



APPLICATION FOR CHANGE IN THE ZONING MAP OF STAMFORD, CONNECTICUT

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

NOTE: Cost of required Public Hearing advertisements are payable by the Applicant and performance of mailing of required 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

Map Change (Affected Area of 1 Acre or Less)	\$1,060.00
Map Change (Affected Area of greater than 1 Acre)	\$1,060.00 + \$2,000 per acre or portion thereof in excess of 1 acre

APPLICANT NAME (S): Joseph J. Capalbo, II

APPLICANT ADDRESS: 1100 Summer Street, Stamford, CT 06905

APPLICANT PHONE #: (203) 324-8882

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

PRESENT ZONING DISTRICT: R 7-1/2 PROPOSED ZONING DISTRICT: RM-1

LOCATION OF PROPOSED CHANGE: (Give boundaries of each parcel in proposed change and indicate dimensions from nearest intersecting street. Also include Assessor's Card number and Town Clerk's Block number, and square footage of land. Attach twelve (12) copies of map showing area proposed for change.)

Assessor's Card No. 002-6785; Block No. 295

Square footage of land ± 101,495; corner lot of Howes Avenue

Boundaries attached

LIST NAME AND ADDRESS OF THE OWNERS OF ALL LAND INCLUDED WITHIN THE PROPOSED CHANGE:

<u>NAME & ADDRESS</u>	<u>LOCATION</u>
Bridgeport RC Diocesan Corp. 91 Hope Street Stamford, CT 06906	91 Hope Street

ARE THERE DEED RESTRICTIONS THAT CONFLICT WITH THE PROPOSED ZONE DISTRICT FOR THIS PROPERTY?

No.

IF YES, LIST REFERENCE TO TOWN CLERK BOOK & PAGE #: _____

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).



DATED AT STAMFORD, CONNECTICUT, THIS 10th DAY OF May 2023

SIGNED: [Signature]

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 May 10 2023
 COUNTY OF FAIRFIELD

Personally appeared Joseph J. Cupa, III, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

[Signature]
 Notary Public - Commissioner of the Superior Court

FOR OFFICE USE ONLY

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

By: _____

Revised 04/30/20

June 2, 2023

City of Stamford
Planning Board
Zoning Board
888 Washington Blvd.
Stamford, CT 06901

ATTENTION: Lindsey Cohen

RE: **APPLICATION FOR CHANGE TO MASTER PLAN AND ZONING MAPS**
91 HOPE STREET, STAMFORD, CT

Dear Ms. Cohen;

The undersigned, owner of the property commonly known as 91 Hope Street, Stamford, Connecticut does hereby authorize Attorney Joseph J. Capalbo, II, or his designee(s) and employee(s), to act as our agent in connection with all matters before the Stamford Land Use Boards, agencies or departments in order to obtain approval to permit residential development on the existing site.

Bridgeport RC Diocesan Corp.:

By: 
Duly Authorized

LEGAL DESCRIPTION

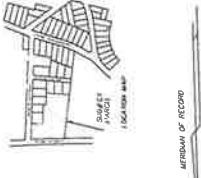
All those certain pieces, parcels or tracts of land, with the buildings thereon, situated in the City of Stamford, Cuntly of Fairfield and State of Connecticut and bounded and described as follows:

TRACT 1: Shown and delineated as "Plot A" on a certain map entitled, "Map Showing Subdivision of Property of Stanley Dejewski, Stamford, Conn.," certified "Substantially Correct" William M. Walsh, Surveyor, Stamford, Conn., August 23, 1950, which map is on file in the Office of the Town Clerk of the said City of Stamford and there numbered 4067.

TRACT 2: Shown and delineated as "Plot B to be Conveyed to Joseph S. Dejewski et ux." on a certain map entitled, "Map Showing Subdivision of Property of Stanley Dejewski, Stamford, Conn." Stamford, Conn., August 23, 1950, which map is on file in the office of the Town Clerk of the said City of Stamford and there numbered 4067.

TRACT 3: Known and designated as Lot No. 58 on a certain map entitled, "Revised Map of Homestead Heights, Stamford, Conn., Property of the Vick Realty Co.," which map is on file in the Office of the City and Town Clerk of the said City of Stamford and there numbered 1189. Said premises are bounded NORTHERLY 150 feet, more or less, by Howes Avenue; EASTERLY 75 feet, more or less, by land now or formerly of Ann D. Plotkin; SOUTHERLY 150.07 feet, more or less, by other land of The Stamford Gospel Tabernacle Incorporated; and WESTERLY 75.01 feet, more or less, by Hope Street.

