

File No. 22-32

PETITION TO THE PLANNING & ZONING COMMISSION  
CITY OF BRIDGEPORT, CONNECTICUT

1. NAME OF PETITIONER: Restaurant Dominicano El Caldero (Jose Calder)

2. Is the Petitioner's name Trustee of Record? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, a sworn statement disclosing the Beneficiary shall accompany this application upon filing.

3. Address of Property: 75 Fairview Ave  
(number) (street) (state) (zip code)

4. Assessor's Map Information: Block No. 2124 Lot No. 18

5. Amendments to Zoning Regulations: (indicate) Article: \_\_\_\_\_ Section: \_\_\_\_\_  
(Attach copies of Amendment)

6. Description of Property (Metes & Bounds): .07 AC

7. Existing Zone Classification: MXN

8. Zone Classification requested: N/A

9. Describe Proposed Development of Property: Beer + wine liquor in existing restaurant

Approval(s) requested: Approval of location for Beer + Wine permit at existing restaurant

Signature: Jose Calder Date: 7/7/2022

Print Name: JOSE RIFAL CALDERON

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_

Mailing Address: 76 Fairview Ave Bridgeport CT 06606

Phone: 917-622-4711 Cell: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail Address: restaurantdominicanoelcaldero@gmail.com

\$ 595 Fee received Date: \_\_\_\_\_ Clerk: \_\_\_\_\_

THIS PETITION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

- Completed & Signed Application Form
- A-2 Site Survey
- Building Floor Plans
- ~~Completed Site / Landscape Plan~~
- ~~Drainage Plan~~
- ~~Building Elevations~~
- Written Statement of Development and Use
- Property Owner's List
- Fee \$595.00
- ~~Cert. of Incorporation & Organization and First Report (Corporations & LLC's)~~

