

#045-23

Application # _____

**CITY OF STAMFORD
ZONING BOARD OF APPEALS**

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

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

PLEASE PRINT ALL INFORMATION IN INK

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

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

New Car Dealer () Used Car Dealer () General Repairer () Limited Repairer ()

2. Address of affected premises:

1450 Newfield Avenue, Stamford, CT 06905 (Parcel ID 002-6601)

street

zip code

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

Block: 383 Zone: RA-1 Sewered Property (X) yes () no

Is the structure 50 years or older (X) yes () No

Corner Lots Only: Intersecting Street: Intervale Road East

Within 500 feet of another municipality: No (X) Yes () Town of _____

3. Owner of Property: King School, Inc.

Address of Owner: 1450 Newfield Avenue, Stamford, CT Zip 06905

Applicant Name: King School, Inc.

Address of Applicant 1450 Newfield Avenue, Stamford, CT Zip 06905

Agent Name: Jacqueline Kaufman, Esq. - Carmody Torrance Sandak & Hennessey LLP

Address of Agent: 1055 Washington Boulevard, Stamford, CT Zip 06901

EMAIL ADDRESS: JKaufman@carmodylaw.com

(Must be provided to receive comments from letters of referral)

Telephone # of Agent (203) 425-4200 **Telephone # of Owner** _____

(CONTACT IS MADE WITH AGENT, IF ONE)

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

The Property is used as a School, Non-Public Use, and is improved with lower, middle, and upper school buildings, a performing arts center building, administrative buildings, athletic fields and associated improvements, tennis courts, child play areas and associated recreational equipment, barns and storage structures, staff housing, driveways and parking areas, and landscaping and lighting.

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

The application proposes modification of existing Special Permits (Exceptions) to permit: 1) a new parking area located on the southerly portion of the campus; and 2) the formalization of an existing asphalt driveway, refuse area, and parking area on the northwesterly side of campus for staff use only. 46 new parking spaces are proposed in these two areas, for a revised total of 346 spaces on the Property. New landscaping, fencing, lighting, and drainage improvements are also proposed. King School DOES NOT propose any increase to existing student enrollment or alterations to existing buildings as part of this application.

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

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

N/A

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Variances of the Zoning Regulations **may** be granted where there is unusual hardship in the way of carrying out the strict letter of the Regulations solely with respect to a parcel of land where conditions especially affect such parcel but do not affect generally the district in which it is situated. In your own words:

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

N/A

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

N/A

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

N/A

SPECIAL PERMIT

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

Sections 4.B.1.c.(16) and 19.C Appendix A, Table I,
Use 41 (School, Non-Public)

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

Provide details of what is being sought:

The Applicant proposes modification of the existing Special Permits (Exceptions) to permit: 1) a new parking area containing 35 parking spaces on the southerly portion of the Property, located off of Intervale Road E.; and 2) to pave and formalize an existing refuse area and parking area for staff use only, located on the northwesterly portion of the Property, adjacent to the upper school building.

New landscaping, fencing, lighting, and drainage are proposed in association with the proposed improvements. No increase to student enrollment is proposed. No building alterations are proposed.

MOTOR VEHICLE APPLICATIONS

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

N/A

APPEALS OF THE DECISION OF THE ZONING ENFORCEMENT OFFICER

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

DECISION OF THE ZONING ENFORCEMENT OFFICER dated _____ is appealed because:

SIGNATURE REQUIRED FOR ALL APPLICATIONS



Jacqueline O. Kaufman, Esq.

Signature of:

☒ (X) Agent

☐ () Applicant

☐ () Owner

*Larmody Torrance
Sundak + Hennessey, LLP*

Date Filed: _____

Zoning Enforcement Officer Comments:

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**CITY OF STAMFORD
ZONING BOARD OF APPEALS**


APPLICATION PACKET

Board Members
Joseph Pigott, Chair
Claire Friedlander
Lauren Jacobson
George Dallas

Alternate
Ernest Matarasso
Matthew Tripolitsiotis
Jeremiah Hourihan

Land Use Administrative Assistant
Mary Judge

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

Zoning Enforcement:  Date: 10/30/23

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

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

Environmental Protection: _____ Date: _____

CAM Review by: Zoning Board

☐

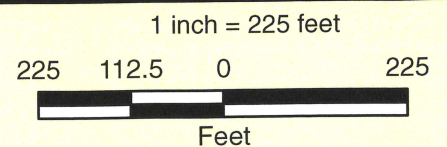
ZBA

☐



ZBA Application #045-23
1450 Newfield Avenue

Date: 11/7/2023



DESCRIPTION OF LAND

#045-23

King School

1450 Newfield Avenue, Stamford, Connecticut

ALL THAT CERTAIN parcel of land situate in the City of Stamford, County of Fairfield, State of Connecticut and comprising an area of 34.0498 acres, bounded and described in accordance with a Survey titled "Zoning Location Survey depicting Proposed Parking Lots 1450 Newfield Avenue Stamford, CT prepared for King School, ", dated May 25, 2023 and prepared by Redniss and Mead, Inc., said parcel being generally described as follows:

Bounded northerly 946.10 feet by land now or formerly of Italian Center of Stamford, Inc; easterly 1714.82 feet by Newfield Avenue; southerly 846.03 feet by Intervale Road East; westerly 1150.61 feet along properties now or formerly of Leo J. Carlucci et al, Frank C. Decostanzo et al, Richard A. Robustelli et al, Day Rubino, Osvaldo Brito et al, Walter J. Jakubek et al, and Thomas F. Donnelly, et al; again southerly 90.94 feet along said Donnelly; again westerly 410.46 feet along properties now or formerly of Mona M. Snyder et al, Debra S. Berger and Tracy L. Dayton et al.

October 30, 2023

Attention: Mr. Stephen Shafer
Chief Financial and Operating Officer
King School
1450 Newfield Avenue
Stamford, CT 06905-1501

#045-23

SLR Project No.: 141.13506.00003

**RE: Traffic Evaluation – New Parking Lots, King School Campus
1450 Newfield Avenue, Stamford, Connecticut (The “Property”)**

At your request, SLR International Corporation (SLR) has prepared this letter to evaluate the transportation-related implications of two new parking lots proposed on the King School (the “School”) campus in Stamford, Connecticut. These new lots will largely serve to replace spaces that the School currently leases from its neighbor to the north, The Italian Center. King School is a privately run preparatory day school with grades ranging from pre-kindergarten through high school. It is set on a campus with a separate Lower School, Middle School, and Upper School. Total school enrollment is currently capped at a maximum of 750 students, and the current enrollment is projected to be around 715 to 720 students this fall.

This study reviews the traffic related elements that have transpired since our previous study that was conducted for the proposed enrollment increase (to 750 students maximum) in 2016. SLR reviewed existing site conditions, site access, crash data experience, traffic volume trends, and the potential for the proposed parking lots to impact traffic and/or safety in the area. We conclude with recommendations to address any identified impacts, or to improve otherwise sufficient operations. In brief, it is our observation that the proposed parking improvements will not negatively impact existing Levels of Service (LOS) or safety in and around the property.

Existing Environs and Roadway Conditions

King School is located on the west side of Newfield Avenue between the Italian Center of Stamford to the north, and Intervale Road East to the south. **Figure 1** shows the location of the school and area roadways.

Newfield Avenue is a city-maintained roadway that runs north-south along the school campus frontage between downtown and North Stamford. It has one lane in each direction, with additional turning lanes at key nearby intersections. Newfield Avenue is approximately 24-feet wide in the vicinity of the school and has a posted speed limit of 30 miles per hour (mph) in each direction. There are also 25 mph school zone advisory speed limit signs facing traffic approaching King School in each direction.

The school has two main driveways, a south entrance and north driveway. The south entrance is a one-lane ingress located on Intervale Road East, which is a dead-end residential street that intersects Newfield Avenue at the southeast corner of the school. The south entrance serves most motorists arriving from the south. The north driveway is full access and has one ingress lane and two egress lanes. Motorists are prohibited from turning left into the north driveway during the morning school arrival period by use of temporary No-Left-Turn signage and staff that

directs traffic. School begins at 8:00 a.m. for all three schools (Upper, Middle, and Lower). The Lower school dismisses at 2:55 p.m. The Middle and Upper schools dismiss at 3:20 p.m.

King School also has two driveways at Newfield Avenue that are located between White Oak Lane and Emerald Lane, approximately midway along the school frontage. These two driveways are lightly used, with primary use by staff and visitors. Additionally, some of the Upper School students that drive are allowed to park at the Italian Center along the Italian Center's exit driveway, which is directly adjacent to King School's north driveway.

In the area surrounding the School, all side streets and driveway approaches to Newfield Avenue are STOP controlled. The one exception is the intersection of Newfield Avenue at Newfield Drive located a block to the south of the school, which is signalized. Newfield Drive provides access to areas west of the school including Interchange 35 on the Merritt Parkway (Route 15).

Within the King School campus there is a road that connects the south entrance with the north driveway and meanders between the Lower School, Middle School, and Upper School. Each school has its own separate drop-off/pickup area. Several parking lots are located on campus and as mentioned, there is some use of the parking at the adjacent Italian Center by Upper School students. During arrival and dismissal, there are several staff that are stationed at different locations on campus to help manage traffic flow. Additionally, there is a traffic officer that directs traffic at the intersection of Newfield Avenue and Intervale Road East during the morning arrival period. There is also staff stationed at the north driveway at Newfield Avenue during the morning period.