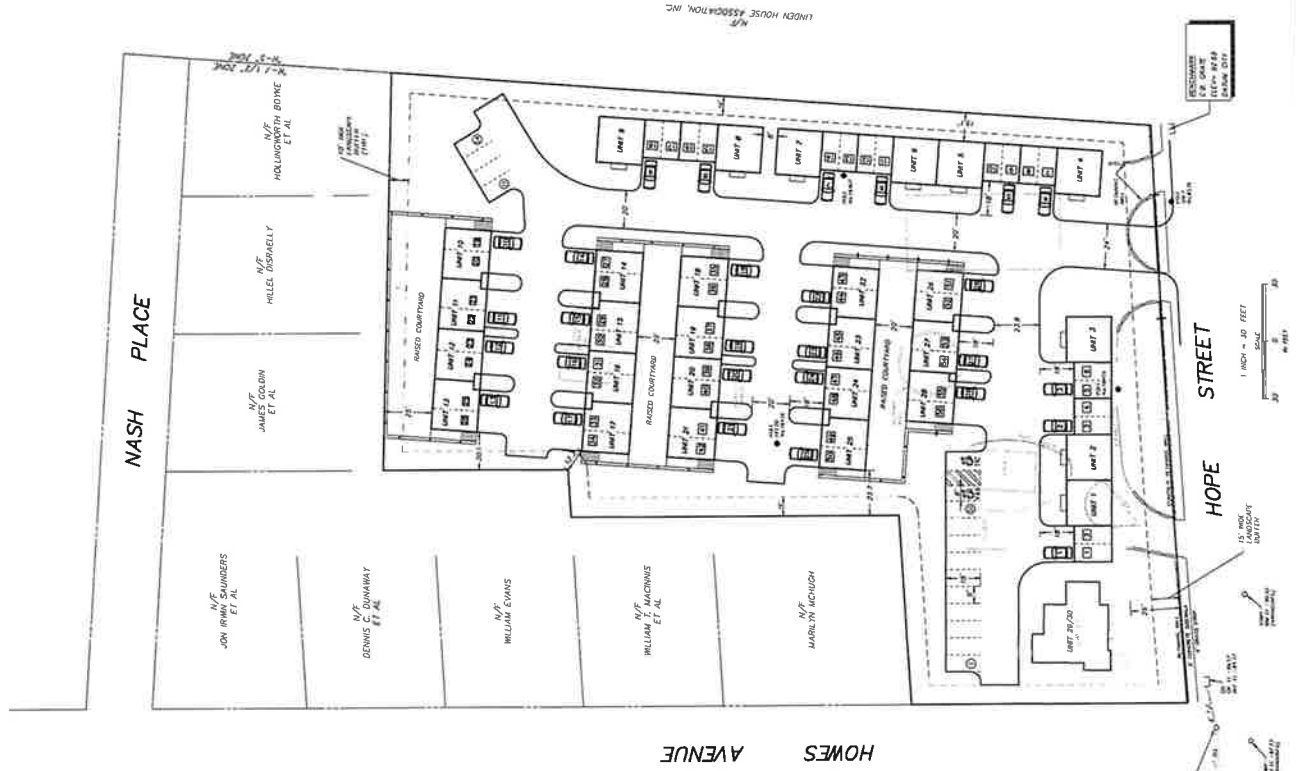
BLOCK No. 295
 AREA = 2.331 ACRES
 R-7½ (ZONING) DISTRICT - EXISTING
 R-5 (ZONING) DISTRICT - PROPOSED



LEGEND OF RECORD

FINANCIAL SUMMARY
 GARAGE SPACES = 36
 UNCOVERED SPACES = 14
 HANDICAPPED SPACES = 2
 TOTAL SPACES = 100

D'ANDREA SURVEYING & ENGINEERING, P.C. P.O. BOX 445 STAMFORD, CT 06907 REGISTERED PROFESSIONAL ENGINEERS SINCE 1975	
PROJECT	CONCEPTUAL "R-5" DEVELOPMENT
PREPARED FOR	
LOCATION	91 HOPE STREET STAMFORD, CONNECTICUT
DATE	5-16-23
SCALE	1" = 10' - 0"



CONSTRUCTION NOTES

- For existing conditions, topography, and boundary information, refer to the Survey of the City of Stamford, Connecticut, dated March 14, 1983, and the Survey of the City of Stamford, Connecticut, dated March 14, 1983.
- The information shown on this plan is subject to the availability of utility records and the accuracy of the information shown.

LEGEND

- UTILITY POLE
- PROPERTY LINE
- DRIVE SPACE
- PARKING SPACE
- UNCOVERED SPACE
- ⊗ HANDICAPPED SPACE

REMARKS

1. SEE SHEET 2 FOR HOPE STREET AND SIDEWALK

REVISIONS

NO.	DATE	DESCRIPTION
1	5-16-23	ISSUED FOR PERMIT

ENGINEER

STEPHEN J. D'ANDREA, P.E.
 LICENSE NO. 10000
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF CONNECTICUT

DATE

5-16-23

SCALE

1" = 10' - 0"

PROJECT

CONCEPTUAL "R-5" DEVELOPMENT

LOCATION

91 HOPE STREET
 STAMFORD, CONNECTICUT

DATE

5-16-23

SCALE

1" = 10' - 0"

PROJECT

CONCEPTUAL "R-5" DEVELOPMENT

LOCATION

91 HOPE STREET
 STAMFORD, CONNECTICUT

DATE

5-16-23

SCALE

1" = 10' - 0"

**AMENDED
NARRATIVE
MAP CHANGE APPLICATION
OF
JOSEPH J. CAPALBO II
FOR
91 HOPE STREET**

The real property which is the subject of this application is commonly known as 91 Hope Street (002-6785) and is currently owned by the Diocese of Bridgeport (Bridgeport Roman Catholic Diocesan Corp.), (hereinafter referred to as the "Premises"). It is located in the Glenbrook section of Stamford, Block Number 295. The Premises are approximately 2.33 acres or 101,495 square feet in area. There are two structures located on the property; (1) a church approximately 6,400 square feet in area, constructed of stucco and brick which, according to assessor's records, was built in the year 1953; and (2) an ancillary single family brick residence with a detached garage, approximately 2700 square feet in size and constructed, according to assessor's records, in 1930. A large majority of the surface of the Premises is impervious comprised of asphalt parking initially intended to support the existing structures and uses. The Premises is currently unoccupied and in the beginning stages of disrepair. The most recent occupant of the site was the Haitian American Catholic Center. Prior to that it appears the Premises had been used as a place of worship.

Presently the Premises is bifurcated in terms of its Master Plan designation. The portion immediately adjacent to Hope Street comprising slightly over an acre, is designated as Master Plan Category 3, Residential - Low Density Multifamily. The area at the rear of the Premises, comprising approximately 1.3 acres, is designated as Master Plan Category 2, Residential - Low Density Single Family. The entire parcel is currently Zoned R-7 ½.

This Premises is located on the southern portion of Hope Street toward East Main Street proximate to the intersection of the beginning of Glenbrook Road. The areas to the immediate south and west of the Premises are in Category 3. The areas immediately east and northeast are in Category 2. Immediately adjacent and to the north and east are predominately single-family dwellings in the R-7 ½ zone as Master Plan Category 2 would indicate. The areas to the south and west of the Premises, in the areas designated by Category 3, are developed to higher density standards which includes the abutting complex known as Linden House Condominiums, which is a

APPLICATION FOR MAP CHANGE
91 HOPE STREET
PAGE 2

large complex extending from Hope Street through to Glenbrook Road. To the west and across the street are predominantly condominiums running from Treat Avenue to Wenzel Terrace. South of the Premises along Hope Street and Glenbrook Road were developed in accordance with R-5 and R-H standards providing a significantly higher density of development.

