CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

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1055 Washington Blvd.
4th Floor
Stamford, CT 06901

October 20, 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

Re: Site Plan and Special Permit Application
375 Fairfield Avenue, Stamford, CT (Parcel ID 001-3193)
375 Fairfield Avenue Associates

Dear Ms. Mathur:

Our firm represents 375 Fairfield Avenue Associates (the "Applicant"), the owner of 375 Fairfield Avenue, Stamford, CT (the "Property"). The Property is located in the General Industrial (M-G) zone and Master Plan Category 13 (Industrial – General). It is 9.38± acres and improved with eight (8) buildings with a total of 176,714± sf of floor area.

The Applicant proposes to construct two (2) new warehouse/flex industrial/commercial buildings on the Property. Proposed Building A will consist of three (3) stories and contain approximately 54,156± square feet of warehouse/flex industrial/commercial space. Approximately 1,044± sf of additional floor area will be built to accommodate a fast casual food service tenant that is complementary to the anticipated use. Proposed Building B will consist of a one (1) story, including an optional mezzanine, and contain approximately 39,980± square feet of warehouse/flex industrial/commercial space. To facilitate this proposal, the Applicants request from the Zoning Board (1) site plan approval and (2) special permit approval of a large scale development.

In connection with the application, enclosed please find:

- Letter of Authority from the Applicant;
- Application fees in the amount of $3,740, representing the application filing and public hearing fees;
- Twenty-one (21) copies of the following application forms and associated schedules:
  - Application for Site Plan Approval;
  - Application for Special Permit Approval;
  - Schedule A – List of Plans;

  - Schedule B – Project Narrative;
  - Schedule C – Statement of Findings;
  - Schedule D – Property Description;
  - Schedule E – Zoning Data Chart; and
  - Schedule F – Existing Zoning Map and Aerial Photo of Property;
- Eight (8) full-size and thirteen (13) reduced-size copies of the following plans:
  - Architectural Plans prepared by Jason Little Architects, PLLC, dated October 4, 2023, with the plan titles listed on Schedule A;
  - Civil Plans prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, with the plan titles listed on Schedule A;
  - Zoning Location Survey prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled "Zoning Location Survey;"
  - Average Grade Worksheet prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, with the plan titles listed on Schedule A; and
  - Landscape Plan prepared by Environmental Land Solutions, LLC, dated October 9, 2023, with the plan titles listed on Schedule A;
- Three (3) copies of the Drainage Study prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled "Drainage Summary Report;"
- Nine (9) copies of the Traffic Impact Study prepared by SLR International Corporation, dated October 20, 2023, entitled "Traffic Impact Study;"[1] and
- Twenty-one (21) copies of the first submission of the Stamford Sustainability Scorecard.

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.

Sincerely,

William J. Hennessey, Jr.

Enclosures.

cc: R. Blessing
375 Fairfield Avenue Associates
Jason Little Architects, PLLC
D'Andrea Surveying & Engineering, P.C.
Environmental Land Solutions, LLC
SLR International Corporation

[1] A Parking and Traffic Demand Management Plan prepared by SLR International Corporation will be provided under separate cover.

September 28, 2023

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

Re: 375 Fairfield Avenue Associates
Land Use Applications
375 Fairfield Avenue (the "Property")

Dear Ms. Mathur:

375 Fairfield Avenue Associates is the owner of the above-captioned Property. 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 land use applications with the City of Stamford on its behalf in connection with the Property. Thank you for your acknowledgement of said authority.

Sincerely,

375 Fairfield Avenue Associates
Jeff Goldblum, managing member

By:
Duly Authorized

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

APPLICATION FOR APPROVAL OF SITE & ARCHITECTURAL PLANS AND / OR REQUESTED USES

Complete, notorize, and forward **thirteen (13) hard copies and one (1) electronic copy in PDF format** to Clerk of the Zoning Board with a **$1,000.00 Public Hearing Fee** and the required application filling fee **(see Fee Schedule below),** payable to the City of Stamford.

NOTE: Cost of required Public Hearing 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 –WITHOUT GDP

Site Plans 20,000 sq. ft. or less of building area application fee –without GDP	**$460.00**
Site Plans more than 20,000 sq. ft. of building area-application Fee –without GDP	**$460.00 + $30 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft.**

Fee Schedule –WITH GDP

Site Plans 20,000 sq. ft. or less of building area application fee –with GDP.	**$260.00**
Site Plans more than 20,000 sq. ft. of building area-application Fee –with GDP.	**$260.00 + $10 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft.**

APPLICANT NAME (S): 375 Fairfield Avenue Associates
c/o Agent: William J. Hennessey, Carmody Torrance Sandak & Hennessey LLP, 1055 Washington Blvd., 4th Fl., Stamford, CT 06901

APPLICANT ADDRESS: _____

APPLICANT PHONE #: c/o Agent: William J. Hennessey, Carmody Torrance Sandak & Hennessey LLP, (203) 425-4200

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

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 375 Fairfield Avenue

ADDRESS OF SUBJECT PROPERTY: 375 Fairfield Avenue

PRESENT ZONING DISTRICT: M-G

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: See Schedule A

REQUESTED USE: Warehouse/Industrial and Restaurant, Carry-Out, consistent with the uses allowed in the M-G Zone

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**
375 Fairfield Avenue Associates PO BOX 110422 STAMFORD, CT 06911-0422	375 Fairfield Avenue

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No *(If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application – PA 87-307).*

DOES THE PROJECT RESULT IN THE CREATION OF 10 OR MORE UNITS OR 10,000 SF OR MORE IN FLOOR AREA OR DISTURBANCE OF 20,000 SF OR MORE IN LAND AREA, THROUGH NEW DEVELOPMENT, RECONSTRUCTION, ENLARGEMENT OR SUBSTANTIAL ALTERATIONS? Yes *(If yes, then complete the Stamford Sustainability Scorecard per Section 15.F).*

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

DATED AT STAMFORD, CONNECTICUT, THIS 20th DAY OF October 2023

SIGNED: William J. Hennessey, Jr

NOTE: The 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 the application, this must be done in writing, and be received by the Zoning Board at least three (3) working days prior to public hearing in order to provide sufficient time to publicize the withdrawal. Applications withdrawn less than three (3) days prior to a schedule hearing date will not be rescheduled within 90 days.

STATE OF CONNECTICUT
ss STAMFORD October 20 2023
COUNTY OF FAIRFIELD

Personally appeared William J. Hennessey, Jr., signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

Daniel Chapple

Daniel Chapple ~~Notary Public~~ - Commissioner of the Superior Court

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FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: *Date:* _____

By: _____

Revised 9/02/20

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

APPLICATION FOR SPECIAL PERMIT

Complete, notorize, and forward **thirteen (13) hard copies and (1) electronic copy in PDF format** to Clerk of the Zoning Board with a **$1,000.00 Public Hearing Fee** and the required application filling fee **(see Fee Schedule below),** payable to the City of Stamford.

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

Fee Schedule

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

APPLICANT NAME (S): 375 Fairfield Avenue Associates
c/o Agent: William J. Hennessey, Carmody Torrance Sandak & Hennessey LLP, 1055 Washington Blvd., 4th Fl., Stamford, CT 06901
APPLICANT ADDRESS: _____
APPLICANT PHONE #: c/o Agent: William J. Hennessey, Carmody Torrance Sandak & Hennessey LLP, (203) 425-4200
IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? Yes
LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 375 Fairfield Avenue

ADDRESS OF SUBJECT PROPERTY: 375 Fairfield Avenue
PRESENT ZONING DISTRICT: M-G
TITLE OF SITE PLANS & ARCHITECTURAL PLANS: See Schedule A

REQUESTED SPECIAL PERMIT: (Attach written statement describing request)
Approval of a Large Scale Development - See 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
375 Fairfield Avenue Associates PO BOX 110422 STAMFORD, CT 06911-0422	375 Fairfield Avenue

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No *(If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application – PA 87-307).*

DOES THE PROJECT RESULT IN THE CREATION OF 10 OR MORE UNITS OR 10,000 SF OR MORE IN FLOOR AREA OR DISTURBANCE OF 20,000 SF OR MORE IN LAND AREA, THROUGH NEW DEVELOPMENT, RECONSTRUCTION, ENLARGEMENT OR SUBSTANTIAL ALTERATIONS? Yes (If yes, then complete the Stamford Sustainability Scorecard per Section 15.F).

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Phone: 203.977.4719 · Fax: 203.977.4100

DATED AT STAMFORD, CONNECTICUT, THIS 20 DAY OF October 20 23

SIGNED: William J. Hennessey, Jr

NOTE: Application cannot be scheduled for Public Hearing until 35 days have elapsed from the date of referral to the Stamford Planning Board. If applicant wishes to withdraw application, please notify the Zoning Board at least three (3) days prior to Public Hearing so that the Board may have sufficient time to publicize the withdrawal.

STATE OF CONNECTICUT
ss STAMFORD October 20 20 23
COUNTY OF FAIRFIELD

Personally appeared William J. Hennessey, Jr., signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

Daniel Chapple

Daniel Chapple ~~Notary Public~~ Commissioner of the Superior Court

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FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: *Date:* _____

By: _____

Revised 09/02/2020

Schedule A
List of Plans

- Architectural Plans prepared by Jason Little Architects, PLLC, dated October 4, 2023, entitled:
  - "A-1: Cover Sheet;"
  - "A-2: Sketch Renderings – Building A;"
  - "A-3: Sketch Renderings – Building B;"
  - "A-4: Material Selections;"
  - "A-5: Bldg. A – Exterior Elevations;"
  - "A-6: Bldg. B – Exterior Elevations;"
  - "A-7: Building Sections;"
  - "A-8: Bldg. A – Cellar Plan;"
  - "A-9: Bldg. A – 1st Floor Plan;"
  - "A-10: Bldg. A – 2nd Floor Plan;"
  - "A-11: Bldg. A – 3rd Floor Plan;"
  - "A-12: Bldg. A – Roof Plan;"
  - "A-13: Bldg. B – 1st Floor & Mezzanine Plan;" and
  - "A-14: Bldg. B – Roof Plan;"
- Civil Plans prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled:
  - "Topographic Survey – 'Existing Conditions';"
  - "C-1.1: Building 'A' Site Grading Plan;"
  - "C-1.2: Building 'B' Site Grading Plan;"
  - "C-2.1: Building 'A' Drainage and Utility Plan;"
  - "C-2.2: Building 'B' Drainage and Utility Plan;"
  - "C-3.1: Building 'A' Sedimentation and Erosion Control Plan;"
  - "C-3.2: Building 'B' Sedimentation and Erosion Control Plan;"
  - "C-4.1: Notes and Details;"
  - "C-4.2: Details;" and
  - "C-5.0: Low-Impact Development Plan;"
- Zoning Location Survey prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled "Zoning Location Survey;"
- Average Grade Worksheet prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled:
  - "Building 'A' Proposed Average Grade Worksheet;" and
  - "Building 'B' Proposed Average Grade Worksheet;"
- Landscape Plan prepared by Environmental Land Solutions, LLC, dated October 9, 2023, entitled:
  - "LP.1 – Landscape Plan;" and
  - "LP.2 – Landscape Plan;"
- Drainage Study prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled "Drainage Summary Report;" and
- Traffic Impact Study prepared by SLR International Corporation, dated October 20, 2023, entitled "Traffic Impact Study;" and
- First submission of the Stamford Sustainability Scorecard.

Schedule B
Project Narrative

375 Fairfield Avenue Associates (the "Applicant") requests Site Plan and Special Permit approvals to facilitate the development of two (2) new buildings at 375 Fairfield Avenue (the "Property").

I. The Applicant

The Applicant has owned the Property since 1985 and is affiliated with Waterside Property Group, a Stamford-based, family-owned real estate investment, development, and management firm. Waterside Property Group has served the Stamford community for more than 50 years and owns and manages more than 850,000 sf of property in southern Connecticut. As detailed below, for the past 38 years, the Applicant has maintained the existing structures on the Property and attracted a unique mix of industrial and mercantile tenants.

II. The Property & Existing Uses

The Property is 9.38± acres and located in the General Industrial (M-G) zone and Master Plan Category 13 (Industrial – General). It is generally bounded by the Metro-North Railroad to the west and north, Fairfield Avenue to the east, and other industrial properties to the south. The Property is improved with eight (8) buildings with a total of 176,714± sf of Floor Area. The buildings were constructed in the 1930s and have been used as warehouse/flex industrial/commercial space for a variety of tenants. Currently, the Property is home to companies in the fields of printing, truck rentals, roofing, flooring, HVAC supply, medical equipment storage, delivery, restaurant storage, and home improvement. Located in the Stamford Waterside Design District, the Property is also home to a variety of design tenants including kitchen cabinet suppliers as well as wholesale companies that sell items including carpet, fabrics, wall coverings, and furniture to builders, architects, and designers. Notably, these items are sold predominantly to-the-trade.

The eastern portion of the Property consists of a mixture of compacted gravel and paved parking areas, which is rented out to automobile dealerships to park surplus car inventory and seasonally for winter boat storage. A portion of land in the center of the Property consists of a large concrete slab surrounded by paved driveway and parking areas. A 70,000± square foot industrial warehouse once sat on this slab, which housed companies such as Union Industries, Abbot Coin, and various smaller industrial users. In the early 1990s, the building became functionally obsolete beyond repair and had to be demolished. Since then, the slab has been leased to landscapers, car dealerships, and container rental companies, and used for tractor trailer storage.

III. Description of Proposed Development

The Applicant proposes to build two (2) new warehouse/flex industrial/commercial buildings on the Property, which will be marketed toward similar industrial and design tenants. Proposed Building A will consist of three (3) stories and contain approximately 54,156± square feet of warehouse/flex industrial/commercial space. Approximately 1,044± sf of additional Floor

Area will be built to accommodate a fast casual food service tenant that is complementary to the other proposed uses. The roof will contain approximately 4,338± square feet of outdoor space that can support a terrace for use by tenants. If the roof terrace is constructed, it would be accompanied by a demountable fence to separate this space from the remainder of the roof. Proposed Building B will consist of a one (1) story, including a potential mezzanine,[1] and contain approximately 39,980± square feet of warehouse/flex industrial/commercial space.

Associated landscaping and site improvements are also proposed. An additional 52 parking spaces will be added to the Property to serve Building A and an additional 48 parking spaces will be added to serve Building B.[2] The area around the new buildings and parking areas will be landscaped with a variety of plants and shade trees. Sidewalk improvements are proposed along the Property's Fairfield Avenue frontage. None of the existing buildings will be demolished in connection with the proposed development.

There is a strong demand for warehouse and flex industrial space in Stamford, as well as to-the-trade wholesale spaces for builders, architects, and designers. Waterside Property Group has received numerous calls from prospective tenants looking for modern industrial space ranging from 3,000-20,000 sf. Unfortunately, the Applicant cannot accommodate these requests, as the existing buildings on the Property are almost fully occupied or not suitable for a variety of reasons. Those who frequent the businesses on the Property have noted that they need to travel out of town to purchase certain products for their clients and would like to see a bigger mix of these products here in Stamford.

IV. Requested Approvals

To facilitate this proposal, the Applicant requests the following approvals:

(1) Final Site Plan Approval pursuant to §§ 4.B.8.b. and 19.D. of the Zoning Regulations to develop the two (2) proposed buildings, parking lot, and associated site improvements on the Property.

(2) Special Permit Approval of a Large Scale Development pursuant to § 19.E. of the Zoning Regulations to permit the construction of a non-residential structure having a Gross Floor Area of 20,000 sf or more.

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[1]If constructed, the mezzanine will be approximately 2,960± square feet and contain administrative offices for the space below. The square footage of the potential mezzanine is included in all FAR and parking calculations.

[2]Section 12.B.4. of the regulations provides in relevant part: "*Parking Lots* in existence at the time of the adoption of these standards shall not be required to be in compliance with the standards of Sections 12.B.2. and 12.B.3. unless they are comprehensively redesigned. 'Comprehensively redesigned' for the purposes of this Section shall mean structural changes that affect at least 50% of the *Parking Lot* area, as determined by Land Use Bureau staff[.]" The total area of land disturbance for the proposed development will be approximately 41.5 percent. Although the Applicant is not required to make improvements to the existing Parking Lots on the Property, it has designed the parking areas around proposed Building A and Building B to comply with the standards of Section 12.B.3.

V. Conformity of Site Plan with Stamford Master Plan and M-G Zone

The proposed development is consistent with the goals and policies of the Master Plan and the purpose and intent of the M-G regulations. The Property is in Master Plan Category 13 (Industrial – General), which is intended to "provide for and protect existing industrial development and preserve opportunities for new industrial uses[.]"[3] The proposed development would further this goal by adding more industrial space on a site containing buildings that have been used for industrial purposes for almost a century. The proposed uses are fully permitted in the M-G zone, which accommodates a wide variety of commercial, industrial, and institutional uses. Moreover, the scale and design of the buildings are in compliance with the zoning regulations and in harmony with the surrounding neighborhood, which contains other industrial properties.

VI. Conclusion

The proposed development will add warehouse, flex industrial, commercial, and fast casual restaurant space to an existing industrial site in an area that is well-suited for such uses. The proposed buildings will be constructed with a mix of high-quality materials and accompanied by attractive landscaping and parking improvements. If approved, the proposed development will serve as a gateway to Stamford's Waterside Design District and attract a variety of new design tenants to the area.

[3] STAMFORD MASTER PLAN at 196 (Dec. 16, 2014).

Schedule C
Statement of Findings

The Applicant submits the proposal is consistent with the Site Plan standards (§ 19.D.4.) and Special Permit standards (§ 19.C.2.) of the Zoning Regulations as follows:

a. Site Plan Standards

In reviewing site plans the Zoning Board shall take into consideration the purpose of these Regulations, including the purpose of the applicable zoning district and the goals and policies of the Stamford Master Plan, the public health, safety and general welfare and convenience of the general public and the maintenance of property values. In its review the Board may modify a site plan or condition an approval to the extent necessary to conform the site plan to the following standards and objectives:

(1) Safe, adequate and convenient vehicular traffic circulation, operation, parking and loading, and pedestrian circulation, both within and without the site.

(a) The number, locations and dimensions of all vehicular and pedestrian access drives and walkways, parking spaces, drop-off and loading areas, and provisions for handicapped access shall conform to the standards of Section 12 of these Regulations, to the adopted design criteria and engineering practices of the Dept. of Traffic and Parking, and all other applicable standards. Such areas shall be constructed of suitable hard surface materials and maintained in good condition.

The number, locations, and dimensions of all vehicular and pedestrian access drives and walkways, parking spaces, drop-off and loading areas, and handicapped access conform to the standards of the M-G Zone and applicable provisions of Section 12 of the Zoning Regulations. The enclosed Zoning Location Survey and architectural plans provide parking details for the development. Additionally, as detailed on the enclosed plans and the zoning data chart, the Applicant will comply with the bicycle parking requirements in § 12.J. of the Zoning Regulations and electric vehicle parking requirements in § 12.L.

(b) The number of vehicle access drives shall be minimized and shall be located and designed to provide safe and convenient turning movements and safe sightline as determined in accordance with the Geometric Highway Design Standards of the Conn. Dept. of Transportation.

Vehicles will enter and exit the Property through driveways along Fairfield Avenue. There is one (1) existing driveway, which will be modified to improve access and vehicle circulation. Two (2) additional driveways are proposed. At all points where two-way flow of traffic is anticipated, the driveways are at least the required width of 24 feet. All access drives have been designed to provide safe and convenient access to the Property.

(c) Area streets and traffic controls shall be determined to have adequate capacity to service the site without causing undue congestion or hazardous conditions.

The surrounding streets can adequately accommodate the traffic associated with the proposed use. For a more complete discussion of the traffic impact, please see the enclosed Traffic Impact Study prepared by SLR.

(2) The protection of environmental quality, landscaping of open space and harmony with existing development. The Board shall take into consideration the following features and standards:

(a) The location, height, design and materials of walls, fences, hedges and plantings shall be appropriate to the vicinity and shall suitably screen parking, loading, garbage collection facilities, outside storage areas, accessway drives, utility installations and other such features; such landscaping shall be appropriate to the general character of the vicinity and consider the proximity and nature of abutting uses and the level of use of adjoining public streets and walkways.

The proposed location, height, design and materials of walls, fences, hedges, and plantings are appropriate for the Property and the surrounding area. They also sufficiently screen parking, loading spaces, garbage collection facilities, accessway drives, and utility installations. The enclosed Landscape Plan prepared by Environmental Land Solutions, LLC depicts the proposed landscaping on the Property.

(b) All open space areas, exclusive of undisturbed natural areas, shall be suitably landscaped to the satisfaction of the Board. Site landscaping shall be performed at a minimum dollar value equivalent to one shade tree of 2.5 inch caliper for every two hundred (200) square feet of landscaped area. In multi-family developments, open space shall be designed to provide functional outdoor living and play areas meeting the needs of intended residents.

Currently, there is no discernable landscaping on the Property. The Applicant proposes installing and maintaining appropriate onsite landscaping, as detailed on the enclosed Landscape Plan prepared by Environmental Law Solutions, LLC.

(c) Soil erosion, sediment and the release of excessive dust shall be controlled through implementation of suitable short term and long term controls in accordance with the standards and procedures of Section 15-B.

Enclosed is a comprehensive Sedimentation and Erosion Control Plan, prepared by D'Andrea Surveying & Engineering, P.C., which ensures the standards and procedures of § 15.B. of the Zoning Regulations are satisfied.

(d) Site development shall seek to preserve existing specimen trees, historic structures and other significant natural features of the site. Accordingly, the premature demolition

and site clearance of prospective development sites is specifically discouraged and may be taken into consideration in subsequent site plan reviews.

Due to its industrial use, the Property currently contains minimal landscaping and natural features. Instead, the majority of the Property that does not contain buildings consists of either paved or compacted gravel driveway with little vegetated area and few trees. The area designated for the development of proposed Building "A" currently consists of a mixture of compacted gravel and paved parking areas. The area designated for the development of proposed Building "B" currently consists of a large concrete slab surrounded by paved driveway and parking areas. As depicted on the enclosed Landscape Plan, no existing trees will be removed in connection with the proposed development, and a variety of plants and shade trees will be added to the Property. Additionally, street trees are proposed on the street frontage in front of Proposed building "A."

As stated above, the eight (8) existing buildings on the Property date back to the 1930s. These buildings will remain undisturbed. As depicted on the enclosed architectural plans, the new buildings have been designed to complement the existing buildings.

(e) Artificial lighting, and site generated noise, odors, particles and other disturbances shall be controlled to avoid interference with the use and enjoyment of neighboring properties. The location, height, design and arrangement of outside lighting shall be consistent with safety such as to avoid glare on any other lot and to avoid hazards to traffic on any street.

The site is not proximate to any residential uses. All artificial lighting and site generated noise and other disturbances shall be controlled and will not interfere with the use and enjoyment of the neighboring properties. The location, height, design, and arrangement of outside lighting shall be consistent with safety so as to avoid glare on any other lot and to avoid traffic hazards on Fairfield Avenue.

(f) Available public utilities shall be adequate in capacity to safely service the requirements of the site. Surface water drainage facilities shall be adequate to safely drain the site while minimizing the risk of downstream flooding and erosion. Where infrastructure capacity is judged not to be adequate the Board may accept a binding agreement to perform suitable improvements.

The enclosed Drainage Summary Report prepared by D'Andrea Surveying & Engineering, P.C. indicates that the proposed improvements to the property will provide water quality treatment measures that will both mitigate stormwater runoff from the site and reduce runoff volumes and peak flow rates as compared to existing conditions. Further, the improvements will not adversely impact adjacent or downstream properties or City-owned drainage facilities.

(g) Adequate provision shall be made for emergency vehicle access, fire lanes, and safe fire flows, upon the recommendation of the Fire Marshall and the public water utility.

Emergency and first responders will be able to access the Property safely and conveniently.

(h) The arrangement, location, apparent bulk, architectural features, materials, texture and color of proposed buildings and structures shall establish an architectural character and overall site design compatible with the scale and general character of the vicinity.

The proposed structures will be among the nicest in the general area and will enhance the architectural character of the surrounding area.

(i) Building setbacks and the configuration of open space shall be appropriate to the existing structures on adjoining properties and established patterns of use of side and rear yard areas, and to the existing physical conditions of the site.

The proposed development and site landscaping comply with the standards of the M-G Zone. As noted on the enclosed Zoning Data Chart, there is an existing legal nonconformity with regard to Building 2, which was constructed in 1930 and is located within the 10-foot front yard setback. The two (2) new proposed structures will comply with the 10-foot front yard setback requirement for the M-G Zone.

(j) No use shall be permitted that will cause or result in:
-dissemination of dust, smoke, observable gas or fumes, odor, noise or vibration beyond the immediate site of the building in which such use is conducted, or
-unusual hazard of fire or explosion or other physical hazard to any adjacent buildings, or
-harmful discharge of liquid materials, or
-unusual traffic hazard or congestion due to the type of vehicles required in the use or due to the manner in which traffic enters or leaves the site of the use.

No nuisance or hazardous conditions are anticipated.

(k) All buildings and grounds and other structures shall be maintained in good repair and in safe, clean and sanitary condition. All landscaping required pursuant to an approved site plan shall be installed to the satisfaction of the Director of Parks and Recreation and shall thereafter be maintained in accordance with an agreement to be made part of the application of record, which agreement shall be enforced by the Zoning Enforcement Officer, upon advice of the Director.

The Applicants are amenable to a condition of approval requiring the execution of a Landscape Maintenance Agreement and a Drainage Maintenance Agreement prior to the issuance of a Certificate of Occupancy.

b. Special Permit Standards

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

(1) the location and nature of the proposed site including its size and configuration, the proposed size, scale and arrangement of Structures, drives and Parking Areas and the proximity of existing dwellings and other Structures.

The proposed development is appropriate for the Property. The proposed size, scale, and arrangement of the buildings are consistent with the existing buildings on the Property and with the surrounding area.

(2) the nature and intensity of the proposed use in relation to its site and the surrounding area. Operations in connection with Special Permit uses shall not be injurious to the neighborhood, shall be in harmony with the general purpose and intent of these Regulations, and shall not be more objectionable to nearby properties by reason of noise, fumes, vibration, artificial lighting or other potential disturbances to the health, safety or peaceful enjoyment of property than the public necessity demands.

The proposed use of the property will not be injurious to the surrounding neighborhood. The proposed uses as warehouse, flex industrial, commercial, and restaurant space are less intense than other uses permitted in the M-G zone. The activities on the Property will not cause disturbances to nearby properties in a manner that is objectionable. The purpose of the M-G is to separate the most intense industrial uses from susceptible uses to minimize potential negative impact, so the proposed use will be adequately shielded from less intense uses.

(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.

As detailed in the attached Traffic Impact Study from SLR, the proposal will not result in adverse traffic conditions and no traffic mitigation is necessary. The increase in traffic caused by the proposed development can be accommodated by the surrounding roadway system. There will be an adequate amount of off-street parking and loading. The proposed driveways will not cause a safety hazard or traffic nuisance.

(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 development will not impair the present and future development of the surrounding area, which has many other industrial sites.

(5) the Master Plan of the City of Stamford and all statements of the purpose and intent of these regulations.

The proposed development is consistent with the goals and policies of the Master Plan and the purpose and intent of these regulations. The Property is in Master Plan Category 13 (Industrial – General). This category is intended to "provide for and protect existing industrial development and preserve opportunities for new industrial uses, including the manufacture and assembly of products, wholesale storage and distribution, research and development and such other uses that are ancillary or subordinate to industrial activities."[4] The Applicant proposes to construct industrial buildings and a small restaurant space, for which there is market demand and need within the City of Stamford. Moreover, the Property contains buildings that have been used for industrial purposes for almost a century. Thus, the addition of new industrial space to the Property would further the goals of the Master Plan.

The M-G zone is designed to separate industrial and institutional uses from residential and other incompatible uses to minimize potential negative impacts.[5] Thus, by virtue of the Property's location in this zone, the proposed development will be shielded from less intense uses in accordance with the intent of the zoning regulations. Furthermore, the proposed uses are fully permitted in the M-G zone and the scale and design of the building is in compliance with the zoning regulations and is in harmony with the surrounding neighborhood, which contains other industrial and institutional properties.

[4]STAMFORD MASTER PLAN at 196 (Dec. 16, 2014).
[5]See ZONING REGULATIONS § 4.B.8.a. and MASTER PLAN at 45.

Schedule D
Property Description

ALL THAT CERTAIN plot, piece or parcel of land with the buildings and improvements erected thereon situated in the City of Stamford, County of Fairfield and State of Connecticut and shown on a map entitled, "Map Showing Property Surveyed for Norman F. Levy and Marvin L. Goidell Stamford, Conn.," dated March 3, 1977, by Parsons, Bromfield and Redniss, Engineers – Surveyors, Stamford, Connecticut; which map was filed as Map #9924 in the Stamford Land Records, and bounded and described as follows:

BEGINNING at a point formed by the intersections of the division line between the premises herein described and land now or formerly of Penn Central Railroad with the Westerly street line of Fairfield Avenue; running thence along the Westerly street line of Fairfield Avenue South 3° 38' 18" West 742.92 feet to a point at land now or formerly of the City of Stamford; thence along land now or formerly of the City of Stamford on a curve to the right with a radius of 1713.50 feet a distance of 428.67 feet to a point; thence south 45° 55' 10" West 128.83 feet to a point; thence South 50° 19' 10" West 110.00 feet to a point; thence along a curve to the right with a radius of 1728.00 feet a distance of 348.94 feet to a point at land now or formerly of Pitney Bowes Inc.; thence along land now or formerly of Pitney Bowes, Inc., North 25° 38' 30" West 93.43 feet to a point; thence North 43° 14' West 132.97 feet to a point at land now or formerly of Penn Central Railroad; thence along land now or formerly of Penn Central Railroad on a curve to the left with a radius of 3919.83 feet a distance of 1231.162 feet to a point; thence North 30° 29' East 311.04 feet to the point and place of BEGINNING.

TOGETHER WITH all right, title and interest, if any, of the Grantor in and to any strips or gores of land adjoining the above described premises;

TOGETHER WITH the appurtenances thereto.

TOGETHER WITH all right, title, and interest, if any, of Denis A. Healy and Esther K. Mason, as fully described in deed dated July 27, 1965 and recorded September 24, 1965 in Volume 1059, Page 229 at Page 231 of the Stamford Land Records. (the Lease Agreements referenced in said deed have not been recorded in said Land Records)

TOGETHER WITH the Easement from Murray Goldblum (a/k/a Murray A. Goldblum), Alex Goldblum (a/k/a Alex L. Goldblum and Alexander Goldblum), and Irving S. Goldblum to 375 Fairfield Avenue Associates, dated September 15, 1997 and recorded October 6, 1997 in Volume 4844, Page 346, and as shown on Map No. 10107, all of the Stamford Land Records.

TOGETHER WITH the Lease Agreement between State of Connecticut Department of Transportation and 375 Fairfield Avenue Associates, dated June 11, 2001 and recorded July 3, 2001 in Volume 5840, Page 149 of the Stamford Land Records.

TOGETHER WITH the benefits of the Settlement Agreement concerning property located at 23 & 50 Barry Place, dated July 17, 2012 and recorded September 6, 2012 in Volume 10525, Page 156 of the Stamford Land Records.

END OF PROPERTY DESCRIPTION

Schedule E
M-G Zoning Data Chart
375 Fairfield Avenue, Stamford, CT

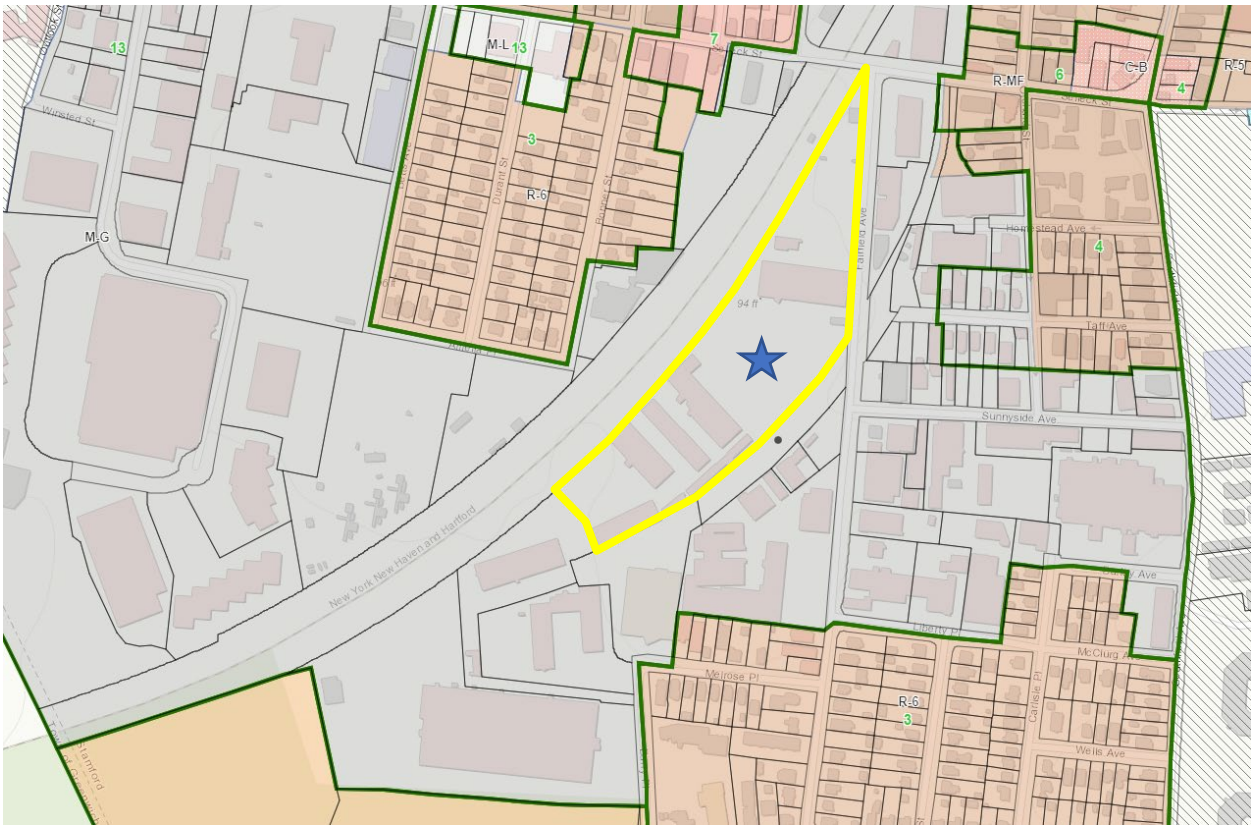
	Standard/Required	Existing	Proposed	Notes
Min. Lot Area	4,000 sf	408,665 sf	408,665 sf	Complies
Min. Lot Frontage	40’	742.92’	742.92’	Complies
FAR	1.0	0.43	0.67	Complies
Building Height	4 stories / 50’	2 stories / <50’	3 stories / 48’-3.25”	Complies
Building Coverage (Interior Lot)	80%	24.7%	38.3%	Complies
Min. Front Yard (to Street Line)	10’	6.3’ (Building 2)	6.3’ (Building 2)	Existing nonconformity, proposed buildings comply with 10’ setback requirement
Min. Side Yard	None required, but if provided, must be at least 4’	0’ (Building 3)	0’ (Building 3)	Complies
Min. Rear Yard	15’	15.2’	15.2’	Complies
Vehicle Parking[6]	*Total Required:* 69 additional spaces (*Warehouse:* 1 / 2,000 sf GFA, *Restaurant:* 1 / 50 sf GFA)[7]	Complies	100 additional spaces	Complies
EV Charging Spaces	10 spaces[8] (one of which must be ADA)	N/A	10 spaces (one of which is ADA)	Complies
Bicycle Parking	*Class A:* 19 *Class B:* 38	N/A	*Class A:* 20 *Class B:* 46	Complies
Loading Spaces	3 additional spaces (*Wholesale, Manufacturing and Storage:* 2 for 40,000-80,000 sf GFA plus 1 for each additional 80,000 sf GFA)	N/A	3 additional spaces	Complies

[6]The parking figures relate only to the proposed Building A and Building B.

[7]For conservative purposes, the Applicant has categorized the 1,044± sf of space that it is constructing to accommodate a fast casual restaurant as “restaurant” space.

[8]This total was calculated based on the total number of parking spaces provided (100), as opposed to the number of parking spaces required (69).

Schedule F
Existing Zoning Map and Aerial Photo of Property




Selleck St
Selleck St
Betts Ave
Durant St
Bonner St
Fairfield Ave
Taff Ave
Amelia Pl
Sunnyside Ave
Liberty Pl
Melrose Pl
Noble St

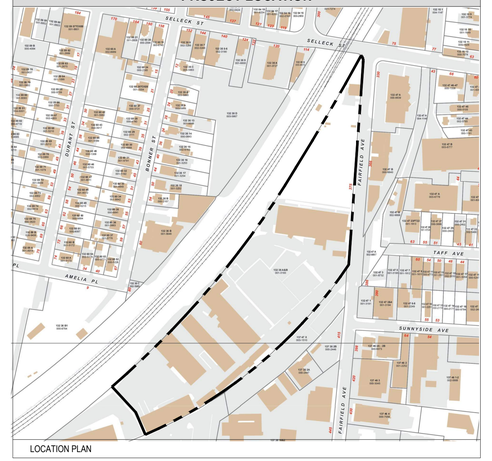
SITE PLAN APPLICATION

BUILDING A

BUILDING B

375 FAIRFIELD AVE
STAMFORD, CT 06902

PROJECT LOCATION



LOCATION PLAN

SCOPE OF WORK

CONSTRUCTION OF TWO NEW WAREHOUSE BUILDINGS ON TWO UNDEVELOPED AREAS OF THE PROJECT SITE.

LIST OF DRAWINGS

		10/04/2023 SITE PLAN APPLICATION							
A-1	COVER SHEET	■							
A-2	BLDG A - SKETCH RENDERINGS	■							
A-3	BLDG B - SKETCH RENDERINGS	■							
A-4	MATERIAL SELECTIONS	■							
A-5	BLDG A - EXTERIOR ELEVATIONS	■							
A-6	BLDG B - EXTERIOR ELEVATIONS	■							
A-7	BUILDING SECTIONS	■							
A-8	BLDG A - CELLAR PLAN	■							
A-9	BLDG A - 1ST FLOOR PLAN	■							
A-10	BLDG A - 2ND FLOOR PLAN	■							
A-11	BLDG A - 3RD FLOOR PLAN	■							
A-12	BLDG A - ROOF PLAN	■							
A-13	BLDG B - 1ST FLOOR & MEZZANINE PLAN	■							
A-14	BLDG B - ROOF PLAN	■							

FLOOR AREA ANALYSIS

OVERALL SITE - FLOOR AREA

LOT AREA	408,665 SF
MAXIMUM FLOOR AREA RATIO	1.0
ALLOWABLE FLOOR AREA	408,665 SF

BLDG NAME	BLDG AREA	
A	55,200 SF	*PROPOSED*
B	39,980 SF	*PROPOSED*
1	56,018 SF	*EXISTING*
2	1,049 SF	*EXISTING*
3	41,401 SF	*EXISTING*
4	25,079 SF	*EXISTING*
5	5,797 SF	*EXISTING*
13	32,308 SF	*EXISTING*
14	13,121 SF	*EXISTING*
17	1,941 SF	*EXISTING*

TOTAL	**271,894 SF**

REMAINING FLOOR AREA	**136,771 SF**

BUILDING A

Use: Warehouse (54,156 SF)
Food Service (1,044 SF)
No. Stories 3
Height 48'-3 1/4" (to top of roof surface)

Floor Area

1st Floor	18,400 GSF
2nd Floor	18,400 GSF
3rd Floor	18,400 GSF
TOTAL	55,200 GSF

FLOOR AREA IS CALCULATED AS DETERMINED UNDER THE DEFINITION OF 'FLOOR AREA RATIO (FAR)' CONTAINED IN SEC 3 B OF THE ZONING REGULATIONS.

BUILDING B

Use: Warehouse
No. Stories 1
Height 36'-0" (to top of roof surface)

Floor Area

1st Floor	37,020 GSF
Mezzanine	2,960 GSF
TOTAL	39,980 GSF

SECTION 12 - MOBILITY
ANALYSIS FOR PROPOSED BUILDINGS

	AREA	USE	REQ'D PARKING	PROVIDED PARKING	ACCESSIBLE PARKING	EV CHARGING STATIONS	CLASS 'A' BIKE PARKING (ENCLOSED)	CLASS 'B' BIKE PARKING (COVERED)
BUILDING A	54,156 GSF	WAREHOUSE	28	52	3	6	12	28
	1,044 GSF	FOOD SERVICE	21					
BUILDING B	39,980 GSF	WAREHOUSE	20	46	2	4	8	20

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

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CIVIL ENGINEER:
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TRAFFIC ENGINEER:
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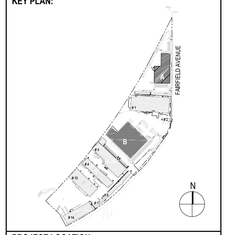
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

DRAWING TITLE:
COVER SHEET

DWG #
A-1

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE:
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:

BUILDING A - SOUTHEAST AERIAL VIEW

BUILDING A - NORTHEAST AERIAL VIEW

BUILDING A - NORTHWEST AERIAL VIEW

BUILDING A - SOUTHWEST AERIAL VIEW

OWNER: 375 FAIRFIELD AVE ASSOCIATES
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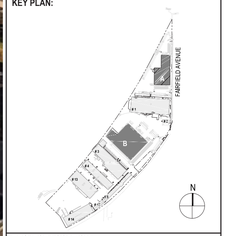
LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

DRAWING TITLE:
SKETCH RENDERINGS - BUILDING A

DWG #
A-2

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE:
PAGE # - **of** -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:

BUILDING B - NORTHEAST AERIAL VIEW

BUILDING B - NORTHWEST AERIAL VIEW

BUILDING B - SOUTHWEST AERIAL VIEW

BUILDING B - SOUTHEAST AERIAL VIEW

OWNER: 375 FAIRFIELD AVE ASSOCIATES
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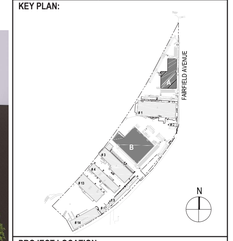
LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

DRAWING TITLE:
SKETCH RENDERINGS - BUILDING B

DWG # A-3

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE:
PAGE # - **of** -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:

BUILDING A
MATERIAL SELECTIONS

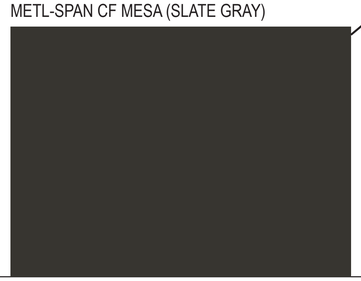
PRECAST CONCRETE PANEL
COLOR 113: BUFF TAN SANDBLASTED

METAL PANEL
COLOR: DARK GREY

METAL TRIM, DOORS AND ACCENTS
BLUE

INSULATED METAL PANEL
METL-SPAN CF MESA (REGAL GRAY)

INSULATED METAL PANEL
METL-SPAN CF MESA (SLATE GRAY)



BUILDING B
MATERIAL SELECTIONS

OWNER: 375 FAIRFIELD AVE ASSOCIATES
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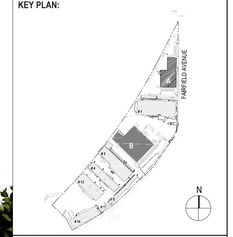
LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

DRAWING TITLE:
MATERIAL SELECTIONS

DWG #
A-4

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE:
PAGE # - of -

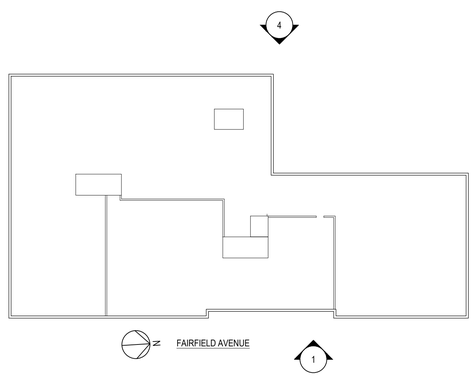
PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:

4 WEST ELEVATION
3/32" = 1'-0"

2 NORTH ELEVATION
3/32" = 1'-0"

3 SOUTH ELEVATION
3/32" = 1'-0"

1 EAST ELEVATION
3/32" = 1'-0"



BLDG A KEY PLAN
1/32" = 1'-0"

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

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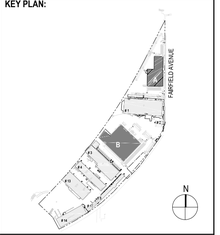
TRAFFIC ENGINEER:	**LANDSCAPE DESIGN:**
SLR CONSULTING 195 CHURCH ST, 7TH FL NEW HAVEN, CT 06510	ENVIRONMENTAL LAND SOLUTIONS 8 KNIGHT STREET, #203 NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

DRAWING TITLE:
BLDG A - EXTERIOR ELEVATIONS

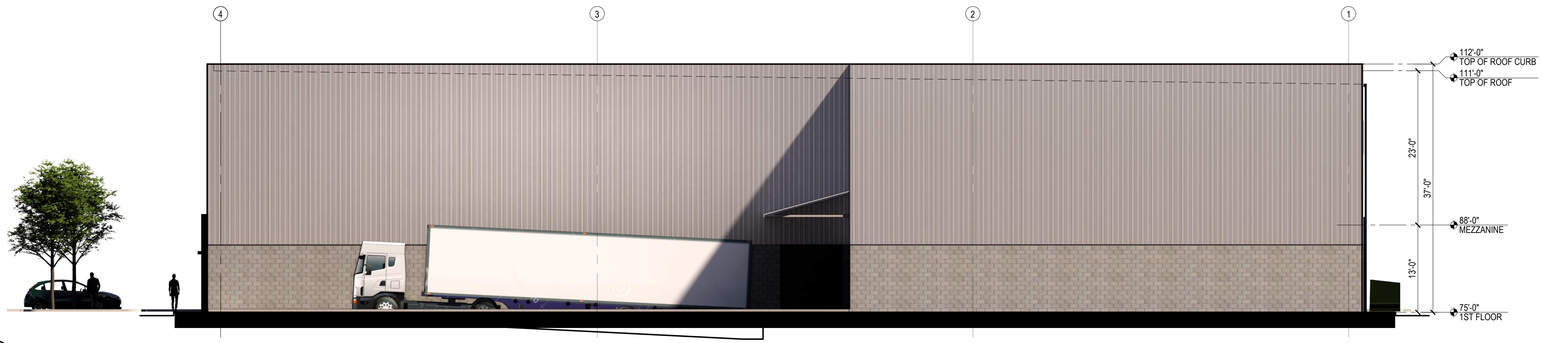
DWG #
A-5

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: ##########
PAGE # - **of** -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:

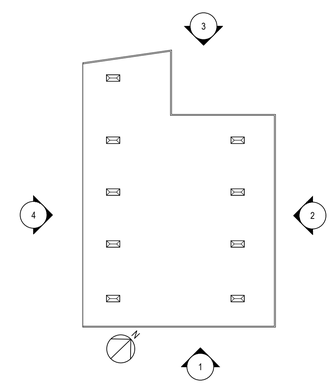
4 SOUTH ELEVATION
3/32" = 1'-0"



3 WEST ELEVATION
3/32" = 1'-0"

2 NORTH ELEVATION
3/32" = 1'-0"

1 EAST ELEVATION
3/32" = 1'-0"



BLDG B KEY PLAN
1/64" = 1'-0"

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

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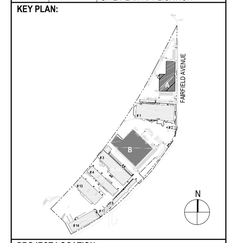
TRAFFIC ENGINEER:	**LANDSCAPE DESIGN:**
SLR CONSULTING 195 CHURCH ST, 7TH FL NEW HAVEN, CT 06510	ENVIRONMENTAL LAND SOLUTIONS 8 KNIGHT STREET, #203 NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

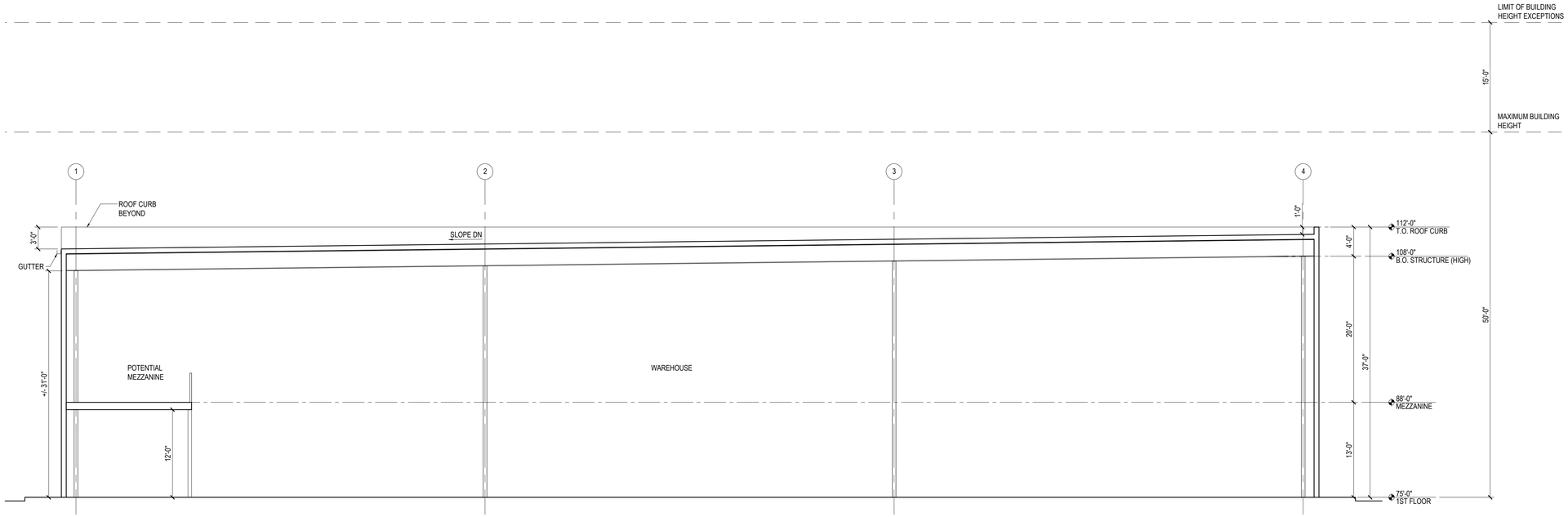
DRAWING TITLE:
BLDG B - EXTERIOR ELEVATIONS

DWG # A-6

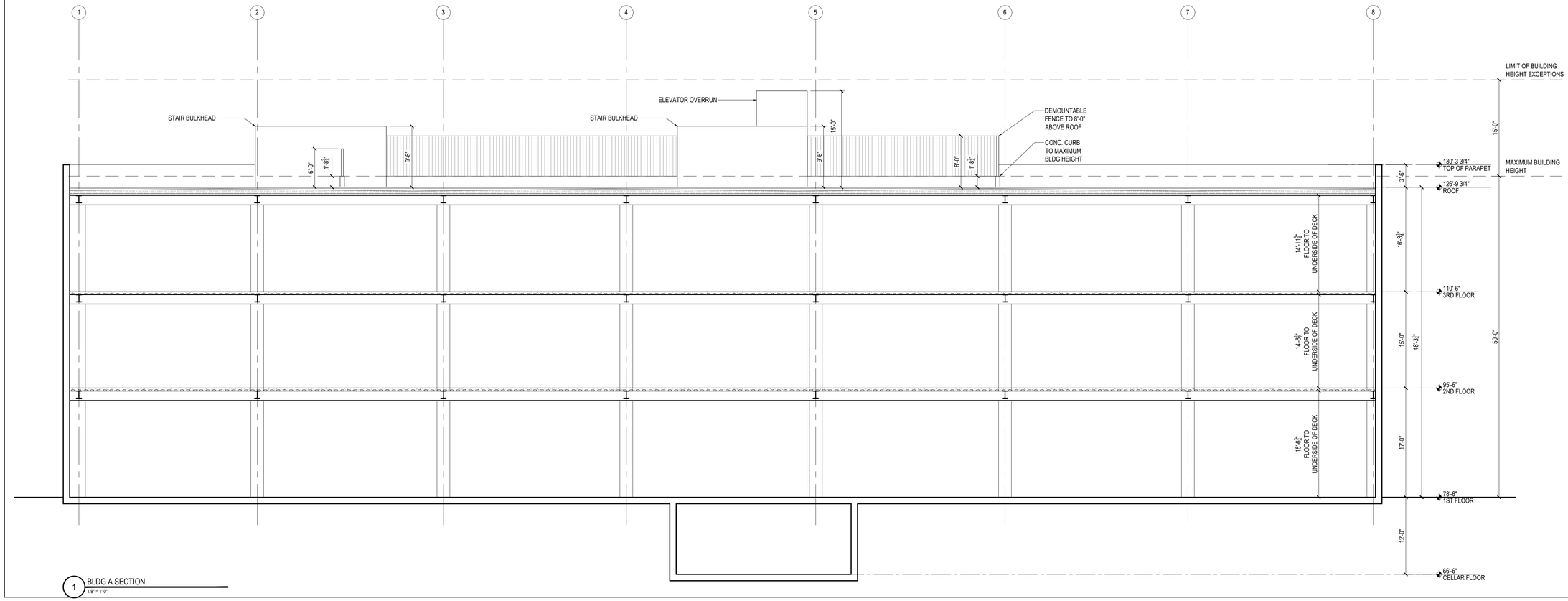
SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: 3/32" = 1'-0"
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:



2 BLDG B SECTION
1/8" = 1'-0"



1 BLDG A SECTION
1/8" = 1'-0"

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

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LAND USE COUNSEL:
CARMODY, TORRANCE, SANDAK & HENNESSEY LLP
1055 WASHINGTON BLVD
STAMFORD, CT 06901

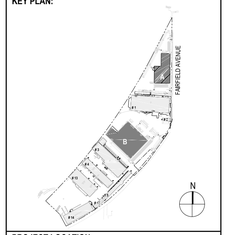
CIVIL ENGINEER:
ROCCO V. D'ANDREA, INC
6 NEIL LANE
P.O. BOX 549
RIVERSIDE, CT 06878

TRAFFIC ENGINEER:
SLR CONSULTING
195 CHURCH ST, 7TH FL
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

DRAWING TITLE:
BUILDING SECTIONS

DWG #
A-7

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: 1/8" = 1'-0"
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:

1 CELLAR PLAN
1/8" = 1'-0"

TOTAL GROSS FLOOR AREA: 1039 SQ. FT.

CORE LOCATION AND INTERIOR PARTITION WALLS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND MAY BE ADJUSTED PRIOR TO APPLICATION FOR BUILDING PERMIT.

REFER TO CIVIL DRAWINGS FOR ALL SITE IMPROVEMENTS

REFER TO LANDSCAPE DRAWINGS FOR ALL LANDSCAPE INFORMATION

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

ARCHITECT:
JASON LITTLE ARCHITECTS, PLLC
50 WASHINGTON STREET, SUITE 918
NORWALK, CT 06854
917-902-7962
www.jalittle.com

LAND USE COUNSEL:
CARMODY, TORRANCE, SANDAK & HENNESSEY LLP
1055 WASHINGTON BLVD
STAMFORD, CT 06901

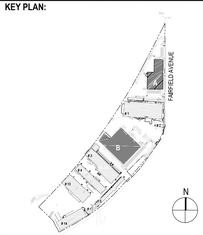
CIVIL ENGINEER:
ROCCO V. D'ANDREA, INC
6 NEIL LANE
P.O. BOX 549
RIVERSIDE, CT 06878

TRAFFIC ENGINEER:
SLR CONSULTING
195 CHURCH ST, 7TH FL
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

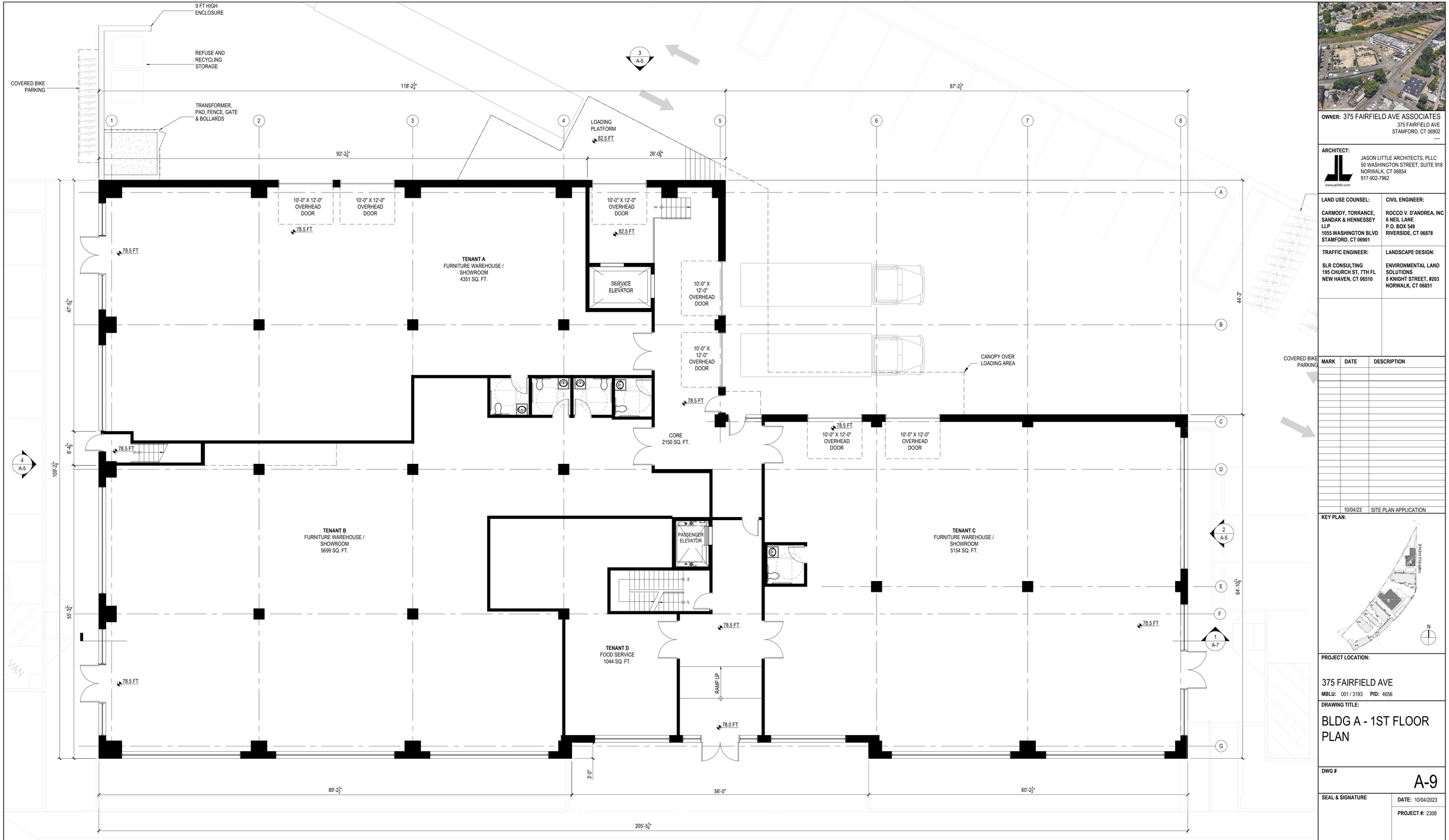
DRAWING TITLE:
BLDG A - CELLAR PLAN

DWG # A-8

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: AS NOTED
PAGE # - **of** -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:



1 1ST FLOOR PLAN
1/8" = 1'-0"

TOTAL GROSS FLOOR AREA:	18400 SQ. FT.
WAREHOUSE:	17356 SQ. FT.
FOOD SERVICE:	1044 SQ. FT.

CORE LOCATION AND INTERIOR PARTITION WALLS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND MAY BE ADJUSTED PRIOR TO APPLICATION FOR BUILDING PERMIT.

REFER TO CIVIL DRAWINGS FOR ALL SITE IMPROVEMENTS

REFER TO LANDSCAPE DRAWINGS FOR ALL LANDSCAPE INFORMATION

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

ARCHITECT:
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STAMFORD, CT 06901

CIVIL ENGINEER:
ROCCO V. D'ANDREA, INC
6 NEIL LANE
P.O. BOX 549
RIVERSIDE, CT 06878

TRAFFIC ENGINEER:
SLR CONSULTING
195 CHURCH ST, 7TH FL
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:

PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

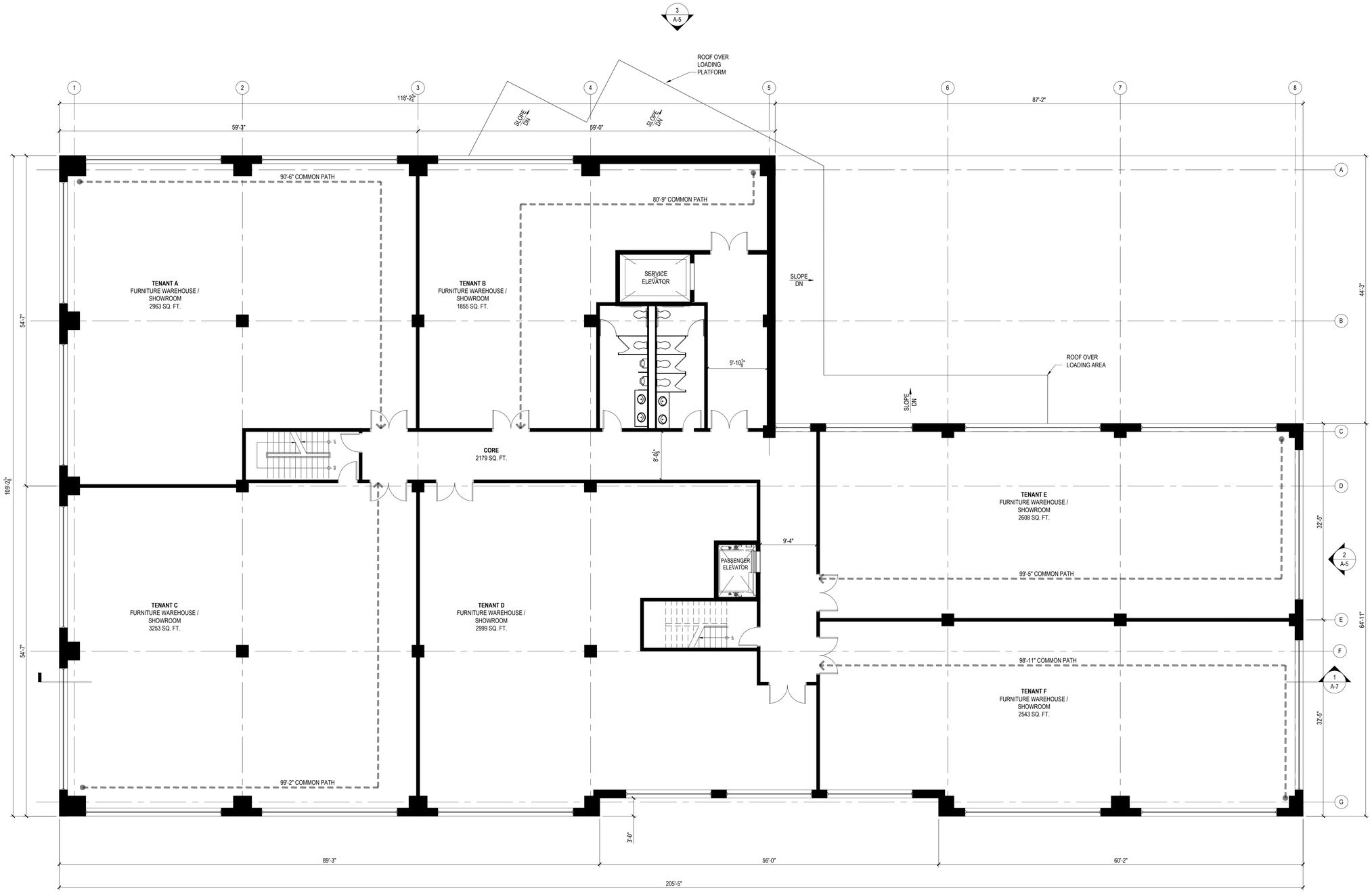
DRAWING TITLE:
BLDG A - 1ST FLOOR PLAN

DWG # A-9

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: AS NOTED
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:



1 2ND FLOOR PLAN
1/8" = 1'-0"

1
A-5

N

TOTAL GROSS FLOOR AREA:	18400 SQ. FT.
WAREHOUSE:	18400 SQ. FT.

CORE LOCATION AND INTERIOR PARTITION WALLS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND MAY BE ADJUSTED PRIOR TO APPLICATION FOR BUILDING PERMIT.

REFER TO CIVIL DRAWINGS FOR ALL SITE IMPROVEMENTS

REFER TO LANDSCAPE DRAWINGS FOR ALL LANDSCAPE INFORMATION

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

ARCHITECT:
JASON LITTLE ARCHITECTS, PLLC
50 WASHINGTON STREET, SUITE 918
NORWALK, CT 06854
917-902-7962
www.jalittle.com

LAND USE COUNSEL:
CARMODY, TORRANCE, SANDAK & HENNESSEY LLP
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CIVIL ENGINEER:
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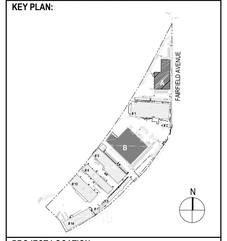
P.O. BOX 549
RIVERSIDE, CT 06878

TRAFFIC ENGINEER:
SLR CONSULTING
195 CHURCH ST, 7TH FL
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

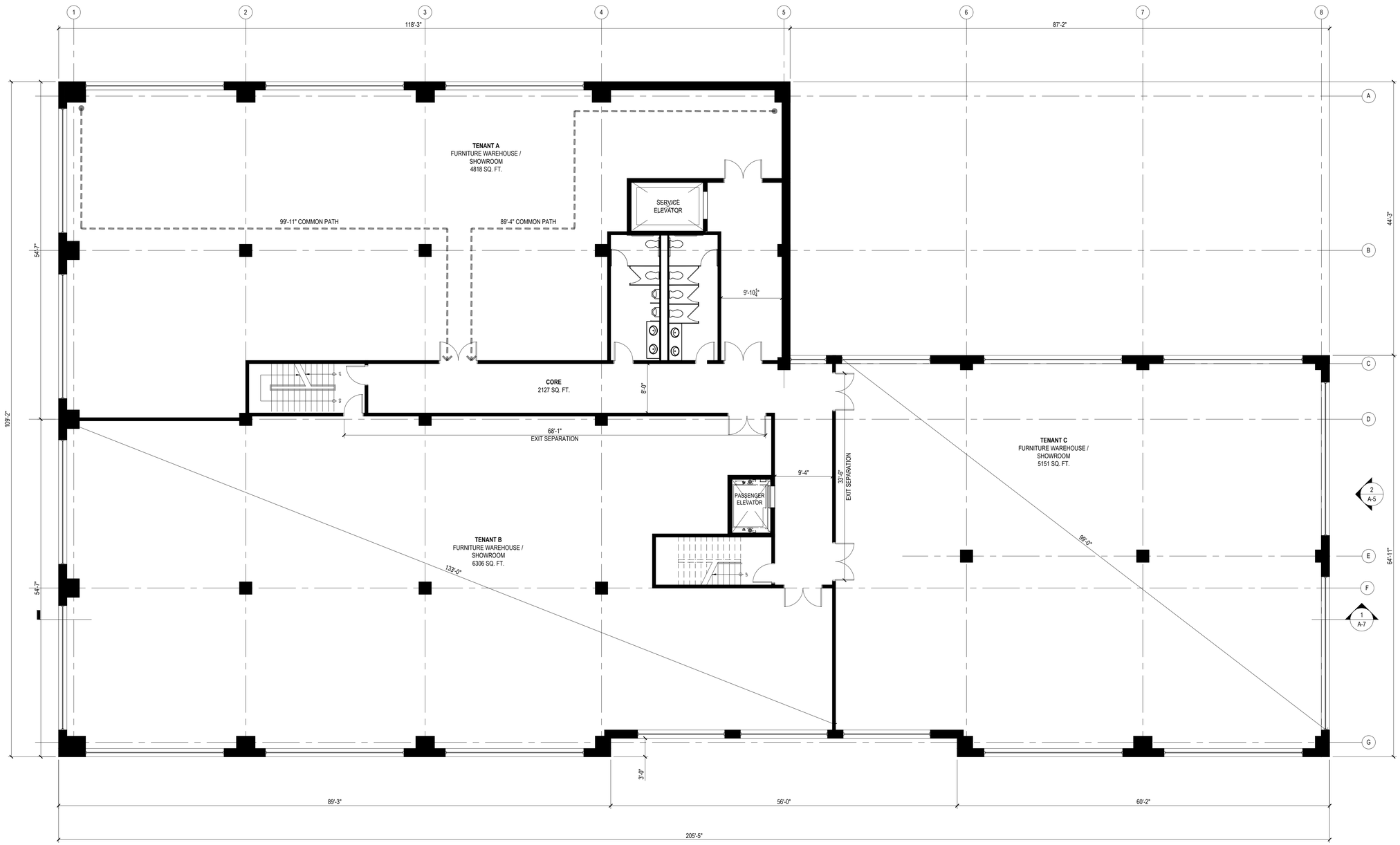
DRAWING TITLE:
BLDG A - 2ND FLOOR PLAN

DWG # A-10

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: AS NOTED
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:



1 3RD FLOOR PLAN
1/8" = 1'-0"

TOTAL GROSS FLOOR AREA:	18400 SQ. FT.
WAREHOUSE:	18400 SQ. FT.

CORE LOCATION AND INTERIOR PARTITION WALLS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND MAY BE ADJUSTED PRIOR TO APPLICATION FOR BUILDING PERMIT.

REFER TO CIVIL DRAWINGS FOR ALL SITE IMPROVEMENTS

REFER TO LANDSCAPE DRAWINGS FOR ALL LANDSCAPE INFORMATION

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

ARCHITECT:
JASON LITTLE ARCHITECTS, PLLC
50 WASHINGTON STREET, SUITE 918
NORWALK, CT 06854
917-902-7962
www.jalittle.com

LAND USE COUNSEL:
CARMODY, TORRANCE, SANDAK & HENNESSEY LLP
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STAMFORD, CT 06901

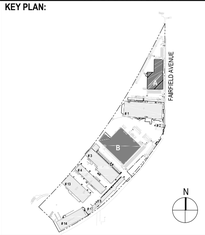
CIVIL ENGINEER:
ROCCO V. D'ANDREA, INC
6 NEIL LANE
P.O. BOX 549
RIVERSIDE, CT 06878

TRAFFIC ENGINEER:
SLR CONSULTING
195 CHURCH ST, 7TH FL
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

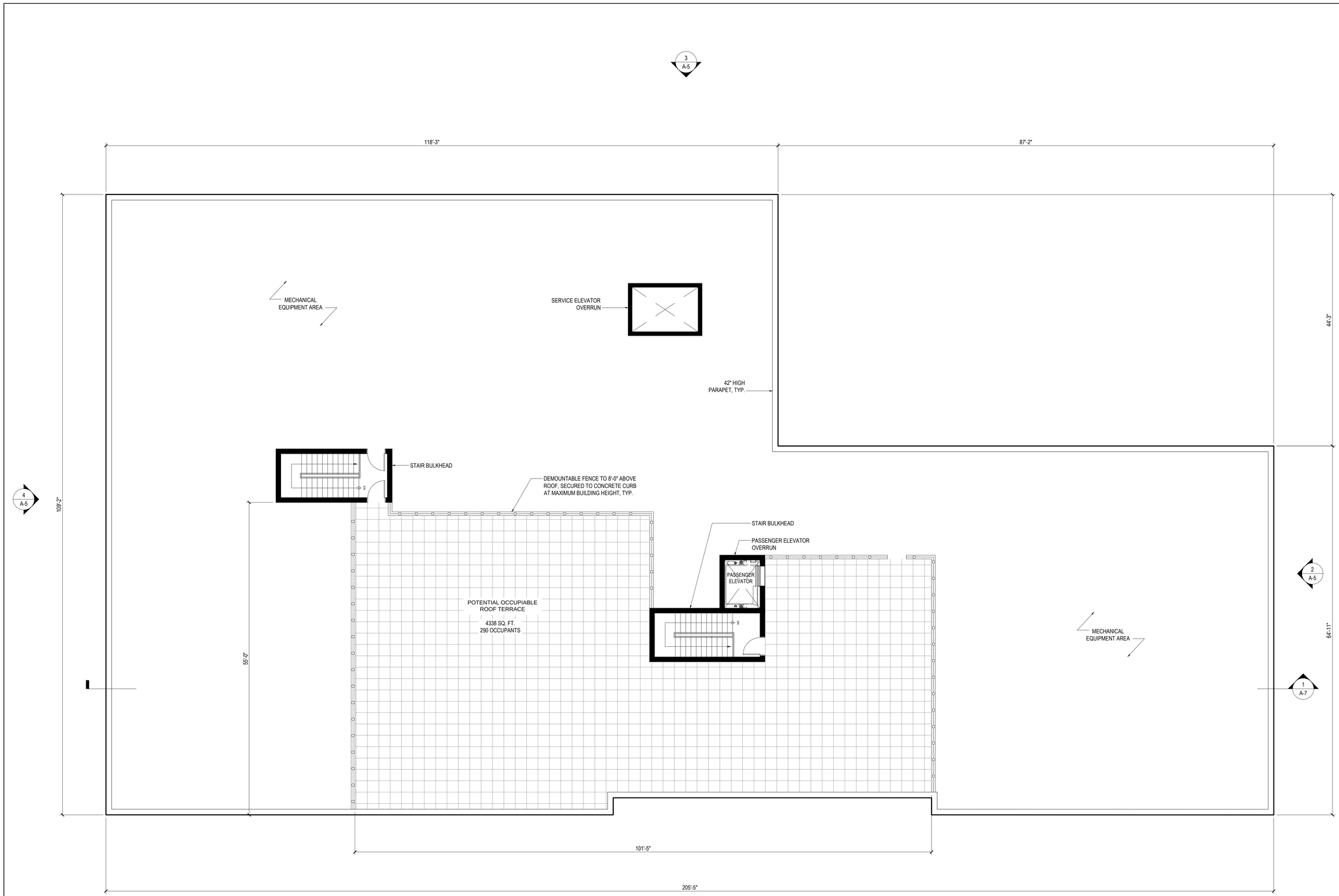
DRAWING TITLE:
BLDG A - 3RD FLOOR PLAN

DWG #
A-11

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: AS NOTED
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:



1 ROOF PLAN
1/8" = 1'-0"

TOTAL GROSS FLOOR AREA: **457 SQ. FT.**

CORE LOCATION AND LAYOUT OF ROOFTOP COMMON SPACE ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND MAY BE ADJUSTED PRIOR TO APPLICATION FOR BUILDING PERMIT.