While most students are transported to and from the School via private automobiles, several school buses service King School. There are five Stamford buses, and two buses from Westchester County, as well as a bus from Riverside/Old Greenwich.

Crash Data Summary

Information on traffic crash statistics on Newfield Avenue between Newfield Drive and Eden Road was obtained from the Connecticut Crash Data Repository for the 5-year period of July 14, 2018, to July 15, 2023. The crash data collected for this period is shown in **Table 1**, summarized by location, type of collision and crash severity.

A total of 28 crashes were reported throughout the study area for the roughly 5-year period. Nearly 75 percent of the crashes in the study area resulted in property damage only. The most common collision type was rear-ended collisions, comprising approximately 36 percent of reported crashes, followed by angle collisions at approximately 21 percent. One of the crashes involved a deer. No non-motorist crashes (bicycle and pedestrian) were reported.

Based on this data, there were no abnormal crash frequencies and crash patterns found at the study intersections or adjacent roadways. Based on the *Connecticut Crash Facts Book* released by the Connecticut Department of Transportation (CTDOT), rear-end collisions and angle collisions constitute nearly 56 percent of the crashes in Connecticut during the 2017 period. So, these types of crashes are common at the intersections.



Table 1: Crash Data Summary

Location	Type Of Collision							Crash Severity			
	Angle	Fixed Object	Head On	Rear End	Sideswipe, Same Direction	Wildlife	Total	Possible Injury	Property Damage Only	Suspected Minor Injury	Total
Newfield Avenue at Eden Road	1	0	0	1	1	0	3	0	3	0	3
Newfield Avenue at Wedgemere Road	0	1	0	1	0	0	2	0	2	0	2
Newfield Avenue at King School driveway	1	0	0	0	0	0	1	0	1	0	1
Newfield Avenue at Intervale Road East/Sweet Briar Road	1	0	0	0	1	0	2	0	2	0	2
Newfield Avenue at Newfield Drive	0	0	1	5	1	1	8	0	6	2	8
On Newfield Avenue between Newfield Drive and Intervale Road East/Sweet Briar Road	0	0	0	3	0	0	3	1	2	0	3
On Newfield Avenue between Intervale Road East/Sweet Briar Road and Emerald Lane	1	1	0	0	0	0	2	1	1	0	2
On Newfield Avenue between Emerald Lane and White Oak Lane	0	1	0	0	1	0	2	0	2	0	2
On Newfield Avenue between White Oak Lane and Wedgemere Road	0	2	1	0	0	0	3	1	1	1	3
On Newfield Avenue between Wedgemere Road and Eden Road	1	1	0	0	0	0	2	1	1	0	2
Grand Total	5	6	2	10	4	1	28	4	21	3	28

Existing Traffic and Parking Volumes

SLR obtained data on existing traffic volumes and parking demands in and around King School. The traffic counts were assembled from data provided by CTDOT from traffic monitoring station **STAM-675**, on Newfield Avenue north of Newfield Drive. A summary of all day and peak-hour traffic by year is provided in **Table 2**.



Table 2: Traffic Monitoring Data, Newfield Avenue North of Newfield Drive

Date	AADT * Volume	Peak Hour Volume A.M.	Peak Hour Volume P.M.
January 03, 2022	6,600	699 (7:00 a.m. to 8:00 a.m.)	746 (3:00 p.m. to 4:00 p.m.)
July 29, 2020	6,200	488 (8:00 a.m. to 9:00 a.m.)	597 (5:00 p.m. to 6:00 p.m.)
December 11, 2017	7,000	876 (7:00 a.m.- 8:00 a.m.)	785 (3 PM - 4 PM)
November 07, 2011	7,700	882 (8:00 a.m. to 9:00 a.m.)	807 (5:00 p.m. to 6:00 p.m.)
September 28, 2011	7,400	813 (7:00 a.m. to 8:00 a.m.)	793 (5:00 p.m. to 6:00 p.m.)
October 08, 2008	8,400	846 (7:00 a.m. to 8:00 a.m.)	880 (5:00 p.m. to 6:00 p.m.)

*Average Annual Daily Traffic

When counted in 2016, 265 parking spaces were occupied, well within the 340 total available spaces at the time and less than the 300 spaces available onsite. At that time, we also estimated that the available supply is adequate to meet the Zoning requirement and accommodate parking needs for enrollment increases up to 750 students. Currently, King School has 345 spaces available for staff, students and visitors which includes 45 spaces leased from the Italian center and 300 spaces onsite. Following the completion of the proposed parking improvements, 346 spaces will be available, all onsite. As there is no change to parking demand or parking availability, we conclude no change to and no negative impact on the Property and surrounding area with regard to parking.