The objective of the immediate application is to amend the Master Plan map to consolidate the entire Premises into one master plan category, that is Category 3, Residential Low Density- Multifamily. If successful, the applicant will apply to the Zoning Board for a change in the zone map from R-7 ½ to RM-1. In conjunction with the filing of the Application for the Zone Map Change, the applicant will file an Application For Site Plan Approval intended to develop the Premises with a town house type of development. The RM-1 zone permits one unit for each 3750 square feet of area and limits the height in most instances to 2 ½ stories but never more than 3.

Master Plan Category 3, Residential - Low Density, Multifamily is defined in the Stamford Master Plan as, "intended to allow the amenities of multifamily living in a single family neighborhood setting. The category is intended to provide for and protect single family dwellings and the least intensive of multifamily development..." This definition is precisely what the applicant is proposing to provide. An illustrative site plan has been submitted for reference which demonstrates a proposed development for thirty (30) units. The density requirements for the RM-1 zone would permit approximately twenty-eight (28) units on this site. Presently the applicant intends to apply for site plan approval in accordance with the existing density requirements. In the event the applicant decides to request additional units than that permitted by right, an additional application for a Special Permit will be filed with the Zoning Board in accordance with Section 9.L.8 of the Stamford Zoning Regulations. The individual units are intended to be offered for sale pursuant to a condominium form of ownership.

The proposed development will address and fulfill the policies and strategies detailed in the City of Stamford Master Plan for the Belltown, Glenbrook, and Springdale Neighborhood. Specifically the proposed development will:

APPLICATION FOR MAP CHANGE

91 HOPE STREET

PAGE 3

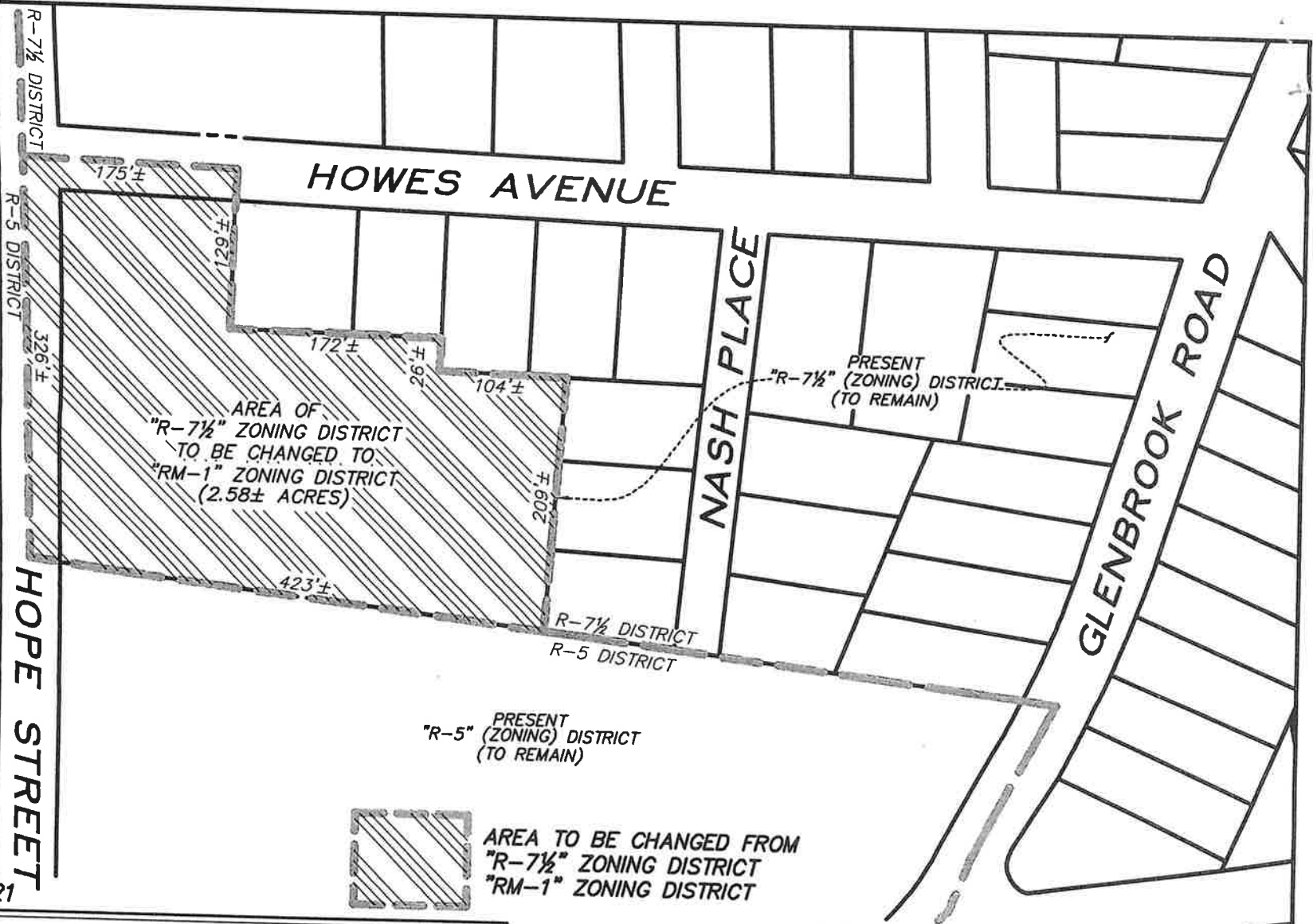
- Provide higher density and pedestrian friendly development in proximity to Glenbrook center and along the Hope Street and Glenbrook Road corridors. (BGS1.1)
- Provide a smaller development project of residential uses that relates well in scale and design to the surrounding residential areas. (BGS1.2)
- Improve the streetscape enhancements and sidewalk improvements as and where necessary. (BGS1.3)
- Hinder the ability and possibility for institutional development of the Premises thereby preserving and protecting the neighborhood character and quality of life. (BGS3.1)

The proposed development implements and satisfies many of the policies and strategies expressed in the Stamford Master Plan particularly as they relate to community character. The size and location of the Premises make it ideally suited for institutional type uses. However, such a use would be contrary to the recommendations of the Master Plan.

