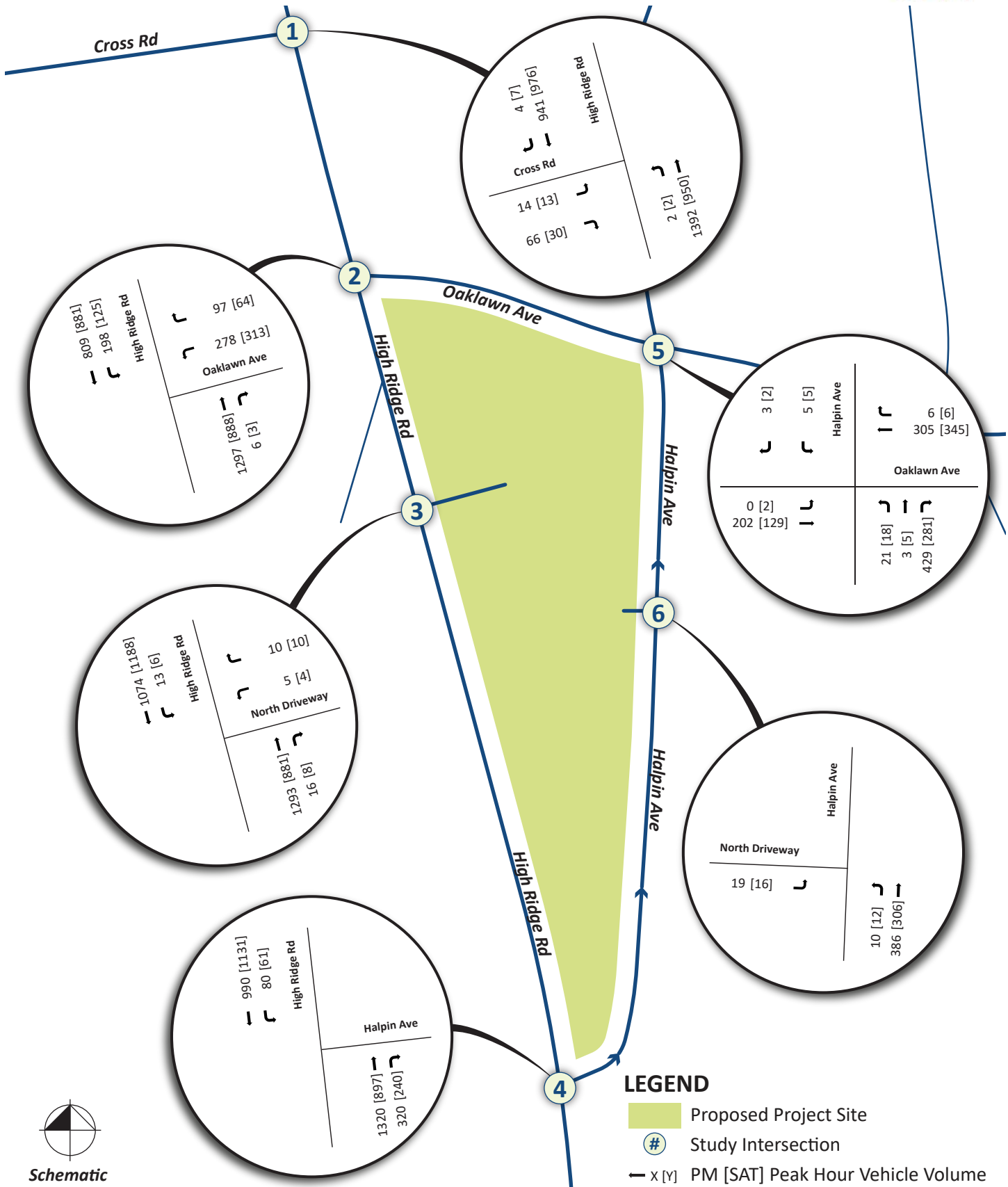


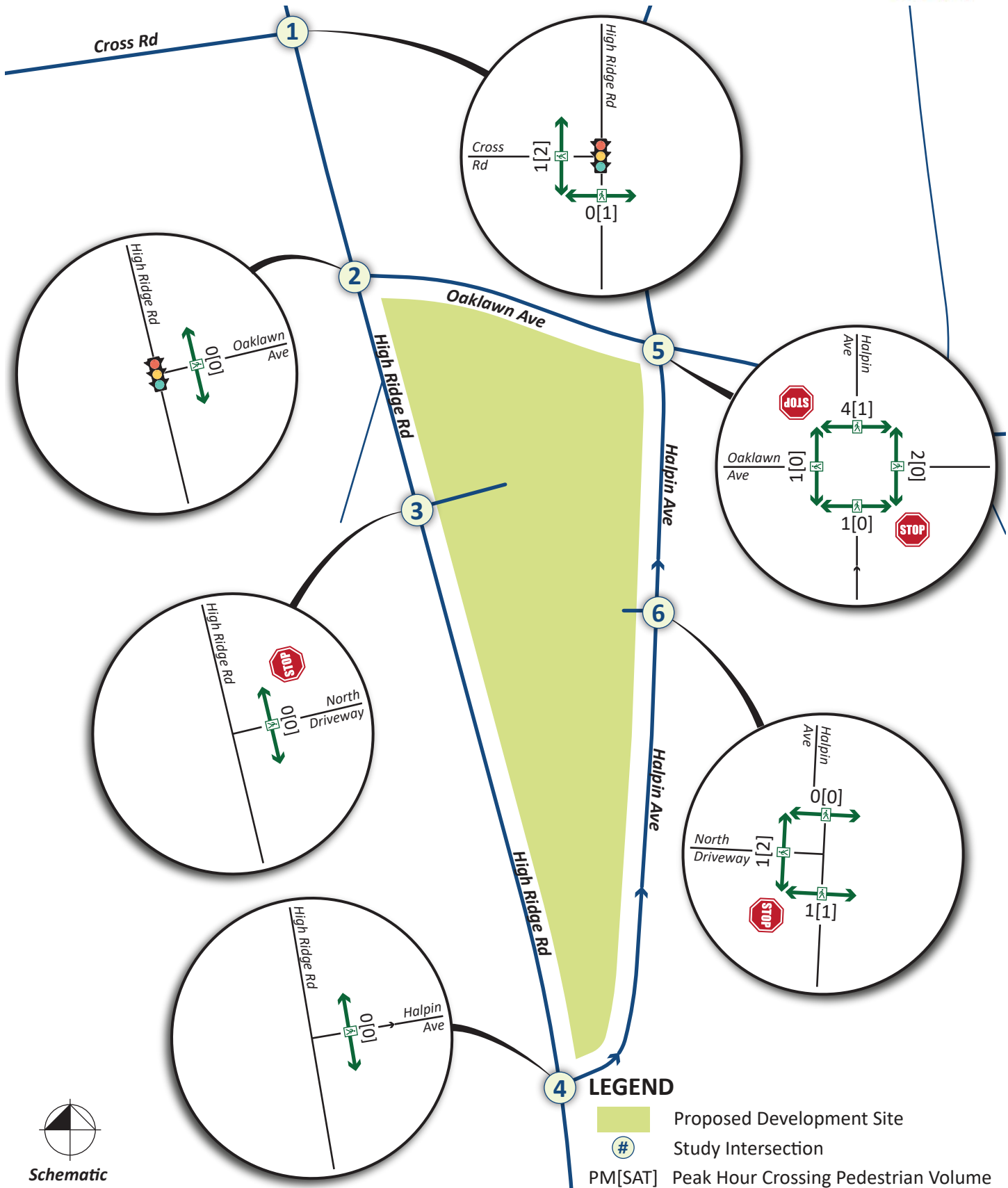
Figure 1  
Site Location Map



**Figure 2**  
Study Area



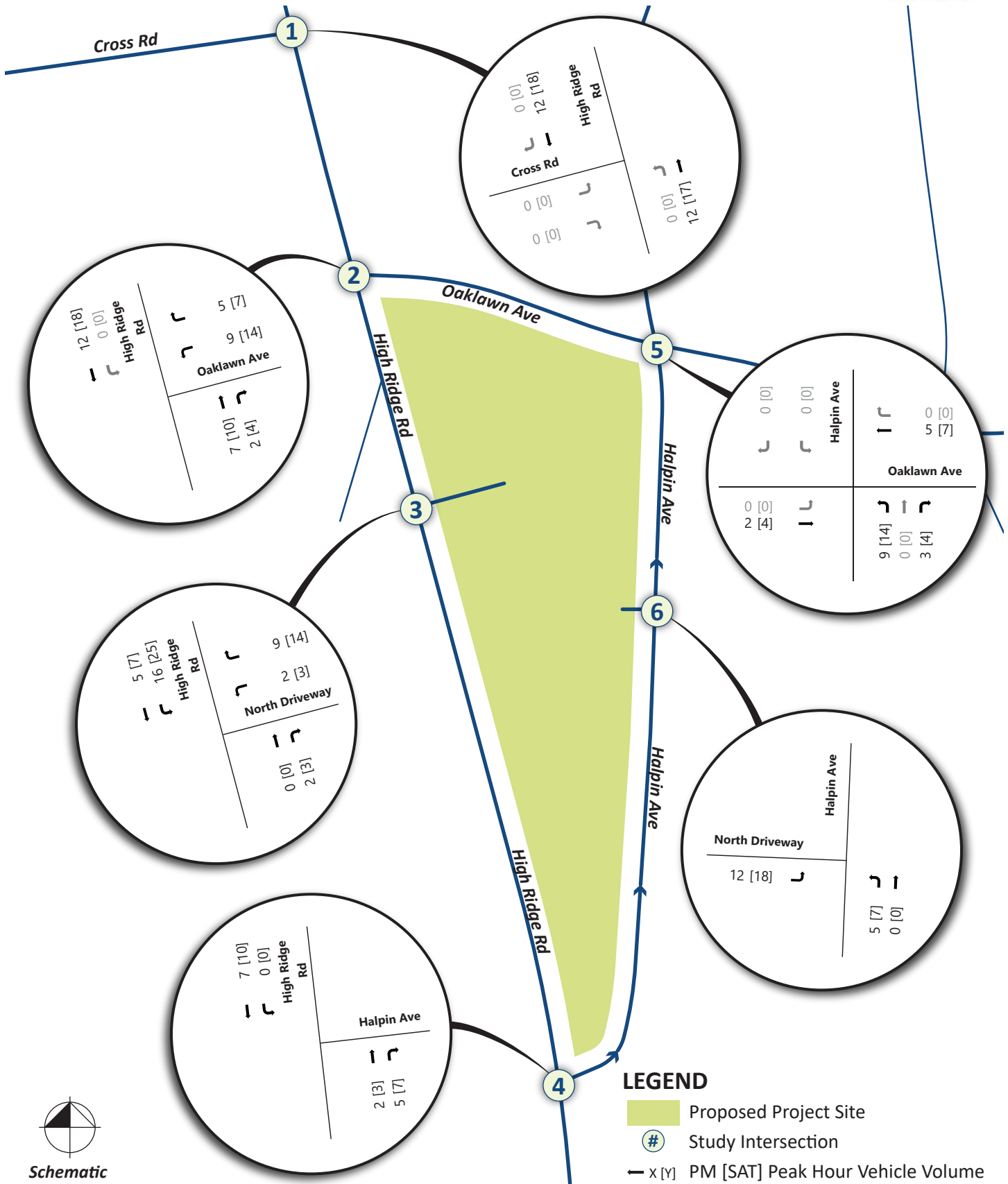
**Figure 3**  
Existing (2022) Conditions Peak Hour Traffic Volumes



**Figure 4**  
Existing (2022) Conditions Peak-Hour Pedestrian Volumes



**Figure 5**  
Proposed Project Distribution



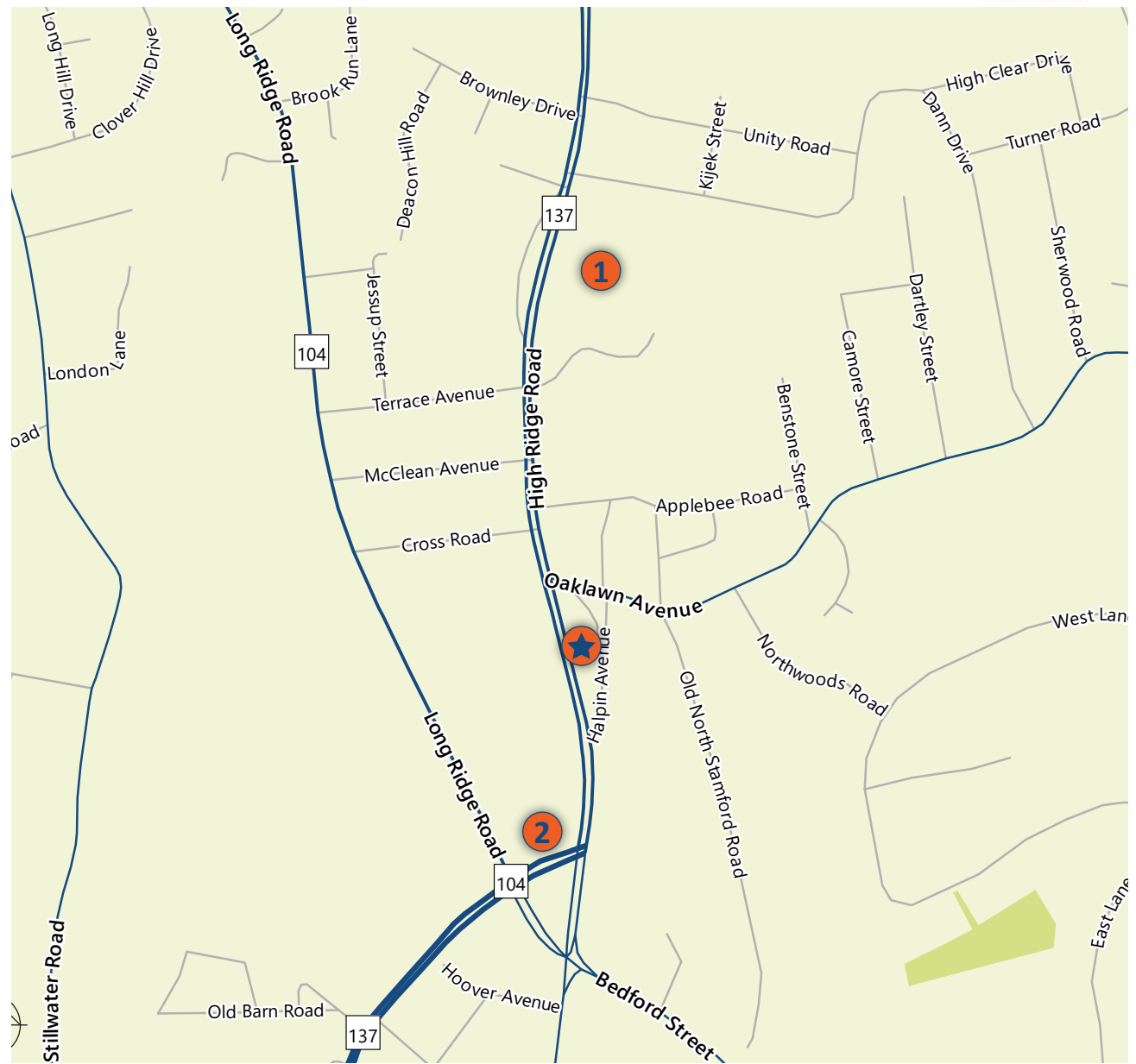
**Figure 6**  
Proposed Project Peak Hour Trip Assignment

## Nearby Planned Developments

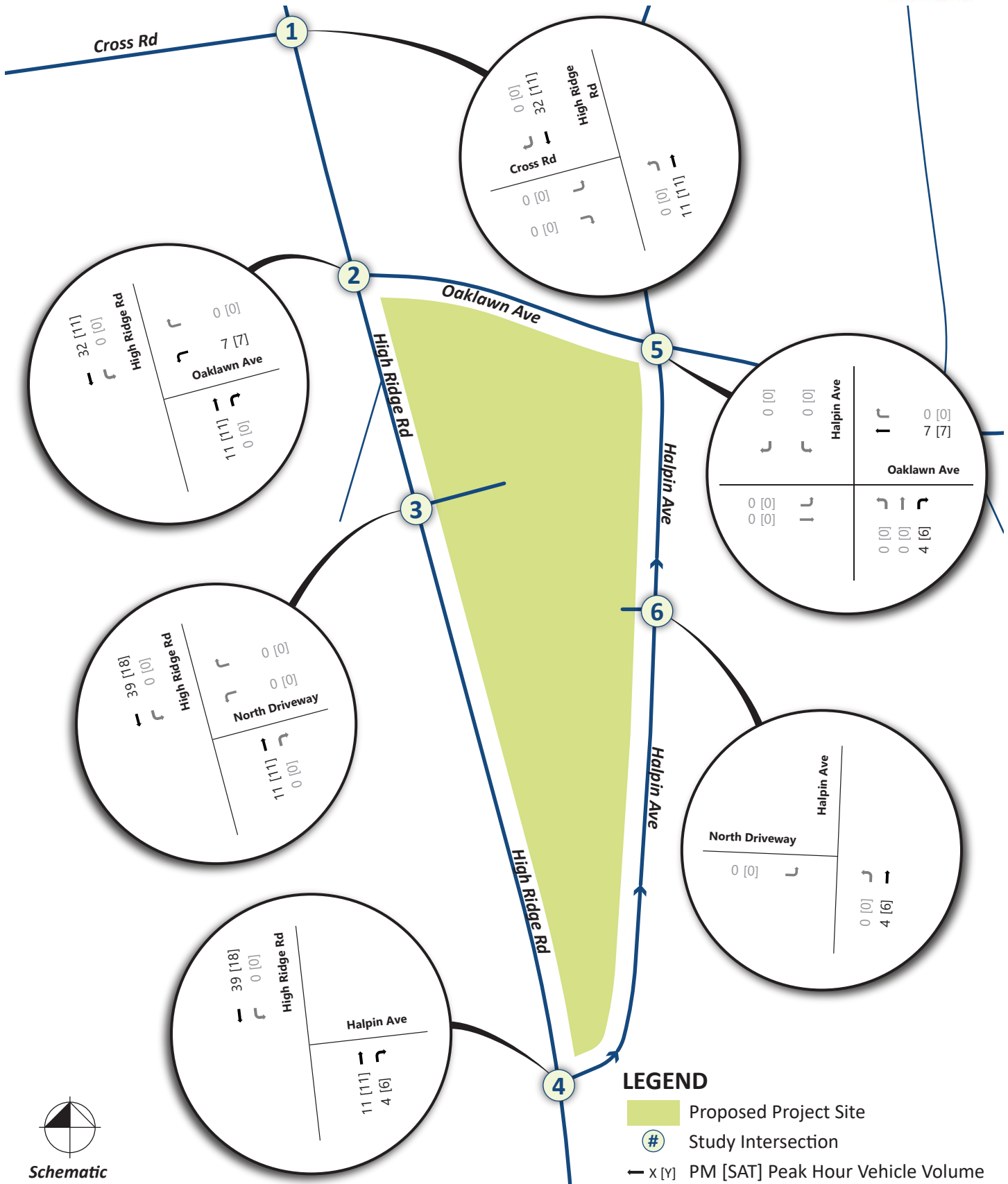
1. 255 High Ridge Road  
Goddard School
2. 3 Cold Spring Road  
Restaurant Development