REFER TO CIVIL DRAWINGS FOR ALL SITE IMPROVEMENTS

REFER TO LANDSCAPE DRAWINGS FOR ALL LANDSCAPE INFORMATION

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

ARCHITECT:
JASON LITTLE ARCHITECTS, PLLC
50 WASHINGTON STREET, SUITE 918
NORWALK, CT 06854
917-902-7962
www.jalittle.com

LAND USE COUNSEL:
CARMODY, TORRANCE, SANDAK & HENNESSEY LLP
1055 WASHINGTON BLVD
STAMFORD, CT 06901

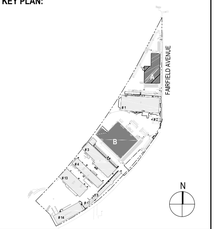
CIVIL ENGINEER:
ROCCO V. D'ANDREA, INC
6 NEIL LANE
P.O. BOX 549
RIVERSIDE, CT 06878

TRAFFIC ENGINEER:
SLR CONSULTING
195 CHURCH ST, 7TH FL
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

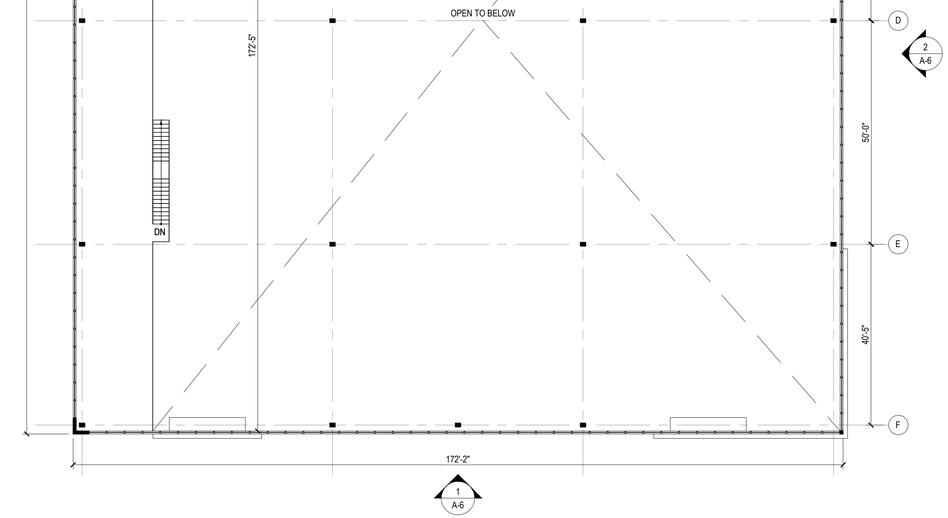
DRAWING TITLE:
BLDG A - ROOF PLAN

DWG #
A-12

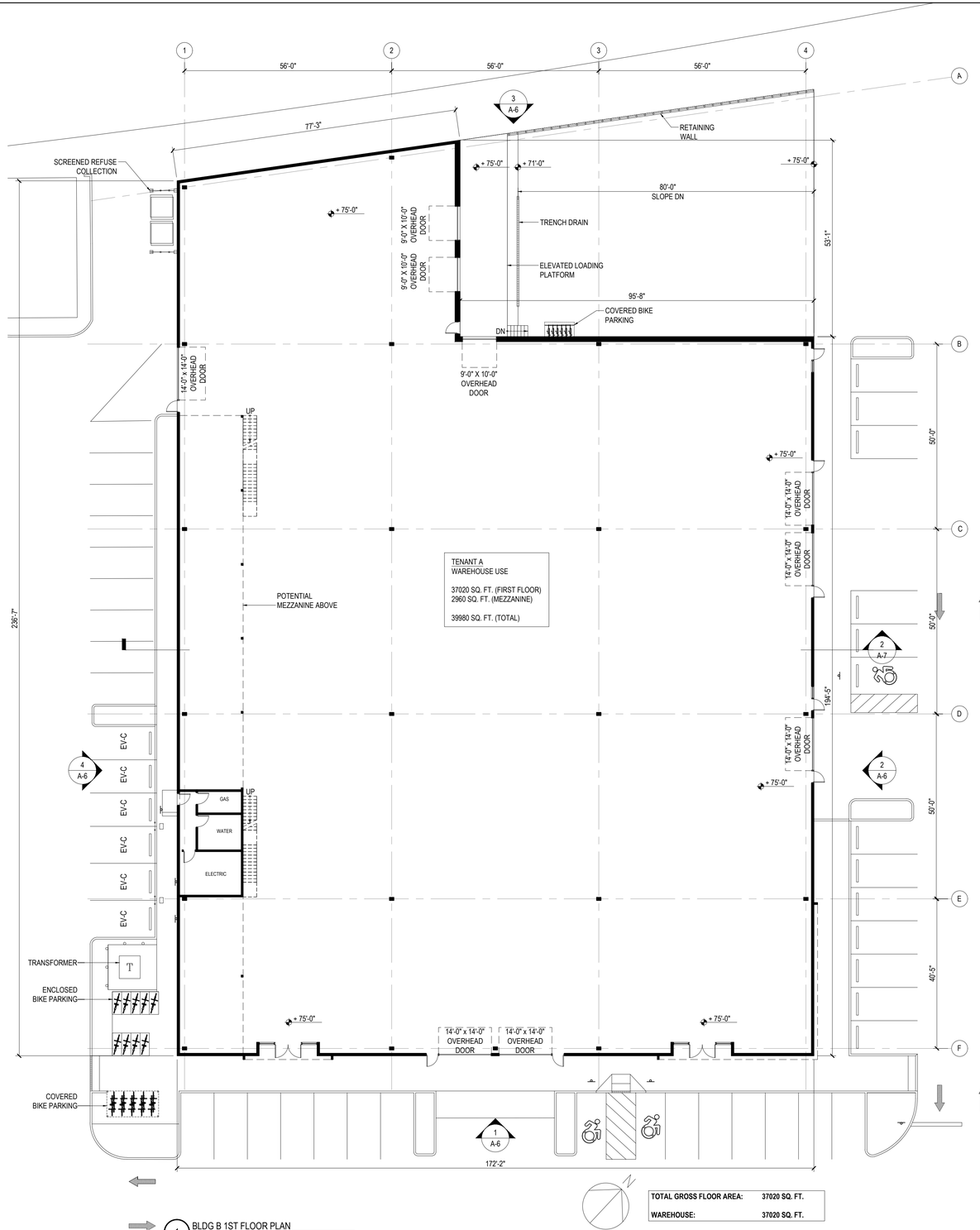
SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: AS NOTED
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:



2 BLDG B MEZZANINE
1/16" = 1'-0"



1 BLDG B 1ST FLOOR PLAN
1/16" = 1'-0"

TOTAL GROSS FLOOR AREA:	**37020 SQ. FT.**
WAREHOUSE:	**37020 SQ. FT.**

OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

ARCHITECT:
JASON LITTLE ARCHITECTS, PLLC
50 WASHINGTON STREET, SUITE 918
NORWALK, CT 06854
917-902-7962
www.jalittle.com

LAND USE COUNSEL:
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1055 WASHINGTON BLVD
STAMFORD, CT 06901

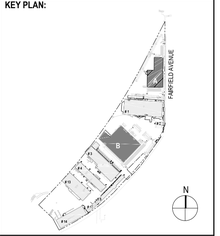
CIVIL ENGINEER:
ROCCO V. D'ANDREA, INC
6 NEIL LANE
P.O. BOX 549
RIVERSIDE, CT 06878

TRAFFIC ENGINEER:
SLR CONSULTING
195 CHURCH ST, 7TH FL
NEW HAVEN, CT 06510

LANDSCAPE DESIGN:
ENVIRONMENTAL LAND SOLUTIONS
8 KNIGHT STREET, #203
NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

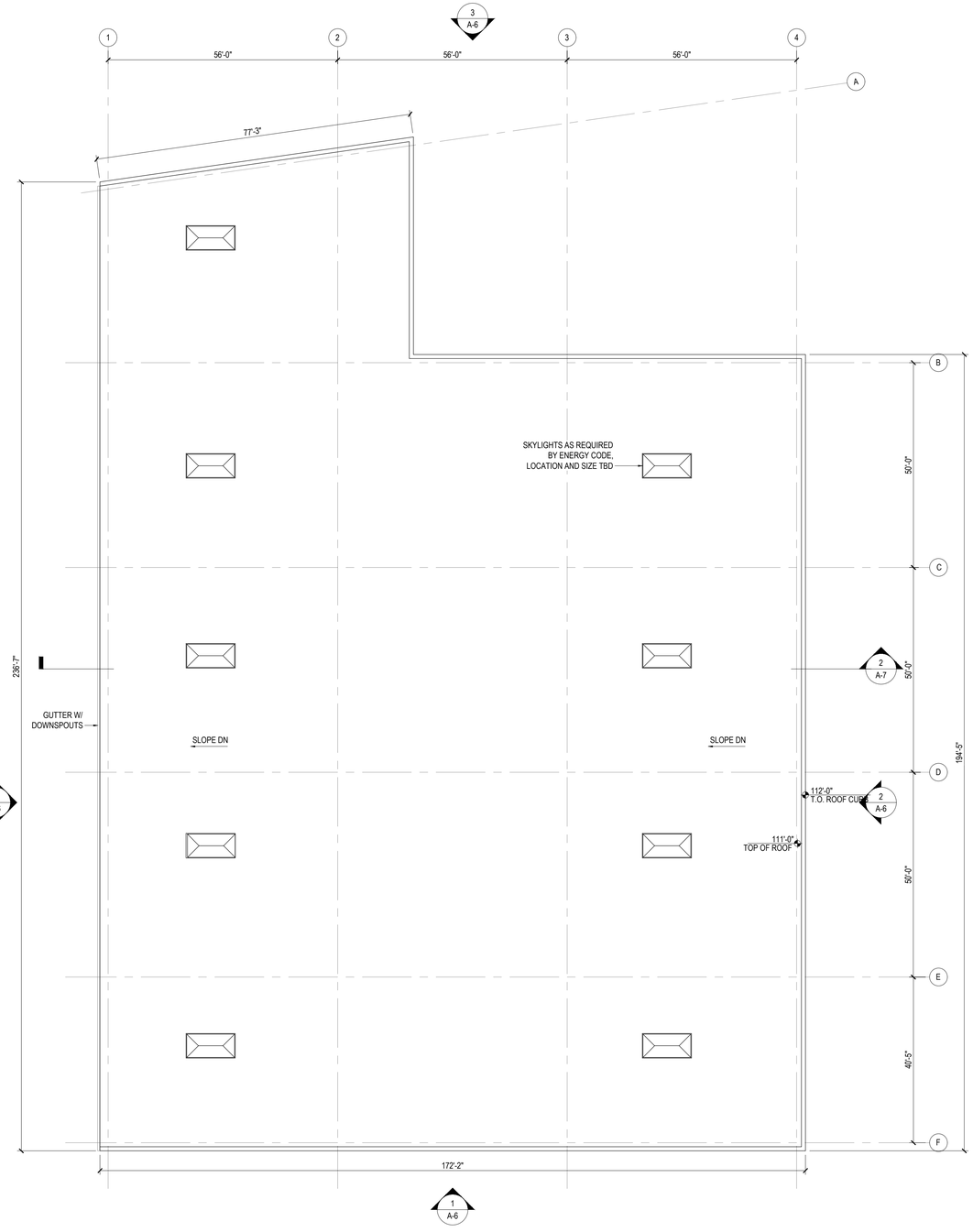
DRAWING TITLE:
1ST FLOOR &
MEZZANINE PLAN

DWG #
A-13

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: AS NOTED
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:



1 BLDG B ROOF PLAN
1/16" = 1'-0"

CORE LOCATION AND INTERIOR PARTITION WALLS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND MAY BE ADJUSTED PRIOR TO APPLICATION FOR BUILDING PERMIT.

REFER TO CIVIL DRAWINGS FOR ALL SITE IMPROVEMENTS

REFER TO LANDSCAPE DRAWINGS FOR ALL LANDSCAPE INFORMATION

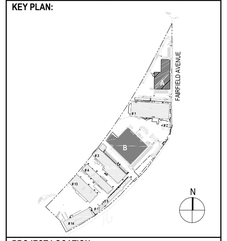
OWNER: 375 FAIRFIELD AVE ASSOCIATES
375 FAIRFIELD AVE
STAMFORD, CT 06902

ARCHITECT:
JASON LITTLE ARCHITECTS, PLLC
50 WASHINGTON STREET, SUITE 918
NORWALK, CT 06854
917-902-7962
www.jalittle.com

LAND USE COUNSEL:	CIVIL ENGINEER:
CARMODY, TORRANCE, SANDAK & HENNESSEY LLP 1055 WASHINGTON BLVD STAMFORD, CT 06901	ROCCO V. D'ANDREA, INC 6 NEIL LANE P.O. BOX 549 RIVERSIDE, CT 06878
TRAFFIC ENGINEER:	**LANDSCAPE DESIGN:**
SLR CONSULTING 195 CHURCH ST, 7TH FL NEW HAVEN, CT 06510	ENVIRONMENTAL LAND SOLUTIONS 8 KNIGHT STREET, #203 NORWALK, CT 06851

MARK	DATE	DESCRIPTION
	10/04/23	SITE PLAN APPLICATION

KEY PLAN:



PROJECT LOCATION:
375 FAIRFIELD AVE
MBLU: 001 / 3193 **PID:** 4656

DRAWING TITLE:
BLDG B - ROOF PLAN

DWG #
A-14

SEAL & SIGNATURE

DATE: 10/04/2023
PROJECT #: 2308
SCALE: AS NOTED
PAGE # - of -

PERMIT APPLICATION #: TBD
FOR BUILDING DEPARTMENT USE:

BLOCK No. 35
TOTAL AREA = 9.3816 ACRES
"M-G" ZONING DISTRICT

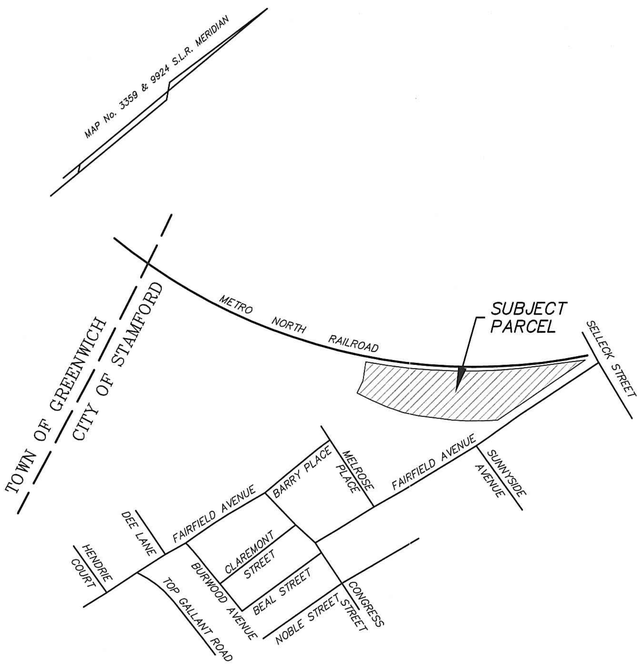
SITE PLAN REVIEW SET
COMMERCIAL DEVELOPMENT

LOCATION

375 FAIRFIELD AVENUE
STAMFORD, CONNECTICUT

PREPARED FOR

375 FAIRFIELD AVENUE ASSOCIATES



LOCATION MAP - 1" = 500'±

SHEET INDEX

SHEET	TITLE	REVISION	DATE
	TOPOGRAPHIC SURVEY - "EXISTING CONDITIONS"	0	10-4-23
C-1.1	BUILDING "A" SITE GRADING PLAN	0	10-4-23
C-1.2	BUILDING "B" SITE GRADING PLAN	0	10-4-23
C-2.1	BUILDING "A" DRAINAGE AND UTILITY PLAN	0	10-4-23
C-2.2	BUILDING "B" DRAINAGE AND UTILITY PLAN	0	10-4-23
C-3.1	BUILDING "A" SEDIMENTATION AND EROSION CONTROL PLAN	0	10-4-23
C-3.2	BUILDING "B" SEDIMENTATION AND EROSION CONTROL PLAN	0	10-4-23
C-4.1	NOTES AND DETAILS	0	10-4-23
C-4.2	DETAILS	0	10-4-23
C-5.0	LOW-IMPACT DEVELOPMENT PLAN	0	10-4-23

ENGINEERING PLANS PREPARED BY:

D'ANDREA SURVEYING & ENGINEERING, P.C.
DEREK E. DAUNAIS, CT. PE No. 22861

10-4-23
DATE

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 · LICENSED PROFESSIONAL ENGINEER

ONLY COPIES OF THIS SET, BEARING AN ORIGINAL IMPRINT OF THE ENGINEER'S / SURVEYOR'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

D'ANDREA SURVEYING & ENGINEERING, P.C.
· LAND PLANNERS
· ENGINEERS
· SURVEYORS
P.O. BOX 549 RIVERSIDE, CT 06878
6 NEIL LANE TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
	COVER SHEET

EXISTING BUILDING COVERAGE

LOT AREA = 9.3825 ACRES

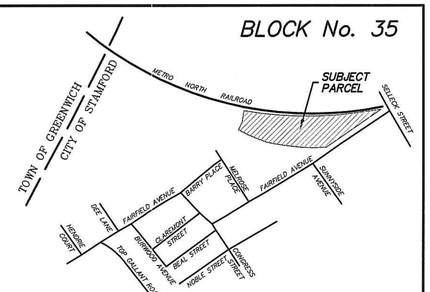
BUILDING No. 14 = 13,121 S.F.
BUILDING No. 17 = 1,967 S.F.
BUILDING No. 13 = 16,154 S.F.
BUILDING No. 4 = 12,594 S.F.
BUILDING No. 5 = 5,779 S.F.
BUILDING No. 3 = 22,035 S.F.
BUILDING No. 2 = 1,049 S.F.
BUILDING No. 1 = 28,203 S.F.
PUMP ROOM = 109 S.F.

TOTAL = 101,011 S.F.

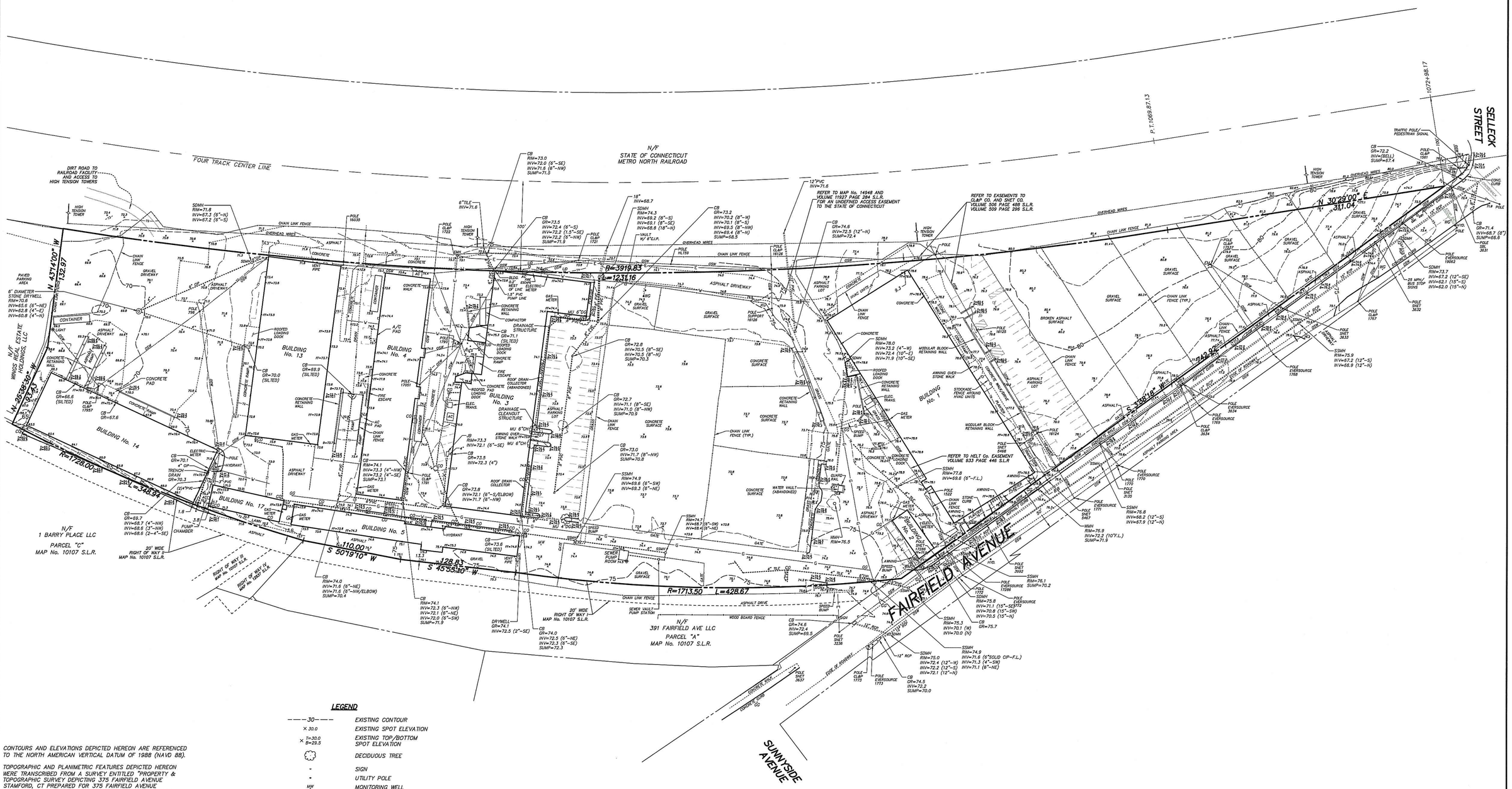
PERCENT COVERAGE = 24.7%

BLOCK No. 35

MAP No. 3359 & 9924 S.L.R. MERIDIAN



LOCATION MAP – 1" = 800'±



LEGEND

30	*EXISTING CONTOUR*
× 30.0	*EXISTING SPOT ELEVATION*
× T=30.0 B=29.5	*EXISTING TOP/BOTTOM SPOT ELEVATION*
	DECIDUOUS TREE
-	*SIGN*
-	*UTILITY POLE*
MW	*MONITORING WELL*
GG	*GAS GATE*
WG	*WATER GATE*
PIV	*POST INDICATOR VALVE*
•	*HYDRANT*
CO	*CLEANOUT*
OSW	*OVERHEAD SERVICE WIRES*
CB	*CATCH BASIN*
DS	*ROOF LEADER DOWNSPOUT*
JB	*JUNCTION BOX*
SDMH	*STORM DRAIN MANHOLE*
SSMH	*SANITARY SEWER MANHOLE*
EMH	*ELECTRIC MANHOLE*
WMH	*WATER MANHOLE*
CIP	*CAST IRON PIPE*
PVC	*POLYVINYL CHLORIDE*
RCP	*REINFORCED CONCRETE PIPE*
OSW	*OVERHEAD SERVICE WIRES*
G G	*UNDERGROUND UTILITY SERVICE: E=ELECTRIC, G=GAS, W=WATER*
	PROPERTY LINE

CONTOUR INTERVAL = ONE FOOT
1 INCH = 50 FEET

SCALE
50 0 50
IN FEET

CONTOURS AND ELEVATIONS DEPICTED HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

TOPOGRAPHIC AND PLANIMETRIC FEATURES DEPICTED HEREON WERE TRANSCRIBED FROM A SURVEY ENTITLED "PROPERTY & TOPOGRAPHIC SURVEY DEPICTING 375 FAIRFIELD AVENUE STAMFORD, CT PREPARED FOR 375 FAIRFIELD AVENUE ASSOCIATES," PREPARED BY REDNISS & MEAD DATED APRIL 1, 2022 AND ARE IN ACCORDANCE TO CLASS "D" HORIZONTAL ACCURACY.

THIS MAP IS A TOPOGRAPHIC SURVEY. BUILDINGS AND EXISTING BOUNDARY INFORMATION IS BASED ON A RESURVEY CONDUCTED IN ACCORDANCE WITH HORIZONTAL ACCURACY CLASS "A–2" AS DEFINED IN THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20–300b–1 THROUGH SEC. 20–300b–20.

NEW MONUMENTATION HAS NOT BEEN SET AS A RESULT OF THIS SURVEY.

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE SURVEYOR'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

AREA = 9.3816 ACRES (PER MAP No. 9924 S.L.R.)

REFER TO MAP No. 9924 S.L.R.

LAND LIES IN "M–G" ZONING DISTRICT

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

D'ANDREA SURVEYING & ENGINEERING, P.C.

STATE OF CONNECTICUT ROBERT L. LIDDELL JR. #15775 LICENSED LAND SURVEYOR

_____, SURVEYOR
ROBERT L. LIDDELL JR., CT LS No. 15775
RIVERSIDE, CONNECTICUT OCTOBER 4, 2023

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION, INCLUDING PHYSICAL EVIDENCE, AND UTILITY COMPANY SKETCHES. DEPICTED UTILITIES ARE APPROXIMATE, AND ARE INCOMPLETE. SURVEY DECLARATION OF ACCURACY DOES NOT EXTEND TO THE PLOTTING OF UNDERGROUND UTILITIES. UNDERGROUND UTILITY LOCATION SHALL BE FIELD VERIFIED AND MARKED PRIOR TO COMMENCING ANY EXCAVATION ACTIVITIES. "CALL BEFORE YOU DIG." 1–800–922–4455.

TOPOGRAPHIC SURVEY
OF PROPERTY AT
375 FAIRFIELD AVENUE
IN
STAMFORD, CONNECTICUT
PREPARED FOR
375 FAIRFIELD AVENUE ASSOCIATES

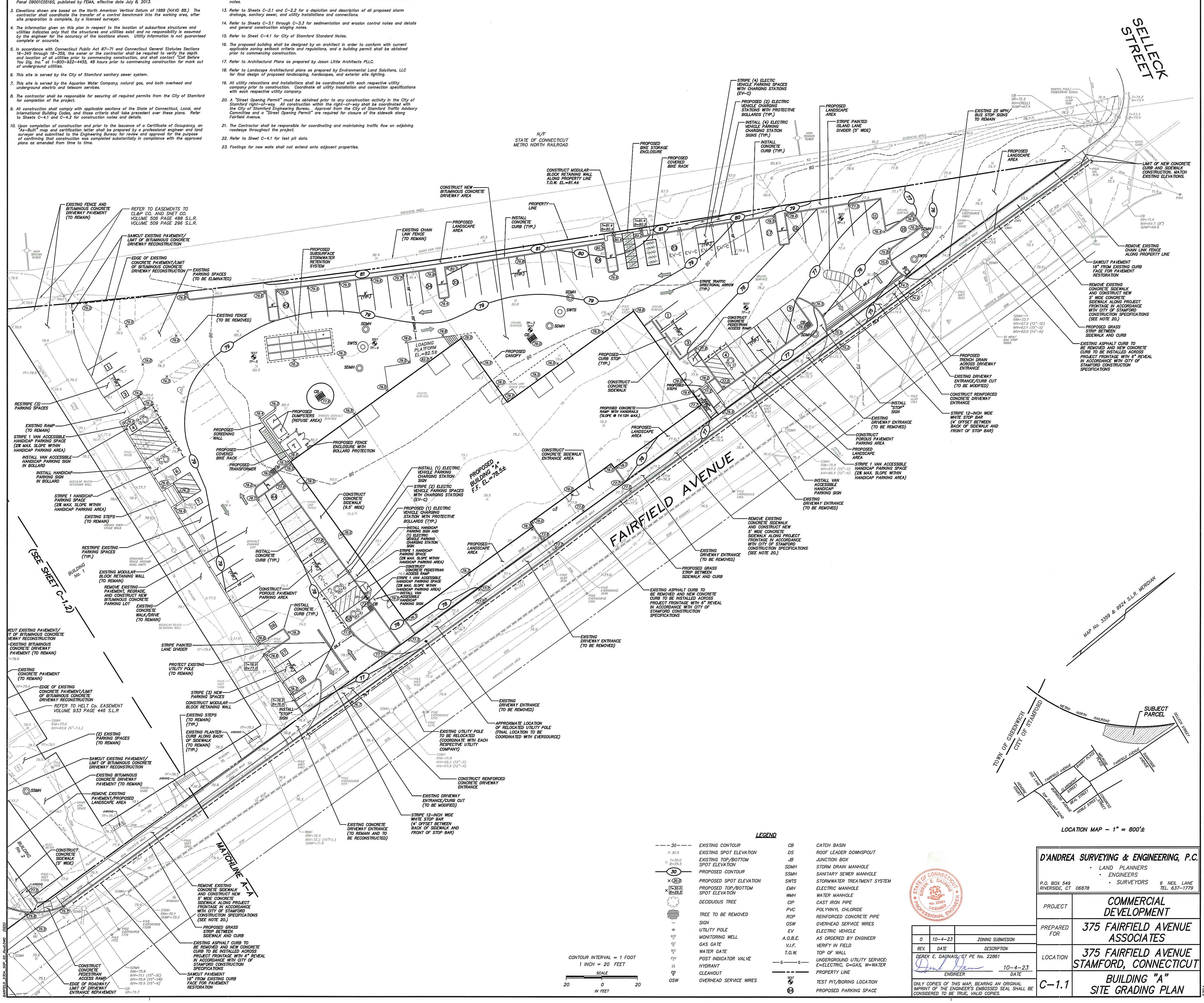
FAIRFIELD_330A_TS_375_LONG (RED)

2.30A

GENERAL NOTES:

1. Boundary information, existing features, and topography were taken from a survey entitled "Topographic Survey of Property at 375 Fairfield Avenue in Stamford, Connecticut, Prepared for 375 Fairfield Avenue Associates" dated October 4, 2023, as prepared by D'Andrea Surveying & Engineering, P.C.
2. The subject parcel does not lie within a Flood Hazard Zone as depicted on FIRM Community Panel 09001C0516G, published by FEMA, effective date July 8, 2013.
3. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88.) The contractor shall coordinate the transfer of a control benchmark into the working area, after site preparation is complete, by a licensed surveyor.
4. The information given on this plan in respect to the location of subsurface structures and utilities indicates only that the structures and utilities exist and no responsibility is assumed by the engineer for the accuracy of the locations shown. Utility information is not guaranteed complete or accurate.
5. In accordance with Connecticut Public Act 87–71 and Connecticut General Statutes Sections 16–345 through 16–359, the owner or the contractor shall be required to verify the depth and location of all utilities prior to commencing construction, and shall contact "Call Before You Dig, Inc." at 1–800–922–4455, 48 hours prior to commencing construction for mark out of underground utilities.
6. This site is served by the City of Stamford sanitary sewer system.
7. This site is served by the Aquarion Water Company, natural gas, and both overhead and underground electric and telecom services.
8. The contractor shall be responsible for securing all required permits from the City of Stamford for completion of the project.
9. All construction shall comply with applicable sections of the State of Connecticut, Local, and International Building Codes, and those criteria shall take precedent over these plans. Refer to Sheets C–4.1 and C–4.2 for construction notes and details.
10. Upon completion of construction and prior to the issuance of a Certificate of Occupancy, an "As–Built" map and certification letter shall be prepared by a professional engineer and land surveyor and submitted to the Engineering Bureau for review and approval for the purpose of confirming that construction was completed substantially in compliance with the approved plans as amended from time to time.
11. Roof drains from the proposed building shall be tied into the new storm drainage system, as depicted on the plan. Final locations of the roof drain downspouts shall be coordinated between the architect, the project engineer, and the contractor.
12. All existing hardscapes, driveways, and miscellaneous debris within the project area shall be removed from the site and disposed of legally. Refer to Sheet C–1.0 for general demolition notes.
13. Refer to Sheets C–2.1 and C–2.2 for a depiction and description of all proposed storm drainage, sanitary sewer, and utility installations and connections.
14. Refer to Sheets C–3.1 through C–3.3 for sedimentation and erosion control notes and details and general construction staging notes.
15. Refer to Sheet C–4.1 for City of Stamford Standard Notes.
16. The proposed building shall be designed by an architect in order to conform with current applicable zoning setback criteria and regulations, and a building permit shall be obtained prior to commencing construction.
17. Refer to Architectural Plans as prepared by Jason Little Architects PLLC.
18. Refer to Landscape Architectural plans as prepared by Environmental Land Solutions, LLC for final design of proposed landscaping, hardscapes, and exterior site lighting.
19. All utility relocations and installations shall be coordinated with each respective utility company prior to construction. Coordinate all utility installation and connection specifications with each respective utility company.
20. A "Street Opening Permit" must be obtained prior to any construction activity in the City of Stamford right–of–way. All construction within the right–of–way shall be coordinated with the City of Stamford Engineering Bureau. Approval from the City of Stamford Traffic Advisory Committee and a "Street Opening Permit" are required for closure of the sidewalk along Fairfield Avenue.
21. The Contractor shall be responsible for coordinating and maintaining traffic flow on adjoining roadways throughout the project.
22. Refer to Sheet C–4.1 for test pit data.
23. Footings for new walls shall not extend onto adjacent properties.

BLOCK No. 35
TOTAL AREA = 9.3816 ACRES
"M–G" ZONING DISTRICT



LOCATION MAP – 1" = 800'±

CONTOUR INTERVAL = 1 FOOT
1 INCH = 20 FEET

LEGEND

– – 30 – –	EXISTING CONTOUR
× 30.0	EXISTING SPOT ELEVATION
× T=30.0 B=29.5	EXISTING TOP/BOTTOM SPOT ELEVATION
(30)	PROPOSED CONTOUR
× (30.0)	PROPOSED SPOT ELEVATION
× T=30.0 B=29.5	PROPOSED TOP/BOTTOM SPOT ELEVATION
	DECIDUOUS TREE
	TREE TO BE REMOVED
	SIGN
	UTILITY POLE
MW	MONITORING WELL
GG	GAS GATE
WG	WATER GATE
PIV	POST INDICATOR VALVE
	HYDRANT
CO	CLEANOUT
OSW	OVERHEAD SERVICE WIRES

CB	CATCH BASIN
DS	ROOF LEADER DOWNSPOUT
JB	JUNCTION BOX
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
SWTS	STORMWATER TREATMENT SYSTEM
EMH	ELECTRIC MANHOLE
WMH	WATER MANHOLE
CIP	CAST IRON PIPE
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
OSW	OVERHEAD SERVICE WIRES
EV	ELECTRIC VEHICLE
A.O.B.E.	AS ORDERED BY ENGINEER
V.I.F.	VERIFY IN FIELD
T.O.W.	TOP OF WALL
—G——G—	UNDERGROUND UTILITY SERVICE: E=ELECTRIC, G=GAS, W=WATER
— – —	PROPERTY LINE
TEST	TEST PIT/BORING LOCATION
(84)	PROPOSED PARKING SPACE

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 · LICENSED · PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
0	10–4–23	ZONING SUBMISSION

DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER — 10–4–23 DATE

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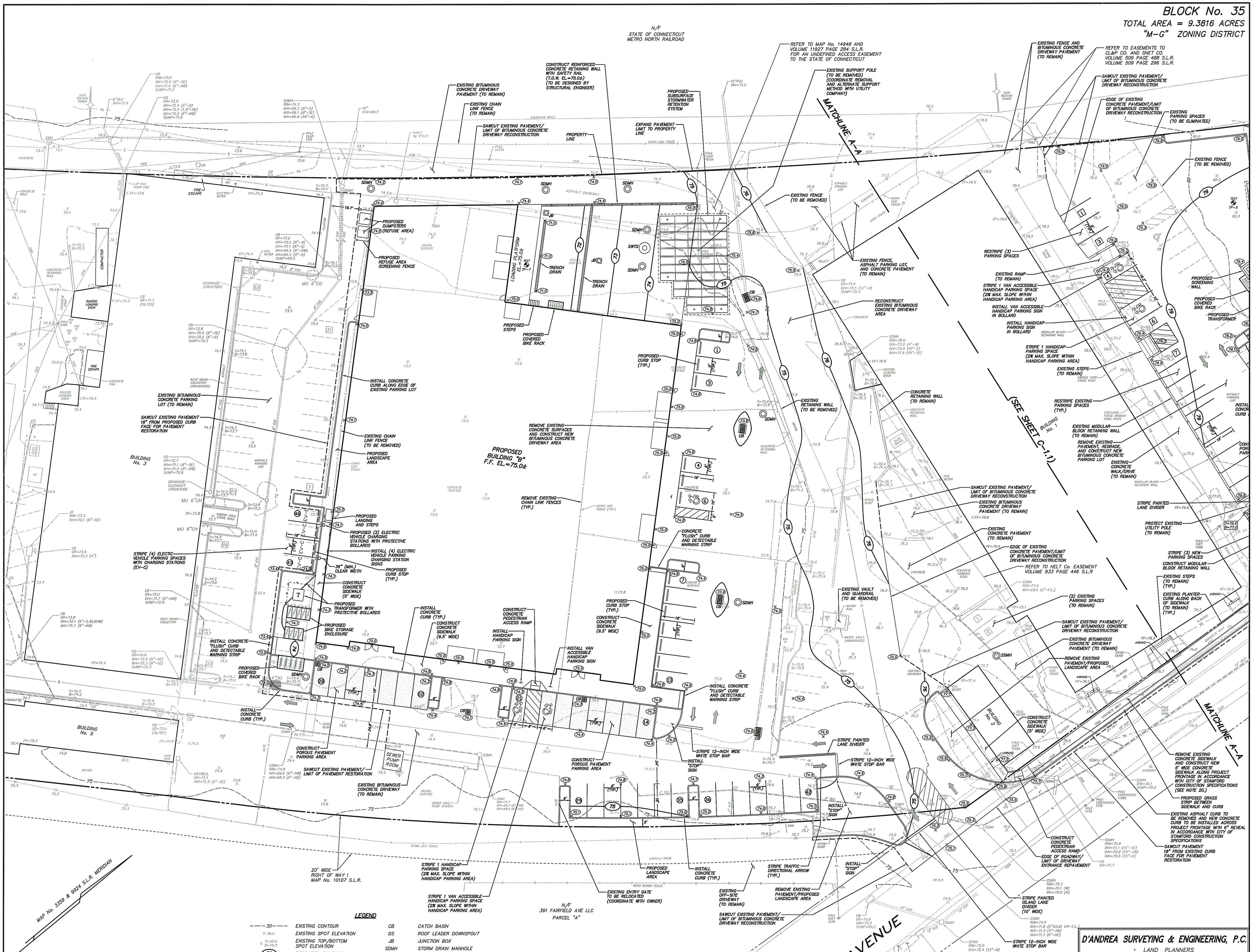
D'ANDREA SURVEYING & ENGINEERING, P.C.
· LAND PLANNERS · ENGINEERS · SURVEYORS
P.O. BOX 549
RIVERSIDE, CT 06878
6 NEIL LANE
TEL. 637–1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C–1.1	BUILDING "A" SITE GRADING PLAN

23DA

BLOCK No. 35
TOTAL AREA = 9.3816 ACRES
"M-G" ZONING DISTRICT



LEGEND

---30---	EXISTING CONTOUR	CB	CATCH BASIN
× 30.0	EXISTING SPOT ELEVATION	DS	ROOF LEADER DOWNSPOUT
× T=30.0 B=29.5	EXISTING TOP/BOTTOM SPOT ELEVATION	JB	JUNCTION BOX
		SDMH	STORM DRAIN MANHOLE
(30)	PROPOSED CONTOUR	SSMH	SANITARY SEWER MANHOLE
× (30.0)	PROPOSED SPOT ELEVATION	SWTS	STORMWATER TREATMENT SYSTEM
× T=30.0 B=29.5	PROPOSED TOP/BOTTOM SPOT ELEVATION	EMH	ELECTRIC MANHOLE
		WMH	WATER MANHOLE
	DECIDUOUS TREE	CIP	CAST IRON PIPE
		PVC	POLYVINYL CHLORIDE
	TREE TO BE REMOVED	RCP	REINFORCED CONCRETE PIPE
	SIGN	OSW	OVERHEAD SERVICE WIRES
	UTILITY POLE	EV	ELECTRIC VEHICLE
MW	MONITORING WELL	A.O.B.E.	AS ORDERED BY ENGINEER
GG	GAS GATE	V.I.F.	VERIFY IN FIELD
WG	WATER GATE	T.O.W.	TOP OF WALL
PIV	POST INDICATOR VALVE	—G—G—	UNDERGROUND UTILITY SERVICE: E=ELECTRIC, G=GAS, W=WATER
	HYDRANT		PROPERTY LINE
CO	CLEANOUT	TEST	TEST PIT/BORING LOCATION
OSW	OVERHEAD SERVICE WIRES	(84)	PROPOSED PARKING SPACE

NOTES:

1. Refer to Sheet C-1.1 for General Notes.
2. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88.) The contractor shall coordinate the transfer of a control benchmark into the working area, after site preparation is complete, by a licensed surveyor.
3. The information given on this plan in respect to the location of subsurface structures and utilities indicates only that the structures and utilities exist and no responsibility is assumed by the engineer for the accuracy of the locations shown. Utility information is not guaranteed complete or accurate.
4. In accordance with Connecticut Public Act 87-71 and Connecticut General Statutes Sections 16-345 through 16-359, the owner or the contractor shall be required to verify the depth and location of all utilities prior to commencing construction, and shall contact "Call Before You Dig, Inc." at 1-800-922-4455, 48 hours prior to commencing construction for mark out of underground utilities.
5. A "Street Opening Permit" must be obtained prior to any construction activity in the City of Stamford right-of-way. All construction within the right-of-way shall be coordinated with the City of Stamford Engineering Bureau.
6. The Contractor shall be responsible for coordinating and maintaining traffic flow on adjoining roadways throughout the project.

BARFIELD_23DA_SGP_02_Rev0.DWG (DED)

CONTOUR INTERVAL = 1 FOOT
1 INCH = 20 FEET
SCALE
20 0 20
IN FEET

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 · LICENSED · PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
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DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER 10-4-23 DATE

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6 NEIL LANE
TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C-1.2	BUILDING "B" SITE GRADING PLAN

23DA

STORM DRAIN AND UTILITY NOTES:

1. The purpose of this plan is only to depict the layout of the proposed storm drainage, sanitary sewer, and utilities; water, gas, electric, telephone, and cable. This plan shall not be used for the construction of any other aspect of this project.
2. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88). The contractor shall coordinate the transfer of a control benchmark into the working area, after site preparation is complete, by a licensed surveyor.
3. The information given on these plans in respect to the location of subsurface structures and utilities indicates only that the structures and utilities exist and no responsibility is assumed by the surveyor or engineer for the accuracy of the locations shown. Utility information is not guaranteed to be complete or accurate.
4. In accordance with Connecticut Public Act 87-71 and Connecticut General Statutes Sections 16-345 through 16-359, the owner or the contractor shall be required to verify the depth and location of all utilities prior to commencing construction, and shall contact "Call Before You Dig, Inc." at 1-800-922-4455, 48 hours prior to commencing construction for mark out of underground utilities.
5. This site is served by the City of Stamford sanitary sewer system.
6. This site is served by the Aquarion Water Company, natural gas, and both overhead and underground electric and telecom services.
7. The contractor shall be responsible for securing all required permits from the City of Stamford for completion of the project.
8. All construction shall comply with applicable sections of the State of Connecticut, Local, and International Building Codes, and those criteria shall take precedent over these plans. Refer to Sheets C-4.1 and C-4.2 for construction notes and details.
9. All utility relocations and installations shall be coordinated with each respective utility company prior to construction. Coordinate all utility installation and connection specifications with each respective utility company.
10. Roof drains from the proposed building shall be tied into the new storm drainage system, as depicted on the plan. Final locations of the roof drain downspouts shall be coordinated between the architect, the project engineer, and the contractor.
11. The locations and elevations of the proposed storm drainage system depicted hereon may be modified with the approval of the project engineer to meet field conditions.
12. The contractor shall excavate test pits where indicated hereon or wherever design conflicts may occur prior to the installation of any portion of either the proposed sanitary sewer or storm drainage systems. The contractor shall notify the project engineer of the test pit schedule. Design conflicts if any, shall be brought to the immediate attention of the project engineer.
13. New storm drain pipes greater than 8-inches in diameter shall not have bends, unless approved by the Project Engineer. All storm drain pipes of diameter 8-inches or less shall not have bends that exceed 45-degrees.
14. Depicted locations of the proposed gas service, water service, and underground utilities; electric, telephone, and cable are approximate for approval purposes only. Final locations shall be coordinated between each respective utility company and the owner.
15. The contractor shall coordinate the final location and installation of all proposed electric transformers, and other necessary utility splice boxes with each respective utility company.
16. A Drainage Maintenance Agreement shall be provided to the City of Stamford prior to obtaining a final Certificate of Occupancy.
17. Coordinate utility service connections to building with MEP plans.
18. Refer to Sheet C-4.1 for test pit data.
19. Prior to installation of any infiltration system, deep test pits shall be performed in the presence of the Project Engineer to certify that no restrictive layer, such as mottling, has been found and that the system will be installed a minimum of one foot above any restrictive layer. The Design Engineer shall also perform a hydraulic conductivity infiltration test in accordance with the City Stormwater Drainage Manual. Deep test pit and infiltration test results shall be submitted to the City Engineering Bureau for their records.

DRAINAGE MAINTENANCE SCHEDULE

1. Catch Basins & Drainage Inlets:

a. Catch basins and drainage inlets shall be completely cleaned of accumulated debris and sediments at the completion of construction.
b. For the first year, catch basins and drainage inlets shall be inspected on a quarterly basis.
c. Any accumulated debris within the catch basins/inlets shall be removed and any repairs as required.
d. From the second year onward, visual inspections shall occur twice per year, once in the spring and once in the fall, after fall cleanup of leaves has occurred.
e. Accumulated debris within the catch basins/inlets shall be removed and repairs made as required.
f. Accumulated sediments shall be removed at which time they are within 12 inches of the invert of the outlet pipe.
g. Any additional maintenance required per the manufacturer's specifications shall also be completed.

2. Storm Drainage Piping and Manholes/Junction Boxes:

a. All storm drainage piping shall be completely flushed of debris and accumulated sediment at the completion of construction.
b. Manholes/Junction Boxes shall be inspected and repaired on an annual basis.
c. Unless system performance indicates degradation of piping, comprehensive video inspection of storm drainage piping shall occur once every ten years.
d. Any additional maintenance required per the manufacturer's specifications shall also be completed.

3. Drywells and Infiltration Systems:

a. All drywells/infiltrators shall be completely cleaned of accumulated debris and sediments upon the completion of construction.
b. For the first year, the drywells/infiltrators shall be inspected on a quarterly basis.
c. Any accumulated debris within the drywells/infiltrators shall be removed and any repairs made to the units as required.
d. From the second year onward, visual inspection shall occur twice per year, once in the spring and once in the fall, after fall cleanup of leaves has occurred.
e. Accumulated debris within the units shall be removed and repairs made as required.
f. Any additional maintenance required per the manufacturer's specifications shall also be completed.

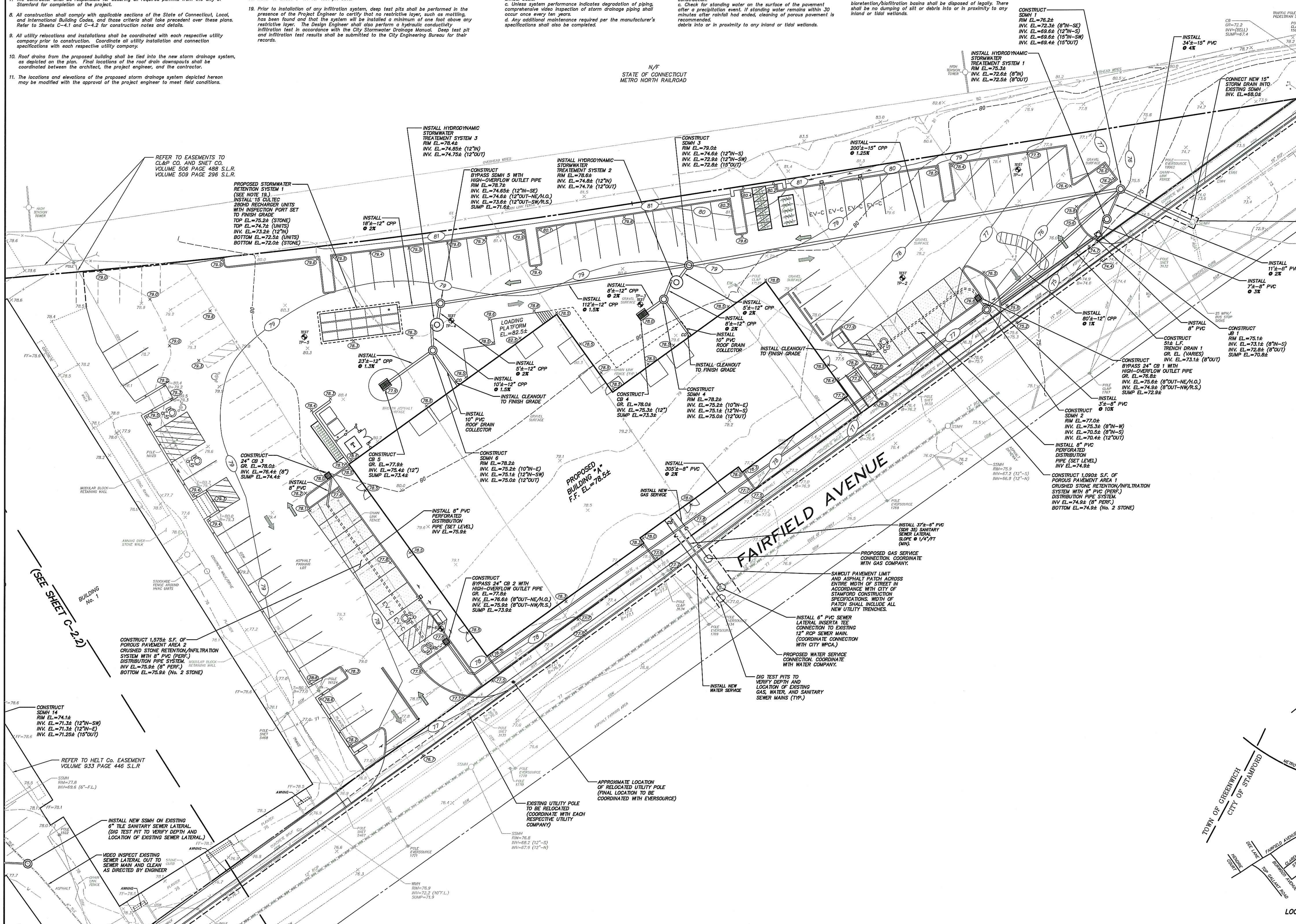
4. Porous Pavement:

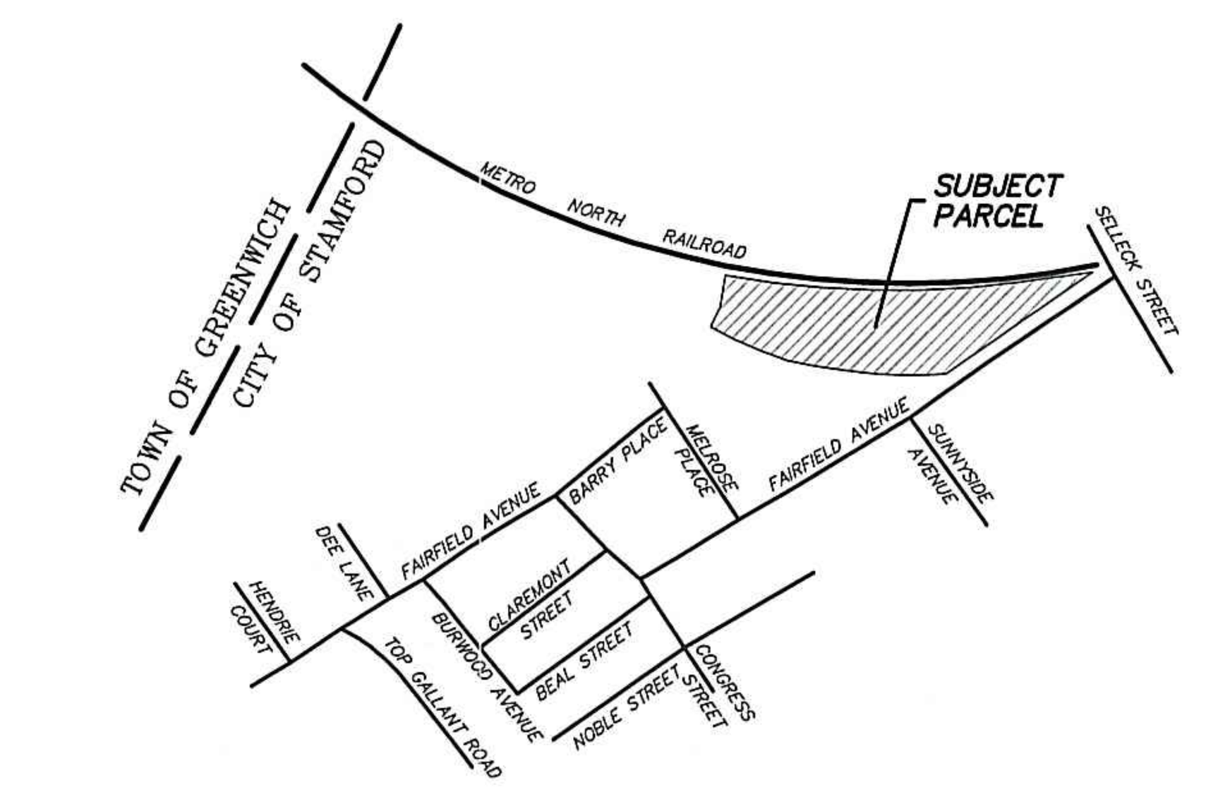
a. Changing the porous pavement surface to an impervious surface requires the review and approval of the City of Stamford Engineering Bureau.
b. Clean and vacuum (Regenerative Air Vacuum for Permeable Pavement) the porous pavement upon the completion of construction.
c. Check for standing water on the surface of the pavement after a precipitation event. If standing water remains within 30 minutes after rainfall had ended, cleaning of porous pavement is recommended.
debris into or in proximity to any inland or tidal wetlands.
d. Vacuum sweeper shall be used regularly to remove sediment and organic debris on the pavement surface. The sweeper may be fitted with water jets.
e. Pavement vacuuming should occur during spring cleanup following the last snow event to remove accumulated debris, at a minimum.
f. Pavement vacuuming should occur during fall cleanup to remove dead leaves, at a minimum.
g. Power washing can be an effective tool for cleaning clogged areas. See manufacturer's specifications.
h. Check for debris accumulating on pavement, especially debris buildup in winter. For loose debris, a power/leaf blower or gutter broom can be used to remove leaves and trash.
i. In the event that the porous surface becomes clogged an engineer must be retained to determine how to restore the porous surface to its original condition.
j. Any additional maintenance required per the manufacturer's specifications shall also be completed.

4. Roof Gutters – Remove accumulated debris and inspect for damage. Any damage should be repaired as required.

Disposal of Debris and Sediment – All debris and sediment removed from the stormwater structures and bioretention/biofiltration basins shall be disposed of legally. There shall be no dumping of silt or debris into or in proximity to any inland or tidal wetlands.

BLOCK No. 35
TOTAL AREA = 9.3816 ACRES
"M-G" ZONING DISTRICT





LOCATION MAP – 1" = 800'±

CONTOUR INTERVAL = 1 FOOT
1 INCH = 20 FEET

SCALE: 20 0 20 IN FEET

LEGEND

Symbol	Description	Abbreviation	Description
---30---	EXISTING CONTOUR	CB	CATCH BASIN
× 30.0	EXISTING SPOT ELEVATION	DS	ROOF LEADER DOWNSPOUT
× T=30.0 B=29.5	EXISTING TOP/BOTTOM SPOT ELEVATION	JB	JUNCTION BOX
		SDMH	STORM DRAIN MANHOLE
(30)	PROPOSED CONTOUR	SSMH	SANITARY SEWER MANHOLE
× (30.0)	PROPOSED SPOT ELEVATION	EMH	ELECTRIC MANHOLE
	DECIDUOUS TREE	WMH	WATER MANHOLE
		CIP	CAST IRON PIPE
	TREE TO BE REMOVED	PVC	POLYVINYL CHLORIDE
	SIGN	RCP	REINFORCED CONCRETE PIPE
	UTILITY POLE	OSW	OVERHEAD SERVICE WIRES
MW	MONITORING WELL	EV	ELECTRIC VEHICLE
GG	GAS GATE	A.O.B.E.	AS ORDERED BY ENGINEER
WG	WATER GATE	V.I.F.	VERIFY IN FIELD
PIV	POST INDICATOR VALVE	T.O.W.	TOP OF WALL
	HYDRANT	—G——G—	UNDERGROUND UTILITY SERVICE: E=ELECTRIC, G=GAS, W=WATER
CO	CLEANOUT	— - - —	PROPERTY LINE
OSW	OVERHEAD SERVICE WIRES	TEST	TEST PIT/BORING LOCATION

STATE OF CONNECTICUT – DEREK E. DAUNAIS – No. 22861 – LICENSED – PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER — 10-4-23 DATE

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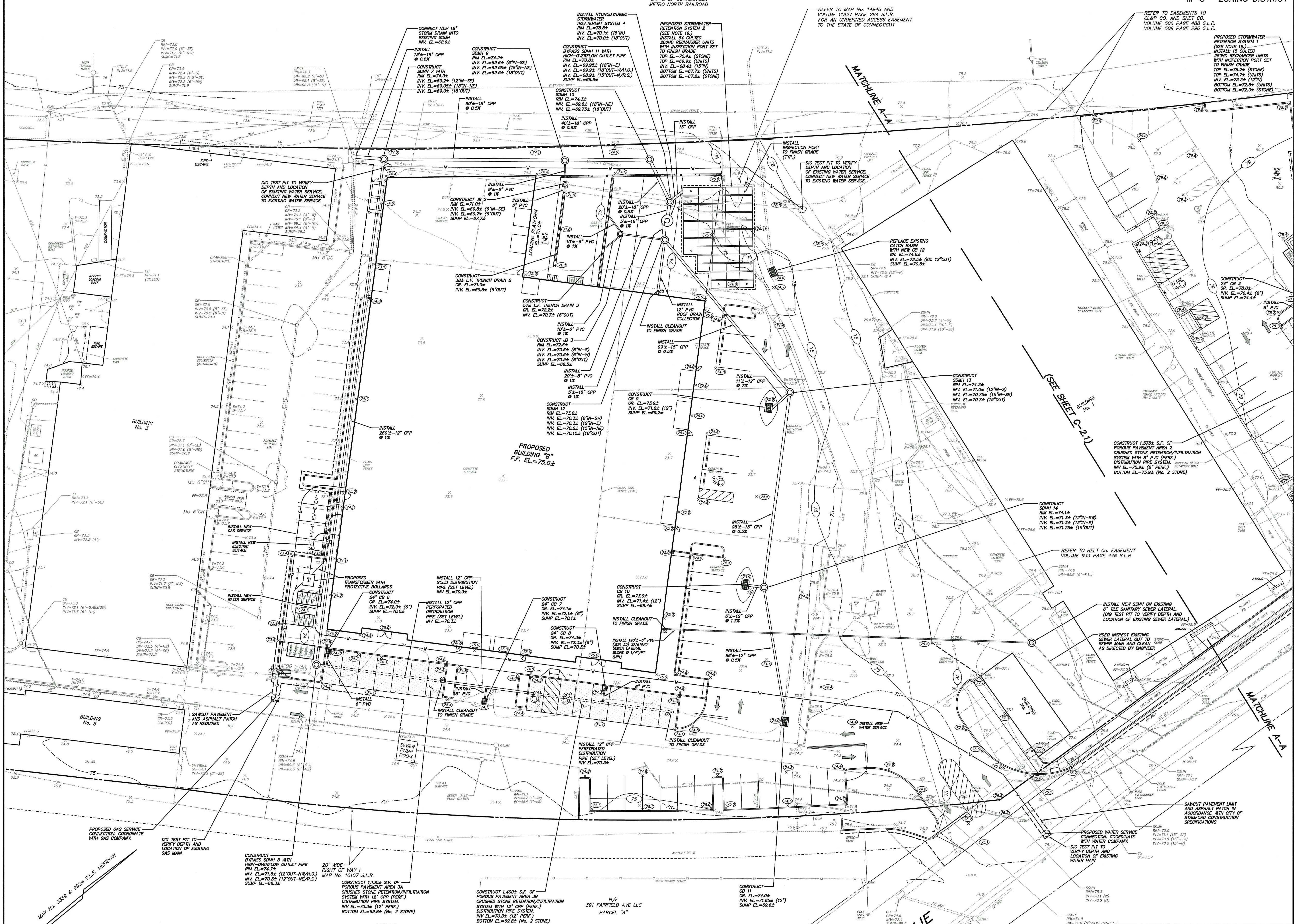
RIVERSIDE, CT 06878
6 NEIL LANE
TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C-2.1	BUILDING "A" DRAINAGE AND UTILITY PLAN

23DA

BLOCK No. 35
TOTAL AREA = 9.3816 ACRES
"M-G" ZONING DISTRICT



NOTES:

1. Refer to Sheet C-2.1 for Storm Drain and Utility Notes.
2. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88.) The contractor shall coordinate the transfer of a control benchmark into the working area, after site preparation is complete, by a licensed surveyor.
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4. In accordance with Connecticut Public Act 87-71 and Connecticut General Statutes Sections 16-345 through 16-359, the owner or the contractor shall be required to verify the depth and location of all utilities prior to commencing construction, and shall contact "Call Before You Dig, Inc." at 1-800-922-4455, 48 hours prior to commencing construction for mark out of underground utilities.
5. A "Street Opening Permit" must be obtained prior to any construction activity in the City of Stamford right-of-way. All construction within the right-of-way shall be coordinated with the City of Stamford Engineering Bureau.
6. The Contractor shall be responsible for coordinating and maintaining traffic flow on adjoining roadways throughout the project.

BARFIELD_23DA_SDAUP_01_Rev0.DWG (DED)

LEGEND

Symbol	Description	Abbreviation	Description
---30---	EXISTING CONTOUR	CB	CATCH BASIN
× 30.0	EXISTING SPOT ELEVATION	DS	ROOF LEADER DOWNSPOUT
× T=30.0 B=29.5	EXISTING TOP/BOTTOM SPOT ELEVATION	JB	JUNCTION BOX
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PIV	POST INDICATOR VALVE	A.O.B.E.	AS ORDERED BY ENGINEER
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OSW	OVERHEAD SERVICE WIRES	—G——G—	UNDERGROUND UTILITY SERVICE: E=ELECTRIC, G=GAS, W=WATER
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		TEST	TEST PIT/BORING LOCATION

CONTOUR INTERVAL = 1 FOOT
1 INCH = 20 FEET
SCALE
20 0 20
IN FEET

STATE OF CONNECTICUT
DEREK E. DAUNAIS
No. 22861
LICENSED
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER — DATE 10-4-23

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PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C-2.2	BUILDING "B" DRAINAGE AND UTILITY PLAN

23DA

SEDIMENTATION AND EROSION CONTROL NOTES:

1. Temporary soil and erosion control measures inclusive of filter barriers, water breaks, check dams, and anti–tracking areas shall remain in place for as long as necessary to permanently stabilize developed areas.
2. Erosion and sediment control devices shall be installed in their proper sequence. No clearing or grading may be done in any area until the devices for that area, as shown on the plan, are in place and functional.
3. Natural vegetation shall be maintained and protected to the greatest extent practical.
4. All sediment and erosion control devices and provisions shall be maintained in operational condition by the contractor until final acceptance of the project.
5. No changes of this soil erosion and sediment control plan may be made without approval of the project engineer.
6. Land disturbance is to be kept to a minimum and reestablishment and/or stabilization of disturbed areas shall be scheduled as soon as practical.
7. Erosion controls shall be monitored periodically to verify that they are maintained in effective working order. If, during construction, additional control measures are necessary, they shall be installed.
8. Sediment or debris shall be removed from the drainage pipes and structures as it accumulates during construction. It shall be disposed of in a manner which is consistent with the intent of this plan.
9. Sediment fencing shall be installed where required prior to commencing construction and shall remain in place for the duration of the project. Fencing shall be Propex Silt Stop (TM) as manufactured by Amoco or approved equal.
10. The contractor may provide alternate means of sediment control, but he may not eliminate placement of protection in the areas indicated hereon.
11. The contractor shalll regrade, topsoil, and seed all disturbed areas immediately after construction has been completed.
12. Copies of the Sedimentation and Erosion Control Plan are to be maintained at the site and provided to the project foreman and subcontractors prior to the start of work.
13. Additional protection measures shall be implemented as site conditions warrant.
14. An additional 10% of trap rock, hay bales, snowfencing, fabric fencing, and other control materials are to be stockpiled on site for use as necessary.
15. Refer to Erosion and Sedimentation Control Handbook – Connecticut for additional details and specifications for sedimentation control.
16. Groundwater may be encountered during the construction of the proposed development. If any groundwater is encountered during excavation, then sump pits will be installed and the groundwater shall be pumped into either an on–site temporary crushed stone dewatering pit or a nearby storm drainage system.
17. Prior to any discharge of wastewater into the sanitary sewer as a result of construction dewatering, a Miscellaneous Discharge Permit Application shall be completed and submitted to the City of Stamford Water Pollution Control Authority for review and approval. In the event construction dewatering into the sanitary sewer is approved, a flow meter shall be installed capable of recording, saving, and reporting the daily volume from the pumps.

GENERAL CONSTRUCTION PHASING:

PHASE 1: DEMOLITION

1. Access site using existing driveway entrance along Fairfield Avenue. Contractor parking and stockpiling to be on–site.
2. Remove vegetation.
3. Remove existing structures, hardscapes, and site features.
4. Install sedimentation and erosion controls.

PHASE 2: SITE GRADING/FOUNDATION CONSTRUCTION

1. Rough in proposed driveway and construction access.
2. Rough grade site.
3. Excavate for proposed building foundation.
4. Construct proposed building foundation.
5. Backfill and rough grade around building foundation.

PHASE 3: SITE UTILITIES

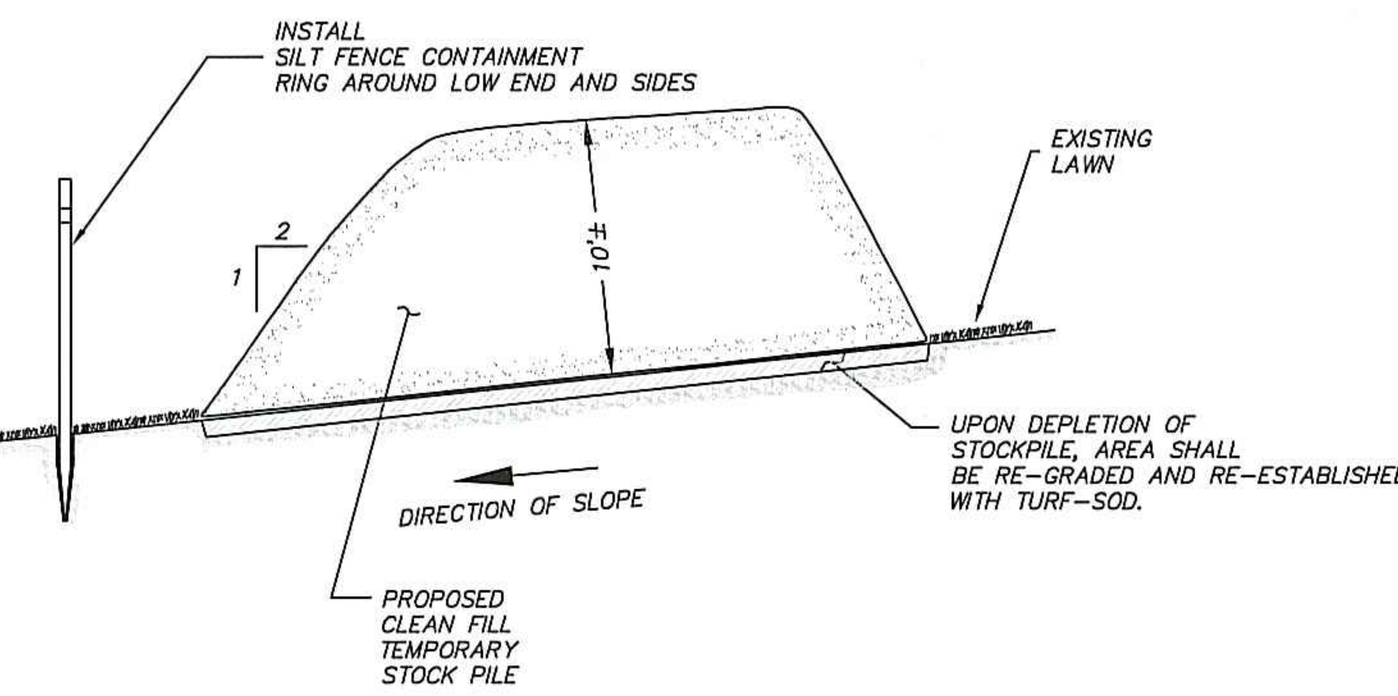
1. Install storm drainage system.
2. Install utilities and sewer lateral connection.

PHASE 4: BUILDING CONSTRUCTION

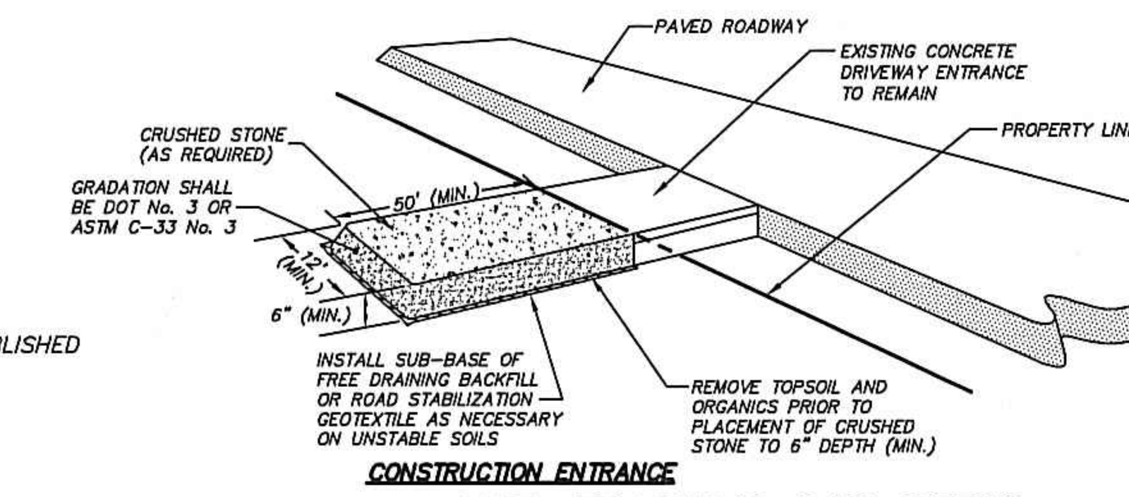
1. Construct proposed building.

PHASE 5: SITE FEATURES

1. Construct retaining walls.
2. Construct curbing and hardscapes.
3. Construct driveway.
4. Fine grade and stabilize all slopes.
5. Landscape as required.
6. Remove sedimentation and erosion controls.

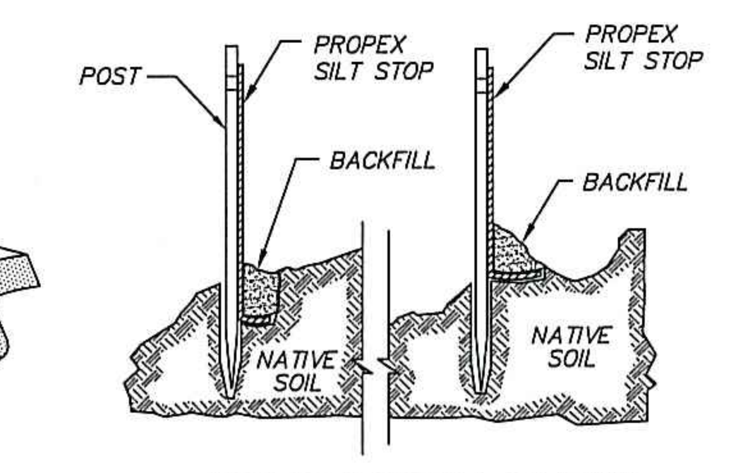


TEMPORARY STOCKPILE DETAIL
N.T.S.
NOTE: STOCKPILES SHALL NOT BE PLACED OVER ANY INFILTRATION SYSTEM.