Considering the location and nature of the site, its proposed use and surrounding area, the proposed form of development will provide an appropriate transition zone between the single-family R-7½ development along Howes Avenue, and Nash Place and the higher-density condominiums within the immediate area developed to the R-5 and R-H density standards. The developer has provided conceptual plans to illustrate the proposed town house type development with garage parking. Appropriate buffer zones and detailed landscape plans shall be proposed to protect the integrity of the surrounding neighborhood areas.

The applicant's proposed development for residential housing fulfills the goals of encouraging neighborhood revitalization, maintaining the residential character of the neighborhood and promoting and providing additional affordable housing. Approval by the Planning Board will also address the error to the current Master Plan Map by eliminating a master plan boundary through the middle of an individual parcel.

For all of the foregoing reasons, the proposal to amend the Master Plan Map to reflect that this entire parcel be located in Category 3 is most consistent with the goals, policies and objectives of the Master Plan.

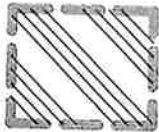


AREA OF
 "R-7½" ZONING DISTRICT
 TO BE CHANGED TO
 "RM-1" ZONING DISTRICT
 (2.58± ACRES)

PRESENT
 "R-5" (ZONING) DISTRICT
 (TO REMAIN)

PRESENT
 "R-7½" (ZONING) DISTRICT
 (TO REMAIN)

AREA TO BE CHANGED FROM
 "R-7½" ZONING DISTRICT
 "RM-1" ZONING DISTRICT



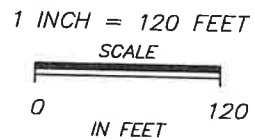
MAY 9, 2021

D'ANDREA SURVEYING & ENGINEERING, PC

- LAND PLANNERS
- ENGINEERS
- SURVEYORS

P.O. BOX 549
 RIVERSIDE, CT 06878

6 NEIL LANE
 TEL. 637-1779



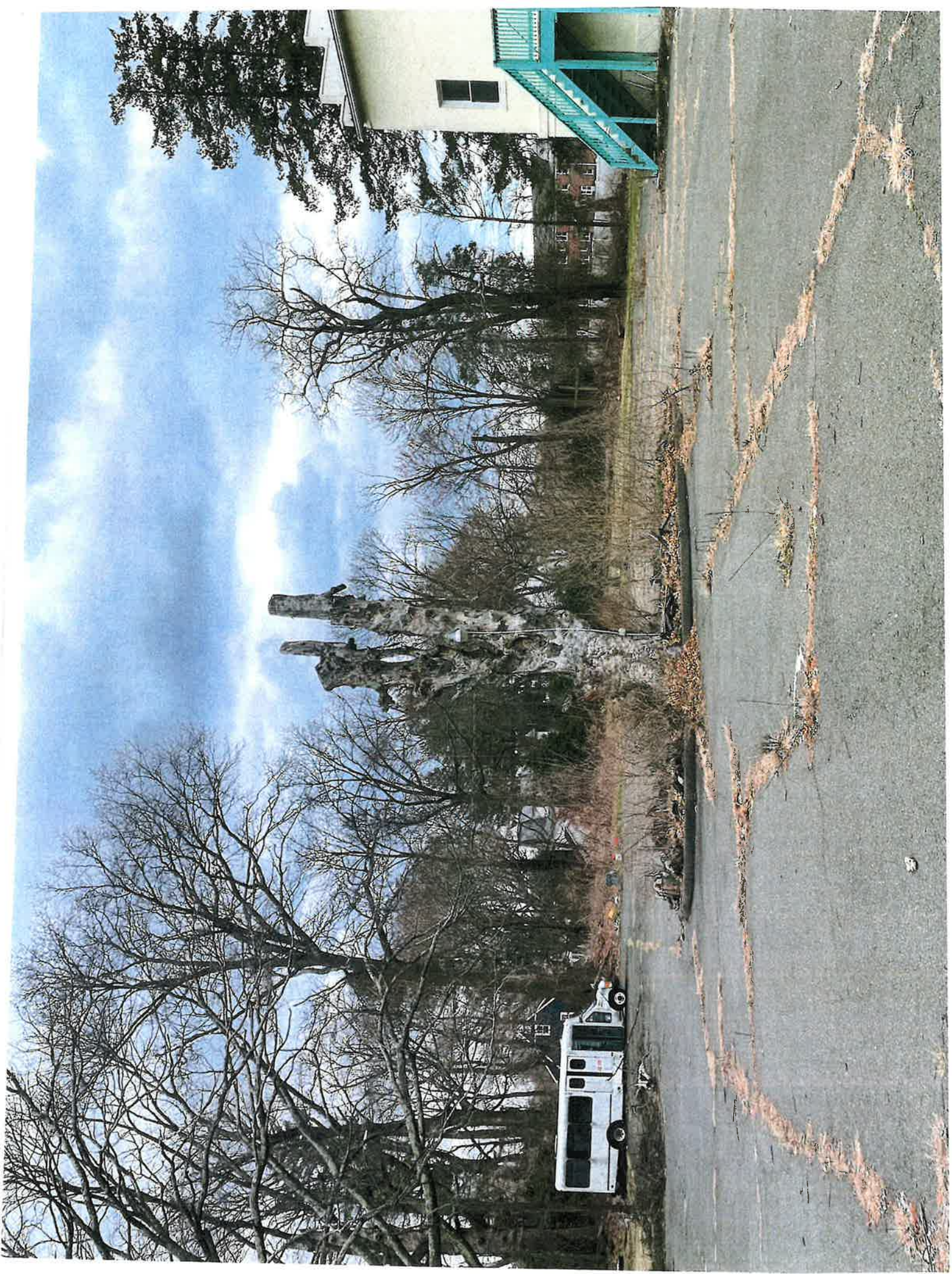
**PROPOSED REVISION OF
 ZONING DISTRICTS
 AT
 91 HOPE STREET
 STAMFORD, CONNECTICUT**