### LEGEND

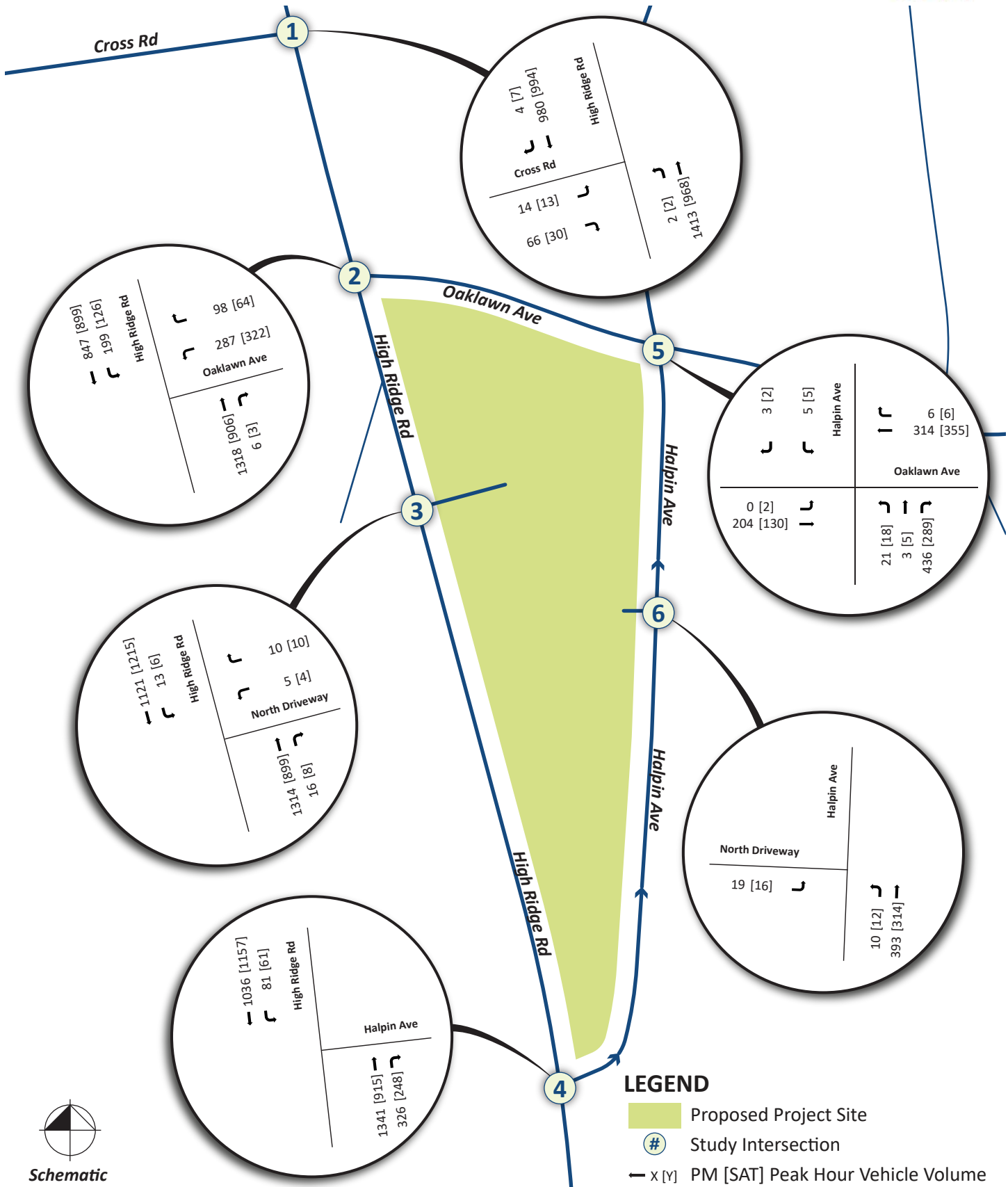
-  Proposed Project Location
-  Planned Development Location



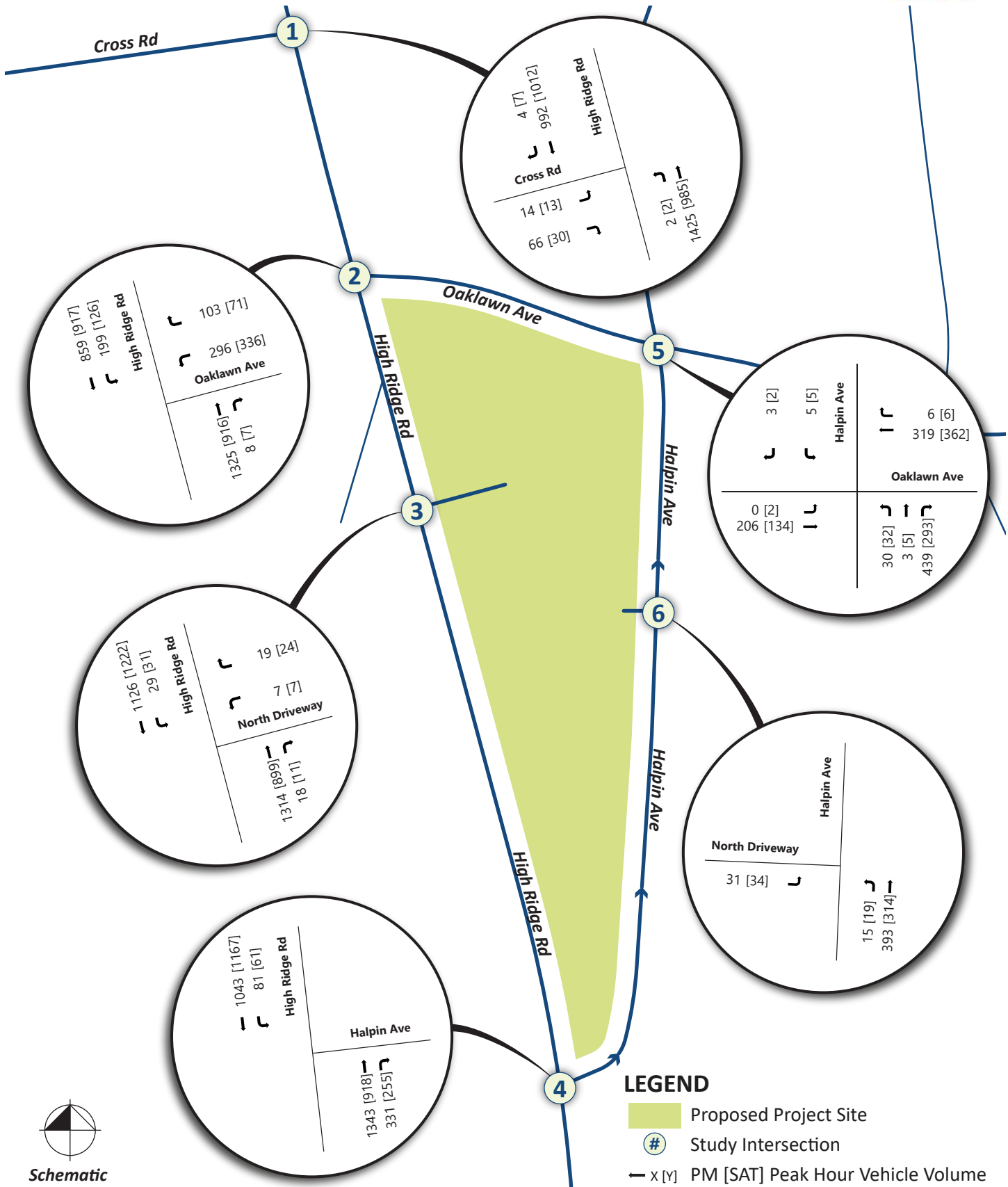
**Figure 7**  
Nearby Planned Developments Locations



**Figure 8**  
Nearby Planned Developments Total Peak-Hour Trip Assignment



**Figure 9**  
Background (2025) Conditions Peak Hour Traffic Volume



**Figure 10**  
Combined (2025) Conditions Peak Hour Traffic Volumes

# **APPENDIX**

**P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)**  
**Locations 1 and 2**  
**Tuesday December 13<sup>th</sup>, 2022**  
**Stamford, CT**

**High Ridge Rd. at Oaklawn Ave.**  
P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)  
Stamford, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 14191TURR  
Site Code : 00000001  
Start Date : 12/13/2022  
Page No : 1

		Groups Printed: CARS - TRUCKS - BUSES											
		HIGH RIDGE RD.						OAKLAWN AVE.					
		SOUTHBOUND						WESTBOUND					
Start Time		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	
04:00 PM		0	195	55	0	250		19	0	65	0	84	
04:15 PM		0	198	57	0	255		20	0	68	0	88	
04:30 PM		0	222	38	0	260		30	0	79	0	109	
04:45 PM		0	206	44	0	250		28	0	63	0	91	
Total		0	821	194	0	1015		97	0	275	0	372	
05:00 PM		0	202	48	0	250		16	0	80	0	96	
05:15 PM		0	202	48	0	250		24	1	56	0	81	
05:30 PM		0	185	53	0	238		35	0	79	0	114	
05:45 PM		0	220	49	0	269		22	0	63	0	85	
Total		0	809	198	0	1007		97	1	278	0	376	
Grand Total		0	1630	392	0	2022		194	1	553	0	748	
Approach %		0	80.6	19.4	0	25.9		0.1	73.9	0	0	0.4	99.6
Total %		0	31.2	7.5	0	38.7		3.7	10.6	0	0	0.2	46.8
% CARS		0	1621	392	0	2013		194	1	553	0	748	
% TRUCKS		0	99.4	100	0	99.6		100	100	100	0	100	99.8
% BUSES		0	0.2	0	0	0.2		0	0	0	0	0	0.2
% TRUCKS		0	0.1	0	0	0.1		0	0	0	0	0	0
% BUSES		0	0.7	0	0	0.7		0	0	0	0	0	0
% BUSES		0	0.4	0	0	0.3		0	0	0	0	0	0.2



**High Ridge Rd. at Oaklawn Ave.**

P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)

Stamford, CT

Weather Clear

## TRAFFIC COUNTS

PEAK HOUR

5:00 TO 6:00 P.M.

File Name : 14191TURR

Site Code : 00000001

Start Date : 12/13/2022

Page No : 2

File Name : 14191TURR

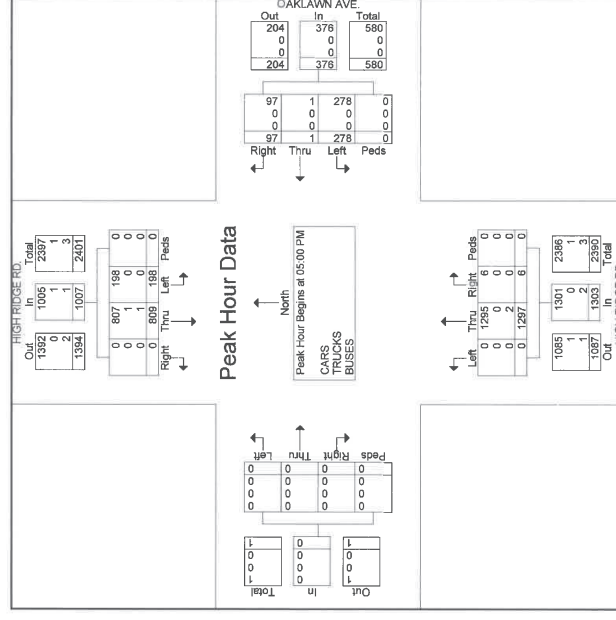
Site Code : 00000001

Start Date : 12/13/2022

Page No : 3

[illegible]

HIGH RIDGE RD. SOUTHWEST										OAKLAWN AVE. WESTBORD										HIGH RIDGE RD. NORTHBORD										EASTBORD									
Start Time		Right		Thru		Left		% Sat		Right		Thru		Left		% Sat		Right		Thru		Left		% Sat		Right		Thru		Left		% Sat							
Peak Hour		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM							
Peak Hour for Entire Intersection Begins at 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM		Analysis From 05:00 PM							
05:00 PM		0 202		48		250		16		0		80		0		96		3		303		0		306		0		0		0		0							
05:15 PM		0 202		48		250		24		1		56		0		81		0		319		0		319		0		0		0		0							
05:30 PM		0 185		53		0		238		35		79		0		114		1		338		0		339		0		0		0		0							
05:45 PM		0 220		49		0		269		22		63		0		85		2		337		0		339		0		0		0		0							
Total Volume		0 809		198		0		1007		97		1 278		0		376		0		1303		0		1303		0		0		0		0							
% App. Total		0 80.3		19.7		0		25.8		6.3		73.9		0		9.5		0.5		99.5		0		99.5		0		0		0		0							
PHF		0 0.90		0.919		0.934		0.900		0.936		0.893		0.250		0.869		0.000		0.825		0.000		0.861		0.000		0.000		0.000		0.969							
CARS		0 807		198		0		1005		97		1 278		0		376		0		1301		0		1301		0		0		0		0							
% CARS		0 99.8		100		0		99.8		100		100		100		100		100		99.8		0		99.8		0		0		0		0							
TRUCKS		0 1		0		0		1		0		0		0		0		0		0		0		0		0		0		0		0							
% TRUCKS		0 0.1		0		0		0.1		0		0		0		0		0		0		0		0		0		0		0		0							
BUSES		0 1		0		0		1		0		0		0		0		0		2		0		2		0		0		0		0							
% BUSES		0 0.1		0		0		0.1		0		0		0		0		0		0.2		0		0.2		0		0		0		0							



Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 14191TURR  
Site Code : 00000001  
Start Date : 12/13/2022  
Page No : 4

Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 14191TURR  
Site Code : 00000001  
Start Date : 12/13/2022  
Page No : 5

## Groups Printed- CARS

HIGH RIDGE RD. SOUTHBOUND										OAKLAWN AVE. WESTBOUND										HIGH RIDGE RD. NORTHBOUND										EASTBOUND									
Start Time	Right	Thru	Left	Peds	App. Wt	Right	Thru	Left	Peds	App. Wt	Right	Thru	Left	Peds	App. Wt	Right	Thru	Left	Peds	App. Wt																			
04:00 PM	0	195	55	0	250	19	0	65	0	84	2	250	0	252	0	0	0	0	0	586																			
04:15 PM	0	196	57	0	253	20	0	68	0	88	0	259	0	323	0	0	0	0	0	600																			
04:30 PM	0	219	38	0	257	30	0	79	0	109	0	322	0	329	0	0	0	0	0	689																			
04:45 PM	0	204	44	0	248	28	0	63	0	91	1	319	0	320	0	0	0	0	0	659																			
Total	0	814	194	0	1008	97	0	275	0	372	4	1155	0	1154	0	0	0	0	0	2534																			
05:00 PM	0	202	48	0	250	16	0	80	0	96	3	303	0	306	0	0	0	0	0	652																			
05:15 PM	0	202	48	0	250	24	1	56	0	81	0	317	0	317	0	0	0	0	0	648																			
05:30 PM	0	184	53	0	237	35	0	79	0	114	1	338	0	339	0	0	0	0	0	680																			
05:45 PM	0	219	49	0	268	22	0	63	0	85	2	337	0	339	0	0	0	0	0	692																			
Total	0	807	198	0	1005	97	1	278	0	376	6	1285	0	1301	0	0	0	0	0	2662																			
Grand Total	0	1621	392	0	2013	194	1	553	0	748	10	2445	0	2455	0	0	0	0	0	5216																			
Approach %	0	80.5	19.5	0	25.9	0.1	73.9	0	74.0	0.4	98.6	0	0	98.6	0	0	0	0	0	0																			
Total %	0	31.1	7.5	0	38.6	3.7	10.6	0	14.3	0.2	46.9	0	0	47.1	0	0	0	0	0	0																			

## Groups Printed- TRUCKS

[illegible]

**High Ridge Rd. at Oaklawn Ave.**

P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

## TRAFFIC COUNTS

PEAK HOUR

5:00 TO 6:00 P.M.