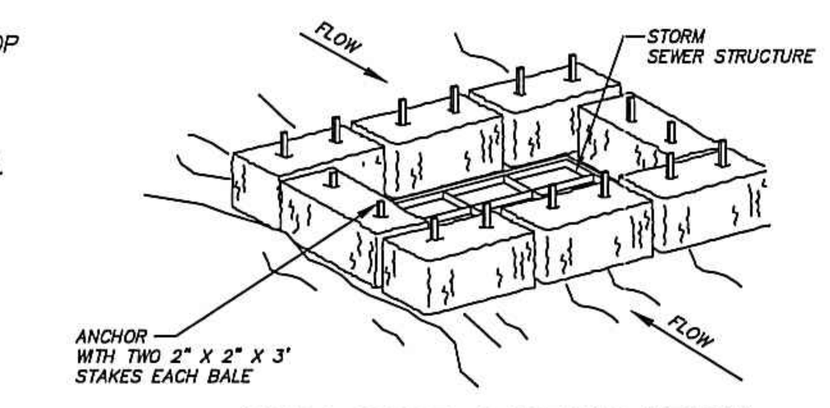


CONSTRUCTION ENTRANCE
ANTI–TRACKING PAD DETAIL
N.T.S.

POSTS SHOULD NOT BE SPACED MORE THAN 10' APART

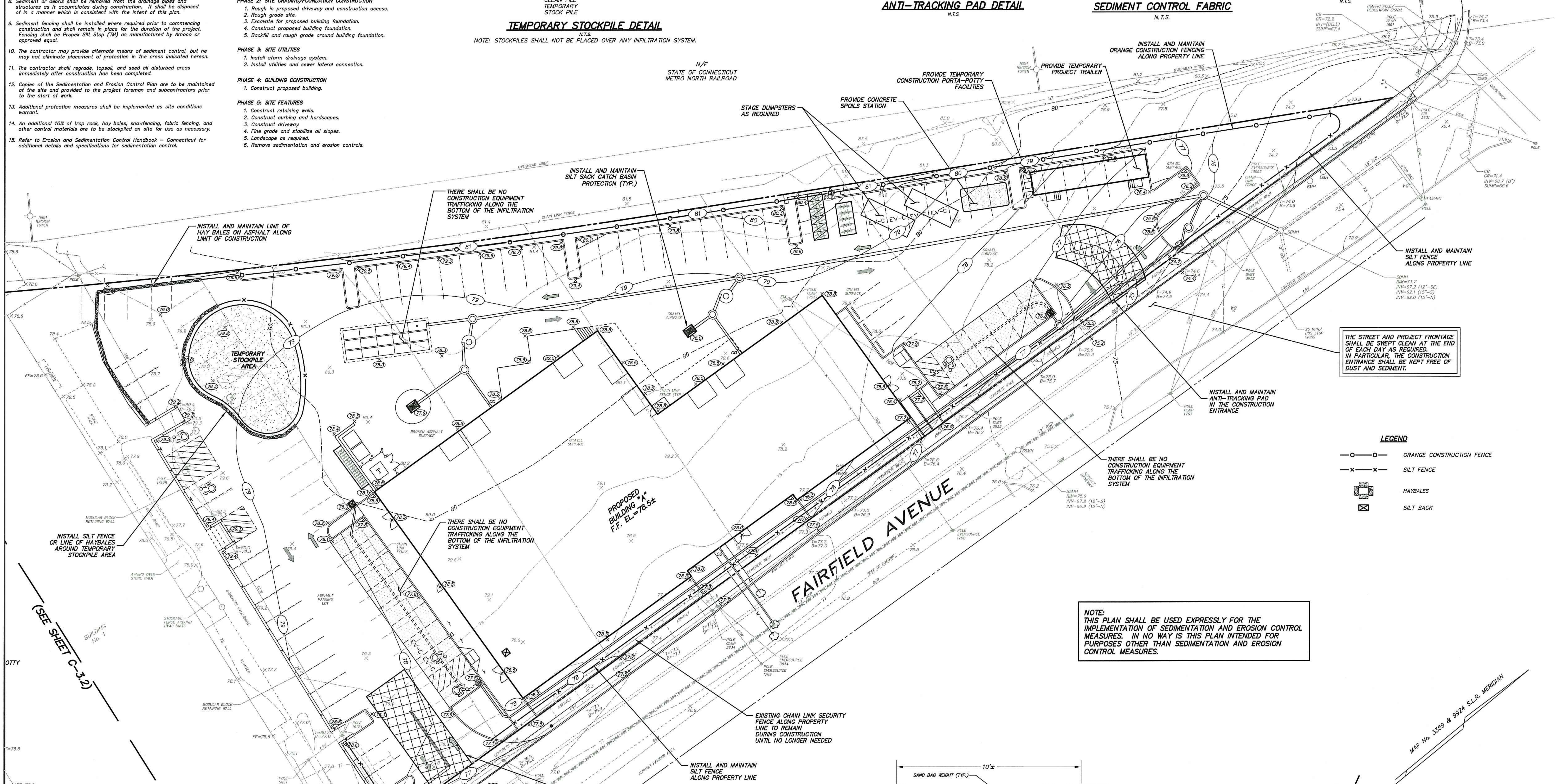


INSTALLATION DETAIL
SEDIMENT CONTROL FABRIC
N.T.S.



HAY BALE INSTALLATION
AT CATCH BASINS
N.T.S.

BLOCK No. 35
TOTAL AREA = 9.3816 ACRES
"M–G" ZONING DISTRICT



THE STREET AND PROJECT FRONTAGE SHALL BE SWEPT CLEAN AT THE END OF EACH DAY AS REQUIRED. IN PARTICULAR, THE CONSTRUCTION ENTRANCE SHALL BE KEPT FREE OF DUST AND SEDIMENT.

LEGEND

—o—o—	ORANGE CONSTRUCTION FENCE
—x—x—	SILT FENCE
(symbol)	HAYBALES
(symbol)	SILT SACK

NOTE:
THIS PLAN SHALL BE USED EXPRESSLY FOR THE IMPLEMENTATION OF SEDIMENTATION AND EROSION CONTROL MEASURES. IN NO WAY IS THIS PLAN INTENDED FOR PURPOSES OTHER THAN SEDIMENTATION AND EROSION CONTROL MEASURES.

THE STREET AND PROJECT FRONTAGE SHALL BE SWEPT CLEAN AT THE END OF EACH DAY AS REQUIRED. IN PARTICULAR, THE CONSTRUCTION ENTRANCE SHALL BE KEPT FREE OF DUST AND SEDIMENT.

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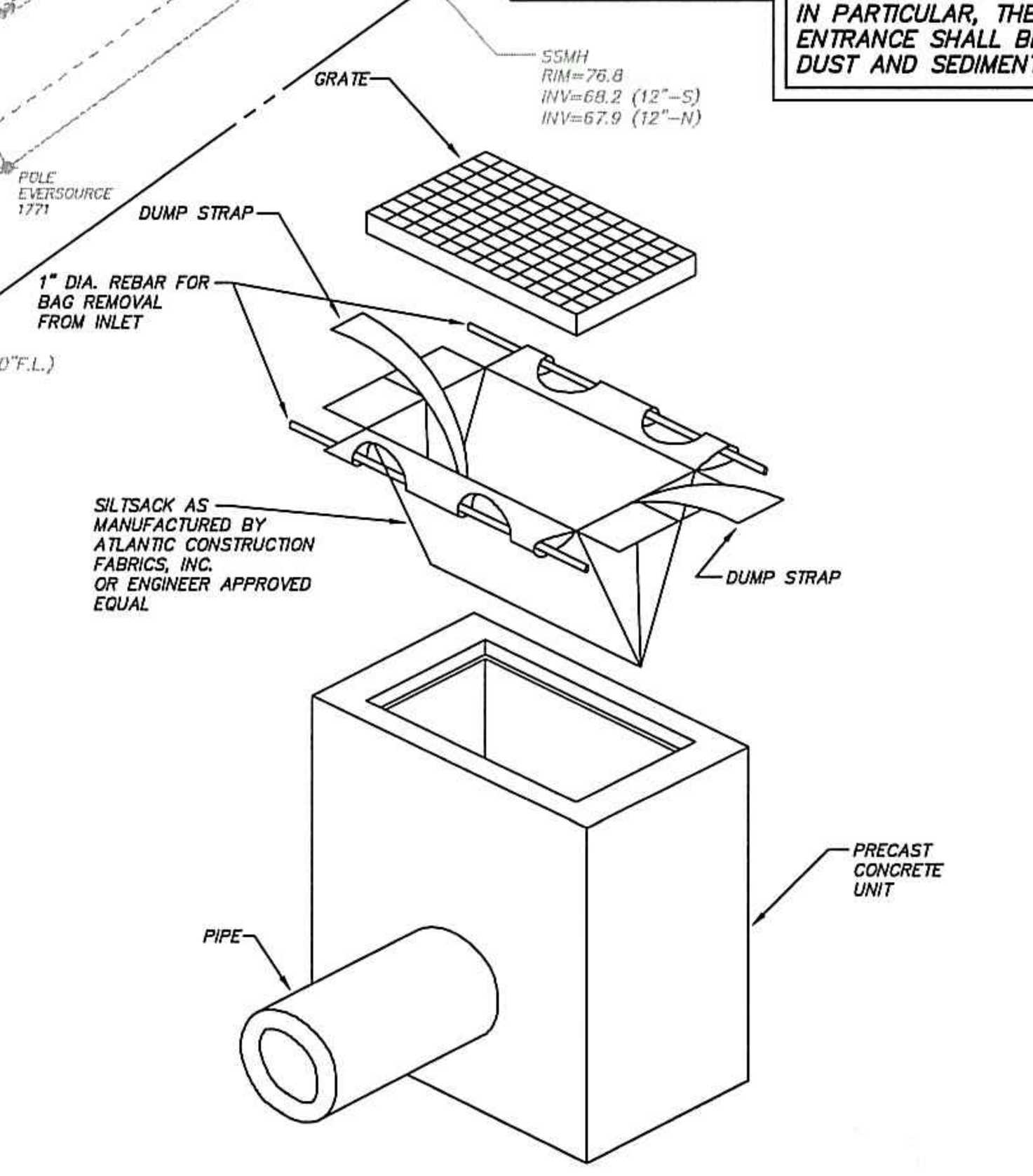
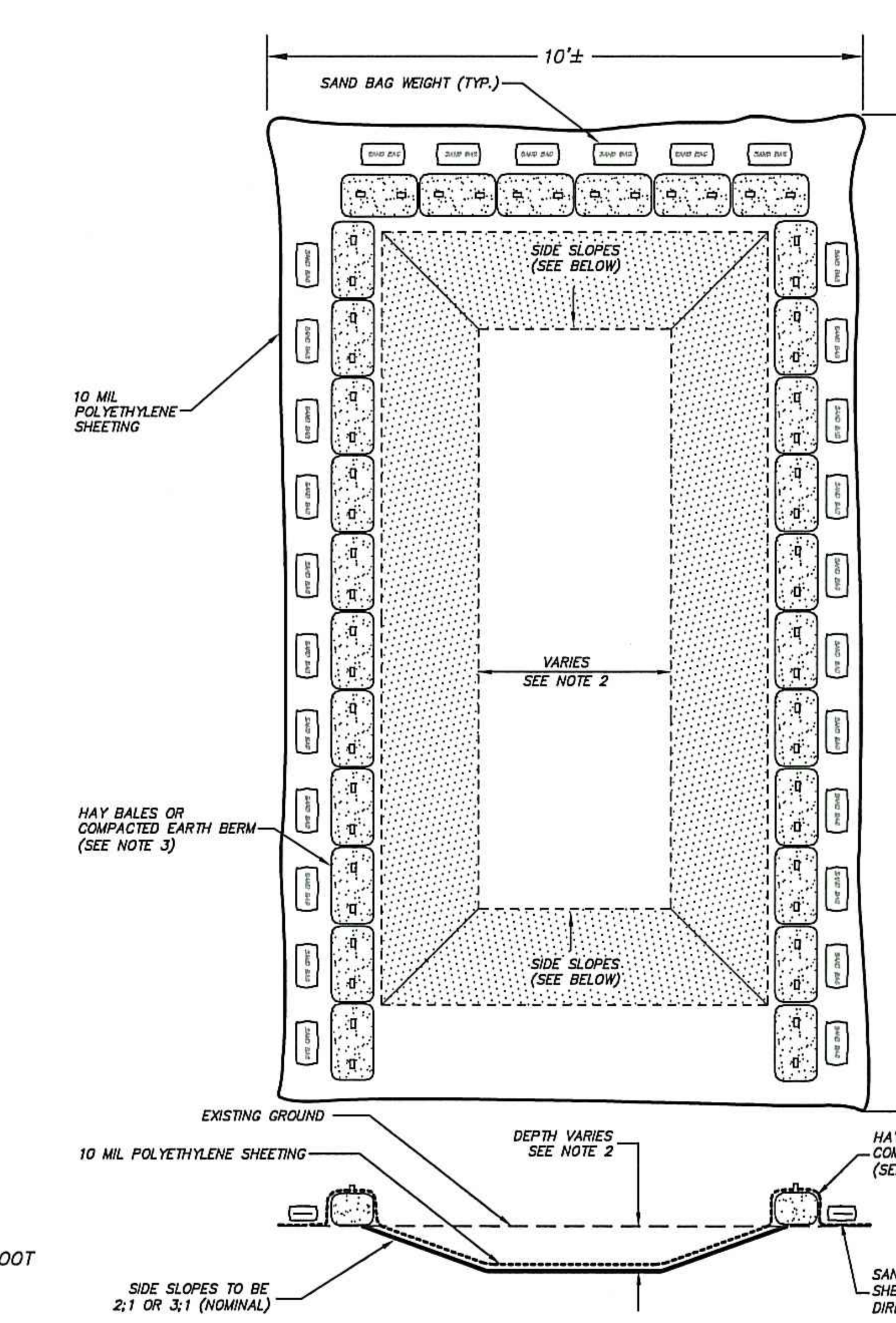
CONTOUR INTERVAL = 1 FOOT
1 INCH = 20 FEET
SCALE
20 0 20
IN FEET



CATCH BASIN SILTSACK DETAIL
N.T.S.



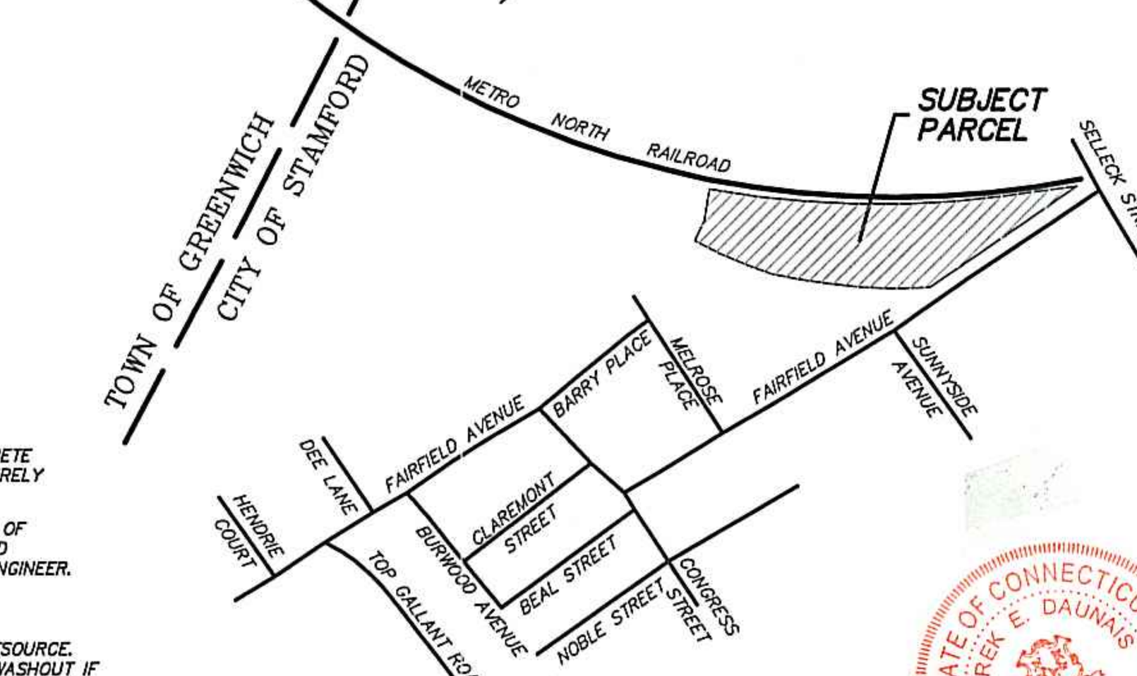
CONCRETE WASHOUT AREA
N.T.S.

NOTES:

1. CONCRETE WASHOUT AREA(S) SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE. THE CONCRETE WASHOUT AREA SHALL BE ENTIRELY SELF–CONTAINED.
2. THE CONTRACTOR SHALL SUBMIT THE DESIGN, LOCATION AND SIZING OF THE CONCRETE WASHOUT AREA(S) WITH THE PROJECT'S EROSION AND SEDIMENTATION CONTROL PLAN AND SHALL BE APPROVED BY THE ENGINEER.

   LOCATION: WASHOUT AREA(S) ARE TO BE LOCATED WITHIN THE EXISTING ASPHALT PARKING LOT AND AT LEAST 50 FEET FROM ANY STREAM, WETLAND, STORM DRAINS, OR OTHER SENSITIVE RESOURCE. THE FLOOD CONTINGENCY PLAN MUST ADDRESS THE CONCRETE WASHOUT IF THE WASHOUT IS TO BE LOCATED WITHIN THE FLOODPLAIN.

   SIZE: THE WASHOUT MUST HAVE SUFFICIENT VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS INCLUDING, BUT NOT LIMITED TO, OPERATIONS ASSOCIATED WITH GROUT AND MORTAR.
3. SURFACE DISCHARGE IS UNACCEPTABLE. THEREFORE, HAY BALES OR OTHER CONTROL MEASURES, AS APPROVED BY THE ENGINEER, SHOULD BE USED AROUND THE PERIMETER OF THE CONCRETE WASHOUT AREA FOR CONTAINMENT.
4. SIGNS SHOULD BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CONCRETE AREA(S) AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS. WASHOUT AREA(S) SHOULD BE FLAGGED WITH SAFETY FENCING OR OTHER APPROVED METHOD.
5. WASHOUT AREA(S) ARE TO BE INSPECTED AT LEAST ONCE A WEEK FOR STRUCTURAL INTREGRITY, ADEQUATE HOLDING CAPACITY AND CHECKED FOR LEAKS, TEARS, OR OVERFLOWS.
   CHECKED AFTER HEAVY RAINS.
6. HARDENED CONCRETE WASTE SHOULD BE REMOVED AND DISPOSED OF WHEN THE WASTE HAS ACCUMULATED TO HALF OF THE CONCRETE WASHOUT'S HEIGHT. THE WASTE CAN BE STORED AT AN UPLAND LOCATION, AS APPROVED BY THE ENGINEER. ALL CONCRETE WASTE SHALL BE DISPOSED OF IN A MANNER CONSISTENT WITH ALL APPLICABLE LAWS, REGULATIONS, AND GUIDELINES.



LOCATION MAP – 1" = 800'±

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 · LICENSED · PROFESSIONAL ENGINEER

D'ANDREA SURVEYING & ENGINEERING, P.C.
· LAND PLANNERS
· ENGINEERS
· SURVEYORS
P.O. BOX 549, RIVERSIDE, CT 06878
6 NEIL LANE, TEL. 637–1779

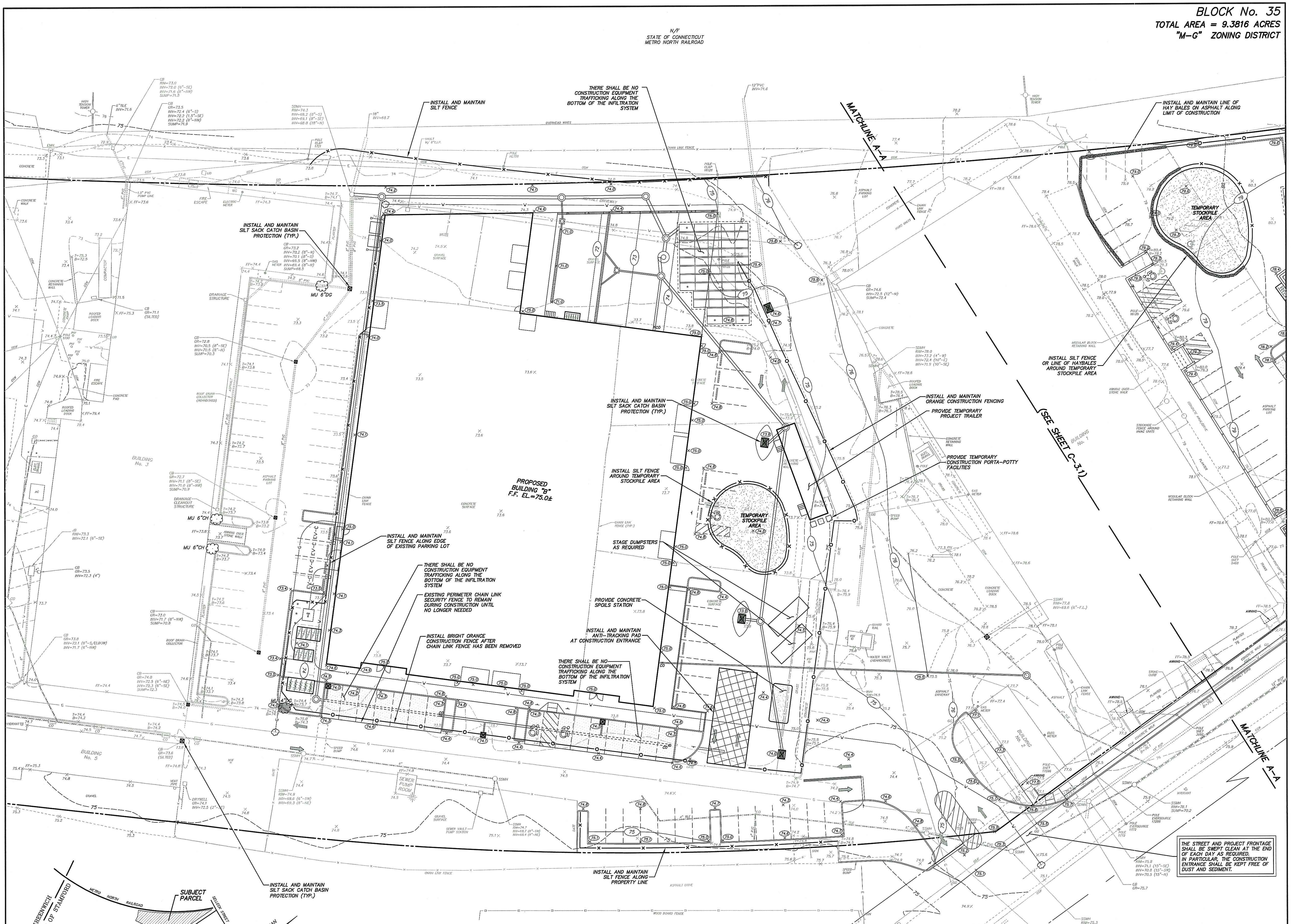
REV.	DATE	DESCRIPTION
0	10–4–23	ZONING SUBMISSION

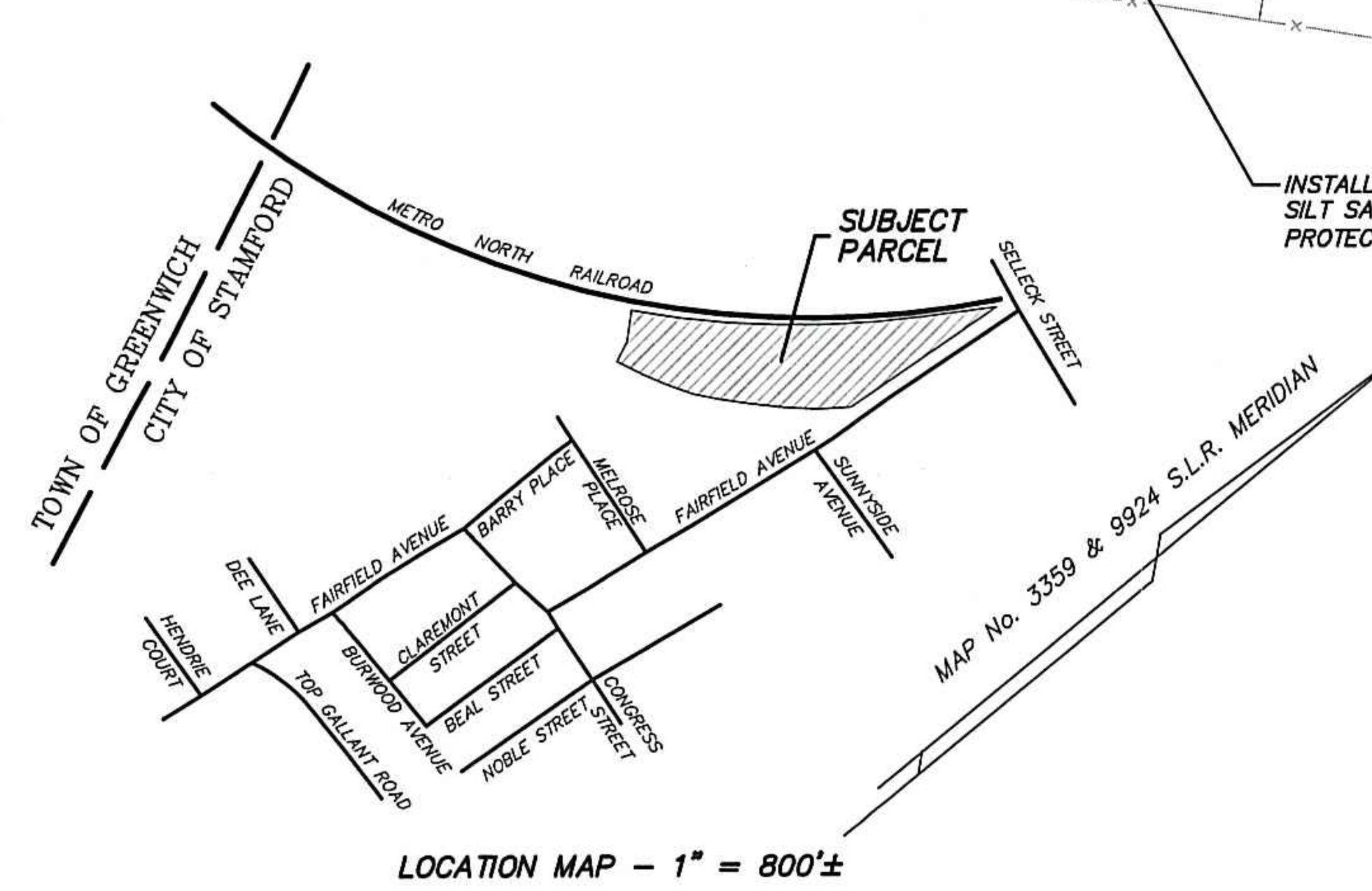
DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER — DATE 10–4–23

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE ENGINEER'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C–3.1	BUILDING "A" SEDIMENT AND EROSION CONTROL PLAN

23DA





LOCATION MAP – 1" = 800'±

NOTES:

1. Refer to Sheet C-3.1 for Sedimentation and Erosion Control Notes and Details.
2. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88.) The contractor shall coordinate the transfer of a control benchmark into the working area, after site preparation is complete, by a licensed surveyor.
3. The information given on this plan in respect to the location of subsurface structures and utilities indicates only that the structures and utilities exist and no responsibility is assumed by the engineer for the accuracy of the locations shown. Utility information is not guaranteed complete or accurate.
4. This plan shall be used expressly for the implementation of sedimentation and erosion control measures. In no ways is this plan intended for purposes other other than sedimentation and erosion control measures.

BARFIELD_23DA_SANDE_00_Rev0.DWG (DED)

GENERAL CONSTRUCTION PHASING:

PHASE 1: DEMOLITION
1. Access site using existing driveway entrance along Fairfield Avenue. Contractor parking and stockpiling to be on-site.
2. Remove vegetation.
3. Remove existing structures, hardscapes, and site features.
4. Install sedimentation and erosion controls.

PHASE 2: SITE GRADING/FOUNDATION CONSTRUCTION
1. Rough in proposed driveway and construction access.
2. Rough grade site.
3. Excavate for proposed building foundation.
4. Construct proposed building foundation.
5. Backfill and rough grade around building foundation.

PHASE 3: SITE UTILITIES
1. Install storm drainage system.
2. Install utilities and sewer lateral connection.

PHASE 4: BUILDING CONSTRUCTION
1. Construct proposed building.

PHASE 5: SITE FEATURES
1. Construct retaining walls.
2. Construct curbing and hardscapes.
3. Construct driveway.
4. Fine grade and stabilize all slopes.
5. Landscape as required.
6. Remove sedimentation and erosion controls.

NOTE:
THIS PLAN SHALL BE USED EXPRESSLY FOR THE IMPLEMENTATION OF SEDIMENTATION AND EROSION CONTROL MEASURES. IN NO WAY IS THIS PLAN INTENDED FOR PURPOSES OTHER THAN SEDIMENTATION AND EROSION CONTROL MEASURES.

LEGEND

- ORANGE CONSTRUCTION FENCE
- SILT FENCE
- HAYBALES
- SILT SACK

CONTOUR INTERVAL = 1 FOOT
1 INCH = 20 FEET
SCALE
20 0 20
IN FEET

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER — DATE: 10-4-23

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE ENGINEER'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 · LICENSED · PROFESSIONAL ENGINEER

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6 NEIL LANE
TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C-3.2	BUILDING "B" SEDIMENT AND EROSION CONTROL PLAN

23DA

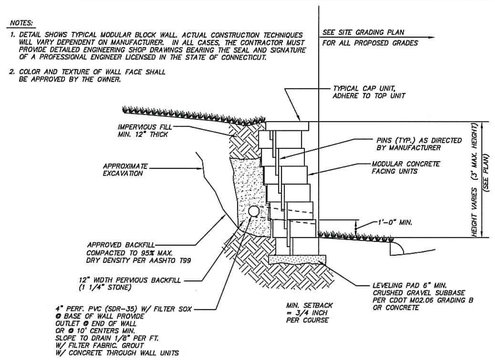
CONSTRUCTION NOTES:

1. The contractor shall obtain all appropriate permits prior to commencing construction.
2. The contractor shall be solely responsible to coordinate his work with the work being done by others. The contractor shall likewise bear the responsibility for delays or other factors related to the work by others. No claims shall be allowed due to the contractor's failure to adequately coordinate such work.
3. All construction shall be inspected by a professional engineer prior to backfill and as the work progresses.
4. The project engineer shall be notified a minimum of three working days prior to the commencement of each phase of construction.
5. Appropriate measures shall be taken to control any sedimentation and erosion which may result during construction.
6. All specimen trees shall be protected during the construction period, except those specifically designated to be removed, in accordance with generally accepted standards.
7. There shall be no dumping of construction debris and/or excess excavated material into or in proximity to any inland or tidal wetland areas. All excavated material shall be stockpiled and contained on-site within silt fencing. The contractor shall be responsible for the removal of all excess material excavated during construction. All excess material shall be removed in a careful and environmetally sound manner and shall be disposed of legally off-site.
8. The proposed building shall be designed by the architect in order to conform with current applicable zoning setback criteria and regulations, and a building permit shall be obtained prior to commencing construction.
9. Existing utilities in conflict through or above this parcel shall be relocated as directed by the appropriate utility company or the owner. The contractor shall excavate test pits to verify the location and depth of utilities where conflicts may exist.
10. Pavement replacement shall be bituminous concrete, placed in accordance with the City of Stamford standards and/or Connecticut State Highway specifications.
11. Shoulders and disturbed areas shall receive four inches of topsoil; fine graded and seeded as soon as practical to prevent erosion.
12. The contractor shall not commence any paving until the grading and shaping of the compacted gravel base has been approved by the project engineer.
13. Regrading, filling, and other such alterations to the site shall be restricted to the minimum level necessary to complete the project as shown on the plan.
14. Existing inverts on storm drains, sanitary sewers, and utility conduits shall be field verified where appropriate, before commencing construction. The contractor shall excavate test pits where indicated hereon or wherever design conflicts may occur. The contractor shall notify the project engineer of the test pit schedule. Design conflicts if any, shall be brought to the immediate attention of the project engineer. Plate or backfill and patch test pits as directed by the project engineer.
15. Manhole structures shall be precast concrete with gaskets as manufactured by Eastern Precast Co., Inc. or engineer approved equal, unless noted otherwise.
16. Precast concrete cone section to be eccentric. Flat slab tops to have eccentric openings. Eccentric cone sections shall be used when the vertical distance between manhole frame and top of highest pipe is six (6) feet or greater, otherwise flat slab tops shall be used. Aluminum manhole steps (drop form type) shall be provided in all manholes at 12 inch intervals. Each step shall be capable of supporting a minimum load of 1,000 pounds. Wall joints to be "O-ring" rubber gasket type with the interior and exterior faces of joints to be sealed with waterproof non-shrink grout.
17. Connection between manholes and PVC sanitary sewer or storm drain pipes shall be made with flexible rubber boot type connections sealed water tight with a stainless steel clamp. The contractor shall make sure that all connections of new sanitary sewers to manholes are water tight. Connections to manholes for reinforced concrete storm and sanitary sewer pipe shall be made with concrete brick masonry and non-shrink grout. The Contractor shall make sure that all connections of new sanitary sewers to manholes are water tight.
18. All gravity PVC storm drain and sanitary sewer pipes shall conform to ASTM D 3034 "Standard Specification for type PSM Poly Vinyl Chloride (PVC) Sewer Pipe and Fittings" or approved equal (SDR35).
19. Corrugated plastic pipe (CPP) shall be HDPE, N-12, smooth interior pipe as manufactured by Advanced Drainage Systems, Inc. or engineer approved equal and shall comply with AASHTO M294-94 Type S (smooth inner liner).
20. All reinforced concrete pipe (RCP) shall be Class IV.
21. Where unsuitable foundation is encountered during construction of storm drains or sanitary sewers, the contractor shall remove the unsuitable material and replace it with other material approved by the project engineer.
22. Bedding and backfill material shall conform to ASTM D2321 specification "standard recommended practice for underground installations of flexible thermoplastic sewer pipe (PVC)."
23. All drainage and sewer conduits within the City right-of-way shall have 2 foot minimum cover or be encased in concrete if located under a paved or traveled way.
24. All storm drainage and sewer connections shall be sloped at 2% (minimum) or as otherwise noted.
25. The contractor shall provide all equipment, tools, labor and materials necessary to satisfactorily clean and remove all visible obstructions, dirt, sand, sludge, roots, gravel, stones, etc., from the storm drains, sanitary sewers, and structures.
26. Processed aggregate shall be in accordance with the City of Stamford standards and/or Connecticut State Highway specifications.
27. Roadway pavement shall be 2 course bituminous concrete placed in accordance with the City of Stamford standards and/or Connecticut State Highway specifications.
28. All existing manhole frames, catch basin grates, and utility structures shall be adjusted to new finish grade as required. Contractor to coordinate with existing utility companies to ensure their facilities are adjusted to finish grade.
29. Curbs and sidewalks in the City right-of-way shall be constructed in accordance with the City of Stamford specifications. The contractor shall pay specific attention to the location of construction joints.
30. All traffic control devices including traffic signs and pavement markings shall be installed in conformance with the Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation, Federal Highway Administration, Millenium Edition, as amended to date.

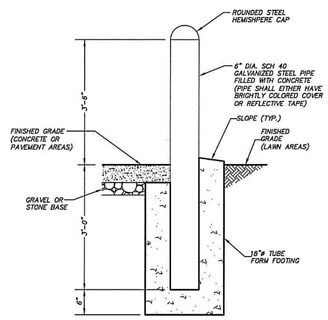
STANDARD CITY OF STAMFORD NOTES:

1. A Street Opening Permit is required for all work within the City of Stamford Right-of-Way.
2. All work within the City of Stamford Right-of-Way shall be constructed to City of Stamford requirements, the State of Connecticut Basic Building Code and the Connecticut Guidelines for Soil Erosion and Sedimentation Control.
3. The Engineering Bureau of the City of Stamford shall be notified three days prior to any commencement of construction or work within the City of Stamford Right-of-Way.
4. Trees within the City of Stamford Right-of-Way to be removed shall be posted in accordance with the Tree Ordinance.
5. Prior to any excavation the Contractor and/or Applicant/Owner, in accordance with Public Act 77-350, shall be required to contact "Call Before You Dig" at 1-800-922-4455 for mark out of underground utilities.
6. All retaining walls three (3) feet or higher measured from finished grade at the bottom of the wall to finished grade at the top of the wall and retaining walls supporting a surcharge or impounding Class I, II or III-A liquids are required to have a Building Permit. Retaining walls shall be designed and inspected during construction by a Professional Engineer licensed in the State of Connecticut. Prior to the issuance of a Certificate of Occupancy, retaining walls shall be certified by a Professional Engineer licensed in the State of Connecticut.
7. Certification will be required by a professional engineer licensed in the State of Connecticut that work has been completed in compliance with the approved drawings.
8. A Final Improvement Location Survey will be required by a professional land surveyor licensed in the State of Connecticut.
9. Connection to a city-owned storm sewer shall require the Waiver Covering Storm Sewer Connection to be filed with the City of Stamford Engineering Bureau.
10. Granite block or other decorative stone or brick, depressed curb, driveway apron and curbing within the City of Stamford Right-of-Way shall require the Waiver Covering Granite Block Depressed Curb and Driveway Aprons to be filed with the City of Stamford Engineering Bureau.
11. Sediment and erosion controls shall be maintained and repaired as necessary throughout construction until the site is stabilized.
12. To obtain a Certificate of Occupancy, submittal must include all items outlined in the Checklist for Certificate of Occupancy (Appendix D of the City of Stamford Drainage Manual).

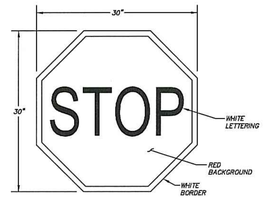
NOTES:
1. DETAIL SHOWS TYPICAL MODULAR BLOCK WALL. ACTUAL CONSTRUCTION TECHNIQUES WILL VARY DEPENDENT ON MANUFACTURER. IN ALL CASES, THE CONTRACTOR MUST PROVIDE DETAILED ENGINEERING SHOP DRAWINGS BEARING THE SEAL AND SIGNATURE OF A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF CONNECTICUT.
2. COLOR AND TEXTURE OF WALL FACE SHALL BE APPROVED BY THE OWNER.



TYPICAL SECTION – UNREINFORCED LOW-PROFILE MODULAR CONCRETE BLOCK RETAINING WALL
N.T.S.



BOLLARD/PIPE GUARD DETAIL
N.T.S.



All "STOP" signs shall be an octagon with a white legend and border on a red background.

The standard "STOP" sign shall be 30 x 30 inches.

All "STOP" signs shall be installed at a height of at least 7 feet, measured from the bottom of the sign to the near edge of the pavement.

"STOP" sign legend, color, size, and installation shall be in conformance with the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation, Federal Highway Administration.

"STOP" SIGN DETAIL (R1-1)
N.T.S.

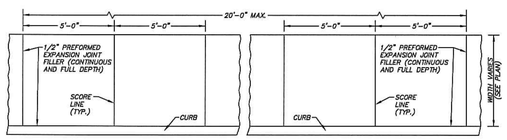
"RESERVED PARKING PERMIT REQUIRED" & "VAN ACCESSIBLE" signs shall have white lettering against a blue background.

All accessible signage sizes, lettering, and symbols shall comply with federal and state specifications.

All accessible signage shall be installed 60" (minimum) above the floor or ground surface of the parking space, measured to the bottom of the sign.

Confirm fine amount prior to sign fabrication.

RESERVED PARKING SPACE SIGN DETAIL
N.T.S.



CONCRETE FOR THE SIDEWALK SHALL BE PLACED TO A UNIFORM DEPTH OF FIVE (5) INCHES UPON A SIX (6) INCH 3/4" CRUSHED STONE BASE. THE SURFACE EDGES OF EACH PANEL SHALL BE ROUNDED TO A RADIUS OF 1/4 INCH.

CONCRETE SHALL BE ConnDOT CLASS "F" CEMENT TYPE II (4,400 PSI MIN.) AND SHALL HAVE BETWEEN 6-7% AIR ENTRAINMENT.

WELDED WIRE FABRIC (WWF) SHALL BE 6x6 – W2.9xW2.9 (SHEETS ONLY). DISCONTINUE AT EXPANSION JOINTS.

WWF SHALL BE INSTALLED MID DEPTH OF SIDEWALK AND SHALL BE SUPPORTED ON CONCRETE BLOCK OR OTHER APPROVED MATERIAL.

A 1/2" THICK APPROVED PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED TRANSVERSELY EVERY 20 FT. MAX. AND BETWEEN NEW CONCRETE CURBING AND SIDEWALKS.

A 1/2" THICK APPROVED PREFORMED EXPANSION JOINT FILLER SHALL BE UTILIZED BETWEEN ALL RIGID STRUCTURES (INCLUDING WALLS) AND NEW SIDEWALK WORK.

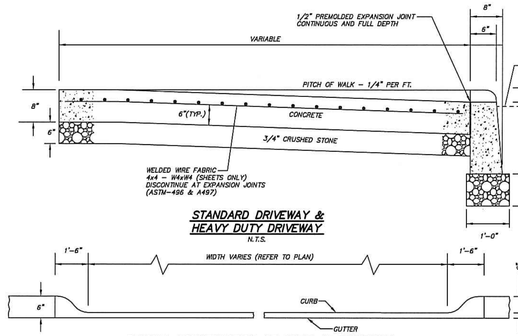
A MARKED OR SCORED CONTROL JOINT SHALL BE MADE AT FIVE FOOT INTERVALS BETWEEN BITUMINOUS JOINTS. CONTROL JOINTS SHALL BE 1" DEEP.

ADDITIONAL CONTROL JOINTS SHALL BE PLACED AS REQUIRED TO ELIMINATE ANY CONDITION WHICH WILL CAUSE STRESS VERTICES (EXAMPLE AT CORNERS OF STRUCTURES). JOINTS SHALL BE ORIENTED AS DIRECTED BY THE PROJECT ENGINEER.

SURFACE SHALL BE GIVEN A BROOM FINISH ORIENTED PERPENDICULAR TO DIRECTION OF PEDESTRIAN TRAFFIC FLOW.

ANY CHANGES REQUIRED BY LOCAL FIELD CONDITIONS SHALL BE MADE ONLY BY ORDER OF THE PROJECT ENGINEER OR THE CITY ENGINEER.

PLAN OF A SECTION OF CONCRETE SIDEWALK
N.T.S.

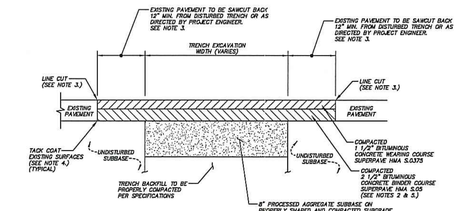


STANDARD DRIVEWAY & HEAVY DUTY DRIVEWAY
N.T.S.

TYPICAL CONSTRUCTION OF CURB AT DRIVEWAY
N.T.S.

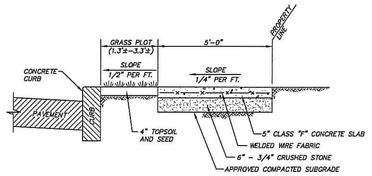
NOTES:
1. ALL REINFORCING SHALL BE SUPPORTED ON CHAIRS OR OTHER POSITIVE TYPE SUPPORTS APPROXIMATELY ONE PER 25 SQ. FT.
2. CONCRETE SHALL BE CLASS "F", 4400 PSI.
3. AIR ENTRAINMENT SHALL BE BETWEEN 6 – 7%

REINFORCED CONCRETE DRIVEWAY ENTRANCE
N.T.S.

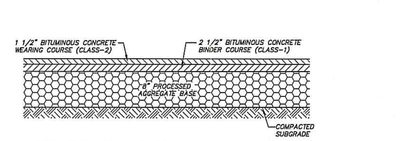


DETAIL FOR TRENCH REPAIR
N.T.S.

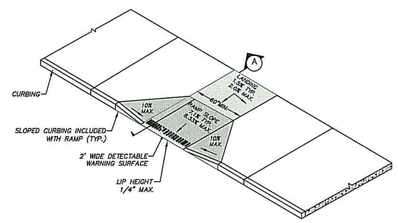
NOTES:
1. ALL WORK TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION, LATEST EDITION, OR AS DIRECTED BY PROJECT ENGINEER.
2. SHOULD THE TOTAL THICKNESS OF EXISTING PAVEMENT EXCEED THICKNESS OF PROPOSED BINDER PLUS WEARING COURSE, THE THICKNESS OF BINDER COURSE SHALL BE INCREASED SUCH THAT THE TOTAL THICKNESS OF REPAIR BITUMINOUS PAVEMENT MATCHES EXISTING.
3. CUTBACKS SHALL BE MADE IMMEDIATELY PRIOR TO TRENCH REPAIR AND NOT WHEN TRENCH IS EXCAVATED. CUTBACKS SHALL BE STRAIGHT AND EVEN TO ELIMINATE IRREGULAR EDGES.
4. TACK COAT SHALL BE APPLIED TO THE FULL DEPTH OF EXISTING PAVEMENT ALONG THE PERIMETER EDGES OF THE TRENCH AND ALL CONTACT SURFACES SUCH AS CURBING AND STRUCTURES (MANHOLES AND CATCH BASINS). TACK COAT SHALL BE APPLIED BETWEEN LIFTS/COURSES THAT HAVE BEEN IN PLACE LONGER THAN FIVE (5) DAYS.
5. HMA S.05 BINDER COURSE SHALL NOT BE PLACED IN LIFTS GREATER THAN 2 1/2" COMPACTED THICKNESS.



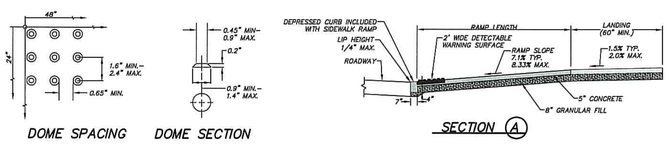
CONCRETE SIDEWALK WITH PLANTING STRIP IN CITY R.O.W.
N.T.S.



BITUMINOUS CONCRETE DRIVEWAY AND PARKING LOT DETAIL
N.T.S.



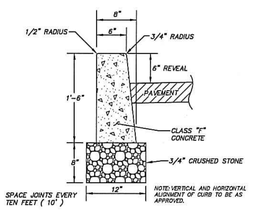
PERPENDICULAR SIDEWALK RAMP AND SECTION



DOME SPACING DOME SECTION SECTION (A)

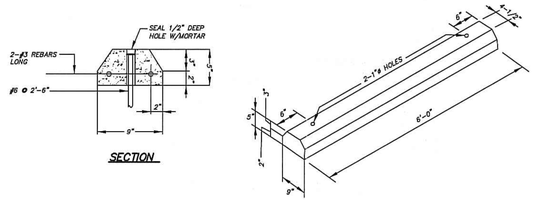
NOTES:
1. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP OR ACCESSIBLE ROUTE SHOULD NOT EXCEED 20:1.
2. CARE SHALL BE TAKEN TO ASSURE UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND ABRUPT GRADE CHANGES.
3. ALL RAMPS SHALL BE CONSTRUCTED OF CLASS "F" CONCRETE IN ACCORDANCE WITH CONNECTICUT STANDARD SPECIFICATIONS ARTICLE M.03.01.
4. SIDEWALK RAMPS SHALL HAVE A COARSE BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. THE SURFACE ALONG ACCESSIBLE ROUTES SHALL BE STABLE, FIRM AND SLIP RESISTANT IN COMPLIANCE WITH ADAAG SECTION 4.5.
5. DIAGONAL SIDEWALK RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES.
6. REMOVAL OF EXISTING SIDEWALK FOR NEW RAMP INSTALLATIONS SHALL BE TO THE NEAREST EXPANSION/CONTRACTION JOINT OR DUMMY JOINT, 12:1 MAY NOT BE ACHIEVABLE DUE TO SIDEWALK GRADE. IN RECOGNITION OF THIS, A MINIMUM LIMIT OF 15' FOR A PARALLEL RAMP SHALL BE USED. REMOVAL SHALL NOT BE FURTHER THAN 2' FROM THE PROPOSED RAMP UNLESS DIRECTED BY THE ENGINEER. SAW CUT REQUIRED FOR DUMMY JOINTS SHALL BE INCLUDED IN THE COST OF "CONCRETE SIDEWALK".
7. EXPANSION JOINTS IN CONCRETE SHALL MATCH THOSE IN ADJACENT SIDEWALKS BUT IN NO CASE SHALL THE SPACING BETWEEN EXPANSION JOINTS EXCEED 12' UNLESS OTHERWISE NOTED.
8. RAISED ISLANDS IN MARKED CROSSINGS SHALL HAVE SIDEWALK RAMPS AT BOTH SIDES AND A LEVEL AREA AT LEAST 4' LONG BETWEEN THE RAMPS. IF THIS CANNOT BE ACHIEVED, THE RAISED ISLAND SHALL BE CUT THROUGH LEVEL WITH THE ROADWAY AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
9. SIDEWALK RAMPS SHALL BE CONSTRUCTED AND PAID FOR UNDER THE ITEM "CONCRETE SIDEWALK" INCLUDING CURBING WITHIN THE LIMITS OF THE NEW SIDEWALK RAMP AND DETECTABLE WARNING STRIPS.
10. CURBING WITHIN THE LIMITS OF NEW SIDEWALK RAMP SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE REQUIREMENTS OF FORM 817 SECTIONS 8.11 AND 8.13.
11. HANDICAP RAMPS CONFORMING WITH CONNECTICUT GENERAL STATUTES, SEC. 7-118A, SHALL BE INCORPORATED IN ALL PROPOSED SIDEWALKS AT ALL STREET INTERSECTIONS, AND AT ALL OTHER LOCATIONS WHERE THE GRADE OF A DRIVEWAY OR OTHER FACILITY TAKES PRECEDENCE OVER THE GRADE OF THE PROPOSED SIDEWALK.
12. TRANSITION TO FULL HEIGHT CURB. INSTALL STONE CURBING IF ADJACENT CURBING IS STONE. INSTALL CONCRETE CURBING IF ADJACENT CURBING IS CONCRETE OR BITUMINOUS.
13. INSTALL THE EDGE OF THE DETECTABLE WARNING 6" FROM THE EDGE OF ROAD.
14. TO PERMIT WHEELCHAIR WHEELS TO ROLL BETWEEN DOMES, ALIGN DOMES ON A SQUARE GRID IN THE DIRECTION OF PEDESTRIAN TRAVEL.

DETAILS FOR PEDESTRIAN ACCESS RAMPS
N.T.S.



CONCRETE CURB DETAIL
N.T.S.

NOTES:
1. ALL CURBING TO BE CAST-IN-PLACE WITHIN CITY RIGHT-OF-WAY.
2. APPROVED 1/2" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED AT A MAXIMUM SPACING OF 10 FEET COINCIDING WITH EXPANSION JOINTS IN SIDEWALK.



PRECAST CONCRETE CURB STOP DETAIL
N.T.S.

Test Pits
375 Fairfield Avenue
Stamford, Connecticut
TP-1 to TP-7 were conducted by Rocco V. D'Andrea, Inc., on June 29, 2023.

TP-1	TP-2	TP-3	TP-4	TP-5	TP-6	TP-7
0" Proccessed Aggregate	0" Proccessed Aggregate	0" Proccessed Aggregate	0" Proccessed Aggregate	0" Proccessed Aggregate	0" Proccessed Aggregate	0" Proccessed Aggregate
15" Brown Silty Sand	6" Brown Silty Sand	10" Brown Silty Sand	10" Fill/Silty Sand w/ Bricks	10" Grey Gravel Fill	10" Tan Brown Silty Sand w/ Cobbles	4" Construction Debris Fill (Concrete, Bricks, Metal, Etc.)
52" Silty Sand w/ Cobbles / Weathered Rock	15" Silty Sand w/ Cobbles / Weathered Rock	24" Brown Silty Sand w/ Cobbles	28" Construction Debris/ Wood	22" Brown Silty Sand	65" Silty Sand & Weathered Rock	30" Old Concrete Slab
78" No Mottling No GW Ledge @ 78" Restrictive @ 78"	42" No Mottling No GW Ledge @ 42" Restrictive @ 40"	60" Silty Sand w/ Cobbles / Weathered Rock	52" Old Concrete Slab	28" Silty Sand w/ Grey Silt	78" No Mottling No GW Ledge @ 78" Restrictive @ 65"	30" Old Concrete Slab
		70" No Mottling No GW Ledge @ 68" Restrictive @ 68"	52"	42" Brown Silty Sand w/ Grey Silt Clumps		
				122" No Ledge No Mottling GW @ 118" Restrictive @ 118"		

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 · LICENSED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER 10-4-23 DATE

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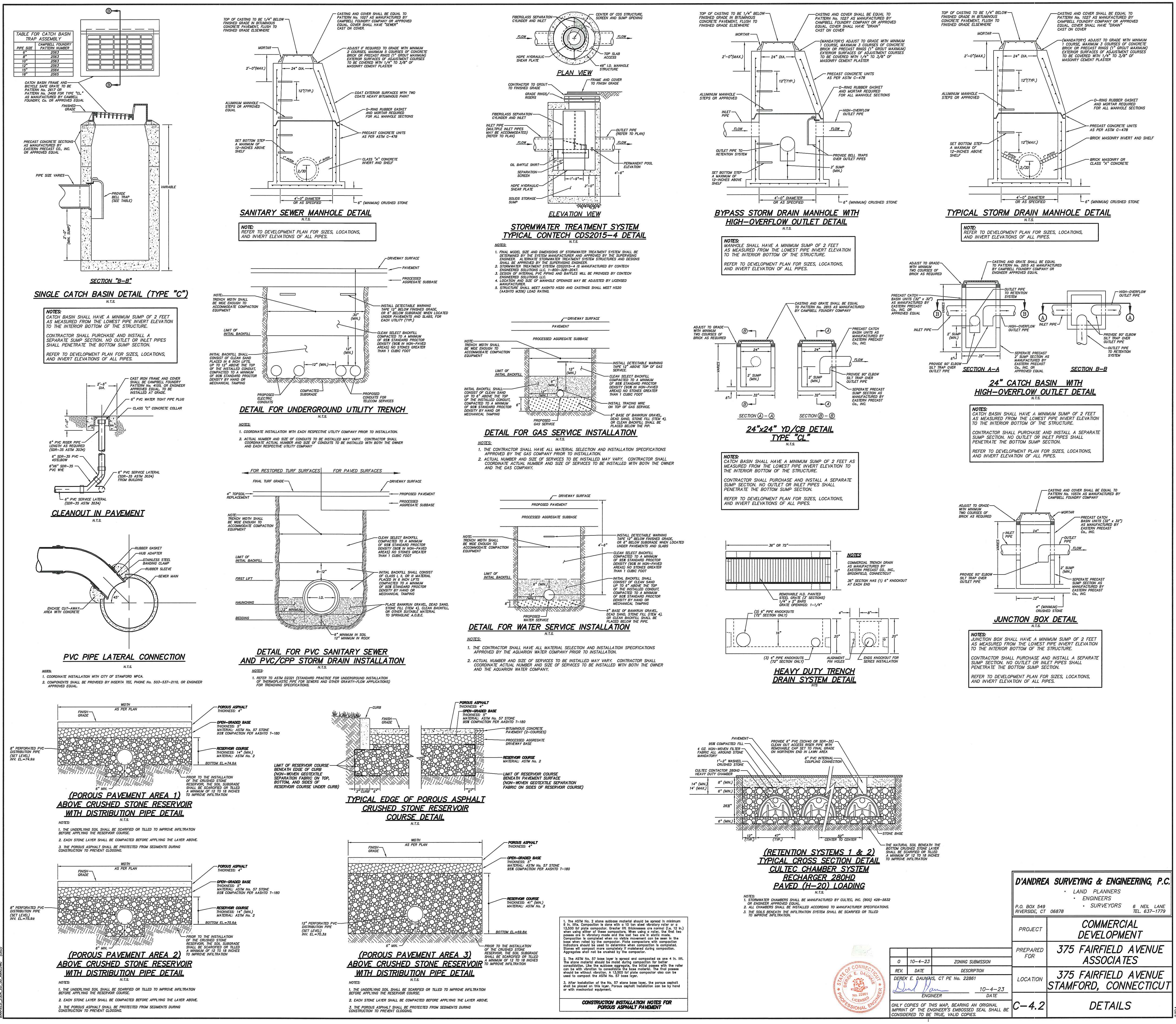
D'ANDREA SURVEYING & ENGINEERING, P.C.
• LAND PLANNERS
• ENGINEERS
• SURVEYORS
P.O. BOX 549, RIVERSIDE, CT 06878
6 NEIL LANE, TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C-4.1	NOTES AND DETAILS

BARFIELD_23DA_CD_00_RevDWG (RED)

23DA



SINGLE CATCH BASIN DETAIL (TYPE "C")

N.T.S.

PIPE SIZE	CAMPBELL FOUNDRY PATTERN NUMBER
6"	2563
8"	2563
10"	2563
12"	2563
15"	2564
18"	2565

TABLE FOR CATCH BASIN TRAP ASSEMBLY

NOTES:
CATCH BASIN SHALL HAVE A MINIMUM SUMP OF 2 FEET AS MEASURED FROM THE LOWEST PIPE INVERT ELEVATION TO THE INTERIOR BOTTOM OF THE STRUCTURE.
CONTRACTOR SHALL PURCHASE AND INSTALL A SEPARATE SUMP SECTION. NO OUTLET OR INLET PIPES SHALL PENETRATE THE BOTTOM SUMP SECTION.
REFER TO DEVELOPMENT PLAN FOR SIZES, LOCATIONS, AND INVERT ELEVATIONS OF ALL PIPES.

SANITARY SEWER MANHOLE DETAIL

NOTE:
REFER TO DEVELOPMENT PLAN FOR SIZES, LOCATIONS, AND INVERT ELEVATIONS OF ALL PIPES.

STORMWATER TREATMENT SYSTEM TYPICAL CONTECH CDS2015-4 DETAIL

NOTES:
1. FINAL MODEL SIZE AND DIMENSIONS OF STORMWATER TREATMENT SYSTEM SHALL BE DETERMINED BY THE SYSTEM MANUFACTURER AND APPROVED BY THE SUPERVISING ENGINEER. ALTERNATE STORMWATER TREATMENT SYSTEM STRUCTURES AND DESIGNS SHALL BE APPROVED BY THE SUPERVISING ENGINEER.
2. STORMWATER TREATMENT SYSTEM CDS2015-4 IS MANUFACTURED BY CONTECH ENGINEERED SOLUTIONS LLC, 1-800-338-1122.
3. DESIGN OF INTERNAL PVC PIPING AND BAFFLES WILL BE PROVIDED BY CONTECH ENGINEERED SOLUTIONS LLC.
4. LOCATION AND SIZE OF MANHOLE OPENINGS MAY BE ADJUSTED BY LICENSED MANUFACTURER.
5. STRUCTURE SHALL MEET AASHTO HS20 AND CASTINGS SHALL MEET HS20 (AASHTO M306) LOAD RATING.

BYPASS STORM DRAIN MANHOLE WITH HIGH-OVERFLOW OUTLET DETAIL

N.T.S.

NOTE:
MANHOLE SHALL HAVE A MINIMUM SUMP OF 2 FEET AS MEASURED FROM THE LOWEST PIPE INVERT ELEVATION TO THE INTERIOR BOTTOM OF THE STRUCTURE.
REFER TO DEVELOPMENT PLAN FOR SIZES, LOCATIONS, AND INVERT ELEVATION OF ALL PIPES.

TYPICAL STORM DRAIN MANHOLE DETAIL

N.T.S.

NOTE:
REFER TO DEVELOPMENT PLAN FOR SIZES, LOCATIONS, AND INVERT ELEVATIONS OF ALL PIPES.

DETAIL FOR UNDERGROUND UTILITY TRENCH

N.T.S.

NOTES:
1. COORDINATE INSTALLATION WITH EACH RESPECTIVE UTILITY COMPANY PRIOR TO INSTALLATION.
2. ACTUAL NUMBER AND SIZE OF CONDUITS TO BE INSTALLED MAY VARY. CONTRACTOR SHALL COORDINATE ACTUAL NUMBER AND SIZE OF CONDUITS TO BE INSTALLED WITH BOTH THE OWNER AND EACH RESPECTIVE UTILITY COMPANY.

DETAIL FOR GAS SERVICE INSTALLATION

N.T.S.

NOTES:
1. THE CONTRACTOR SHALL HAVE ALL MATERIAL SELECTION AND INSTALLATION SPECIFICATIONS APPROVED BY THE GAS COMPANY PRIOR TO INSTALLATION.
2. ACTUAL NUMBER AND SIZE OF SERVICES TO BE INSTALLED MAY VARY. CONTRACTOR SHALL COORDINATE ACTUAL NUMBER AND SIZE OF SERVICES TO BE INSTALLED WITH BOTH THE OWNER AND THE GAS COMPANY.

24"x24" YD/CB DETAIL TYPE "CL"

N.T.S.

NOTES:
CATCH BASIN SHALL HAVE A MINIMUM SUMP OF 2 FEET AS MEASURED FROM THE LOWEST PIPE INVERT ELEVATION TO THE INTERIOR BOTTOM OF THE STRUCTURE.
CONTRACTOR SHALL PURCHASE AND INSTALL A SEPARATE SUMP SECTION. NO OUTLET OR INLET PIPES SHALL PENETRATE THE BOTTOM SUMP SECTION.
REFER TO DEVELOPMENT PLAN FOR SIZES, LOCATIONS, AND INVERT ELEVATIONS OF ALL PIPES.

24" CATCH BASIN WITH HIGH-OVERFLOW OUTLET DETAIL

N.T.S.

NOTES:
CATCH BASIN SHALL HAVE A MINIMUM SUMP OF 2 FEET AS MEASURED FROM THE LOWEST PIPE INVERT ELEVATION TO THE INTERIOR BOTTOM OF THE STRUCTURE.
CONTRACTOR SHALL PURCHASE AND INSTALL A SEPARATE SUMP SECTION. NO OUTLET OR INLET PIPES SHALL PENETRATE THE BOTTOM SUMP SECTION.
REFER TO DEVELOPMENT PLAN FOR SIZES, LOCATIONS, AND INVERT ELEVATION OF ALL PIPES.

CLEANOUT IN PAVEMENT

N.T.S.

DETAIL FOR WATER SERVICE INSTALLATION

N.T.S.

NOTES:
1. THE CONTRACTOR SHALL HAVE ALL MATERIAL SELECTION AND INSTALLATION SPECIFICATIONS APPROVED BY THE AQUARION WATER COMPANY PRIOR TO INSTALLATION.
2. ACTUAL NUMBER AND SIZE OF SERVICES TO BE INSTALLED MAY VARY. CONTRACTOR SHALL COORDINATE ACTUAL NUMBER AND SIZE OF SERVICES TO BE INSTALLED WITH BOTH THE OWNER AND THE AQUARION WATER COMPANY.

PVC PIPE LATERAL CONNECTION

N.T.S.

NOTES:
1. COORDINATE INSTALLATION WITH CITY OF STAMFORD WPCA.
2. COMPONENTS SHALL BE PROVIDED BY INSERTA TEE, PHONE No. 503-537-2110, OR ENGINEER APPROVED EQUAL.

DETAIL FOR PVC SANITARY SEWER AND PVC/CPP STORM DRAIN INSTALLATION

N.T.S.

NOTES:
1. REFER TO ASTM D2321 (STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS) FOR TRENCHING SPECIFICATIONS.

HEAVY DUTY TRENCH DRAIN SYSTEM DETAIL

NTS

NOTES
COMMERCIAL TRENCH DRAIN AS MANUFACTURED BY EASTERN PRECAST CO., INC., BROOKFIELD, CONNECTICUT
36" SECTION HAS (1) 6" KNOCKOUT AT EACH END

JUNCTION BOX DETAIL

N.T.S.

NOTES:
JUNCTION BOX SHALL HAVE A MINIMUM SUMP OF 2 FEET AS MEASURED FROM THE LOWEST PIPE INVERT ELEVATION TO THE INTERIOR BOTTOM OF THE STRUCTURE.
CONTRACTOR SHALL PURCHASE AND INSTALL A SEPARATE SUMP SECTION. NO OUTLET OR INLET PIPES SHALL PENETRATE THE BOTTOM SUMP SECTION.
REFER TO DEVELOPMENT PLAN FOR SIZES, LOCATIONS, AND INVERT ELEVATION OF ALL PIPES.

(POROUS PAVEMENT AREA 1) ABOVE CRUSHED STONE RESERVOIR WITH DISTRIBUTION PIPE DETAIL

N.T.S.

NOTES:
1. THE UNDERLYING SOIL SHALL BE SCARIFIED OR TILLED TO IMPROVE INFILTRATION BEFORE APPLYING THE RESERVOIR COURSE.
2. EACH STONE LAYER SHALL BE COMPACTED BEFORE APPLYING THE LAYER ABOVE.
3. THE POROUS ASPHALT SHALL BE PROTECTED FROM SEDIMENTS DURING CONSTRUCTION TO PREVENT CLOGGING.

TYPICAL EDGE OF POROUS ASPHALT CRUSHED STONE RESERVOIR COURSE DETAIL

N.T.S.

(RETENTION SYSTEMS 1 & 2) TYPICAL CROSS SECTION DETAIL CULTEC CHAMBER SYSTEM RECHARGER 280HD PAVED (H-20) LOADING

N.T.S.

NOTES:
1. STORMWATER CHAMBERS SHALL BE MANUFACTURED BY CULTEC, INC. (800) 428-5832 OR ENGINEER APPROVED EQUAL.
2. ALL CHAMBERS SHALL BE INSTALLED ACCORDING TO MANUFACTURER SPECIFICATIONS.
3. THE SOILS BENEATH THE INFILTRATION SYSTEM SHALL BE SCARIFIED OR TILLED TO IMPROVE INFILTRATION.

(POROUS PAVEMENT AREA 2) ABOVE CRUSHED STONE RESERVOIR WITH DISTRIBUTION PIPE DETAIL

N.T.S.

NOTES:
1. THE UNDERLYING SOIL SHALL BE SCARIFIED OR TILLED TO IMPROVE INFILTRATION BEFORE APPLYING THE RESERVOIR COURSE.
2. EACH STONE LAYER SHALL BE COMPACTED BEFORE APPLYING THE LAYER ABOVE.
3. THE POROUS ASPHALT SHALL BE PROTECTED FROM SEDIMENTS DURING CONSTRUCTION TO PREVENT CLOGGING.

(POROUS PAVEMENT AREA 3) ABOVE CRUSHED STONE RESERVOIR WITH DISTRIBUTION PIPE DETAIL

N.T.S.

NOTES:
1. THE UNDERLYING SOIL SHALL BE SCARIFIED OR TILLED TO IMPROVE INFILTRATION BEFORE APPLYING THE RESERVOIR COURSE.
2. EACH STONE LAYER SHALL BE COMPACTED BEFORE APPLYING THE LAYER ABOVE.
3. THE POROUS ASPHALT SHALL BE PROTECTED FROM SEDIMENTS DURING CONSTRUCTION TO PREVENT CLOGGING.

CONSTRUCTION INSTALLATION NOTES FOR POROUS ASPHALT PAVEMENT

1. The ASTM No. 2 stone subbase material should be spread in minimum 8 in. lifts. Compaction is done with a 10 ton steel vibratory roller or a 13,500 lbf plate compactor. Greater lift thicknesses are normal (i.e. 12 in.) when using either of these compactors. When using a roller, the first two passes are in vibratory mode and the last two in static mode. Compaction is completed when no visible movement can be seen in the base when rolled by the compactor. Plate compactors with compaction indicators should be used to determine when compaction is complete. Stones will compact more completely if moistened during compaction. Aggregates shall not be crushed by the compactor.
2. The ASTM No. 57 stone base layer is spread and compacted as one 4 in. lift. The stone material should be moist during compaction for better consolidation. Like the subbase aggregate, the initial passes with the roller can be with vibration to consolidate the base material. The final passes should be without vibration. A 13,500 lbf plate compactor can also be used to compact the ASTM No. 57 base layer.
3. After installation of the No. 57 stone base layer, the porous asphalt shall be placed on this layer. Porous asphalt installation can be by hand or with mechanical equipment.

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

DEREK E. DAUNAIS, CT PE No. 22861
ENGINEER — DATE 10-4-23

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D'ANDREA SURVEYING & ENGINEERING, P.C.
- LAND PLANNERS
- ENGINEERS
- SURVEYORS

P.O. BOX 549, RIVERSIDE, CT 06878 — 6 NEIL LANE, TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C-4.2	DETAILS

NOTES:

1. The purpose of this plan is only to highlight the Low Impact Developement portions of the project, as per City requirements. This plan shall not be used for any other portion of construction.
2. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88).
3. Refer to Sheets C-1.1 through C-2.2 for a detailed depiction of the proposed site development and storm drainage improvements.
4. Refer to Sheet C-4.1 for test pit data.

HYDROLOGIC SOIL GROUP SUMMARY

THE PROPERTY IS COMPOSED OF

URBAN LAND (HSG-D)

SOIL INFORMATION TAKEN FROM THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS).

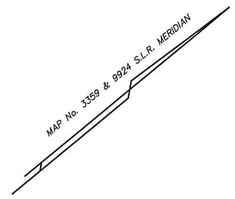
TOTAL SITE AREA	408,703 SQ.FT.
DISTURBED AREA	170,240 SQ.FT.
PRE-DEVELOPMENT IMPERVIOUS AREA	396,183 SQ.FT.
POST-DEVELOPMENT IMPERVIOUS AREA	388,070 SQ.FT.
REQUIRED 1/2 WQV*	5,586.3 CUBIC FEET
PROVIDED RET. VOL.	7,161 CUBIC FEET

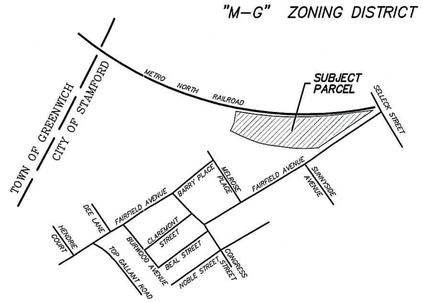
* The required 1/2 WQV has been calculated for the proposed development drainage areas being collected by the proposed stormwater retention/infiltration systems (DA's 1B, 1D, 1E, 2B-1, & 2B-2).

BLOCK No. 35

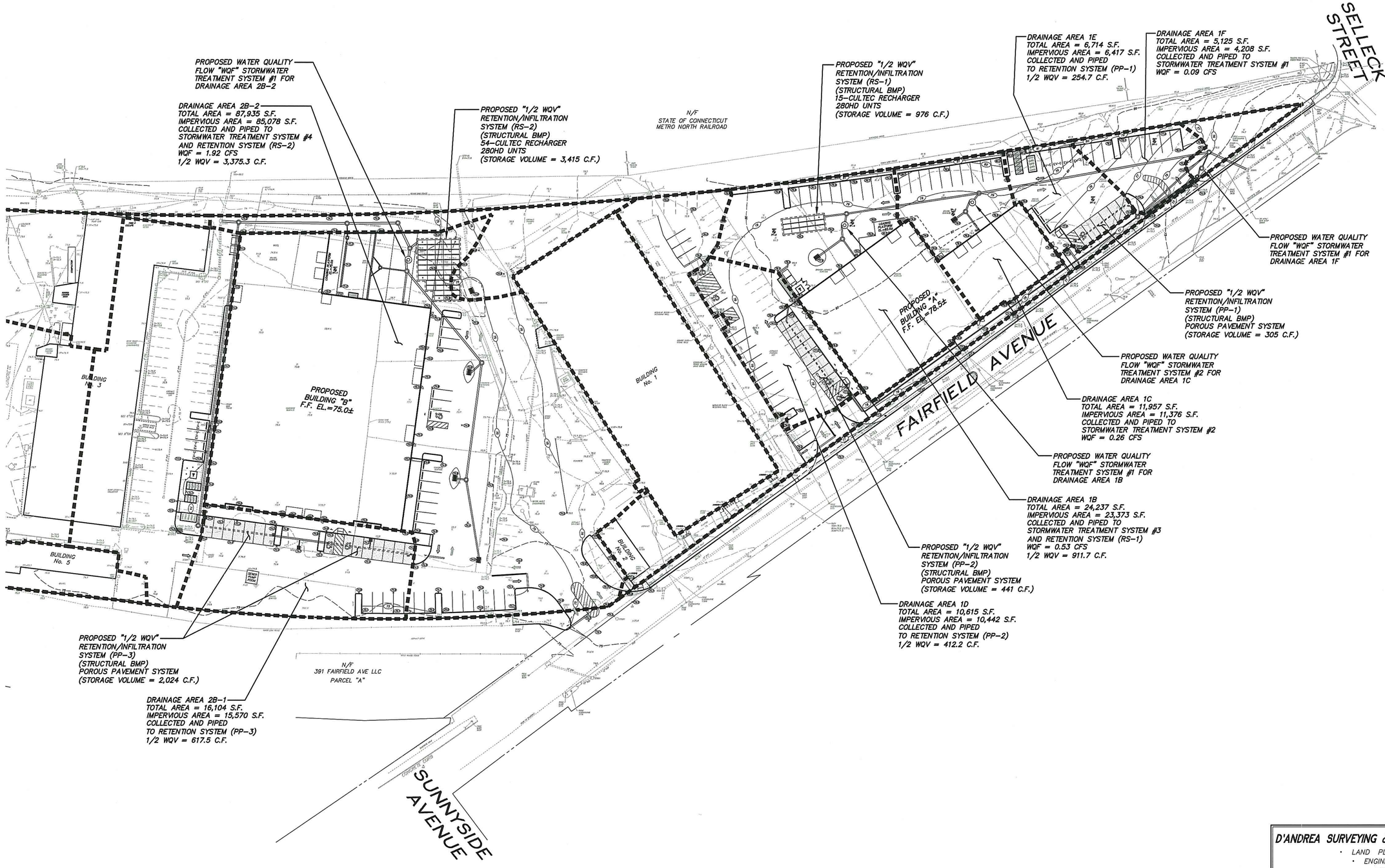
TOTAL AREA = 9.3816 ACRES

"M-G" ZONING DISTRICT





LOCATION MAP - 1" = 800'±



1 INCH = 40 FEET

SCALE

40 0 40

IN FEET

0	10-4-23	ZONING SUBMISSION
REV.	DATE	DESCRIPTION

DEREK E. DAUNAIS, CT PE No. 22861

10-4-23

ENGINEER DATE

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D'ANDREA SURVEYING & ENGINEERING, P.C.