USB Flash Drive

John Panayotidis  
Print Owner's Name

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

[Signature]  
Owner's Signature

7/9/22  
Date

\_\_\_\_\_  
Print Owner's Name

\_\_\_\_\_  
Owner's Signature

\_\_\_\_\_  
Date

Restaurant Dominicano El Caldero LLC

75 Fairview Ave

Bridgeport, CT 06606

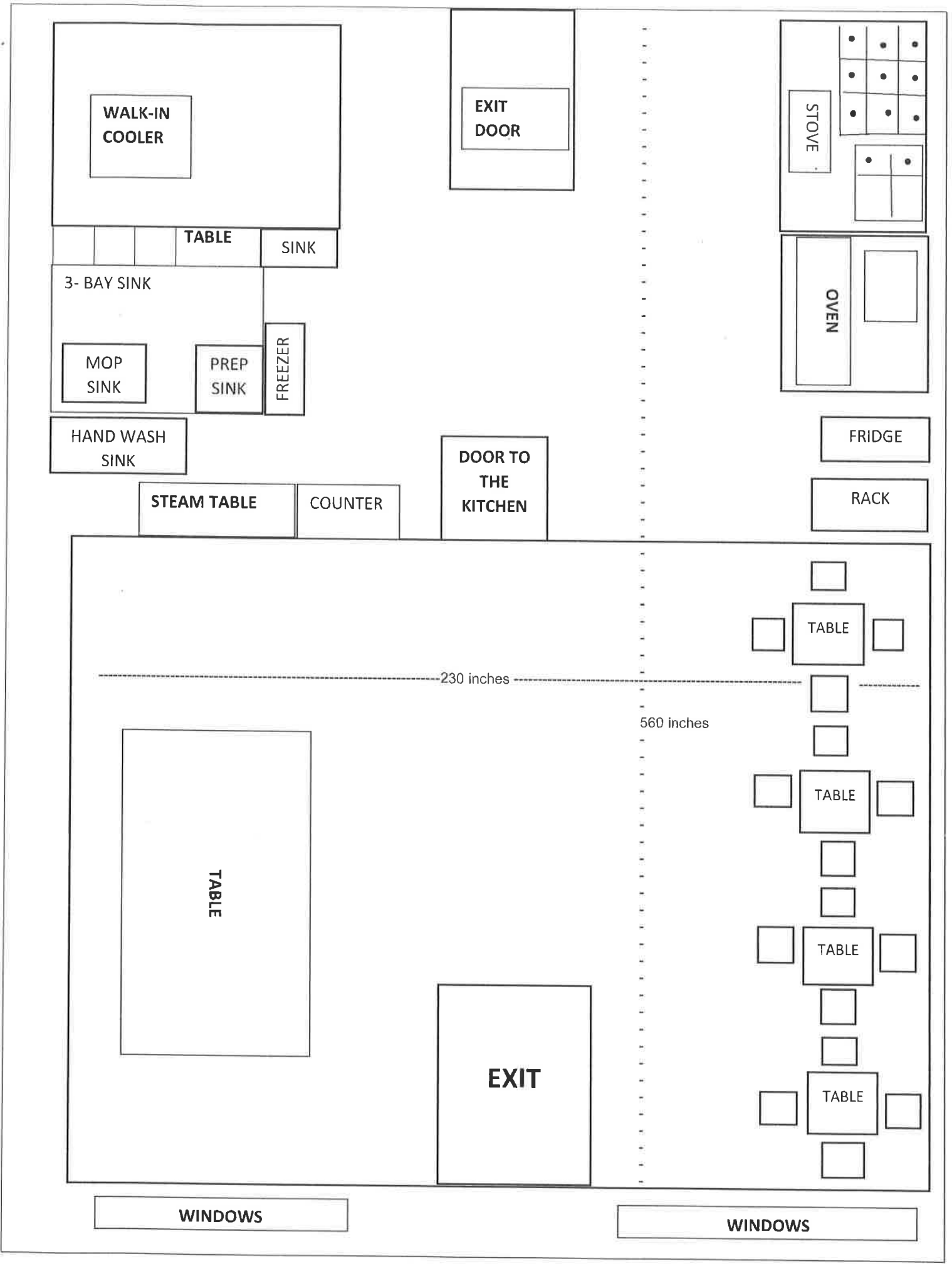
07/22/2022

To whom it may Concern:

I, Jose Calderon, owner of the Restaurant am writing this statement requesting the License to offer Beer and wine to provide a better service for our customers and increase our profit. Since the beer and wine are highly requested at the restaurant.

X 

Jose Calderon  
Owner





## Secretary of the State of Connecticut Certificate of Organization

Domestic Limited Liability Company

### Manager or Member Information

Name	Title	Business Address	Residence Address
JOSE RAFAEL CALDERON BARRERA	Manager	N/A	76 Fairview Ave, APT 76 Bridgeport, CT, 06606-4709 United States
ROSALBA MARCEDES TORIBIO DE CALDERON	Manager	N/A	76 Fairview Ave, APT 76 Bridgeport, CT, 06606-4709 United States

### Acknowledgement

I hereby certify and state under penalties of false statement that all the information set forth on this document is true.

I hereby electronically sign this document on behalf of:

Name of Organizer: JOSE RAFAEL CALDERON BARRERA  
Organizer Title: Manager

Filer Name: Katherine Pazos  
Filer Signature: Katherine Pazos  
Execution Date: 08/19/2021  
*This signature has been executed electronically*

SUNSHINE RESIDENCES  
857 POST ROAD #170

BRAUN LENORE M  
1029 LINDLEY ST

ABSAR NURUL & INOON  
390 GURDON ST

ARENAS LEOPOLDO A  
1031 LINDLEY ST

SANTOS MIRELLA  
1035 LINDLEY ST

DAIZ JENNIFER & GILBERTO  
1024 LINDLEY ST

HART JUNIOR K & VERON M  
128 MAGNOLIA ST

WADE THOMAS III  
87 FAIRVIEW AVE

EZNAT MANISTON & LUTANCIA  
1036 LINDLEY ST

LO HUONG ET AL  
79 FAIRVIEW AVENUE

EAI LLC  
75 FAIRVIEW AVENUE

JANTARADA ALFREDO & MARIA D  
432 GURDON ST

RIOS ROSA L ET AL  
1810 BRUCKNER BLVD 4C

RICKETTS DENNIS  
47 FAIRVIEW AV

HERNANDEZ LINO  
3566 57TH STREET 2ND FLOOR

HERNANDEZ JOSE S ET AL  
76 FAIRVIEW AVE

LEE-HENRY JANET  
58 FAIRVIEW AVENUE

Normadene DeVane  
97-99 Fairview Avenue

BPT CT

1192 Sudline Rd.  
Lindley ST

TUAN NGUYEN!