20XE_ZONECHANGE_8.5x11_1.DWG (GLT)

**91 HOPE STREET
MAP CHANGE APPLICATION
ZONING CHART**

	Min. Area	Frontage	SF Family	Stories Feet	% Lot	Front St / St Line /Center	Sides One / Both	Rear
R 7-1/2	7500	60	7500	2-1/2, 30	25	30 / 55	6 / 12	30
RM-1	5000	50	3750	2-1/2, 30**	25**	25 / 50	10 / 20**	30**

**In the RM-1 District the maximum building area percentage may be increased to 27 percent if a one-car enclosed garage is provided for each unit or increased to 32 percent if a two-car enclosed garage is provided for each unit. These percentages of coverage apply to both an interior and a corner lot. Alternatively, on lots of two (2) acres or more where building area does not exceed 25% of the site, the Zoning Board may authorize an additional half-story and up to an additional ten feet (10') in building height where the minimum setback of said *Building(s)* from all side lot lines is increased an additional one foot (1') of height over thirty feet (30'). Where the Zoning Board grants such additional height and/or story, it shall require a significant amount of required parking be located in enclosed garages (up to 80%) and may also require up to an additional 10' setback from side and rear lot lines where a determination is made that the proximity to adjacent homes, available areas for landscaping, and/or site topography warrant such additional requirements.





June 9, 2023

Attention: Mr. Joseph J. Capalbo, II
Attorney at Law
1100 Summer Street
Stamford, CT 06905

SLR Project No.: 141.21046.00002

**RE: Traffic Assessment – Proposed Residential Development
91 Hope Street – Stamford, Connecticut**

SLR International Corporation (SLR) has prepared this letter to summarize the traffic analysis for the proposed 30 Single-Family Attached Housing units to be located with site access at Hope Street in Stamford, Connecticut. The site location and area roadways are shown in **Figure 1**.

The existing information, including traffic volumes, and crash history, was collected to determine the existing conditions of the area around the proposed development.

Site Environs

Hope Street is a local street that runs north/south from the New Canaan town line to Glenbrook Road in Stamford. Within the site's vicinity, the street has one travel lane in each direction with no turn lanes at the nearby intersections. Sidewalks are present on both sides of the roadway. The posted speed limit within the site vicinity is 30 miles per hour (mph).

Crash Data Summary

Information on traffic crash statistics on Hope Street between Howes Avenue and Wenzel Terrace was obtained from the Connecticut Crash Data Repository for the roughly 5-year period of May 31, 2018, to June 01, 2023. The crash data collected for this period is shown in **Table 1**, summarized by location, type of collision and crash severity.

A total of 11 crashes each were reported at the intersections of Hope Street at Howes Avenue and Hope Street at Wenzel Terrace, and a total of 6 crashes were reported along the site frontage for the roughly 5-year period. Nearly 67 percent of the crashes in the study area resulted in property damage only. The most common collision type was rear-ended collisions, comprising approximately 52 percent of reported crashes, followed by angle collisions at approximately 24 percent.

The only crash which involved suspected serious injury was caused by the vehicles having sideswipe in the same direction and one of the vehicles hit the utility pole right after. Non-motorist crashes were not reported.

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

Table 1: Crash Data Summary

Location	Type Of Collision							Crash Severity				
	Angle	Fixed Object	Head On	Rear End	Sideswipe, Opposite Direction	Sideswipe, Same Direction	Total	Possible Injury	Property Damage Only	Suspected Minor Injury	Suspected Serious Injury	Total
At Site Frontage on Hope Street	1	-	1	1	-	1	4	1	1	1	1	4
At Site Frontage on Howes Avenue	1	-	1	-	-	-	2	-	2	-	-	2
Hope Street at Howes Avenue	3	-	-	7	1	-	11	1	6	4	-	11
Hope Street at Wenzel Terrace	3	-	-	5	3	-	11	2	9	-	-	11
Hope Street b/w Wenzel Terrace and Site Driveway	-	1	-	4	-	-	5	1	4	-	-	5
Grand Total	8	1	2	17	4	1	33	5	22	5	1	33

Traffic Counts

New manual turning movement traffic counts were undertaken on Wednesday June 7, 2023, during the p.m. peak hour and on Thursday June 8, 2023, during the a.m. peak hour at the study intersection of Hope Street at Howes Avenue adjacent to the site. **Figure 2** shows the peak-hour traffic volumes from these new traffic counts during the weekday morning (7:15 a.m. to 8:15 a.m.) and afternoon (5:00 p.m. to 6:00 p.m.) peak hours.

Development Site Trip Generation and Distribution

The site traffic for the proposed residential development was estimated based on review of statistical data published by the Institute of Transportation Engineers (ITE). Using Land Use Code (LUC) #215, Single-Family Attached Housing, the development is expected to generate 14 total vehicle trips during the morning peak hour and 17 total vehicle trips during the afternoon peak hour.

Table 2 summarizes the vehicular trip generation estimates. As shown in the table, the proposed redevelopment is estimated to generate 14 total new vehicle trips (4 vehicles entering and 10 vehicles exiting) during the morning peak hour and 17 total new vehicle trips (10 vehicles entering and 7 vehicles exiting) during the afternoon peak hour.

Based on the existing roadway travel patterns, it is estimated that 60 percent of the site traffic will access the site from the north on Hope Street, which consists of 50 percent from the north and 10 percent from the west at the intersection of Hope Street at Howes Avenue, and 40



percent of the site traffic will access the site from the south on Hope Street. The site-generated traffic estimates are shown in **Figure 3** and **Figure 4**.