· LAND PLANNERS · ENGINEERS · SURVEYORS

P.O. BOX 549 RIVERSIDE, CT 06878

6 NEIL LANE TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
C-5.0	LOW IMPACT DEVELOPMENT PLAN

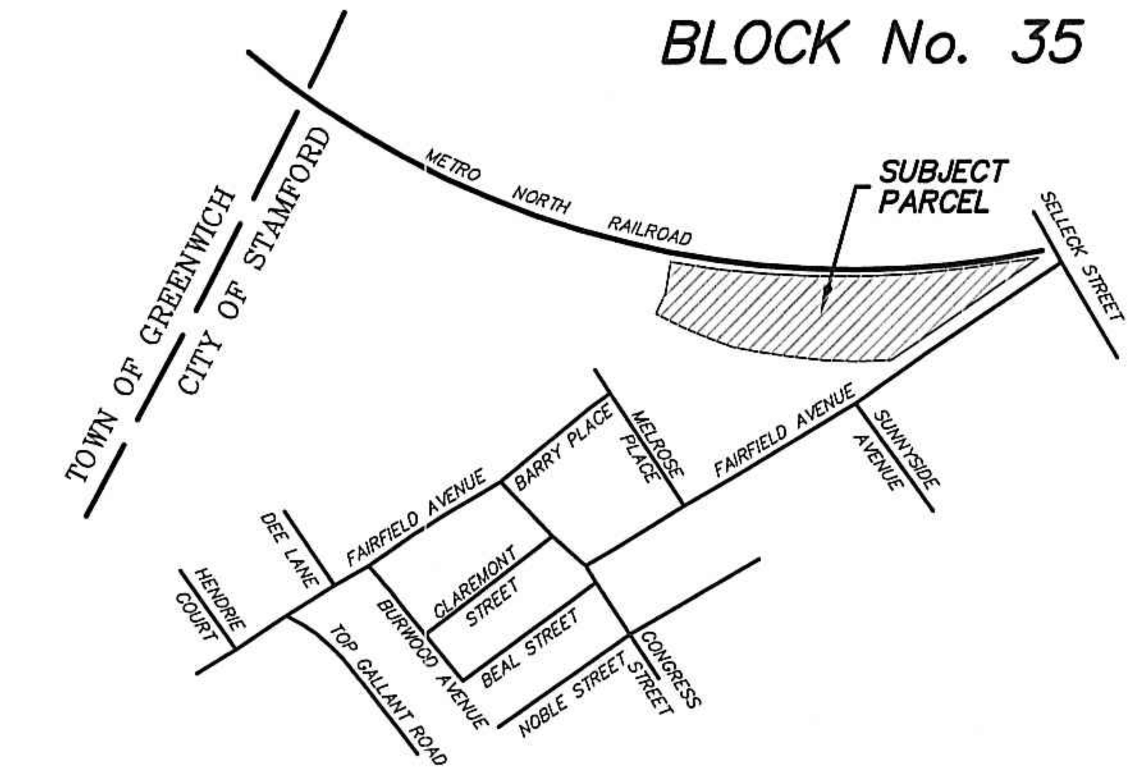
BAIRFIELD_2304_LID_05_Rev0.DWG (DSD)

2304

EXISTING BUILDING COVERAGE	
LOT AREA =	9.3825 ACRES
BUILDING No. 14 =	13,121 S.F.
BUILDING No. 17 =	1,967 S.F.
BUILDING No. 13 =	16,154 S.F.
BUILDING No. 4 =	12,594 S.F.
BUILDING No. 5 =	5,779 S.F.
BUILDING No. 3 =	22,035 S.F.
BUILDING No. 2 =	1,049 S.F.
BUILDING No. 1 =	28,203 S.F.
PUMP ROOM =	109 S.F.
TOTAL =	101,011 S.F.
PERCENT COVERAGE =	24.7%

PROPOSED BUILDING COVERAGE	
LOT AREA =	9.3825 ACRES
BUILDING No. 14 =	13,121 S.F.
BUILDING No. 17 =	1,967 S.F.
BUILDING No. 13 =	16,154 S.F.
BUILDING No. 4 =	12,594 S.F.
BUILDING No. 5 =	5,779 S.F.
BUILDING No. 3 =	22,035 S.F.
BUILDING No. 2 =	1,049 S.F.
BUILDING No. 1 =	28,203 S.F.
PUMP ROOM =	109 S.F.
PR. BLDG. "A" =	18,399 S.F.
PR. BLDG. "B" =	37,114 S.F.
TOTAL =	156,524 S.F.
PERCENT COVERAGE =	38.3%

BLOCK No. 35



REFER TO ARCHITECTURAL PLANS PREPARED BY JASON LITTLE ARCHITECTS, PLLC.

PLANIMETRIC FEATURES DEPICTED HEREON WERE TRANSCRIBED FROM A SURVEY ENTITLED "PROPERTY & TOPOGRAPHIC SURVEY DEPICTING 375 FAIRFIELD AVENUE STAMFORD, CT PREPARED FOR 375 FAIRFIELD AVENUE ASSOCIATES," PREPARED BY REDNISS & MEAD DATED APRIL 1, 2022 AND ARE IN ACCORDANCE TO CLASS "D" HORIZONTAL ACCURACY.

THIS MAP IS A ZONING LOCATION SURVEY. BUILDINGS AND EXISTING BOUNDARY INFORMATION ARE BASED ON A RESURVEY CONDUCTED IN ACCORDANCE WITH HORIZONTAL ACCURACY CLASS "A-2" AS DEFINED IN THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH SEC. 20-300b-20.

NEW MONUMENTATION HAS NOT BEEN SET AS A RESULT OF THIS SURVEY.

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE SURVEYOR'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

AREA = 9.3816 ACRES (PER MAP No. 9924 S.L.R.)

REFER TO MAP No. 9924 S.L.R.

LAND LIES IN "M-G" ZONING DISTRICT

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

D'ANDREA SURVEYING & ENGINEERING, P.C.

_______________, SURVEYOR
ROBERT L. LIDDEL JR., CT LS No. 15775
RIVERSIDE, CONNECTICUT   OCTOBER 4, 2023

STATE OF CONNECTICUT · ROBERT L. LIDDEL JR. · #15775 · LICENSED LAND SURVEYOR

1 INCH = 50 FEET
SCALE
50 0 50
IN FEET

ZONING LOCATION SURVEY
OF PROPERTY AT
375 FAIRFIELD AVENUE
IN
STAMFORD, CONNECTICUT
PREPARED FOR
375 FAIRFIELD AVENUE ASSOCIATES

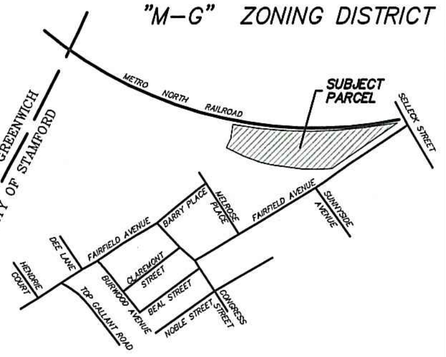
BARFIELD_23DA_ZLS_375_1.DWG (DED)

23DA

BLOCK No. 35

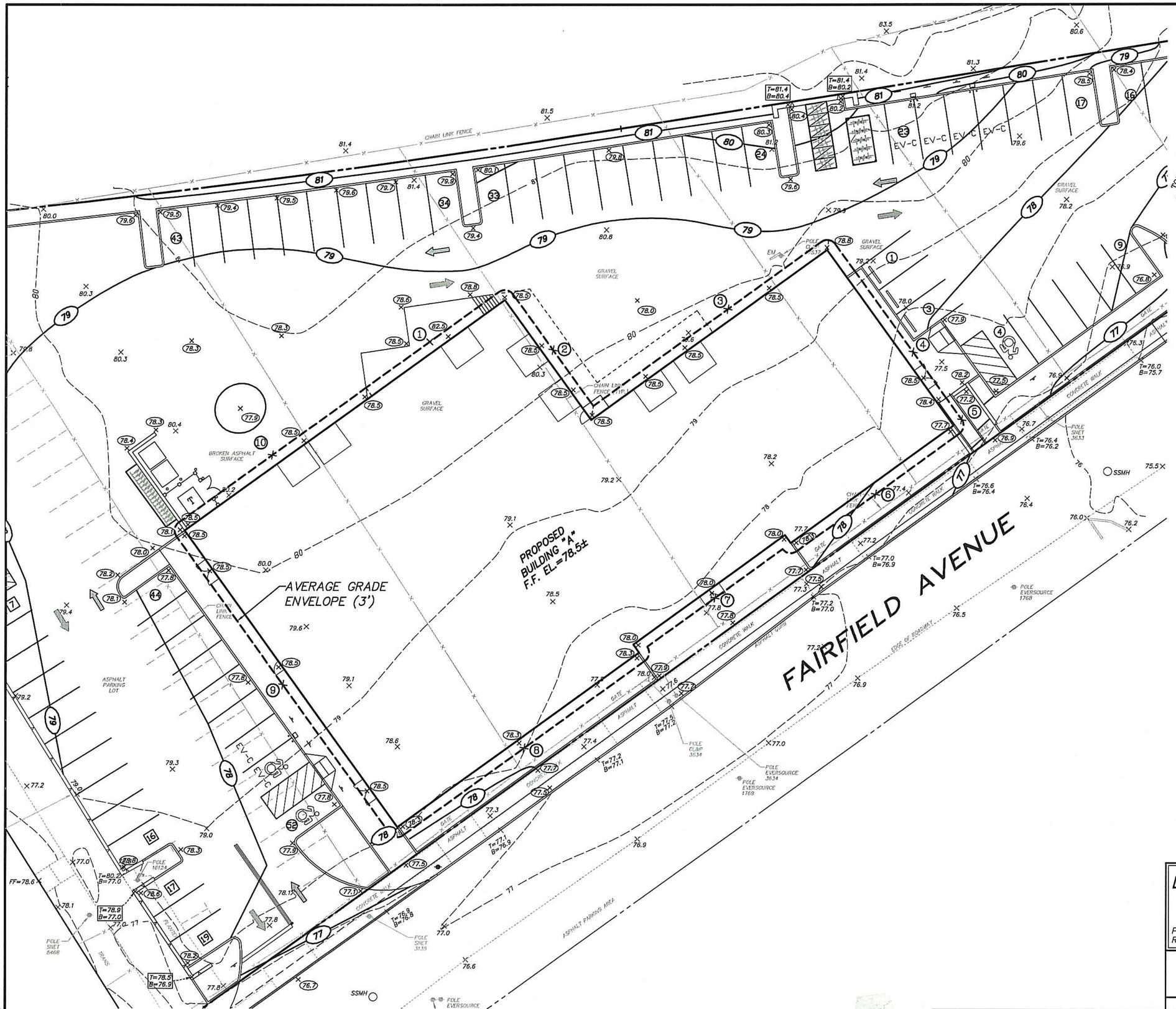
TOTAL AREA = 9.3816 ACRES

"M-G" ZONING DISTRICT



LOCATION MAP – 1" = 1000'±

MAP No. 3359 & 9924 S.L.R. MERIDIAN



GRADE PLANE ANALYSIS			
3 Ft Envelope O/S Line			
Segment	Length (ft) (L)	Average Grade (ft) (Z)	Length x Grade (L) x (Z)
1	41.5	82.5	3,423.8
2	53.5	78.4	4,194.4
3	86.6	78.4	6,789.4
4	59.3	78.4	4,649.1
5	14.6	77.7	1,134.4
6	58.4	77.9	4,549.4
7	59.5	77.9	4,635.1
8	89.2	78.2	6,975.4
9	113.9	78.4	8,929.8
10	73.9	78.4	5,793.8
Total	650.4		51,074.6
Average Grade:	====>	$\sum$(L*Z) / $\sum$L	78.5

LEGEND

---30---	EXISTING CONTOUR
× 30.0	EXISTING SPOT ELEVATION
× T=30.0 B=29.5	EXISTING TOP/BOTTOM SPOT ELEVATION
30	PROPOSED CONTOUR
× (30.0)	PROPOSED SPOT ELEVATION
× T=78.5 B=76.9	PROPOSED TOP/BOTTOM SPOT ELEVATION

NOTES:

1. The purpose of this plan is only for the calculation of the average grade for the proposed building. It shall not be used for any other aspect of construction.
2. Proposed grades were taken from the Site Grading Plan, Sheet C-1.1 of the Civil plan set.
3. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88.)

CONTOUR INTERVAL = ONE FOOT

1 INCH = 20 FEET

SCALE

20 0 20

IN FEET

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 · LICENSED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

DEREK E. DAUNAIS CT. PE No. 22861

ENGINEER 10-4-23 DATE

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE ENGINEER'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

D'ANDREA SURVEYING & ENGINEERING, P.C.

• LAND PLANNERS
• ENGINEERS
• SURVEYORS

P.O. BOX 549
RIVERSIDE, CT 06878

6 NEIL LANE
TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
1 OF 1	BUILDING "A" PROPOSED AVERAGE GRADE WORKSHEET

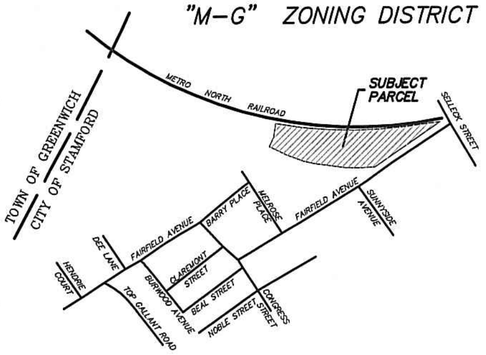
BARFIELD_23DA_PRO_GP_0.DWG (DED)

23DA

BLOCK No. 35

TOTAL AREA = 9.3816 ACRES

"M-G" ZONING DISTRICT



LOCATION MAP - 1" = 1000'±

MAP No. 3359 & 9924 S.L.R. MERIDIAN

AVERAGE GRADE ENVELOPE (3')

PROPOSED BUILDING "B" F.F. EL.=75.0±

GRADE PLANE ANALYSIS			
3 Ft Envelope O/S Line			
Segment	Length (ft) (L)	Average Grade (ft) (Z)	Length x Grade (L) x (Z)
1	84.1	74.3	6,248.6
2	60.4	75.0	4,530.0
3	82.9	73.0	6,051.7
4	201.5	74.9	15,092.4
5	161.1	74.9	12,066.4
6	22.6	74.7	1,688.2
7	68.2	74..0	5,046.8
8	6.0	75.0	450.0
9	101.6	74.0	7,518.4
10	20.4	73.4	1,497.4
11	44.8	74.0	3,315.2
Total	853.6		63,505.1
Average Grade: ====> $\sum$ (L*Z) / $\sum$ L			74.4

LEGEND

---30---	EXISTING CONTOUR
× 30.0	EXISTING SPOT ELEVATION
× T=30.0 B=29.5	EXISTING TOP/BOTTOM SPOT ELEVATION
30	PROPOSED CONTOUR
× (30.0)	PROPOSED SPOT ELEVATION
× T=78.5 B=76.9	PROPOSED TOP/BOTTOM SPOT ELEVATION

NOTES:

1. The purpose of this plan is only for the calculation of the average grade for the proposed building. It shall not be used for any other aspect of construction.
2. Proposed grades were taken from the Site Grading Plan, Sheet C-1.2 of the Civil plan set.
3. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88.)

CONTOUR INTERVAL = ONE FOOT

1 INCH = 20 FEET

SCALE

20 0 20

IN FEET

STATE OF CONNECTICUT · DEREK E. DAUNAIS · No. 22861 LICENSED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
0	10-4-23	ZONING SUBMISSION

DEREK E. DAUNAIS, CT. PE No. 22861

ENGINEER — 10-4-23 DATE

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE ENGINEER'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

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• LAND PLANNERS
• ENGINEERS
• SURVEYORS

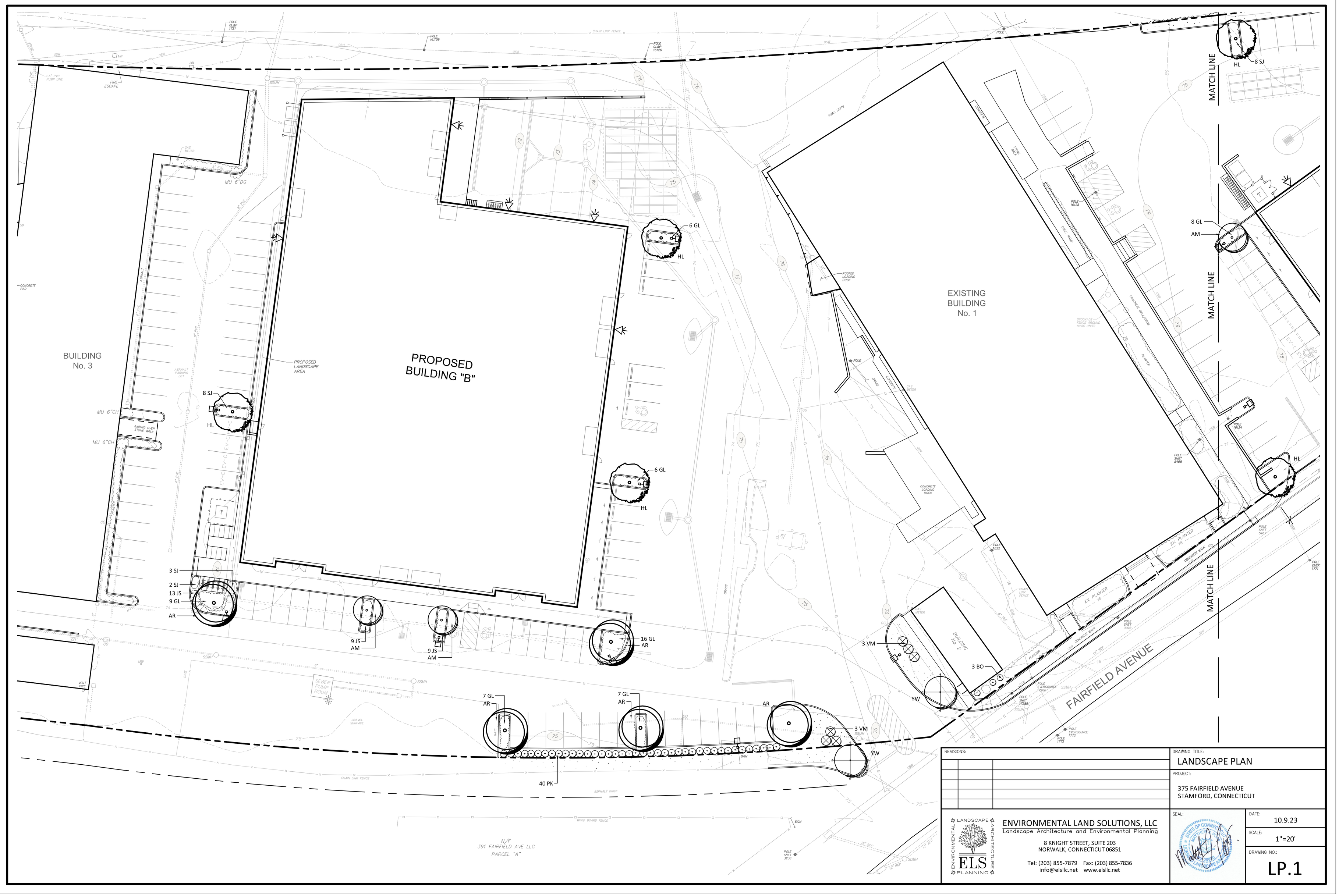
P.O. BOX 549
RIVERSIDE, CT 06878

6 NEIL LANE
TEL. 637-1779

PROJECT	COMMERCIAL DEVELOPMENT
PREPARED FOR	375 FAIRFIELD AVENUE ASSOCIATES
LOCATION	375 FAIRFIELD AVENUE STAMFORD, CONNECTICUT
1 OF 1	BUILDING "B" PROPOSED AVERAGE GRADE WORKSHEET

BARFIELD_23DA_PRO_GP_0.DWG (DED)

23DA



REVISIONS:

DRAWING TITLE:
LANDSCAPE PLAN

PROJECT:
375 FAIRFIELD AVENUE
STAMFORD, CONNECTICUT

ENVIRONMENTAL LAND SOLUTIONS, LLC
Landscape Architecture and Environmental Planning
8 KNIGHT STREET, SUITE 203
NORWALK, CONNECTICUT 06851
Tel: (203) 855-7879 Fax: (203) 855-7836
info@elsllc.net www.elsllc.net

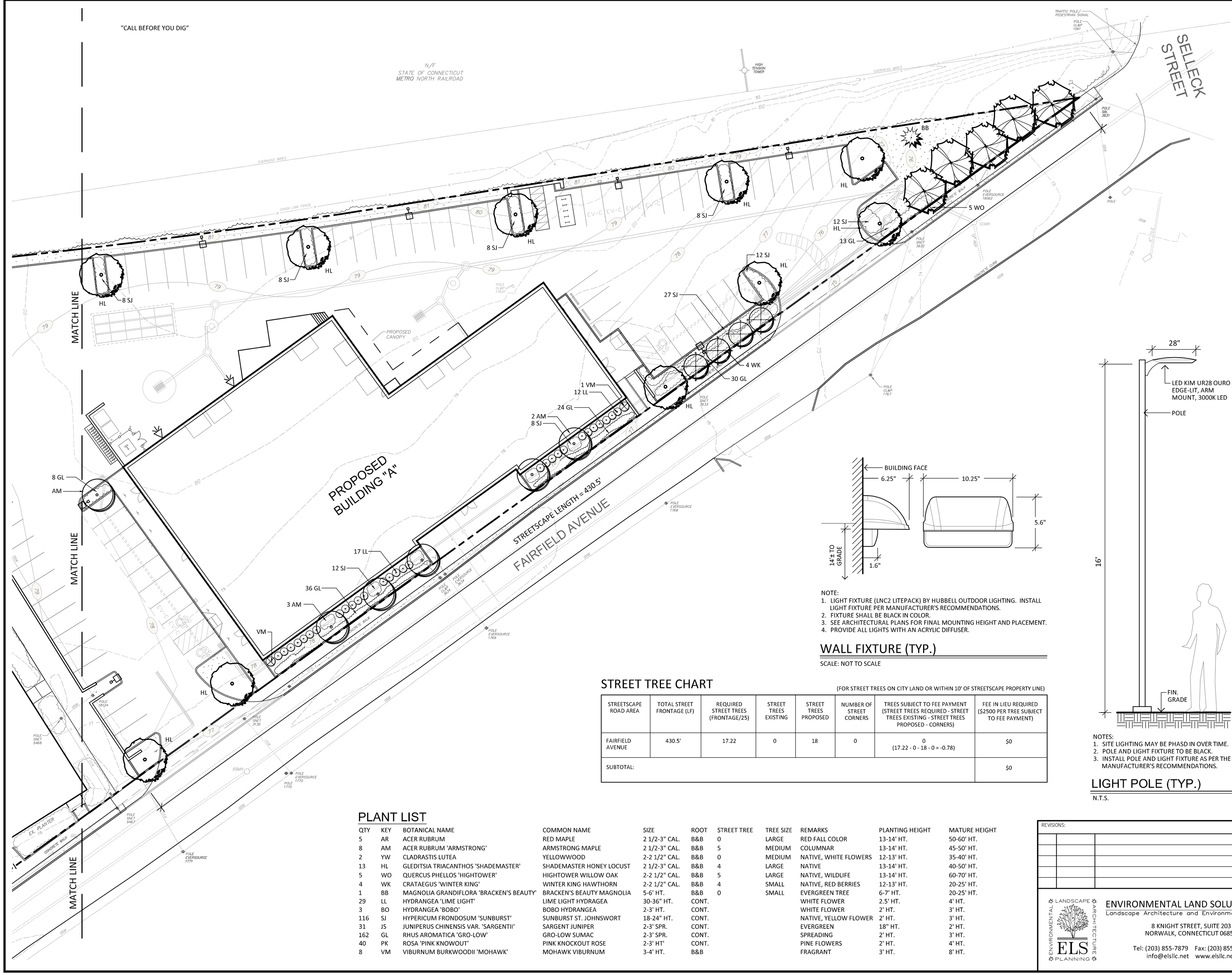
SEAL:

DATE: 10.9.23

SCALE: 1"=20'

DRAWING NO.: LP.1

"CALL BEFORE YOU DIG"



LEGEND

- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- TREE LINE (APPROX.)
- NEW / EX. LAWN AREA
- EX. DECIDUOUS / EVERGREEN TREE TO REMAIN
- EX. TREE TO BE REMOVED
- NEW DECIDUOUS SHADE TREE
- NEW DECIDUOUS SMALL TREE
- NEW EVERGREEN TREE
- NEW SHRUB
- NEW LIGHT POLE
- NEW WALL MOUNTED LIGHT FIXTURE

GENERAL NOTES:

1. SITE PLAN INFORMATION TAKEN FROM AN AUTOCADD FILE SUPPLIED BY D'ANDREA SURVEYING & ENGINEERING, PC,
2. EXACT LOCATION OF PROPOSED PLANTINGS AND SPECIES TYPES MAY VARY FROM THIS PLAN BASED ON SITE PLAN REVISIONS AND/OR ACTUAL FIELD CONDITIONS.
3. PLANT SPECIES SUBSTITUTIONS MAY BE MADE WITH THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT PRIOR TO PLANTING.
4. PLANTING METHODS SHALL BE IN ACCORDANCE WITH THE "AMERICAN STANDARDS FOR NURSERY STOCK", LATEST EDITION, AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
5. THE CONTRACTOR SHALL VERIFY WITH THE PROJECT ENGINEER THAT THE NEW PLANTINGS DO NOT INTERFERE WITH EXISTING AND/OR PROPOSED UTILITIES, SIGHT LINES, AND/OR STRUCTURES.
6. THIS PLAN FOR PLANTING PURPOSES ONLY. SEE PLANS BY OTHERS FOR ADDITIONAL INFORMATION.
7. SPRAY NEW PLANTINGS IMMEDIATELY AFTER INSTALLATION WITH A WHITE-TAILED DEER REPELLENT AND CONTINUE AS NEEDED TO MAINTAIN PLANTS FREE OF SIGNIFICANT DEER BROWSING. SHIELD NEWLY PLANTED TREE TRUNKS FROM DEER RUBBING WITH TREE TRUNK PROTECTION.
9. SEED LAWN AREAS WITH A HIGH QUALITY FESCUE AND BLUEGRASS SEED MIXTURE. APPLY SOIL AMENDMENTS AND SEED AREAS AT THE METHODS AND RATE RECOMMENDED BY THE MANUFACTURER.

NOTE:
1. LIGHT FIXTURE (LNC2 LITEPACK) BY HUBBELL OUTDOOR LIGHTING. INSTALL LIGHT FIXTURE PER MANUFACTURER'S RECOMMENDATIONS.
2. FIXTURE SHALL BE BLACK IN COLOR.
3. SEE ARCHITECTURAL PLANS FOR FINAL MOUNTING HEIGHT AND PLACEMENT.
4. PROVIDE ALL LIGHTS WITH AN ACRYLIC DIFFUSER.

WALL FIXTURE (TYP.)

SCALE: NOT TO SCALE

STREET TREE CHART

(FOR STREET TREES ON CITY LAND OR WITHIN 10' OF STREETSCAPE PROPERTY LINE)

STREETSCAPE ROAD AREA	TOTAL STREET FRONTAGE (LF)	REQUIRED STREET TREES (FRONTAGE/25)	STREET TREES EXISTING	STREET TREES PROPOSED	NUMBER OF STREET CORNERS	TREES SUBJECT TO FEE PAYMENT (STREET TREES REQUIRED - STREET TREES EXISTING - STREET TREES PROPOSED - CORNERS)	FEE IN LIEU REQUIRED ($2500 PER TREE SUBJECT TO FEE PAYMENT)
FAIRFIELD AVENUE	430.5'	17.22	0	18	0	0 (17.22 - 0 - 18 - 0 = -0.78)	$0
SUBTOTAL:							$0

NOTES:
1. SITE LIGHTING MAY BE PHASD IN OVER TIME.
2. POLE AND LIGHT FIXTURE TO BE BLACK.
3. INSTALL POLE AND LIGHT FIXTURE AS PER THE MANUFACTURER'S RECOMMENDATIONS.

LIGHT POLE (TYP.)

N.T.S.

LIGHTING NOTES (TYP.):

1. SITE LIGHTING INFORMATION AND LIGHTING PLANS PREPARED BY ENVIRONMENTAL LAND SOLUTIONS, LLC ARE DESIGNED FOR GENERAL LANDSCAPE AESTHETIC PURPOSES ONLY. LIGHTING INFORMATION SHOWN ON THIS PLAN SHALL NOT BE USED FOR SECURITY OR SAFETY PURPOSES.
2. LOCATION AND TYPE OF LIGHT FIXTURES ARE TYPICAL AND MAY VARY BASED ON ACTUAL FIELD CONDITIONS, SITE AND ARCHITECTURAL PLAN REVISIONS, USE OF EXISTING LIGHTING (IF ANY), NEW BUILDING MOUNTED LIGHTING, AESTHETICS, AND CONSULTATIONS WITH LIGHTING CONSULTANT AND/OR MANUFACTURER.
3. THIS PLAN ASSUMES THAT THE BUILDING WILL HAVE WALL MOUNTED FIXTURES (BY OTHERS) TO LIGHT THE FACADE AND ADJACENT LANDSCAPE AREAS (INCLUDING WALKS AND DOORS).
4. LIGHT POLES LOCATED WITHIN LANDSCAPE AND PEDESTRIAN AREAS SHALL BE ON A BASE FLUSH WITH GRADE LOCATED A MINIMUM OF 3' FROM THE EDGE OF VEHICLE PAVEMENT IF FEASIBLE.

PLANT LIST

QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	STREET TREE	TREE SIZE	REMARKS	PLANTING HEIGHT	MATURE HEIGHT
5	AR	ACER RUBRUM	RED MAPLE	2 1/2-3" CAL.	B&B	0	LARGE	RED FALL COLOR	13-14' HT.	50-60' HT.
8	AM	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG MAPLE	2 1/2-3" CAL.	B&B	5	MEDIUM	COLUMNAR	13-14' HT.	45-50' HT.
2	YW	CLADRASTIS LUTEA	YELLOWWOOD	2-2 1/2" CAL.	B&B	0	MEDIUM	NATIVE, WHITE FLOWERS	12-13' HT.	35-40' HT.
13	HL	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	2 1/2-3" CAL.	B&B	4	LARGE	NATIVE	13-14' HT.	40-50' HT.
5	WO	QUERCUS PHELLOS 'HIGHTOWER'	HIGHTOWER WILLOW OAK	2-2 1/2" CAL.	B&B	5	LARGE	NATIVE, WILDLIFE	13-14' HT.	60-70' HT.
4	WK	CRATAEGUS 'WINTER KING'	WINTER KING HAWTHORN	2-2 1/2" CAL.	B&B	4	SMALL	NATIVE, RED BERRIES	12-13' HT.	20-25' HT.
1	BB	MAGNOLIA GRANDIFLORA 'BRACKEN'S BEAUTY'	BRACKEN'S BEAUTY MAGNOLIA	5-6' HT.	B&B	0	SMALL	EVERGREEN TREE	6-7' HT.	20-25' HT.
29	LL	HYDRANGEA 'LIME LIGHT'	LIME LIGHT HYDRAGEA	30-36" HT.	CONT.			WHITE FLOWER	2.5' HT.	4' HT.
3	BO	HYDRANGEA 'BOBO'	BOBO HYDRANGEA	2-3' HT.	CONT.			WHITE FLOWER	2' HT.	3' HT.
116	SJ	HYPERICUM FRONDOSUM 'SUNBURST'	SUNBURST ST. JOHNSWORT	18-24" HT.	CONT.			NATIVE, YELLOW FLOWER	2' HT.	3' HT.
31	JS	JUNIPERUS CHINENSIS VAR. 'SARGENTII'	SARGENT JUNIPER	2-3' SPR.	CONT.			EVERGREEN	18" HT.	2' HT.
162	GL	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	2-3' SPR.	CONT.			SPREADING	2' HT.	3' HT.
40	PK	ROSA 'PINK KNOWOUT'	PINK KNOCKOUT ROSE	2-3' HT'	CONT.			PINE FLOWERS	2' HT.	4' HT.
8	VM	VIBURNUM BURKWOODII 'MOHAWK'	MOHAWK VIBURNUM	3-4' HT.	B&B			FRAGRANT	3' HT.	8' HT.

REVISIONS:

DRAWING TITLE: LANDSCAPE PLAN

PROJECT: 375 FAIRFIELD AVENUE
STAMFORD, CONNECTICUT

ENVIRONMENTAL LANDSCAPE ARCHITECTURE
ELS PLANNING
ENVIRONMENTAL LAND SOLUTIONS, LLC
Landscape Architecture and Environmental Planning
8 KNIGHT STREET, SUITE 203
NORWALK, CONNECTICUT 06851
Tel: (203) 855-7879 Fax: (203) 855-7836
info@elsllc.net www.elsllc.net

SEAL:

DATE: 10.9.23

SCALE: AS SHOWN

DRAWING NO.: LP.2

DRAINAGE SUMMARY REPORT

FOR
"COMMERCIAL DEVELOPMENT"

LOCATED AT
375 FAIRFIELD AVENUE
STAMFORD, CONNECTICUT

PREPARED FOR
375 FAIRFIELD AVENUE ASSOCIATES

October 4, 2023

Derek E. Daunais, PE
CT License No. 22861

23DA_DSR_0

D'ANDREA SURVEYING & ENGINEERING, PC
LAND PLANNERS • ENGINEERS • SURVEYORS

Applicant / Site Information:

Applicant: **375 Fairfield Avenue Associates**
Jeff Goldblum
375 Fairfield Avenue, Stamford, CT 06902
(203) 967-8367
jeff@swcoffice.com

Engineer: **D'Andrea Surveying & Engineering, PC**
Derek E. Daunais, PE
6 Neil Lane Riverside, CT 06878
(203) 637-1779
derek@rvdi.com

Site Information:

375 Fairfield Avenue
Block 35, Tax Account #001-3193
Existing / Proposed Zone: M-G Zoning District
Existing / Proposed Use: Commercial

Table of Contents

Introduction:

The Owner of the property located at 375 Fairfield Avenue in Stamford, Connecticut, is proposing to construct two new commercial buildings along with associated improvements at the already developed site. The purpose of this report is to summarize the proposed stormwater treatment improvements for the site as part of the proposed commercial redevelopment. The property is located along the western side of Fairfield Avenue, just south of the intersection with Selleck Street. The property is bordered by Metro-North railroad to the west, Fairfield Avenue to the east, and commercial properties to the south and southeast. It is located in the M-G zoning district and has a total area of 9.3816 acres. The property is located outside all Flood Hazard Areas (refer to Exhibit D).

The property currently contains seven other existing commercial buildings. These building will remain in operation and will not be removed. The construction of the two new buildings will take place in areas that are currently used as surface parking. The total area of land disturbance for the proposed project will be approximately 3.9 acres or 41.5% of the property. The remaining 58.5% of the property will remain the same as under existing conditions.

The proposed improvements will include the removal of the hardscape/compacted gravel surfaces within the limits of disturbance, the construction of two new commercial buildings (Buildings "A" and "B"), the construction of new bituminous concrete driveways and parking lot areas with curbing, retaining walls, sidewalks, the installation of a stormwater collection, retention and conveyance system, installation of various underground utilities, and the implementation of a planting plan. There are currently nine existing driveway entrances to the site. The proposed improvements will eliminate five of these entrances and modify four of them, so there will be a total of only four driveway entrances to the property after construction has been completed. Refer to the Site Plan Review Set, prepared by D'Andrea Surveying & Engineering, P.C. for a depiction of existing conditions and the proposed site improvements.

The proposed development will decrease the total amount of impervious coverage from 396,183 square feet (S.F.) (or 96.9%) to 388,070 S.F. (or 95.0%), which is a decrease of approximately 8,113 S.F. or (1.9%), as compared to existing conditions. Existing compacted gravel parking area surfaces have been considered as impervious surfaces for the purpose of this total impervious coverage comparison. A proposed storm drainage system, including catch basins with deep sumps and traps, cyclonic hydrodynamic oil/grit removal treatment systems, porous pavement systems, and subsurface retention/infiltration systems, will be installed to treat Water Quality Flow (WQF), infiltrate a minimum of the half Water Quality Flow (WQF), and reduce both peak flow discharge rates and runoff volume to off-site areas, as compared to existing conditions. There are currently no stormwater retention or infiltration treatment measures on the site within the areas of proposed development. Drainage patterns and discharge points will be similar as under existing conditions.

The on-site watershed drainage basins for existing and proposed conditions were modeled using HydroCAD 10.0 developed by HydroCAD Software Solutions LLC. The software was used

to generate peak stormwater runoff flow rates for the 1-year to 100-year storm events, using the National Resources Conservation Services (NRCS) method.

Existing Conditions:

Currently, the entire property supports seven commercial buildings. The majority of the remainder of the property consists of either paved or compacted gravel driveway and parking area surfaces with very little vegetated areas and very few trees. The entire property has been previously developed and there are no natural areas remaining. The area designated for the development of proposed Building "A" currently consists of a mixture of compacted gravel and paved parking areas. The area designated for the development of proposed Building "B" currently consists of a large concrete slab surrounded by paved driveway/parking areas. The concrete slab is what remains of a foundation slab from a previously existing building that was removed many years ago. This concrete slab is currently used as a parking area.

Stormwater runoff from the entire site flows to different Points of Concern (POC). The stormwater runoff from Drainage Area 1 (DA-1) flows overland toward Fairfield Avenue where it is collected by street catch basins and discharged into the City of Stamford storm drainage system, POC-A. The stormwater runoff from DA-2A, DA-2B, DA-2C, DA-2D, and DA-2E is collected by the existing on-site storm drainage system and pipe discharged onto the Metro-North property to the west, POC-B. DA-3 consists of existing Building #1. The stormwater runoff from this building is piped to an unknown location, POC-F. The stormwater runoff from the southern end of the property, DA-4, flows onto the adjoining property to the east, POC-C. DA-5A consists of the existing Building #13. The stormwater runoff from this building is piped into an existing on-site infiltration drywell, POC-D. The stormwater runoff from DA-5B is also piped into another existing on-site infiltration drywell, POC-E. Refer to Exhibit "A" for a depiction of existing conditions stormwater runoff flow patterns and watershed areas.

Proposed Conditions:

Under proposed conditions, drainage patterns and discharge points will be similar as under existing conditions. However, new storm drainage treatment and retention facilities have been proposed to help control and treat stormwater runoff before it is discharged off-site. The proposed drainage analysis includes the division of the property into multiple sub-watershed areas discharging to the same points of concern as under existing conditions. Refer to Exhibit "B" for a depiction of proposed conditions stormwater runoff flow patterns and watershed areas.

Drainage Areas 2D, 2E, 3, 4, 5A, and 5B will not be impacted by the proposed development and neither will the stormwater runoff flow or volume to points of concern C, D, and E. These drainage areas will remain the same as under existing conditions. Only existing drainage areas, DA-1, DA-2A, DA-2B, and DA-2C will be impacted by the proposed development and therefore they have been renumbered and remodeled to accommodate the proposed development improvements.

Proposed drainage areas DA-1A through DA-1F are associated with the development of proposed Building "A". Stormwater runoff from DA-1A will flow overland onto Fairfield Avenue where it will be collected by existing street catch basins and discharged into the City of Stamford storm drainage system, POC-A, similar as under existing conditions. The stormwater runoff from DA-1D and DA-1E will be collected by proposed porous pavement parking areas (PP-1 & PP-2). Theses systems have been sized to both retain and infiltrate a minimum of the one-half water quality volume for their associated watershed areas. The overflow from these systems will be piped to the City storm drainage system in Fairfield Avenue, POC-A. The stormwater runoff from DA-1B will be collected by the proposed storm drainage system and first routed through a hydrodynamic oil/grit separator stormwater treatment system and then discharged into a subsurface retention/infiltration system (RS-1). This subsurface retention/infiltration system has been designed to retain a minimum of the one-half water quality volume from its contributing watershed area. The overflow from this system will be piped to the City storm drainage system in Fairfield Avenue, POC-A. Due to restrictive soil conditions the one-half water quality volume stormwater runoff from DA-1C and DA-1F cannot be retained and infiltrated. Instead, the stormwater runoff from these two areas will be treated through the use of a hydrodynamic oil/grit separator stormwater treatment systems prior to being discharged into the City storm drainage system in Fairfield Avenue, POC-A.

Proposed drainage areas DA-2A, DA-2B-1, DA-2B-2, and DA-2C are associated with the development of proposed Building "B". Stormwater runoff from DA-2A will be collected by a new replacement driveway catch basin prior to being piped to the Metro-North property, POC-B. This drainage area will have similar surface conditions as under existing conditions and therefore water quality volume infiltration is not warranted. However, the new catch basin will contain both a deep sump and silt trap, which will assist in stormwater runoff pretreatment and will be an improvement over existing conditions. The stormwater runoff from DA-2B-1 will be collected by a proposed porous pavement parking area (PP-3). This system has been sized to both retain and infiltrate a minimum of the one-half water quality volume for its associated watershed area. The overflow from this system will be piped to the Metro-North property, POC-B. The stormwater runoff from DA-2B-2 will be collected by the proposed storm drainage system and first routed through a hydrodynamic oil/grit separator stormwater treatment system and then discharged into a subsurface retention/infiltration system (RS-2). This subsurface retention/infiltration system has been designed to retain a minimum of the one-half water quality volume from its contributing watershed area. The overflow from this system will be piped to the Metro-North property, POC-B. DA-2C will consist mostly of the existing parking lot located to the southwest of proposed Building "B". The stormwater runoff from DA-2C will continue to be collected by the existing parking lot storm drainage system and piped to the Metro-North property, POC-B, in a similar manner as under existing conditions.

Refer to Appendix "A" for half water quality volume calculations and retention system/porous pavement stage-storage data. The proposed cyclonic hydrodynamic oil/grit removal treatment systems will be designed to treat a minimum of the water quality flow rate from their contributing watershed areas. Refer to Appendix "A" for water quality flow rate calculations.

All proposed catch basins will be equipped with deep sumps and hooded traps over the outlet pipes, which will be used to pretreat the stormwater runoff prior to discharge downstream.

The bottoms of the proposed subsurface retention/infiltration systems have been designed to be set a minimum of 1-foot above any underlying restrictive layer in accordance with the City of Stamford Drainage Manual standards. The Soil Survey of Fairfield County, Connecticut, as developed by the United States Department of Agriculture (USDA) and the Soil Conservation Service (SCS) classifies the majority of the on-site soil group as Urban Land with a hydrologic soil group rating of D. Refer to Exhibit "C" for the NRCS soil delineation map and hydrologic soil group rating. However, on-site test pits were performed, which have characterized the soils as predominately silty sand, which generally have good infiltration characteristics. Due to the existing uses of the property and the presence of existing concrete slabs, test pits were currently unable to be performed in all of the proposed porous pavement and subsurface retention system locations. Therefore, additional deep test pits and hydraulic conductivity tests will be performed in the areas of the proposed retention systems prior to the issuance of a building permit to verify the infiltration rates of the existing soils and if any restrictive soil conditions are present. If any design changes are required due to the results of this additional soil testing, both the results of the additional soil testing and the revised storm drainage design will be submitted to the City Engineering Bureau for review prior to the issuance of a building permit.

Based on the HydroCAD model, both the volume and peak rate of stormwater runoff exiting the site will be decreased for all storm events to POC A and B. Refer to Appendix "B" for a summary and comparison of the peak flow and volume discharge from the subject property for both existing and proposed conditions. In addition to reducing the peak flows, infiltrating one-half the Water Quality Volume and treating the Water Quality Flow from the proposed improvements will help pretreat stormwater runoff from the proposed asphalt parking lot areas and building roofs prior to discharging downstream.

During the construction phase of the project, pretreatment of stormwater runoff will be provided by the use of temporary soil and erosion controls as outlined on the "Sedimentation and Erosion Control Plan," prepared by D'Andrea Surveying & Engineering, P.C. This includes the stockpiling of excess materials for control of sediment and periodic on-site inspections to ensure that the development of the site remains "tight" and stable throughout the construction phase.

Narrative of Impacts to State Drainage Facilities

The Metro-North railroad right-of-way lies adjacent to the western property line of the proposed development. There are no new proposed direct stormwater runoff connections from the proposed development to the railroad right-of-way from any of the proposed building or driveway improvements. There are currently four existing storm drainage pipes that discharge stormwater runoff from the subject property onto the Metro-North property. These existing drainage pipes will remain in use under proposed conditions.

Under existing conditions, the stormwater runoff from the subject property that is discharged onto the railroad right-of-way is untreated. Under proposed conditions, the stormwater

runoff from the area of proposed development on the subject property will first be treated through water quality measures, such as porous pavement areas, subsurface retention/infiltration systems, and cyclonic hydrodynamic oil/grit removal treatment systems. These proposed stormwater treatment measures plus the overall reduction in the peak rate of runoff and volume will result in an overall improvement, as compared to existing conditions. Therefore, there will be no adverse impacts to any existing storm drainage systems that may lie within the railroad right-of-way, as a result of the proposed development.

There is currently an undefined access easement over the subject property to the Metro-North property in favor of the State of Connecticut. An access route through the subject property will be provided and maintained throughout construction and under proposed conditions.

Conclusion

The proposed improvements will reduce the total amount of overall impervious surfaces on the subject property and have been designed to provide water quality treatment measures that will both mitigate stormwater runoff from the site and reduce runoff volumes and peak flow rates, as compared to existing conditions.

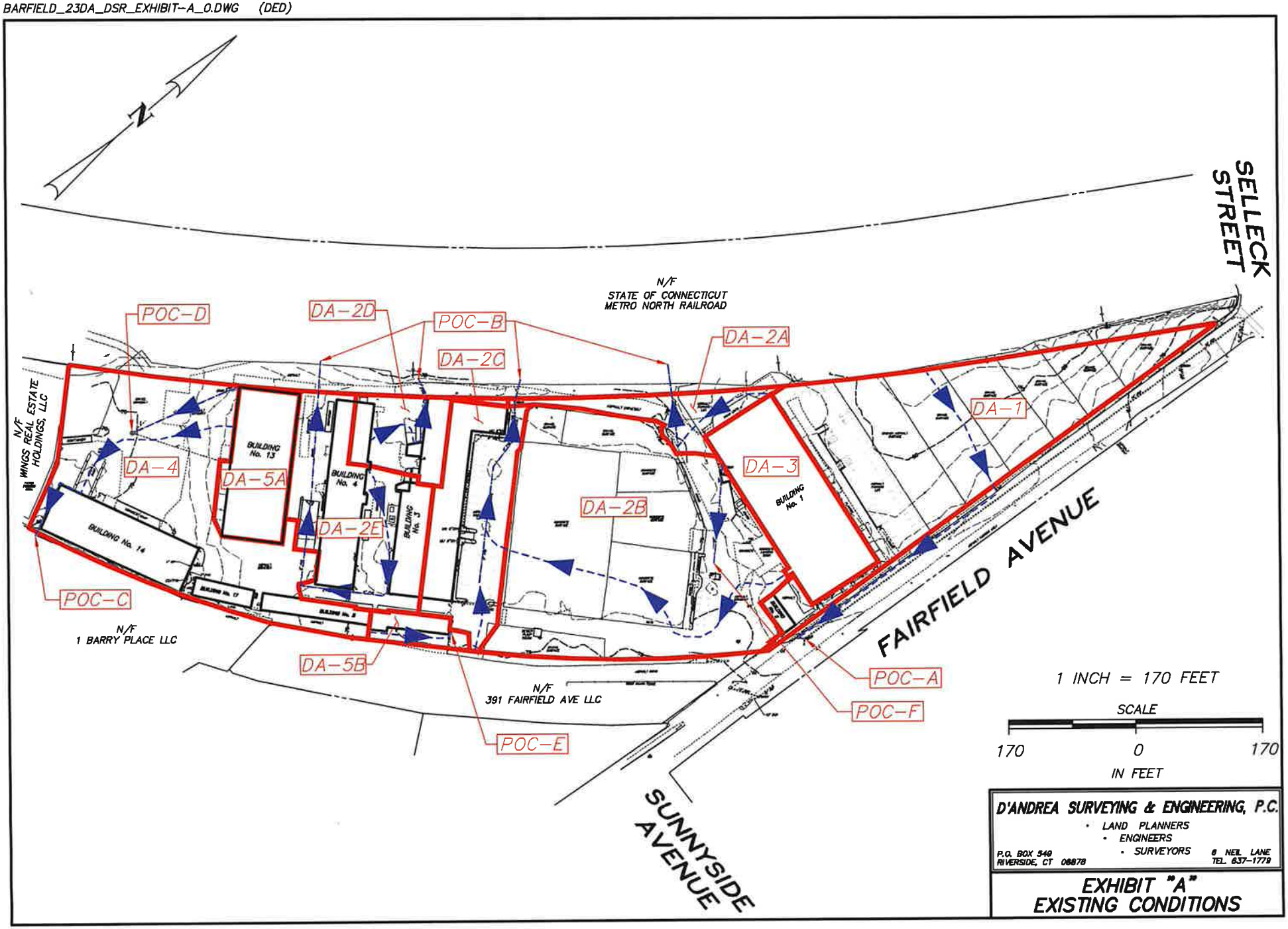
Based on the above information, the proposed improvements are designed in accordance with the City of Stamford Stormwater Drainage Manual and will not adversely impact adjacent or downstream properties or City-owned drainage facilities

Exhibits "A" & "B"

Watershed Maps
Existing & Proposed Conditions

D'ANDREA SURVEYING & ENGINEERING, PC
LAND PLANNERS • ENGINEERS • SURVEYORS

BARFIELD_23DA_DSR_EXHIBIT-A_0.DWG (DED)



D'ANDREA SURVEYING & ENGINEERING, P.C.
• LAND PLANNERS
• ENGINEERS
• SURVEYORS
P.O. BOX 549
RIVERSIDE, CT 06878
6 NEIL LANE
TEL. 637-1779

EXHIBIT "A"
EXISTING CONDITIONS

Exhibit "C"

NRCS Soil Map &
Hydraulic Soil Group Rating

Hydrologic Soil Group—State of Connecticut
(375 Fairfield Avenue, Stamford, CT)

Map Scale: 1:2,560 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 35 70 140 210

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: State of Connecticut
Survey Area Data: Version 22, Sep 12, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 21, 2022—Oct 27, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
307	Urban land	D	10.5	100.0%
Totals for Area of Interest			**10.5**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Exhibit "D"

FIRM Map

National Flood Hazard Layer FIRMette

FEMA

73°33'26"W 41°2'29"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

73°32'49"W 41°2'1"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard. Area of 1% annual chance flood with average depth less than one foot or with drainag areas of less than one square mile Zone
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represe an authoritative property location.

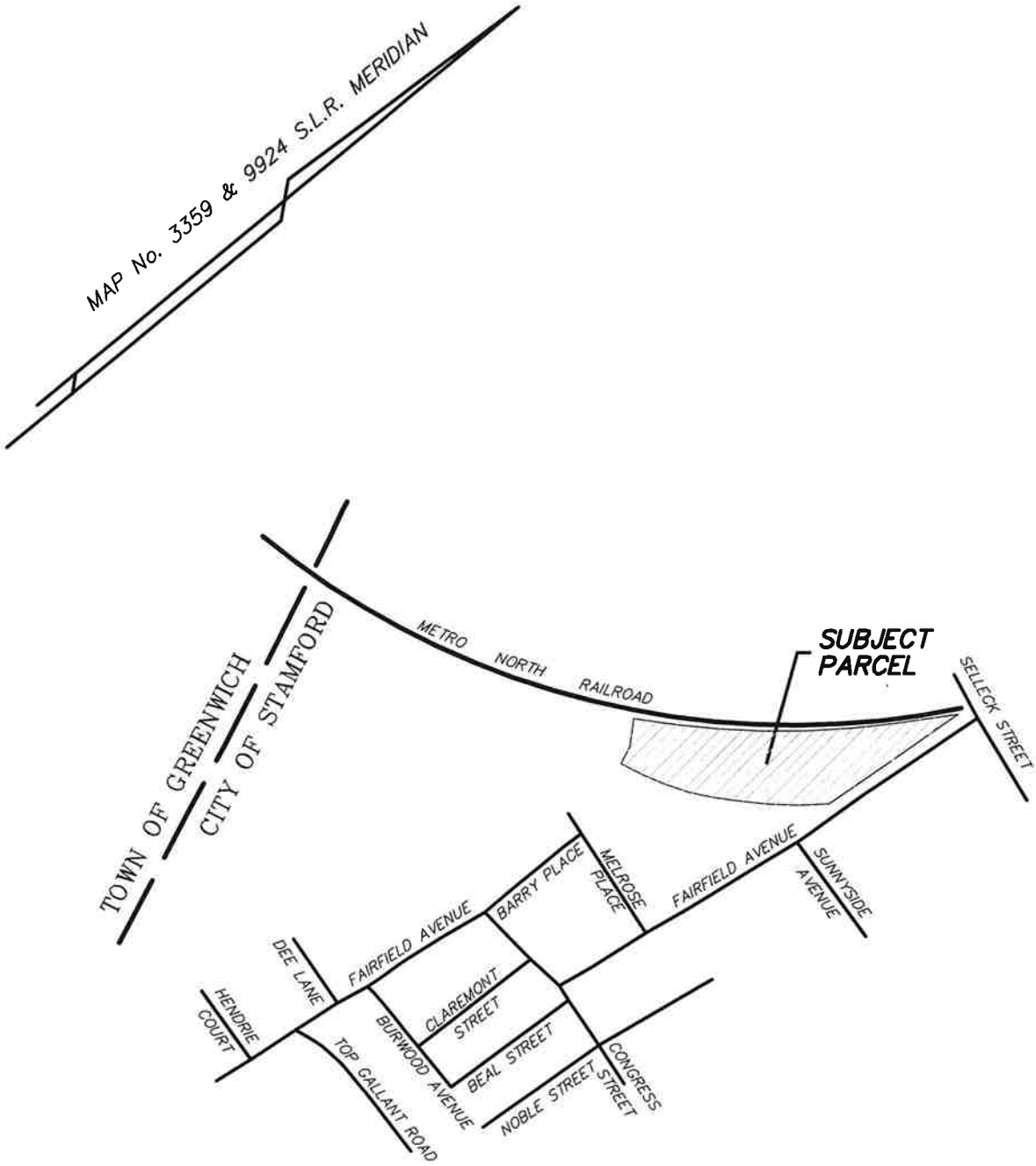
This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/20/2023 at 11:31 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Exhibit "E"

Site Vicinity Map



LOCATION MAP – 1" = 800'±

Exhibit "F"

USGS Topographic Quad Map

375 Fairfield Avenue, Stamford - USGS Quad Map 113

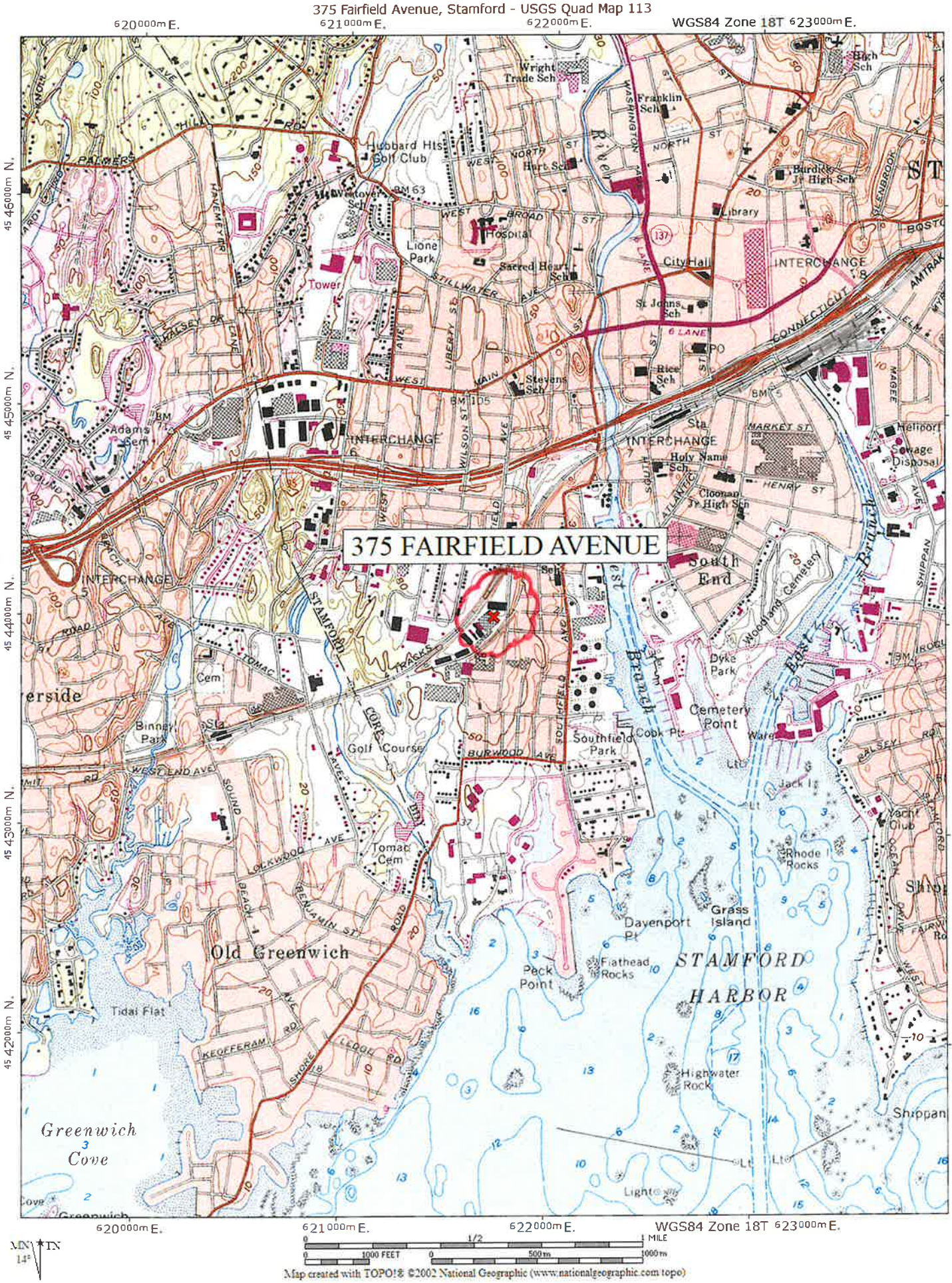


Exhibit "G"

Rainfall Depths and Intensity

NOAA Atlas 14, Volume 10, Version 3
Location name: Stamford, Connecticut, USA*
Latitude: 41.0375°, Longitude: -73.5521°
Elevation: 75 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sandra Pavlovic, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Orlan Wilhite

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.365 (0.280-0.466)	0.425 (0.327-0.543)	0.524 (0.401-0.672)	0.606 (0.462-0.781)	0.719 (0.531-0.958)	0.805 (0.583-1.09)	0.893 (0.629-1.24)	0.990 (0.665-1.41)	1.12 (0.728-1.65)	1.23 (0.781-1.84)
10-min	0.516 (0.397-0.660)	0.602 (0.463-0.770)	0.742 (0.569-0.953)	0.859 (0.654-1.11)	1.02 (0.753-1.36)	1.14 (0.826-1.54)	1.27 (0.891-1.76)	1.40 (0.941-2.00)	1.59 (1.03-2.33)	1.75 (1.11-2.60)
15-min	0.608 (0.467-0.776)	0.708 (0.544-0.906)	0.873 (0.669-1.12)	1.01 (0.770-1.30)	1.20 (0.886-1.60)	1.34 (0.971-1.82)	1.49 (1.05-2.08)	1.65 (1.11-2.35)	1.88 (1.21-2.74)	2.06 (1.30-3.06)
30-min	0.850 (0.653-1.08)	0.992 (0.762-1.27)	1.22 (0.938-1.57)	1.42 (1.08-1.83)	1.68 (1.24-2.24)	1.88 (1.36-2.55)	2.09 (1.47-2.91)	2.31 (1.55-3.29)	2.62 (1.70-3.83)	2.86 (1.81-4.25)
60-min	1.09 (0.840-1.40)	1.28 (0.980-1.63)	1.58 (1.21-2.02)	1.82 (1.39-2.35)	2.17 (1.60-2.88)	2.43 (1.76-3.28)	2.70 (1.89-3.74)	2.98 (2.00-4.23)	3.36 (2.18-4.92)	3.66 (2.32-5.44)
2-hr	1.42 (1.10-1.80)	1.67 (1.29-2.12)	2.08 (1.60-2.64)	2.42 (1.85-3.09)	2.88 (2.14-3.81)	3.24 (2.36-4.35)	3.60 (2.54-4.99)	4.00 (2.70-5.65)	4.55 (2.96-6.61)	4.99 (3.17-7.38)
3-hr	1.63 (1.27-2.07)	1.93 (1.50-2.44)	2.42 (1.87-3.07)	2.82 (2.17-3.59)	3.37 (2.51-4.45)	3.79 (2.77-5.09)	4.23 (3.00-5.84)	4.70 (3.18-6.62)	5.38 (3.50-7.79)	5.92 (3.76-8.72)
6-hr	2.06 (1.61-2.58)	2.44 (1.91-3.07)	3.08 (2.40-3.88)	3.61 (2.79-4.57)	4.33 (3.25-5.68)	4.88 (3.58-6.51)	5.45 (3.89-7.50)	6.09 (4.13-8.52)	7.01 (4.58-10.1)	7.77 (4.96-11.4)
12-hr	2.53 (1.99-3.15)	3.02 (2.37-3.77)	3.83 (3.00-4.80)	4.50 (3.50-5.67)	5.43 (4.10-7.09)	6.12 (4.53-8.14)	6.85 (4.93-9.40)	7.69 (5.23-10.7)	8.92 (5.84-12.8)	9.93 (6.36-14.4)
24-hr	2.95 (2.34-3.66)	3.57 (2.82-4.43)	4.59 (3.61-5.71)	5.43 (4.25-6.79)	6.59 (5.00-8.56)	7.45 (5.55-9.87)	8.38 (6.08-11.5)	9.46 (6.46-13.1)	11.1 (7.28-15.7)	12.4 (7.98-18.0)
2-day	3.30 (2.62-4.06)	4.06 (3.23-5.00)	5.30 (4.20-6.55)	6.33 (4.98-7.86)	7.74 (5.92-10.0)	8.79 (6.60-11.6)	9.93 (7.26-13.6)	11.3 (7.74-15.5)	13.4 (8.81-18.9)	15.2 (9.76-21.7)
3-day	3.56 (2.85-4.37)	4.39 (3.51-5.40)	5.75 (4.57-7.08)	6.88 (5.44-8.50)	8.42 (6.46-10.9)	9.57 (7.21-12.6)	10.8 (7.94-14.7)	12.3 (8.46-16.8)	14.6 (9.64-20.5)	16.6 (10.7-23.7)
4-day	3.82 (3.06-4.67)	4.69 (3.75-5.74)	6.12 (4.88-7.51)	7.30 (5.79-9.01)	8.93 (6.87-11.5)	10.1 (7.65-13.3)	11.4 (8.41-15.5)	13.0 (8.95-17.8)	15.4 (10.2-21.6)	17.5 (11.3-24.9)
7-day	4.55 (3.66-5.53)	5.49 (4.42-6.69)	7.04 (5.64-8.60)	8.32 (6.63-10.2)	10.1 (7.78-12.9)	11.4 (8.62-14.8)	12.8 (9.42-17.2)	14.5 (9.99-19.6)	17.0 (11.3-23.7)	19.1 (12.4-27.0)
10-day	5.26 (4.25-6.38)	6.25 (5.05-7.59)	7.88 (6.34-9.59)	9.23 (7.38-11.3)	11.1 (8.57-14.1)	12.5 (9.44-16.1)	13.9 (10.2-18.6)	15.6 (10.8-21.1)	18.1 (12.1-25.2)	20.2 (13.1-28.5)
20-day	7.41 (6.03-8.93)	8.53 (6.93-10.3)	10.4 (8.38-12.5)	11.9 (9.54-14.4)	13.9 (10.8-17.5)	15.5 (11.8-19.8)	17.1 (12.6-22.5)	18.9 (13.2-25.3)	21.3 (14.2-29.3)	23.2 (15.1-32.5)
30-day	9.20 (7.51-11.0)	10.4 (8.48-12.5)	12.4 (10.0-14.9)	14.0 (11.3-16.9)	16.2 (12.6-20.2)	18.0 (13.6-22.7)	19.7 (14.4-25.6)	21.5 (15.0-28.6)	23.8 (16.0-32.7)	25.6 (16.7-35.7)
45-day	11.4 (9.34-13.6)	12.7 (10.4-15.2)	14.8 (12.1-17.8)	16.6 (13.5-20.0)	19.1 (14.9-23.6)	21.0 (15.9-26.3)	22.8 (16.7-29.3)	24.6 (17.3-32.7)	26.9 (18.1-36.8)	28.6 (18.7-39.8)
60-day	13.2 (10.9-15.8)	14.6 (12.0-17.4)	16.9 (13.8-20.2)	18.8 (15.3-22.6)	21.4 (16.7-26.4)	23.4 (17.8-29.3)	25.4 (18.6-32.5)	27.2 (19.1-36.0)	29.6 (19.9-40.2)	31.2 (20.4-43.2)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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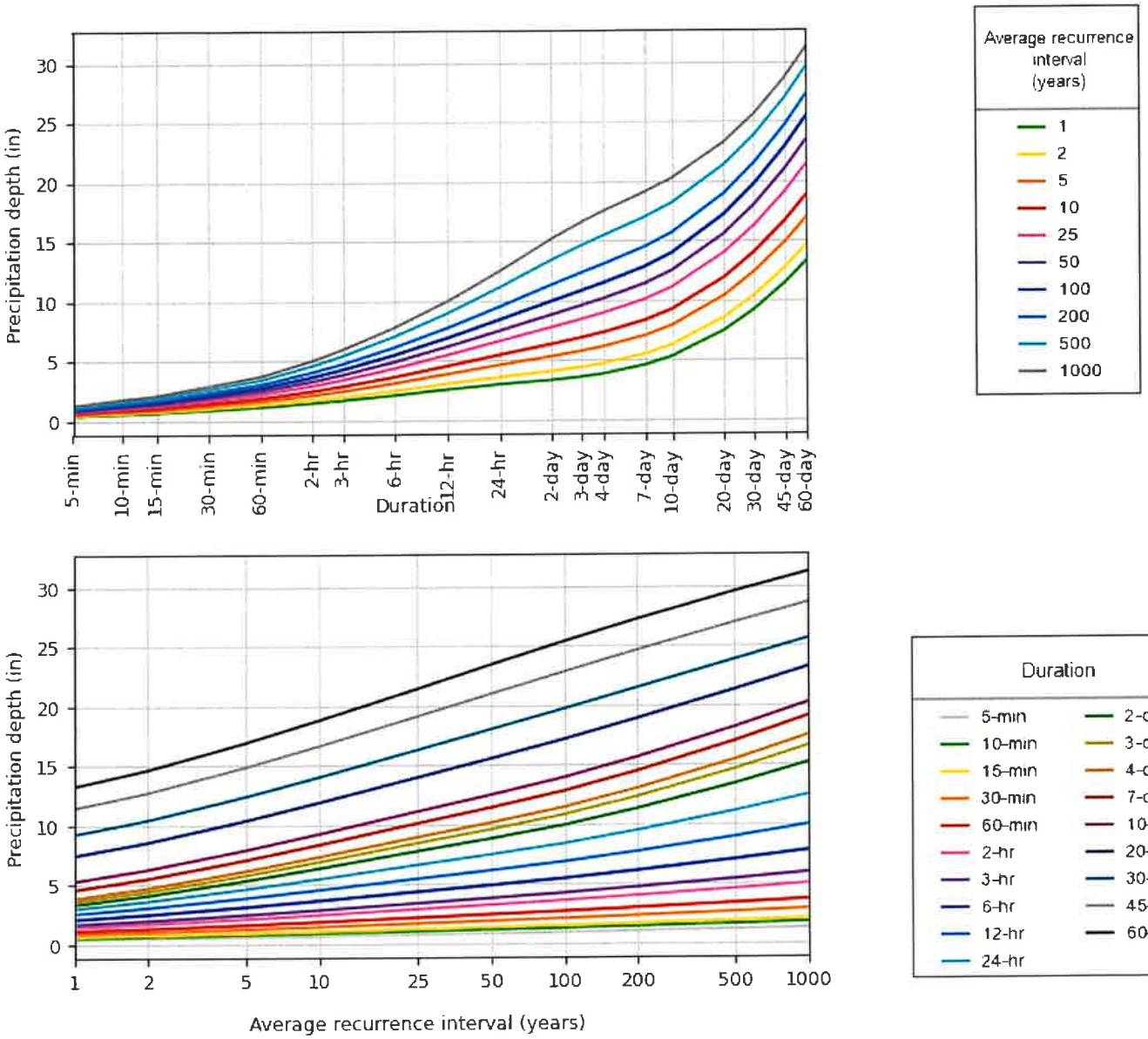
PF graphical

PDS-based depth-duration-frequency (DDF) curves
Latitude: 41.0375°, Longitude: -73.5521°



NOAA Atlas 14, Volume 10, Version 3

Created (GMT): Tue Jul 18 13:51:37 2023

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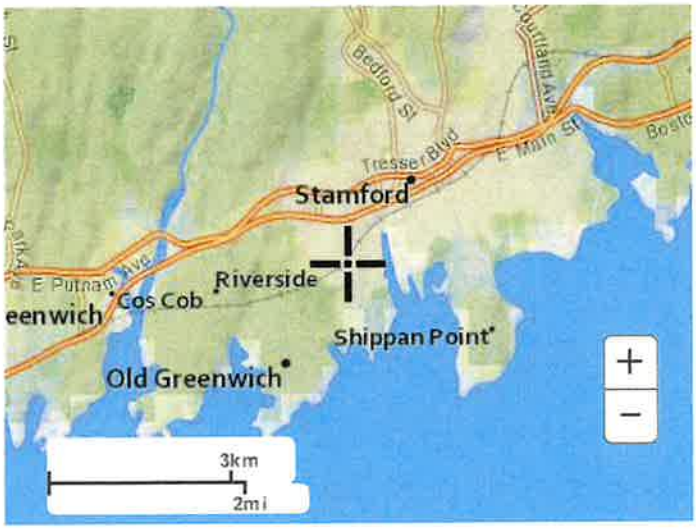
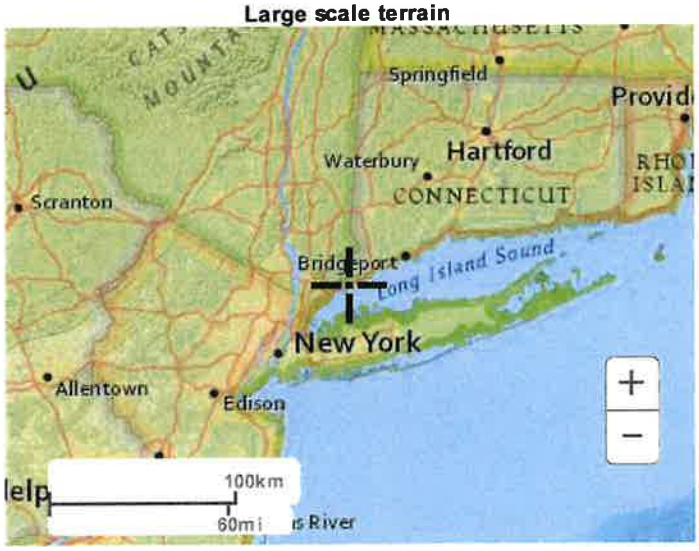
Maps & aerials

Small scale terrain

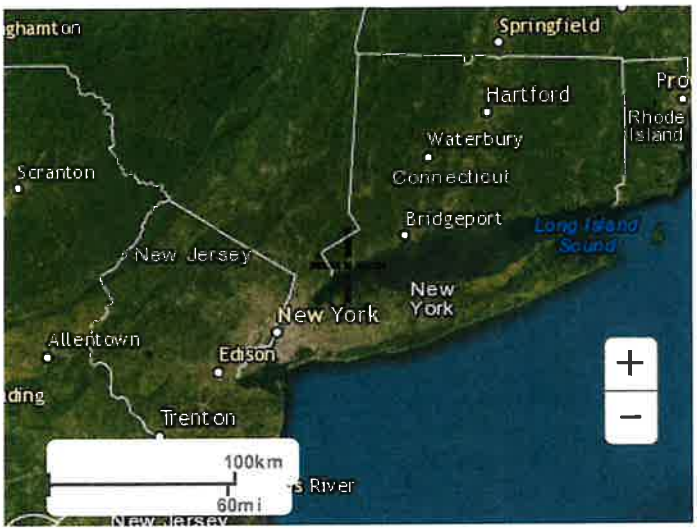


Large scale terrain



Large scale map

Large scale aerial



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US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

Appendix "A"

Stormwater Calculations

Water Quality Volume (WQV) Calculations

Name: 375 Fairfield Avenue Associates
Address: 375 Fairfield Avenue, Stamford, Connecticut
Project: Commercial Development

$$WQV = \left(\frac{1\ in}{12\frac{in}{ft}}\right) RA$$

Where,

R= Volumetric Runoff Coefficient = 0.05+0.009I

I= Percent Impervious Coverage

A= Watershed Area (sf)

Drainage Area	Total Area (sf)	Impervious Coverage		R (Runoff Coefficient)	WQV (cf)	½ WQV (cf)
		Area (sf)	% Coverage			
Pr. Area #1B	24,237	23,373	96.4	0.9176	1853.3	911.7
Pr. Area #1C	11,957	11,376	95.1	0.9059	902.7	451.4
Pr. Area #1D	10,615	10,408	98.0	0.9320	824.4	412.2
Pr. Area #1E	6,714	6,417	95.6	0.9104	509.4	254.7
Pr. Area #1F	5,125	4,208	82.1	0.7889	336.9	168.5
Pr. Area #2B-1	16,104	15,570	96.7	0.9203	1,235.0	617.5
Pr. Area #2B-2	87,935	85,078	96.8	0.9212	6,750.5	3,375.3

Pr. Area #1B: The ½ WQV for this drainage area will first be pretreated by hydrodynamic Stormwater Treatment System #3 and then it will be collected and infiltrated by Retention System #1. The storage volume of Retention System #1 below the 12" high-overflow outlet orifice will be approximately 976 cubic feet. Refer to attached Stage-Area Storage Table for RS-1.