File Name : 14191TURR

Site Code : 00000001

Start Date : 12/13/2022

Page No : 6

**Oaklawn Ave. at Halpin Ave.**

P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

## TRAFFIC COUNTS

PEAK HOUR

5:00 TO 6:00 P.M.

File Name : 1419-2TU

Site Code : 00000002

Start Date : 12/13/2022

Page No : 1

## Groups Printed- BUSES

[illegible]

Groups Printed- CARS - TRUCKS - BUSES

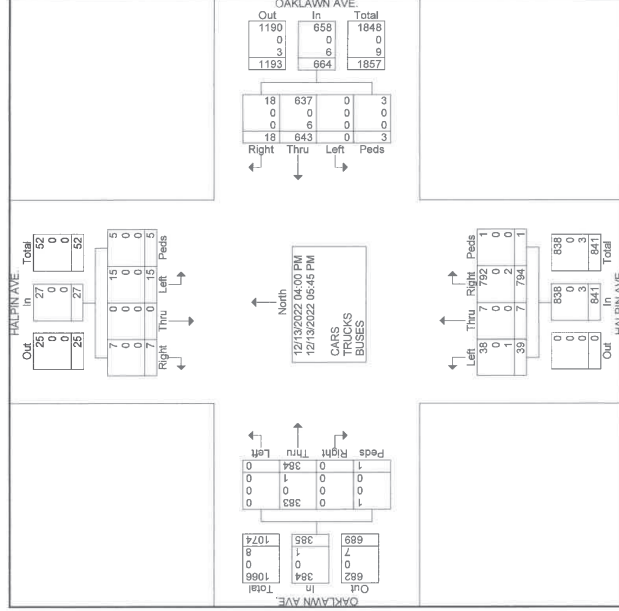
HALPIN AVE.										OAKLAWN AVE.										HARPIN AVE.										OAKLAWN AVE.									
SOUTHBOUND					WESTBOUND					SOUTHBOUND					WESTBOUND					SOUTHBOUND					WESTBOUND														
Start Time	Right	Thru	Left	App. Time	Right	Thru	Left	Peds.	App. Time	Right	Thru	Left	Peds.	App. Time	Right	Thru	Left	Peds.	App. Time	Right	Thru	Left	Peds.	App. Time															
04:00 PM	1	0	3	0	4	3	87	0	90	83	0	5	0	88	0	38	0	0	0	88	0	38	0	0	88														
04:05 PM	0	2	0	2	2	84	0	86	91	2	5	0	98	0	58	0	58	0	58	0	58	0	58	0	58														
04:10 PM	0	2	0	3	5	84	0	89	104	5	0	109	0	39	0	39	0	39	0	39	0	39	0	39															
04:15 PM	3	0	2	1	6	83	0	1	86	87	2	3	0	92	0	47	0	0	47	0	47	0	0	47															
Total	4	0	10	1	15	12	338	0	1	351	385	4	18	0	387	0	182	0	0	182	0	182	0	0	182														
05:00 PM	2	0	1	1	4	3	77	0	1	99	1	6	0	121	0	57	0	0	57	0	57	0	0	57															
05:05 PM	0	0	1	0	4	2	66	0	0	68	119	0	2	0	121	0	51	0	51	0	51	0	0	51															
05:10 PM	0	0	2	0	5	0	87	0	0	87	99	1	8	0	108	0	55	0	55	0	55	0	0	55															
05:15 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	49	0	49	0	0	49															
Total	3	0	5	4	12	6	305	0	2	313	429	3	21	1	454	0	202	0	202	0	202	0	0	203	982														
Grand Total	7	0	15	5	27	18	643	0	3	664	794	7	39	1	841	0	384	0	384	0	384	0	0	385	1917														
Approach	25.9	0	56.6	18.5	1.4	27	96.8	0	0.5	94.4	0.8	4.6	0.1	43.9	0	99.7	0	0.3	0	99.7	0	0.3	0	0.3	20.1														
Total %	0.4	0	0.8	0.5	1.7	0.9	33.5	0	0.2	34.4	0.4	0.4	0.2	0.1	53.8	0	30	0	0.1	53.8	0	0.1	0	0.1	20.1														
CARS	7	0	15	5	27	18	637	0	3	668	792	7	38	1	839	0	383	0	383	0	383	0	0	384	1907														
% CARS	100	0	100	100	100	100	99.1	0	100	99.1	99.7	100	97.4	100	99.6	0	96.7	0	96.7	0	96.7	0	0	99.7	99.5														
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
BUSES	0	0	0	0	0	0	6	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0														
% BUSES	0	0	0	0	0	0	0.9	0	0	0.9	0.3	0.2	0	0	0.4	0	0	0	0	0.4	0	0.3	0	0	0														

**Oaklawn Ave. at Halpin Ave.**

P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)  
Stamford, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 1419-2TU  
Site Code : 00000002  
Start Date : 12/13/2022  
Page No : 2



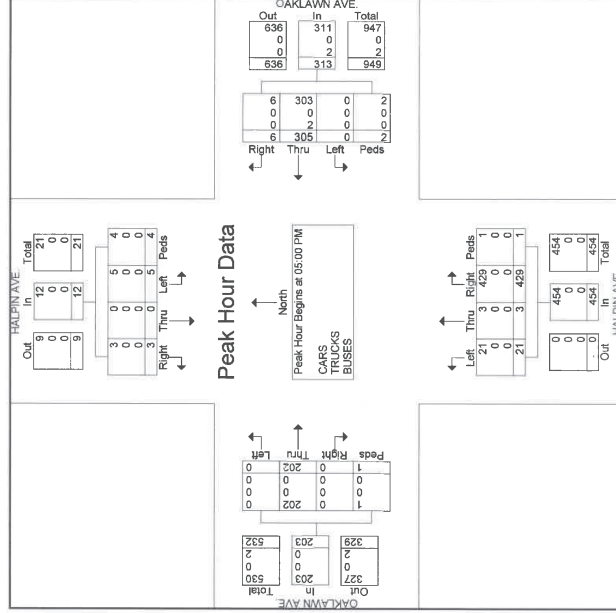
**Oaklawn Ave. at Halpin Ave.**

P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)  
Stamford, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 1419-2TU  
Site Code : 00000002  
Start Date : 12/13/2022  
Page No : 3

Start Time	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
	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 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	0	1	1	4	3	77	0	1	81	99	1	6	1	107	0	47	0	1	48	240
05:15 PM	0	0	1	0	1	2	66	0	0	68	119	0	2	0	121	0	51	0	0	51	241
05:30 PM	0	0	3	2	5	0	87	0	0	87	99	1	8	0	108	0	55	0	0	55	255
05:45 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	0	49	246
Total Volume	3	0	5	4	12	6	305	0	2	313	429	3	21	1	454	0	202	0	1	203	982
% App. Total	25	0	41.7	33.3	500	119	97.4	0	0.6	94.5	94.5	0.7	4.6	0.2	938	0.00	918	0.00	0.5	923	963
% CARS	3	0	5	4	12	6	303	0	2	311	429	3	21	1	454	0	202	0	1	203	980
% TRUCKS	0	0	0	0	0	0	993	0	100	994	100	100	100	100	100	0	100	0	100	0	99.8
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2



**Oaklawn Ave. at Halpin Ave.**

P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 1419-2TU  
Site Code : 00000002  
Start Date : 12/13/2022  
Page No : 4

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

**Oaklawn Ave. at Halpin Ave.**

P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

File Name : 1419-2TU  
Site Code : 00000002  
Start Date : 12/13/2022  
Page No : 5

## Groups Printed- CARS

Groups of Timber CARS																					
HARPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HARPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND						
Start Time	Right	Thru	Left	Peds	Any	Right	Thru	Left	Peds	Any	Right	Thru	Left	Peds	Any	Total					
04:00 PM	0	0	3	0	3	5	85	0	0	85	0	57	0	0	57	216					
04:15 PM	0	0	3	0	3	2	87	0	0	87	0	4	0	0	4	37					
04:30 PM	0	0	3	0	3	5	87	0	0	87	0	38	0	0	38	235					
04:45 PM	3	0	2	1	6	2	83	0	1	86	37	2	0	0	47	231					
Total	4	0	10	1	15	12	334	0	1	347	363	4	17	0	384	0	181	927			
05:00 PM	2	0	1	1	4	3	77	0	1	81	99	1	6	1	107	1	48	240			
05:15 PM	0	0	1	1	2	65	0	0	67	119	0	2	0	121	0	51	240	514			
05:30 PM	0	0	3	2	5	0	86	0	0	86	99	1	8	0	108	0	55	254			
05:45 PM	1	0	0	1	2	1	75	0	1	77	1	5	0	118	0	49	0	249			
Total	3	0	5	4	12	6	303	0	2	311	429	3	21	1	454	0	202	0	1	203	960
Grand Total	7	0	15	5	27	18	637	0	3	658	792	7	38	1	838	0	383	0	1	384	1907
Approach %	25.9		0	56.6	18.5		27	98.8	0	0.5	94.5	0.8	4.5	0.1	99.7	0	0.3	0	0	0.3	100%
Total %	0.4	0	0.8	0.3	1.4	0.9	33.4	0	0.2	34.5	41.4	0.2	0.1	0.4	43.9	0	0.1	0	0	0.1	20.1

## Groups Printed- TRUCKS

[illegible]

**Oaklawn Ave. at Halpin Ave.**  
P.M. TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)  
Stamford, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 1419-2TU  
Site Code : 00000002  
Start Date : 12/13/2022  
Page No : 6

**Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)**  
**Locations 1 and 2**  
**Saturday December 10<sup>th</sup>, 2022**  
**Stamford, CT**

Groups Printed- BUSES																					
HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND						
Start Time	Right	Thru	Left	Peaks	App. Tot	Right	Thru	Left	Peaks	App. Tot	Right	Thru	Left	Peaks	App. Tot	Right	Thru	Left	Peaks	App. Tot	
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	0	1	0	0	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	1	0	0	1	10
Approch %	0	0	0	0	0	0	100	0	0	66.7	0	33.3	0	0	100	0	100	0	0	0	10
Total %	0	0	0	0	0	0	60	0	0	60	20	0	10	0	30	0	10	0	0	10	10



**Reliable Traffic Counts, LLC**  
**Vehicle/Data Collection Service**  
11 Bradburn Dr. East Haven, CT 06312 Tel: 203-535-2042 Fax: 203-469-0215 [info@rtc-usa.com](mailto:info@rtc-usa.com)

# High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.

File Name : 1419-1SR2  
Site Code : 00000001  
Start Date : 12/10/2022  
Page No : 1

# High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

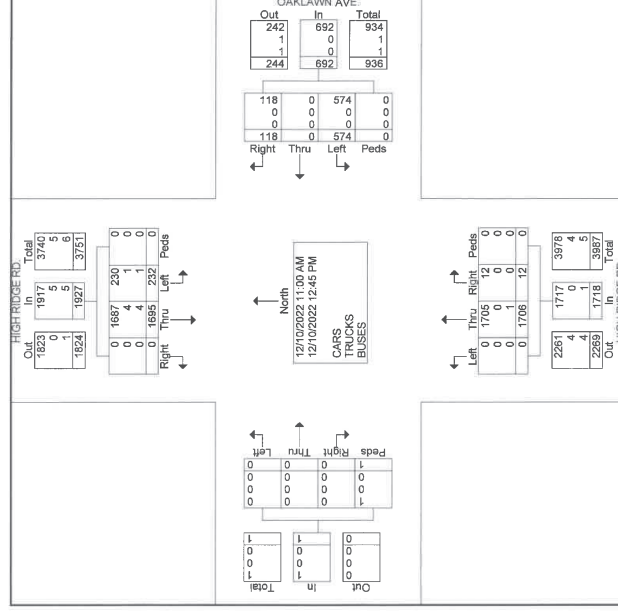
prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.

File Name : 1419-1SR2  
Site Code : 00000001  
Start Date : 12/10/2022  
Page No : 2

		Groups Printed- CARS - TRUCKS - BUSES																							
		HIGH RIDGE RD. SOUTHBOUND						OAKLAWN AVE. WESTBOUND						HIGH RIDGE RD. NORTHBOUND						EASTBOUND					
Start Time		Right	Thru	Left	Peds	App. Tot		Right	Thru	Left	Peds	App. Tot		Right	Thru	Left	Peds	App. Tot		Right	Thru	Left	Peds	App. Tot	
11:00 AM		0	197	25	0	222	17	0	79	0	96	1	189	0	0	190	0	0	0	0	0	0	0	0	508
11:15 AM		0	190	32	0	222	10	0	66	0	76	7	228	0	0	235	0	0	0	0	0	0	0	0	533
11:30 AM		0	214	28	0	242	15	0	55	0	70	1	181	0	0	182	0	0	0	0	0	0	0	0	494
11:45 AM		0	213	22	0	235	12	0	61	0	73	0	220	0	0	220	0	0	0	0	0	0	1	1	529
Total		0	814	107	0	921	54	0	261	0	315	9	818	0	0	827	0	0	0	0	0	0	1	1	2064
12:00 PM		0	240	32	0	272	24	0	71	0	95	1	236	0	0	237	0	0	0	0	0	0	0	0	604
12:15 PM		0	235	32	0	267	12	0	100	0	112	1	216	0	0	217	0	0	0	0	0	0	0	0	596
12:30 PM		0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	0	0	0	0	529
12:45 PM		0	202	32	0	234	10	0	73	0	83	1	227	0	0	228	0	0	0	0	0	0	0	0	545
Total		0	881	125	0	1006	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	0	0	0	2274
Grand Total		0	1695	232	0	1927	118	0	574	0	692	12	1706	0	0	1718	0	0	0	0	0	0	1	1	4338
Approach %		0	88	12	0	17.1	0	0	82.9	0	0	0.7	99.3	0	0	0	0	0	0	0	0	0	100	0	0
Total %		0	39.1	5.3	0	44.4	2.7	0	13.2	0	16	0.3	39.3	0	0	39.6	0	0	0	0	0	0	0	0	0
% CARS		0	1687	230	0	1917	118	0	574	0	692	12	1706	0	0	1717	0	0	0	0	0	0	1	1	4327
% TRUCKS		0	99.5	99.1	0	99.5	100	0	100	0	100	100	99.9	0	0	99.9	0	0	0	0	0	0	100	100	99.7
% BUSES		0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% TRUCKS		0	0.2	0.4	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES		0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% BUSES		0	0.2	0.4	0	0.3	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0.1



# High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.

File Name : 1419-1SR2  
Site Code : 00000001  
Start Date : 12/10/2022  
Page No : 3

# High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

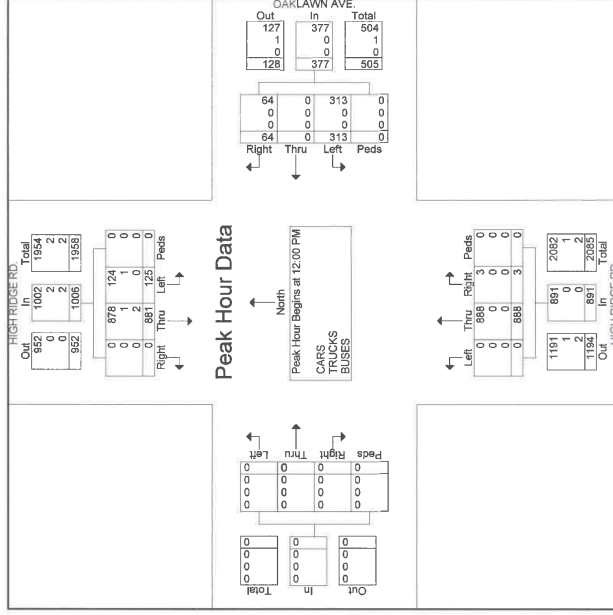
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.