79 Fairview AVE BPT CT.

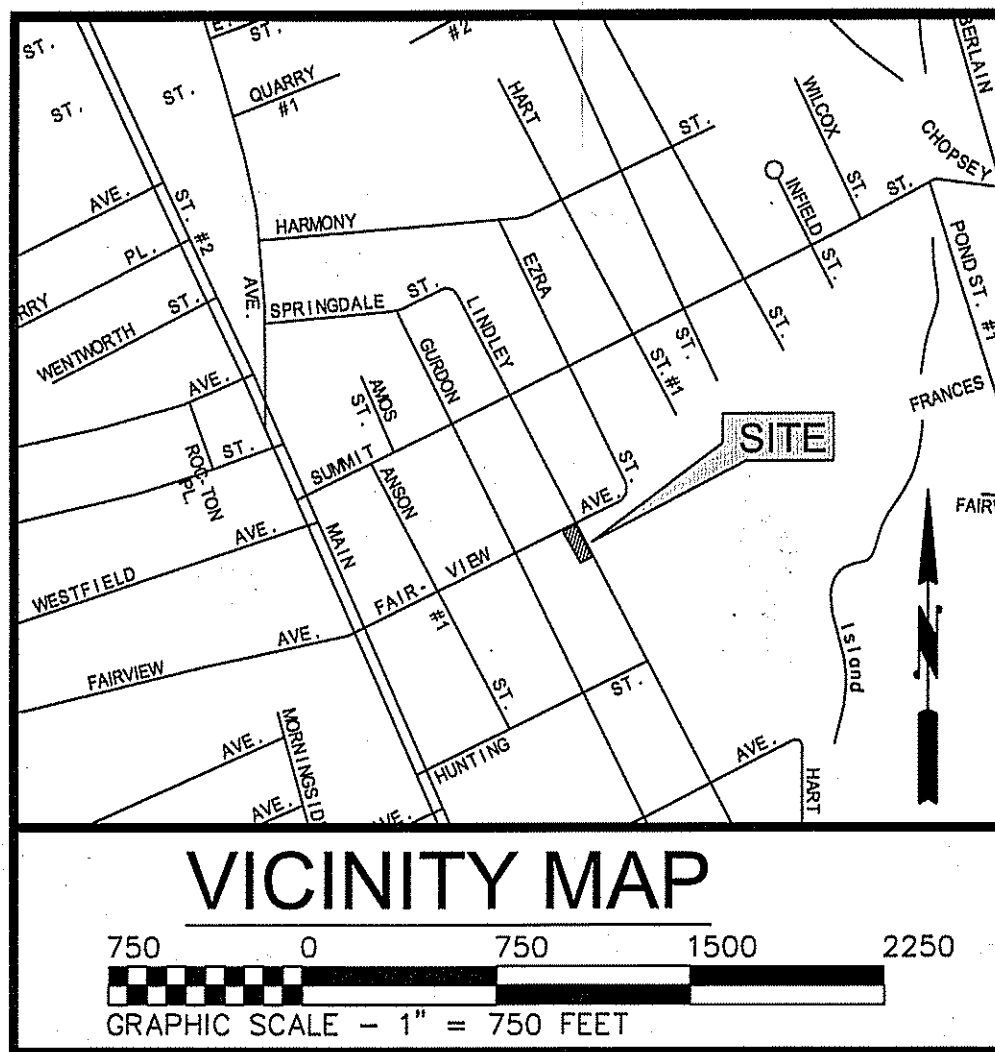
(203) 543-1033

Thomas Wade - 203-727-9213  
87 Fairview Ave. Bpt, CT

Millicent Henry - 203-373-1112  
496 Hart St  
- Bpt. CT. 06606

Ona Palma Gil  
1033 Lindley St  
CT 06606

Sinoffernandy  
94 Fairview AV.