Pr. Area #1C: The ½ WQV for this drainage area will be pretreated by hydrodynamic Stormwater Treatment System #2.

Pr. Area #1D: The ½ WQV for this drainage area will be collected and infiltrated by Pervious Pavement System #2. The storage volume of Pervious Pavement System #2 below the 8" high-overflow outlet orifice will be approximately 441 cubic feet. Refer to attached Stage-Area Storage Table for PP-2.

Pr. Area #1E: The ½ WQV for this drainage area will be collected and infiltrated by Pervious Pavement System #1. The storage volume of Pervious Pavement System #1 below the 8" high-overflow outlet orifice will be approximately 305 cubic feet. Refer to attached Stage-Area Storage Table for PP-1.

Pr. Area #1F: The ½ WQV for this drainage area will be pretreated by hydrodynamic Stormwater Treatment System #1.

Pr. Area #2B-1: The ½ WQV for this drainage area will be collected and infiltrated by Pervious Pavement System #3. The storage volume of Pervious Pavement System #3 below the 12" high-overflow outlet orifice will be approximately 2,024 cubic feet. Refer to attached Stage-Area Storage Table for PP-3.

Pr. Area #2B-2: The ½ WQV for this drainage area will first be pretreated by hydrodynamic Stormwater Treatment System #4 and then it will be collected and infiltrated by Retention System #2. The storage volume of Retention System #2 below the 18" high-overflow outlet orifice will be approximately 3,415 cubic feet. Refer to attached Stage-Area Storage Table for RS-2.

Stage-Area-Storage for Pond 17P: RS-1

Elevation (feet)	Storage (cubic-feet)
72.00	0
72.05	11
72.10	22
72.15	34
72.20	45
72.25	56
72.30	67
72.35	78
72.40	90
72.45	101
72.50	112
72.55	136
72.60	160
72.65	183
72.70	206
72.75	230
72.80	253
72.85	276
72.90	299
72.95	322
73.00	345
73.05	368
73.10	390
73.15	413
73.20	435
73.25	458
73.30	480
73.35	502
73.40	524
73.45	546
73.50	567
73.55	589
73.60	610
73.65	632
73.70	653
73.75	674
73.80	694
73.85	715
73.90	735
73.95	755
74.00	775
74.05	794
74.10	813
74.15	832
74.20	850
74.25	868
74.30	886
74.35	903
74.40	919
74.45	935
74.50	949
74.55	963

Elevation (feet)	Storage (cubic-feet)
74.60	976
74.65	987
74.70	999
74.75	1,010
74.80	1,021
74.85	1,032
74.90	1,044
74.95	1,055
75.00	1,066
75.05	1,077
75.10	1,088
75.15	1,100
75.20	1,111
75.25	1,116
75.30	1,118
75.35	1,121
75.40	1,124
75.45	1,127
75.50	1,130
75.55	1,132
75.60	1,135
75.65	1,138
75.70	1,141
75.75	1,144
75.80	1,146
75.85	1,149
75.90	1,152
75.95	1,155
76.00	1,158
76.05	1,160
76.10	1,163
76.15	1,166
76.20	1,169
76.25	1,172
76.30	1,174
76.35	1,177
76.40	1,180
76.45	1,183
76.50	1,186
76.55	1,188
76.60	1,191
76.65	1,194
76.70	1,197
76.75	1,200
76.80	1,202
76.85	1,205
76.90	1,208
76.95	1,211
77.00	**1,214**

← HIGH - OVERFLOW OUTLET

Stage-Area-Storage for Pond 23P: RS-2

Elevation (feet)	Storage (cubic-feet)
67.20	0
67.30	74
67.40	149
67.50	223
67.60	297
67.70	371
67.80	535
67.90	697
68.00	857
68.10	1,017
68.20	1,175
68.30	1,332
68.40	1,487
68.50	1,640
68.60	1,791
68.70	1,941
68.80	2,090
68.90	2,236
69.00	2,378
69.10	2,518
69.20	2,654
69.30	2,786
69.40	2,913
69.50	3,034
69.60	3,148
69.70	3,250
69.80	3,338
69.90	3,415
70.00	3,489
70.10	3,563
70.20	3,637
70.30	3,712
70.40	3,786
70.50	3,811
70.60	3,829
70.70	3,848
70.80	3,866
70.90	3,885
71.00	3,903
71.10	3,922
71.20	3,941
71.30	3,959
71.40	3,978
71.50	3,996
71.60	4,015
71.70	4,033
71.80	4,052
71.90	4,070
72.00	4,089
72.10	4,108
72.20	4,126
72.30	4,145
72.40	4,163
72.50	4,182
72.60	4,200
72.70	4,219
72.80	4,237
72.90	4,256
73.00	4,275
73.10	4,293
73.20	4,312
73.30	4,330
73.40	4,349
73.50	4,367
73.60	4,386
73.70	4,405
73.80	4,423
73.90	4,442
74.00	4,460
74.10	4,479
74.20	4,497
74.30	4,516
74.40	4,534
74.50	**4,553**

← HIGH-OVERFLOW OUTLET

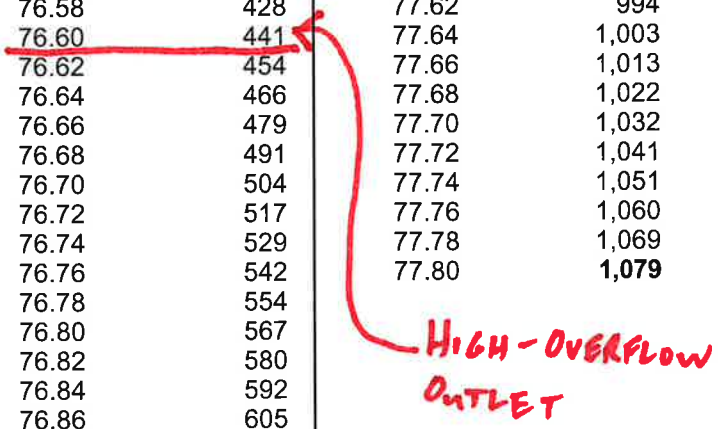
Stage-Area-Storage for Pond 20P: PP-1

Elevation (feet)	Storage (cubic-feet)	Elevation (feet)	Storage (cubic-feet)
74.90	0	75.94	453
74.92	9	75.96	462
74.94	17	75.98	471
74.96	26	76.00	480
74.98	35	76.02	488
75.00	44	76.04	497
75.02	52	76.06	505
75.04	61	76.08	511
75.06	70	76.10	518
75.08	78	76.12	524
75.10	87	76.14	531
75.12	96	76.16	537
75.14	105	76.18	544
75.16	113	76.20	550
75.18	122	76.22	557
75.20	131	76.24	564
75.22	140	76.26	570
75.24	148	76.28	577
75.26	157	76.30	583
75.28	166	76.32	590
75.30	174	76.34	596
75.32	183	76.36	603
75.34	192	76.38	609
75.36	201	76.40	616
75.38	209	76.42	622
75.40	218	76.44	629
75.42	227	76.46	635
75.44	235	76.48	642
75.46	244	76.50	649
75.48	253	76.52	655
75.50	262	76.54	662
75.52	270	76.56	668
75.54	279	76.58	675
75.56	288	76.60	681
75.58	296	76.62	688
75.60	305	76.64	694
75.62	314	76.66	701
75.64	323	76.68	707
75.66	331	76.70	714
75.68	340	76.72	720
75.70	349	76.74	727
75.72	358	76.76	734
75.74	366	76.78	740
75.76	375	76.80	**747**
75.78	384		
75.80	392		
75.82	401		
75.84	410		
75.86	419		
75.88	427		
75.90	436		
75.92	445		

HIGH-OVERFLOW OUTLET

Stage-Area-Storage for Pond 19P: PP-2

Elevation (feet)	Storage (cubic-feet)	Elevation (feet)	Storage (cubic-feet)
75.90	0	76.94	655
75.92	13	76.96	668
75.94	25	76.98	680
75.96	38	77.00	693
75.98	50	77.02	706
76.00	63	77.04	718
76.02	76	77.06	729
76.04	88	77.08	739
76.06	101	77.10	748
76.08	113	77.12	758
76.10	126	77.14	767
76.12	139	77.16	776
76.14	151	77.18	786
76.16	164	77.20	795
76.18	176	77.22	805
76.20	189	77.24	814
76.22	202	77.26	824
76.24	214	77.28	833
76.26	227	77.30	843
76.28	239	77.32	852
76.30	252	77.34	862
76.32	265	77.36	871
76.34	277	77.38	880
76.36	290	77.40	890
76.38	302	77.42	899
76.40	315	77.44	909
76.42	328	77.46	918
76.44	340	77.48	928
76.46	353	77.50	937
76.48	365	77.52	947
76.50	378	77.54	956
76.52	391	77.56	965
76.54	403	77.58	975
76.56	416	77.60	984
76.58	428	77.62	994
76.60	441	77.64	1,003
76.62	454	77.66	1,013
76.64	466	77.68	1,022
76.66	479	77.70	1,032
76.68	491	77.72	1,041
76.70	504	77.74	1,051
76.72	517	77.76	1,060
76.74	529	77.78	1,069
76.76	542	77.80	**1,079**
76.78	554		
76.80	567		
76.82	580		
76.84	592		
76.86	605		
76.88	617		
76.90	630		
76.92	643		



Stage-Area-Storage for Pond 22P: PP-3

Elevation (feet)	Storage (cubic-feet)
69.80	0
69.85	51
69.90	101
69.95	152
70.00	202
70.05	253
70.10	304
70.15	354
70.20	405
70.25	455
70.30	506
70.35	557
70.40	607
70.45	658
70.50	708
70.55	759
70.60	810
70.65	860
70.70	911
70.75	961
70.80	1,012
70.85	1,063
70.90	1,113
70.95	1,164
71.00	1,214
71.05	1,265
71.10	1,316
71.15	1,366
71.20	1,417
71.25	1,467
71.30	1,518
71.35	1,569
71.40	1,619
71.45	1,670
71.50	1,720
71.55	1,771
71.60	1,822
71.65	1,872
71.70	1,923
71.75	1,973
71.80	2,024
71.85	2,075
71.90	2,125
71.95	2,176
72.00	2,226
72.05	2,277
72.10	2,328
72.15	2,378
72.20	2,429
72.25	2,479
72.30	2,530
72.35	2,581
72.40	2,631
72.45	2,682
72.50	2,732
72.55	2,783
72.60	2,834
72.65	2,884
72.70	2,935
72.75	2,985
72.80	3,036
72.85	3,087
72.90	3,137
72.95	3,188
73.00	3,238
73.05	3,289
73.10	3,340
73.15	3,390
73.20	3,441
73.25	3,491
73.30	3,529
73.35	3,567
73.40	3,605
73.45	3,643
73.50	3,681
73.55	3,719
73.60	3,757
73.65	3,795
73.70	3,833
73.75	3,871
73.80	3,909
73.85	3,947
73.90	3,985
73.95	4,023
74.00	**4,061**

← HIGH-OVERFLOW OUTLET

Infiltration System Drawdown Calculations

Name: 375 Fairfield Avenue Associates
Address: 375 Fairfield Avenue, Stamford, Connecticut
Project: Commercial Development

- **Drawdown Calculations**
  According to the NRCS Web Soil Survey in Exhibit "C", the site lies within a mapped area of HSG-D soils. The following drawdown calculations are based on the soils observed in each test pit in the vicinity of the respective best management practice. The test pits predominately consisted of silt and sand with some cobbles. A Rawls Infiltration Rate of 0.52 (in/hr) (Loam) was used as an estimate in these calculations. These calculations will be updated, prior to installation, after infiltration tests are performed in the areas of the proposed retention systems.

- **Retention System #1 (RS-1)**

$$Time_{drawdown} = \frac{DV}{(K)(A)}$$

DV	= Design Volume	=	$976\ ft^3$
K	= Infiltration Rate	=	0.52 in/hr
A	= Bottom Area	=	$560\ ft^2$

$$Time_{drawdown} = \frac{976 ft^3}{(0.52^{in}/_{hr})(^{1ft}/_{12in})(560 ft^2)} = 40.2 hrs$$

The proposed Retention System will draw down within 40.2 hours.

- **Retention System #2 (RS-2)**

$$Time_{drawdown} = \frac{DV}{(K)(A)}$$

DV	= Design Volume	=	$3{,}415\ ft^3$
K	= Infiltration Rate	=	0.52 in/hr
A	= Bottom Area	=	$1{,}856\ ft^2$

$$Time_{drawdown} = \frac{3{,}415 ft^3}{(0.52^{in}/_{hr})(^{1ft}/_{12in})1{,}856 ft^2} = 42.5 hr$$

The proposed Retention System will draw down within 42.5 hours.

- **Porous Pavement #1 (PP-1)**

$$Time_{drawdown} = \frac{DV}{(K)(A)}$$

DV = Design Volume = 305 ft^3
K = Infiltration Rate = 0.52 in/hr
A = Bottom Area = 1,090 ft^2

$$Time_{drawdown} = \frac{305 ft^3}{(0.52 in/hr)(1 ft/12 in)(1{,}090 ft^2)} = 6.5 hrs$$

The proposed Porous Pavement retention volume will drawdown within 6.5 hours.

- **Porous Pavement #2 (PP-2)**

$$Time_{drawdown} = \frac{DV}{(K)(A)}$$

DV = Design Volume = 441 ft^3
K = Infiltration Rate = 0.52 in/hr
A = Bottom Area = 1,575 ft^2

$$Time_{drawdown} = \frac{441 ft^3}{(0.52 in/hr)(1 ft/12 in)1{,}575 ft^2} = 6.5 hr$$

The proposed Porous Pavement retention volume will drawdown within 6.5 hours.

- **Porous Pavement #3 (PP-3)**

$$Time_{drawdown} = \frac{DV}{(K)(A)}$$

DV = Design Volume = 2,024 ft^3
K = Infiltration Rate = 0.52 in/hr
A = Bottom Area = 2,530 ft^2

$$Time_{drawdown} = \frac{2{,}024 ft^3}{(0.52 in/hr)(1 ft/12 in)2{,}530 ft^2} = 18.5 hr$$

The proposed Porous Pavement retention volume will drawdown within 18.5 hours.

Water Quality Volume and Flow Calculations
For Proposed Stormwater Treatment Systems

The following calculations have been performed for Drainage Area 1B to SWTS #3.

- **Calculate the Water Quality Volume (WQV)**

$$WQV=\left(\frac{1\text{ in}}{12\frac{\text{in}}{\text{ft}}}\right)RA$$

$A=\text{Drainage Area 1B}=24{,}237\text{ ft}^2$

$A_{impervious}=23{,}373\text{ ft}^2$

$$I=\%Impervious=\frac{A_{impervious}}{A}=\frac{23{,}373\text{ ft}^2}{24{,}237\text{ ft}^2}(100)=96.4\%$$

$$R=\text{Runoff Coefficient}=0.05+0.009I=0.05+0.009(96.4\%)=0.9176$$

$$WQV=\left(\frac{1\text{ in}}{12\frac{\text{in}}{\text{ft}}}\right)(0.9176)(24{,}237\text{ ft}^2)=1{,}853.3\text{ ft}^3$$

Compute the Water Quality Flow Rate (WQF)

$WQF=q_uAQ$

$$Q=\frac{WQV\left(12\frac{\text{in}}{\text{ft}}\right)}{A}=\frac{1{,}853.3\text{ ft}^3\left(12\frac{\text{in}}{\text{ft}}\right)}{24{,}237\text{ ft}^2}=0.9176\text{ in}$$

$P=Design Percipitation=1 inch$

$$CN=\frac{1000}{10+5(1\text{ in})+10(0.9176\text{ in})-10\left((0.9176\text{ in})^2+1.25(0.9176\text{ in})(1\text{ in})\right)^{1/2}}=99.3$$

$T_c=0.167\text{ hr}=10\text{ min}$ *(Minimum value used in calculation)*

$I_a=0.014\text{ in}$ *(extrapolated from Table 4-1 2004 CT Stormwater Quality Manual)*

$\frac{I_a}{P}=0.014\rightarrow q_u\approx 660\frac{\text{csm}}{\text{in}}$ *(From Exhibit 4-111 2004 CT Stormwater Quality Manual)*

$$WQF=q_uAQ=\left(660\frac{\text{csm}}{\text{in}}\right)\left(\frac{24{,}237\text{ ft}^2}{\left(5{,}280\frac{\text{mi}}{\text{ft}}\right)^2}\right)(0.9176\text{ in})=0.53\frac{\text{ft}^3}{\text{s}}\qquad WQF=0.53\frac{ft^3}{s}$$

The following calculations have been performed for Drainage Area 1C to SWTS #2.

- **Calculate the Water Quality Volume (WQV)**

$$WQV=\left(\frac{1\,\text{in}}{12\frac{\text{in}}{\text{ft}}}\right)RA$$

$A=\text{Drainage Area 1C}=11{,}957\,\text{ft}^2$

$A_{impervious}=11{,}376\,\text{ft}^2$

$$I=\%Impervious=\frac{A_{impervious}}{A}=\frac{11{,}376\,\text{ft}^2}{11{,}957\,\text{ft}^2}(100)=95.1\%$$

$$R=\text{Runoff Coefficient}=0.05+0.009\,I=0.05+0.009(95.1\%)=0.9059$$

$$WQV=\left(\frac{1\,\text{in}}{12\frac{\text{in}}{\text{ft}}}\right)(0.9059)(11{,}957\,\text{ft}^2)=902.7\,\text{ft}^3$$

Compute the Water Quality Flow Rate (WQF)

$WQF=q_u AQ$

$$Q=\frac{WQV\left(12\frac{\text{in}}{\text{ft}}\right)}{A}=\frac{902.7\,\text{ft}^3\left(12\frac{\text{in}}{\text{ft}}\right)}{11{,}957\,\text{ft}^2}=0.9059\,\text{in}$$

$P=Design Percipitation=1 inch$

$$CN=\frac{1000}{10+5(1\,\text{in})+10(0.9059\,\text{in})-10\left((0.9059\,\text{in})^2+1.25(0.9059\,\text{in})(1\,\text{in})\right)^{1/2}}=99.2$$

$T_c=0.167\,\text{hr}=10\,\text{min}$ *(Minimum value used in calculation)*

$I_a=0.016\,\text{in}$ *(extrapolated from Table 4-1 2004 CT Stormwater Quality Manual)*

$\frac{I_a}{P}=0.016\rightarrow q_u\approx 650\frac{\text{csm}}{\text{in}}$ *(From Exhibit 4-111 2004 CT Stormwater Quality Manual)*

$$WQF=q_u AQ=\left(650\frac{\text{csm}}{\text{in}}\right)\left(\frac{11{,}957\,\text{ft}^2}{\left(5{,}280\frac{\text{mi}}{\text{ft}}\right)^2}\right)(0.9059\,\text{in})=0.26\frac{\text{ft}^3}{\text{s}}\qquad WQF=0.26\frac{ft^3}{s}$$

The following calculations have been performed for Drainage Area 1F to SWTS #1.

- **Calculate the Water Quality Volume (WQV)**

$$WQV=\left(\frac{1\,\text{in}}{12\frac{\text{in}}{\text{ft}}}\right)RA$$

$A=\text{Drainage Area 1F}=5{,}125\,\text{ft}^2$

$A_{impervious}=4{,}208\,\text{ft}^2$

$$I=\%Impervious=\frac{A_{impervious}}{A}=\frac{4{,}208\,\text{ft}^2}{5{,}125\,\text{ft}^2}(100)=82.1\%$$

$$R=\text{Runoff Coefficient}=0.05+0.009\,I=0.05+0.009(82.1\%)=0.7889$$

$$WQV=\left(\frac{1\,\text{in}}{12\frac{\text{in}}{\text{ft}}}\right)(0.7889)(5{,}125\,\text{ft}^2)=336.9\,\text{ft}^3$$

Compute the Water Quality Flow Rate (WQF)

$WQF=q_u AQ$

$$Q=\frac{WQV\left(12\frac{\text{in}}{\text{ft}}\right)}{A}=\frac{336.9\,\text{ft}^3\left(12\frac{\text{in}}{\text{ft}}\right)}{5{,}125\,\text{ft}^2}=0.7889\,\text{in}$$

$P=Design Percipitation=1 inch$

$$CN=\frac{1000}{10+5(1\,\text{in})+10(0.7889\,\text{in})-10\left((0.7889\,\text{in})^2+1.25(0.7889\,\text{in})(1\,\text{in})\right)^{1/2}}=98.0$$

$T_c=0.167\,\text{hr}=10\,\text{min}$ *(Minimum value used in calculation)*

$I_a=0.041\,\text{in}$ *(extrapolated from Table 4-1 2004 CT Stormwater Quality Manual)*

$\frac{I_a}{P}=0.041 \rightarrow q_u \approx 630\frac{\text{csm}}{\text{in}}$ *(From Exhibit 4-111 2004 CT Stormwater Quality Manual)*

$$WQF=q_u AQ=\left(630\frac{\text{csm}}{\text{in}}\right)\left(\frac{5{,}125\,\text{ft}^2}{\left(5{,}280\frac{\text{mi}}{\text{ft}}\right)^2}\right)(0.7889\,\text{in})=0.09\frac{\text{ft}^3}{\text{s}} \qquad WQF=0.09\frac{ft^3}{s}$$

The following calculations have been performed for Drainage Area 2B-2 to SWTS #4.

- **Calculate the Water Quality Volume (WQV)**

$$WQV=\left(\frac{1\text{ in}}{12\frac{\text{in}}{\text{ft}}}\right)RA$$

A = Drainage Area 2B-2 = $87{,}935\text{ ft}^2$

$A_{impervious} = 85{,}078\text{ ft}^2$

$$I=\%Impervious=\frac{A_{impervious}}{A}=\frac{85{,}078\text{ ft}^2}{87{,}935\text{ ft}^2}(100)=96.8\%$$

R = Runoff Coefficient $= 0.05+0.009I = 0.05+0.009(96.8\%) = 0.9212$

$$WQV=\left(\frac{1\text{ in}}{12\frac{\text{in}}{\text{ft}}}\right)(0.9212)(87{,}935\text{ ft}^2)=6{,}750.5\text{ ft}^3$$

Compute the Water Quality Flow Rate (WQF)

$WQF = q_u AQ$

$$Q=\frac{WQV\left(12\frac{\text{in}}{\text{ft}}\right)}{A}=\frac{6{,}750.5\text{ ft}^3\left(12\frac{\text{in}}{\text{ft}}\right)}{87{,}935\text{ ft}^2}=0.9212\text{ in}$$

$P = Design Percipitation = 1 inch$

$$CN=\frac{1000}{10+5(1\text{ in})+10(0.9212\text{ in})-10\left((0.9212\text{ in})^2+1.25(0.9212\text{ in})(1\text{ in})\right)^{1/2}}=99.3$$

$T_c = 0.167\text{ hr} = 10\text{ min}$ *(Minimum value used in calculation)*

$I_a = 0.014\text{ in}$ *(extrapolated from Table 4-1 2004 CT Stormwater Quality Manual)*

$\frac{I_a}{P}=0.014 \rightarrow q_u \approx 660\frac{\text{csm}}{\text{in}}$ *(From Exhibit 4-111 2004 CT Stormwater Quality Manual)*

$$WQF=q_u AQ=\left(660\frac{\text{csm}}{\text{in}}\right)\left(\frac{87{,}935\text{ ft}^2}{\left(5{,}280\frac{\text{mi}}{\text{ft}}\right)^2}\right)(0.9212\text{ in})=1.92\frac{\text{ft}^3}{\text{s}} \qquad WQF=1.92\frac{ft^3}{s}$$

2. Compute the time of concentration (t_c) based on the methods described in Chapter 3 of TR-55. A minimum value of 0.167 hours (10 minutes) should be used. For sheet flow, the flow path should not be longer than 300 feet.

3. Using the computed CN, t_c, and drainage area (A) in acres, compute the peak discharge for the water quality storm (i.e., the water quality flow [WQF]), based on the procedures described in Chapter 4 of TR-55.

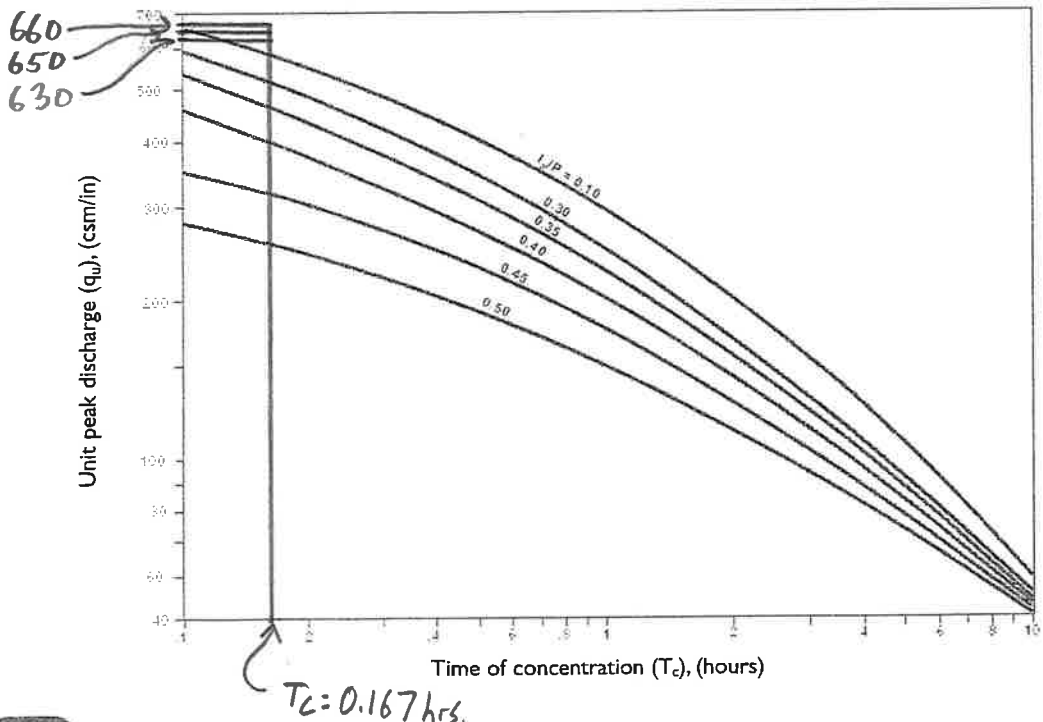
   - *Read initial abstraction (I_a) from Table 4-1 in Chapter 4 of TR-55 (reproduced below); compute I_a/P*

Table 4-1 I_a values for runoff curve numbers

Curve number	I_a (in)	Curve number	I_a (in)	Curve number	I_a (in)	Curve number	I_a (in)
40	3.000	55	1.636	70	0.857	85	0.353
41	2.878	56	1.571	71	0.817	86	0.326
42	2.762	57	1.509	72	0.778	87	0.299
43	2.651	58	1.448	73	0.740	88	0.273
44	2.545	59	1.390	74	0.703	89	0.247
45	2.444	60	1.333	75	0.667	90	0.222
46	2.348	61	1.279	76	0.632	91	0.198
47	2.255	62	1.226	77	0.597	92	0.174
48	2.167	63	1.175	78	0.564	93	0.151
49	2.082	64	1.125	79	0.532	94	0.128
50	2.000	65	1.077	80	0.500	95	0.105
51	1.922	66	1.030	81	0.469	96	0.083
52	1.846	67	0.985	82	0.439	97	0.062
53	1.774	68	0.941	83	0.410	98	0.041 ←
54	1.704	69	0.899	84	0.381	99.2	0.016 ←
						99.3	0.014 ←

   - *Read the unit peak discharge (q_u) from Exhibit 4-III in Chapter 4 of TR-55 (reproduced below) for appropriate t_c*

Exhibit 4-III Unit peak discharge (q_u) for NRCS (SCS) type III rainfall distribution



Appendix "B"

HydroCAD Summary Table
Existing & Proposed Conditions

HydroCAD Summary
375 Fairfield Avenue Associates
375 Fairfield Avenue, Stamford, CT
Project ID: 23DA

POC	1 Year Storm				2 Year Storm				5 Year Storm				10 Year Storm				25 Year Storm				50 Year Storm			
	q_{ex} (ft^3/s)	q_p (ft^3/s)	Δq (ft^3/s)	%Δq (ft^3/s)	q_{ex} (ft^3/s)	q_p (ft^3/s)	Δq (ft^3/s)	%Δq (ft^3/s)	q_{ex} (ft^3/s)	q_p (ft^3/s)	Δq (ft^3/s)	%Δq (ft^3/s)	q_{ex} (ft^3/s)	q_p (ft^3/s)	Δq (ft^3/s)	%Δq (ft^3/s)	q_{ex} (ft^3/s)	q_p (ft^3/s)	Δq (ft^3/s)	%Δq (ft^3/s)	q_{ex} (ft^3/s)	q_p (ft^3/s)	Δq (ft^3/s)	%Δq (ft^3/s)
A	5.14	4.87	-0.27	-5%	6.32	6.05	-0.27	-4%	8.24	7.97	-0.27	-3%	9.81	9.51	-0.30	-3%	11.98	11.60	-0.38	-3%	13.57	13.11	-0.46	-3%
B	12.93	12.22	-0.71	-5%	15.79	14.89	-0.90	-6%	20.47	20.14	-0.33	-2%	24.31	24.31	0.00	0%	29.59	29.47	-0.12	0%	33.50	33.23	-0.27	-1%

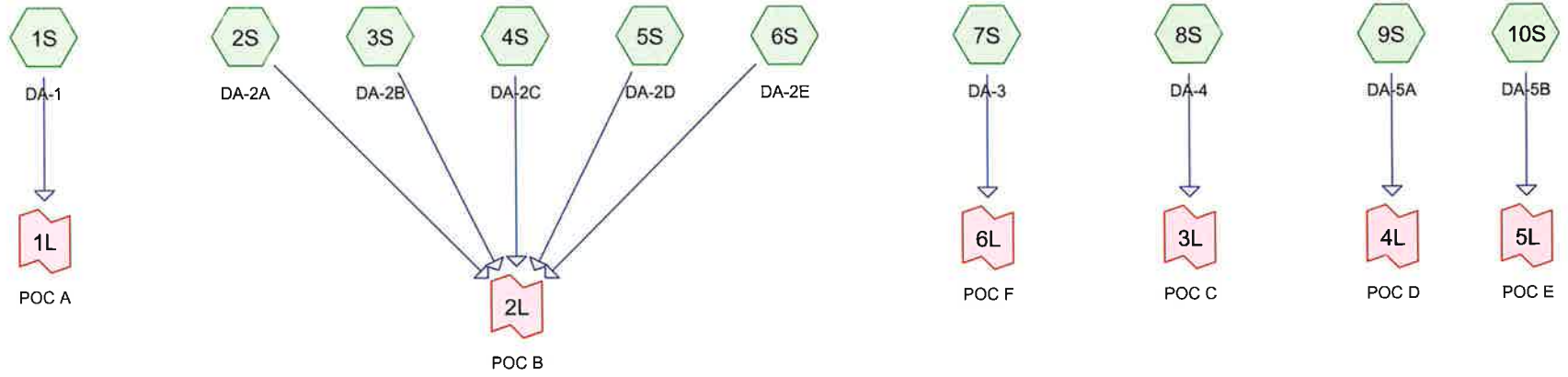
Table 1: Comparison of Exising and Proposed Peak Flow Rates for all Points of Concern pertaining to the Proposed Development.

POC	1 Year Storm				2 Year Storm				5 Year Storm				10 Year Storm				25 Year Storm				50 Year Storm			
	v_{ex} (cf)	v_p (cf)	Δv (cf)	%Δv (cf)	v_{ex} (cf)	v_p (cf)	Δv (cf)	%Δv (cf)	v_{ex} (cf)	v_p (cf)	Δv (cf)	%Δv (cf)	v_{ex} (cf)	v_p (cf)	Δv (cf)	%Δv (cf)	v_{ex} (cf)	v_p (cf)	Δv (cf)	%Δv (cf)	v_{ex} (cf)	v_p (cf)	Δv (cf)	%Δv (cf)
A	16,938	14,986	-1,952	-12%	21,077	19,095	-1,982	-9%	27,917	25,897	-2,020	-7%	33,567	31,522	-2,045	-6%	41,383	39,309	-2,074	-5%	47,184	45,092	-2,092	-4%
B	43,528	38,293	-5,235	-12%	53,737	48,513	-5,224	-10%	70,574	65,366	-5,208	-7%	84,463	79,266	-5,197	-6%	103,660	98,478	-5,182	-5%	117,901	112,729	-5,172	-4%

Table 2: Comparison of Exising and Proposed Runoff Volumes for all Points of Concern pertaining to the Proposed Development.

Appendix "C"

HydroCAD Analysis - Existing Conditions



Subcat Reach Pond Link

Routing Diagram for 23DA_Ex-0
Prepared by RVDI, Printed 9/21/2023

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
12,520	80	>75% Grass cover, Good, HSG D (1S, 2S, 3S, 4S, 5S, 6S, 8S)
79,217	96	Gravel surface, HSG D (1S, 3S, 4S, 8S, 10S)
35,869	98	Paved parking, HSG C (1S)
281,097	98	Paved parking, HSG D (2S, 3S, 4S, 5S, 6S, 7S, 8S, 9S, 10S)
408,703	**97**	**TOTAL AREA**

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1
Runoff Area=81,209 sf 44.17% Impervious Runoff Depth=2.50"
Flow Length=518' Tc=5.9 min CN=96 Runoff=5.14 cfs 16,938 cf

Subcatchment 2S: DA-2A
Runoff Area=11,511 sf 90.29% Impervious Runoff Depth=2.50"
Tc=5.0 min CN=96 Runoff=0.75 cfs 2,401 cf

Subcatchment 3S: DA-2B
Runoff Area=103,810 sf 83.25% Impervious Runoff Depth=2.61"
Flow Length=620' Tc=6.3 min CN=97 Runoff=6.63 cfs 22,568 cf

Subcatchment 4S: DA-2C
Runoff Area=31,123 sf 95.54% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=2.08 cfs 6,766 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=0.91 cfs 2,959 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=98 Runoff=2.65 cfs 8,834 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=98 Runoff=1.90 cfs 6,345 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=5.21 cfs 16,955 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=98 Runoff=1.18 cfs 3,942 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=0.34 cfs 1,097 cf

Link 1L: POC A
Inflow=5.14 cfs 16,938 cf
Primary=5.14 cfs 16,938 cf

Link 2L: POC B
Inflow=12.93 cfs 43,528 cf
Primary=12.93 cfs 43,528 cf

Link 3L: POC C
Inflow=5.21 cfs 16,955 cf
Primary=5.21 cfs 16,955 cf

Link 4L: POC D
Inflow=1.18 cfs 3,942 cf
Primary=1.18 cfs 3,942 cf

Link 5L: POC E
Inflow=0.34 cfs 1,097 cf
Primary=0.34 cfs 1,097 cf

Link 6L: POC F
Inflow=1.90 cfs 6,345 cf
Primary=1.90 cfs 6,345 cf

Total Runoff Area = 408,703 sf Runoff Volume = 88,805 cf Average Runoff Depth = 2.61"
22.45% Pervious = 91,737 sf 77.55% Impervious = 316,966 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1
Runoff Area=81,209 sf 44.17% Impervious Runoff Depth=3.11"
Flow Length=518' Tc=5.9 min CN=96 Runoff=6.32 cfs 21,077 cf

Subcatchment 2S: DA-2A
Runoff Area=11,511 sf 90.29% Impervious Runoff Depth=3.11"
Tc=5.0 min CN=96 Runoff=0.92 cfs 2,988 cf

Subcatchment 3S: DA-2B
Runoff Area=103,810 sf 83.25% Impervious Runoff Depth=3.22"
Flow Length=620' Tc=6.3 min CN=97 Runoff=8.09 cfs 27,890 cf

Subcatchment 4S: DA-2C
Runoff Area=31,123 sf 95.54% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=2.54 cfs 8,362 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=1.11 cfs 3,656 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=3.22 cfs 10,842 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=2.31 cfs 7,787 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=6.36 cfs 20,953 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=1.44 cfs 4,838 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=0.41 cfs 1,355 cf

Link 1L: POC A
Inflow=6.32 cfs 21,077 cf
Primary=6.32 cfs 21,077 cf

Link 2L: POC B
Inflow=15.79 cfs 53,737 cf
Primary=15.79 cfs 53,737 cf

Link 3L: POC C
Inflow=6.36 cfs 20,953 cf
Primary=6.36 cfs 20,953 cf

Link 4L: POC D
Inflow=1.44 cfs 4,838 cf
Primary=1.44 cfs 4,838 cf

Link 5L: POC E
Inflow=0.41 cfs 1,355 cf
Primary=0.41 cfs 1,355 cf

Link 6L: POC F
Inflow=2.31 cfs 7,787 cf
Primary=2.31 cfs 7,787 cf

Total Runoff Area = 408,703 sf Runoff Volume = 109,747 cf Average Runoff Depth = 3.22"
22.45% Pervious = 91,737 sf 77.55% Impervious = 316,966 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1
Runoff Area=81,209 sf 44.17% Impervious Runoff Depth=4.13"
Flow Length=518' Tc=5.9 min CN=96 Runoff=8.24 cfs 27,917 cf

Subcatchment 2S: DA-2A
Runoff Area=11,511 sf 90.29% Impervious Runoff Depth=4.13"
Tc=5.0 min CN=96 Runoff=1.21 cfs 3,957 cf

Subcatchment 3S: DA-2B
Runoff Area=103,810 sf 83.25% Impervious Runoff Depth=4.24"
Flow Length=620' Tc=6.3 min CN=97 Runoff=10.50 cfs 36,668 cf

Subcatchment 4S: DA-2C
Runoff Area=31,123 sf 95.54% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=3.29 cfs 10,993 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=1.44 cfs 4,807 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=4.16 cfs 14,149 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=2.99 cfs 10,162 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=8.25 cfs 27,547 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=1.86 cfs 6,313 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=0.53 cfs 1,782 cf

Link 1L: POC A
Inflow=8.24 cfs 27,917 cf
Primary=8.24 cfs 27,917 cf

Link 2L: POC B
Inflow=20.47 cfs 70,574 cf
Primary=20.47 cfs 70,574 cf

Link 3L: POC C
Inflow=8.25 cfs 27,547 cf
Primary=8.25 cfs 27,547 cf

Link 4L: POC D
Inflow=1.86 cfs 6,313 cf
Primary=1.86 cfs 6,313 cf

Link 5L: POC E
Inflow=0.53 cfs 1,782 cf
Primary=0.53 cfs 1,782 cf

Link 6L: POC F
Inflow=2.99 cfs 10,162 cf
Primary=2.99 cfs 10,162 cf

Total Runoff Area = 408,703 sf Runoff Volume = 144,297 cf Average Runoff Depth = 4.24"
22.45% Pervious = 91,737 sf 77.55% Impervious = 316,966 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1
Runoff Area=81,209 sf 44.17% Impervious Runoff Depth=4.96"
Flow Length=518' Tc=5.9 min CN=96 Runoff=9.81 cfs 33,567 cf

Subcatchment 2S: DA-2A
Runoff Area=11,511 sf 90.29% Impervious Runoff Depth=4.96"
Tc=5.0 min CN=96 Runoff=1.44 cfs 4,758 cf

Subcatchment 3S: DA-2B
Runoff Area=103,810 sf 83.25% Impervious Runoff Depth=5.08"
Flow Length=620' Tc=6.3 min CN=97 Runoff=12.47 cfs 43,909 cf

Subcatchment 4S: DA-2C
Runoff Area=31,123 sf 95.54% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=3.91 cfs 13,164 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=1.71 cfs 5,757 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=4.93 cfs 16,874 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=3.54 cfs 12,120 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=9.80 cfs 32,987 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=2.20 cfs 7,529 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=0.63 cfs 2,134 cf

Link 1L: POC A
Inflow=9.81 cfs 33,567 cf
Primary=9.81 cfs 33,567 cf

Link 2L: POC B
Inflow=24.31 cfs 84,463 cf
Primary=24.31 cfs 84,463 cf

Link 3L: POC C
Inflow=9.80 cfs 32,987 cf
Primary=9.80 cfs 32,987 cf

Link 4L: POC D
Inflow=2.20 cfs 7,529 cf
Primary=2.20 cfs 7,529 cf

Link 5L: POC E
Inflow=0.63 cfs 2,134 cf
Primary=0.63 cfs 2,134 cf

Link 6L: POC F
Inflow=3.54 cfs 12,120 cf
Primary=3.54 cfs 12,120 cf

Total Runoff Area = 408,703 sf Runoff Volume = 172,800 cf Average Runoff Depth = 5.07"
22.45% Pervious = 91,737 sf 77.55% Impervious = 316,966 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1
Runoff Area=81,209 sf 44.17% Impervious Runoff Depth=6.12"
Flow Length=518' Tc=5.9 min CN=96 Runoff=11.98 cfs 41,383 cf

Subcatchment 2S: DA-2A
Runoff Area=11,511 sf 90.29% Impervious Runoff Depth=6.12"
Tc=5.0 min CN=96 Runoff=1.75 cfs 5,866 cf

Subcatchment 3S: DA-2B
Runoff Area=103,810 sf 83.25% Impervious Runoff Depth=6.23"
Flow Length=620' Tc=6.3 min CN=97 Runoff=15.18 cfs 53,919 cf

Subcatchment 4S: DA-2C
Runoff Area=31,123 sf 95.54% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=4.76 cfs 16,165 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=2.08 cfs 7,069 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=5.99 cfs 20,640 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=4.30 cfs 14,824 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=11.94 cfs 40,508 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=2.67 cfs 9,209 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=0.77 cfs 2,620 cf

Link 1L: POC A
Inflow=11.98 cfs 41,383 cf
Primary=11.98 cfs 41,383 cf

Link 2L: POC B
Inflow=29.59 cfs 103,660 cf
Primary=29.59 cfs 103,660 cf

Link 3L: POC C
Inflow=11.94 cfs 40,508 cf
Primary=11.94 cfs 40,508 cf

Link 4L: POC D
Inflow=2.67 cfs 9,209 cf
Primary=2.67 cfs 9,209 cf

Link 5L: POC E
Inflow=0.77 cfs 2,620 cf
Primary=0.77 cfs 2,620 cf

Link 6L: POC F
Inflow=4.30 cfs 14,824 cf
Primary=4.30 cfs 14,824 cf

Total Runoff Area = 408,703 sf Runoff Volume = 212,205 cf Average Runoff Depth = 6.23"
22.45% Pervious = 91,737 sf 77.55% Impervious = 316,966 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1
Runoff Area=81,209 sf 44.17% Impervious Runoff Depth=6.97"
Flow Length=518' Tc=5.9 min CN=96 Runoff=13.57 cfs 47,184 cf

Subcatchment 2S: DA-2A
Runoff Area=11,511 sf 90.29% Impervious Runoff Depth=6.97"
Tc=5.0 min CN=96 Runoff=1.99 cfs 6,688 cf

Subcatchment 3S: DA-2B
Runoff Area=103,810 sf 83.25% Impervious Runoff Depth=7.09"
Flow Length=620' Tc=6.3 min CN=97 Runoff=17.19 cfs 61,346 cf

Subcatchment 4S: DA-2C
Runoff Area=31,123 sf 95.54% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=5.39 cfs 18,392 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=2.36 cfs 8,043 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=6.78 cfs 23,433 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=4.87 cfs 16,830 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=13.52 cfs 46,087 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=3.03 cfs 10,455 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=0.87 cfs 2,981 cf

Link 1L: POC A
Inflow=13.57 cfs 47,184 cf
Primary=13.57 cfs 47,184 cf

Link 2L: POC B
Inflow=33.50 cfs 117,901 cf
Primary=33.50 cfs 117,901 cf

Link 3L: POC C
Inflow=13.52 cfs 46,087 cf
Primary=13.52 cfs 46,087 cf

Link 4L: POC D
Inflow=3.03 cfs 10,455 cf
Primary=3.03 cfs 10,455 cf

Link 5L: POC E
Inflow=0.87 cfs 2,981 cf
Primary=0.87 cfs 2,981 cf

Link 6L: POC F
Inflow=4.87 cfs 16,830 cf
Primary=4.87 cfs 16,830 cf

Total Runoff Area = 408,703 sf Runoff Volume = 241,439 cf Average Runoff Depth = 7.09"
22.45% Pervious = 91,737 sf 77.55% Impervious = 316,966 sf

Summary for Subcatchment 1S: DA-1

Runoff = 11.98 cfs @ 12.08 hrs, Volume= 41,383 cf, Depth= 6.12"

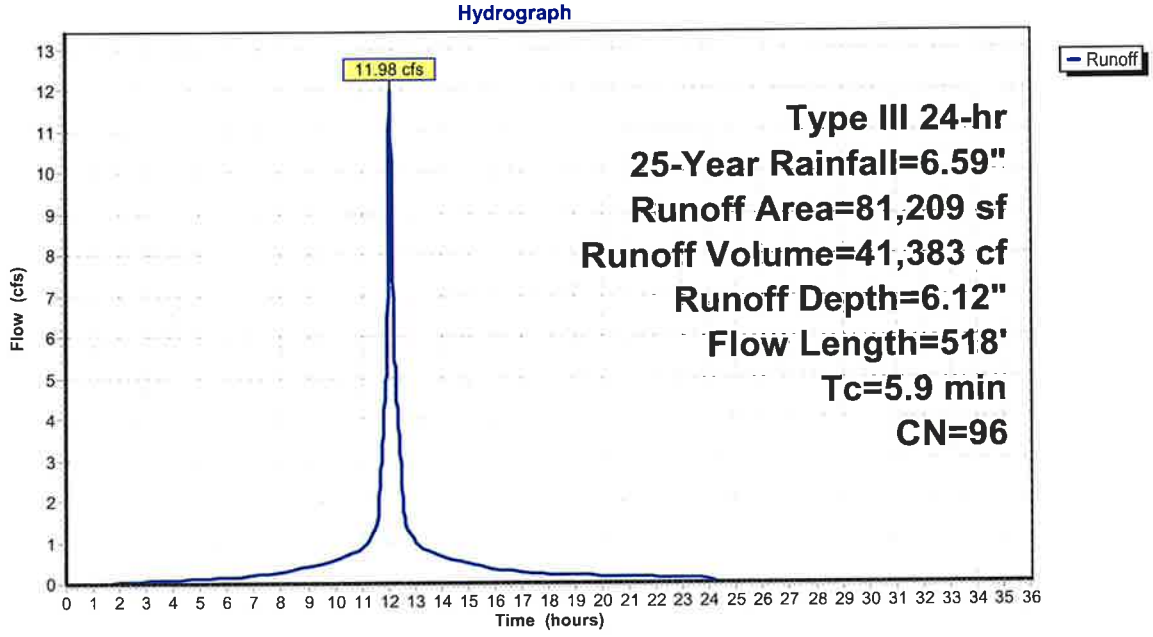
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
35,869	98	Paved parking, HSG C
42,357	96	Gravel surface, HSG D
2,983	80	>75% Grass cover, Good, HSG D
81,209	96	Weighted Average
45,340		55.83% Pervious Area
35,869		44.17% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.9	188	0.0190	1.61		**Sheet Flow, 1** Smooth surfaces n= 0.011 P2= 3.57"
4.0	330	0.0045	1.36		**Shallow Concentrated Flow, 2** Paved Kv= 20.3 fps
5.9	518	Total			

Subcatchment 1S: DA-1

Hydrograph



Summary for Subcatchment 2S: DA-2A

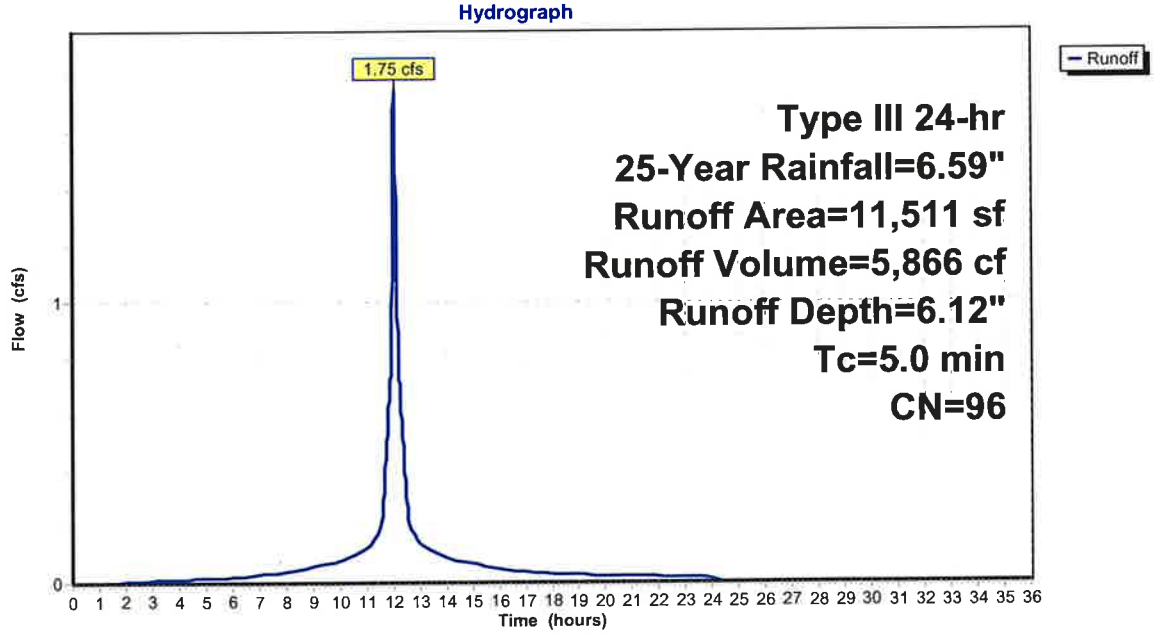
Runoff = 1.75 cfs @ 12.07 hrs, Volume= 5,866 cf, Depth= 6.12"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
10,393	98	Paved parking, HSG D
1,118	80	>75% Grass cover, Good, HSG D
11,511	96	Weighted Average
1,118		9.71% Pervious Area
10,393		90.29% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 2S: DA-2A



Summary for Subcatchment 3S: DA-2B

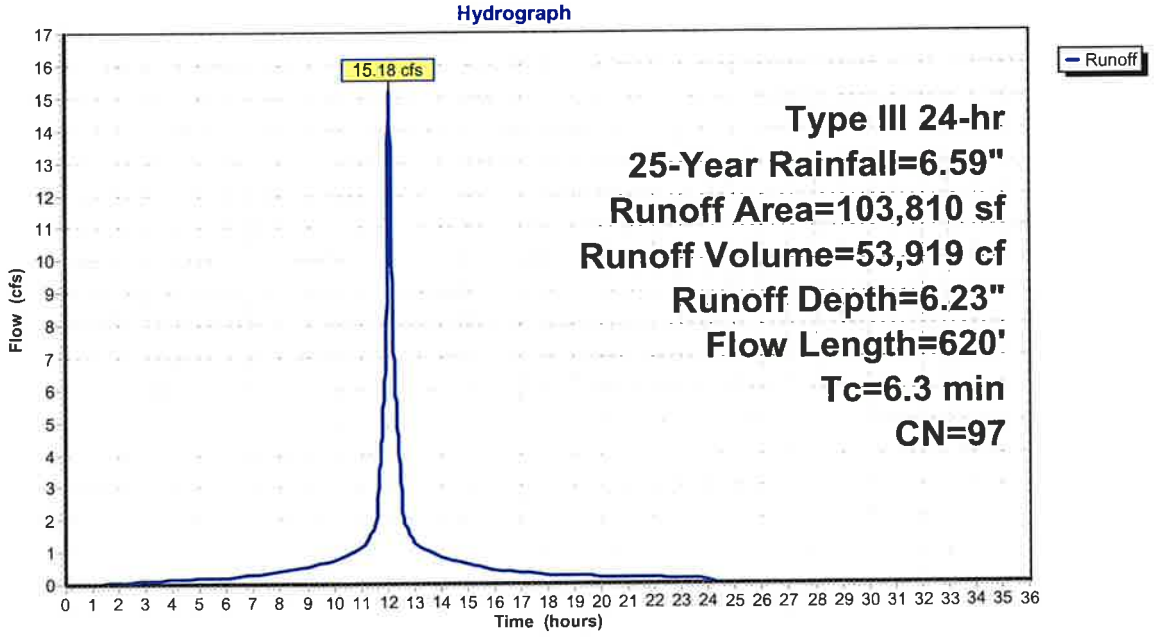
Runoff = 15.18 cfs @ 12.09 hrs, Volume= 53,919 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
86,420	98	Paved parking, HSG D
13,949	96	Gravel surface, HSG D
3,441	80	>75% Grass cover, Good, HSG D
103,810	97	Weighted Average
17,390		16.75% Pervious Area
86,420		83.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.6	45	0.0220	1.29		**Sheet Flow, 1** Smooth surfaces n= 0.011 P2= 3.57"
4.5	250	0.0040	0.92		**Sheet Flow, 2** Smooth surfaces n= 0.011 P2= 3.57"
0.2	40	0.0200	2.87		**Shallow Concentrated Flow, 3** Paved Kv= 20.3 fps
0.9	255	0.0100	4.50	1.57	**Pipe Channel, 5** 8.0" Round Area= 0.3 sf Perim= 2.1' r= 0.17' n= 0.010 PVC, smooth interior
0.1	30	0.0030	3.85	6.80	**Pipe Channel, 6** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.011 Concrete pipe, straight & clean
6.3	620	Total			

Subcatchment 3S: DA-2B



Summary for Subcatchment 4S: DA-2C

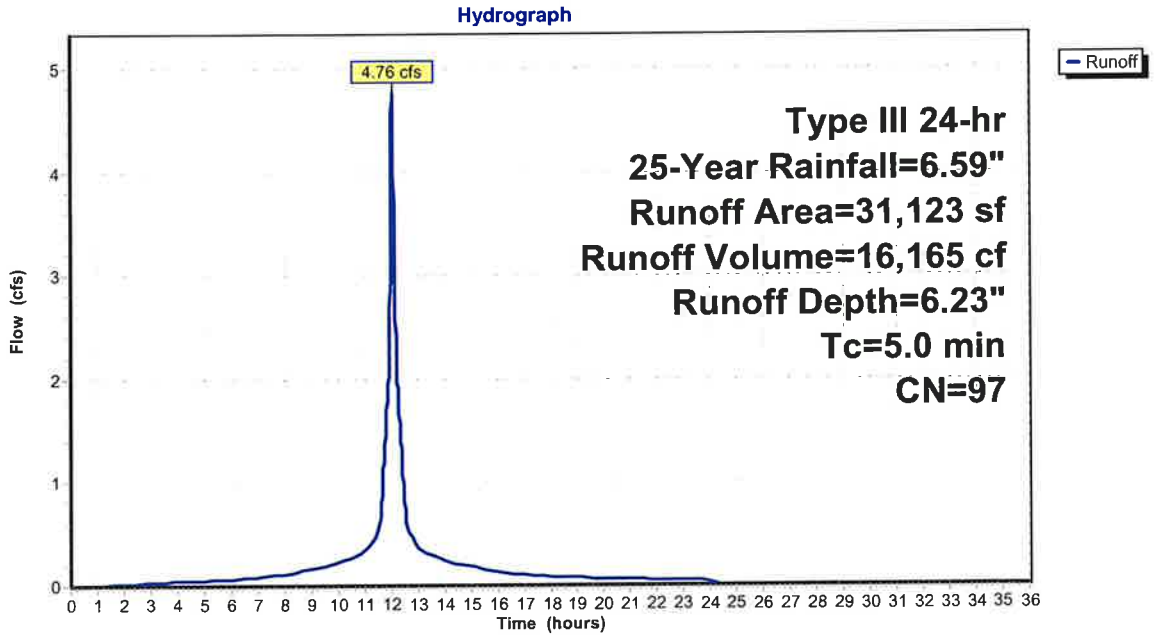
Runoff = 4.76 cfs @ 12.07 hrs, Volume= 16,165 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
29,734	98	Paved parking, HSG D
158	96	Gravel surface, HSG D
1,231	80	>75% Grass cover, Good, HSG D
31,123	97	Weighted Average
1,389		4.46% Pervious Area
29,734		95.54% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment 4S: DA-2C



Summary for Subcatchment 5S: DA-2D

Runoff = 2.08 cfs @ 12.07 hrs, Volume= 7,069 cf, Depth= 6.23"

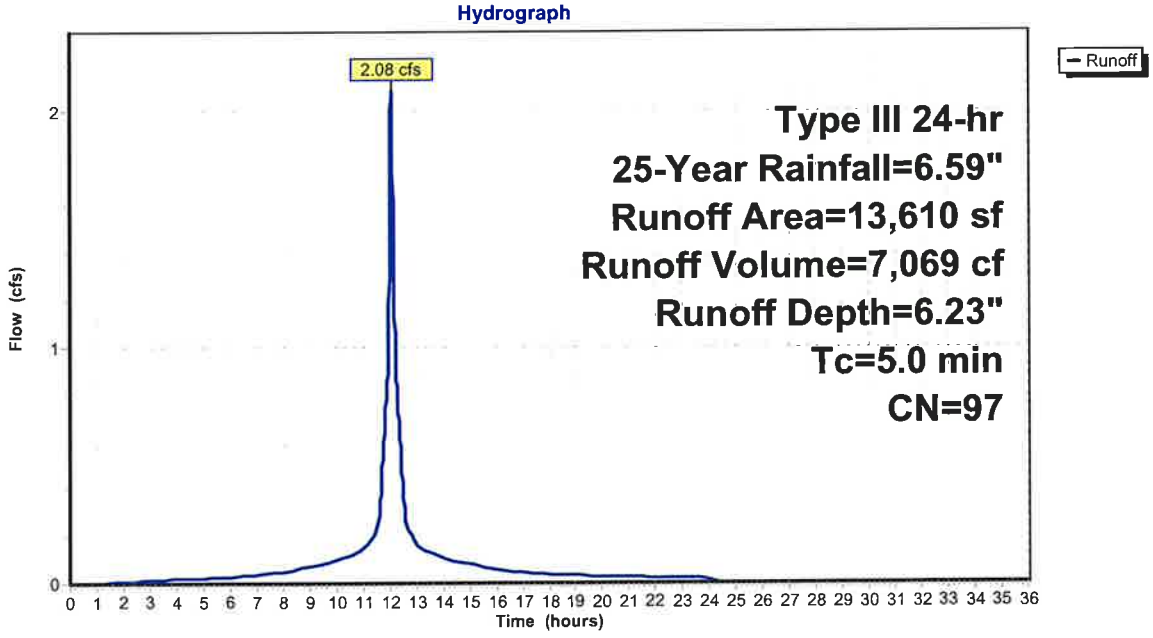
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
13,130	98	Paved parking, HSG D
480	80	>75% Grass cover, Good, HSG D
13,610	97	Weighted Average
480		3.53% Pervious Area
13,130		96.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 5S: DA-2D

Hydrograph



Summary for Subcatchment 6S: DA-2E

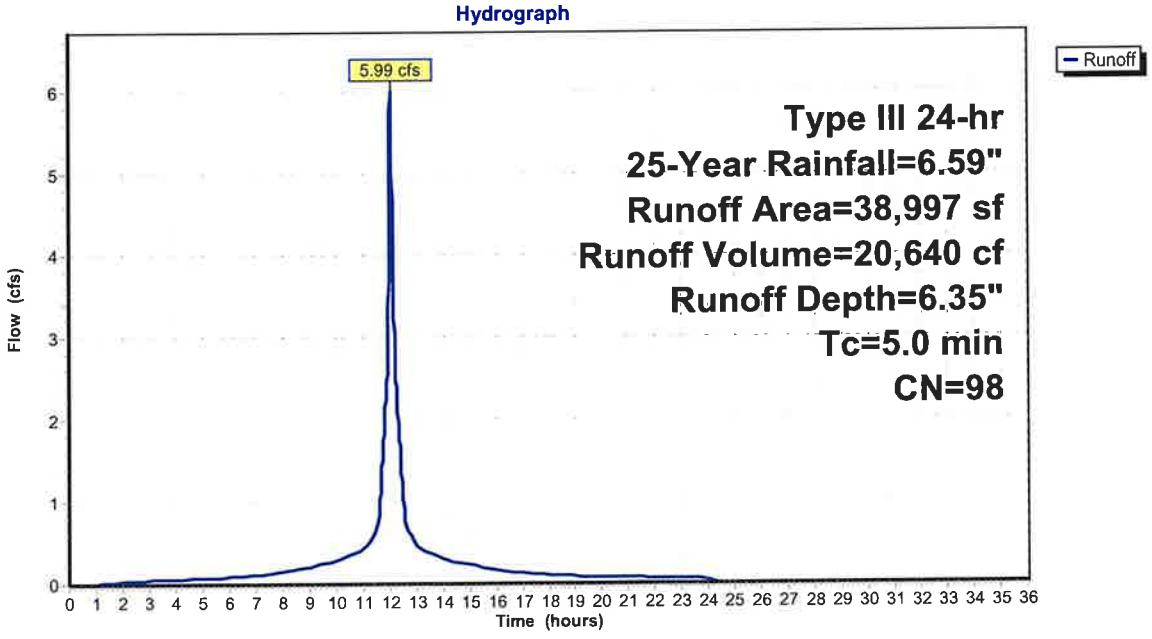
Runoff = 5.99 cfs @ 12.07 hrs, Volume= 20,640 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
38,227	98	Paved parking, HSG D
770	80	>75% Grass cover, Good, HSG D
38,997	98	Weighted Average
770		1.97% Pervious Area
38,227		98.03% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 6S: DA-2E



Summary for Subcatchment 7S: DA-3

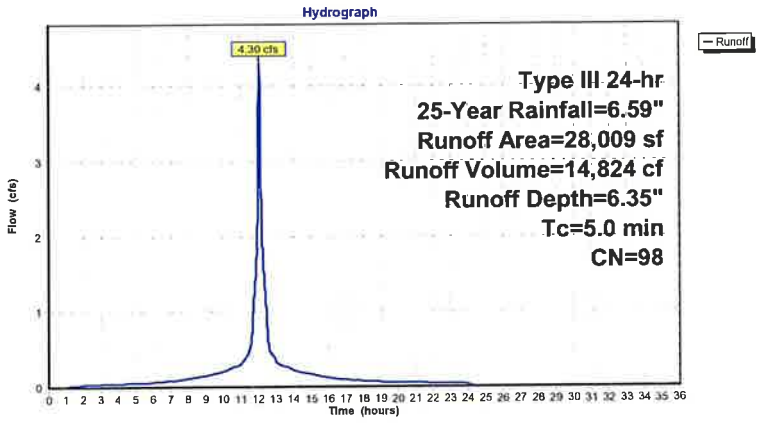
Runoff = 4.30 cfs @ 12.07 hrs, Volume= 14,824 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
28,009	98	Paved parking, HSG D
28,009		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 7S: DA-3



Summary for Subcatchment 8S: DA-4

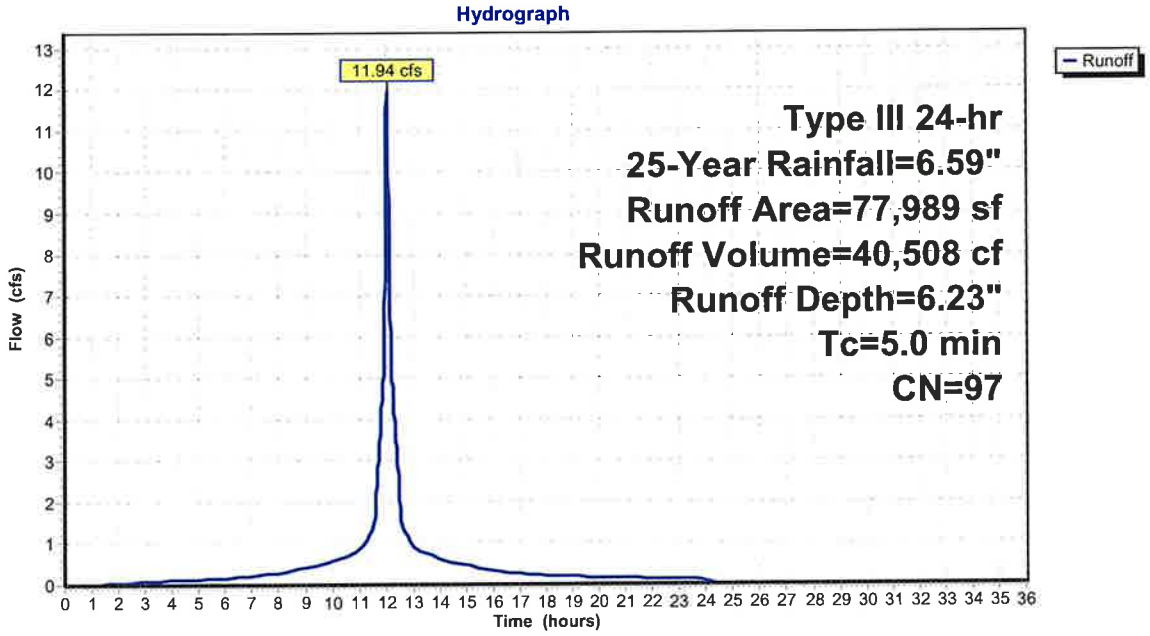
Runoff = 11.94 cfs @ 12.07 hrs, Volume= 40,508 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
54,599	98	Paved parking, HSG D
20,893	96	Gravel surface, HSG D
2,497	80	>75% Grass cover, Good, HSG D
77,989	97	Weighted Average
23,390		29.99% Pervious Area
54,599		70.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 8S: DA-4



Summary for Subcatchment 9S: DA-5A

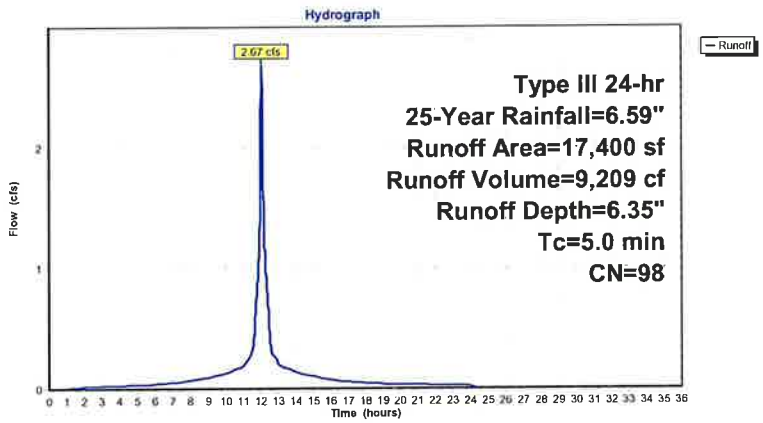
Runoff = 2.67 cfs @ 12.07 hrs, Volume= 9,209 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
17,400	98	Paved parking, HSG D
17,400		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 9S: DA-5A



Summary for Subcatchment 10S: DA-5B

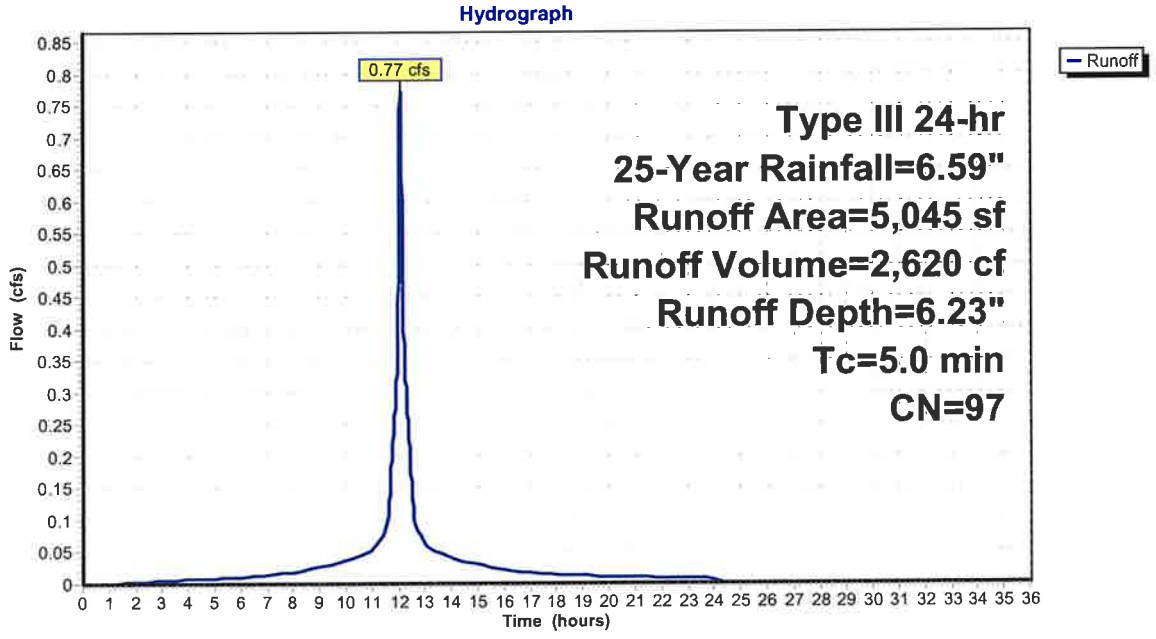
Runoff = 0.77 cfs @ 12.07 hrs, Volume= 2,620 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
3,185	98	Paved parking, HSG D
1,860	96	Gravel surface, HSG D
5,045	97	Weighted Average
1,860		36.87% Pervious Area
3,185		63.13% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 10S: DA-5B

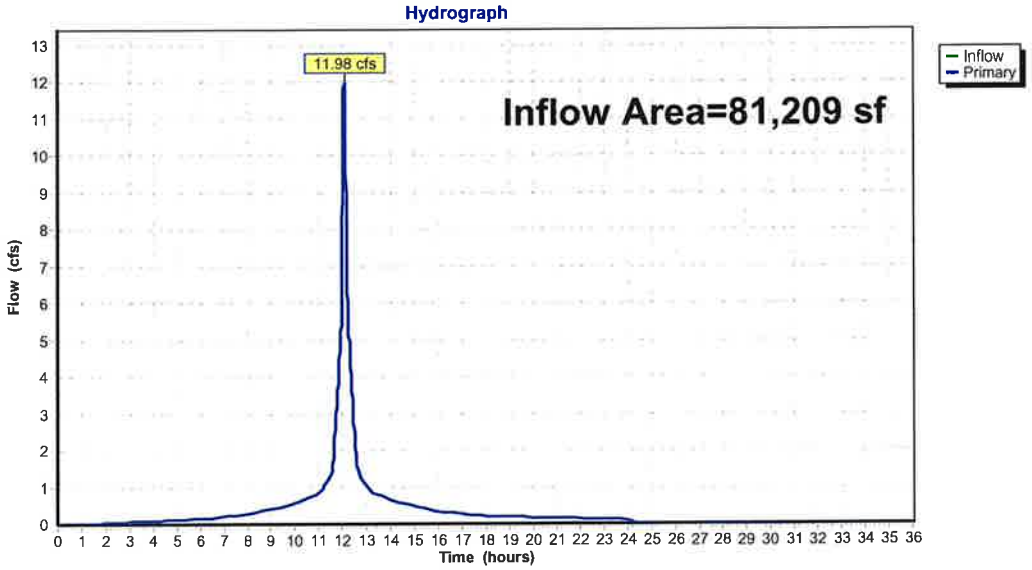


Summary for Link 1L: POC A

Inflow Area = 81,209 sf, 44.17% Impervious, Inflow Depth = 6.12" for 25-Year event
Inflow = 11.98 cfs @ 12.08 hrs, Volume= 41,383 cf
Primary = 11.98 cfs @ 12.08 hrs, Volume= 41,383 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 1L: POC A