File Name : 1419-1SR2  
Site Code : 00000001  
Start Date : 12/10/2022  
Page No : 4

Start Time	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND				
	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 12:00 PM to 12:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 12:00 PM																				
12:00 PM	0	240	32	0	272	0	71	0	95	1	236	0	0	237	0	0	0	0	0	604
12:15 PM	0	235	32	0	267	12	0	100	0	112	1	216	0	0	217	0	0	0	0	596
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	529
12:45 PM	0	202	32	0	234	10	0	73	0	83	1	227	0	0	228	0	0	0	0	545
Total Volume	0	881	125	0	1006	64	0	313	0	377	3	888	0	0	891	0	0	0	0	2274
% App. Total	0	87.6	12.4	0	100	17	0	83	0	99.7	0	0	0	0	0	0	0	0	0	0
PHF	.000	.918	.977	.000	.925	.987	.000	.783	.000	.842	.750	.941	.000	.000	.940	.000	.000	.000	.000	.941
CARS	0	878	124	0	1002	64	0	313	0	377	3	888	0	0	891	0	0	0	0	2270
% CARS	0	99.7	99.2	0	99.6	100	0	100	0	100	0	100	0	0	100	0	0	0	0	99.8
TRUCKS	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0.1	0.1	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
BUSES	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% BUSES	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2

Start Time	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
11:00 AM	0	195	25	0	220	17	0	79	0	96	1	188	0	0	189	0	0	0	0	505
11:15 AM	0	189	31	0	220	10	0	66	0	76	7	228	0	0	235	0	0	0	0	531
11:30 AM	0	213	28	0	241	15	0	55	0	70	1	181	0	0	182	0	0	0	0	493
11:45 AM	0	212	22	0	234	12	0	61	0	73	0	220	0	0	220	0	0	0	1	528
Total	0	809	106	0	915	54	0	261	0	315	9	817	0	0	826	0	0	0	1	2057
12:00 PM	0	239	31	0	270	24	0	71	0	95	1	236	0	0	237	0	0	0	0	602
12:15 PM	0	234	32	0	266	12	0	100	0	112	1	216	0	0	217	0	0	0	0	595
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	529
12:45 PM	0	201	32	0	233	10	0	73	0	83	1	227	0	0	228	0	0	0	0	544
Total	0	878	124	0	1002	64	0	313	0	377	3	888	0	0	891	0	0	0	0	2270
Grand Total	0	1687	230	0	1917	118	0	574	0	692	12	1705	0	0	1717	0	0	0	1	4327
Approach %	0	88	12	0	100	17	0	82.9	0	99.3	0	7	0	0	99.3	0	0	0	100	0
Total %	0	39	5.3	0	44.3	2.7	0	13.3	0	16	0.3	39.4	0	0	39.7	0	0	0	0	0





# **Oaklawn Ave. at Halpin Ave.**

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

File Name : 1419-2s  
Site Code : 00000002  
Start Date : 12/10/2022  
Page No : 1

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.

		Groups Printed: CARS - TRUCKS - BUSES																								
		HALPIN AVE. SOUTHBOUND						OAKLAWN AVE. WESTBOUND						HALPIN AVE. NORTHBOUND						OAKLAWN AVE. EASTBOUND						
Start Time	End Time	Right	Thru	Left	Peds	Ass. Total	Right	Thru	Left	Peds	Ass. Total	Right	Thru	Left	Peds	Ass. Total	Right	Thru	Left	Peds	Ass. Total	Right	Thru	Left	Peds	Ass. Total
11:00 AM	11:15 AM	0	0	0	2	2	1	92	0	0	93	73	1	4	0	78	1	29	0	0	30	203	0	0	0	0
11:15 AM	11:30 AM	0	0	1	0	1	2	67	0	1	70	59	2	4	0	65	0	33	0	0	33	169	0	0	0	0
11:30 AM	11:45 AM	1	0	1	0	2	1	67	0	0	68	70	0	3	0	73	0	30	0	0	30	173	0	0	0	0
11:45 AM	12:00 PM	1	0	2	0	3	2	71	0	0	73	62	0	1	0	63	0	23	0	0	23	162	0	0	0	0
Total		2	0	4	2	8	6	297	0	1	304	264	3	12	0	279	1	115	0	0	116	707	0	0	0	0
12:00 PM	12:15 PM	0	0	1	0	1	1	89	0	0	90	80	0	6	0	86	0	33	0	0	33	210	0	0	0	0
12:15 PM	12:30 PM	0	0	1	0	1	2	95	0	0	97	77	2	3	0	82	0	33	2	0	35	215	0	0	0	0
12:30 PM	12:45 PM	1	0	1	1	3	2	82	0	0	84	67	1	5	0	63	0	30	0	0	30	180	0	0	0	0
12:45 PM	1:00 PM	1	0	2	0	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189	0	0	0	0
Total		2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794	0	0	0	0
Grand Total		4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	244	2	0	247	1501	0	0	0	0
Approach %		25	0	58.2	18.8	1.1	98	0	0.2	0	93.5	1.4	5.1	0	0.4	98.8	0.8	0	0	0	0	0	0	0	0	0
Total %		0.3	0	0.6	0.2	1.1	0.8	42.8	0	0.1	43.6	36.3	0.5	2	0	38.8	0.1	16.3	0.1	0	16.5	0	0	0	0	0
% CARS		4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	243	2	0	246	1500	0	0	0	0
% TRUCKS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS + BUSES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# **Oaklawn Ave. at Halpin Ave.**

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

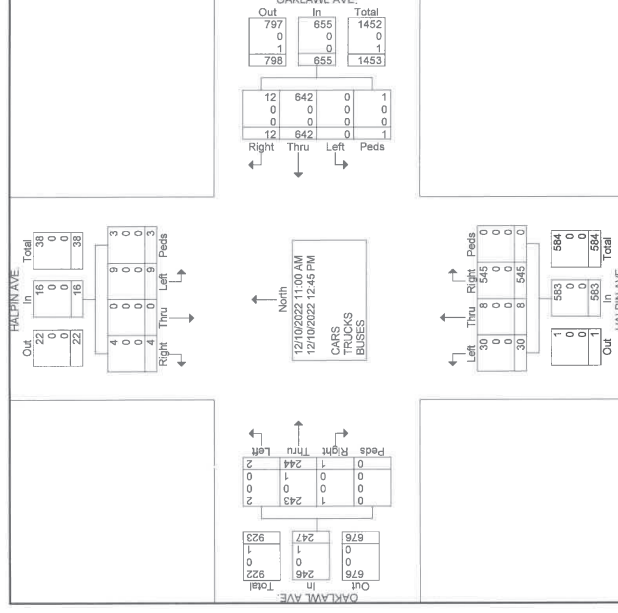
Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

File Name : 1419-2s  
Site Code : 00000002  
Start Date : 12/10/2022  
Page No : 2

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.



**Oaklawn Ave. at Halpin Ave.**

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

## TRAFFIC COUNTS

PEAK HOUR

12:00 TO 1:00 P.M.

File Name : 1419-2s

Site Code : 00000002

Start Date : 12/10/2022

Page No. : 3

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

## TRAFFIC COUNTS

PEAK HOUR

12:00 TO 1:00 P.M.

File Name : 1419-2s

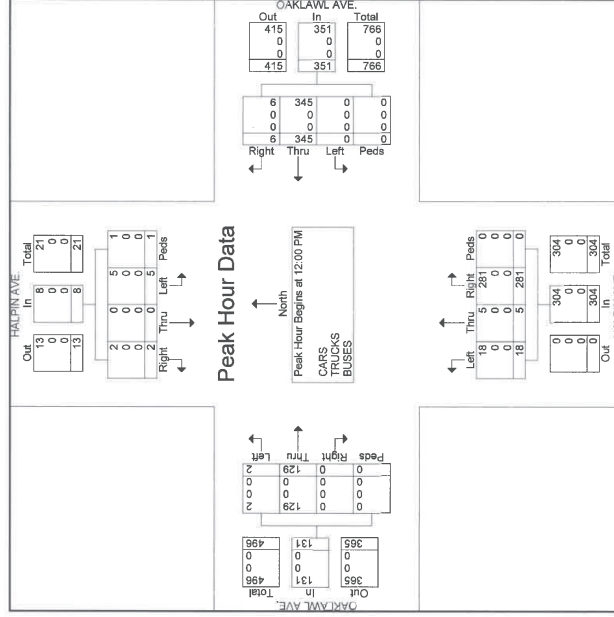
Site Code : 00000002

Site Code : 00000002  
Start Date : 12/10/2022

Page No. : 4

[illegible]

Groups Printed: CAPS																					
HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND						
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
11:00 AM	0	0	2	2	1	92	0	0	93	73	1	4	0	78	1	29	0	0	30	203	
11:15 AM	0	0	1	1	2	67	0	1	70	59	2	4	0	65	0	32	0	0	32	168	
11:30 AM	1	0	1	2	1	67	0	0	68	70	4	3	0	75	0	30	0	0	30	173	
11:45 AM	1	0	2	3	2	71	0	0	73	62	0	1	0	63	0	23	0	0	23	162	
Total	2	0	4	2	8	297	0	1	304	264	3	12	0	279	1	114	0	0	115	706	
12:00 PM	0	0	1	1	1	89	0	0	90	80	0	6	0	86	0	33	0	0	33	210	
12:15 PM	0	0	1	1	2	95	0	0	97	77	2	3	0	82	0	33	2	0	35	215	
12:30 PM	1	0	1	1	3	82	0	0	84	57	1	5	0	63	0	30	0	0	30	180	
12:45 PM	1	0	2	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189	
Total	2	0	5	1	8	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794	
Grand Total	4	0	9	3	16	12	642	0	1	655	545	8	30	0	593	1	243	2	0	246	1500
Approach %	25	0	56.2	18.6	1.8	98	0	0.2	95.5	14	5.1	0	0	0.4	98.8	0.8	0	0	0	99.2	
Total %	0.3	0	0.6	0.2	1.1	0.8	42.8	0	0.1	43.7	36.3	0.5	2	0	38.9	0.1	16.2	0	0	16.4	



**Oaklawn Ave. at Halpin Ave.**

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.

File Name : 1419-2s  
Site Code : 00000002  
Start Date : 12/10/2022  
Page No : 5

**Oaklawn Ave. at Halpin Ave.**

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
12:00 TO 1:00 P.M.

File Name : 1419-2s  
Site Code : 00000002  
Start Date : 12/10/2022  
Page No : 6

## Groups Printed- TRUCKS

[illegible]

## Groups Printed- BUSES

	HALPIN AVE. SOUTHBOUND						OAKLAWIL AVE. WESTBOUND						NALPAIN AVE. NORTHBOUND						OAKLAWIL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	Avg. Time	%	Right	Thru	Left	Peds	Avg. Time	%	Right	Thru	Left	Peds	Avg. Time	%	Right	Thru	Left	Peds	Avg. Time	%
11:00 AM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
11:05 AM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
11:10 AM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
11:30 AM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
11:45 AM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
Total	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
12:00 PM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
12:15 PM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
12:30 PM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
12:45 PM	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
Total	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
Grand Total	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		
Approach %																								
Total %	0	0	0	0			0	0	0	0			0	0	0	0			0	0	0	0		

## PARKING OBSERVATIONS

Tables 1 and 2 Thursday and Saturday  
December 15<sup>th</sup> and 17<sup>th</sup>, 2022  
Stamford Parking Lot and Halpin Ave.  
Stamford, CT

Table 1  
**PARKING OBSERVATIONS**  
Stamford Parking lot and Halpin Ave.  
Thursday December 15<sup>th</sup>, 2022  
Stamford, CT

TIME	Parking Lot "A"	Halpin Ave. "B"
	120 Available Spaces	12 Available Spaces
before 4:00 p.m.	45	12
after 6:30 p.m.	55	11

Source: Reliable Traffic Counts, LLC field observations  
conducted on Thursday December 15<sup>th</sup>, 2022



**Reliable Traffic Counts, LLC**  
Vehicle/Data Collection Service  
11 Branham Dr. East Haven, CT 06512 Tel: 203-339-2042 Fax: 203-469-4215 [info@rtc.com](mailto:info@rtc.com)

Table 2  
**PARKING OBSERVATIONS**  
**Stamford Parking lot and Halpin Ave.**  
 Saturday December 17th, 2022  
 Stamford, CT

TIME	Parking Lot "A"	Halpin Ave. "B"
	120 Available Spaces	12 Available Spaces
before 11:00 a.m.	36	9
after 1:00 p.m.	42	8

Source: Reliable Traffic Counts, LLC field observations  
 conducted on Saturday December 17th, 2022

# P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Location 1

Wednesday February 8th, 2023

Norwalk, CT

Stamford

## High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC

Weather Clear

TRAFFIC COUNTS

PEAK HOUR

5:00 TO 6:00 P.M.

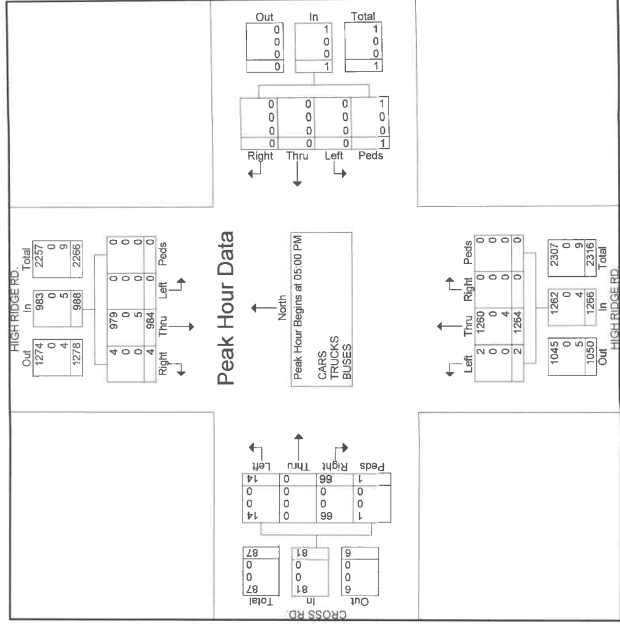
File Name : 1432-1W  
Site Code : 00000001  
Start Date : 2/8/2023  
Page No : 1

		Groups Printed: CARS - TRUCKS - BUSES									
		HIGH RIDGE RD SOUTHBOUND					WESTBOUND				
Start Time	Right	Thru	Left	Peas	As Tot	Right	Thru	Left	Peas	As Tot	Right
04:00 PM	0	247	0	0	247	0	0	0	2	2	0
04:15 PM	1	243	0	0	244	0	0	0	1	1	0
04:30 PM	0	243	0	0	243	0	0	0	2	2	0
04:45 PM	5	227	0	0	232	0	0	0	0	0	0
Total	6	960	0	0	966	0	0	0	5	5	0
05:00 PM	1	240	0	0	241	0	0	0	0	0	0
05:15 PM	2	265	0	0	267	0	0	0	0	0	0
05:30 PM	1	234	0	0	235	0	0	0	1	1	0
05:45 PM	0	245	0	0	245	0	0	0	0	0	0
Total	4	984	0	0	988	0	0	0	1	1	0
Grand Total	10	1844	0	0	1854	0	0	0	6	6	0
Approch %	0.5	99.5	0	0	0	0	0	0	100	0	0
Total %	0.2	43.5	0	0	43.7	0	0	0	0.1	0.1	0.2
CARS	10	1823	0	0	1833	0	0	0	6	6	0
% CARS	100	98.9	0	0	98.9	0	0	0	100	100	99.7
TRUCKS	0	2	0	0	2	0	0	0	0	0	0
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0
BUSES	0	19	0	0	19	0	0	0	0	0	0
% BUSES	0	1	0	0	1	0	0	0	0	0	0

		HIGH RIDGE RD NORTHBOUND					WESTBOUND				
Start Time	Right	Thru	Left	Peas	As Tot	Right	Thru	Left	Peas	As Tot	Right
04:00 PM	0	287	0	0	287	0	0	0	2	2	0
04:15 PM	1	234	0	0	235	0	0	0	1	1	0
04:30 PM	0	243	0	0	243	0	0	0	2	2	0
04:45 PM	5	227	0	0	232	0	0	0	0	0	0
Total	6	960	0	0	966	0	0	0	5	5	0
05:00 PM	1	240	0	0	241	0	0	0	0	0	0
05:15 PM	2	265	0	0	267	0	0	0	0	0	0
05:30 PM	1	234	0	0	235	0	0	0	1	1	0
05:45 PM	0	245	0	0	245	0	0	0	0	0	0
Total	4	984	0	0	988	0	0	0	1	1	0
Grand Total	10	1844	0	0	1854	0	0	0	6	6	0
Approch %	0.5	99.5	0	0	0	0	0	0	100	0	0
Total %	0.2	43.5	0	0	43.7	0	0	0	0.1	0.1	0.2
CARS	10	1823	0	0	1833	0	0	0	6	6	0
% CARS	100	98.9	0	0	98.9	0	0	0	100	100	99.7
TRUCKS	0	2	0	0	2	0	0	0	0	0	0
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0
BUSES	0	19	0	0	19	0	0	0	0	0	0
% BUSES	0	1	0	0	1	0	0	0	0	0	0



Start Time	HIGH RIDGE RD. SOUTHBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	1	240	0	0	241	0	0	317	0	317	0	0	317	0	317
05:15 PM	2	285	0	0	287	0	0	368	9	377	9	0	4	1	14
05:30 PM	1	234	0	0	235	0	0	293	1	294	21	0	3	0	24
05:45 PM	0	245	0	0	245	0	0	286	1	287	21	0	5	0	26
Total Volume	4	984	0	0	988	0	0	1284	2	1286	66	0	14	1	81
% App. Total	0.4	99.6	0	0	100	0	0	99.8	0.2	100	81.5	0	17.3	1.2	2336
PHF	.600	.928	.000	.000	.925	.000	.250	.859	.500	.685	.000	.700	.250	.779	.900
CARS	4	979	0	0	983	0	0	1	0	1260	2	0	1262	66	14
% CARS	100	99.5	0	0	99.5	0	0	100	0	99.7	100	0	100	100	100
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	5	0	0	5	0	0	4	0	4	0	0	0	0	0
% BUSES	0	0.5	0	0	0.5	0	0	0.3	0	0.3	0	0	0	0	0



Start Time	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
04:00 PM	0	239	0	0	239	0	0	0	0	2	0	285	0	2	287	17	0	4	0	21
04:15 PM	1	241	0	0	242	0	0	1	1	2	0	233	0	0	233	11	0	1	3	15
04:30 PM	0	240	0	0	240	0	0	2	2	4	0	274	0	2	276	14	0	6	2	22
04:45 PM	5	224	0	0	229	0	0	0	0	0	5	287	1	0	293	12	0	3	0	15
Total	6	944	0	0	950	0	0	5	5	10	5	1079	1	4	1089	54	0	14	5	73
05:00 PM	1	239	0	0	240	0	0	0	0	0	0	316	0	0	316	15	0	2	0	17
05:15 PM	2	264	0	0	266	0	0	0	0	1	0	368	0	0	369	21	0	4	1	14
05:30 PM	1	233	0	0	234	0	0	0	1	1	0	291	1	0	293	21	0	3	0	24
05:45 PM	0	243	0	0	243	0	0	0	0	0	0	286	1	0	288	21	0	5	0	26
Total	4	979	0	0	983	0	0	1	1	2	0	1260	2	0	1262	66	0	14	1	81
Grand Total	10	1923	0	0	1933	0	0	6	6	12	5	2339	3	4	2351	120	0	28	6	154
Approach %	0.5	99.5	0	0	100	0	0	0.1	0.1	0.1	0.2	99.6	0.1	0.1	0.2	77.9	0	18.2	3.9	3.5
Total %	0.2	43.3	0	0	43.5	0	0	0.1	0.1	0.1	0.1	52.6	0.1	0.1	0.1	2.7	0	0.6	0.1	0.1

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 1432-1W  
Site Code : 00000001  
Start Date : 2/8/2023  
Page No : 5

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)

Stamford, CT

prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
5:00 TO 6:00 P.M.