Table 2: Site-Generated Traffic Estimates

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	In	Out	Total	In	Out	Total
Land Use Code #215, Single-Family Attached Housing, 30 Dwelling Units	4	10	14	10	7	17

Intersection Sight Distance Analysis

Intersection sight distance (ISD) was measured at the proposed exit site driveway location in accordance with criteria set forth in the 2003 CTDOT *Highway Design Manual*. ISD is determined through the creation of clear sight triangles. Each quadrant of the intersection should contain a triangular area free of obstructions. For vehicles approaching an intersection, the length of the legs of the triangle should be long enough such that the driver can see any potentially conflicting vehicles in sufficient time to slow or stop before colliding. For vehicles departing from an intersection, the length of the legs of the triangle should be sufficient for a stopped driver to depart from the intersection and turn onto the main road safely.

Based on the posted speed limit of 30 mph, **335 feet** of sight distance is required for a passenger car turning left or right out of the site. Looking to the left, the available sight distance exceeds the sight distance requirement and looking to the right, the available sight distance meets the requirement. Periodic trimming of vegetation is required along the site frontage and within the Hope Street right of way (ROW) near the site to maintain proper visibility.

Estimated Future Roadway Traffic

Roadway traffic volumes were projected to year 2025 using an annual growth rate of 1 percent, which was suggested by the CTDOT Bureau of Policy and Planning. The 2025 background (no-build) traffic volumes for the weekday morning and afternoon peak-hour periods, which do not include site-generated traffic, are shown in **Figure 5**.

The estimated site-generated traffic volumes from the proposed development were then added to the 2025 background traffic volumes to derive the future 2025 combined (build) traffic volumes, which are shown in **Figure 6** for the weekday morning and weekday afternoon peak hours.

Intersection Capacity Analysis

The intersection of the site driveway at Hope Street is evaluated by means of capacity analysis techniques. Levels of Service (LOS) were then determined, which are qualitative measures of the efficiency of operations in terms of delay and inconvenience to motorists that range from LOS A through LOS F, with LOS A reflecting traffic flow with very low average control delay per vehicle while LOS F would reflect operations with long average delays. **Table 3** below summarizes the findings of future anticipated LOS at the intersection without (Background Conditions) versus with (Combined Conditions) the estimated future traffic from this proposed residential development.



As can be seen, all the lane movements at the intersection of the site driveway at Hope Street are expected to operate at excellent peak-hour LOS A or LOS B in the future even with the addition of site traffic from this proposed development.

Table 3: Capacity Analysis Summary

Intersection	Level Of Service	
	Weekday Morning Peak Hour	Weekday Afternoon Peak Hour
	Combined	Combined
Site Driveway at Hope Street (Stop-Sign-Controlled on minor street)		
Westbound Left/Right	B	B
Southbound Left/Through	A	A

Summary

This traffic assessment for the proposed 30 single-family attached housing units for 91 Hope Street finds that peak-hour LOS at the intersection of the site driveway at Hope Street is expected to be very good at LOS A or LOS B.

We hope this traffic assessment is useful to you and the City of Stamford in further understanding the traffic aspects of this proposed development. 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