**NOTES:**

1. THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH SECTIONS 20-300B-1 THRU 20-300B-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES - "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ENDORSED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. AND ADOPTED ON SEPT. 26, 1996.
2. THE TYPE OF SURVEY PERFORMED WITH RESPECT TO THE BOUNDARY PERIMETER IS IMPROVEMENT LOCATION MAP.
3. THE BOUNDARY DETERMINATION CATEGORY IS DEPENDENT RESURVEY.
4. WITH RESPECT TO HORIZONTAL ACCURACY, THIS MAP CONFORMS TO AN ACCURACY CLASS A-2.
5. WITH RESPECT TO VERTICAL ACCURACY, THIS MAP CONFORMS TO AN ACCURACY CLASS T-2, C.O.B. DATUM.
6. UTILITY, STRUCTURES, AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON HAVE BEEN COMPILED, IN-PART, BY FIELD LOCATIONS OF OBSERVABLE STRUCTURES AND PAINTED MARKINGS. THE ACTUAL LOCATION AND SIZE OF UNDERGROUND UTILITIES SHOWN HEREON MAY NOT BE INDICATED. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST. PRIOR TO EXCAVATION OR CONSTRUCTION, CONTACT "CALL BEFORE YOU DIG", (800) 922-4455.
7. OWNER OF RECORD: EAI LLC, RECORDED IN VOLUME 9994, PAGE 179 IN THE TOWN OF BRIDGEPORT TOWN CLERK'S OFFICE.
8. THIS SITE IS NOT WITHIN A FEMA FLOOD HAZARD ZONE.
9. ALL DECLARATIONS ARE VALID FOR THE MAP AND COPIES THERE OF ONLY IF THEY BEAR THE EMBOSSED SEAL OF THE SURVEYOR WHOSE SIGNATURE APPEARS HEREON. UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS SURVEY RENDER ANY DECLARATION SHOWN HEREON NULL AND VOID.

**MAP REFERENCES:**

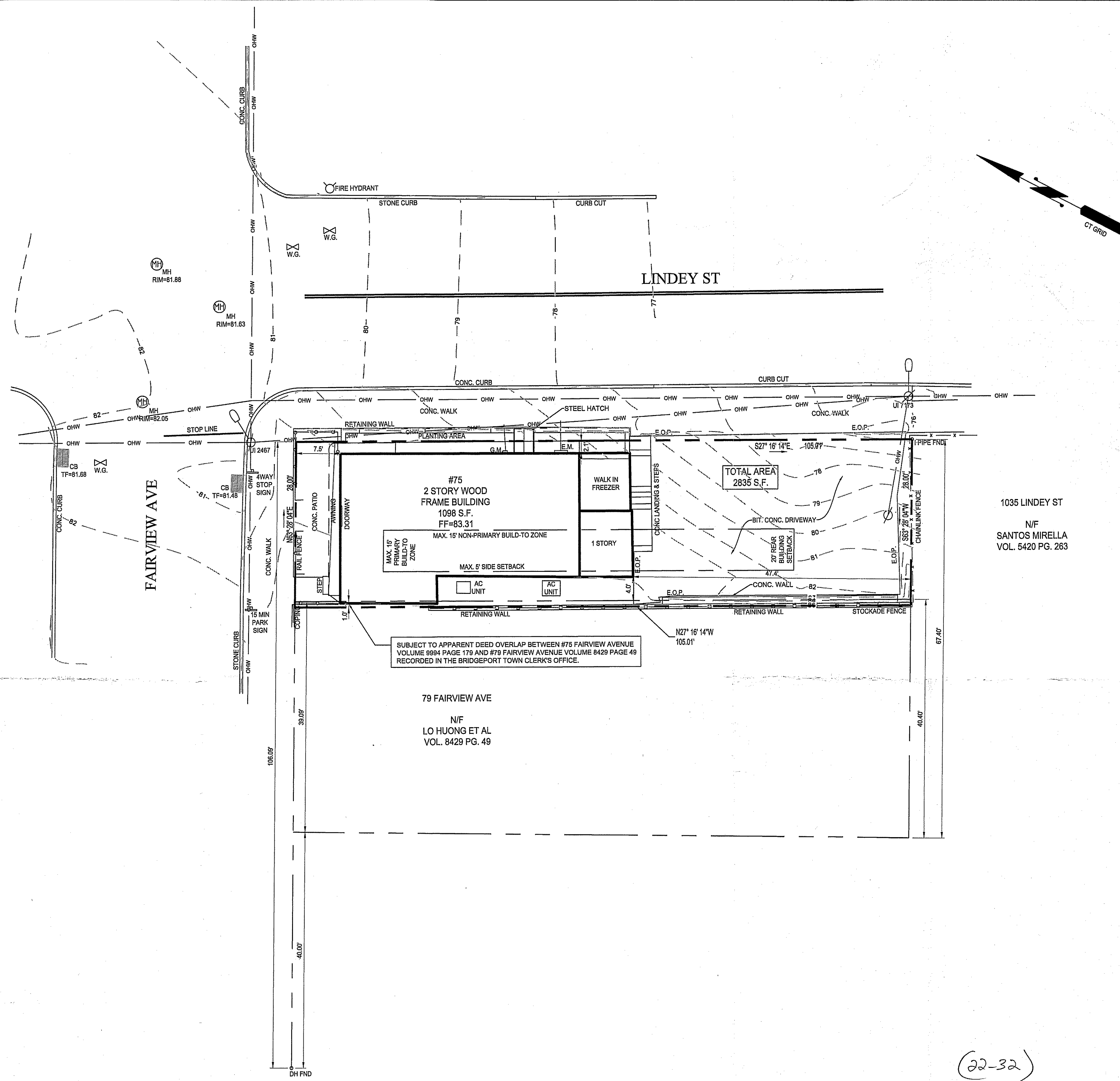
- A. "STAKE OUT OF PROPERTY IN BRIDGEPORT, CONN. FOR ALOHA DEVELOPMENT CORP.", SCALE 1"= 20', DATED MARCH 30, 1980, PREPARED BY FULLER & CO. INC.
- B. "RESUBDIVISION MAP OF LOTS 14, 15 & PART LOT 16 "ANSON HAWLEY MAP A" FOR CHESTER L. & JANET E. CASEY, BRIDGEPORT, CONN.", SCALE 1"= 20', DATED OCTOBER 19, 1960, PREPARED BY THOS. J. HARDIMAN.
- C. "PIN SHEET ON FILE AS 2124 IN THE CITY ENGINEER'S OFFICE, SCALE 1"= 30', DATED DECEMBER, 1913.