File Name : 1432-1W  
Site Code : 00000001  
Start Date : 2/8/2023  
Page No : 6

## Groups Printed- TRUCKS

[illegible]

## Groups Printed- BUSES

GROUPS PRIMEIR-BUSES																			
HIGH RIDGE RD. SOUTHBOND					WESTBOUND					HIGH RIDGE RD. NORTHBOND					CROSS RD. EASTBOUND				
Start Time	Right	Thru	Left	Feeds	App. Total	Right	Thru	Left	Feeds	App. Total	Right	Thru	Left	Feeds	App. Total				
04:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0				
04:05 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0				
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0				
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0				
Total	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0				
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0				
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0				
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0				
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0				
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0				
Approach %	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0				
Total %	0	73.1	0	0	73.1	0	26.9	0	0	26.9	0	0	0	0	0				

**Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)**  
**Location 1**  
**Saturday February 11th, 2023**  
**Waterwalk, CT**  
**Stamford**

**High Ridge Rd. at Cross Rd.**  
 Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)  
 Stamford, CT  
 prepared by Reliable Traffic Counts, LLC  
 Weather Clear

TRAFFIC COUNTS  
 PEAK HOUR  
 11:30 TO 12:30 P.M.

File Name : 1432-1s  
 Site Code : 00000001  
 Start Date : 2/11/2023  
 Page No : 1

		Groups Printed- CARS - TRUCKS - BUSES											
		HIGH RIDGE RD				WESTBOUND				NORTHBOUND			
		SOUTHBOUND				THRU				THRU			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
		As Tot				As Tot				As Tot			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds

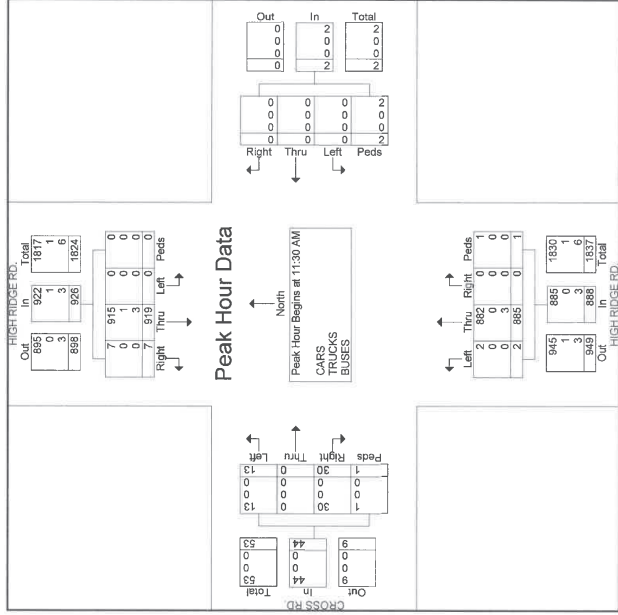
TRAFFIC COUNTS  
PEAK HOUR  
11:30 TO 12:30 P.M.

File Name : 1432-1s  
Site Code : 00000001  
Start Date : 2/11/2023  
Page No : 3

TRAFFIC COUNTS  
PEAK HOUR  
11:30 TO 12:30 P.M.

File Name : 1432-1s  
Site Code : 00000001  
Start Date : 2/11/2023  
Page No : 4

Start Time	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND				
	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot
Peak Hour Analysis From 11:30 AM to 12:30 PM - Peak 1 of 1																				
11:30 AM	3	241	0	0	244	0	0	0	0	0	0	254	0	0	254	8	0	5	0	13
11:45 AM	1	222	0	0	223	0	0	2	0	2	0	231	0	0	231	5	0	2	0	7
12:00 PM	1	233	0	0	234	0	0	0	0	0	0	232	0	1	232	9	0	2	1	12
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12
Total	7	919	0	0	926	0	0	2	0	885	2	1	888	30	1	892	30	13	1	44
% App. Total	0.8	99.2	0	0	100	0	0	0.2	0	99.7	0.2	0.1	99.7	3.4	0.3	99.9	3.4	1.5	0.3	2.3
% App. Total	0.8	99.2	0	0	100	0	0	0.2	0	99.7	0.2	0.1	99.7	3.4	0.3	99.9	3.4	1.5	0.3	2.3
% CARS	100	89.4	0	0	89.4	0	0	100	0	99.7	100	100	99.7	100	100	100	100	100	100	99.6
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
% BUSES	0	0.3	0	0	0.3	0	0	0	0	0.3	0	0	0	0	0.3	0	0	0	0	0.6
% BUSES	0	0.3	0	0	0.3	0	0	0	0	0.3	0	0	0	0	0.3	0	0	0	0	0.3



Start Time	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND				
	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot
11:00 AM	0	217	0	0	217	0	0	0	0	0	0	209	0	1	210	7	0	2	1	10
11:15 AM	2	197	0	0	199	0	0	0	0	0	0	201	0	0	201	13	0	2	1	16
11:30 AM	3	240	0	0	243	0	0	0	0	0	0	252	0	0	252	8	0	5	0	13
11:45 AM	1	221	0	0	222	0	0	2	0	2	0	219	2	0	221	5	0	2	0	7
Total	6	875	0	0	881	0	0	0	0	4	0	881	2	1	884	33	0	11	2	46
12:00 PM	1	231	0	0	232	0	0	0	0	0	0	230	0	1	231	9	0	2	1	12
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12
12:30 PM	2	217	0	0	219	0	0	0	0	1	0	237	0	0	237	11	0	0	4	15
12:45 PM	1	239	0	0	240	0	0	0	0	0	0	234	0	0	234	11	0	0	0	11
Total	6	910	0	0	916	0	0	0	0	1	0	892	0	1	893	39	0	6	5	50
Grand Total	12	1785	0	0	1797	0	0	0	0	5	0	1793	2	2	1797	72	0	17	7	96
Approach %	0.7	99.3	0	0	100	0	0	0	0	0.1	0	99.8	0.1	0.1	48.2	2	0	17.7	7.3	2.6
Total %	0.3	48.7	0	0	49	0	0	0	0	0.1	0	48.1	0.1	0.1	48.2	2	0	0.5	0.2	2.6

High Ridge Rd. at Cross Rd.  
Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)  
Stamford, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
11:30 TO 12:30 P.M.  
File Name : 1432-1s  
Site Code : 00000001  
Start Date : 2/11/2023  
Page No : 5

Groups Printed- TRUCKS																			
HIGH RIDGE RD SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND				
Start Time	Right	Thru	Left	Peds	App. Tot.	Right	Thru	Left	Peds	App. Tot.	Right	Thru	Left	Peds	App. Tot.	Right	Thru	Left	Peds
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
Total %	0	66.7	0	0	66.7	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0

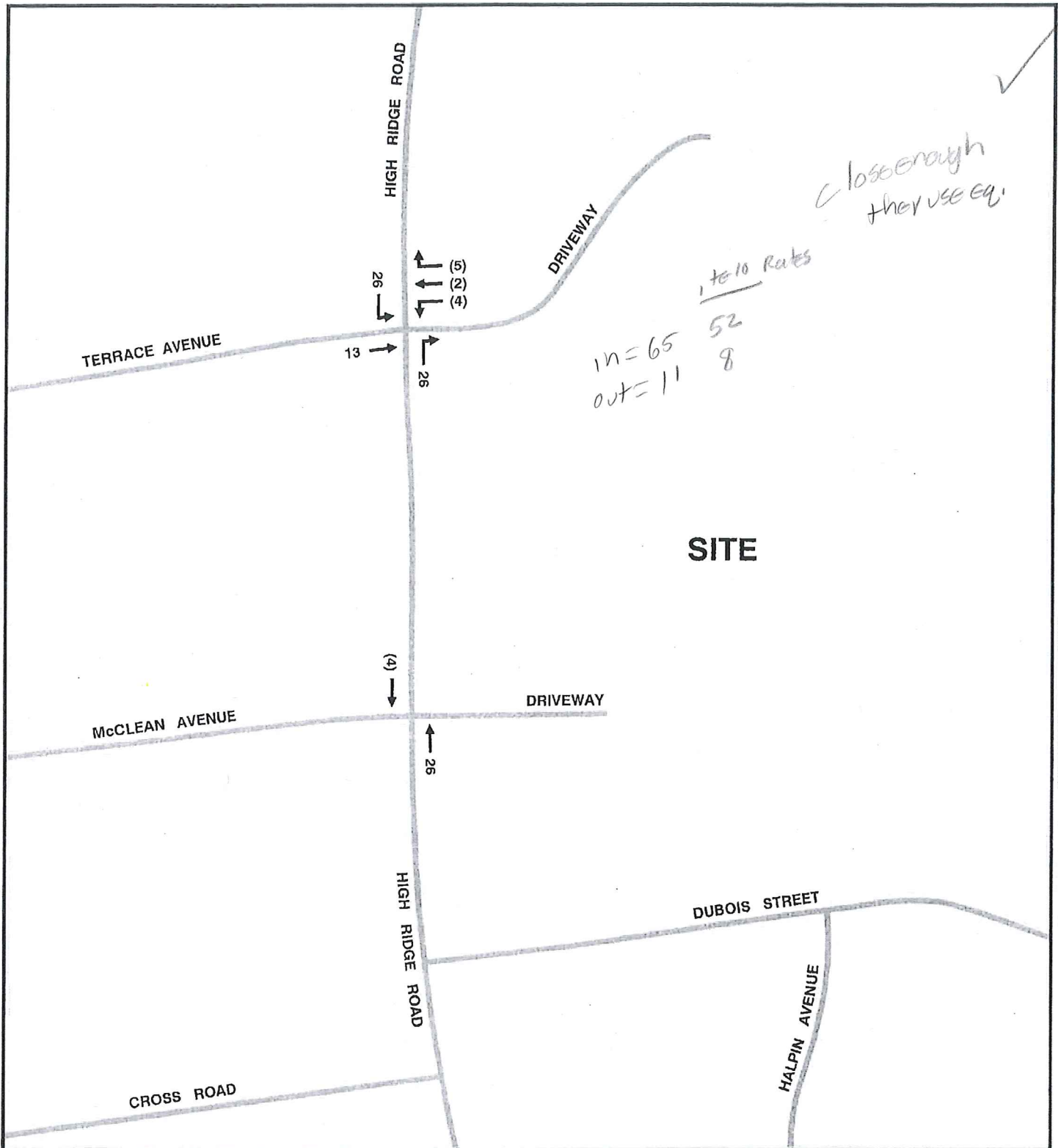
High Ridge Rd. at Cross Rd.  
Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)  
Stamford, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR  
11:30 TO 12:30 P.M.

File Name : 1432-1s  
Site Code : 00000001  
Start Date : 2/11/2023  
Page No : 6

Groups Printed- BUSES																			
HIGH RIDGE RD SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND				
Start Time	Right	Thru	Left	Peds	App. Tot.	Right	Thru	Left	Peds	App. Tot.	Right	Thru	Left	Peds	App. Tot.	Right	Thru	Left	Peds
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	50	0	0	50	0	0	0	0	0	0	0	0	0	50	0	0	0	0

#	Address	Name	Source	Notes
1	225 High Ridge Road	Goddard School	CTDOT - Traffic Access and Impact Study, Frederick P Clark Associates, Inc, December 2018	
2	3 Cold Spring Road	3 Restaurants	Stamford TTP - estimated	
NOT INCLUDED				
	201 High Ridge Road	Office + Senior Adult Housing Development	CTDOT - Traffic Access and Impact Study, Frederick P Clark Associates, Inc, December 2018	Was open by the time the counts were conducted
	110 High Ridge Road	Whole Foods	Stamford TTP - estimated	Will not be open until Q1 of 2024



# SITE

REOCCUPANCY OF  
225 HIGH RIDGE ROAD  
VACANT SPACE TRAFFIC:  
Enter 65  
Exit (11)  
Total 76 Vehicle Trip Ends

NOTE:  
The Future Site Traffic  
Directional Distribution was used.

REOCCUPANCY OF 225 HIGH RIDGE ROAD  
VACANT SPACE TRAFFIC VOLUMES  
WEEKDAY MORNING PEAK HOUR

**PROPOSED REDEVELOPMENT**  
**201 High Ridge Road**  
**Stamford, Connecticut**

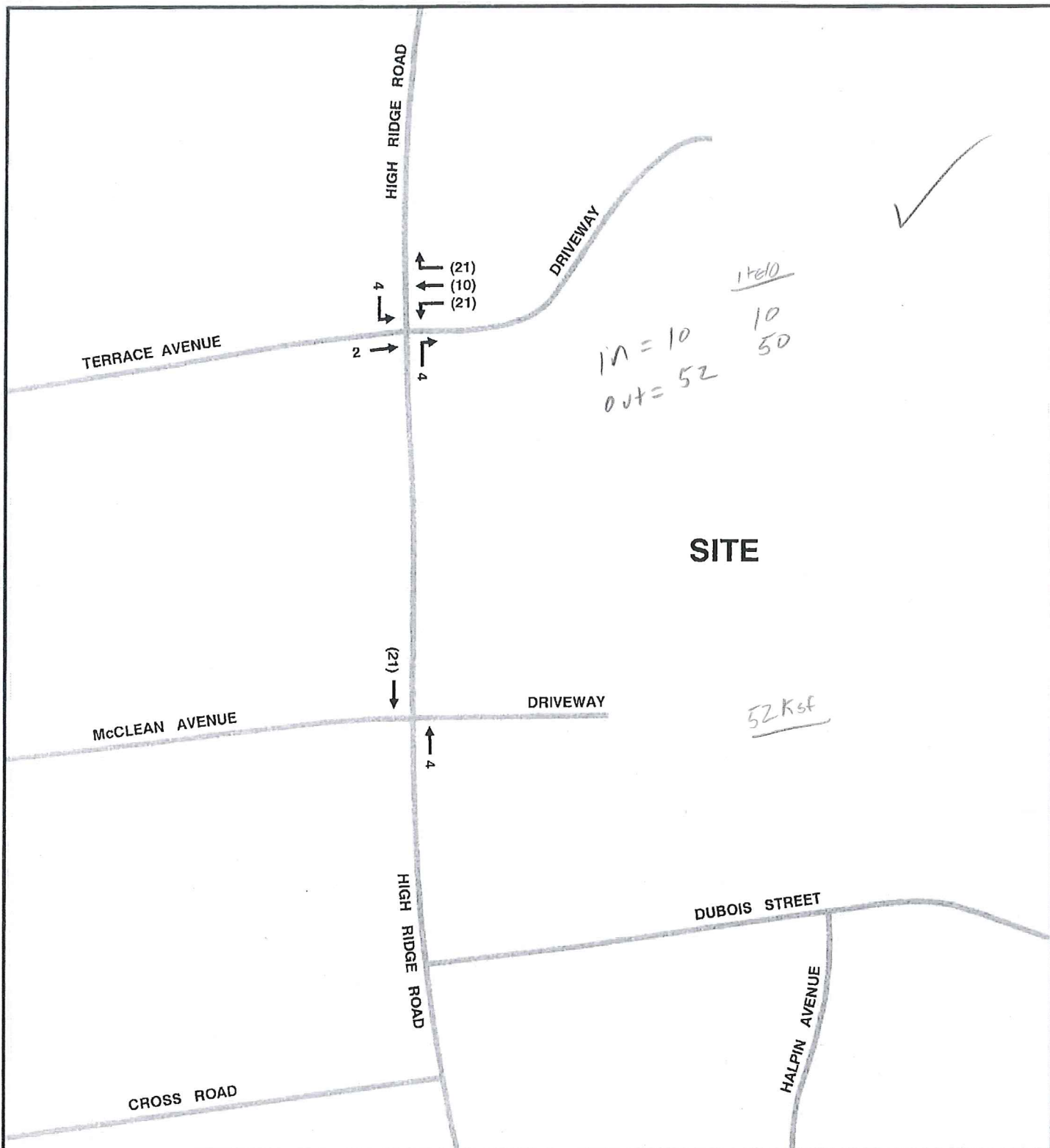
FREDERICK P. CLARK ASSOCIATES, INC.  
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Not to Scale



9

12/4/18



REOCCUPANCY OF  
225 HIGH RIDGE ROAD  
VACANT SPACE TRAFFIC:

Enter 10  
Exit (52)  
Total 62 Vehicle Trip Ends

NOTE:

The Future Site Traffic  
Directional Distribution was used.