Attachments

21046.00002.j923.ltr.docx



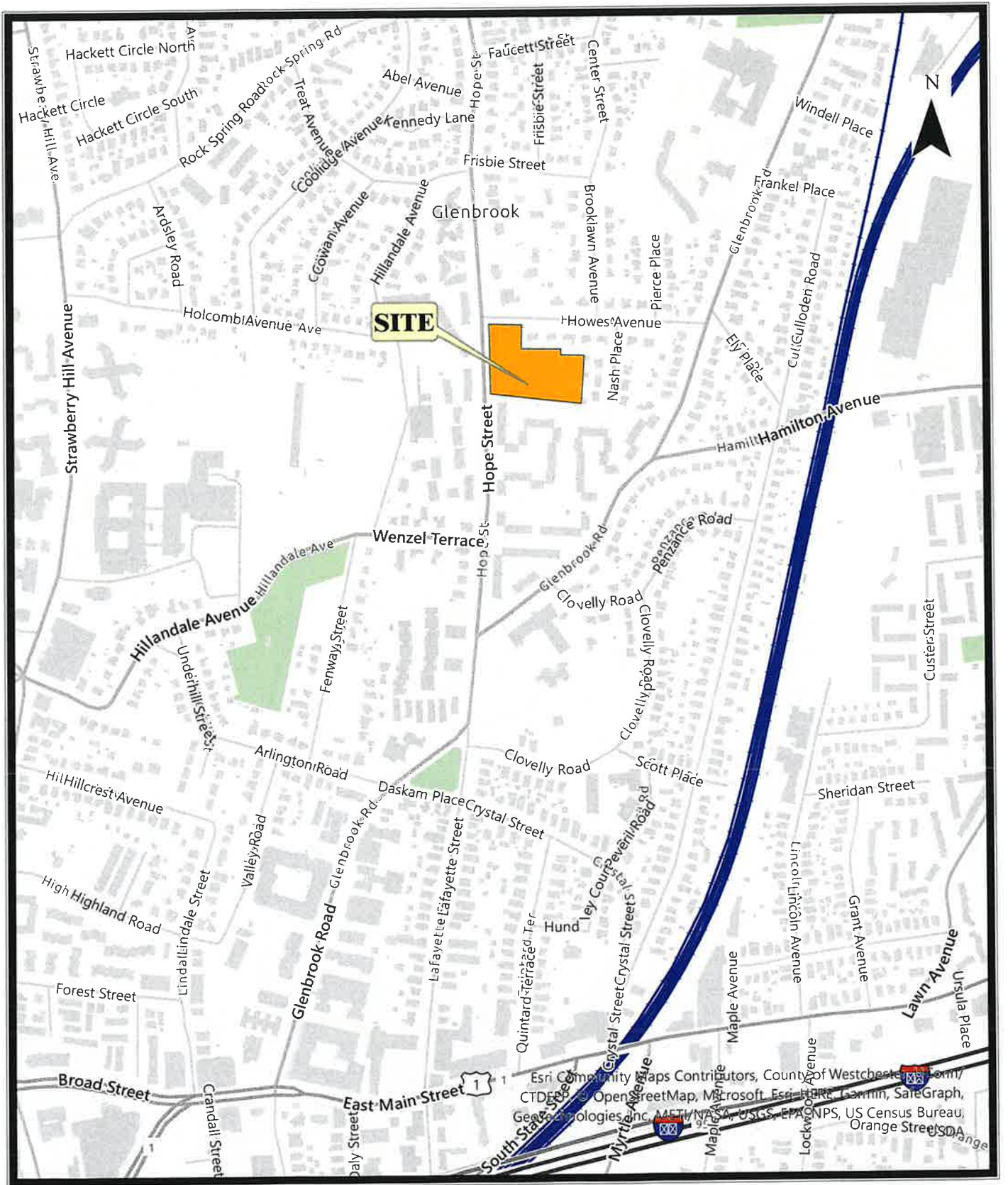
Figures

- Figure 1 – Site Location Map
- Figure 2 – Existing Weekday Peak-Hour Traffic Volumes (2023)
- Figure 3 – Site Traffic Distribution
- Figure 4 – Site-Generated Weekday Peak Hour Traffic Volumes
- Figure 5 – Future Background Weekday Peak Hour Traffic Volumes (2025)
- Figure 6 – Future Combined Weekday Peak Hour Traffic Volumes (2025)

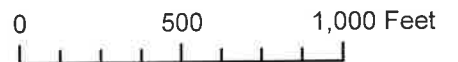
Appendix

- Traffic Counts
- LOS Designation Descriptions
- *HCS7* Analysis Worksheets





SITE LOCATION MAP



**Proposed Residential Development
91 Hope Street
Stamford, Connecticut**

FIGURE 1



Figure 2
Existing Weekday Peak Hour Vehicular Traffic Volumes (2023)



Figure 3
Site Traffic Distribution



Figure 4
Site-Generated Weekday Peak Hour Traffic Volumes



Figure 5
Future Background Weekday Peak Hour Traffic Volumes (2025)

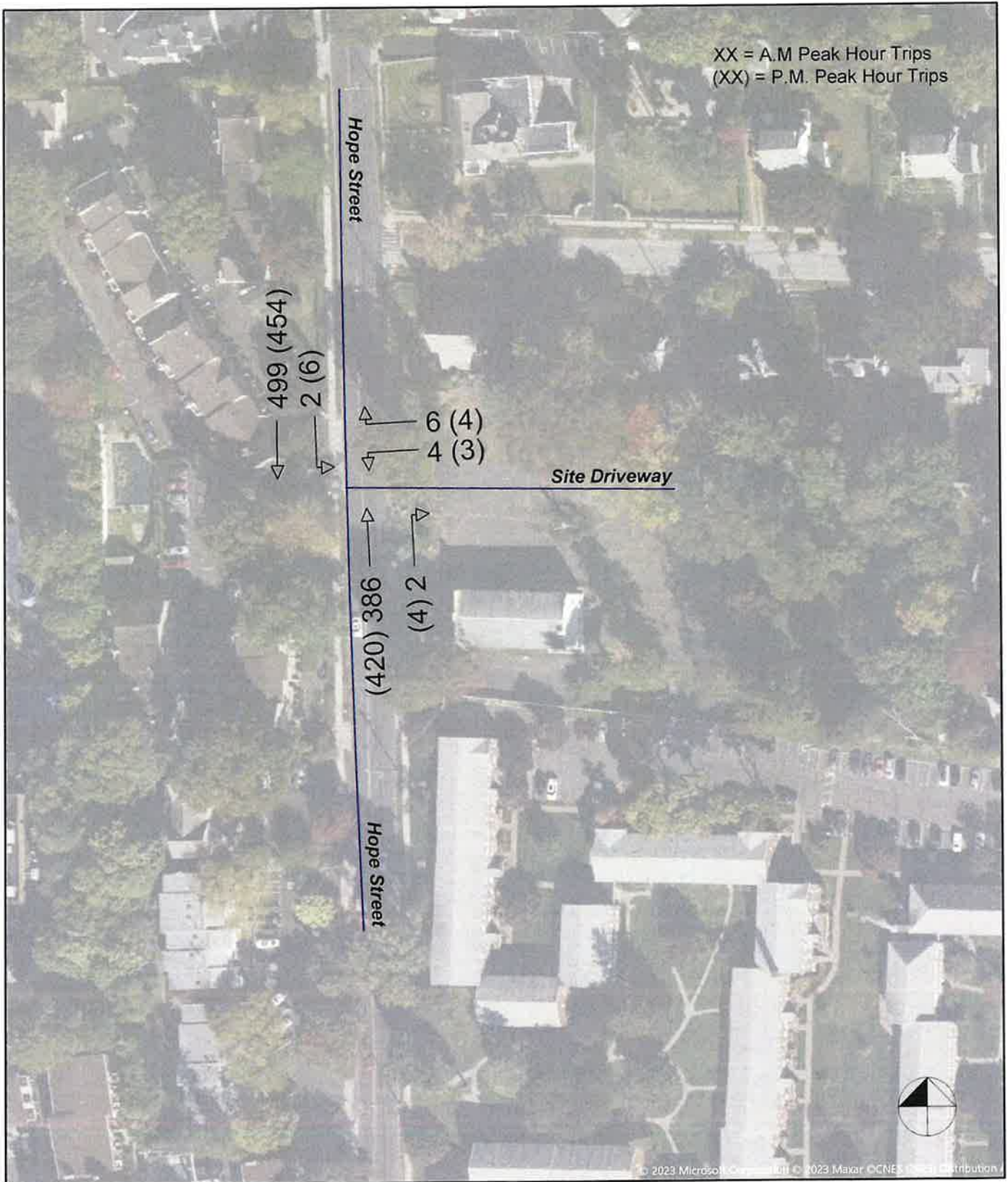


Figure 6
Future Combined Weekday Peak Hour Traffic Volumes (2025)