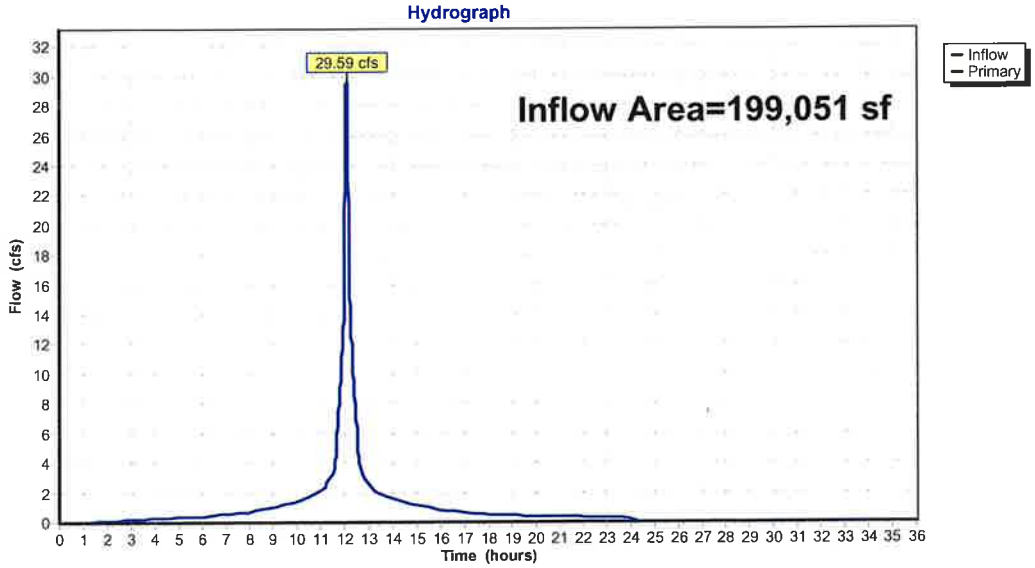


Summary for Link 2L: POC B

Inflow Area = 199,051 sf, 89.38% Impervious, Inflow Depth = 6.25" for 25-Year event
Inflow = 29.59 cfs @ 12.08 hrs, Volume= 103,660 cf
Primary = 29.59 cfs @ 12.08 hrs, Volume= 103,660 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 2L: POC B

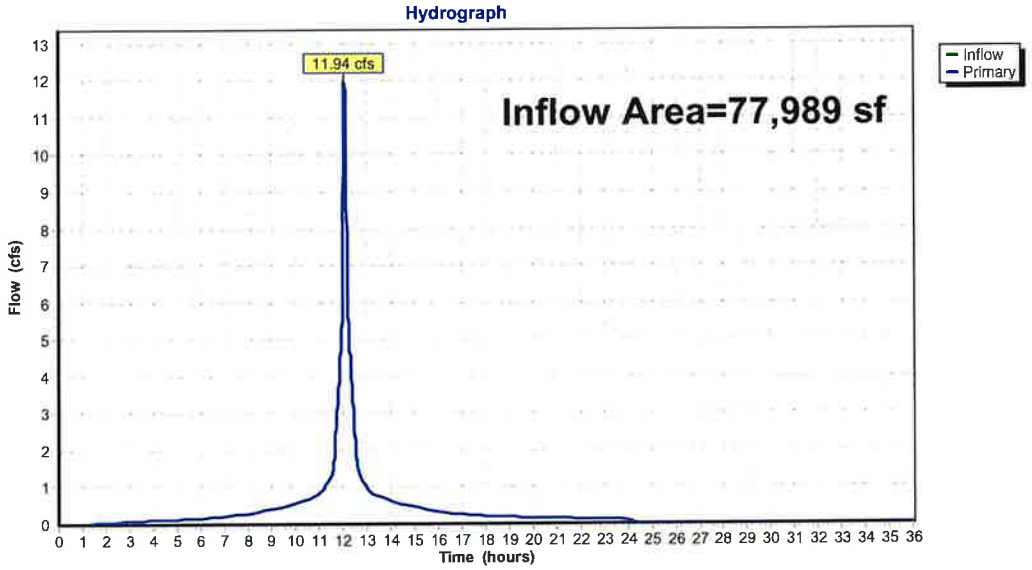


Summary for Link 3L: POC C

Inflow Area = 77,989 sf, 70.01% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 11.94 cfs @ 12.07 hrs, Volume= 40,508 cf
Primary = 11.94 cfs @ 12.07 hrs, Volume= 40,508 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 3L: POC C

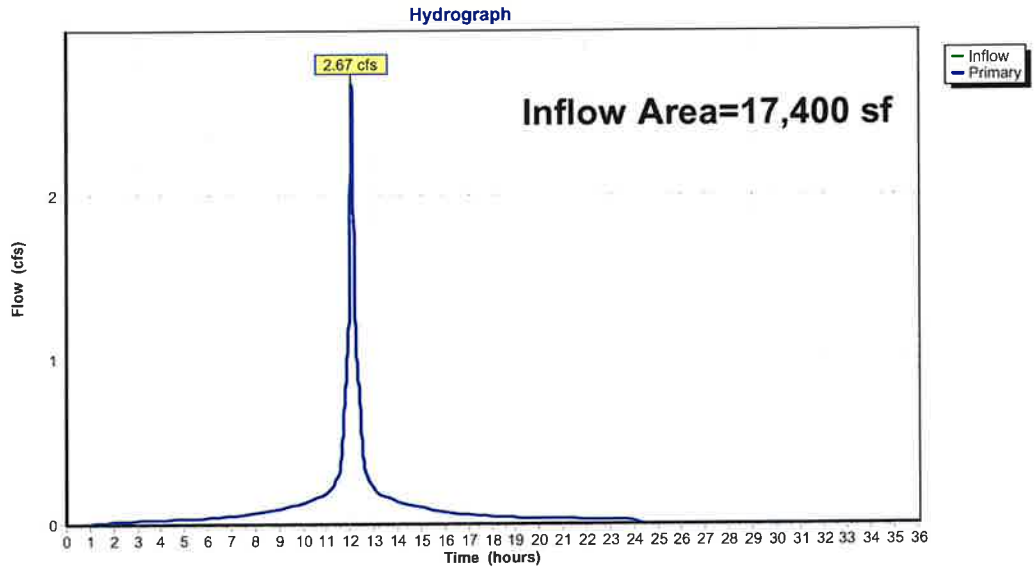


Summary for Link 4L: POC D

Inflow Area = 17,400 sf,100.00% Impervious, Inflow Depth = 6.35" for 25-Year event
Inflow = 2.67 cfs @ 12.07 hrs, Volume= 9,209 cf
Primary = 2.67 cfs @ 12.07 hrs, Volume= 9,209 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 4L: POC D

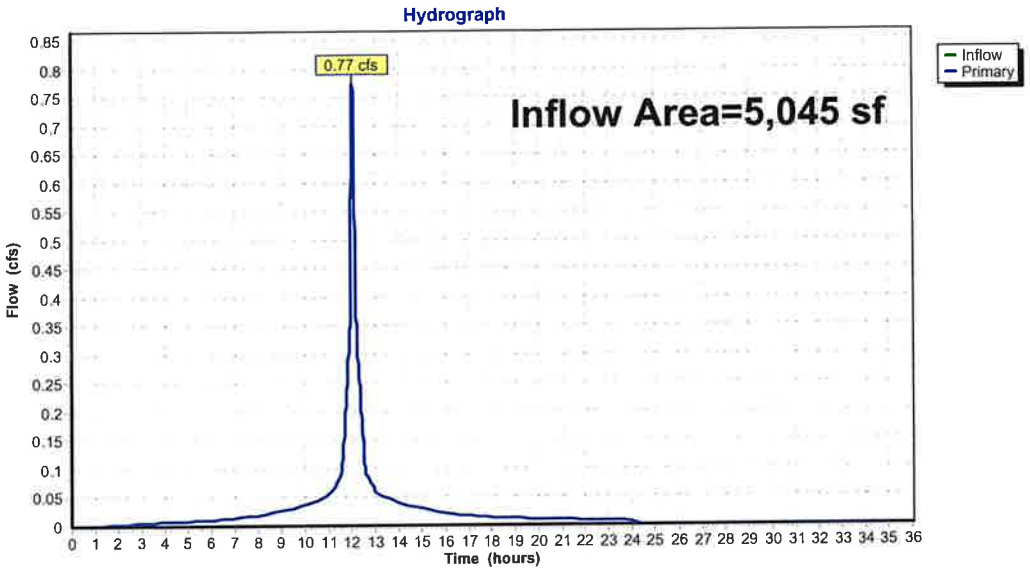


Summary for Link 5L: POC E

Inflow Area = 5,045 sf, 63.13% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 0.77 cfs @ 12.07 hrs, Volume= 2,620 cf
Primary = 0.77 cfs @ 12.07 hrs, Volume= 2,620 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 5L: POC E

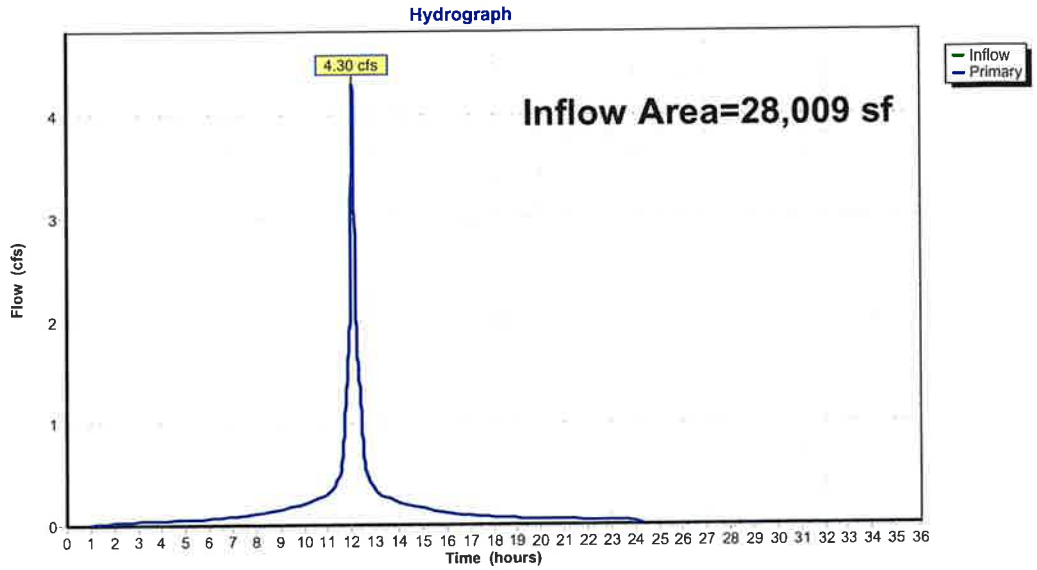


Summary for Link 6L: POC F

Inflow Area = 28,009 sf,100.00% Impervious, Inflow Depth = 6.35" for 25-Year event
Inflow = 4.30 cfs @ 12.07 hrs, Volume= 14,824 cf
Primary = 4.30 cfs @ 12.07 hrs, Volume= 14,824 cf, Atten= 0%, Lag= 0.0 min

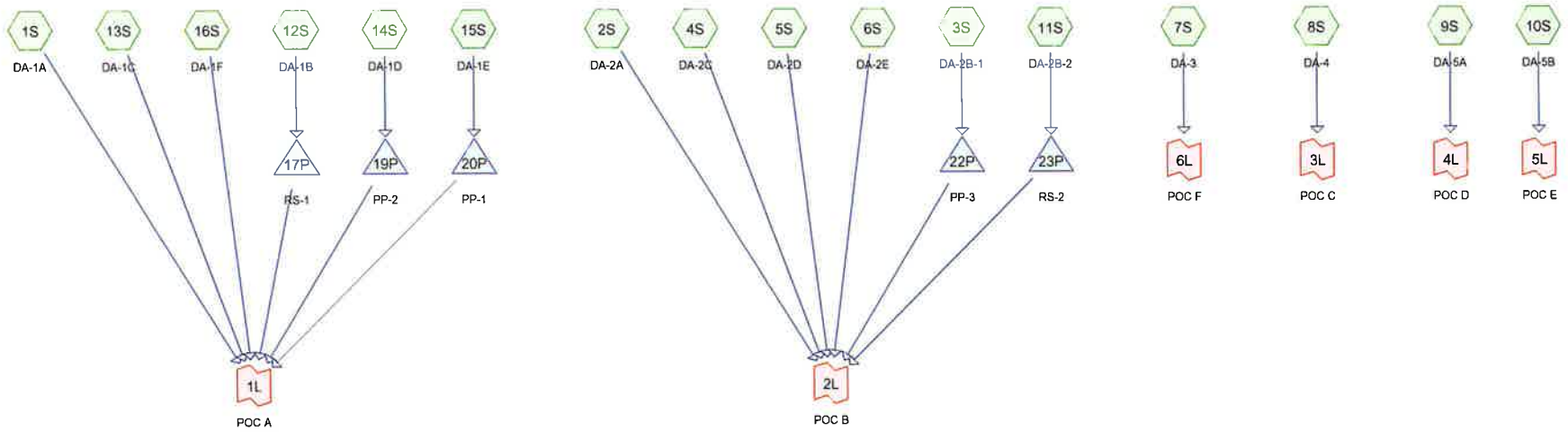
Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 6L: POC F



Appendix "D"

HydroCAD Analysis - Proposed Conditions



Subcat Reach Pond Link

Routing Diagram for 23DA_Pr-0
Prepared by RVDI, Printed 10/4/2023

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
20,633	80	>75% Grass cover, Good, HSG D (1S, 3S, 4S, 5S, 6S, 8S, 11S, 12S, 13S, 14S, 15S, 16S)
28,146	96	Gravel surface, HSG D (3S, 4S, 8S, 10S)
14,480	98	Paved parking, HSG C (1S)
345,444	98	Paved parking, HSG D (2S, 3S, 4S, 5S, 6S, 7S, 8S, 9S, 10S, 11S, 12S, 13S, 14S, 15S, 16S)
408,703	**97**	**TOTAL AREA**

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1A Runoff Area=22,445 sf 64.51% Impervious Runoff Depth=2.11"
Tc=5.0 min CN=92 Runoff=1.30 cfs 3,954 cf

Subcatchment 2S: DA-2A Runoff Area=9,611 sf 100.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=98 Runoff=0.65 cfs 2,177 cf

Subcatchment 3S: DA-2B-1 Runoff Area=16,104 sf 65.67% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=1.08 cfs 3,501 cf

Subcatchment 4S: DA-2C Runoff Area=32,910 sf 90.69% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=2.20 cfs 7,155 cf

Subcatchment 5S: DA-2D Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=0.91 cfs 2,959 cf

Subcatchment 6S: DA-2E Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=98 Runoff=2.65 cfs 8,834 cf

Subcatchment 7S: DA-3 Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=98 Runoff=1.90 cfs 6,345 cf

Subcatchment 8S: DA-4 Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=5.21 cfs 16,955 cf

Subcatchment 9S: DA-5A Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=98 Runoff=1.18 cfs 3,942 cf

Subcatchment 10S: DA-5B Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=0.34 cfs 1,097 cf

Subcatchment 11S: DA-2B-2 Runoff Area=87,935 sf 96.75% Impervious Runoff Depth=2.61"
Tc=5.0 min CN=97 Runoff=5.87 cfs 19,117 cf

Subcatchment 12S: DA-1B	Runoff Area=24,237 sf 96.44% Impervious Runoff Depth=2.61" Tc=5.0 min CN=97 Runoff=1.62 cfs 5,269 cf
Subcatchment 13S: DA-1C	Runoff Area=11,957 sf 95.14% Impervious Runoff Depth=2.61" Tc=5.0 min CN=97 Runoff=0.80 cfs 2,599 cf
Subcatchment 14S: DA-1D	Runoff Area=10,615 sf 98.05% Impervious Runoff Depth=2.72" Tc=5.0 min CN=98 Runoff=0.72 cfs 2,405 cf
Subcatchment 15S: DA-1E	Runoff Area=6,714 sf 95.58% Impervious Runoff Depth=2.61" Tc=5.0 min CN=97 Runoff=0.45 cfs 1,460 cf
Subcatchment 16S: DA-1F	Runoff Area=5,125 sf 82.11% Impervious Runoff Depth=2.40" Tc=5.0 min CN=95 Runoff=0.33 cfs 1,025 cf
Pond 17P: RS-1	Peak Elev=75.29' Storage=1,118 cf Inflow=1.62 cfs 5,269 cf 12.0" Round Culvert n=0.013 L=112.0' S=0.0152 '/' Outflow=1.62 cfs 4,293 cf
Pond 19P: PP-2	Peak Elev=77.05' Storage=723 cf Inflow=0.72 cfs 2,405 cf 8.0" Round Culvert n=0.010 L=305.0' S=0.0200 '/' Outflow=0.57 cfs 1,961 cf
Pond 20P: PP-1	Peak Elev=75.95' Storage=458 cf Inflow=0.45 cfs 1,460 cf 8.0" Round Culvert n=0.010 L=3.0' S=0.1000 '/' Outflow=0.37 cfs 1,153 cf
Pond 22P: PP-3	Peak Elev=72.00' Storage=2,223 cf Inflow=1.08 cfs 3,501 cf 12.0" Round Culvert n=0.013 L=260.0' S=0.0100 '/' Outflow=0.17 cfs 1,470 cf
Pond 23P: RS-2	Peak Elev=71.39' Storage=3,976 cf Inflow=5.87 cfs 19,117 cf 18.0" Round Culvert n=0.013 L=20.0' S=0.0050 '/' Outflow=5.83 cfs 15,698 cf
Link 1L: POC A	Inflow=4.87 cfs 14,986 cf Primary=4.87 cfs 14,986 cf
Link 2L: POC B	Inflow=12.22 cfs 38,293 cf Primary=12.22 cfs 38,293 cf

Link 3L: POC C	Inflow=5.21 cfs 16,955 cf Primary=5.21 cfs 16,955 cf
Link 4L: POC D	Inflow=1.18 cfs 3,942 cf Primary=1.18 cfs 3,942 cf
Link 5L: POC E	Inflow=0.34 cfs 1,097 cf Primary=0.34 cfs 1,097 cf
Link 6L: POC F	Inflow=1.90 cfs 6,345 cf Primary=1.90 cfs 6,345 cf

Total Runoff Area = 408,703 sf Runoff Volume = 88,793 cf Average Runoff Depth = 2.61"
11.94% Pervious = 48,779 sf 88.06% Impervious = 359,924 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1A Runoff Area=22,445 sf 64.51% Impervious Runoff Depth=2.70"
Tc=5.0 min CN=92 Runoff=1.64 cfs 5,057 cf

Subcatchment 2S: DA-2A Runoff Area=9,611 sf 100.00% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=0.79 cfs 2,672 cf

Subcatchment 3S: DA-2B-1 Runoff Area=16,104 sf 65.67% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=1.31 cfs 4,327 cf

Subcatchment 4S: DA-2C Runoff Area=32,910 sf 90.69% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=2.69 cfs 8,842 cf

Subcatchment 5S: DA-2D Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=1.11 cfs 3,656 cf

Subcatchment 6S: DA-2E Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=3.22 cfs 10,842 cf

Subcatchment 7S: DA-3 Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=2.31 cfs 7,787 cf

Subcatchment 8S: DA-4 Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=6.36 cfs 20,953 cf

Subcatchment 9S: DA-5A Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=1.44 cfs 4,838 cf

Subcatchment 10S: DA-5B Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=0.41 cfs 1,355 cf

Subcatchment 11S: DA-2B-2 Runoff Area=87,935 sf 96.75% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=7.17 cfs 23,625 cf

Subcatchment 12S: DA-1B Runoff Area=24,237 sf 96.44% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=1.98 cfs 6,512 cf

Subcatchment 13S: DA-1C Runoff Area=11,957 sf 95.14% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=0.98 cfs 3,212 cf

Subcatchment 14S: DA-1D Runoff Area=10,615 sf 98.05% Impervious Runoff Depth=3.34"
Tc=5.0 min CN=98 Runoff=0.88 cfs 2,951 cf

Subcatchment 15S: DA-1E Runoff Area=6,714 sf 95.58% Impervious Runoff Depth=3.22"
Tc=5.0 min CN=97 Runoff=0.55 cfs 1,804 cf

Subcatchment 16S: DA-1F Runoff Area=5,125 sf 82.11% Impervious Runoff Depth=3.01"
Tc=5.0 min CN=95 Runoff=0.40 cfs 1,285 cf

Pond 17P: RS-1 Peak Elev=75.38' Storage=1,123 cf Inflow=1.98 cfs 6,512 cf
12.0" Round Culvert n=0.013 L=112.0' S=0.0152 '/' Outflow=1.97 cfs 5,535 cf

Pond 19P: PP-2 Peak Elev=77.12' Storage=759 cf Inflow=0.88 cfs 2,951 cf
8.0" Round Culvert n=0.010 L=305.0' S=0.0200 '/' Outflow=0.72 cfs 2,508 cf

Pond 20P: PP-1 Peak Elev=76.00' Storage=478 cf Inflow=0.55 cfs 1,804 cf
8.0" Round Culvert n=0.010 L=3.0' S=0.1000 '/' Outflow=0.46 cfs 1,497 cf

Pond 22P: PP-3 Peak Elev=72.14' Storage=2,368 cf Inflow=1.31 cfs 4,327 cf
12.0" Round Culvert n=0.013 L=260.0' S=0.0100 '/' Outflow=0.47 cfs 2,296 cf

Pond 23P: RS-2 Peak Elev=71.63' Storage=4,020 cf Inflow=7.17 cfs 23,625 cf
18.0" Round Culvert n=0.013 L=20.0' S=0.0050 '/' Outflow=7.11 cfs 20,206 cf

Link 1L: POC A Inflow=6.05 cfs 19,095 cf
Primary=6.05 cfs 19,095 cf

Link 2L: POC B Inflow=14.89 cfs 48,513 cf
Primary=14.89 cfs 48,513 cf

Link 3L: POC C
Inflow=6.36 cfs 20,953 cf
Primary=6.36 cfs 20,953 cf

Link 4L: POC D
Inflow=1.44 cfs 4,838 cf
Primary=1.44 cfs 4,838 cf

Link 5L: POC E
Inflow=0.41 cfs 1,355 cf
Primary=0.41 cfs 1,355 cf

Link 6L: POC F
Inflow=2.31 cfs 7,787 cf
Primary=2.31 cfs 7,787 cf

Total Runoff Area = 408,703 sf Runoff Volume = 109,717 cf Average Runoff Depth = 3.22"
11.94% Pervious = 48,779 sf 88.06% Impervious = 359,924 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1A
Runoff Area=22,445 sf 64.51% Impervious Runoff Depth=3.69"
Tc=5.0 min CN=92 Runoff=2.20 cfs 6,901 cf

Subcatchment 2S: DA-2A
Runoff Area=9,611 sf 100.00% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=1.03 cfs 3,487 cf

Subcatchment 3S: DA-2B-1
Runoff Area=16,104 sf 65.67% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=1.70 cfs 5,688 cf

Subcatchment 4S: DA-2C
Runoff Area=32,910 sf 90.69% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=3.48 cfs 11,624 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=1.44 cfs 4,807 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=4.16 cfs 14,149 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=2.99 cfs 10,162 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=8.25 cfs 27,547 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=1.86 cfs 6,313 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=0.53 cfs 1,782 cf

Subcatchment 11S: DA-2B-2
Runoff Area=87,935 sf 96.75% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=9.30 cfs 31,060 cf

Subcatchment 12S: DA-1B
Runoff Area=24,237 sf 96.44% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=2.56 cfs 8,561 cf

Subcatchment 13S: DA-1C
Runoff Area=11,957 sf 95.14% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=1.27 cfs 4,223 cf

Subcatchment 14S: DA-1D
Runoff Area=10,615 sf 98.05% Impervious Runoff Depth=4.35"
Tc=5.0 min CN=98 Runoff=1.13 cfs 3,851 cf

Subcatchment 15S: DA-1E
Runoff Area=6,714 sf 95.58% Impervious Runoff Depth=4.24"
Tc=5.0 min CN=97 Runoff=0.71 cfs 2,372 cf

Subcatchment 16S: DA-1F
Runoff Area=5,125 sf 82.11% Impervious Runoff Depth=4.01"
Tc=5.0 min CN=95 Runoff=0.53 cfs 1,714 cf

Pond 17P: RS-1
Peak Elev=75.55' Storage=1,132 cf Inflow=2.56 cfs 8,561 cf
12.0" Round Culvert n=0.013 L=112.0' S=0.0152 '/' Outflow=2.56 cfs 7,585 cf

Pond 19P: PP-2
Peak Elev=77.24' Storage=814 cf Inflow=1.13 cfs 3,851 cf
8.0" Round Culvert n=0.010 L=305.0' S=0.0200 '/' Outflow=0.94 cfs 3,408 cf

Pond 20P: PP-1
Peak Elev=76.07' Storage=509 cf Inflow=0.71 cfs 2,372 cf
8.0" Round Culvert n=0.010 L=3.0' S=0.1000 '/' Outflow=0.62 cfs 2,065 cf

Pond 22P: PP-3
Peak Elev=72.37' Storage=2,599 cf Inflow=1.70 cfs 5,688 cf
12.0" Round Culvert n=0.013 L=260.0' S=0.0100 '/' Outflow=1.18 cfs 3,657 cf

Pond 23P: RS-2
Peak Elev=72.09' Storage=4,106 cf Inflow=9.30 cfs 31,060 cf
18.0" Round Culvert n=0.013 L=20.0' S=0.0050 '/' Outflow=9.24 cfs 27,641 cf

Link 1L: POC A
Inflow=7.97 cfs 25,897 cf
Primary=7.97 cfs 25,897 cf

Link 2L: POC B
Inflow=20.14 cfs 65,366 cf
Primary=20.14 cfs 65,366 cf

Link 3L: POC C
Inflow=8.25 cfs 27,547 cf
Primary=8.25 cfs 27,547 cf

Link 4L: POC D
Inflow=1.86 cfs 6,313 cf
Primary=1.86 cfs 6,313 cf

Link 5L: POC E
Inflow=0.53 cfs 1,782 cf
Primary=0.53 cfs 1,782 cf

Link 6L: POC F
Inflow=2.99 cfs 10,162 cf
Primary=2.99 cfs 10,162 cf

Total Runoff Area = 408,703 sf Runoff Volume = 144,244 cf Average Runoff Depth = 4.24"
11.94% Pervious = 48,779 sf 88.06% Impervious = 359,924 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1A Runoff Area=22,445 sf 64.51% Impervious Runoff Depth=4.51"
Tc=5.0 min CN=92 Runoff=2.66 cfs 8,436 cf

Subcatchment 2S: DA-2A Runoff Area=9,611 sf 100.00% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=1.22 cfs 4,159 cf

Subcatchment 3S: DA-2B-1 Runoff Area=16,104 sf 65.67% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=2.02 cfs 6,812 cf

Subcatchment 4S: DA-2C Runoff Area=32,910 sf 90.69% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=4.14 cfs 13,920 cf

Subcatchment 5S: DA-2D Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=1.71 cfs 5,757 cf

Subcatchment 6S: DA-2E Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=4.93 cfs 16,874 cf

Subcatchment 7S: DA-3 Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=3.54 cfs 12,120 cf

Subcatchment 8S: DA-4 Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=9.80 cfs 32,987 cf

Subcatchment 9S: DA-5A Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=2.20 cfs 7,529 cf

Subcatchment 10S: DA-5B Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=0.63 cfs 2,134 cf

Subcatchment 11S: DA-2B-2 Runoff Area=87,935 sf 96.75% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=11.05 cfs 37,194 cf

Subcatchment 12S: DA-1B Runoff Area=24,237 sf 96.44% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=3.05 cfs 10,252 cf

Subcatchment 13S: DA-1C Runoff Area=11,957 sf 95.14% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=1.50 cfs 5,058 cf

Subcatchment 14S: DA-1D Runoff Area=10,615 sf 98.05% Impervious Runoff Depth=5.19"
Tc=5.0 min CN=98 Runoff=1.34 cfs 4,593 cf

Subcatchment 15S: DA-1E Runoff Area=6,714 sf 95.58% Impervious Runoff Depth=5.08"
Tc=5.0 min CN=97 Runoff=0.84 cfs 2,840 cf

Subcatchment 16S: DA-1F Runoff Area=5,125 sf 82.11% Impervious Runoff Depth=4.85"
Tc=5.0 min CN=95 Runoff=0.63 cfs 2,070 cf

Pond 17P: RS-1 Peak Elev=75.74' Storage=1,143 cf Inflow=3.05 cfs 10,252 cf
12.0" Round Culvert n=0.013 L=112.0' S=0.0152 '/' Outflow=3.03 cfs 9,276 cf

Pond 19P: PP-2 Peak Elev=77.35' Storage=866 cf Inflow=1.34 cfs 4,593 cf
8.0" Round Culvert n=0.010 L=305.0' S=0.0200 '/' Outflow=1.09 cfs 4,150 cf

Pond 20P: PP-1 Peak Elev=76.14' Storage=529 cf Inflow=0.84 cfs 2,840 cf
8.0" Round Culvert n=0.010 L=3.0' S=0.1000 '/' Outflow=0.75 cfs 2,534 cf

Pond 22P: PP-3 Peak Elev=72.49' Storage=2,718 cf Inflow=2.02 cfs 6,812 cf
12.0" Round Culvert n=0.013 L=260.0' S=0.0100 '/' Outflow=1.62 cfs 4,781 cf

Pond 23P: RS-2 Peak Elev=72.41' Storage=4,166 cf Inflow=11.05 cfs 37,194 cf
18.0" Round Culvert n=0.013 L=20.0' S=0.0050 '/' Outflow=10.95 cfs 33,775 cf

Link 1L: POC A Inflow=9.51 cfs 31,522 cf
Primary=9.51 cfs 31,522 cf

Link 2L: POC B Inflow=24.31 cfs 79,266 cf
Primary=24.31 cfs 79,266 cf

Link 3L: POC C
Inflow=9.80 cfs 32,987 cf
Primary=9.80 cfs 32,987 cf

Link 4L: POC D
Inflow=2.20 cfs 7,529 cf
Primary=2.20 cfs 7,529 cf

Link 5L: POC E
Inflow=0.63 cfs 2,134 cf
Primary=0.63 cfs 2,134 cf

Link 6L: POC F
Inflow=3.54 cfs 12,120 cf
Primary=3.54 cfs 12,120 cf

Total Runoff Area = 408,703 sf Runoff Volume = 172,734 cf Average Runoff Depth = 5.07"
11.94% Pervious = 48,779 sf 88.06% Impervious = 359,924 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1A
Runoff Area=22,445 sf 64.51% Impervious Runoff Depth=5.65"
Tc=5.0 min CN=92 Runoff=3.29 cfs 10,568 cf

Subcatchment 2S: DA-2A
Runoff Area=9,611 sf 100.00% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=1.48 cfs 5,087 cf

Subcatchment 3S: DA-2B-1
Runoff Area=16,104 sf 65.67% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=2.46 cfs 8,364 cf

Subcatchment 4S: DA-2C
Runoff Area=32,910 sf 90.69% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=5.04 cfs 17,094 cf

Subcatchment 5S: DA-2D
Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=2.08 cfs 7,069 cf

Subcatchment 6S: DA-2E
Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=5.99 cfs 20,640 cf

Subcatchment 7S: DA-3
Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=4.30 cfs 14,824 cf

Subcatchment 8S: DA-4
Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=11.94 cfs 40,508 cf

Subcatchment 9S: DA-5A
Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=2.67 cfs 9,209 cf

Subcatchment 10S: DA-5B
Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=0.77 cfs 2,620 cf

Subcatchment 11S: DA-2B-2
Runoff Area=87,935 sf 96.75% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=13.46 cfs 45,674 cf

Subcatchment 12S: DA-1B — Runoff Area=24,237 sf 96.44% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=3.71 cfs 12,589 cf

Subcatchment 13S: DA-1C — Runoff Area=11,957 sf 95.14% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=1.83 cfs 6,211 cf

Subcatchment 14S: DA-1D — Runoff Area=10,615 sf 98.05% Impervious Runoff Depth=6.35"
Tc=5.0 min CN=98 Runoff=1.63 cfs 5,618 cf

Subcatchment 15S: DA-1E — Runoff Area=6,714 sf 95.58% Impervious Runoff Depth=6.23"
Tc=5.0 min CN=97 Runoff=1.03 cfs 3,487 cf

Subcatchment 16S: DA-1F — Runoff Area=5,125 sf 82.11% Impervious Runoff Depth=6.00"
Tc=5.0 min CN=95 Runoff=0.77 cfs 2,562 cf

Pond 17P: RS-1 — Peak Elev=76.05' Storage=1,160 cf Inflow=3.71 cfs 12,589 cf
12.0" Round Culvert n=0.013 L=112.0' S=0.0152 '/' Outflow=3.69 cfs 11,613 cf

Pond 19P: PP-2 — Peak Elev=77.51' Storage=944 cf Inflow=1.63 cfs 5,618 cf
8.0" Round Culvert n=0.010 L=305.0' S=0.0200 '/' Outflow=1.28 cfs 5,175 cf

Pond 20P: PP-1 — Peak Elev=76.22' Storage=558 cf Inflow=1.03 cfs 3,487 cf
8.0" Round Culvert n=0.010 L=3.0' S=0.1000 '/' Outflow=0.91 cfs 3,181 cf

Pond 22P: PP-3 — Peak Elev=72.59' Storage=2,827 cf Inflow=2.46 cfs 8,364 cf
12.0" Round Culvert n=0.013 L=260.0' S=0.0100 '/' Outflow=2.03 cfs 6,333 cf

Pond 23P: RS-2 — Peak Elev=73.04' Storage=4,283 cf Inflow=13.46 cfs 45,674 cf
18.0" Round Culvert n=0.013 L=20.0' S=0.0050 '/' Outflow=13.17 cfs 42,255 cf

Link 1L: POC A — Inflow=11.60 cfs 39,309 cf
Primary=11.60 cfs 39,309 cf

Link 2L: POC B — Inflow=29.47 cfs 98,478 cf
Primary=29.47 cfs 98,478 cf

Link 3L: POC C — Inflow=11.94 cfs 40,508 cf
Primary=11.94 cfs 40,508 cf

Link 4L: POC D — Inflow=2.67 cfs 9,209 cf
Primary=2.67 cfs 9,209 cf

Link 5L: POC E — Inflow=0.77 cfs 2,620 cf
Primary=0.77 cfs 2,620 cf

Link 6L: POC F — Inflow=4.30 cfs 14,824 cf
Primary=4.30 cfs 14,824 cf

Total Runoff Area = 408,703 sf Runoff Volume = 212,125 cf Average Runoff Depth = 6.23"
11.94% Pervious = 48,779 sf 88.06% Impervious = 359,924 sf

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: DA-1A Runoff Area=22,445 sf 64.51% Impervious Runoff Depth=6.50"
Tc=5.0 min CN=92 Runoff=3.76 cfs 12,156 cf

Subcatchment 2S: DA-2A Runoff Area=9,611 sf 100.00% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=1.67 cfs 5,775 cf

Subcatchment 3S: DA-2B-1 Runoff Area=16,104 sf 65.67% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=2.79 cfs 9,517 cf

Subcatchment 4S: DA-2C Runoff Area=32,910 sf 90.69% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=5.70 cfs 19,448 cf

Subcatchment 5S: DA-2D Runoff Area=13,610 sf 96.47% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=2.36 cfs 8,043 cf

Subcatchment 6S: DA-2E Runoff Area=38,997 sf 98.03% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=6.78 cfs 23,433 cf

Subcatchment 7S: DA-3 Runoff Area=28,009 sf 100.00% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=4.87 cfs 16,830 cf

Subcatchment 8S: DA-4 Runoff Area=77,989 sf 70.01% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=13.52 cfs 46,087 cf

Subcatchment 9S: DA-5A Runoff Area=17,400 sf 100.00% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=3.03 cfs 10,455 cf

Subcatchment 10S: DA-5B Runoff Area=5,045 sf 63.13% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=0.87 cfs 2,981 cf

Subcatchment 11S: DA-2B-2 Runoff Area=87,935 sf 96.75% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=15.24 cfs 51,964 cf

Subcatchment 12S: DA-1B Runoff Area=24,237 sf 96.44% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=4.20 cfs 14,323 cf

Subcatchment 13S: DA-1C Runoff Area=11,957 sf 95.14% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=2.07 cfs 7,066 cf

Subcatchment 14S: DA-1D Runoff Area=10,615 sf 98.05% Impervious Runoff Depth=7.21"
Tc=5.0 min CN=98 Runoff=1.85 cfs 6,378 cf

Subcatchment 15S: DA-1E Runoff Area=6,714 sf 95.58% Impervious Runoff Depth=7.09"
Tc=5.0 min CN=97 Runoff=1.16 cfs 3,968 cf

Subcatchment 16S: DA-1F Runoff Area=5,125 sf 82.11% Impervious Runoff Depth=6.85"
Tc=5.0 min CN=95 Runoff=0.88 cfs 2,927 cf

Pond 17P: RS-1 Peak Elev=76.32' Storage=1,175 cf Inflow=4.20 cfs 14,323 cf
12.0" Round Culvert n=0.013 L=112.0' S=0.0152 '/' Outflow=4.17 cfs 13,347 cf

Pond 19P: PP-2 Peak Elev=77.64' Storage=1,005 cf Inflow=1.85 cfs 6,378 cf
8.0" Round Culvert n=0.010 L=305.0' S=0.0200 '/' Outflow=1.42 cfs 5,935 cf

Pond 20P: PP-1 Peak Elev=76.30' Storage=583 cf Inflow=1.16 cfs 3,968 cf
8.0" Round Culvert n=0.010 L=3.0' S=0.1000 '/' Outflow=1.02 cfs 3,661 cf

Pond 22P: PP-3 Peak Elev=72.67' Storage=2,902 cf Inflow=2.79 cfs 9,517 cf
12.0" Round Culvert n=0.013 L=260.0' S=0.0100 '/' Outflow=2.29 cfs 7,485 cf

Pond 23P: RS-2 Peak Elev=73.68' Storage=4,401 cf Inflow=15.24 cfs 51,964 cf
18.0" Round Culvert n=0.013 L=20.0' S=0.0050 '/' Outflow=14.81 cfs 48,545 cf

Link 1L: POC A Inflow=13.11 cfs 45,092 cf
Primary=13.11 cfs 45,092 cf

Link 2L: POC B Inflow=33.23 cfs 112,729 cf
Primary=33.23 cfs 112,729 cf

Link 3L: POC C
Inflow=13.52 cfs 46,087 cf
Primary=13.52 cfs 46,087 cf

Link 4L: POC D
Inflow=3.03 cfs 10,455 cf
Primary=3.03 cfs 10,455 cf

Link 5L: POC E
Inflow=0.87 cfs 2,981 cf
Primary=0.87 cfs 2,981 cf

Link 6L: POC F
Inflow=4.87 cfs 16,830 cf
Primary=4.87 cfs 16,830 cf

Total Runoff Area = 408,703 sf Runoff Volume = 241,351 cf Average Runoff Depth = 7.09"
11.94% Pervious = 48,779 sf 88.06% Impervious = 359,924 sf

Summary for Subcatchment 1S: DA-1A

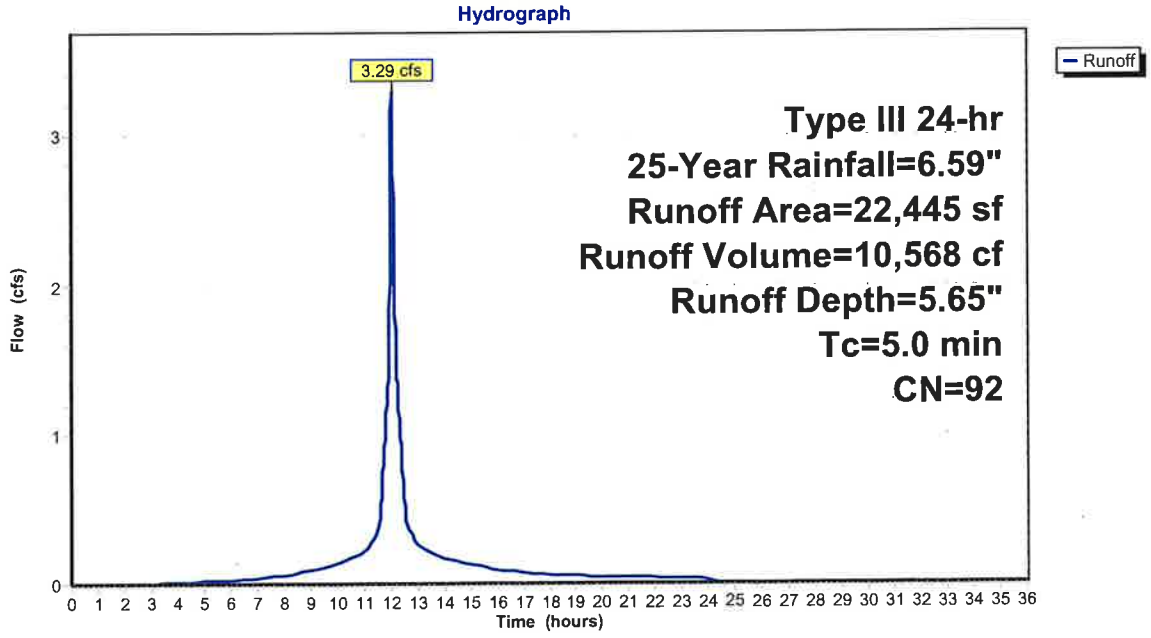
Runoff = 3.29 cfs @ 12.07 hrs, Volume= 10,568 cf, Depth= 5.65"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
14,480	98	Paved parking, HSG C
7,965	80	>75% Grass cover, Good, HSG D
22,445	92	Weighted Average
7,965		35.49% Pervious Area
14,480		64.51% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 1S: DA-1A



Summary for Subcatchment 2S: DA-2A

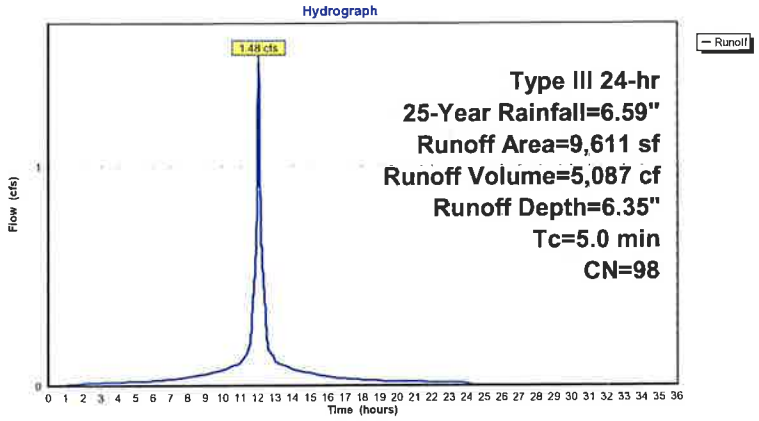
Runoff = 1.48 cfs @ 12.07 hrs, Volume= 5,087 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
9,611	98	Paved parking, HSG D
9,611		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment 2S: DA-2A



Summary for Subcatchment 3S: DA-2B-1

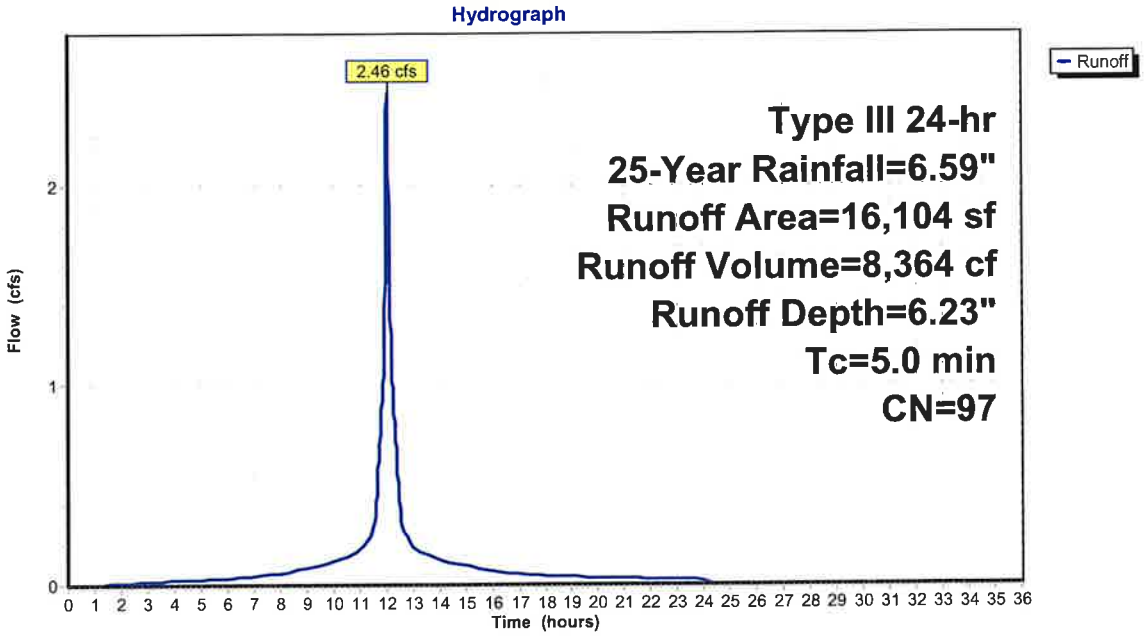
Runoff = 2.46 cfs @ 12.07 hrs, Volume= 8,364 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
10,576	98	Paved parking, HSG D
4,994	96	Gravel surface, HSG D
534	80	>75% Grass cover, Good, HSG D
16,104	97	Weighted Average
5,528		34.33% Pervious Area
10,576		65.67% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment 3S: DA-2B-1



Summary for Subcatchment 4S: DA-2C

Runoff = 5.04 cfs @ 12.07 hrs, Volume= 17,094 cf, Depth= 6.23"

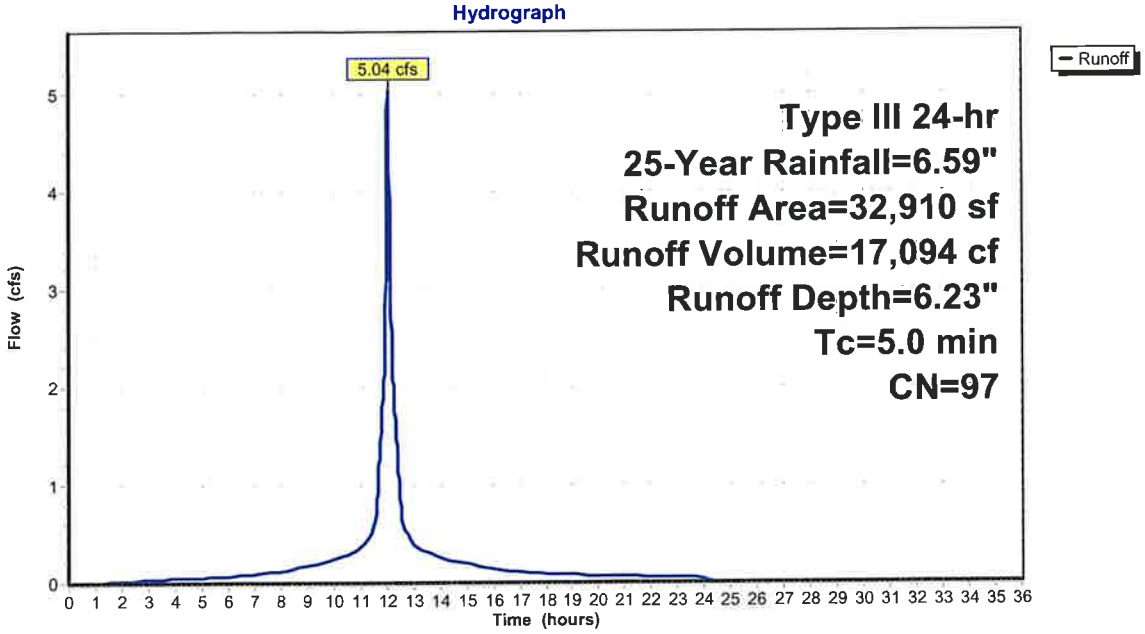
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
29,847	98	Paved parking, HSG D
399	96	Gravel surface, HSG D
2,664	80	>75% Grass cover, Good, HSG D
32,910	97	Weighted Average
3,063		9.31% Pervious Area
29,847		90.69% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment 4S: DA-2C

Hydrograph



Summary for Subcatchment 5S: DA-2D

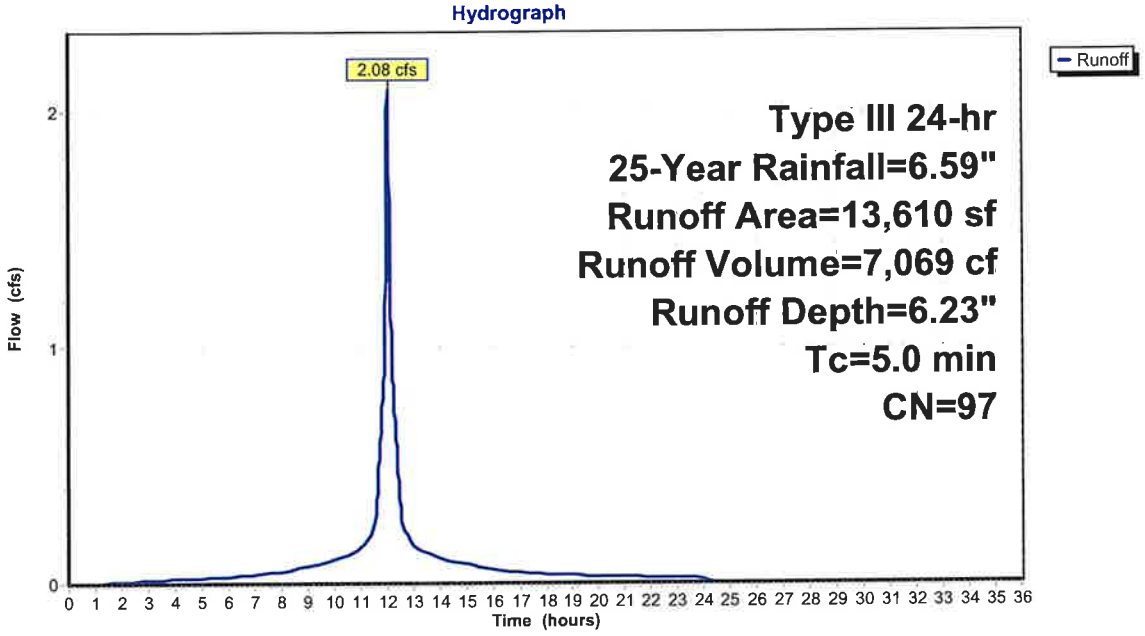
Runoff = 2.08 cfs @ 12.07 hrs, Volume= 7,069 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
13,130	98	Paved parking, HSG D
480	80	>75% Grass cover, Good, HSG D
13,610	97	Weighted Average
480		3.53% Pervious Area
13,130		96.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 5S: DA-2D



Summary for Subcatchment 6S: DA-2E

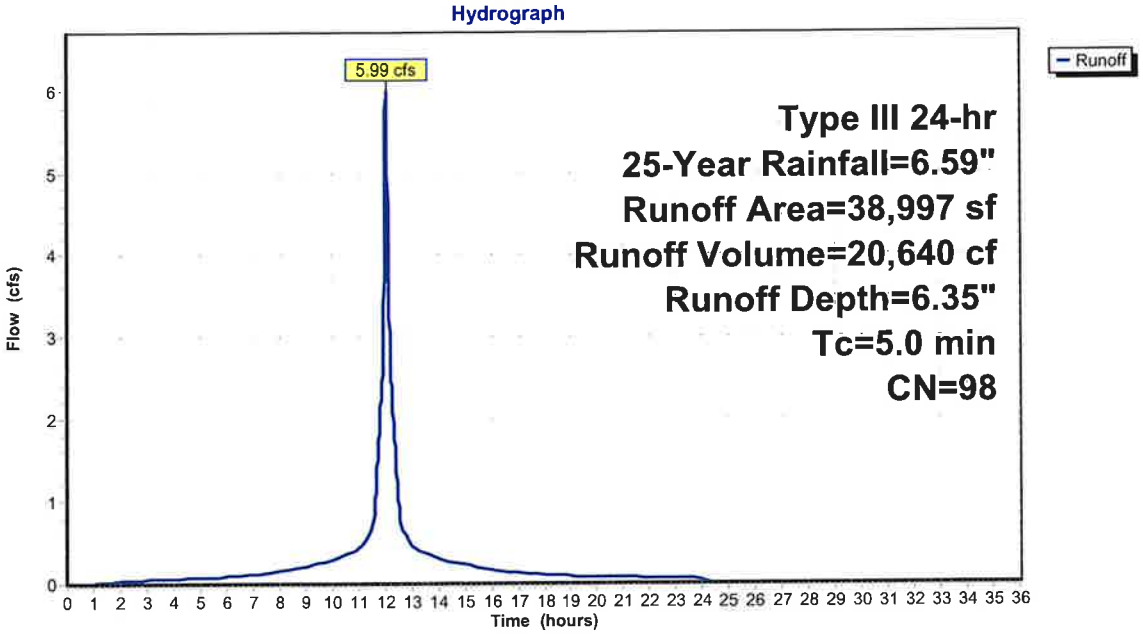
Runoff = 5.99 cfs @ 12.07 hrs, Volume= 20,640 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
38,227	98	Paved parking, HSG D
770	80	>75% Grass cover, Good, HSG D
38,997	98	Weighted Average
770		1.97% Pervious Area
38,227		98.03% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 6S: DA-2E



Summary for Subcatchment 7S: DA-3

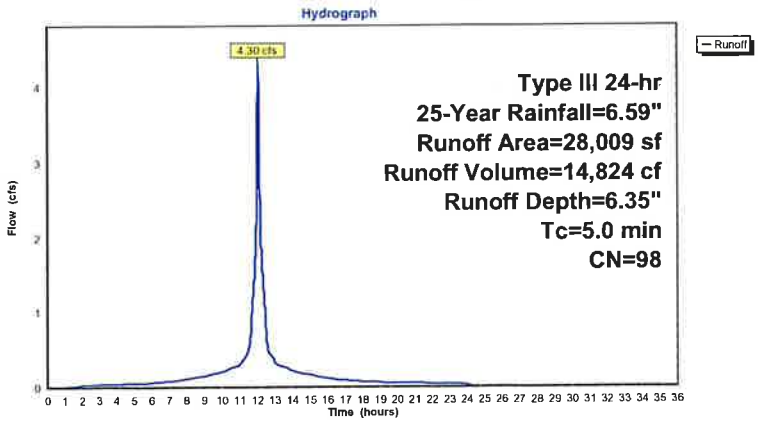
Runoff = 4.30 cfs @ 12.07 hrs, Volume= 14,824 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
28,009	98	Paved parking, HSG D
28,009		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 7S: DA-3



Summary for Subcatchment 8S: DA-4

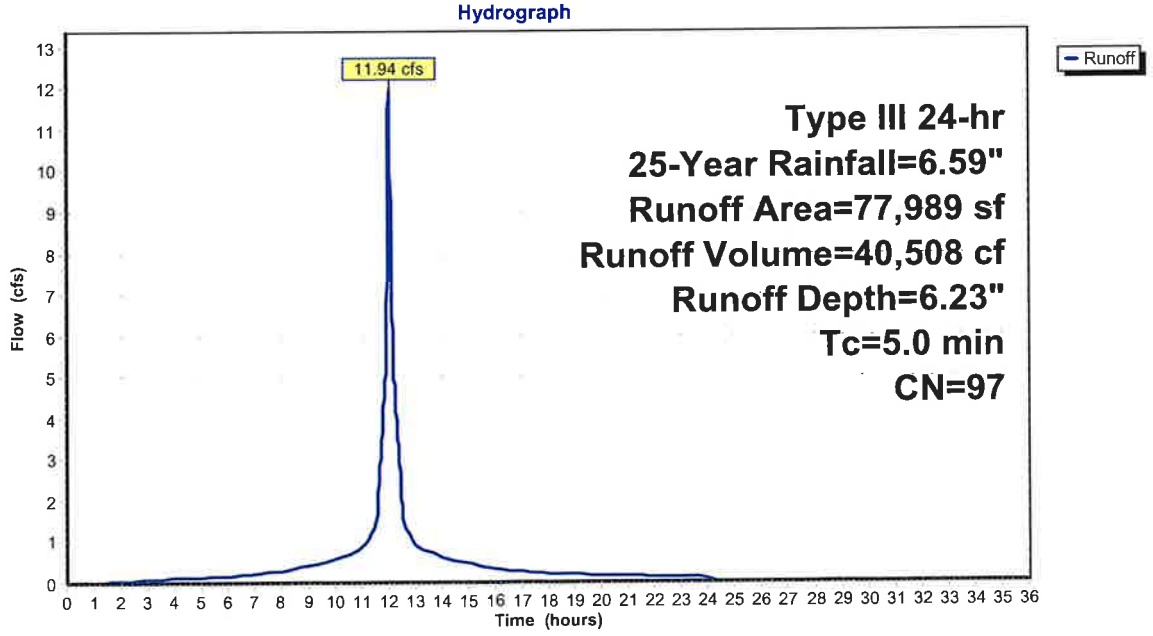
Runoff = 11.94 cfs @ 12.07 hrs, Volume= 40,508 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
54,599	98	Paved parking, HSG D
20,893	96	Gravel surface, HSG D
2,497	80	>75% Grass cover, Good, HSG D
77,989	97	Weighted Average
23,390		29.99% Pervious Area
54,599		70.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment 8S: DA-4



Summary for Subcatchment 9S: DA-5A

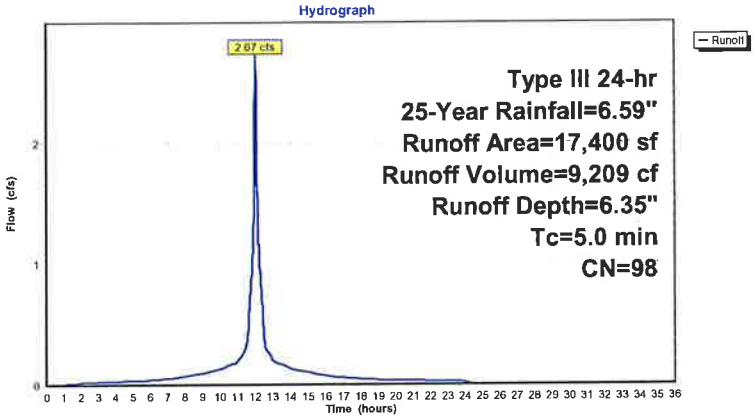
Runoff = 2.67 cfs @ 12.07 hrs, Volume= 9,209 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
17,400	98	Paved parking, HSG D
17,400		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 9S: DA-5A



Summary for Subcatchment 10S: DA-5B

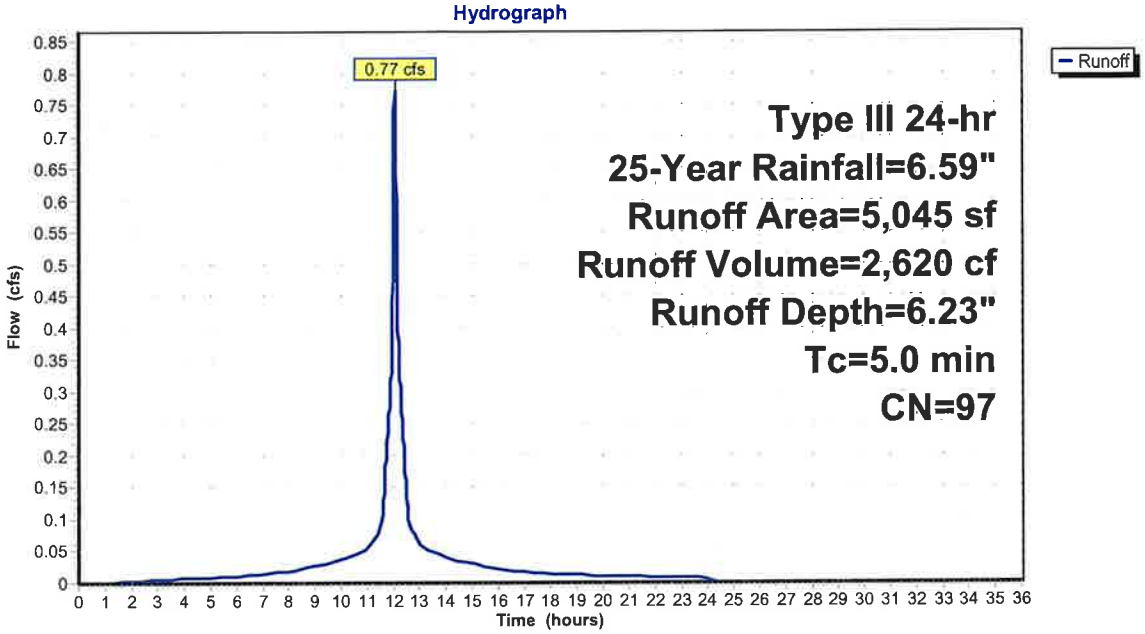
Runoff = 0.77 cfs @ 12.07 hrs, Volume= 2,620 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
3,185	98	Paved parking, HSG D
1,860	96	Gravel surface, HSG D
5,045	97	Weighted Average
1,860		36.87% Pervious Area
3,185		63.13% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 10S: DA-5B



Summary for Subcatchment 11S: DA-2B-2

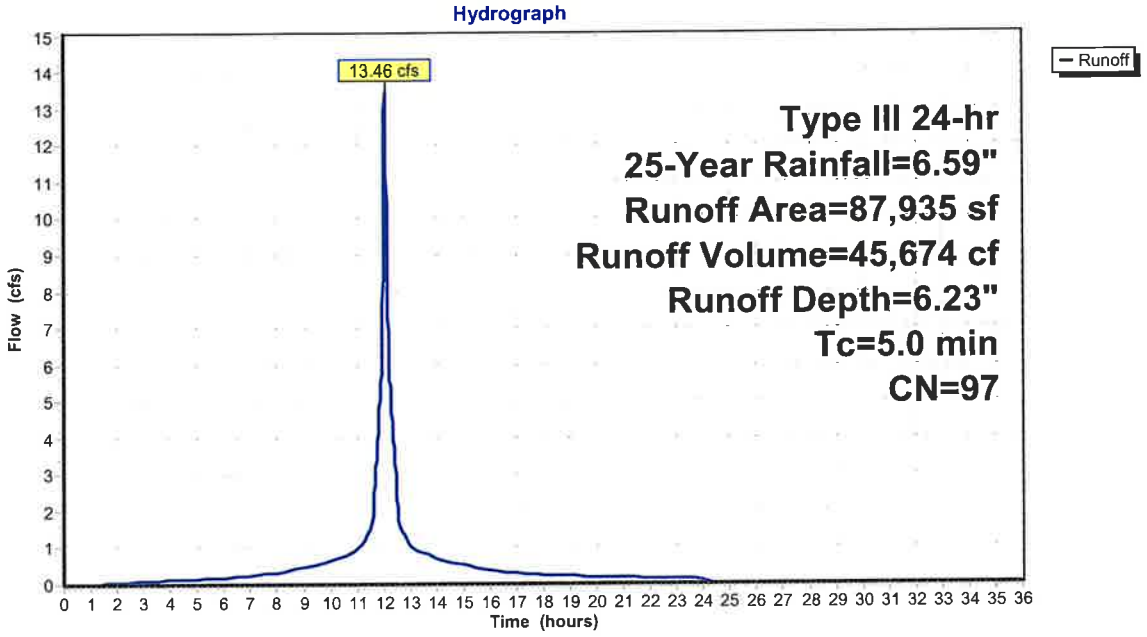
Runoff = 13.46 cfs @ 12.07 hrs, Volume= 45,674 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
85,078	98	Paved parking, HSG D
2,857	80	>75% Grass cover, Good, HSG D
87,935	97	Weighted Average
2,857		3.25% Pervious Area
85,078		96.75% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 11S: DA-2B-2



Summary for Subcatchment 12S: DA-1B

Runoff = 3.71 cfs @ 12.07 hrs, Volume= 12,589 cf, Depth= 6.23"

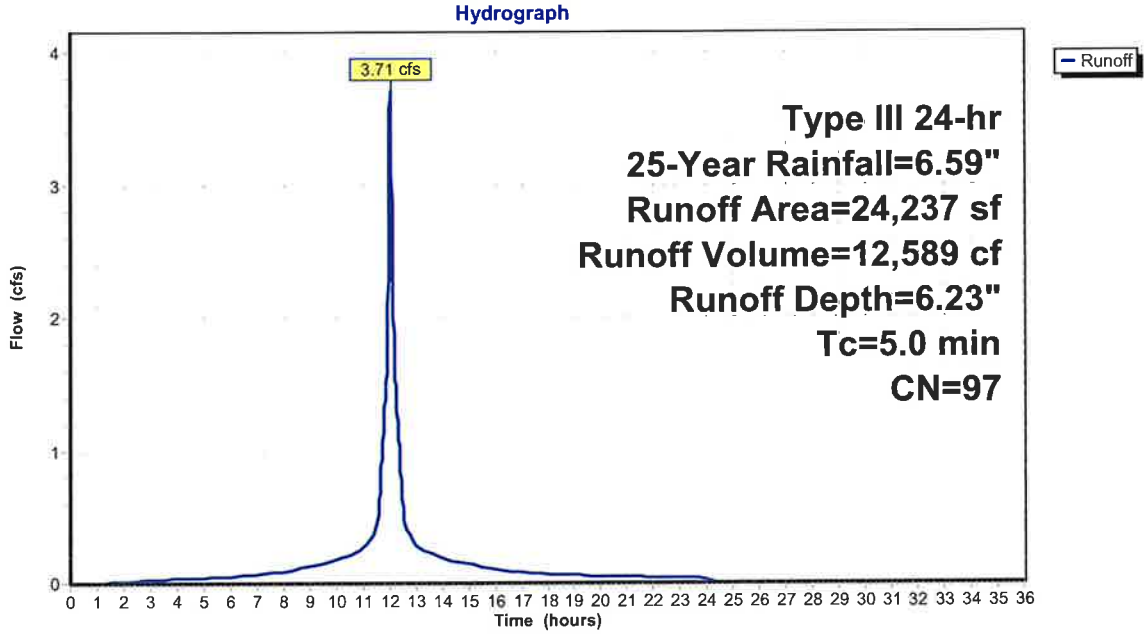
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
23,373	98	Paved parking, HSG D
864	80	>75% Grass cover, Good, HSG D
24,237	97	Weighted Average
864		3.56% Pervious Area
23,373		96.44% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 12S: DA-1B

Hydrograph



Summary for Subcatchment 13S: DA-1C

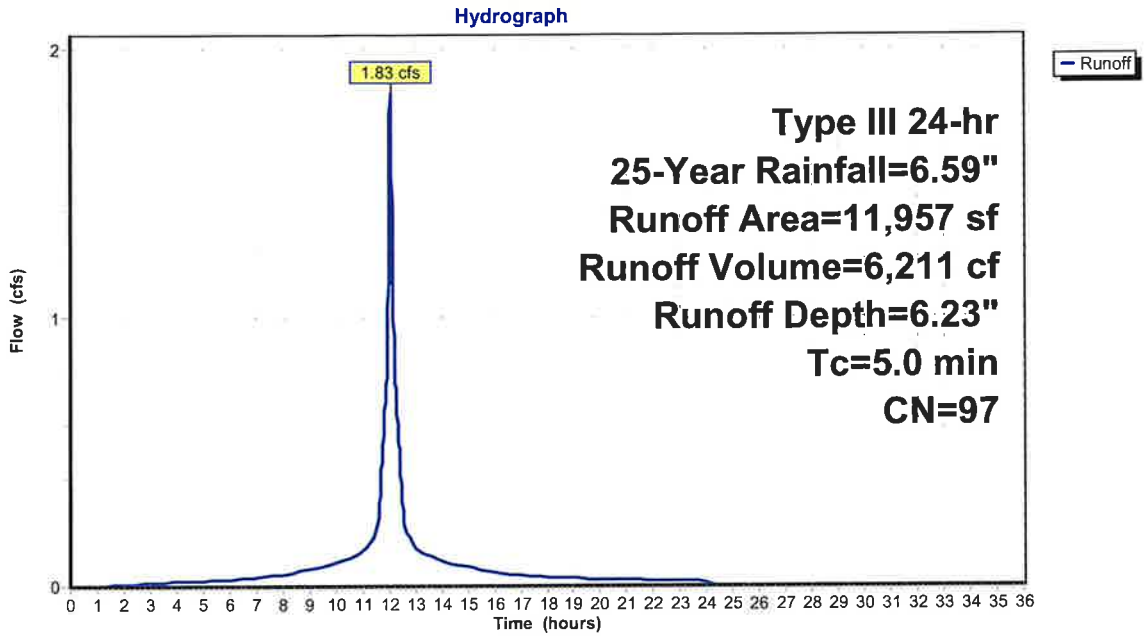
Runoff = 1.83 cfs @ 12.07 hrs, Volume= 6,211 cf, Depth= 6.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
11,376	98	Paved parking, HSG D
581	80	>75% Grass cover, Good, HSG D
11,957	97	Weighted Average
581		4.86% Pervious Area
11,376		95.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 13S: DA-1C



Summary for Subcatchment 14S: DA-1D

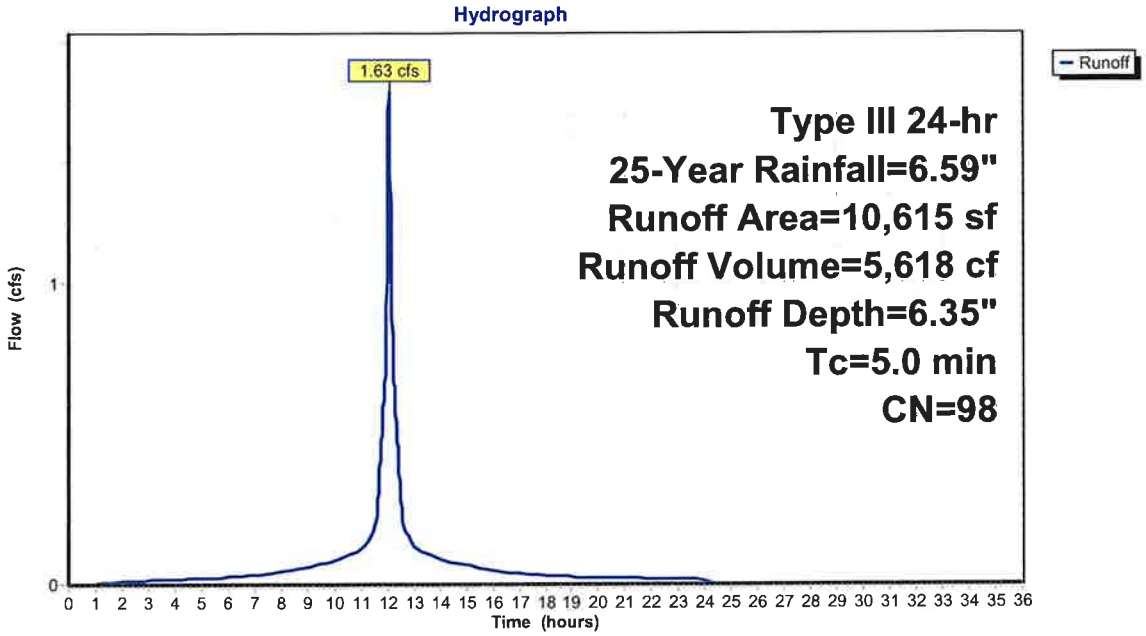
Runoff = 1.63 cfs @ 12.07 hrs, Volume= 5,618 cf, Depth= 6.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
10,408	98	Paved parking, HSG D
207	80	>75% Grass cover, Good, HSG D
10,615	98	Weighted Average
207		1.95% Pervious Area
10,408		98.05% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment 14S: DA-1D



Summary for Subcatchment 15S: DA-1E

Runoff = 1.03 cfs @ 12.07 hrs, Volume= 3,487 cf, Depth= 6.23"

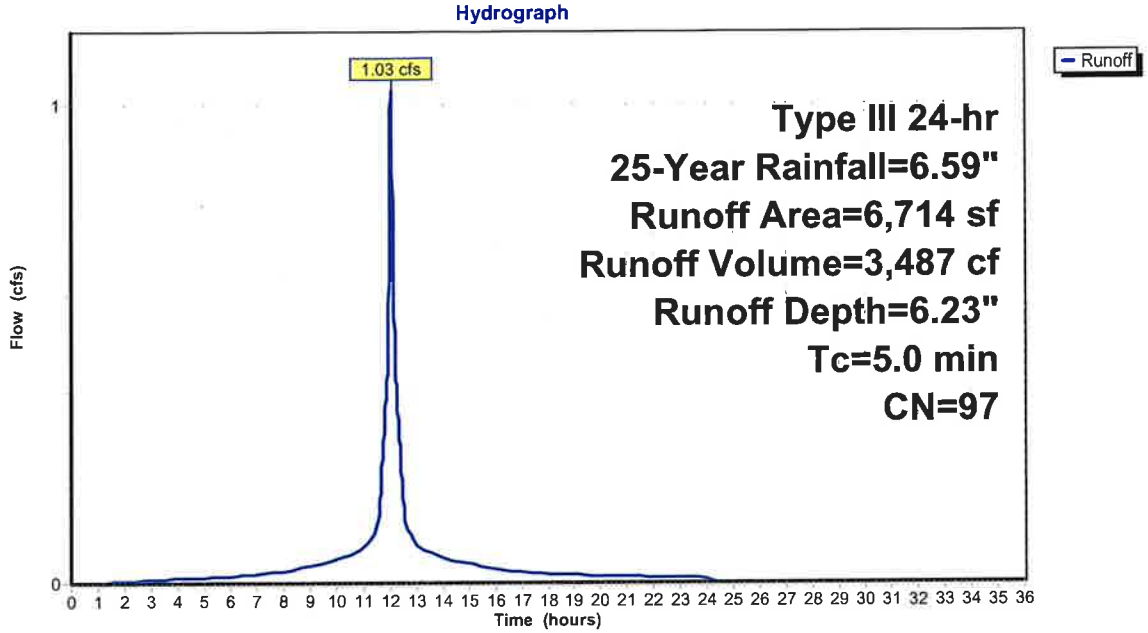
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
6,417	98	Paved parking, HSG D
297	80	>75% Grass cover, Good, HSG D
6,714	97	Weighted Average
297		4.42% Pervious Area
6,417		95.58% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment 15S: DA-1E