REOCCUPANCY OF 225 HIGH RIDGE ROAD  
VACANT SPACE TRAFFIC VOLUMES  
WEEKDAY AFTERNOON PEAK HOUR

**PROPOSED REDEVELOPMENT**  
**201 High Ridge Road**  
**Stamford, Connecticut**



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

Not to Scale

10

12/4/18

Land Use as Listed in ITE <sup>1</sup>		Units <sup>2</sup>	Weekday PM Peak Hour (Peak Hour of Adjacent Street Traffic)					Saturday Peak Hour (Peak Hour of Generator)				
			PM Rate	In:Out Percentage	In	Out	Total	PM Rate	In:Out Percentage	In	Out	Total
Background Projects - Cold Spring Road between Long Ridge Road and High Ridge Road												
932	High-Turnover (Sit-Down) Restaurant	7.91 KSF	9.05	0.61 : 0.39	44	28	72	11.19	0.51 : 0.49	45	43	88

Notes:

1. Trip Generation, 11th Edition, Institute of Transportation Engineers

2. KSF = Thousand Square Feet Gross Floor Area





# LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS (MOTORIZED VEHICLE MODE)

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group. The criteria are given below.

LEVEL-OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS MOTORIZED VEHICLE MODE		
LOS By Volume-to-Capacity Ratio <sup>1</sup>		CONTROL DELAY (s/veh)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤ 10
B	F	> 10 AND ≤ 20
C	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

<sup>1</sup> For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Specific descriptions of each LOS for signalized intersections are provided below:

**Level of Service A** describes operations with a control delay of 10 s/veh and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

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

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

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

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

**Level of Service F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Reference: Highway Capacity Manual 6, Transportation Research Board, 2016.

# **LEVEL OF SERVICE**

## **FOR TWO-WAY**

### **STOP SIGN CONTROLLED INTERSECTIONS**

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table. LOS criteria are given below:

<b>LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS</b>	
<b>LOS<sup>1</sup></b>	<b>CONTROL DELAY (s/veh)</b>
<b>A</b>	<b><math>\leq 10</math></b>
<b>B</b>	<b><math>&gt; 10 \text{ AND } \leq 15</math></b>
<b>C</b>	<b><math>&gt; 15 \text{ AND } \leq 25</math></b>
<b>D</b>	<b><math>&gt; 25 \text{ AND } \leq 35</math></b>
<b>E</b>	<b><math>&gt; 35 \text{ AND } \leq 50</math></b>
<b>F</b>	<b><math>&gt; 50</math></b>

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.  
LOS is not calculated for major-street approaches or for the intersection as a whole.  
LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Sweetspot (111 High Ridge Road)  
 1: High Ridge Rd & Oaklawn Ave

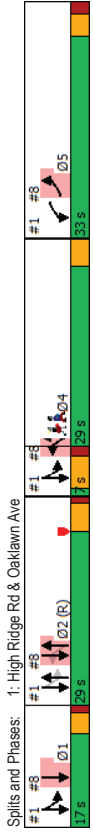
2023 Background Conditions  
 PM Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations	WW	WW	WB	WB	WB	WB			
Traffic Volume (vph)	287	98	1318	6	199	847			
Future Volume (vph)	287	98	1318	6	199	847			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Flt Protected	0.962		0.999						
Flt Permitted	0.964				0.950				
Satd. Flow (prot)	3418	0	3606	0	1805	3610			
Satd. Flow (perm)	0.964				0.079				
Right Turn on Red	3418	0	3606	0	150	3610			
Satd. Flow (RTOR)		No		Yes					
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			
Adj. Flow (vph)	296	101	1359	6	205	873			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	397	0	1365	0	205	873			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position (ft)	-10		0		0	-10			
Detector 1 Size (ft)	6		25		6	6			
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Detector 2 Position (ft)	4				12				
Detector 2 Size (ft)	6				6				
Detector 2 Type	CI+Ex				CI+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position (ft)					24				
Detector 3 Size (ft)					6				
Detector 3 Type					CI+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot	NA	NA	DP+P	NA				
Protected Phases	5	2	13	123	1	3	4		
Permitted Phases					2				
Detector Phase	5	2	2	13	123				
Switch Phase									
Minimum Initial (s)	7.0		15.0		3.0	1.0	1.0		
Minimum Split (s)	11.9		20.0		7.0	7.0	29.0		
Total Split (s)	33.0		29.0		17.0	7.0	29.0		
Total Split (%)	28.7%		25.2%		15%	6%	25%		

Sweetspot (111 High Ridge Road)  
 1: High Ridge Rd & Oaklawn Ave

2023 Background Conditions  
 PM Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	28.1		24.0				13.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Ad Effct Green (s)	19.5		54.1		72.8	80.8			
Actuated g/C Ratio	0.17		0.47		0.63	0.70			
v/c Ratio	0.68		0.80		0.59	0.34			
Control Delay	50.5		32.6		24.2	1.3			
Queue Delay	0.4		0.3		1.7	0.1			
Total Delay	50.9		33.0		25.9	1.4			
LOS	D		C		C	A			
Approach Delay	50.9		33.0		6.1				
Approach LOS	D		C		A				
Queue Length 50th (ft)	143		408		28	7			
Queue Length 95th (ft)	181		#940		129	20			
Internal Link Dist (ft)	210		160		132				
Turn Bay Length (ft)									
Base Capacity (vph)	835		1696		357	2526			
Starvation Cap Reductn	0		0		55	593			
Spillback Cap Reductn	137		62		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.57		0.84		0.68	0.45			
Intersection Summary									
Area Type:	Other								
Cycle Length:	115								
Actuated Cycle Length:	115								
Offset:	0 (0%), Referenced to phase 2/NBSB Start of Yellow								
Natural Cycle:	130								
Control Type:	Actuated-Coordinated								
Maximum v/c Ratio:	0.93								
Intersection Signal Delay:	25.3								
Intersection LOS:	C								
Intersection Capacity Utilization:	70.5%								
ICU Level of Service:	C								
Analysis Period (min)	15								
# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	204	0	0	314	6	21	3	436	5	0	3
Future Volume (vph)	0	204	0	0	314	6	21	3	436	5	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.972				0.949
Flt Protected								0.998				0.970
Satd. Flow (prot)	0	1900	0	0	1896	0	0	1653	0	0	1749	0
Flt Permitted								0.998				0.970
Satd. Flow (perm)	0	1900	0	0	1896	0	0	1653	0	0	1749	0
Link Speed (mph)					30			30				30
Link Distance (ft)					290			230				214
Travel Time (s)					6.6			5.5				4.9
Confl. Peds. (#/hr)	4		1	1		4	1		2	2		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	213	0	0	327	6	22	3	454	5	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	333	0	0	479	0	0	8	0
Sign Control		Free		Free			Stop				Stop	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 51.8%												
Analysis Period (min) 15												
ICU Level of Service A												

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Int Delay, s/veh												
7.7												
Movement												
Lane Configurations												
Traffic Vol. veh/h	0	204	0	0	314	6	21	3	436	5	0	3
Future Vol. veh/h	0	204	0	0	314	6	21	3	436	5	0	3
Conflicting Peds. #/hr	4	0	1	1	0	4	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	213	0	0	327	6	22	3	454	5	0	3
Major/Minor												
Major1	337	0	-	-	-	0	546	550	215	778	547	335
Minor1	-	-	-	-	-	-	213	213	-	334	334	-
Major2	-	-	-	-	-	-	333	337	-	444	213	-
Minor2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1234	-	0	0	-	-	452	446	830	316	447	712
Stage 1	-	-	0	0	-	-	794	730	-	684	647	-
Stage 2	-	-	0	0	-	-	685	645	-	597	730	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1229	-	-	-	-	-	450	444	828	141	445	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	444	-	141	445	-
Stage 1	-	-	-	-	-	-	794	730	-	681	644	-
Stage 2	-	-	-	-	-	-	681	642	-	268	730	-
Approach												
EB	0			WB			NB			SB		
HCM Control Delay, s	0			0			16.2			23.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt												
NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	793	1229	-	-	-	202						
HCM Lane V/C Ratio	0.604	-	-	-	-	0.041						
HCM Control Delay (s)	16.2	0	-	-	-	23.6						
HCM Lane LOS	C	A	-	-	-	C						
HCM 95th %tile Q(veh)	4.1	0	-	-	-	0.1						

Sweetspot (111 High Ridge Road)  
3: High Ridge Rd & Halpin Ave

2023 Background Conditions  
PM Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑↑		↓↓↓
Traffic Volume (vph)	0	0	1341	326	81	1036
Future Volume (vph)	0	0	1341	326	81	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	75	
Storage Lanes	0	0	0	0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.971			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3505	0	0	5166
Flt Permitted						0.996
Satd. Flow (perm)	0	0	3505	0	0	5166
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	187	187	292	394	394	394
Travel Time (s)	4.3	4.3	6.6	6.6	9.0	9.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1382	336	84	1068
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1718	0	0	1152
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 75.8%						
ICU Level of Service D						
Analysis Period (min) 15						

Sweetspot (111 High Ridge Road)  
4: High Ridge Rd & N Driveway

2023 Background Conditions  
PM Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑↑		↑↑			↓↓↓
Traffic Volume (vph)	5	10	1314	16	13	1121
Future Volume (vph)	5	10	1314	16	13	1121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	
Storage Lanes	1	0	0	0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.910		0.998			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1701	0	3603	0	0	5182
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1701	0	3603	0	0	5182
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	145	228	228	240	240	240
Travel Time (s)	3.3	3.3	5.2	5.2	5.5	5.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	10	1359	17	14	1168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	1386	0	0	1182
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 46.8%						
ICU Level of Service A						
Analysis Period (min) 15						

Intersection	Int Delay, s/veh	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.4						
Movement							
Lane Configurations		W		W		W	W
Traffic Vol, veh/h	5	10	1314	16	13	1121	1121
Future Vol, veh/h	5	10	1314	16	13	1121	1121
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None	-
Storage Length	0	-	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0
Mvmt Flow	5	10	1369	17	14	1168	1168
Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	1873	693	0	0	1386	0	0
Stage 1	1378	-	-	-	-	-	-
Stage 2	495	-	-	-	-	-	-
Critical Hdwy	625	6.9	-	-	4.1	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	390	-	-	500	-	-
Stage 1	199	-	-	-	-	-	-
Stage 2	550	-	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-	-
Mov Cap-1 Maneuver	78	390	-	-	500	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-	-
Stage 1	199	-	-	-	-	-	-
Stage 2	506	-	-	-	-	-	-
Approach	WB	NB	SB				
HCM Control Delay, s	28.8	0	0.4				
HCM LOS	D						
Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT			
Capacity (veh/h)	-	-	167	500	-		
HCM Lane V/C Ratio	-	-	0.094	0.027	-		
HCM Control Delay (s)	-	-	28.8	12.4	0.3		
HCM Lane LOS	-	-	D	B	A		
HCM 95th %ile Q(veh)	-	-	0.3	0.1	-		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W		
Traffic Volume (vph)	19	0	10	393	0	0
Future Volume (vph)	19	0	10	393	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Ft						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1898	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1898	0	0
Link Speed (mph)	30			30		
Link Distance (ft)	134			358		
Travel Time (s)	3.0			8.1		
Conf. Peds. (#/hr)			1	1		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	21	0	11	432	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	443	0	0
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 38.2%						
Analysis Period (min) 15						
	ICU Level of Service A					

Intersection									
Int Delay, s/veh		0.7							
Movement		EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		1			4				
Traffic Vol, veh/h		19	0	10	393	0	0		
Future Vol, veh/h		19	0	10	393	0	0		
Conflicting Peds, #/hr		0	1	1	0	0	1		
Sign Control		Stop	Stop	Free	Free	Stop	Stop		
RT Channelized		-	None	-	None	-	None		
Storage Length		0	-	-	-	-	-		
Veh in Median Storage, #		0	-	-	0	0	-		
Grade, %		0	-	-	0	0	-		
Peak Hour Factor		91	91	91	91	91	91		
Heavy Vehicles, %		0	0	0	0	0	0		
Mvmt Flow		21	0	11	432	0	0		
Major/Minor		Minor2	Major1						
Conflicting Flow All		455	-	1	0				
Stage 1		1	-	-	-				
Stage 2		454	-	-	-				
Critical Hdwy		6.4	-	4.1	-				
Critical Hdwy Stg 1		-	-	-	-				
Critical Hdwy Stg 2		5.4	-	-	-				
Follow-up Hdwy		3.5	-	2.2	-				
Pot Cap-1 Maneuver		567	0	1635	-				
Stage 1		-	0	-	-				
Stage 2		644	0	-	-				
Platoon blocked, %		-	-	-	-				
Mov Cap-1 Maneuver		561	-	1633	-				
Mov Cap-2 Maneuver		561	-	-	-				
Stage 1		-	-	-	-				
Stage 2		643	-	-	-				
Approach		EB	NB						
HCM Control Delay, s		11.7	0.2						
HCM LOS		B							
Minor Lane/Major Mvmt		NBL	NBT			EBLn1			
Capacity (veh/h)		1633	-	561					
HCM Lane V/C Ratio		0.007	-	0.037					
HCM Control Delay (s)		7.2	0	11.7					
HCM Lane LOS		A	A	B					
HCM 95th %ile Q(veh)		0	-	0.1					

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations	↔↔↔								

Sweetspot (111 High Ridge Road)  
8: High Ridge Rd & Cross Rd

2023 Background Conditions  
PM Peak

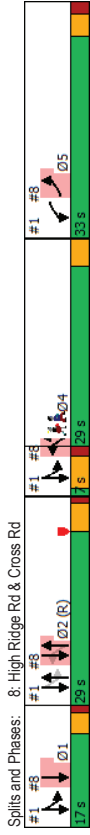
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot	custom	NA	NA	NA				
Protected Phases	5	3	2 3	1 2			1	2	4
Permitted Phases	5	3	2 3	1 2					
Detector Phase	5	3	2 3	1 2					
Switch Phase									
Minimum Initial (s)	7.0	1.0					3.0	15.0	1.0
Minimum Split (s)	11.9	7.0					7.0	20.0	29.0
Total Split (s)	33.0	7.0					17.0	29.0	29.0
Total Split (%)	28.7%	6.1%					15%	25%	25%
Maximum Green (s)	28.1	1.0					13.0	24.0	25.0
Yellow Time (s)	3.0	4.7					3.0	4.0	4.0
All-Red Time (s)	1.9	1.3					1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	19.5			56.1	73.8				
Actuated g/C Ratio	0.17			0.49	0.64				
v/c Ratio	0.26			0.93	0.33				
Control Delay	13.8			21.1	12.4				
Queue Delay	0.0			0.0	0.0				
Total Delay	13.8			21.1	12.4				
LOS	B			C	B				
Approach Delay	13.8			21.1	12.4				
Approach LOS	B			C	B				
Queue Length 50th (ft)	10			62	104				
Queue Length 95th (ft)	51			#1005	276				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	464			1683	3310				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	1			0	30				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.19			0.93	0.33				

Intersection Summary	
Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	115
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93

Sweetspot (111 High Ridge Road)  
8: High Ridge Rd & Cross Rd

2023 Background Conditions  
PM Peak

Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Sweetspot (111 High Ridge Road)  
 1: High Ridge Rd & Oaklawn Ave

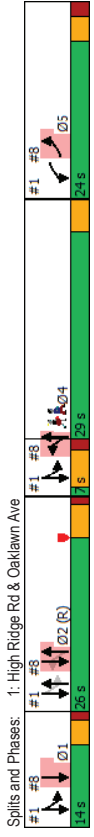
2023 Background Conditions  
 Saturday Midday Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations	WW	WW	WB	WB	WB	WB			
Traffic Volume (vph)	322	64	906	3	126	899			
Future Volume (vph)	322	64	906	3	126	899			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Flt	0.975								
Flt Protected	0.960				0.950				
Satd. Flow (prot)	3382	0	3539	0	1770	3539			
Flt Permitted	0.960				0.155				
Satd. Flow (perm)	3382	0	3539	0	289	3539			
Right Turn on Red		No			Yes				
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	343	68	964	3	134	956			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	411	0	967	0	134	956			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position (ft)	-10		0		0	-10			
Detector 1 Size (ft)	6		25		6	6			
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position (ft)	4				12				
Detector 2 Size (ft)	6				6				
Detector 2 Type	CI+Ex				CI+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position (ft)					24				
Detector 3 Size (ft)					6				
Detector 3 Type					CI+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot	NA	NA	DP+P	NA				
Protected Phases	5	2	13	123	1	3	4		
Permitted Phases					2				
Detector Phase	5	2	2	13	123				
Switch Phase									
Minimum Initial (s)	7.0		15.0		3.0	1.0	1.0		
Minimum Split (s)	11.9		20.0		7.0	7.0	29.0		
Total Split (s)	24.0		26.0		14.0	7.0	29.0		
Total Split (%)	24.0%		26.0%		14%	7%	29%		