DEVELOPMENT STANDARDS N-2 ZONE	MINIMUM REQUIRED/ MAXIMUM ALLOWED	EXISTING CONDITIONS	NOTES
LOT			
Min Lot Width	50 Ft.	27 Ft.	
<b>BUILDING SETBACK</b>			
Primary Street Build-to zone	0 Ft. min- 15 Ft. max.	7.5 Ft.	
Non-Primary Street Build-to zone	0 Ft. min- 15 Ft. max.	2.1 Ft.	
Side Setback	0 Ft. min- 5 Ft. max.	0.4 Ft.	Encroachment onto 79 Fairview Avenue
Min. Rear Yard	20 Ft.	47.4 Ft.	
<b>HEIGHT</b>			
Stories	1 min-3 max.	2	
Ground Story height	12 Ft. min- 14 Ft. max.		
Upper Story height	9 Ft. min- 14 Ft. max.		
<b>COVERAGE</b>			
Maximum Lot Coverage	85%	82.8%	

**HOUSES OF WORSHIP, SCHOOLS, HOSPITALS & COMMERCIAL DAY CARE CENTERS WITHIN 750 FEET**

Distance	Address	Owner	Notes
697 Ft.	3050 MAIN ST	EAST BRIDGEPORT CHURCH OF GOD	
560 Ft.	2800 MAIN ST	SVMC HOLDINGS INC	St. Vincents Medical Center.

Notes:  
 1. Distances to property lines approximated via City of Bridgeport GIS.  
 2. Parcels within 750 feet were identified using digital tax assessor data published by the City of Bridgeport.  
 3. Parcels identified were based on published owner data. No identification of current status or use was made.



(22-32)

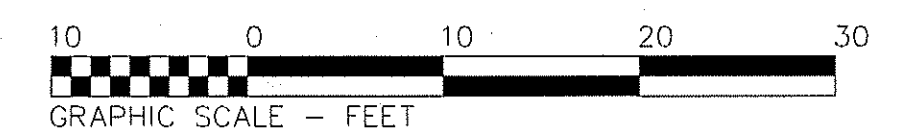
**IMPROVEMENT LOCATION & TOPOGRAPHIC SURVEY**  
 75 FAIRVIEW AVENUE  
 BRIDGEPORT, CONNECTICUT

PREPARED FOR:  
**JOSE CALDERON**  
 SCALE 1" = 10' 16 JUNE 2022  
 FE22-1742

THIS MAP IS NOT VALID UNLESS IT HAS A LIVE SIGNATURE AND EMBOSSED SEAL OF KEVIN M. CROWLEY.