Hydrograph



Summary for Subcatchment 16S: DA-1F

Runoff = 0.77 cfs @ 12.07 hrs, Volume= 2,562 cf, Depth= 6.00"

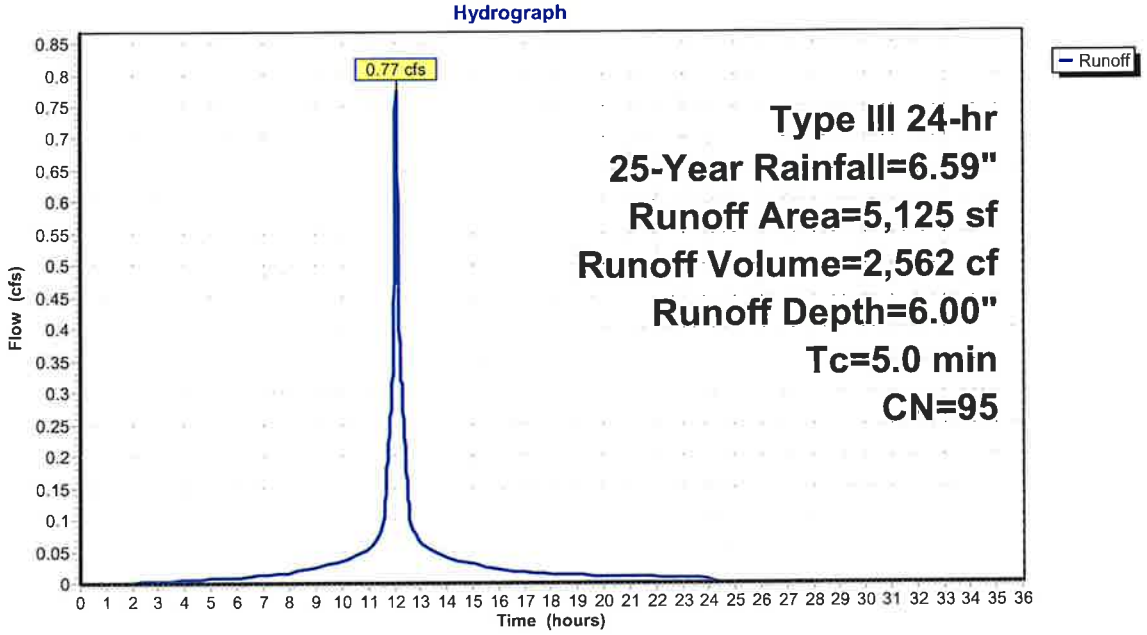
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=6.59"

Area (sf)	CN	Description
4,208	98	Paved parking, HSG D
917	80	>75% Grass cover, Good, HSG D
5,125	95	Weighted Average
917		17.89% Pervious Area
4,208		82.11% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, 1

Subcatchment 16S: DA-1F

Hydrograph



Summary for Pond 17P: RS-1

Inflow Area = 24,237 sf, 96.44% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 3.71 cfs @ 12.07 hrs, Volume= 12,589 cf
Outflow = 3.69 cfs @ 12.08 hrs, Volume= 11,613 cf, Atten= 1%, Lag= 0.5 min
Primary = 3.69 cfs @ 12.08 hrs, Volume= 11,613 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Peak Elev= 76.05' @ 12.08 hrs Surf.Area= 1,121 sf Storage= 1,160 cf

Plug-Flow detention time= 78.5 min calculated for 11,610 cf (92% of inflow)
Center-of-Mass det. time= 37.2 min (786.7 - 749.5)

Volume	Invert	Avail.Storage	Storage Description
#1A	72.00'	457 cf	**14.75'W x 38.00'L x 3.21'H Field A** 1,798 cf Overall - 656 cf Embedded = 1,143 cf x 40.0% Voids
#2A	72.50'	656 cf	**Cultec R-280HD** x 15 Inside #1 Effective Size= 46.9"W x 26.0"H => 6.07 sf x 7.00'L = 42.5 cf Overall Size= 47.0"W x 26.5"H x 8.00'L with 1.00' Overlap Row Length Adjustment= +1.00' x 6.07 sf x 3 rows
#3	75.20'	101 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 1,008 cf Overall x 10.0% Voids
		1,214 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
75.20	560	0	0
77.00	560	1,008	1,008

Device	Routing	Invert	Outlet Devices
#1	Primary	74.60'	**12.0" Round Culvert** L= 112.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 74.60' / 72.90' S= 0.0152 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=3.68 cfs @ 12.08 hrs HW=76.05' TW=0.00' (Dynamic Tailwater)
↑—**1=Culvert** (Inlet Controls 3.68 cfs @ 4.69 fps)

Pond 17P: RS-1 - Chamber Wizard Field A

Chamber Model = Cultec R-280HD (Cultec Recharger® 280HD)
Effective Size= 46.9"W x 26.0"H => 6.07 sf x 7.00'L = 42.5 cf
Overall Size= 47.0"W x 26.5"H x 8.00'L with 1.00' Overlap
Row Length Adjustment= +1.00' x 6.07 sf x 3 rows

47.0" Wide + 6.0" Spacing = 53.0" C-C Row Spacing

5 Chambers/Row x 7.00' Long +1.00' Row Adjustment = 36.00' Row Length +12.0" End Stone x 2 = 38.00' Base Length
3 Rows x 47.0" Wide + 6.0" Spacing x 2 + 12.0" Side Stone x 2 = 14.75' Base Width
6.0" Base + 26.5" Chamber Height + 6.0" Cover = 3.21' Field Height

15 Chambers x 42.5 cf +1.00' Row Adjustment x 6.07 sf x 3 Rows = 655.7 cf Chamber Storage

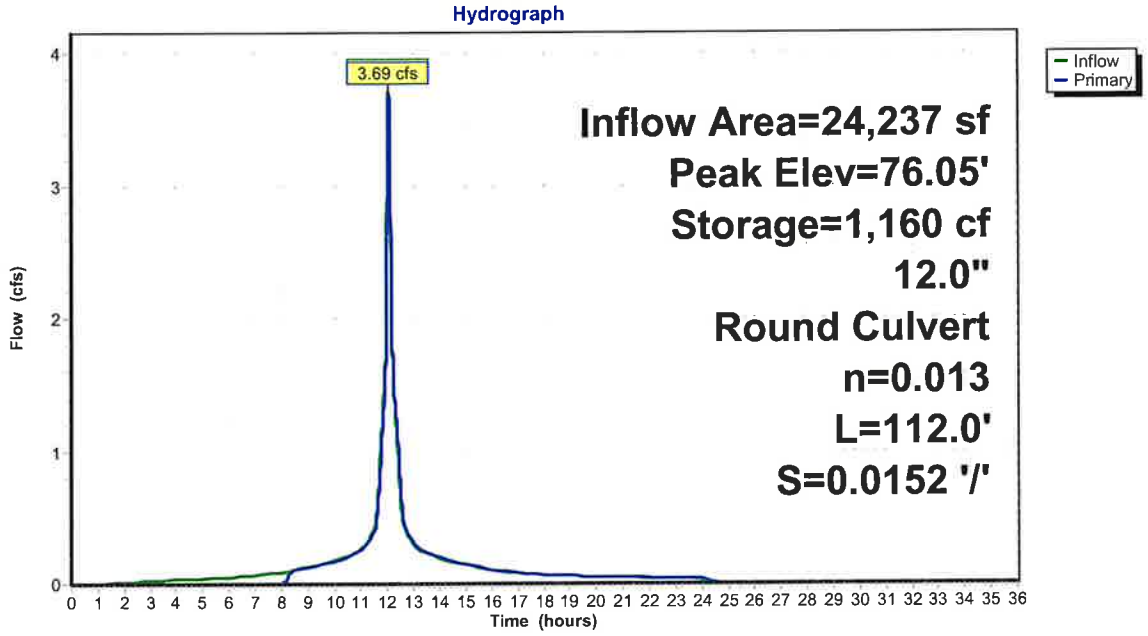
1,798.3 cf Field - 655.7 cf Chambers = 1,142.5 cf Stone x 40.0% Voids = 457.0 cf Stone Storage

Chamber Storage + Stone Storage = 1,112.8 cf = 0.026 af
Overall Storage Efficiency = 61.9%
Overall System Size = 38.00' x 14.75' x 3.21'

15 Chambers
66.6 cy Field
42.3 cy Stone

Pond 17P: RS-1

Hydrograph



Summary for Pond 19P: PP-2

Inflow Area = 10,615 sf, 98.05% Impervious, Inflow Depth = 6.35" for 25-Year event
Inflow = 1.63 cfs @ 12.07 hrs, Volume= 5,618 cf
Outflow = 1.28 cfs @ 12.13 hrs, Volume= 5,175 cf, Atten= 22%, Lag= 3.5 min
Primary = 1.28 cfs @ 12.13 hrs, Volume= 5,175 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Peak Elev= 77.51' @ 12.13 hrs Surf.Area= 3,150 sf Storage= 944 cf

Plug-Flow detention time= 94.8 min calculated for 5,173 cf (92% of inflow)
Center-of-Mass det. time= 52.8 min (795.6 - 742.9)

Volume	Invert	Avail.Storage	Storage Description
#1	75.90'	724 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 1,811 cf Overall x 40.0% Voids
#2	77.05'	354 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 1,181 cf Overall x 30.0% Voids
		1,079 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
75.90	1,575	0	0
77.05	1,575	1,811	1,811

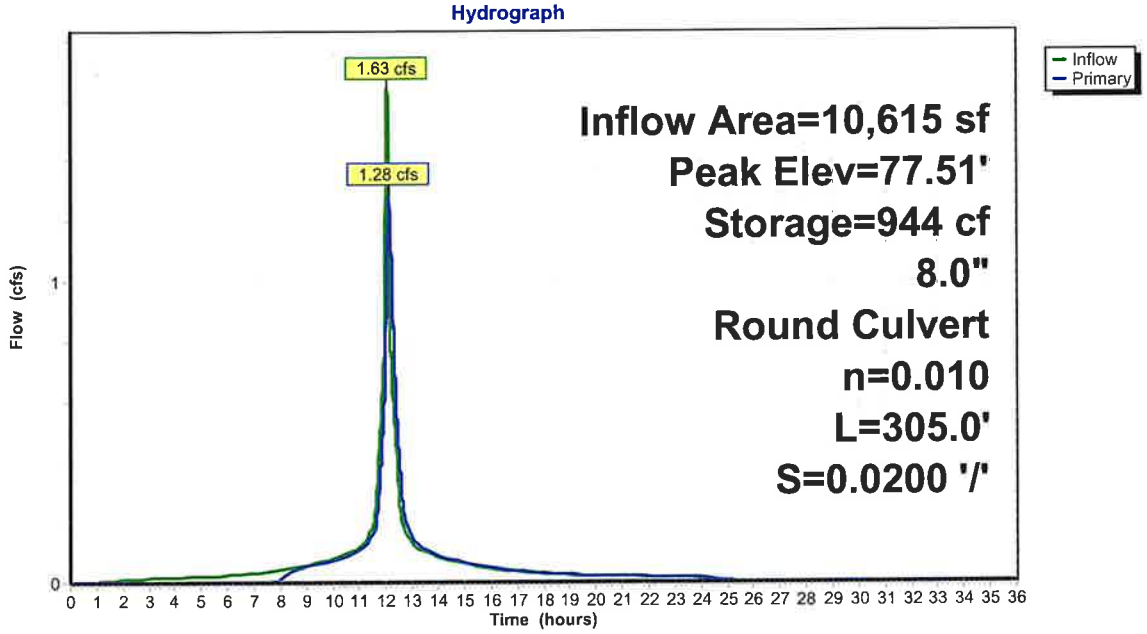
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
77.05	1,575	0	0
77.80	1,575	1,181	1,181

Device	Routing	Invert	Outlet Devices
#1	Primary	76.60'	**8.0" Round Culvert** L= 305.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 76.60' / 70.50' S= 0.0200 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf

Primary OutFlow Max=1.28 cfs @ 12.13 hrs HW=77.51' TW=0.00' (Dynamic Tailwater)
↳**1=Culvert** (Inlet Controls 1.28 cfs @ 3.67 fps)

Pond 19P: PP-2

Hydrograph



Summary for Pond 20P: PP-1

Inflow Area = 6,714 sf, 95.58% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 1.03 cfs @ 12.07 hrs, Volume= 3,487 cf
Outflow = 0.91 cfs @ 12.11 hrs, Volume= 3,181 cf, Atten= 11%, Lag= 2.3 min
Primary = 0.91 cfs @ 12.11 hrs, Volume= 3,181 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Peak Elev= 76.22' @ 12.11 hrs Surf.Area= 2,180 sf Storage= 558 cf

Plug-Flow detention time= 96.0 min calculated for 3,180 cf (91% of inflow)
Center-of-Mass det. time= 50.8 min (800.3 - 749.5)

Volume	Invert	Avail.Storage	Storage Description
#1	74.90'	501 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 1,253 cf Overall x 40.0% Voids
#2	76.05'	245 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 818 cf Overall x 30.0% Voids
		747 cf	Total Available Storage

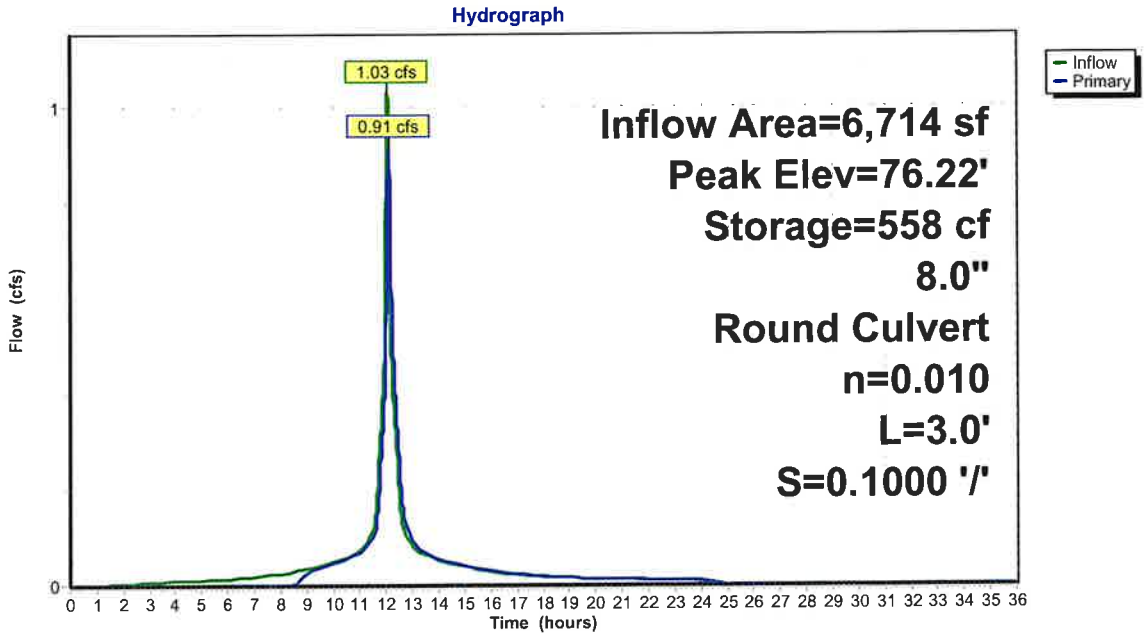
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
74.90	1,090	0	0
76.05	1,090	1,253	1,253

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
76.05	1,090	0	0
76.80	1,090	818	818

Device	Routing	Invert	Outlet Devices
#1	Primary	75.60'	**8.0" Round Culvert** L= 3.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 75.60' / 75.30' S= 0.1000 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf

Primary OutFlow Max=0.91 cfs @ 12.11 hrs HW=76.22' TW=0.00' (Dynamic Tailwater)
└─**1=Culvert** (Inlet Controls 0.91 cfs @ 2.69 fps)

Pond 20P: PP-1



Summary for Pond 22P: PP-3

Inflow Area = 16,104 sf, 65.67% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 2.46 cfs @ 12.07 hrs, Volume= 8,364 cf
Outflow = 2.03 cfs @ 12.12 hrs, Volume= 6,333 cf, Atten= 18%, Lag= 3.1 min
Primary = 2.03 cfs @ 12.12 hrs, Volume= 6,333 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Peak Elev= 72.59' @ 12.12 hrs Surf.Area= 2,530 sf Storage= 2,827 cf

Plug-Flow detention time= 175.8 min calculated for 6,332 cf (76% of inflow)
Center-of-Mass det. time= 90.8 min (840.3 - 749.5)

Volume	Invert	Avail.Storage	Storage Description
#1	69.80'	3,491 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 8,729 cf Overall x 40.0% Voids
#2	73.25'	569 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 1,898 cf Overall x 30.0% Voids
		4,061 cf	Total Available Storage

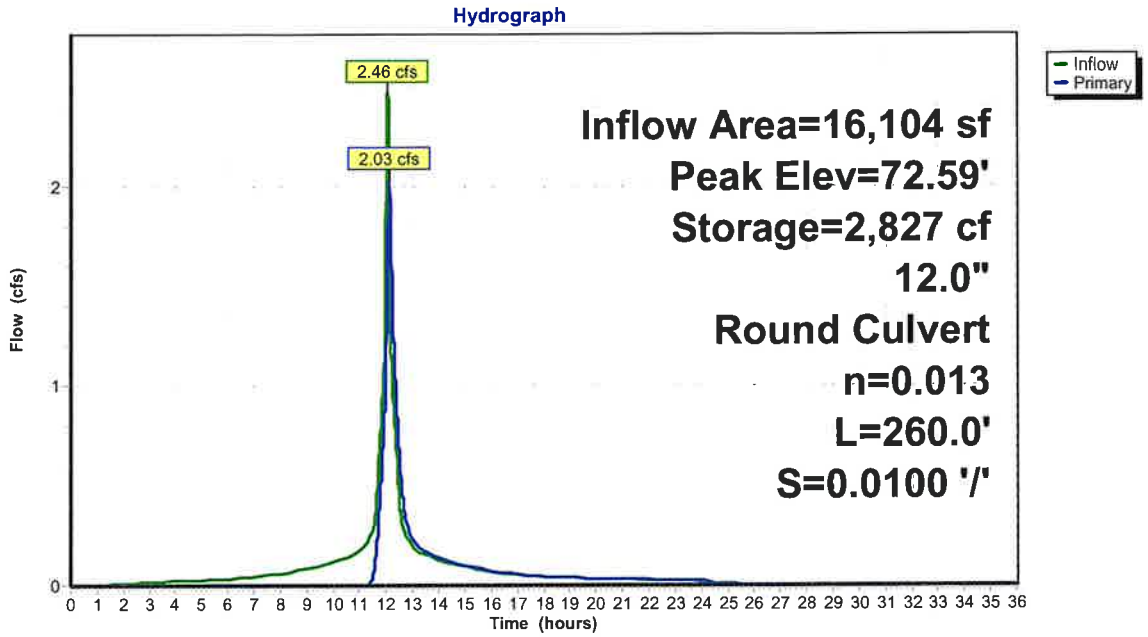
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
69.80	2,530	0	0
73.25	2,530	8,729	8,729

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
73.25	2,530	0	0
74.00	2,530	1,898	1,898

Device	Routing	Invert	Outlet Devices
#1	Primary	71.80'	**12.0" Round Culvert** L= 260.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 71.80' / 69.20' S= 0.0100 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=2.03 cfs @ 12.12 hrs HW=72.59' TW=0.00' (Dynamic Tailwater)
↑**1=Culvert** (Inlet Controls 2.03 cfs @ 3.03 fps)

Pond 22P: PP-3



Summary for Pond 23P: RS-2

Inflow Area = 87,935 sf, 96.75% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 13.46 cfs @ 12.07 hrs, Volume= 45,674 cf
Outflow = 13.17 cfs @ 12.09 hrs, Volume= 42,255 cf, Atten= 2%, Lag= 0.9 min
Primary = 13.17 cfs @ 12.09 hrs, Volume= 42,255 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Peak Elev= 73.04' @ 12.09 hrs Surf.Area= 3,712 sf Storage= 4,283 cf

Plug-Flow detention time= 79.0 min calculated for 42,243 cf (92% of inflow)
Center-of-Mass det. time= 38.8 min (788.3 - 749.5)

Volume	Invert	Avail.Storage	Storage Description
#1A	67.20'	1,442 cf	**41.25'W x 45.00'L x 3.21'H Field A** 5,955 cf Overall - 2,350 cf Embedded = 3,606 cf x 40.0% Voids
#2A	67.70'	2,350 cf	**Cultec R-280HD** x 54 Inside #1 Effective Size= 46.9"W x 26.0"H => 6.07 sf x 7.00'L = 42.5 cf Overall Size= 47.0"W x 26.5"H x 8.00'L with 1.00' Overlap Row Length Adjustment= +1.00' x 6.07 sf x 9 rows
#3	70.40'	761 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 7,610 cf Overall x 10.0% Voids
		4,553 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
70.40	1,856	0	0
74.50	1,856	7,610	7,610

Device	Routing	Invert	Outlet Devices
#1	Primary	69.90'	**18.0" Round Culvert** L= 20.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 69.90' / 69.80' S= 0.0050 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf

Primary OutFlow Max=13.14 cfs @ 12.09 hrs HW=73.04' TW=0.00' (Dynamic Tailwater)
↑**1=Culvert** (Inlet Controls 13.14 cfs @ 7.44 fps)

Pond 23P: RS-2 - Chamber Wizard Field A

Chamber Model = Cultec R-280HD (Cultec Recharger® 280HD)
Effective Size= 46.9"W x 26.0"H => 6.07 sf x 7.00'L = 42.5 cf
Overall Size= 47.0"W x 26.5"H x 8.00'L with 1.00' Overlap
Row Length Adjustment= +1.00' x 6.07 sf x 9 rows

47.0" Wide + 6.0" Spacing = 53.0" C-C Row Spacing

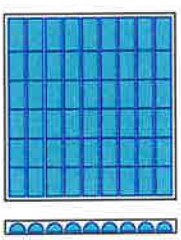
6 Chambers/Row x 7.00' Long +1.00' Row Adjustment = 43.00' Row Length +12.0" End Stone x 2 = 45.00' Base Length
9 Rows x 47.0" Wide + 6.0" Spacing x 8 + 12.0" Side Stone x 2 = 41.25' Base Width
6.0" Base + 26.5" Chamber Height + 6.0" Cover = 3.21' Field Height

54 Chambers x 42.5 cf +1.00' Row Adjustment x 6.07 sf x 9 Rows = 2,349.8 cf Chamber Storage

5,955.5 cf Field - 2,349.8 cf Chambers = 3,605.7 cf Stone x 40.0% Voids = 1,442.3 cf Stone Storage

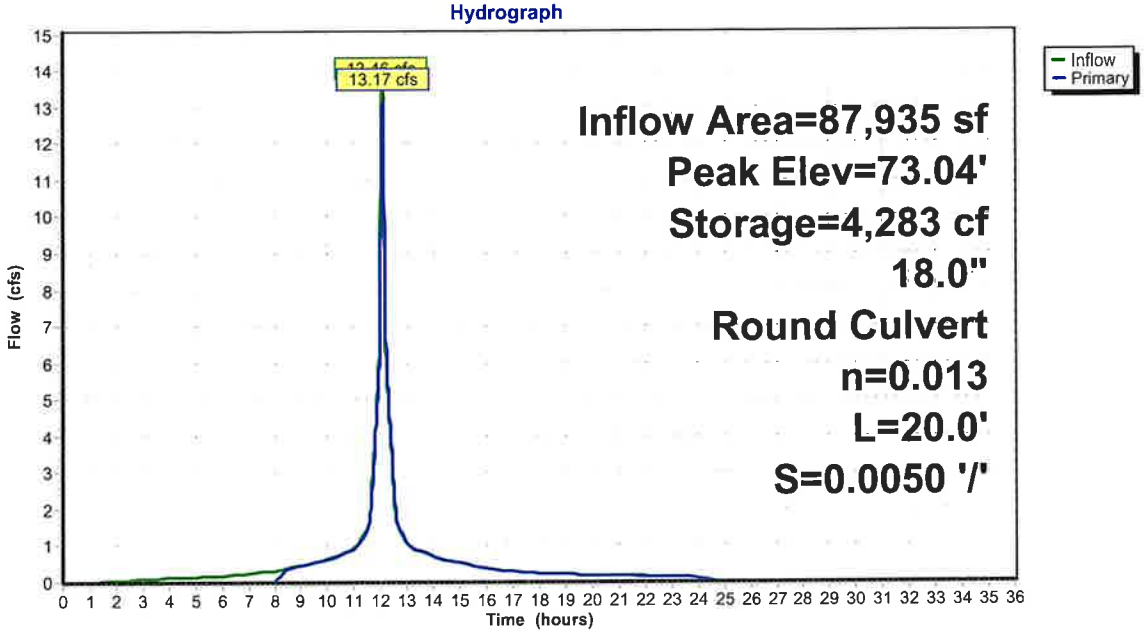
Chamber Storage + Stone Storage = 3,792.0 cf = 0.087 af
Overall Storage Efficiency = 63.7%
Overall System Size = 45.00' x 41.25' x 3.21'

54 Chambers
220.6 cy Field
133.5 cy Stone



Pond 23P: RS-2

Hydrograph



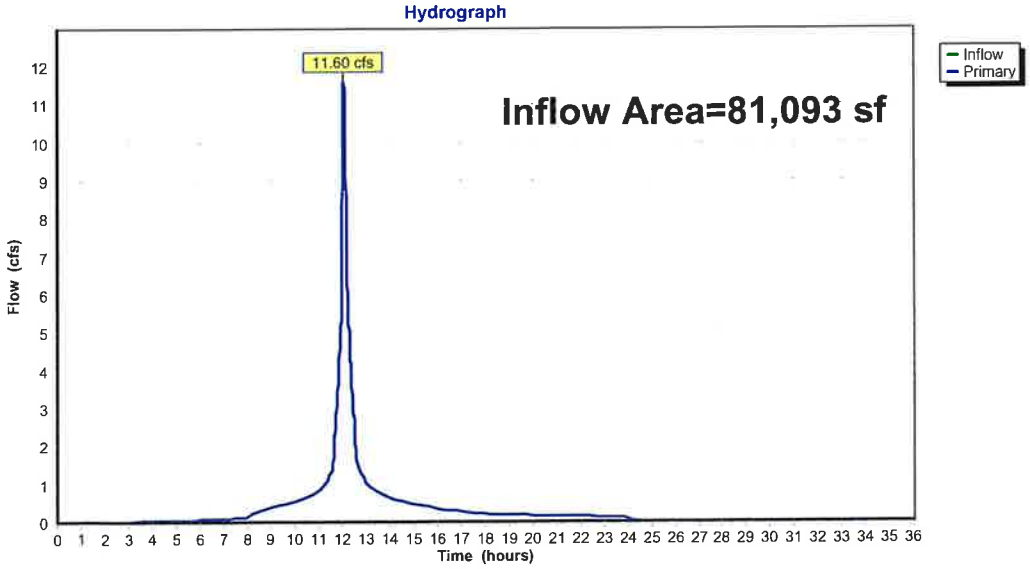
Summary for Link 1L: POC A

Inflow Area = 81,093 sf, 86.64% Impervious, Inflow Depth = 5.82" for 25-Year event
Inflow = 11.60 cfs @ 12.08 hrs, Volume= 39,309 cf
Primary = 11.60 cfs @ 12.08 hrs, Volume= 39,309 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 1L: POC A

Hydrograph

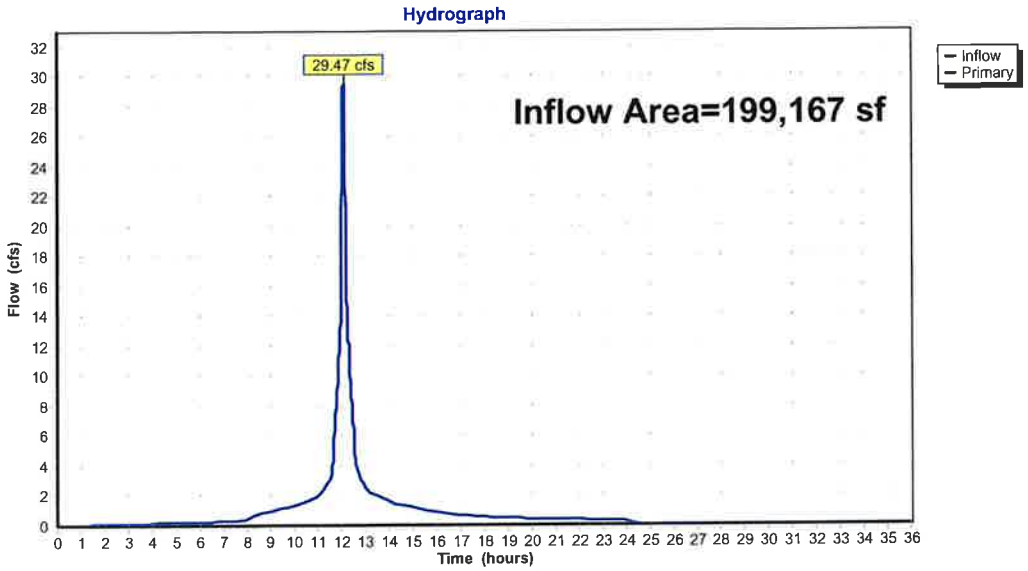


Summary for Link 2L: POC B

Inflow Area = 199,167 sf, 93.62% Impervious, Inflow Depth = 5.93" for 25-Year event
Inflow = 29.47 cfs @ 12.08 hrs, Volume= 98,478 cf
Primary = 29.47 cfs @ 12.08 hrs, Volume= 98,478 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 2L: POC B

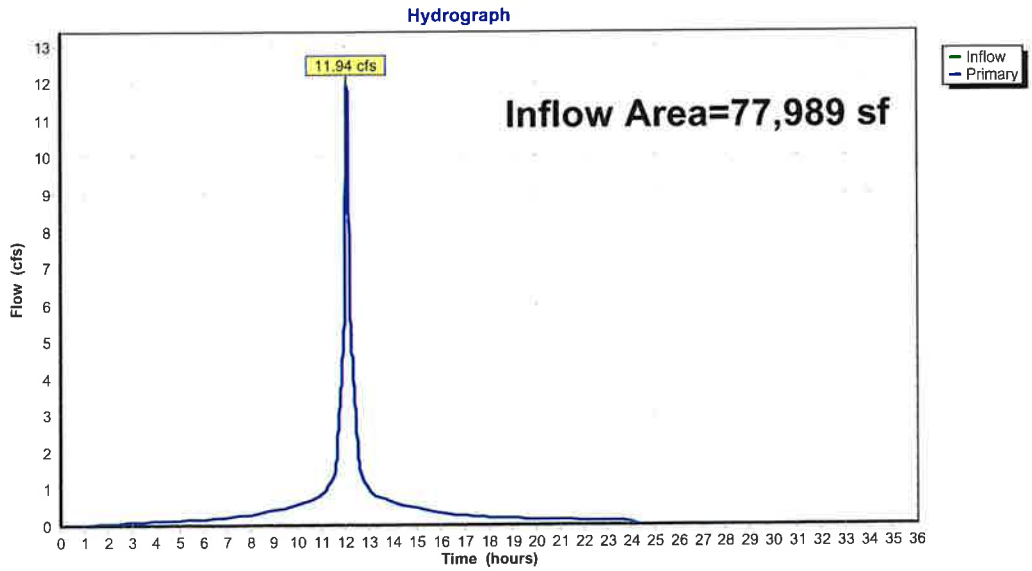


Summary for Link 3L: POC C

Inflow Area = 77,989 sf, 70.01% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 11.94 cfs @ 12.07 hrs, Volume= 40,508 cf
Primary = 11.94 cfs @ 12.07 hrs, Volume= 40,508 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 3L: POC C

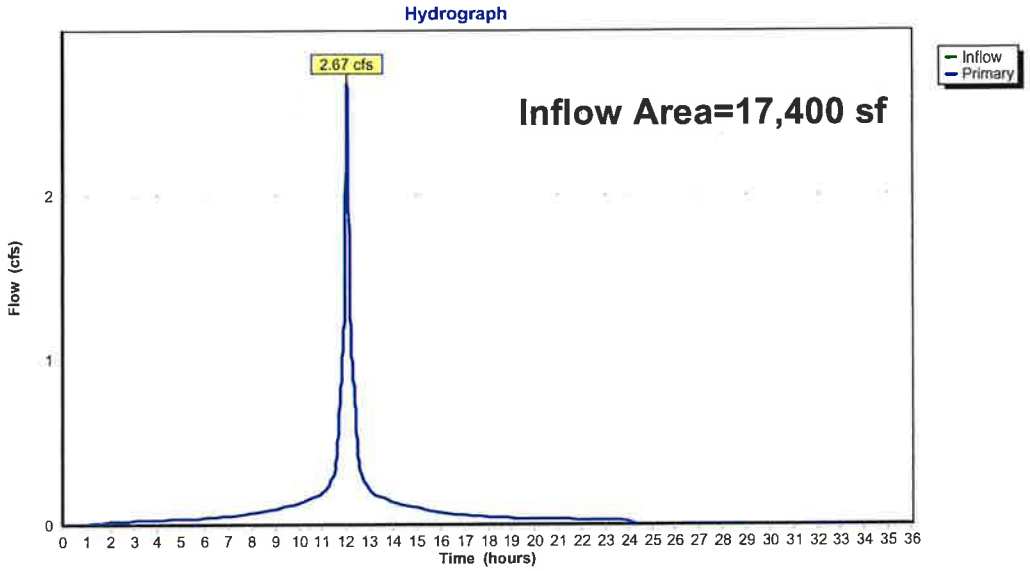


Summary for Link 4L: POC D

Inflow Area = 17,400 sf,100.00% Impervious, Inflow Depth = 6.35" for 25-Year event
Inflow = 2.67 cfs @ 12.07 hrs, Volume= 9,209 cf
Primary = 2.67 cfs @ 12.07 hrs, Volume= 9,209 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 4L: POC D

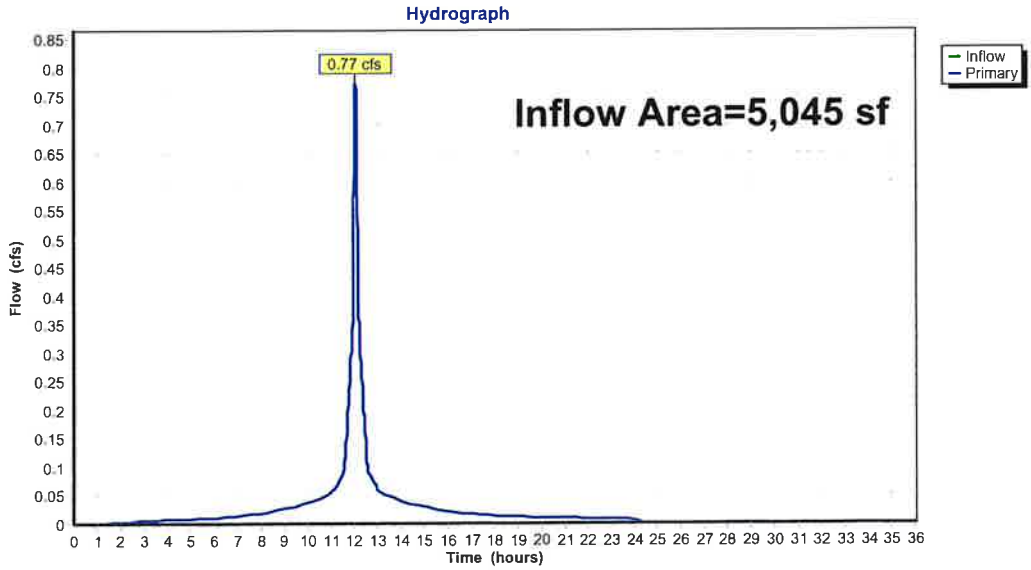


Summary for Link 5L: POC E

Inflow Area = 5,045 sf, 63.13% Impervious, Inflow Depth = 6.23" for 25-Year event
Inflow = 0.77 cfs @ 12.07 hrs, Volume= 2,620 cf
Primary = 0.77 cfs @ 12.07 hrs, Volume= 2,620 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 5L: POC E

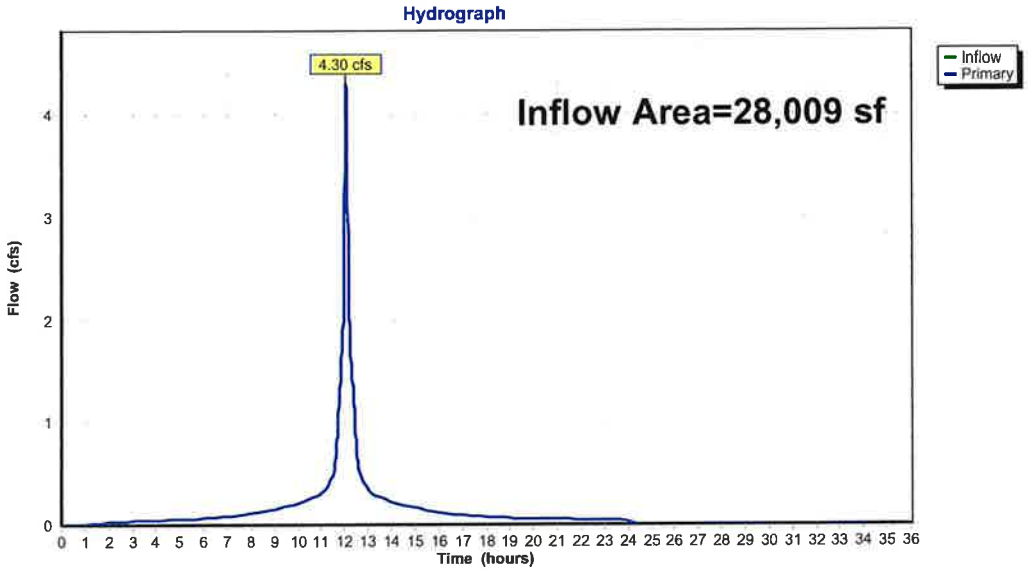


Summary for Link 6L: POC F

Inflow Area = 28,009 sf,100.00% Impervious, Inflow Depth = 6.35" for 25-Year event
Inflow = 4.30 cfs @ 12.07 hrs, Volume= 14,824 cf
Primary = 4.30 cfs @ 12.07 hrs, Volume= 14,824 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Link 6L: POC F



Appendix "E"

DCIA Worksheet

Directly Connected Impervious Area Tracking Worksheet
City of Stamford Drainage Manual

Note to user: complete all cells of this color only, as indicated by section headings

Part 1: General Information (All Projects)

Project Name	Commercial Development
Project Address	375 Fairfield Avenue
Project Applicant	375 Fairfield Avenue Associates
Title of Plan	Site Plan Review Set
Revision Date of Plan	4-Oct-23
Tax Account Number	001-3193

Part 2: Project Details (All Projects)

1. What type of development is this? (choose from dropdown)	Redevelopment	
2. What is the total area of the project site?	408,703	ft^2
3. What is the total area of land disturbance for this project?	170,240	ft^2
4. Does project site drain to High Quality Waters, a Direct Waterfront, or within 500 ft. of Tidal Wetlands? (Yes/No)	No	
Does Standard 1 apply based on information above?	Yes	

Part 3: Water Quality Target Total (Only for Standard 1 Projects)

5. What is the current (pre-development) ***DCIA*** for the site?	373,738	ft^2
6. Will the proposed development increase ***DCIA*** (without consideration of proposed stormwater management)? (Yes/No)	No	
7. What is the proposed-development ***total impervious area*** for the site?	388,070	ft^2
Water Quality Volume (WQV) (DAs 1B, 1D, 1E, 2B-1, & 2B-2 Only)	11172.6	ft^3
Standard 1 requirement	Retain 1/2 WQV on-site	
Required retention volume	5586.3	ft^3
Provided retention volume for proposed development	7,161.0	ft^3

Part 4: Proposed DCIA Tracking (Only for Standard 1 Projects)

Pre-development ***total impervious area***	396,183	ft^2
Current ***DCIA***	373,738	ft^2
Proposed-development ***total impervious area***	388,070	ft^2
Proposed-development ***DCIA*** (after stormwater management)	224,779	ft^2
Net change in ***DCIA*** from current to proposed-development	-148,959	ft^2

Part 5: Post-Development (As-Built Certified) DCIA Tracking (Only for Standard 1 Projects)

Post-development (per as-built) ***total impervious area***		ft^2
Post-development (per as-built) ***DCIA*** (after stormwater management)		ft^2
Net change in ***DCIA*** from current to post-development		ft^2

Certification Statement

I hereby certify that the information contained in this worksheet is true and correct.

Engineer's Signature: Derek Daunais Date 10/4/23 Engineer's Seal

Office use only	
Date received	
Application Nr (e.g., ZB, ZBA,	

Location

*Address of Development Number & Street	375 Fairfield Avenue
*Stamford, CT ZIP Code	06902

Applicant Information

*Applicant full name	375 Fairfield Associates
Applicant Company	
*Applicant Street Address	P.O. Box 110422
*Applicant City, State, ZIP	Stamford, CT 06911-0422
*Applicant Email	c/o Agent: WHennessey@carmodylaw.com
*Applicant Phone	c/o Agent: (203) 425-4200

Property Owner Information

*Is the property owner the same as the applicant?	YES / NO

If NO please answer the following

*Owner full name	
Owner Company	
*Owner Street Address	
*Owner City, State, ZIP	
*Owner Email	
*Owner Phone	

Is this … (check one)

the 1st Sumbission (Zoning Board, ZBA or Building Permit application)	X
the 2nd Submission (CO sign-off)	

SCORECARD RATING

Category	Max Points	Points achieved
Building Health	8	0
Energy Use	25	2
Landscaping and Open Space	11	2
Land Use	17	1
Mobility	29	3
Resiliency	11	7
Resource Management	9	0
Urban Design	10	8
Water Use	7	1
TOTAL	**127**	**24**

95 or more Points	A+	LEED Platinum
80-94 Points	A	LEED Gold
65-79 Points	B	LEED Silver
50-64 Points	C	LEED Certified
0-49 Points	NR	

BUILDING HEALTH

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Indoor air quality	BH1	After construction ends and before occupancy, conduct indoor air quality testing	Promotes a healthier living/work space	**1**	0
Low emitting materials	BH2	Reduce concentrations of chemical contaminants from building interior paints and coatings, interior adhesives and sealants, flooring and insulation	Limits exposure to volatile organic compounds (VOCs), which are linked to many short- and long-term health problems	**1**	0
Moisture management	BH3	Provide heating, ventilating and air conditioning systems and controls designed to limit relative humidity to 60% or less during all load conditions, both occupied and not occupied	Limits exposure to mold	**1**	0
Daylighting	BH4	Provide adequate daylight through windows, skylights, and other means	Promotes a space and saves energy healthier living/working	**1**	0
Window shading	BH5	Provide protection from excessive light exposure	Promotes a space and saves energy healthier living/working	**1**	0
Operable windows	BH6	Each regularly occupied space has operable windows	Increases indoor air quality, access to natural light, and user comfort	**1**	0
Active design	BH7	Integration of pathways and stairs within the built environment in projects with 2 to 4 floors	Promotes exercise and health	**1**	0
Fitness equipment	BH8	Convenient and free access to fitness equipment	Promotes exercise and health	**1**	0
			TOTALS	**8**	**0**

Alternative Path to Compliance
IWBI Well Platinum Rating - 10 Points
IWBI Well Gold Rating - 8 Points
IWBI Well Silver Rating - 6 Points
IWBI Well Bronze Rating - 4 Points

ENERGY USE

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Building efficiency	EU1	Energy Star rating of 50+ (3 points), 75+ (6 points) or 85+ (9 points)	Buildings committed to high-performance goals use	**9**	**0**
Efficient appliances	EU2	All appliances are Energy Star	Reduce energy use	**1**	0
Submetering	EU3	Residential: submetering by unit Commercial/mixed-use: submetering of space to maximum extent—at least one meter per floor, per 10,000 sf, or	Submeters encourage conservation by monitoring and allocating costs to end users	**2**	1
Cool surfaces	EU4	Achieve threshold percentages of reflectance and/or shade (see "Overview" for details), or green roof	Reflective and shaded exterior surfaces reduce contribution to urban heat island warming	**2**	0
Exterior lighting	EU5	Exterior lighting is full-cutoff or dark-sky compliant, and automatically turns off when natural light is sufficient	Reduces energy use and light pollution	**1**	1
Interior lighting	EU6	Interior lighting turns off automatically when not in use (for residential buildings: in common or amenity areas only)	Reduces energy use	**1**	0
Renewable energy production production OR combined heat and power	EU7	Building incorporates solar photovoltaic, solar thermal, micro-wind, or other renewable sources to meet at least 10% of the design energy load (3 points), 25% (5 points), or 40% plus (7 points); OR Project will use that captures waste heat for use power	Off-sets demand for electricity from carbon-producing energy sources (coal, oil, etc.) or reduces enery use	**7**	0
Passive heating	EU9	Development employs strategies to maximize solar gain in winter and prevent solar gain in summer	Reduces energy use	**2**	0
			TOTALS	**25**	**2**

LANDSCAPING & OPEN SPACE

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Green roof	LA1	Vegetated roof that covers 50% or more of the roof area (also qualifies for EU4 - cool roof)	Reduces the "heat island" effect and reduces stormwater runoff	**2**	0
Tree preservation	LA2	Preservation of 80% or more of mature trees	Environmental benefits, reduces energy use, enhances property values	**1**	1
Tree canopy	LA3	At maturity, tree canopy will cover 50% or more of undeveloped surface (at least	Environmental benefits, reduces the "heat island" effect	**1**	0
Additional landscaping	LA4	Landscaping that exceeds required Zoning Regulations by 25% or more	Reduces the "heat island" effect, reduces stormwater runoff	**1**	0
Native plants	LA5	Landscaping that is 80% or more native and drought-resistant by area of plantings	Supports native habitats	**2**	1
Join Stamford Pollinator Pathway	LA6	Add the parcel to the Stamford Polinator Pathway	Supports native habitats	**1**	0
Organic land care	LA7	Signed pledge to manage property according to NOFA Standards for organic land care	Environmental and health benefits	**1**	0
New publicly accessible open space	LA8	Create publically available open space of 5,000 or more square feet; or exceed PAAS requirement by at least 25%	Increases public open space	**2**	0
			TOTALS	**11**	**2**

LAND USE

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Brownfields	LU1	Redevelopment of brownfield site	Makes use of existing infrastructure,reduces development pressure on undeveloped lands and removes or safely encapsulates contamination	**3**	0
Redevelopment	LU2	Redevelopment of previously developed sites	Makes use of existing infrastructure and reduces development pressure on undeveloped	**1**	1
Adaptive reuse	LU3	Adaptive reuse of existing building	Saves resources	**2**	0
Historic preservation	LU4	Historic preservation	Saves resources	**2**	0
Mixed-use	LU5	60% or more of ground floor area on retail streets contain active uses at the street level (2 Points) Primary entrances with 1/4 mile of at least three neighborhood services (2 Points)	Mixes housing, work and services to reduce transportation needs and promotes constant activity at street level Services within walking distance reduce transportation needs	**4**	0
Transit-supportive density	LU6	**Residential:** 50 or more dwelling units per acre **Commercial/mixed use:** FAR of 3.0 or greater **Within 1/2 mile of Stamford Transportation Center:** 60 or more dwelling units per acre or FAR of 0.8 or greater	Higher density neighborhoods will result in more riders; this enables more frequent transit service	5	0
			TOTALS	**17**	**1**

MOBILITY

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Reduce single occupancy vehicle travel	M1	Submit Parking and Transportation Demand Management plan (PTDM) that reduces vehicle trips 20% from	Reduces carbon emissions and pollutants by reducing travel to and from a	2	0
Transit Score	M2	Transit Score 50-69 1 Point Transit Score 70-89 2 Points Transit Score 90+ 3 Points	Reduces carbon emmissions	3	0
Incentivize transit use	M3	Participate in TransitChek or similar program	Reduces car dependency	**2**	0
Walk Score	M4	Walk Score 50-69 1 Point Walk Score 70-89 2 Points Walk Score 90+ 3 Points	Reduces car dependency	3	2
Bike Score	M5	Transit Score 50-69 1 Point Transit Score 70-89 2 Points Transit Score 90+ 3 Points	Reduces car dependency	3	1
Car share	M6	On-site car-sharing program (such as ZipCar) at rate of at least 2 cars per 100 dwelling units (residential) or 2 car per 100 parking spaces (commercial) (2 points). Exclusive use of low or zero emission vehicles for car share (2 points)	Provides flexibility to transit users and zero-car households, minimizing business fleets	**4**	0
Shared Parking	M7	At least 10% reduction in total parking needs due	Maximizes use of parking facilities	3	0
Parking availability	M8	Provided parking is no more than 105% of minimum required parking (1 point) OR approved parking reduction per Zoning (2		2	0
Unbundled parking fees	M9	**Residential:** parking spaces sold or rented separately from dwelling units **Commercial:** daily or monthly end-user parking	Encourages households to reduce vehicle ownership	2	0
Electric vehicles	M10	Exceed zoning requirement for EV parking and charging by at least 50%	Encourages use of zero-emission electric vehicles	2	0
Contributions to transportation infrastructure	M11	Development provides $50,000 to City transportation infrastructure improvements 1 point $100,000 - 2 points $200,000 - 3 points		3	0
			TOTALS	**29**	**3**

RESILIENCY

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Floodplain	R1	Development is outside of the 100-year floodplain (1 point) Development is outside of the 500-year floodplain (3 points)	Makes buildings more resilient to flooding	**3**	**3**
Flood resiliency	R2	Structure(s) is elevated 2 feet above base flood elevation, and mechanical systems are on top floor and/or 2 feet above base	Makes buildings more resilient to flooding	**2**	**2**
Building resiliency	R3	Structure(s) is equipped with back-up generators or renewable systems, such as solar panels, for core building functions (light, heat, ventilation/cooling)	Promotes safety and preserves building functions	**3**	**0**
Sea level rise	R4	Development is outside of the projected 2085 sea level rise areas	Reduces future flood risk	**2**	**2**
Emergency plan	R5	Emergency preparation and continuation of operations plan	Promotes safety and preserves building functions	**1**	**0**
			TOTALS	**11**	**7**

RESOURCE MANAGEMENT

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Construction and demolition debris	RM1	50% of demolition waste by weight was recycled (2 points) 50% of construction waste	Preserves natural resources, saves energy, reduces greenhouse gas production, saves money,	**3**	0
Recycling	RM2	Compliant recycling system that includes collection of electronics and textiles	Preserves natural resources, saves energy, reduces greenhouse gas production, saves money,	**1**	0
Organic waste	RM3	Organic waste is collected separately, and composted either on- or off-site On-site food waste dehydrator or on-site aerobic digester	Reduces the waste stream and creates compost	**1**	0
Reusable materials	RM4	Dishwashing facility and collection station for used utensils sized to accommodate the building's population capacity	Reduces solid waste	**1**	0
Sustainable Building Materials	RM5			**3**	0
			TOTALS	**9**	**0**

URBAN DESIGN

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Block size	UD1	Public street or public pedestrian walkway at no less than 400-foot intervals	Small blocks enable shorter walking distances between destinations and promote walking	**1**	0
Minimal visual impact of parking	UD2	Garage wrapped by other uses at the pedestrian level for at least 80% of garage frontage Surface spaces are blocked from view by structures along frontage of main entrance	Visible parking lots deaden street life and discourage walking	**1**	0
Building orientation	UD3	Principle functional entrance opens to sidewalk adjacent to public street	Main entrance at street promotes frequent pedestrian trips to nearby destinations and transit use	**1**	1
Building façade	UD4	Building entrances are no more than 100 feet apart, and mass of building is broken up vertically and/or	Creates increased activity at the street and visual interest	**3**	3
Building materials	UD5	No use of EIFS, vinyl, or aluminum in façade	High quality building materials improve the pedestrian environment	**3**	3
Building proximity	UD6	Front façade built to minimum allowed setback line	Creates increased activity at the street and visual integrity	**1**	1
			TOTAL	**10**	**8**

WATER USE

ELEMENTS	ID	CRITERIA	PURPOSE	MAX. POINTS	POINTS ACHIEVED
Indoor water management	W1	All fixtures are EPA WaterSense rated (1 point) Development uses greywater for irrigation and/or cooling towers (2 points)	Reduces use of treated potable water	**3**	1
Outdoor water management	W2	Landscape irrigation systems are EPA WaterSense rated	Reduces use of treated potable water	**1**	0
Stormwater management	W3	Exceed requirements of Stamford Drainage Manual for stormwater retention by at least 20%	Reduces amount of stormwater and associated pollutants draining into the municipal system	**3**	0
			TOTALS	**7**	**1**

(/)

375 Fairfield Avenue

Stamford (/CT/Stamford), Connecticut, 06901

Commute to **Downtown Stamford (/compare#edit-commutes)**

5 min 22 min 9 min 31 min

Favorite **Map** **Nearby Stamford Apartments on Redfin (https://www.redfin.com/city/18605/CT/Stamford/apartments-for-rent)**

Looking for a home for sale in Stamford? (https://www.redfin.com/city/18605/CT/Stamford)

Walk Score 72

Very Walkable

Most errands can be accomplished on foot.

Transit Score 42

Some Transit

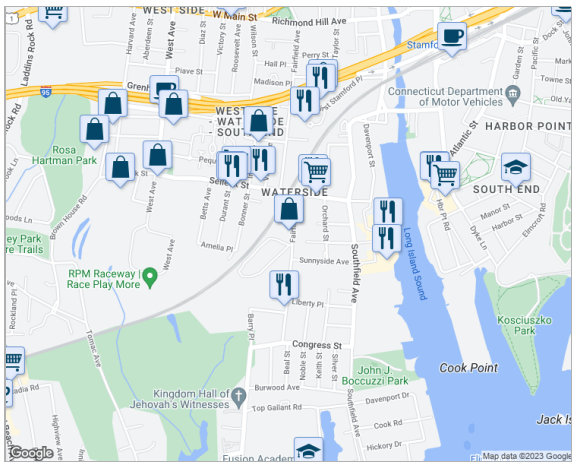
A few nearby public transportation options.

Bike Score 53

Bikeable

Some bike infrastructure.

About your score



About this Location

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

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WHennessey@carmodylaw.com

1055 Washington Blvd.
4th Floor
Stamford, CT 06901

October 20, 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

Re: Request to be Heard by Planning Board
Site Plan and Special Permit Application
375 Fairfield Avenue, Stamford, CT (Parcel ID 001-3193)
375 Fairfield Avenue Associates

Dear Ms. Cohen:

Our firm represents 375 Fairfield Avenue Associates (the "Applicant"), the owner of 375 Fairfield Avenue, Stamford, CT (the "Property"). The Property is located in the General Industrial (M-G) zone and Master Plan Category 13 (Industrial – General). It is 9.38± acres and improved with eight (8) buildings with a total of 176,714± sf of floor area.

The Applicant proposes to construct two (2) new warehouse/flex industrial/commercial buildings on the Property. Proposed Building A will consist of three (3) stories and contain approximately 54,156± square feet of warehouse/flex industrial/commercial space. Approximately 1,044± sf of additional floor area will be built to accommodate a fast casual food service tenant that is complementary to the anticipated use. Proposed Building B will consist of a one (1) story, including an optional mezzanine, and contain approximately 39,980± square feet of warehouse/flex industrial/commercial space. To facilitate this proposal, the Applicants request from the Zoning Board (1) site plan approval and (2) special permit approval of a large scale development.

Enclosed please find additional copies of the following application materials to provide to the Planning Board:

- Eight (8) copies of the following application forms and associated schedules:
  - Application for Site Plan Approval;
  - Application for Special Permit Approval;
  - Schedule A – List of Plans;
  - Schedule B – Project Narrative;
  - Schedule C – Statement of Findings;
  - Schedule D – Property Description;
  - Schedule E – Zoning Data Chart; and

  - Schedule F – Existing Zoning Map and Aerial Photo of Property;
- Eight (8) reduced-size copies of the following plans:
  - Architectural Plans prepared by Jason Little Architects, PLLC, dated October 4, 2023, with the plan titles listed on Schedule A;
  - Civil Plans prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, with the plan titles listed on Schedule A;
  - Zoning Location Survey prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled "Zoning Location Survey;"
  - Average Grade Worksheet prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, with the plan titles listed on Schedule A; and
  - Landscape Plan prepared by Environmental Land Solutions, LLC, dated October 9, 2023, with the plan titles listed on Schedule A.

I have also submitted electronic copies of the following materials:

- Drainage Study prepared by D'Andrea Surveying & Engineering, P.C., dated October 4, 2023, entitled "Drainage Summary Report;"
- Traffic Impact Study prepared by SLR International Corporation, dated October 20, 2023, entitled "Traffic Impact Study;"[1] and
- The first submission of the Stamford Sustainability Scorecard.

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.

Sincerely,

William J. Hennessey, Jr.

Enclosures.

cc: R. Blessing
375 Fairfield Avenue Associates
Jason Little Architects, PLLC
D'Andrea Surveying & Engineering, P.C.
Environmental Land Solutions, LLC
SLR International Corporation

[1] A Parking and Traffic Demand Management Plan prepared by SLR International Corporation will be provided under separate cover.

SLR International Corporation
195 Church Street, 7th Floor, New Haven, Connecticut, 06510

October 20, 2023

Attention: Mr. Jeff Goldblum
SWC Office Furniture Outlet, Inc.
375 Fairfield Avenue Associates
Stamford, CT 06902

SLR Project No.: 141.21576.00001

RE: Traffic Impact Study
375 Fairfield Avenue

SLR International Corporation (SLR) has prepared this study to evaluate the traffic-related impacts of the proposed warehouse, flex-industrial, and commercial facility to be located at 375 Fairfield Avenue in Stamford, Connecticut. A location map of the study area is provided in **Figure 1**. Two new buildings are proposed as part of the proposed development.

This Traffic Impact Study includes a summary of existing and proposed roadway and traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations. For this study, the following intersections were evaluated during the weekday morning and afternoon peak periods:

1. Selleck Street at Fairfield Avenue
2. North Site Driveway at Fairfield Avenue
3. South Site Driveway at Fairfield Avenue
4. Congress Street at Fairfield Avenue

Existing Conditions

The study area information discussed in this section includes existing roadway characteristics, speed limit, roadway functional classification, Connecticut Crash Data Repository crash history, and traffic counts.

Roadway Network

Fairfield Avenue is a major collector with a speed limit of 25 miles per hour (mph). The area around the Fairfield Avenue has multiple intersecting side streets and a mixture of residential, commercial, and industrial land uses. There is a sidewalk on the west side of Fairfield Avenue. To the north, Fairfield Avenue intersects with Selleck Street, a minor arterial with a speed limit of 25 mph. This intersection is signalized. To the south Fairfield Avenue intersects with Congress Street, which also has a speed limit of 25 mph. This intersection is under all-way stop control. Current access to building 1 (375 Fairfield Avenue) is currently available via two driveways on the north and south sides of the building. There are several additional driveways to six fenced in parking areas north of building 1, where the proposed building A would be located. In addition to building 1, the southern driveway also provides access to several mixed industrial/warehouse

buildings. Proposed building B will be added to this mix of buildings. Directly adjacent to this driveway is a driveway to another multi-tenanted industrial area.

Crash Data Summary

Crash data was obtained from the Connecticut Crash Data Repository for the most recent 5-year period (2018 to 2022) for the study intersections, as summarized in **Table 1**. In this 5-year period, the majority of collisions resulted in property damage only at all study intersections.

Table 1: Crash Data Summary

Criteria	Study Intersection			
	Selleck Street at Fairfield Avenue	North Site Driveway at Fairfield Avenue	South Site Driveway at Fairfield Avenue	Congress Street at Fairfield Avenue
Type of Collision				
Angle	0	0	0	1
Head-on	0	0	0	0
Rear-End	5	0	1	0
Sideswipe, Same Direction	0	1	0	0
Sideswipe, Opposite Direction	0	0	0	0
Non-motorist	0	0	0	0
Single Vehicle	0	0	0	0
Other/Unknown	0	0	0	0
Total	**5**	**1**	**1**	**1**
Collision Severity				
Suspected Serious Injury	0	0	0	0
Suspected Minor Injury	1	0	0	0
Possible Injury	0	0	0	0
Property Damage Only	4	1	1	1
Unknown	0	0	0	0
Total	**5**	**1**	**1**	**1**

Source: Connecticut Crash Data Repository 2018 through 2022.

Turning Movement Counts

SLR International Corporation (SLR) conducted turning movement counts during the weekday afternoon peak period of 4 pm to 6 pm at the intersections of Selleck Street at Fairfield Avenue and Congress Street at Fairfield Avenue on Wednesday October 26, 2022. To supplement these counts turning movement counts were collected during the morning peak period of 7 am to 9 am at all study intersections and during the afternoon peak period of 4 pm to 6 pm at the site driveways. The observed peak hours were 7:30 am to 8:30 am in the weekday morning peak period and 5:00 pm to 6:00 pm in the weekday afternoon peak period. The

existing/baseline peak-hour traffic volumes are shown on **Figures 2 & 3**. Complete turning movement counts can be found in **Appendix A**.

Sight Lines

Intersection Sight Distance (ISD) was measured at the site driveways in accordance with criteria set forth in the CTDOT *Highway Design Manual*. The proposed project will eliminate five of the nine existing curb cuts and rebuild the remaining four curb cuts. All driveways are two-way and under stop-control and the Fairfield Avenue approaches are free.

ISD accounts for a driver's ability to identify an appropriate gap in oncoming traffic. The length of the gap, which is dependent on speed of approaching traffic and number of lanes a motorist needs to cross to make a turn, should allow a vehicle to safely turn without necessitating a significant change in the speed of vehicles already traveling on the roadway. ISD is measured using a line of sight across the corners of the intersection.

ISD measurements were taken at the existing driveway locations and the location of the proposed driveway. For a road with a speed limit of 25 miles per hour the CTDOT *Highway Design Manual* recommends a sight line of at least 280 feet. Sight lines are clear well beyond the recommended 280 feet at all three site driveways. It should be noted that vegetation may partially obstruct sightlines looking north (left) from the southernmost driveway. This observation was made assuming the vehicle exiting the site driveway would be 15 feet from the edge of the travel lane. When the sight distance was measured assuming the vehicle was closer to the edge of the travel lane, in front of the shrubs, the sight line was clear well beyond the recommended 280 feet. It is therefore recommended that all vegetation is trimmed and maintained as necessary to assure adequate visibility.

Site Development

As stated previously, the proposed project includes two new buildings as part of the development. The site-generated peak-hour trips associated with this development were estimated using statistical data published by the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. **Table 2** summarizes the site-generated traffic estimated for the proposed buildings at 375 Fairfield Avenue during the weekday morning and afternoon peak hours.

Table 2: Trip Generation Summary

Type	Use	ITE Land Use Code	Size	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Building A	Manufacturing	140	54,156 SF	32	11	43	18	25	43
	Fast Casual Restaurant	930	1,044 SF	4	2	6	12	7	19
Proposed Building B	Manufacturing	140	37,020 SF	22	8	30	12	18	30
TOTAL			**92,220 SF**	**58**	**21**	**79**	**42**	**50**	**92**

Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers

As shown in Table 2, a total of 79 vehicle trips are estimated to be generated by the proposed development during the weekday AM peak hour (58 vehicles entering and 21 vehicles exiting), and a total of 92 vehicle trips are estimated to be generated by the proposed development during the weekday PM peak hour (42 vehicles entering and 50 vehicles exiting).

Site Development Trip Distribution

The distribution of the site-generated traffic was estimated based on review of the roadway traffic patterns in the vicinity of the site, as well as the number of trips anticipated per building. **Figure 4** illustrates the distribution for the proposed site-generated traffic of building A through the study area, and **Figure 5** illustrates the distribution for the proposed site-generated traffic of building B through the study area. Based on the proposed development trip generation and trip distribution, the proposed development site-generated trips were assigned to the study area intersections. **Figure 6** and **Figure 7** display the resulting proposed development trip assignment.

Background Conditions

The background traffic scenario is reflective of Future Conditions if the proposed development was not built. Background Conditions include traffic associated with other nearby, expected, upcoming developments, as well as traffic volumes adjusted using a calculated annual growth rate. Currently, there is an ice-skating rink approved for construction within the study area. Trips generated by the ice-skating rink were estimated using the statistical data published by the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. **Table 3** summarizes the site-generated traffic estimated for the background development during the weekday afternoon peak hour. There is no statistical data published by ITE for ice skating rinks during the weekday morning peak hour. To be conservative, the estimated background trip generation for the weekday afternoon peak hour was utilized during the morning peak hour as well.

Table 3: Background Trip Generation Summary

Type	Use	ITE Land Use Code	Size (Number of Rinks)	PM Peak Hour		
				In	Out	Total
Background	Ice Skating Rink	465	1	28	17	45

Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers

Background development trips are added to future traffic volumes to represent the no-build future condition. To calculate future (2024) traffic volumes, an annual growth rate of 0.75% was applied to the collected traffic volumes at the advice of the Connecticut Department of Transportation (CTDOT). The Background (2024) Conditions peak-hour traffic volumes are shown in **Figure 8** and **Figure 9**.

Intersection Capacity Analysis – Background Conditions

Intersection capacity analysis was performed at the study intersections under Background Conditions to evaluate the intersection's ability to process traffic volumes. Intersection capacity results are expressed as a level of service (LOS) letter. 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. 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 4 summarizes the capacity analysis findings under Future (2024) Conditions for weekday morning and weekday afternoon peak hours. The Synchro analysis worksheets are included in **Appendix B**.

Combined Conditions

The combined traffic scenario is reflective of future (2024) conditions once the proposed development is opened. Future (2024) conditions peak-hour traffic volumes were estimated by adding the calculated development trip assignment (shown on Figures 6 and 7) to the Background Conditions traffic volumes (shown on Figures 8 and 9). The resultant Combined Conditions peak-hour traffic volumes are shown on **Figure 10** and **Figure 11**.

Intersection Capacity Analysis – Combined Conditions

Intersection capacity analysis was performed at the study intersections under the Combined Conditions to evaluate the intersection's ability to process traffic volumes after the proposed development is built. These evaluations were used to determine possible traffic impacts from the proposed expansion based on a comparison of background and future traffic operations. **Table 4** summarizes the capacity analysis output under future conditions for weekday morning and weekday afternoon peak hours. The Synchro analysis worksheets are included in **Appendix B**.

Table 4: Capacity Analysis Summary Future (2024) Conditions

Intersection/Lane Group	Level of Service			
	Morning Peak Hour		Afternoon Peak Hour	
	Background	Combined	Background	Combined
Selleck Street at Fairfield Avenue				
Eastbound Though/Right	A	A	A	A
Westbound Left/Through	C	C	B	B
Northbound Left/Right	C	C	B	B
Overall	**C**	**C**	**B**	**A**
Building A Site Driveway at Fairfield Avenue				
Eastbound Left/Right	-	B	-	B
Northbound Left	-	A	-	A
Building 1 Site Driveway at Fairfield Avenue				
Eastbound Left/Right	A	B	B	B
Northbound Left	A	A	A	A
Building B Site Driveway at Fairfield Avenue				
Eastbound Left/Right	B	B	B	B
Northbound Left	A	A	A	A

Intersection/Lane Group	Level of Service			
	Morning Peak Hour		Afternoon Peak Hour	
	Background	Combined	Background	Combined
The Loading Dock Driveway at Fairfield Avenue				
Eastbound Left/Right	B	B	B	B
Northbound Left	A	A	A	A
Congress Street at Fairfield Avenue				
Eastbound Left/Through	A	A	A	A
Westbound Though/Right	A	A	A	A
Southbound Left/Right	A	A	A	A

Notes: LOS calculations were performed using *Synchro 11*

As shown in Table 4, it is expected that all of the approaches at all of the study intersections will continue to operate at a LOS of C or better and none of the existing LOSs will be diminished.

Access and Circulation

As part of the proposed site expansion, five existing curb cuts will be eliminated, and four curb cuts will be rebuilt. Two of the driveways to be rebuilt will provide access to the building A parking area. Both site driveways provide entry and exit access for passenger cars, single-unit trucks, and fire trucks. Tractor-trailers and semi-trailers will travel to and from the site via Selleck Street to the north. These trucks will enter the building A parking area via the north driveway, back into the building A loading area, and exit through the south driveway.

One of the driveways to be rebuilt will provide access to the building B parking lot. All vehicles can enter and exit the parking area through this driveway. Tractor-trailers and semi-trailers will utilize the drive aisle between building B and building 1 and pull behind building 1 to back into the building B loading area. Passenger cars, single-unit trucks, and fire trucks can circulate throughout the building B parking area. Directly adjacent to the existing driveway at this location is a driveway to another multi-tenanted industrial area. The proposed geometry separates these driveways to improve site access and internal circulation for both facilities.

Conclusions and Recommendations

This traffic impact study was conducted to evaluate the impact of the proposed project on the adjacent roadway network and study intersections. The results of this assessment indicate that the trips generated by the proposed development will have minimal impact on the surrounding roadway network traffic flows. It is recommended that clearing of vegetation be done as necessary to maintain a clear sightline adjacent to the site driveways, particularly looking left from the southernmost site driveway.

The proposed project will eliminate five of the nine existing curb cuts and rebuild the remaining four curb cuts into safer, truck-accessible driveways with site lines exceeding the minimum standards. The proposed site plan also organizes the internal vehicle circulation and parking within the site. Overall, the proposed site plan improvements to site access and internal circulation will be safer and more practical.

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 the undersigned.