Sweetspot (111 High Ridge Road)  
 1: High Ridge Rd & Oaklawn Ave

2023 Background Conditions  
 Saturday Midday Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	19.1		21.0				10.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Ad Effct Green (s)	16.5		42.7		60.8	68.8			
Actuated g/C Ratio	0.16		0.43		0.61	0.69			
v/c Ratio	0.74		0.64		0.31	0.39			
Control Delay	47.9		28.5		11.2	1.7			
Queue Delay	0.0		0.1		0.3	0.1			
Total Delay	47.9		28.6		11.5	1.7			
LOS	D		C		B	A			
Approach Delay	47.9		28.6			2.9			
Approach LOS	D		C			A			
Queue Length 50th (ft)	128		238		1	11			
Queue Length 95th (ft)	176		#544		74	46			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	651		1511		429	2436			
Starvation Cap Reductn	0		0		60	384			
Spillback Cap Reductn	0		55		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.63		0.66		0.36	0.47			
Intersection Summary									
Area Type:	Other								
Cycle Length:	100								
Actuated Cycle Length:	100								
Offset:	0 (0%), Referenced to phase 2 NBSB Start of Yellow								
Natural Cycle:	90								
Control Type:	Actuated-Coordinated								
Maximum v/c Ratio:	0.74								
Intersection Signal Delay:	20.5								
Intersection LOS:	C								
Intersection Capacity Utilization:	54.9%								
ICU Level of Service:	A								
Analysis Period (min)	15								
# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4			1			4			5	4	
Traffic Volume (vph)	2	130	0	0	355	6	18	5	289	5	0	2
Future Volume (vph)	2	130	0	0	355	6	18	5	289	5	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.975				0.961
Flt Protected		0.999						0.997				0.966
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1625	0	0	1729	0
Flt Permitted		0.999						0.997				0.966
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1625	0	0	1729	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		290			240			230				214
Travel Time (s)		6.6			5.5			5.2				4.9
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	141	0	0	386	7	20	5	314	5	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	393	0	0	339	0	0	7	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 44.5%												
Analysis Period (min) 15												
ICU Level of Service A												

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Int Delay, s/veh	4.8											
Movement	4			1			4			5	4	
Lane Configurations	2	130	0	0	355	6	18	5	289	5	0	2
Traffic Vol. veh/h	2	130	0	0	355	6	18	5	289	5	0	2
Future Vol. veh/h	2	130	0	0	355	6	18	5	289	5	0	2
Conflicting Peds. #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	141	0	0	386	7	20	5	314	5	0	2
Major/Minor												
Conflicting Flow All	394	0	-	-	0	536	539	141	696	536	391	
Stage 1	-	-	-	-	-	-	145	-	391	-	391	-
Stage 2	-	-	-	-	-	-	391	-	394	-	305	145
Critical Hwy	4.12	-	-	-	-	-	7.12	6.92	6.22	7.12	6.52	6.22
Critical Hwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hwy	2.218	-	-	-	-	-	3.518	4.018	3.318	4.018	3.318	
Pot Cap-1 Maneuver	1165	-	0	0	-	-	455	449	907	356	451	658
Stage 1	-	0	0	-	-	-	858	777	-	633	607	-
Stage 2	-	0	0	-	-	-	633	605	-	705	777	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1164	-	-	-	-	-	453	448	907	230	450	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	448	-	230	450	-
Stage 1	-	-	-	-	-	-	856	775	-	631	606	-
Stage 2	-	-	-	-	-	-	631	604	-	457	775	-
Approach												
EB	WB						NB			SB		
EB	0						12.1			18.1		
Control Delay, s	0.1						B			C		
HCM LOS												
Minor Lane/Major Mvmt												
NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	844	1164	-	-	-	282						
HCM Lane V/C Ratio	0.402	0.002	-	-	-	0.027						
HCM Control Delay (s)	12.1	8.1	0	-	-	18.1						
HCM Lane LOS	B	A	-	-	-	C						
HCM 95th %tile Q(veh)	2	0	-	-	-	0.1						

Sweetspot (111 High Ridge Road)  
3: High Ridge Rd & Halpin Ave

2023 Background Conditions  
Saturday Midday Peak




Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑↑		↓↓↓
Traffic Volume (vph)	0	0	915	248	61	1157
Future Volume (vph)	0	0	915	248	61	1157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	75	
Storage Lanes	0	0	0	0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.968			
Flt Protected						0.997
Satd. Flow (prot)	0	0	3426	0	0	5070
Flt Permitted						0.997
Satd. Flow (perm)	0	0	3426	0	0	5070
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	187	187	292	292	394	394
Travel Time (s)	4.3	4.3	6.6	6.6	9.0	9.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	984	267	66	1244
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1251	0	0	1310
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.5%					
ICU Level of Service	B					
Analysis Period (min)	15					

Sweetspot (111 High Ridge Road)  
4: High Ridge Rd & N Driveway

2023 Background Conditions  
Saturday Midday Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑↑		↑↑			↓↓↓
Traffic Volume (vph)	4	10	899	8	6	1215
Future Volume (vph)	4	10	899	8	6	1215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	
Storage Lanes	1	0	0	0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.901		0.999			
Flt Protected	0.987					
Satd. Flow (prot)	1657	0	3536	0	0	5085
Flt Permitted	0.987					
Satd. Flow (perm)	1657	0	3536	0	0	5085
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	145	145	228	228	240	240
Travel Time (s)	3.3	3.3	5.2	5.2	5.5	5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	11	956	9	6	1293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	965	0	0	1299
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.6%					
ICU Level of Service	A					
Analysis Period (min)	15					

Intersection												
Int Delay, s/veh		0.2										
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations	W		↑↑			↑↑↑						
Traffic Vol, veh/h	4	10	889	8	6	1215						
Future Vol, veh/h	4	10	889	8	6	1215						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	100	-						
Veh in Median Storage, #	0	-	0	-	-	0						
Grade, %	0	-	0	-	-	0						
Peak Hour Factor	94	94	94	94	94	94						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	4	11	956	9	6	1293						
Major/Minor	Minor1	Major1		Major2								
Conflicting Flow All	1490	483	0	0	965	0						
Stage 1	961	-	-	-	-	-						
Stage 2	529	-	-	-	-	-						
Critical Hdwy	629	694	-	-	414	-						
Critical Hdwy Stg 1	584	-	-	-	-	-						
Critical Hdwy Stg 2	604	-	-	-	-	-						
Follow-up Hdwy	3.67	3.32	-	-	2.22	-						
Pot Cap-1 Maneuver	141	530	-	-	709	-						
Stage 1	324	-	-	-	-	-						
Stage 2	522	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	137	530	-	-	709	-						
Mov Cap-2 Maneuver	137	-	-	-	-	-						
Stage 1	324	-	-	-	-	-						
Stage 2	506	-	-	-	-	-						
Approach	WB	NB		SB								
HCM Control Delay, s	18	0		0.1								
HCM LOS	C											
Minor Lane/Major Mvmt	NBT		NBR		WBLn1	SBL	SBT					
Capacity (veh/h)	-		-		291	709	-					
HCM Lane V/C Ratio	-		-		0.051	0.009	-					
HCM Control Delay (s)	-		-		18	10.1	0.1					
HCM Lane LOS	-		-		C	B	A					
HCM 95th %ile Q(veh)	-		-		0.2	0	-					

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	0	12	314	0	0
Future Volume (vph)	16	0	12	314	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped/Bike Factor						
Fit						
Fit Protected	0.950			0.998		
Satd. Flow (prot)	1770	0	0	1859	0	0
Fit Permitted	0.950			0.998		
Satd. Flow (perm)	1770	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Conf. Peds. (#/hr)		1	2			2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	18	0	14	361	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	375	0	0
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	34.2%					
Analysis Period (min)	15					
	ICU Level of Service A					

Sweetspot (111 High Ridge Road)  
6: Halpin Ave & N Driveway

2023 Background Conditions  
Saturday Midday Peak

Intersection												
Int Delay, s/veh		0.8										
Movement		EBL	EBR	NBL	NBT	SBT	SBR					
Lane Configurations		↵			↵							
Traffic Vol. veh/h		16	0	12	314	0	0					
Future Vol. veh/h		16	0	12	314	0	0					
Conflicting Peds. #/hr		0	1	2	0	0	2					
Sign Control		Stop	Stop	Free	Free	Stop	Stop					
RT Channelized		-	None	-	None	-	None					
Storage Length		0	-	-	-	-	-					
Veh in Median Storage, #		0	-	-	0	0	-					
Grade, %		0	-	-	0	0	-					
Peak Hour Factor		87	87	87	87	87	87					
Heavy Vehicles, %		2	2	2	2	2	2					
Mvmt Flow		18	0	14	361	0	0					
Major/Minor		Minor2		Major1								
Conflicting Flow All		391	-	2	0							
Stage 1		2	-	-	-							
Stage 2		389	-	-	-							
Critical Hdwy		6.42	-	4.12	-							
Critical Hdwy Stg 1		-	-	-	-							
Critical Hdwy Stg 2		5.42	-	-	-							
Follow-up Hdwy		3.518	-	2.218	-							
Pot Cap-1 Maneuver		613	0	1620	-							
Stage 1		-	0	-	-							
Stage 2		685	0	-	-							
Platoon blocked, %		-	-	-	-							
Mov Cap-1 Maneuver		604	-	1617	-							
Mov Cap-2 Maneuver		604	-	-	-							
Stage 1		-	-	-	-							
Stage 2		684	-	-	-							
Approach		EB		NB								
HCM Control Delay, s		11.1		0.3								
HCM LOS		B										
Minor Lane/Major Mvmt		NBL		NBT EBLn1								
Capacity (veh/h)		1617		- 604								
HCM Lane V/C Ratio		0.009		- 0.03								
HCM Control Delay (s)		7.2		0 11.1								
HCM Lane LOS		A		A B								
HCM 95th %ile Q(veh)		0		- 0.1								

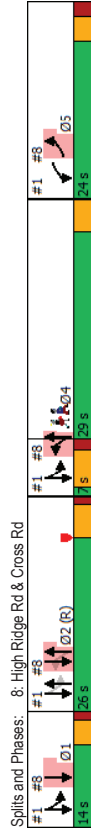
Sweetspot (111 High Ridge Road)  
8: High Ridge Rd & Cross Rd

2023 Background Conditions  
Saturday Midday Peak

	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
<b>Lane Group</b>	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations	W			4A	4A	4A			
Traffic Volume (vph)	13	30	2	968	994	7			
Future Volume (vph)	13	30	2	968	994	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0	0	0	100			
Storage Lanes	1	0	0	0	0	0			
Taper Length (ft)	25	25							
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor	0.99			1.00	1.00				
Frt	0.905				0.999				
Flt Protected	0.985								
Satd. Flow (prot)	1645	0	0	3539	5079	0			
Flt Permitted	0.965			0.954					
Satd. Flow (perm)	1645	0	0	3376	5079	0			
Right Turn on Red	Yes					Yes			
Satd. Flow (RTOR)	33			1					
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)		1	1			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Adj. Flow (vph)	14	33	2	1064	1092	8			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	47	0	0	1066	1100	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position (ft)	-6		0	0	0				
Detector 1 Size (ft)	6		20	6	25				
Detector 1 Type	C+Ex		C+Ex	C+Ex	C+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position (ft)	6								
Detector 2 Size (ft)	6								
Detector 2 Type	C+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position (ft)	18								
Detector 3 Size (ft)	6								
Detector 3 Type	C+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position (ft)	314								
Detector 4 Size (ft)	6								
Detector 4 Type	C+Ex								
Detector 4 Channel									

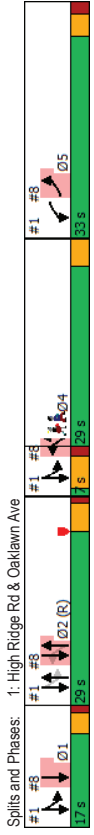
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot	custom	NA	NA					
Protected Phases	5		3	23	12		1	2	4
Permitted Phases		2							
Detector Phase	5		3	23	12				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	24.0		7.0				14.0	26.0	29.0
Total Split (%)	24.0%		7.0%				14%	26%	29%
Maximum Green (s)	19.1		1.0				10.0	21.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead lag			Lead				Lead	Lag	Lag
Lead-lag Optimize?			Yes				Yes	Yes	
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	16.5			44.7	61.8				
Actuated g/C Ratio	0.16			0.45	0.62				
v/c Ratio	0.16			0.71	0.35				
Control Delay	17.5			12.2	12.2				
Queue Delay	0.0			0.0	0.0				
Total Delay	17.5			12.2	12.2				
LOS	B			B	B				
Approach Delay	17.5			12.2	12.2				
Approach LOS	B			B	B				
Queue Length 50th (ft)	8			30	97				
Queue Length 95th (ft)	39			#524	253				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	343			1512	3141				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	0			0	0				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.14			0.71	0.35				
Intersection Summary									

Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations	W+T	W+T	W+T	W+T	W+T	W+T			
Traffic Volume (vph)	296	103	1325	8	199	859			
Future Volume (vph)	296	103	1325	8	199	859			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Flt	0.961		0.999						
Flt Protected	0.964				0.950				
Satd. Flow (prot)	3415	0	3606	0	1805	3610			
Flt Permitted	0.964				0.080				
Satd. Flow (perm)	3415	0	3606	0	152	3610			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			
Adj. Flow (vph)	305	106	1366	8	205	886			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	411	0	1374	0	205	886			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position (ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4					12			
Detector 2 Size(ft)	6					6			
Detector 2 Type	Cl+Ex					Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0					0.0			
Detector 3 Position(ft)						24			
Detector 3 Size(ft)						6			
Detector 3 Type						Cl+Ex			
Detector 3 Channel									
Detector 3 Extend (s)						0.0			
Turn Type	Prot		NA		DP+P	NA			
Protected Phases	5		2		13	123	1	3	4
Permitted Phases						2			
Detector Phase	5		2		13	123			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	33.0		29.0				17.0	7.0	29.0
Total Split (%)	28.7%		25.2%				15%	6%	25%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	28.1		24.0				13.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Ad Effct Green (s)	20.0		53.4		72.3	80.3			
Actuated g/C Ratio	0.17		0.46		0.63	0.70			
v/c Ratio	0.69		0.82		0.58	0.35			
Control Delay	50.4		33.8		24.1	1.4			
Queue Delay	0.5		0.5		1.6	0.1			
Total Delay	50.9		34.3		25.6	1.5			
LOS	D		C		C	A			
Approach Delay	50.9		34.3		6.0				
Approach LOS	D		C		A				
Queue Length 50th (ft)	148		419		27	7			
Queue Length 95th (ft)	187		#947		#138	20			
Internal Link Dist (ft)	210		160		132				
Turn Bay Length (ft)									
Base Capacity (vph)	834		1673		361	2511			
Starvation Cap Reductn	0		0		55	568			
Spillback Cap Reductn	139		66		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.59		0.86		0.67	0.46			
Intersection Summary									
Area Type:	Other								
Cycle Length:	115								
Actuated Cycle Length:	115								
Offset:	0 (0%), Referenced to phase 2(NBSB Start of Yellow								
Natural Cycle:	130								
Control Type:	Actuated-Coordinated								
Maximum v/c Ratio:	0.95								
Intersection Signal Delay:	25.9								
Intersection LOS:	C								
Intersection Capacity Utilization	71.2%								
ICU Level of Service	C								
Analysis Period (min)	15								
# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.									



[illegible]

Intersection															
Int Delay, s/veh															
8.2															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		↩			↗			↩			↗	↔			
Traffic Vol, veh/h	0	206	0	0	319	6	30	3	439	5	0	3			
Future Vol, veh/h	0	206	0	0	319	6	30	3	439	5	0	3			
Conflicting Peds, #/hr	4	0	1	1	0	4	1	0	2	2	0	1			
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop			
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None			
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-			
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-			
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96			
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0			
Mvmt Flow	0	215	0	0	332	6	31	3	457	5	0	3			
Major/Minor	Major1	Major2	Major2	Minor1	Minor2	Minor2									
Conflicting Flow All	342	0	-	-	0	553	557	217	786	554	340				
Stage 1	-	-	-	-	-	215	215	-	339	339	-				
Stage 2	-	-	-	-	-	338	342	-	447	215	-				
Critical Hdwy	4.1	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2				
Critical Hdwy Sig 1	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-				
Critical Hdwy Sig 2	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-				
Follow-up Hdwy	2.2	-	-	-	-	3.5	4	3.3	3.5	4	3.3				
Pot Cap-1 Maneuver	1228	-	0	-	-	447	442	828	312	443	707				
Stage 1	-	-	0	0	-	792	729	-	680	643	-				
Stage 2	-	-	0	0	-	681	642	-	595	729	-				
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1223	-	-	-	-	445	440	826	138	441	704				
Mov Cap-2 Maneuver	-	-	-	-	-	445	440	-	138	441	-				
Stage 1	-	-	-	-	-	792	729	-	677	640	-				
Stage 2	-	-	-	-	-	677	639	-	264	729	-				
Approach	EB	WB	WB	NB	NB	SB									
HCM Control Delay, s	0	0	0	17.2	24										
HCM LOS				C	C										
Minor Lane/Major Mvmt	NBLn1	EBL	WBT	WBR	SBLn1										
Capacity (veh/h)	779	1223	-	-	-	198									
HCM Lane V/C Ratio	0.631	-	-	-	-	0.042									
HCM Control Delay (s)	17.2	0	-	-	-	24									
HCM Lane LOS	C	A	-	-	-	C									
HCM 95th %ile Overh	4.6	0	-	-	-	0.1									

Sweetspot (111 High Ridge Road)  
3: High Ridge Rd & Halpin Ave

2023 Combined Conditions  
PM Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑↑		↓↓↓
Traffic Volume (vph)	0	0	1343	331	81	1043
Future Volume (vph)	0	0	1343	331	81	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.970			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3502	0	0	5166
Flt Permitted						0.996
Satd. Flow (perm)	0	0	3502	0	0	5166
Link Speed (mph)	30	30	30			30
Link Distance (ft)	187	187	292			394
Travel Time (s)	4.3	4.3	6.6			9.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1385	341	84	1075
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1726	0	0	1159
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.2%					
ICU Level of Service	D					
Analysis Period (min)	15					