Since our last study, the COVID pandemic has slightly altered travel patterns and arrival modes to all schools. In particular, bus ridership is down, and parent drop off and pickup is up. This would tend to increase traffic slightly, but as evidenced by the traffic data, overall traffic in the area has not returned to pre-pandemic levels. This is consistent with trends throughout the State of Connecticut. Regarding parking, the only significant increase we would anticipate would be an increase in student drivers. However, since the Zoning Regulations require a certain number of spaces for students in the eleventh and twelfth grade, and since no new enrollment is proposed, there is no change to existing conditions. Should more students in eleventh and twelfth grades wish to drive to campus, the School can control that variable with parking passes.

Other factors that may increase traffic volumes and parking demands would be the changes in enrollment and staffing levels. The 2016 analysis found that an increase in enrollment to 750 students, and a similar percent increase (around 12 percent) in staffing, could easily be handled at the two main access points to the School. Based on data available at the time, our analysis would have assumed around 175 staff/faculty. Currently there are 171 full-time staff members, 16 part-time staff members, and 16 employees associated with the dining and custodial functions. Under the most conservative assumption, staff levels are tracking at a somewhat



higher growth rate than enrollment. This is consistent with our understanding of King Schools commitment to offering all new and important learning opportunities, beyond simply increasing staff on par with changes in enrollment.

Based on these factors, we would estimate that current parking demands would be around 280 to 290 vehicles. If/when enrollment were to max out at 750 students, this demand could increase to up to 300 vehicles. This represents 85 to 90 percent occupancy, a desirable balance between available number of spaces and demand. This estimate would still produce a parking area that is compliant with Zoning and meets the demand of the School, with overflow parking available onsite.

Regarding traffic, we reviewed the impact of adding the Italian Center traffic to the existing two main access points, the latent demand associated with achieving peak enrollment, and the current trends in background traffic on Newfield Avenue. Based on these factors, we expect traffic operations will be essentially the same from a Level of Service (LOS) perspective. All approaches and individual movements will operate at LOS C or better during the peak arrival and dismissal times at the north driveway and at Intervale Road intersection with Newfield Avenue. The analysis results are summarized in **Table 3**, below.

Table 3: Capacity Analysis Summary

Intersection/Movements	Level Of Service	
	Morning Arrival Peak Hour	Afternoon Dismissal Peak Hour
Newfield Avenue at Intervale Road East¹		
Northbound Left	-	A
Southbound Left	-	A
Eastbound Left/Through/Right	-	B
Westbound Left/Through/Right	-	C
Newfield Avenue at King School North Driveway		
Northbound Left	A	A
Eastbound Left	C	C
Eastbound Right	B	B

Summary and Conclusion

This study was conducted to assess the transportation implications of two new parking lots proposed on the campus of King School, located in Stamford, Connecticut. Our findings and recommendations are presented below.

¹ Traffic at the intersection of Newfield Avenue/Intervale Road is directed by a police officer during the school arrival peak hour. Therefore, this intersection was not analyzed for that time.



- 1 The proposed new parking facilities will, in essence, replace off-site parking that has been available at the Italian Center, just north of the school keeping King School traffic on its own campus which is preferable.
- 2 The parking demands currently, and projected at full enrollment, can be accommodated onsite following the addition of the two new lots, with overflow parking available.
- 3 The proposal does not impact to the existing LOS experienced in Newfield Avenue and Intervale Road East.
- 4 Earlier recommendations to encourage bussing and carpooling should be a re-invigorated focus to combat the return to motor vehicles that has occurred for school traffic during and since the COVID pandemic. The School advises its families of this on its website.
- 5 Some of the recommendations to manage traffic provided in 2016 should remain. These are:
 - a. Continue to prohibit northbound left turns into the north driveway from Newfield Avenue during the morning arrival period.
 - b. Continue to retain a police officer to direct traffic at Newfield Avenue and Intervale Road East.
 - c. Continue to promote ridesharing/carpooling.
 - d. Continue to encourage school busing of students.
 - e. Consider the return to staggered start times if traffic peaking upon arrival becomes a concern and continue to stagger the end times of the Lower, Middle, and Upper Schools.
 - f. Reapply pavement markings where faded.

The implementation of these recommendations will continue to result in generally good traffic conditions around the King School following the addition of the two proposed parking lots.

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 me.

Regards,

SLR International Corporation



David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning
dsullivan@slrconsulting.com

Attachments

- Figure 1 – Site Location Map
- LOS Designation Descriptions
- Synchro Analysis Worksheets

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