

October 18, 2023

Frank W. Petise, P.E.
Transportation Bureau Chief
Jianhong Wang, P.E., PTOE, RSP1
Traffic Engineer
Luke Bittenwieser
Transportation Planner
City of Stamford, Transportation, Traffic & Parking
888 Washington Boulevard
Stamford, CT 06905

Re: Zoning Application No. 223-34, 900 Long Ridge Road, Stamford, CT

Dear Mr. Petise and Ms. Wang,

On behalf of 900 Long Ridge Road Property Owner LLC, we are addressing comments received within the Transportation, Traffic & Parking Interoffice Memorandum dated August 18, 2023. We note that your comments relating to the traffic study are being addressed by the project's Traffic Consultant under separate cover, and offer the following point by point responses to the Civil Site Plan comments:

1. Sidewalks have been shown connecting the proposed residential buildings with the existing bus shelter and bus stop along the Long Ridge Road frontage.
2. After review with the project's Traffic Consultant, the proposed mid-block crosswalk connecting the playground area and the trail has been changed to a raised crosswalk as a traffic/pedestrian safety measure (SE-2D). Moving it to the south leg of the all-way stop is not feasible due to the location of the existing trails and existing grades and would not stop pedestrians from potentially crossing the road in this location to access the trails.
3. The public parking lot near the trail end has been revised to include a turn-around area with a parking island in between the main driveway and the parking lot. A speed hump is proposed about 100± west of the parking area to slow down through traffic (SE-2D).
4. Stop signs have been installed at all stop bar locations.
5. Stop signs and stop bars have been added on the parking aisle exit to the site driveway (SE-2D).
6. The stop bar and stop sign at the "proposed Building C garage entrance" have been relocated to be inside the garage, 5 feet behind the crosswalk (SE-2A).
7. Pedestrian crossing signs have been added at all uncontrolled crosswalk locations.
8. Plans have been revised to show handicap parking signage and wheel stops.
9. A 4" wide double yellow center line has been shown for the entirety of the site driveway.
10. White directional arrows have been added to single-direction routes (SE-2A and SE-3A).
11. All stop bars have been revised to be 4 feet behind crosswalks.
12. All crosswalks have been revised to be 8 feet wide. The Crosswalk Detail on sheet SE-6 has also been updated to show an 8-foot-wide crosswalk.
13. ADA compliant sidewalk ramps have been installed at all specified locations (SE-2A and SE-3A).
14. ADA Parking Spaces have been proposed within Parking Area A to serve Building A and B while an additional handicap parking space is proposed in the parking area north of Building C which serves the non-residential use of the building. The remainder of the handicap parking is proposed within the parking garages below Building A and C.

15. A speed hump has been added 100ft± west from the public access parking and a raised crosswalk has been added where the sidewalk from Building A intersects the trails.
16. A flush curb with a detectable warning strip has been added in front of Building C to mitigate grade issues and allow accessible access to the adjacent non-residential space.
17. Lighting has been added at all crosswalk locations.
18. The bump out area in front of the entrance for Buildings A and B into Parking Area A *will* be flush with the roadway.

We trust the above responses and enclosed documents will suffice in addressing your comments and respectfully request your endorsement of Zoning Application No. 223-34. Please do not hesitate to call or email with any questions on this matter.

Sincerely,

David R. Ginter, P.E.,