Sweetspot (111 High Ridge Road)  
4: High Ridge Rd & N Driveway

2023 Combined Conditions  
PM Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑↑		↑↑			↓↓↓
Traffic Volume (vph)	7	19	1314	18	29	1126
Future Volume (vph)	7	19	1314	18	29	1126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.900		0.998			
Flt Protected	0.987					0.999
Satd. Flow (prot)	1688	0	3603	0	0	5182
Flt Permitted	0.987					0.999
Satd. Flow (perm)	1688	0	3603	0	0	5182
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	7	20	1359	19	30	1173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	1388	0	0	1203
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.6%					
ICU Level of Service	A					
Analysis Period (min)	15					

Intersection	Int Delay, s/veh	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.8						
Movement							
Lane Configurations		W		W		W	W
Traffic Vol, veh/h	7	19	1314	18	29	1126	414
Future Vol, veh/h	7	19	1314	18	29	1126	
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None	-
Storage Length	0	-	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0
Mvmt Flow	7	20	1369	19	30	1173	
Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	1908	694	0	0	1388	0	
Stage 1	1379	-	-	-	-	-	
Stage 2	529	-	-	-	-	-	
Critical Hdwy	625	6.9	-	-	4.1	-	
Critical Hdwy Stg 1	6	-	-	-	-	-	
Critical Hdwy Stg 2	6	-	-	-	-	-	
Follow-up Hdwy	3.65	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	81	390	-	-	500	-	
Stage 1	199	-	-	-	-	-	
Stage 2	528	-	-	-	-	-	
Platoon blocked, %		-	-	-	-	-	
Mov Cap-1 Maneuver	67	390	-	-	500	-	
Mov Cap-2 Maneuver	67	-	-	-	-	-	
Stage 1	199	-	-	-	-	-	
Stage 2	437	-	-	-	-	-	
Approach	WB	NB	SB				
HCM Control Delay, s	30.1	0	1				
HCM LOS	D						
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT		
Capacity (veh/h)	-	-	170	500	-		
HCM Lane V/C Ratio	-	-	0.159	0.06	-		
HCM Control Delay (s)	-	-	30.1	12.7	0.7		
HCM Lane LOS	-	-	D	B	A		
HCM 95th %ile Q(veh)	-	-	0.6	0.2	-		

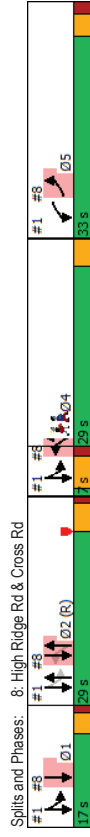
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W		
Traffic Volume (vph)	31	0	15	393	0	0
Future Volume (vph)	31	0	15	393	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Ft						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1805	0	0	1896	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1805	0	0	1896	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Conf. Peds. (#/hr)			1	1		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	34	0	16	432	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	448	0	0
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	38.5%					
Analysis Period (min)	15					
	ICU Level of Service A					

Intersection										
Int Delay, s/veh		1.1								
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	↰			↱						
Traffic Vol, veh/h	31	0	15	393	0	0				
Future Vol, veh/h	31	0	15	393	0	0				
Conflicting Peds, #/hr	0	1	1	0	0	1				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	0	-	-	-	-	-				
Veh in Median Storage, #	0	-	-	0	0	-				
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	91	91	91	91	91	91				
Heavy Vehicles, %	0	0	0	0	0	0				
Mvmt Flow	34	0	16	432	0	0				
Major/Minor	Minor2	Major1								
Conflicting Flow All	465	-	1	0						
Stage 1	1	-	-	-						
Stage 2	464	-	-	-						
Critical Hdwy	6.4	-	4.1	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	5.4	-	-	-						
Follow-up Hdwy	3.5	-	2.2	-						
Pot Cap-1 Maneuver	559	0	1635	-						
Stage 1	-	0	-	-						
Stage 2	637	0	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	551	-	1633	-						
Mov Cap-2 Maneuver	551	-	-	-						
Stage 1	-	-	-	-						
Stage 2	636	-	-	-						
Approach	EB	NB								
HCM Control Delay, s	12	0.3								
HCM LOS	B									
Minor Lane/Major Mvmt	NBL	NBT	EBLn1							
Capacity (veh/h)	1633	-	551							
HCM Lane V/C Ratio	0.01	-	0.062							
HCM Control Delay (s)	7.2	0	12							
HCM Lane LOS	A	A	B							
HCM 95th %ile Q(veh)	0	-	0.2							

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations	W			4A	4A	4A			
Traffic Volume (vph)	14	66	2	1425	992	4			
Future Volume (vph)	14	66	2	1425	992	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0	0	0	100			
Storage Lanes	1	0	0	0	0	0			
Taper Length (ft)	25	25							
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor			1.00	1.00	1.00				
Frt	0.889				0.999				
Frt Protected	0.991								
Satd. Flow (prot)	1674	0	0	3610	5181	0			
Frt Permitted	0.991			0.954					
Satd. Flow (perm)	1674	0	0	3444	5181	0			
Right Turn on Red		Yes							
Satd. Flow (RTOR)	73					Yes			
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Conf. Peds. (#/hr)			1			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	16	73	2	1583	1102	4			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	89	0	0	1585	1106	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	C+Ex		C+Ex	C+Ex	C+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	C+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	C+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	C+Ex								
Detector 4 Channel									

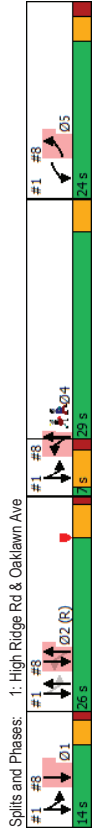
[illegible]

Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations	W	W	W	W	W	W			
Traffic Volume (vph)	336	71	916	7	126	917			
Future Volume (vph)	336	71	916	7	126	917			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Flt	0.974		0.999						
Flt Protected	0.960				0.950				
Satd. Flow (prot)	3379	0	3536	0	1770	3539			
Flt Permitted	0.960				0.140				
Satd. Flow (perm)	3379	0	3536	0	261	3539			
Right Turn on Red	No	No		Yes					
Satd. Flow (RTOR)			1						
Link Speed (mph)	30		30		30				
Link Distance (ft)	290		240		212				
Travel Time (s)	6.6		5.5		4.8				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	357	76	974	7	134	976			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	433	0	981	0	134	976			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position (ft)	-10		0		0	-10			
Detector 1 Size (ft)	6		25		6	6			
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position (ft)	4				12				
Detector 2 Size (ft)	6				6				
Detector 2 Type	CI+Ex				CI+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position (ft)					24				
Detector 3 Size (ft)					6				
Detector 3 Type					CI+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		DP+P	NA			
Protected Phases	5		2		1 3 12 3	1 3 4			
Permitted Phases					2				
Detector Phase	5		2		13	12 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0		3.0	1.0			
Minimum Split (s)	11.9		20.0		7.0	7.0			
Total Split (s)	24.0		26.0		14.0	7.0			
Total Split (%)	24.0%		26.0%		14%	7%			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	19.1		21.0		10.0	1.0			
Yellow Time (s)	3.0		4.0		3.0	4.7			
All-Red Time (s)	1.9		1.0		1.0	1.3			
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag		Lead	Lead			
Lead-Lag Optimize?			Yes		Yes	Yes			
Vehicle Extension (s)	1.0		3.0		1.5	3.0			
Recall Mode	None		C-Min		Min	Max			
Walk Time (s)					7.0				
Flash Dont Walk (s)						18.0			
Pedestrian Calls (#/hr)						5			
Ad Effct Green (s)	17.3		41.4		60.0	68.0			
Actuated g/C Ratio	0.17		0.41		0.60	0.68			
v/c Ratio	0.74		0.67		0.32	0.41			
Control Delay	47.3		30.0		12.1	1.8			
Queue Delay	0.0		0.1		0.3	0.1			
Total Delay	47.3		30.1		12.4	1.8			
LOS	D		C		B	A			
Approach Delay	47.3		30.1		3.1				
Approach LOS	D		C		A				
Queue Length 50th (ft)	133		254		1	14			
Queue Length 95th (ft)	185		#560		77	49			
Internal Link Dist (ft)	210		160		132				
Turn Bay Length (ft)									
Base Capacity (vph)	661		1464		422	2408			
Starvation Cap Reductn	0		0		66	327			
Spillback Cap Reductn	0		57		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.66		0.70		0.38	0.47			
Intersection Summary									
Area Type:	Other								
Cycle Length:	100								
Actuated Cycle Length:	100								
Offset:	0 (0%), Referenced to phase 2 NBSB Start of Yellow								
Natural Cycle:	90								
Control Type:	Actuated-Coordinated								
Maximum v/c Ratio:	0.74								
Intersection Signal Delay:	21.2								
Intersection LOS:	C								
Intersection Capacity Utilization:	55.9%								
ICU Level of Service:	B								
Analysis Period (min)	15								
# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	134	0	0	362	6	32	5	293	5	0	2
Future Volume (vph)	2	134	0	0	362	6	32	5	293	5	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.980			0.961	
Flt Protected		0.999						0.995			0.966	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1631	0	0	1729	0
Flt Permitted		0.999						0.995			0.966	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1631	0	0	1729	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	146	0	0	393	7	35	5	318	5	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	400	0	0	358	0	0	7	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 45.8%												
Analysis Period (min) 15												
ICU Level of Service A												

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Int Delay, s/veh												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol. veh/h	2	134	0	0	362	6	32	5	293	5	0	2
Future Vol. veh/h	2	134	0	0	362	6	32	5	293	5	0	2
Conflicting Peds. #/hr	1	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	None	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	-	None	-	-	None	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	146	0	0	393	7	35	5	318	5	0	2
Major/Minor												
Conflicting Flow All	401	0	-	-	-	0	548	551	146	710	548	398
Stage 1	-	-	-	-	-	-	150	150	-	398	398	-
Stage 2	-	-	-	-	-	-	398	401	-	312	150	-
Critical Hwy	4.12	-	-	-	-	-	7.12	6.92	6.22	7.12	6.52	6.22
Critical Hwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hwy	2.218	-	-	-	-	-	3.518	4.018	3.318	4.018	3.318	-
Pot Cap-1 Maneuver	1158	-	0	0	-	-	447	442	901	348	444	652
Stage 1	-	-	0	0	-	-	853	773	-	628	603	-
Stage 2	-	-	0	0	-	-	628	601	-	699	773	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1157	-	-	-	-	-	445	441	901	222	443	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	441	-	222	443	-
Stage 1	-	-	-	-	-	-	851	771	-	626	602	-
Stage 2	-	-	-	-	-	-	626	600	-	448	771	-
Approach												
EB	WB						NB			SB		
0.1	0						13			18.6		
HCM Control Delay, s												
HCM LOS												
B												
C												
Minor Lane/Major Mvmt												
NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1						
808	1157	-	-	-	-	273						
Capacity (veh/h)												
0.444	0.002	-	-	-	-	0.028						
HCM Lane V/C Ratio												
13	8.1	0	-	-	-	18.6						
HCM Control Delay (s)												
B	A	-	-	-	-	C						
HCM Lane LOS												
2.3	0	-	-	-	-	0.1						
HCM 95th %tile Q(veh)												

Sweetspot (111 High Ridge Road)  
3: High Ridge Rd & Halpin Ave

2023 Combined Conditions  
Saturday Midday Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕↕	↕↕		↕↕
Traffic Volume (vph)	0	0	918	255	61	1167
Future Volume (vph)	0	0	918	255	61	1167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	75	0
Storage Lanes	0	0	0	0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.967			
Flt Protected						0.998
Satd. Flow (prot)	0	0	3422	0	0	5075
Flt Permitted						0.998
Satd. Flow (perm)	0	0	3422	0	0	5075
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	187	187	292	292	394	394
Travel Time (s)	4.3	4.3	6.6	6.6	9.0	9.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	987	274	66	1255
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1261	0	0	1321
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.0%					
ICU Level of Service	B					
Analysis Period (min)	15					

Sweetspot (111 High Ridge Road)  
4: High Ridge Rd & N Driveway

2023 Combined Conditions  
Saturday Midday Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↕↕		↕↕			↕↕
Traffic Volume (vph)	7	24	899	11	31	1222
Future Volume (vph)	7	24	899	11	31	1222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	0
Storage Lanes	1	0	0	0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.894		0.998			
Flt Protected						0.999
Satd. Flow (prot)	1649	0	3532	0	0	5080
Flt Permitted						0.999
Satd. Flow (perm)	1649	0	3532	0	0	5080
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	145	145	228	228	240	240
Travel Time (s)	3.3	3.3	5.2	5.2	5.5	5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	26	956	12	33	1300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	968	0	0	1333
Sign Control	Stop	Stop	Free	Free	0	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.9%					
ICU Level of Service	B					
Analysis Period (min)	15					

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	W	W	W	W
Traffic Vol, veh/h	7	24	89	11	31	1222
Future Vol, veh/h	7	24	89	11	31	1222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	26	956	12	33	1300
Major/Minor	Minor1	Major1	Major2	Minor2	Minor1	Major1
Conflicting Flow All	1548	484	0	0	968	0
Stage 1	962	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	629	694	-	-	414	-
Critical Hdwy Stg 1	584	-	-	-	-	-
Critical Hdwy Stg 2	604	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	130	529	-	-	707	-
Stage 1	323	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	108	529	-	-	707	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Approach	WB	NB	SB	SB	WB	WB
HCM Control Delay, s	19.5	0	0.7	0.7	19.5	0.7
HCM LOS	C				C	C
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	SBT
Capacity (veh/h)	-	-	281	707	-	-
HCM Lane V/C Ratio	-	-	0.117	0.047	-	-
HCM Control Delay (s)	-	-	19.5	10.3	0.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %ile Q(veh)	-	-	0.4	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (vph)	34	0	19	314	0	0
Future Volume (vph)	34	0	19	314	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Ft						
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1770	0	0	1857	0	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1770	0	0	1857	0	0
Link Speed (mph)	30			30		
Link Distance (ft)	134			358		
Travel Time (s)	3.0			8.1		
Conf. Peds. (#/hr)		1	2		2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	39	0	22	361	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	383	0	0
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	34.6%					
Analysis Period (min)	15					
ICU Level of Service A						

Intersection												
1.4												
Int Delay, s/veh												
Movement												
	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	↱			↱								
Traffic Vol, veh/h	34	0	19	314	0	0						
Future Vol, veh/h	34	0	19	314	0	0						
Conflicting Peds, #/hr	0	1	2	0	0	2						
Sign Control	Stop	Stop	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	-	-						
Veh in Median Storage, #	0	-	-	0	0	-						
Grade, %	0	-	-	0	0	-						
Peak Hour Factor	87	87	87	87	87	87						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	39	0	22	361	0	0						
Major/Minor	Minor2		Major1									
Conflicting Flow All	407	-	2	0								
Stage 1	2	-	-	-								
Stage 2	405	-	-	-								
Critical Hdwy	6.42	-	4.12	-								
Critical Hdwy Stg 1	-	-	-	-								
Critical Hdwy Stg 2	5.42	-	-	-								
Follow-up Hdwy	3.518	-	2.218	-								
Pot Cap-1 Maneuver	600	0	1620	-								
Stage 1	-	0	-	-								
Stage 2	673	0	-	-								
Platoon blocked, %	-	-	-	-								
Mov Cap-1 Maneuver	587	-	1617	-								
Mov Cap-2 Maneuver	587	-	-	-								
Stage 1	-	-	-	-								
Stage 2	672	-	-	-								
Approach	EB	NB										
HCM Control Delay, s	11.6	0.4										
HCM LOS	B											
Minor Lane/Major Mvmt	NBL	NBT	EBLn1									
Capacity (veh/h)	1617	-	587									
HCM Lane V/C Ratio	0.014	-	0.067									
HCM Control Delay (s)	7.3	0	11.6									
HCM Lane LOS	A	A	B									
HCM 95th %ile Q(veh)	0	-	0.2									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations	W			4A	4A	4A			
Traffic Volume (vph)	13	30	2	985	1012	7			
Future Volume (vph)	13	30	2	985	1012	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0	0	0	100			
Storage Lanes	1	0	0	0	0	0			
Taper Length (ft)	25	25							
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor	0.99			1.00	1.00				
Frt	0.905				0.999				
Flt Protected	0.985								
Satd. Flow (prot)	1645	0	0	3539	5079	0			
Flt Permitted	0.985			0.954					
Satd. Flow (perm)	1645	0	0	3376	5079	0			
Right Turn on Red	Yes					Yes			
Satd. Flow (RTOR)	33			1					
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Conf. Peds. (#/hr)	1		1			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Adj. Flow (vph)	14	33	2	1082	1112	8			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	47	0	0	1084	1120	0			
Number of Detectors	4		1	0	1				
Detector Template	Left								
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position (ft)	-6		0	0	0				
Detector 1 Size (ft)	6		20	6	25				
Detector 1 Type	C+Ex		C+Ex	C+Ex	C+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position (ft)	6								
Detector 2 Size (ft)	6								
Detector 2 Type	C+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position (ft)	18								
Detector 3 Size (ft)	6								
Detector 3 Type	C+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position (ft)	314								
Detector 4 Size (ft)	6								
Detector 4 Type	C+Ex								
Detector 4 Channel									

[illegible]

Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