Regards,

SLR International Corporation

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

Kimberly Guthrie
Project Transportation Engineer
kguthrie@slrconsulting.com

Date Saved: 6/28/2023

Document Path: Y:\215760000\Maps\Location Map.aprx

SLR

195 CHURCH STREET
7TH FLOOR
NEW HAVEN, CT 06511
203.344.7887

LOCATION MAP

PROPOSED WAREHOUSE AND DISTRIBUTION FACILITY
375 FAIRFIELD AVENUE ASSOCIATES

375 FAIRFIELD AVENUE
STAMFORD, CONNECTICUT

N

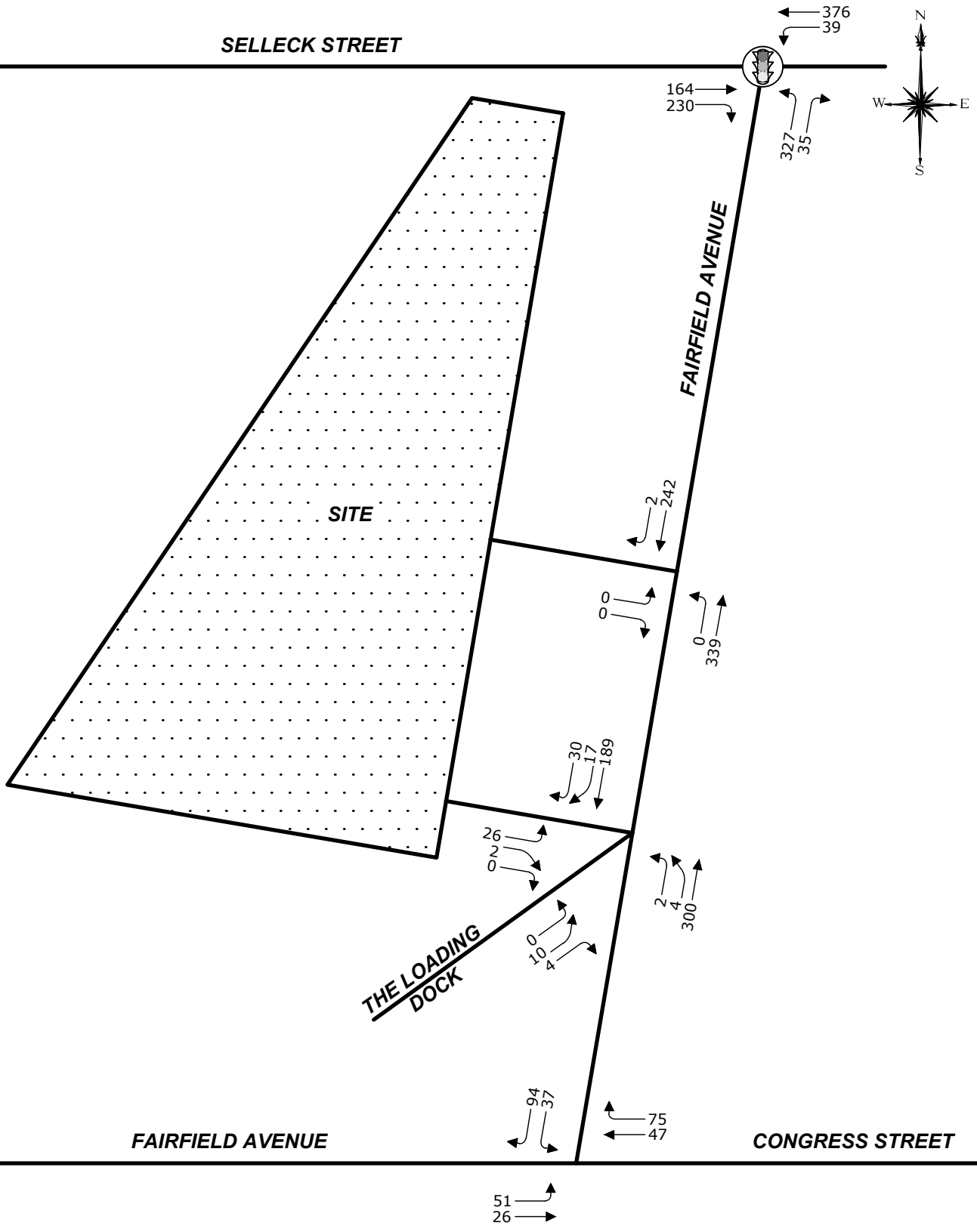
0 250 500 1,000
Feet

SCALE 1" = 1,000'

DATE 6/28/2023

141.21576.00001
PROJ. NO.

FIG. 1



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375 FAIRFIELD AVENUE

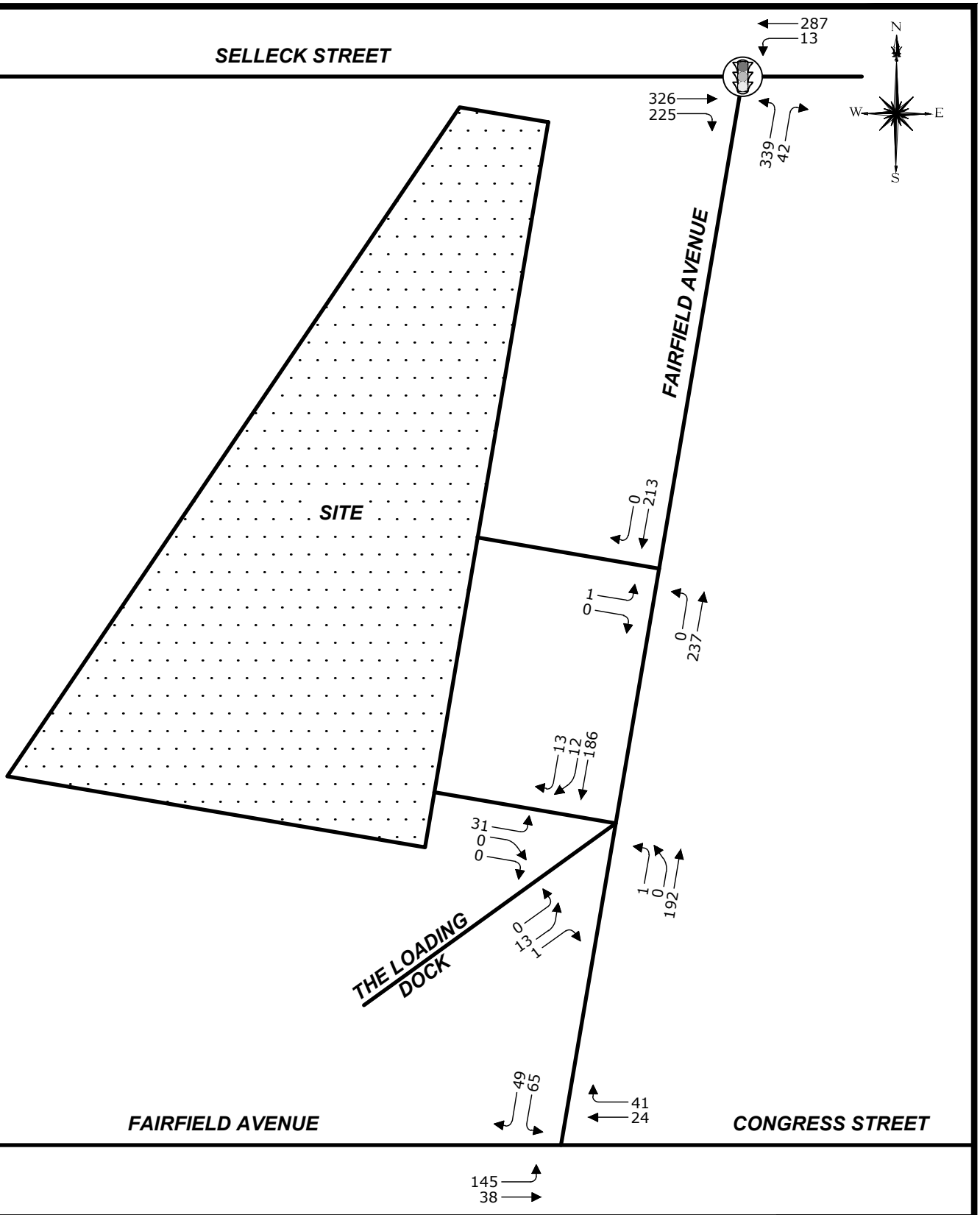
WEEKDAY MORNING PEAK HOUR
2023 EXISTING TRAFFIC CONDITIONS

STAMFORD, CONNECTICUT

DATE	JULY 2023		
SCALE	N.T.S.		
PROJ. NO.	21576.00001		
DESIGNED	DRAWN KPG	CHECKED DGS	

DRAWING NAME:

FIG. 2



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375 FAIRFIELD AVENUE

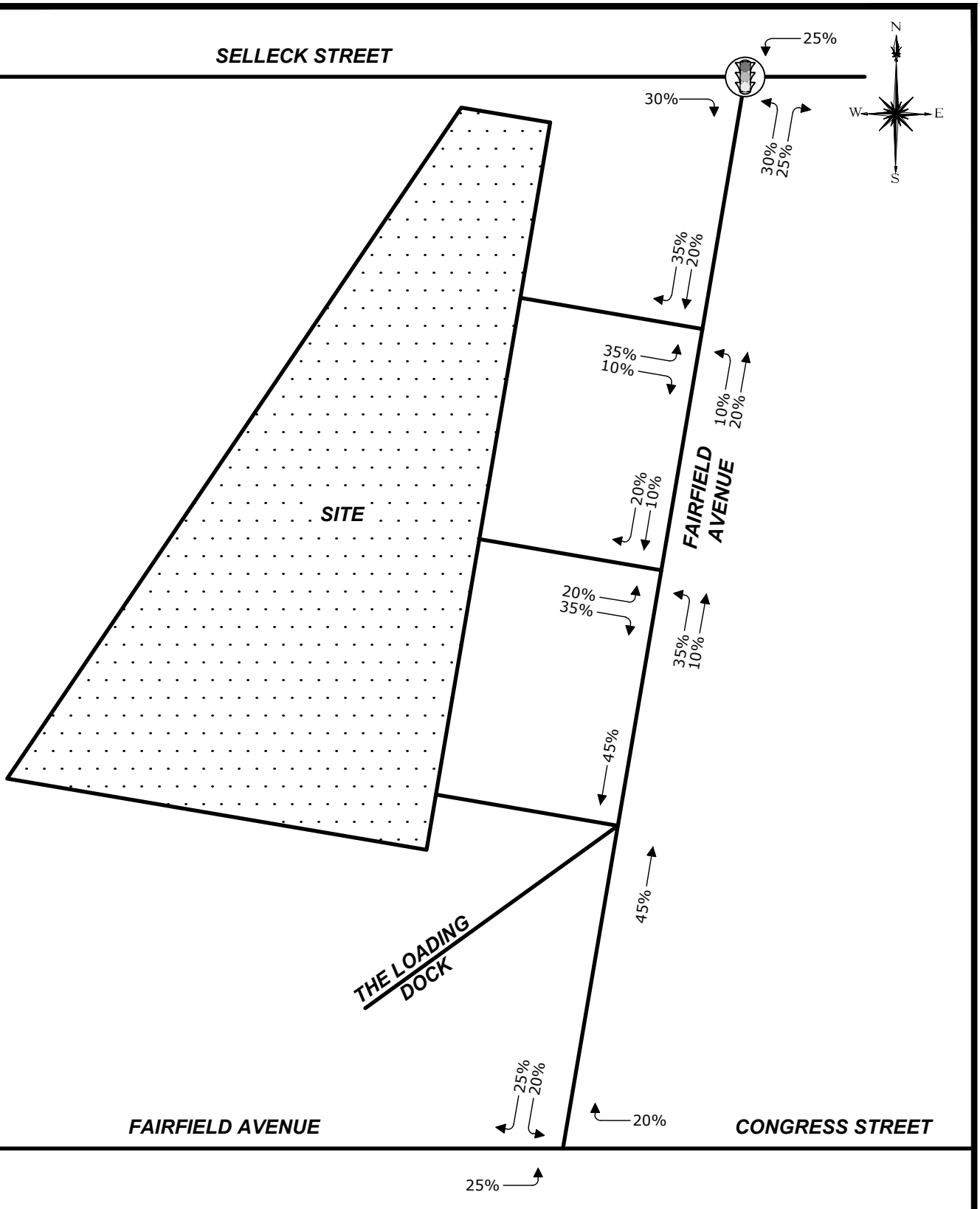
WEEKDAY AFTERNOON PEAK HOUR
2023 EXISTING TRAFFIC CONDITIONS

STAMFORD, CONNECTICUT

DATE	JULY 2023		
SCALE	N.T.S.		
PROJ. NO.	21576.00001		
DESIGNED	DRAWN KPG	CHECKED DGS	

DRAWING NAME:

FIG. 3



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375 FAIRFIELD AVENUE

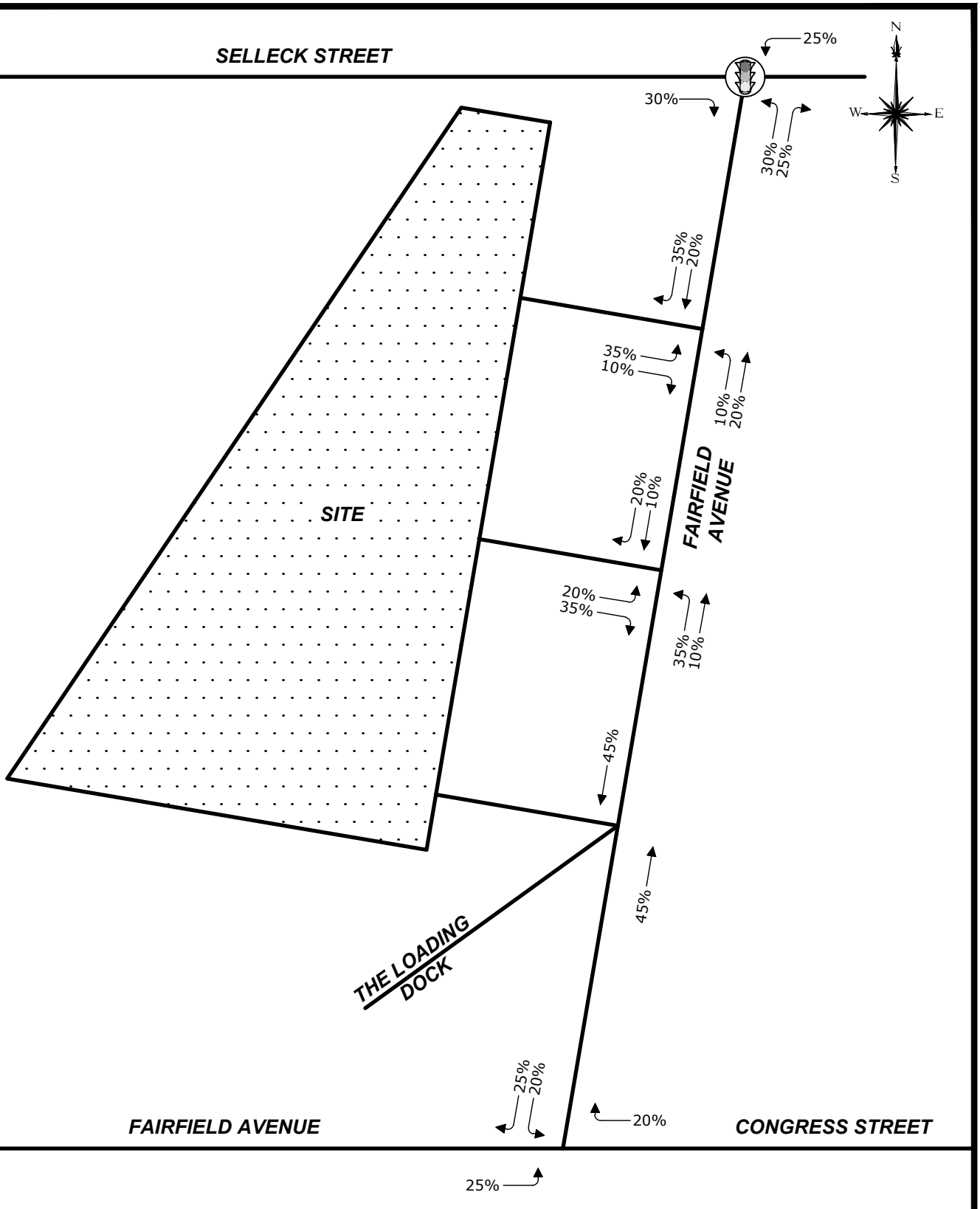
SITE GENERATED TRAFFIC - BUILDING A ARRIVAL & DEPARTURE DISTRIBUTION

STAMFORD, CONNECTICUT

DATE	JULY 2023
SCALE	N.T.S.
PROJ. NO.	21576.00001
DESIGNED	
DRAWN	KPG
CHECKED	DGS

DRAWING NAME:

FIG. 4



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375 FAIRFIELD AVENUE

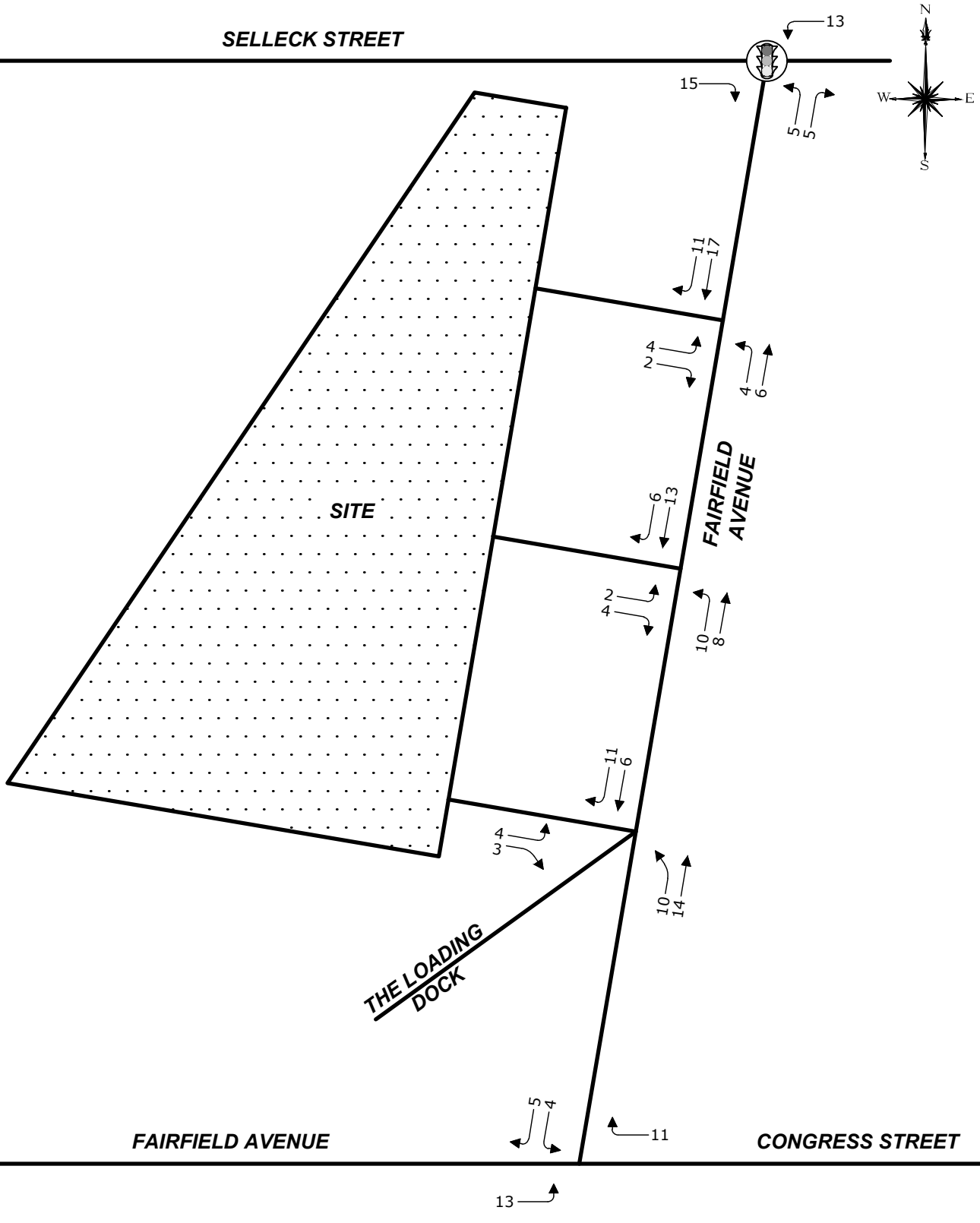
SITE GENERATED TRAFFIC - BUILDING B ARRIVAL & DEPARTURE DISTRIBUTION

STAMFORD, CONNECTICUT

DATE	JULY 2023
SCALE	N.T.S.
PROJ. NO.	21576.00001
DESIGNED	
DRAWN	KPG
CHECKED	DGS

DRAWING NAME:

FIG. 5



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NEW HAVEN, CT 06510
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375 FAIRFIELD AVENUE

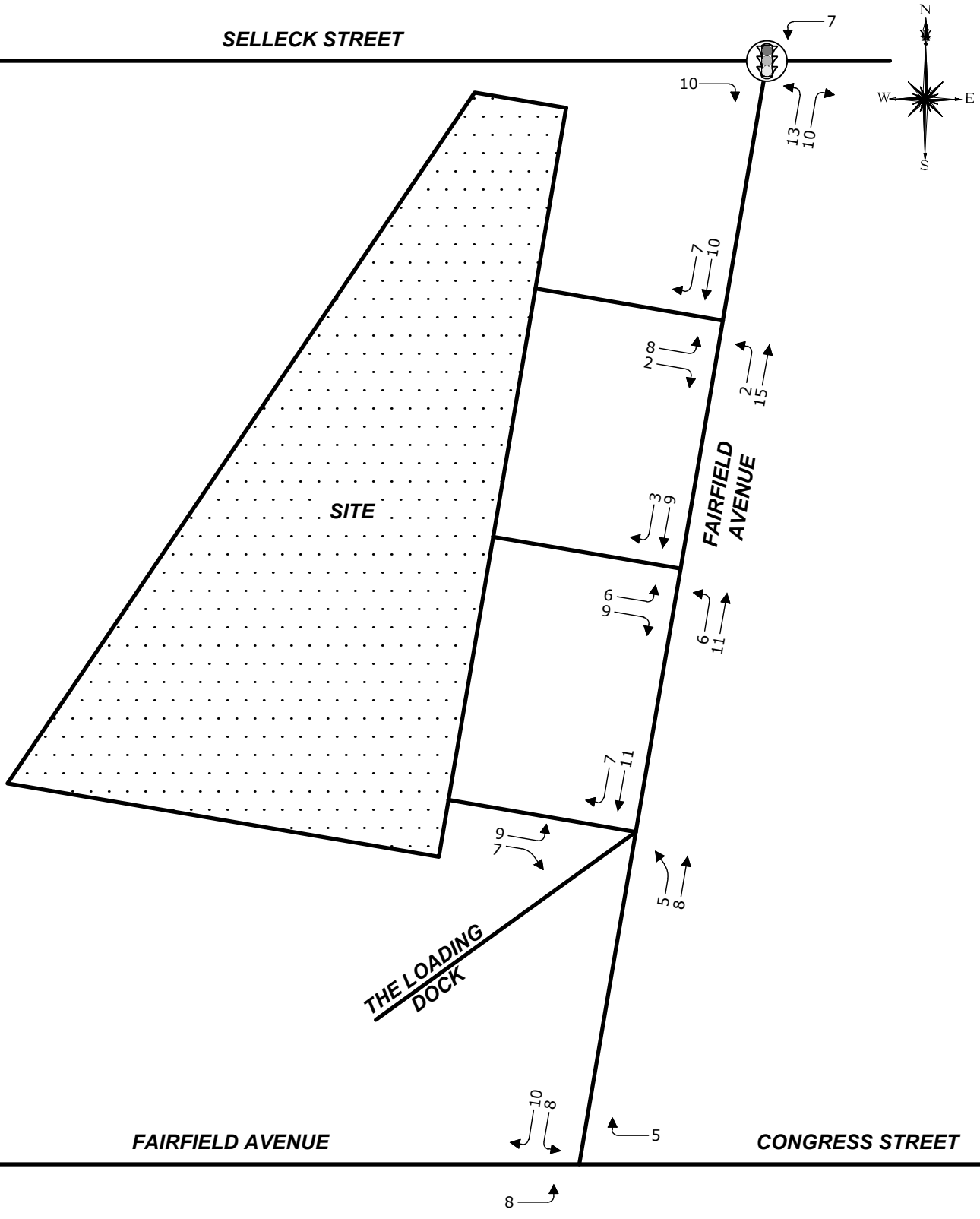
WEEKDAY MORNING PEAK HOUR SITE GENERATED TRAFFIC VOLUMES

STAMFORD, CONNECTICUT

DATE	JULY 2023	
SCALE	N.T.S.	
PROJ. NO.	21576.00001	
DESIGNED	DRAWN KPG	CHECKED DGS

DRAWING NAME:

FIG. 6



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375 FAIRFIELD AVENUE

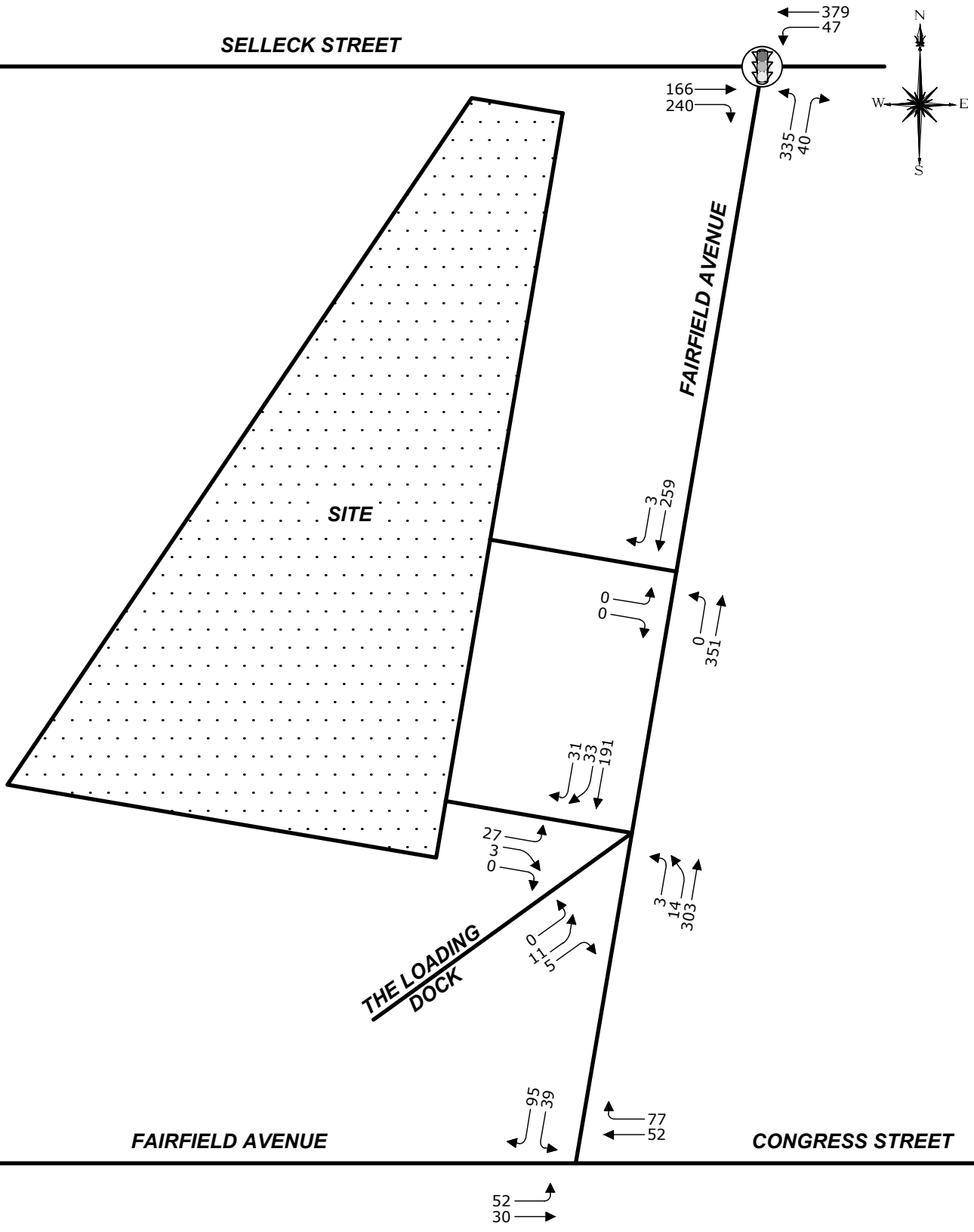
WEEKDAY AFTERNOON PEAK HOUR SITE GENERATED TRAFFIC VOLUMES

STAMFORD, CONNECTICUT

DATE	JULY 2023
SCALE	N.T.S.
PROJ. NO.	21576.00001
DESIGNED	
DRAWN	KPG
CHECKED	DGS

DRAWING NAME:

FIG. 7



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375 FAIRFIELD AVENUE

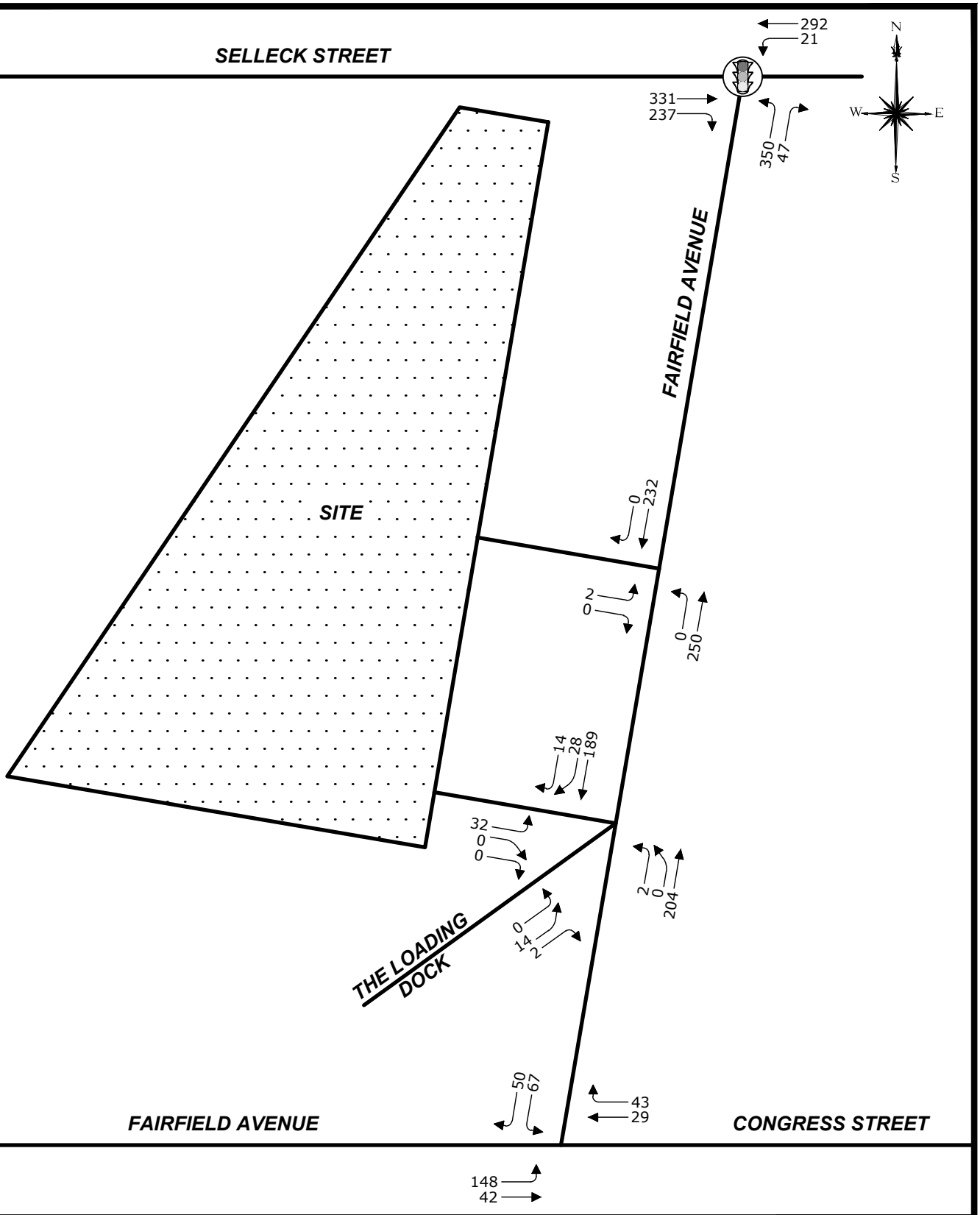
WEEKDAY MORNING PEAK HOUR
2024 BACKGROUND TRAFFIC CONDITIONS

STAMFORD, CONNECTICUT

DATE	**JULY 2023**
SCALE	**N.T.S.**
PROJ. NO.	**21576.00001**
DESIGNED	
DRAWN	**KPG**
CHECKED	**DGS**

DRAWING NAME:

FIG. 8



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375 FAIRFIELD AVENUE

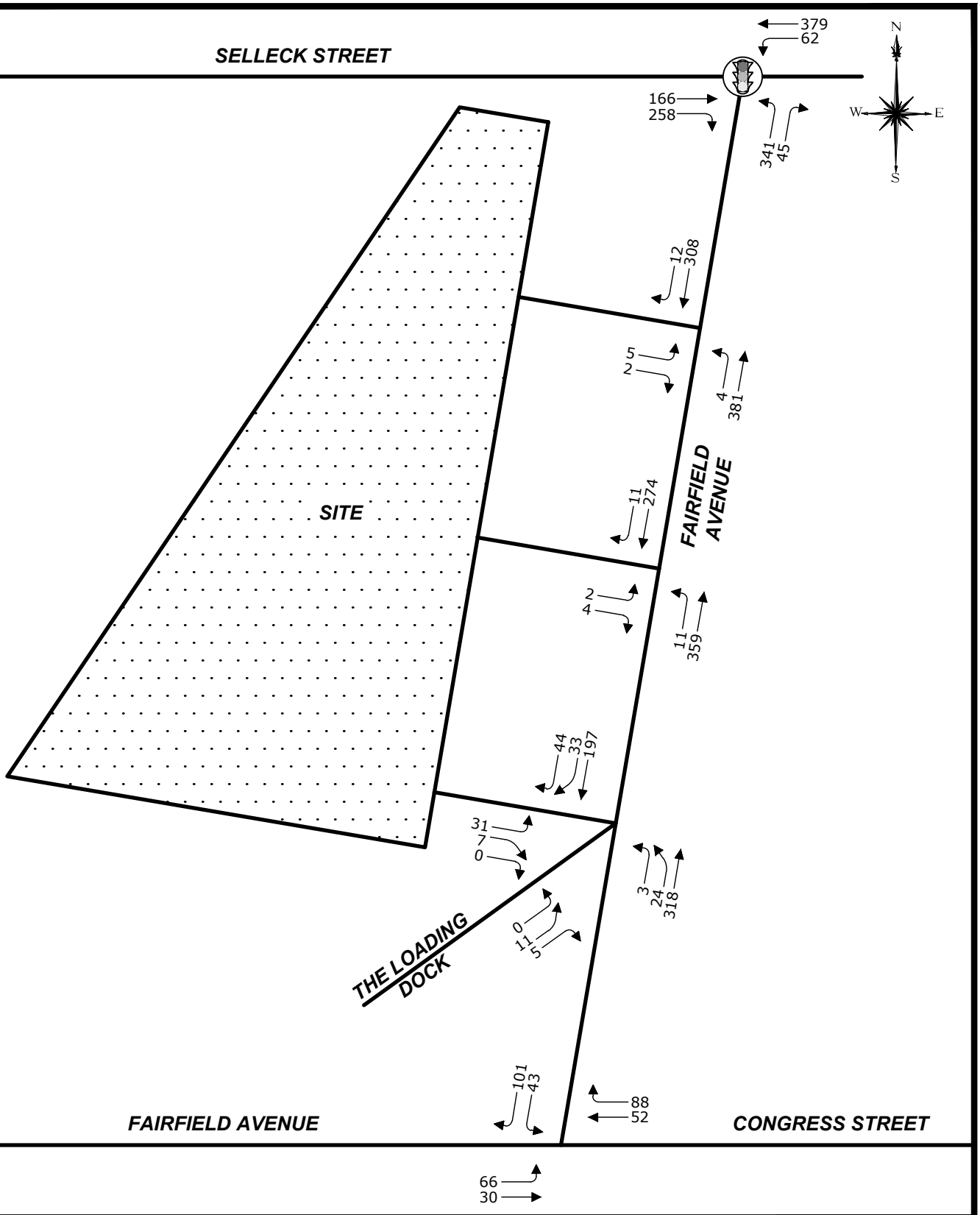
WEEKDAY AFTERNOON PEAK HOUR
2024 BACKGROUND TRAFFIC CONDITIONS

STAMFORD, CONNECTICUT

DATE	JULY 2023
SCALE	N.T.S.
PROJ. NO.	21576.00001
DESIGNED	
DRAWN	KPG
CHECKED	DGS

DRAWING NAME:

FIG. 9



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375 FAIRFIELD AVENUE

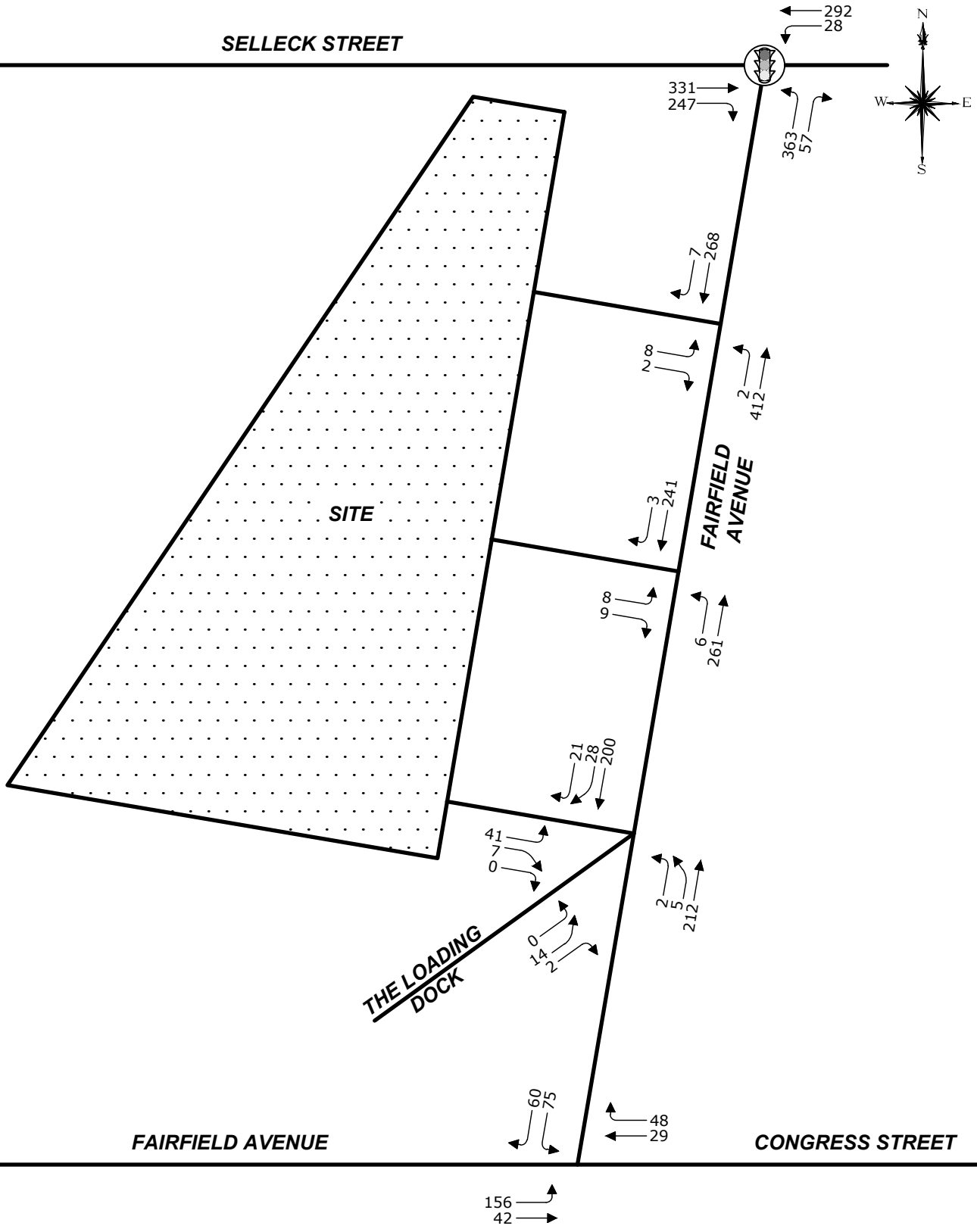
WEEKDAY MORNING PEAK HOUR
2024 COMBINED TRAFFIC CONDITIONS

STAMFORD, CONNECTICUT

DATE	JULY 2023		
SCALE	N.T.S.		
PROJ. NO.	21576.00001		
DESIGNED	DRAWN KPG	CHECKED DGS	

DRAWING NAME:

FIG. 10



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375 FAIRFIELD AVENUE

WEEKDAY AFTERNOON PEAK HOUR
2024 COMBINED TRAFFIC CONDITIONS

STAMFORD, CONNECTICUT

DATE	JULY 2023
SCALE	N.T.S.
PROJ. NO.	21576.00001
DESIGNED	
DRAWN	KPG
CHECKED	DGS

DRAWING NAME:

FIG. 11

Appendix A Data Collection

Traffic Impact Study

375 Fairfield Avenue
Stamford, CT

Mr. Jeff Goldblum
SWC Office Furniture Outlet, Inc.

SLR Project No.: 141.21576.00001

File Name: E:\1465-1TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000001
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 7:30 TO 8:30 A.M.
Comment 4: TOTAL

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	1	4	0	63	7	0	2	0	55	2	50	40	0	3
7:15:00 AM	0	0	0	3	0	68	9	0	7	0	77	6	65	49	0	0
7:30:00 AM	0	0	0	11	0	89	10	0	2	0	80	5	61	44	0	0
7:45:00 AM	0	0	0	3	0	84	7	0	8	0	93	1	62	40	0	1
8:00:00 AM	0	0	0	3	0	117	11	0	8	0	77	1	52	54	0	2
8:15:00 AM	0	0	0	2	0	86	11	0	17	0	77	2	55	26	0	0
8:30:00 AM	0	0	0	5	0	63	11	0	11	0	64	0	57	53	0	0
8:45:00 AM	0	0	0	2	0	69	16	0	8	0	66	1	64	42	0	0

File Name: E:\1465-1TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000001
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 7:30 TO 8:30 A.M.
Comment 4: CARS

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	1	4	0	61	7	0	2	0	54	2	50	37	0	3
7:15:00 AM	0	0	0	3	0	67	9	0	5	0	72	6	61	46	0	0
7:30:00 AM	0	0	0	11	0	87	10	0	1	0	76	5	59	42	0	0
7:45:00 AM	0	0	0	3	0	80	6	0	8	0	92	1	59	40	0	1
8:00:00 AM	0	0	0	3	0	115	10	0	8	0	76	1	51	52	0	2
8:15:00 AM	0	0	0	2	0	85	11	0	16	0	75	2	53	26	0	0
8:30:00 AM	0	0	0	5	0	61	10	0	11	0	63	0	56	51	0	0
8:45:00 AM	0	0	0	2	0	67	16	0	7	0	64	1	63	41	0	0

File Name: E:\1465-1TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000001
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 7:30 TO 8:30 A.M.
Comment 4: TRUCKS

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0
7:15:00 AM	0	0	0	0	0	0	0	0	2	0	5	0	2	2	0	0
7:30:00 AM	0	0	0	0	0	2	0	0	1	0	3	0	0	1	0	0
7:45:00 AM	0	0	0	0	0	2	1	0	0	0	1	0	3	0	0	0
8:00:00 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	2	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0
8:30:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	2	0	0
8:45:00 AM	0	0	0	0	0	2	0	0	1	0	2	0	1	1	0	0

File Name: E:\1465-1TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000001
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 7:30 TO 8:30 A.M.
Comment 4: BUSES

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0
7:45:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
8:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: e:\1465-2th.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: TOTAL

	FAIRFIELD AVE. SOUTHBOUND				WESTBOUND				FAIRFIELD AVE. NORTHBOUND				NORTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	63	0	0	0	0	0	0	0	62	0	0	0	0	0	0
7:15:00 AM	0	68	0	0	0	0	0	0	0	92	0	0	0	0	0	0
7:30:00 AM	0	61	0	0	0	0	0	0	0	90	0	0	0	0	0	0
7:45:00 AM	0	61	0	0	0	0	0	0	0	84	0	0	0	0	0	0
8:00:00 AM	1	64	0	0	0	0	0	0	0	79	0	0	0	0	0	0
8:15:00 AM	1	56	0	0	0	0	0	0	0	86	0	0	0	0	0	0
8:30:00 AM	0	62	0	0	0	0	0	0	0	75	0	0	0	0	0	0
8:45:00 AM	1	77	0	0	0	0	0	0	0	60	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	1	55	0	0	0	0	0	0	0	78	0	0	0	0	1	0
4:15:00 PM	0	48	0	0	0	0	0	0	0	74	0	0	0	0	2	0
4:30:00 PM	0	59	0	0	0	0	0	0	0	77	0	0	0	0	2	0
4:45:00 PM	0	48	0	0	0	0	0	0	0	61	0	0	0	0	2	0
5:00:00 PM	0	58	0	0	0	0	0	0	0	67	0	0	0	0	1	0
5:15:00 PM	0	54	0	0	0	0	0	0	0	66	0	0	0	0	0	0
5:30:00 PM	0	53	0	0	0	0	0	0	0	55	0	0	0	0	0	0
5:45:00 PM	0	48	0	0	0	0	0	0	0	49	0	0	0	0	0	0

File Name: e:\1465-2th.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: CARS

	FAIRFIELD AVE. SOUTHBOUND				WESTBOUND				FAIRFIELD AVE. NORTHBOUND				NORTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	62	0	0	0	0	0	0	0	60	0	0	0	0	0	0
7:15:00 AM	0	66	0	0	0	0	0	0	0	90	0	0	0	0	0	0
7:30:00 AM	0	57	0	0	0	0	0	0	0	89	0	0	0	0	0	0
7:45:00 AM	0	61	0	0	0	0	0	0	0	83	0	0	0	0	0	0
8:00:00 AM	1	63	0	0	0	0	0	0	0	79	0	0	0	0	0	0
8:15:00 AM	1	55	0	0	0	0	0	0	0	85	0	0	0	0	0	0
8:30:00 AM	0	60	0	0	0	0	0	0	0	74	0	0	0	0	0	0
8:45:00 AM	1	77	0	0	0	0	0	0	0	60	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	1	52	0	0	0	0	0	0	0	78	0	0	0	0	1	0
4:15:00 PM	0	46	0	0	0	0	0	0	0	73	0	0	0	0	2	0
4:30:00 PM	0	57	0	0	0	0	0	0	0	77	0	0	0	0	2	0
4:45:00 PM	0	46	0	0	0	0	0	0	0	60	0	0	0	0	2	0
5:00:00 PM	0	58	0	0	0	0	0	0	0	67	0	0	0	0	1	0
5:15:00 PM	0	52	0	0	0	0	0	0	0	65	0	0	0	0	0	0
5:30:00 PM	0	53	0	0	0	0	0	0	0	55	0	0	0	0	0	0
5:45:00 PM	0	48	0	0	0	0	0	0	0	49	0	0	0	0	0	0

File Name: e:\1465-2th.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: TRUCKS

	FAIRFIELD AVE. SOUTHBOUND				WESTBOUND				FAIRFIELD AVE. NORTHBOUND				NORTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:15:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:30:00 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: e:\1465-2th.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: BUSES

	FAIRFIELD AVE. SOUTHBOUND				WESTBOUND				FAIRFIELD AVE. NORTHBOUND				NORTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: E:\1465-4TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 8:00 TO 9:00 A.M.
Comment 4: TOTAL

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	19	0	3	0	22	4	0	0	0	0	0	0	0	3	10	0
7:15:00 AM	15	0	8	0	14	3	0	0	0	0	0	4	0	2	13	0
7:30:00 AM	19	0	7	0	21	9	0	0	0	0	0	1	0	5	9	0
7:45:00 AM	26	0	7	0	22	11	0	0	0	0	0	1	0	8	12	0
8:00:00 AM	26	0	9	1	19	11	0	0	0	0	0	0	0	6	11	0
8:15:00 AM	23	0	14	0	13	16	0	0	0	0	0	0	0	7	19	0
8:30:00 AM	24	0	8	0	17	15	0	0	0	0	0	0	0	5	14	0
8:45:00 AM	43	0	3	0	12	22	0	1	0	0	0	0	0	7	13	0

File Name: E:\1465-4TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 8:00 TO 9:00 A.M.
Comment 4: CARS

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	18	0	3	0	21	4	0	0	0	0	0	0	0	3	9	0
7:15:00 AM	14	0	7	0	14	3	0	0	0	0	0	4	0	2	13	0
7:30:00 AM	18	0	6	0	21	9	0	0	0	0	0	1	0	5	8	0
7:45:00 AM	25	0	7	0	22	11	0	0	0	0	0	1	0	8	12	0
8:00:00 AM	25	0	9	1	19	11	0	0	0	0	0	0	0	6	11	0
8:15:00 AM	21	0	14	0	13	16	0	0	0	0	0	0	0	7	18	0
8:30:00 AM	24	0	8	0	17	15	0	0	0	0	0	0	0	5	14	0
8:45:00 AM	42	0	3	0	12	22	0	1	0	0	0	0	0	7	13	0

File Name: E:\1465-4TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 8:00 TO 9:00 A.M.
Comment 4: TRUCKS

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: E:\1465-4TH.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 8:00 TO 9:00 A.M.
Comment 4: BUSES

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: e:\1465-23all.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000003
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: TOTAL

	FAIRFIELD AVE SOUTHBOUND				FAIRFIELD AVE NORTHBOUND				ABIGIAL KIRSCH DRIVEWAY From Southwest				SOUTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Bear Right	Thru	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds
7:00:00 AM	6	6	50	0	58	1	0	0	0	0	0	0	0	0	2	0
7:15:00 AM	8	3	55	0	88	1	0	0	0	1	0	0	0	0	1	0
7:30:00 AM	6	5	46	0	84	1	1	0	1	2	0	0	0	0	3	0
7:45:00 AM	11	5	45	0	71	2	1	0	2	2	0	0	0	1	10	0
8:00:00 AM	6	3	54	0	73	0	0	0	1	2	0	0	0	0	4	0
8:15:00 AM	7	4	44	0	72	1	0	0	0	4	0	0	0	1	9	0
8:30:00 AM	5	2	53	0	70	2	0	0	0	2	0	0	0	2	2	0
8:45:00 AM	7	4	66	0	55	1	0	0	0	2	0	0	0	0	3	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	2	1	49	0	72	0	1	0	1	1	0	0	0	1	5	0
4:15:00 PM	0	4	42	0	67	0	0	0	1	2	0	0	0	0	4	0
4:30:00 PM	4	5	48	0	66	1	1	0	0	8	0	0	0	0	3	0
4:45:00 PM	3	2	41	0	54	0	0	0	0	4	0	0	0	0	2	0
5:00:00 PM	4	1	53	0	57	0	0	0	0	4	0	0	0	0	6	0
5:15:00 PM	3	4	45	0	57	0	1	0	1	2	0	0	0	0	6	0
5:30:00 PM	3	4	46	0	40	0	0	0	0	4	0	0	0	0	11	0
5:45:00 PM	3	3	42	0	38	0	0	0	0	3	0	0	0	0	8	0

File Name: e:\1465-23all.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000003
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: CARS

	FAIRFIELD AVE SOUTHBOUND				WESTBO	FAIRFIELD AVE NORTHBOUND				ABIGIAL KIRSCH DRIVEWAY From Southwest					SOUTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Bear Right	Thru	Peds	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Peds	Hard Right	Right	Left	Peds
7:00:00 AM	6	6	49	0	0	56	1	0	0	0	0	0	0	0	0	0	2	0
7:15:00 AM	7	3	53	0	0	86	1	0	0	0	1	0	0	0	0	0	1	0
7:30:00 AM	6	5	44	0	0	82	1	1	0	1	2	0	0	0	0	0	2	0
7:45:00 AM	10	4	43	0	0	70	1	1	0	2	2	0	0	0	0	1	10	0
8:00:00 AM	6	3	53	0	0	73	0	0	0	1	2	0	0	0	0	0	4	0
8:15:00 AM	7	4	43	0	0	71	1	0	0	0	4	0	0	0	0	1	9	0
8:30:00 AM	4	2	52	0	0	69	1	0	0	0	2	0	0	0	0	2	2	0
8:45:00 AM	7	3	65	0	0	55	1	0	0	0	2	0	0	0	0	0	2	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	2	1	46	0	0	72	0	0	0	1	1	0	0	0	0	1	5	0
4:15:00 PM	0	4	40	0	0	67	0	0	0	1	2	0	0	0	0	0	4	0
4:30:00 PM	4	5	46	0	0	66	1	0	0	0	7	0	0	0	0	0	3	0
4:45:00 PM	3	2	40	0	0	54	0	0	0	0	4	0	0	0	0	0	2	0
5:00:00 PM	4	1	52	0	0	57	0	0	0	0	4	0	0	0	0	0	6	0
5:15:00 PM	3	4	44	0	0	57	0	0	0	1	2	0	0	0	0	0	6	0
5:30:00 PM	3	4	46	0	0	40	0	0	0	0	4	0	0	0	0	0	10	0
5:45:00 PM	3	3	42	0	0	38	0	0	0	0	3	0	0	0	0	0	8	0

File Name: e:\1465-23all.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000003
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: TRUCKS

	FAIRFIELD AVE SOUTHBOUND				WESTBO	FAIRFIELD AVE NORTHBOUND				ABIGIAL KIRSCH DRIVEWAY From Southwest					SOUTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Bear Right	Thru	Peds	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Peds	Hard Right	Right	Left	Peds
7:00:00 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00 AM	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: e:\1465-23all.ppd
Start Date: 6/15/2023
Start Time: 7:00:00 AM
Site Code: 00000003
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 4:30 TO 5:30 P.M.
Comment 4: BUSES

	FAIRFIELD AVE SOUTHBOUND				WESTBO	FAIRFIELD AVE NORTHBOUND				ABIGIAL KIRSCH DRIVEWAY From Southwest					SOUTH SITE DRIVEWAY EASTBOUND			
Start Time	Right	Bear Right	Thru	Peds	Peds	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Peds	Hard Right	Right	Left	Peds
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-2W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: TOTAL

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	12	0	9	0	7	1	0	0	0	0	0	0	0	8	15	0
4:15:00 PM	14	0	16	2	13	4	0	0	0	0	0	0	0	11	13	0
4:30:00 PM	9	0	10	0	6	5	0	0	0	0	0	0	0	6	17	0
4:45:00 PM	15	0	10	1	7	5	0	0	0	0	0	0	0	17	21	0
5:00:00 PM	7	0	19	2	15	6	0	1	0	0	0	0	1	15	42	0
5:15:00 PM	14	0	12	1	11	6	0	1	0	0	0	0	0	7	31	0
5:30:00 PM	16	0	11	1	10	4	0	0	0	0	0	0	0	12	34	0
5:45:00 PM	12	0	23	1	5	8	1	0	0	0	0	1	0	4	38	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-2W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: CARS

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	12	0	9	0	7	1	0	0	0	0	0	0	0	8	15	0
4:15:00 PM	14	0	16	2	13	4	0	0	0	0	0	0	0	11	13	0
4:30:00 PM	9	0	10	0	6	5	0	0	0	0	0	0	0	6	17	0
4:45:00 PM	14	0	10	1	7	5	0	0	0	0	0	0	0	17	21	0
5:00:00 PM	7	0	19	2	15	6	0	1	0	0	0	0	1	15	42	0
5:15:00 PM	13	0	12	1	11	6	0	1	0	0	0	0	0	7	31	0
5:30:00 PM	15	0	11	1	10	4	0	0	0	0	0	0	0	12	34	0
5:45:00 PM	11	0	23	1	5	8	1	0	0	0	0	1	0	4	38	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-2W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: TRUCKS

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-2W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000002
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: BUSES

	FAIRFIELD AVE. SOUTHBOUND				CONGRESS ST. WESTBOUND				NORTHBOUND				FAIRFIELD AVE. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: TOTAL

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	0	0	0	1	0	64	1	0	11	0	59	1	49	55	0	0
4:15:00 PM	0	0	0	9	0	48	3	0	13	0	71	2	43	72	0	1
4:30:00 PM	0	0	0	6	0	52	4	0	10	0	67	5	44	67	0	0
4:45:00 PM	0	0	0	5	0	54	4	0	13	0	63	0	47	73	0	1
5:00:00 PM	0	0	0	8	0	63	4	0	13	0	86	4	56	79	0	0
5:15:00 PM	0	0	0	4	0	92	3	0	10	0	83	2	56	84	0	0
5:30:00 PM	0	0	0	7	0	78	4	0	8	0	83	6	62	61	0	0
5:45:00 PM	0	0	0	10	0	54	2	0	11	0	87	3	51	102	0	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: CARS

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	0	0	0	1	0	60	1	0	10	0	58	1	49	52	0	0
4:15:00 PM	0	0	0	9	0	47	3	0	13	0	71	2	42	72	0	1
4:30:00 PM	0	0	0	6	0	52	4	0	10	0	67	5	43	66	0	0
4:45:00 PM	0	0	0	5	0	54	4	0	13	0	63	0	45	72	0	1
5:00:00 PM	0	0	0	8	0	63	4	0	13	0	86	4	54	79	0	0
5:15:00 PM	0	0	0	4	0	92	3	0	10	0	81	2	55	84	0	0
5:30:00 PM	0	0	0	7	0	78	4	0	8	0	81	6	60	61	0	0
5:45:00 PM	0	0	0	10	0	54	2	0	11	0	87	3	50	101	0	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: TRUCKS

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	0	0	0	0	0	2	0	0	1	0	1	0	0	1	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name: G:\RTC ALL COUNTS 2016\JAN 2022\1409-4W.ppd
Start Date: 10/26/2022
Start Time: 4:00:00 PM
Site Code: 00000004
Comment 1: TRAFFIC COUNTS
Comment 2: PEAK HOUR
Comment 3: 5:00 TO 6:00 P.M.
Comment 4: BUSES

	SOUTHBOUND				SELLECK ST. WESTBOUND				FAIRFIELD AVE. NORTHBOUND				SELLECK ST. EASTBOUND			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
4:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Appendix B Capacity Analysis

Traffic Impact Study

375 Fairfield Avenue
Stamford, CT

Mr. Jeff Goldblum
SWC Office Furniture Outlet, Inc.

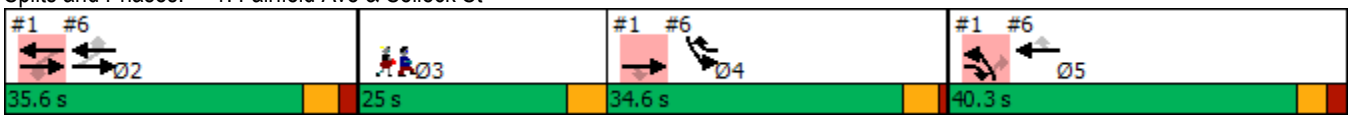
SLR Project No.: 141.21576.00001

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	166	240	47	379	335	40		
Future Volume (vph)	166	240	47	379	335	40		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.99	0.96		
Frt		0.850				0.850		
Flt Protected				0.995	0.950			
Satd. Flow (prot)	1827	1495	0	3153	1671	1583		
Flt Permitted				0.898	0.950			
Satd. Flow (perm)	1827	1456	0	2841	1654	1525		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	289			
Travel Time (s)	6.3			6.7	7.9			
Confl. Peds. (#/hr)		9	9		9	9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	4%	8%	2%	9%	8%	2%		
Parking (#/hr)				0				
Adj. Flow (vph)	180	261	51	412	364	43		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	180	261	0	463	364	43		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+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		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		40.3	35.6	35.6	40.3	40.3	25.0	34.6
Total Split (%)		29.7%	26.3%	26.3%	29.7%	29.7%	18%	26%
Maximum Green (s)		35.0	30.0	30.0	35.0	35.0	21.0	29.9
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	26.0	51.1		26.0	24.8	24.8		
Actuated g/C Ratio	0.35	0.68		0.35	0.33	0.33		
v/c Ratio	0.29	0.26		0.47	0.66	0.09		
Control Delay	5.2	4.6		25.0	32.0	22.9		
Queue Delay	0.1	0.1		0.0	0.0	0.0		
Total Delay	5.2	4.7		25.0	32.0	22.9		
LOS	A	A		C	C	C		
Approach Delay	4.9			25.0	31.1			
Approach LOS	A			C	C			
Queue Length 50th (ft)	8	21		111	186	18		
Queue Length 95th (ft)	12	81		178	295	43		
Internal Link Dist (ft)	150			167	209			
Turn Bay Length (ft)						100		
Base Capacity (vph)	834	1078		1298	891	813		
Starvation Cap Reductn	106	218		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.25	0.30		0.36	0.41	0.05		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135.5			
Actuated Cycle Length: 75.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Fairfield Ave & Selleck St



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	351	259	3
Future Vol, veh/h	0	0	0	351	259	3
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	6	0
Mvmt Flow	0	0	0	382	282	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	666	284	285	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	428	760	1289	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	428	760	1289	-	-	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	3	14	303	191	31
Future Vol, veh/h	27	3	14	303	191	31
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	6	1
Mvmt Flow	29	3	15	329	208	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	584	225	242	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	477	819	1313	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	470	819	1313	-	-	-
Mov Cap-2 Maneuver	470	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	491	-	-
HCM Lane V/C Ratio	0.012	-	0.066	-	-
HCM Control Delay (s)	7.8	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	5	0	306	194	0
Future Vol, veh/h	11	5	0	306	194	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	5	0	333	211	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	544	211	211	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	500	829	1360	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	829	1360	-	-	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1360	-	571	-	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	0	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	30	52	77	39	95
Future Vol, veh/h	52	30	52	77	39	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	0	1	5
Mvmt Flow	57	33	57	84	42	103
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.7	7.8
HCM LOS	A	A	A

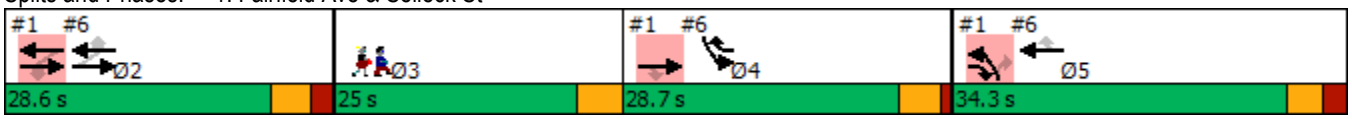
Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	0%	29%
Vol Thru, %	37%	40%	0%
Vol Right, %	0%	60%	71%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	82	129	134
LT Vol	52	0	39
Through Vol	30	52	0
RT Vol	0	77	95
Lane Flow Rate	89	140	146
Geometry Grp	1	1	1
Degree of Util (X)	0.11	0.151	0.164
Departure Headway (Hd)	4.427	3.865	4.047
Convergence, Y/N	Yes	Yes	Yes
Cap	798	910	891
Service Time	2.521	1.963	2.047
HCM Lane V/C Ratio	0.112	0.154	0.164
HCM Control Delay	8.1	7.7	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.5	0.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	331	237	21	292	350	47		
Future Volume (vph)	331	237	21	292	350	47		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.98			
Frt		0.850				0.850		
Flt Protected				0.997	0.950			
Satd. Flow (prot)	1863	1583	0	3352	1770	1583		
Flt Permitted				0.917	0.950			
Satd. Flow (perm)	1863	1534	0	3080	1738	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	289			
Travel Time (s)	6.3			6.7	7.9			
Confl. Peds. (#/hr)		15	15		15			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Parking (#/hr)				0				
Adj. Flow (vph)	360	258	23	317	380	51		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	360	258	0	340	380	51		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+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		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		34.3	28.6	28.6	34.3	34.3	25.0	28.7
Total Split (%)		29.4%	24.5%	24.5%	29.4%	29.4%	21%	25%
Maximum Green (s)		29.0	23.0	23.0	29.0	29.0	21.0	24.0
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							0	
Act Effct Green (s)	17.4	33.5		17.4	15.8	15.8		
Actuated g/C Ratio	0.39	0.76		0.39	0.36	0.36		
v/c Ratio	0.49	0.22		0.28	0.60	0.09		
Control Delay	13.4	1.2		10.3	16.8	10.6		
Queue Delay	0.2	0.0		0.0	0.0	0.0		
Total Delay	13.6	1.2		10.3	16.8	10.6		
LOS	B	A		B	B	B		
Approach Delay	8.4			10.3	16.1			
Approach LOS	A			B	B			
Queue Length 50th (ft)	65	0		29	70	8		
Queue Length 95th (ft)	136	0		58	166	28		
Internal Link Dist (ft)	150			167	209			
Turn Bay Length (ft)						100		
Base Capacity (vph)	983	1327		1626	1178	1054		
Starvation Cap Reductn	190	200		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.45	0.23		0.21	0.32	0.05		

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.6			
Actuated Cycle Length: 44.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Fairfield Ave & Selleck St



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	250	232	0
Future Vol, veh/h	2	0	0	250	232	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	0	272	252	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	524	252	252	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	514	787	1313	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	787	1313	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	774	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	514	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	204	189	14
Future Vol, veh/h	32	0	0	204	189	14
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	0	0	222	205	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	435	213	220	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	827	1349	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	827	1349	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	578	-	-
HCM Lane V/C Ratio	-	-	0.06	-	-
HCM Control Delay (s)	0	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	2	0	190	189	0
Future Vol, veh/h	14	2	0	190	189	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	0	207	205	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	412	205	205	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	596	836	1366	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	836	1366	-	-	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	618	-	-
HCM Lane V/C Ratio	-	-	0.028	-	-
HCM Control Delay (s)	0	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	148	42	29	43	67	50
Future Vol, veh/h	148	42	29	43	67	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	46	32	47	73	54
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9	7.5	8.3
HCM LOS	A	A	A

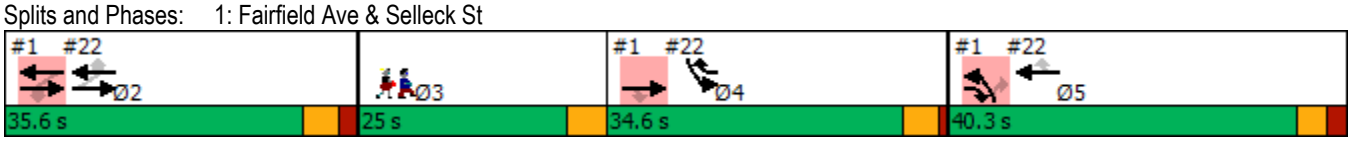
Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	78%	0%	57%
Vol Thru, %	22%	40%	0%
Vol Right, %	0%	60%	43%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	190	72	117
LT Vol	148	0	67
Through Vol	42	29	0
RT Vol	0	43	50
Lane Flow Rate	207	78	127
Geometry Grp	1	1	1
Degree of Util (X)	0.257	0.089	0.157
Departure Headway (Hd)	4.48	4.097	4.435
Convergence, Y/N	Yes	Yes	Yes
Cap	808	876	810
Service Time	2.48	2.115	2.452
HCM Lane V/C Ratio	0.256	0.089	0.157
HCM Control Delay	9	7.5	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.3	0.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	166	258	62	379	341	45		
Future Volume (vph)	166	258	62	379	341	45		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.99	0.96		
Frt		0.850				0.850		
Flt Protected				0.993	0.950			
Satd. Flow (prot)	1827	1495	0	3153	1671	1583		
Flt Permitted				0.878	0.950			
Satd. Flow (perm)	1827	1456	0	2782	1654	1525		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	185			
Travel Time (s)	6.3			6.7	5.0			
Confl. Peds. (#/hr)		9	9		9	9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	4%	8%	2%	9%	8%	2%		
Parking (#/hr)				0				
Adj. Flow (vph)	180	280	67	412	371	49		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	180	280	0	479	371	49		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+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		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		40.3	35.6	35.6	40.3	40.3	25.0	34.6
Total Split (%)		29.7%	26.3%	26.3%	29.7%	29.7%	18%	26%
Maximum Green (s)		35.0	30.0	30.0	35.0	35.0	21.0	29.9
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							44	
Act Effct Green (s)	27.1	53.1		27.1	25.7	25.7		
Actuated g/C Ratio	0.35	0.69		0.35	0.33	0.33		
v/c Ratio	0.28	0.28		0.49	0.67	0.10		
Control Delay	5.1	5.4		25.6	32.6	23.0		
Queue Delay	0.1	0.1		0.0	0.0	0.0		
Total Delay	5.2	5.6		25.6	32.6	23.0		
LOS	A	A		C	C	C		
Approach Delay	5.4			25.6	31.5			
Approach LOS	A			C	C			
Queue Length 50th (ft)	8	31		118	199	21		
Queue Length 95th (ft)	12	94		188	301	47		
Internal Link Dist (ft)	150			167	105			
Turn Bay Length (ft)						100		
Base Capacity (vph)	806	1074		1228	860	785		
Starvation Cap Reductn	121	226		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.26	0.33		0.39	0.43	0.06		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135.5			
Actuated Cycle Length: 77.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Fairfield Ave & Selleck St



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	11	359	274	11
Future Vol, veh/h	2	4	11	359	274	11
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	6	0
Mvmt Flow	2	4	12	390	298	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	718	304	310	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	399	740	1262	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	394	740	1262	-	-	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	572	-	-
HCM Lane V/C Ratio	0.009	-	0.011	-	-
HCM Control Delay (s)	7.9	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	7	24	318	197	44
Future Vol, veh/h	31	7	24	318	197	44
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	6	1
Mvmt Flow	34	8	26	346	214	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	636	238	262	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	445	806	1291	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	806	1291	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1291	-	474	-	-
HCM Lane V/C Ratio	0.02	-	0.087	-	-
HCM Control Delay (s)	7.8	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	5	3	331	171	33
Future Vol, veh/h	11	5	3	331	171	33
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	5	3	360	186	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	570	204	222	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	483	837	1347	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	837	1347	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1347	-	556	-	-
HCM Lane V/C Ratio	0.002	-	0.031	-	-
HCM Control Delay (s)	7.7	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	30	52	88	43	101
Future Vol, veh/h	66	30	52	88	43	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	0	1	5
Mvmt Flow	72	33	57	96	47	110
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.3	7.8	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	30%
Vol Thru, %	31%	37%	0%
Vol Right, %	0%	63%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	96	140	144
LT Vol	66	0	43
Through Vol	30	52	0
RT Vol	0	88	101
Lane Flow Rate	104	152	157
Geometry Grp	1	1	1
Degree of Util (X)	0.133	0.168	0.179
Departure Headway (Hd)	4.578	3.981	4.112
Convergence, Y/N	Yes	Yes	Yes
Cap	788	904	875
Service Time	2.578	1.995	2.127
HCM Lane V/C Ratio	0.132	0.168	0.179
HCM Control Delay	8.3	7.8	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.6	0.6

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	4	381	308	12
Future Vol, veh/h	5	2	4	381	308	12
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	4	414	335	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	764	342	348	0	-	0
Stage 1	342	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	372	701	1211	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	371	701	1211	-	-	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.1	0
HCM LOS	B		

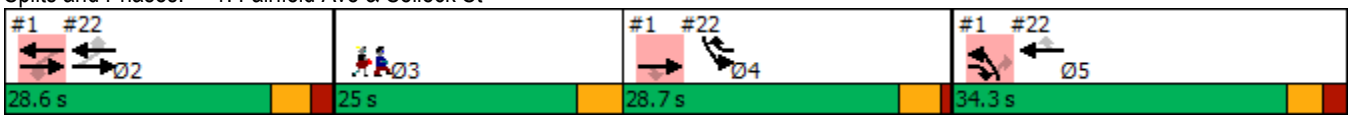
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1211	-	429	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	8	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	331	247	28	292	363	57		
Future Volume (vph)	331	247	28	292	363	57		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	0		0	100		
Storage Lanes		1	0		1	1		
Taper Length (ft)			25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00		
Ped Bike Factor		0.97		1.00	0.98			
Frt		0.850				0.850		
Flt Protected				0.996	0.950			
Satd. Flow (prot)	1863	1583	0	3349	1770	1583		
Flt Permitted				0.905	0.950			
Satd. Flow (perm)	1863	1534	0	3038	1738	1583		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	25			25	25			
Link Distance (ft)	230			247	185			
Travel Time (s)	6.3			6.7	5.0			
Confl. Peds. (#/hr)		15	15		15			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Parking (#/hr)				0				
Adj. Flow (vph)	360	268	30	317	395	62		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	360	268	0	347	395	62		
Number of Detectors	0	0	1	1	1	1		
Detector Template			Left					
Leading Detector (ft)	0	0	20	45	45	45		
Trailing Detector (ft)	0	0	0	-5	5	5		
Detector 1 Position(ft)	0	0	0	-5	5	5		
Detector 1 Size(ft)	50	50	20	50	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+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		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm		
Protected Phases	2 4	5		2	5		3	4
Permitted Phases		2 4	2			5		
Detector Phase	2	2	2	2	5	5		
Switch Phase								
Minimum Initial (s)		5.0	15.0	15.0	5.0	5.0	7.0	5.0
Minimum Split (s)		10.3	20.6	20.6	10.3	10.3	25.0	9.7
Total Split (s)		34.3	28.6	28.6	34.3	34.3	25.0	28.7
Total Split (%)		29.4%	24.5%	24.5%	29.4%	29.4%	21%	25%
Maximum Green (s)		29.0	23.0	23.0	29.0	29.0	21.0	24.0
Yellow Time (s)		3.0	3.6	3.6	3.0	3.0	4.0	3.6
All-Red Time (s)		2.3	2.0	2.0	2.3	2.3	0.0	1.1
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4
Total Lost Time (s)		5.3		5.6	5.3	5.3		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)		2.5	2.0	2.0	2.5	2.5	3.0	2.5
Recall Mode		None	Min	Min	None	None	None	None
Walk Time (s)							7.0	
Flash Dont Walk (s)							14.0	
Pedestrian Calls (#/hr)							0	
Act Effct Green (s)	21.0	39.0		21.0	17.7	17.7		
Actuated g/C Ratio	0.42	0.78		0.42	0.36	0.36		
v/c Ratio	0.46	0.22		0.27	0.63	0.11		
Control Delay	5.6	1.0		10.3	18.9	11.8		
Queue Delay	0.0	0.1		0.0	0.0	0.0		
Total Delay	5.6	1.0		10.3	18.9	11.8		
LOS	A	A		B	B	B		
Approach Delay	3.7			10.3	18.0			
Approach LOS	A			B	B			
Queue Length 50th (ft)	16	0		33	99	13		
Queue Length 95th (ft)	24	8		61	173	32		
Internal Link Dist (ft)	150			167	105			
Turn Bay Length (ft)						100		
Base Capacity (vph)	873	1273		1424	1046	935		
Starvation Cap Reductn	32	206		0	0	0		
Spillback Cap Reductn	0	0		0	0	0		
Storage Cap Reductn	0	0		0	0	0		
Reduced v/c Ratio	0.43	0.25		0.24	0.38	0.07		

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.6			
Actuated Cycle Length: 49.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Fairfield Ave & Selleck St



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	9	6	261	241	3
Future Vol, veh/h	8	9	6	261	241	3
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	7	284	262	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	562	264	265	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	488	775	1299	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	775	1299	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	605	-	-
HCM Lane V/C Ratio	0.005	-	0.031	-	-
HCM Control Delay (s)	7.8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	7	5	212	200	21
Future Vol, veh/h	41	7	5	212	200	21
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	8	5	230	217	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	469	229	240	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	553	810	1327	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	551	810	1327	-	-	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1327	-	578	-	-
HCM Lane V/C Ratio	0.004	-	0.09	-	-
HCM Control Delay (s)	7.7	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	2	2	203	179	28
Future Vol, veh/h	14	2	2	203	179	28
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	2	221	195	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	435	210	225	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	830	1344	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	830	1344	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1344	-	600	-	-
HCM Lane V/C Ratio	0.002	-	0.029	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	156	42	29	48	75	60
Future Vol, veh/h	156	42	29	48	75	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	46	32	52	82	65
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.2	7.6	8.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	79%	0%	56%
Vol Thru, %	21%	38%	0%
Vol Right, %	0%	62%	44%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	198	77	135
LT Vol	156	0	75
Through Vol	42	29	0
RT Vol	0	48	60
Lane Flow Rate	215	84	147
Geometry Grp	1	1	1
Degree of Util (X)	0.27	0.096	0.182
Departure Headway (Hd)	4.522	4.143	4.458
Convergence, Y/N	Yes	Yes	Yes
Cap	796	866	807
Service Time	2.539	2.163	2.475
HCM Lane V/C Ratio	0.27	0.097	0.182
HCM Control Delay	9.2	7.6	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.3	0.7

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	2	2	412	268	7
Future Vol, veh/h	8	2	2	412	268	7
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	2	2	448	291	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	747	295	299	0	-	0
Stage 1	295	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	381	744	1262	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	744	1262	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	421	-	-
HCM Lane V/C Ratio	0.002	-	0.026	-	-
HCM Control Delay (s)	7.9	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-