APPENDIX

LEVEL OF SERVICE FOR TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

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

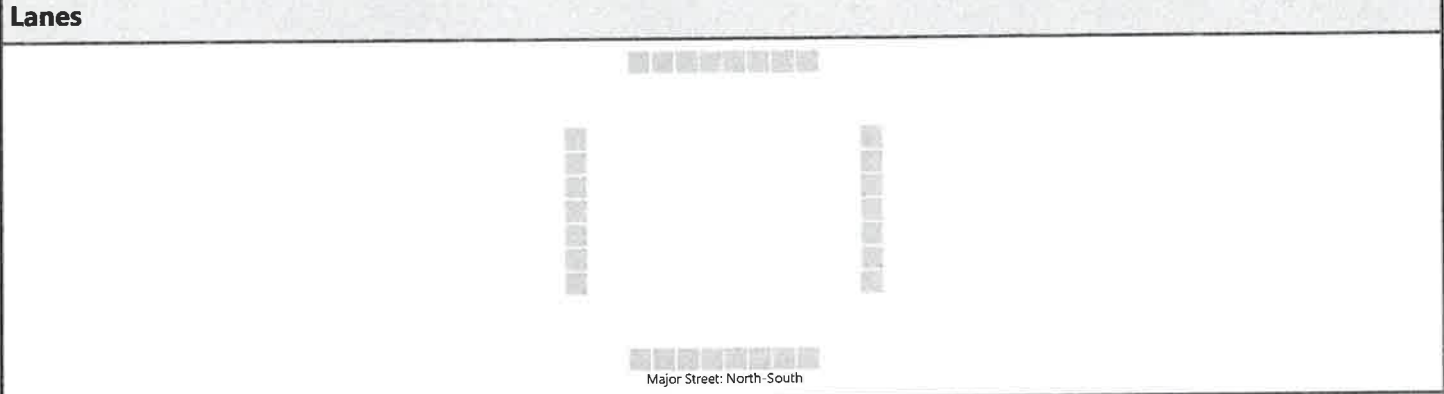
LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS¹	CONTROL DELAY (s/veh)
A	≤ 10
B	$> 10 \text{ AND } \leq 15$
C	$> 15 \text{ AND } \leq 25$
D	$> 25 \text{ AND } \leq 35$
E	$> 35 \text{ AND } \leq 50$
F	> 50

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

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

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SLR	Intersection	Site Dwy with Hope Street				
Agency/Co.		Jurisdiction					
Date Performed	6/9/2023	East/West Street	Site Driveway				
Analysis Year	2025	North/South Street	Hope Street				
Time Analyzed	AM PEAK	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	91 Hope Street, Stamford						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						4		6			386	2		2	499	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage							Undivided									

Critical and Follow-up Headways

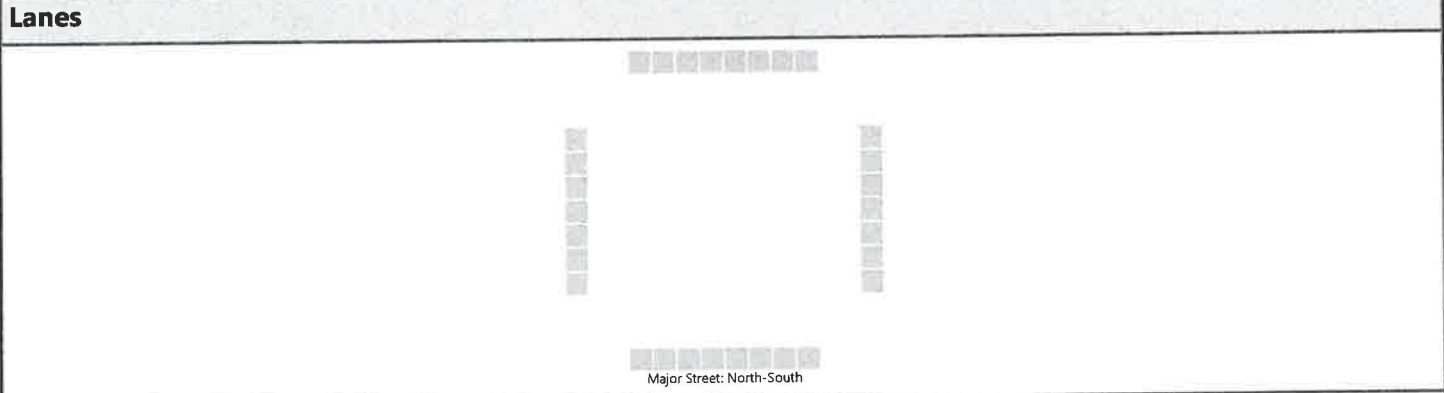
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11								2		
Capacity, c (veh/h)						420								1132		
v/c Ratio						0.03								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						13.8								8.2		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)						13.8								0.1		
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SLR	Intersection	Site Dwy				
Agency/Co.		Jurisdiction					
Date Performed	6/9/2023	East/West Street	Site Driveway				
Analysis Year	2025	North/South Street	Hope Street				
Time Analyzed	PM PEAK	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	91 Hope Street, Stamford						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						3		4			420	4		6	454	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8									7	
Capacity, c (veh/h)						402									1095	
v/c Ratio						0.02									0.01	
95% Queue Length, Q ₉₅ (veh)						0.1									0.0	
Control Delay (s/veh)						14.1									8.3	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						14.1									0.2	
Approach LOS						B										

TOTAL

4-6 PM Peak Hour	SBT	SBL	WBR	WBL	NBR	NBT
4:00 - 4:15	101	13	16	2	5	114
4:15 - 4:30	111	14	8	5	5	83
4:30 - 4:45	92	17	10	3	5	88
4:45-5:00	85	23	19	1	5	103
5:00 - 5:15	85	20	19	2	2	86
5:15 - 5:30	111	18	13	6	5	96
5:30 - 5:45	101	18	15	4	6	105
5:45 - 6:00	126	12	8	5	6	101

Truck :||

Busse :|||

ped :

7-9 AM Peak Hour	SBT	SBL	WBR	WBL	NBR	NBT
7:00 - 7:15	102	10	22	6	4	85
7:15 - 7:30	108	12	24	5	5	93
7:30 - 7:45	110	11	26	4	5	95
7:45-8:00	116	16	17	6	5	94
8:00 - 8:15	125	14	18	10	2	75
8:15 - 8:30	110	16	20	6	1	65
8:30 - 8:45	108	9	20	7	3	65
8:45 - 9:00	135	18	31	18	8	95