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT TO THE STANDARDS OF CLASS "A2" & "T2" AS NOTED HEREON.

*Kevin M. Crowley*  
 KEVIN M. CROWLEY  
 R.L.S. # 70261



**FULLER ENGINEERING & LAND SURVEYING**

525 JOHN STREET  
 BRIDGEPORT, CT.  
 PH. 203-333-9465  
 EMAIL: INFO@FULLERSURVEYORS.COM



# PLANNING & ZONING COMMISSION APPLICATION

1. NAME OF APPLICANT: TONIN KIMCA
2. Is the Applicant's name Trustee of Record? Yes \_\_\_\_\_ No \_\_\_\_\_  
If yes, a sworn statement disclosing the Beneficiary shall accompany this application upon filing.
3. Address of Property: 150 WASHINGTON TERRACE, BRIDGEPORT CT 06604  
(number) (street) (state) (zip code)
4. Assessor's Map Information: Block No. \_\_\_\_\_ Lot No. \_\_\_\_\_
5. Amendments to Zoning Regulations: (indicate) Article: 3.0 SITE & BUILDING TYPES Section: 3.80.9  
**(Attach copies of Amendment)**
6. Description of Property (Metes & Bounds): \_\_\_\_\_
7. Existing Zone Classification: NX1
8. Zone Classification requested: N/A
9. Describe Proposed Development of Property: 6-FAMILY DOUBLE A HOUSE

Approval(s) requested: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Print Name: \_\_\_\_\_

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Cell: \_\_\_\_\_ Fax: \_\_\_\_\_  
E-mail Address: \_\_\_\_\_

\$ \_\_\_\_\_ Fee received Date: \_\_\_\_\_ Clerk: \_\_\_\_\_

### THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

- Completed & Signed Application Form
- Completed Site / Landscape Plan
- Written Statement of Development and Use
- Cert. of Incorporation & Organization and First Report (Corporations & LLC's)
- A-2 Site Survey
- Drainage Plan
- Property Owner's List
- Building Floor Plans
- Building Elevations
- Fee

### PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

TONIN KIMCA  
Print Owner's Name  
Kreis Kimca  
Print Owner's Name

Tonin Kimca  
Owner's Signature  
Kreis Kimca  
Owner's Signature

05/28/2022  
Date  
05/28/2022  
Date



Tonin Kimca  
Klevis Kimca  
617 Douglas Drive  
Orange ct 06477

203-913-4588  
E- Mail: Toninkimca@Gmail.com

To the planning and zoning City of Bridgeport Connecticut

Permission to build a six family house 2150 Washington Terrace, Bridgeport, CT

We are asking for the permission from the planning and zoning commission of city of Bridgeport to give us to build a six family house to the 150 Washington Terrace, Bridgeport, CT

All this area is surrounded with three floor buildings and many big buildings in the front and in the back.

Buy thank you for changing the zone to build more we are asking you for a permission to build a brand new building in this area.

We talking for 6- Family Double A House.

We are part of the Bridgeport community since 1998 with investing and helping many tenants to have a better living .

Tonin Kimca  5/28/2022  
Klevis Kimca  5/28/2022

5/28/2022

Tonin Kimca  
Klevis Kimca  
617 Douglas Drive  
Orange ct 06477

203-913-4588  
E- Mail: Toninkimca@Gmail.com

To the planning and zoning City of Bridgeport Connecticut

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We are asking for the permission from the planning and zoning commission of city of Bridgeport to give us to build a six family house to the 150 Washington Terrace, Bridgeport, CT

All this area is surrounded with three floor buildings and many big buildings in the front and in the back.

Buy thank you for changing the zone to build more we are asking you for a permission to build a brand new building in this area.

We talking for 6- Family Double A House.

We are part of the Bridgeport community since 1998 with investing and helping many tenants to have a better living .

Tonin Kimca  
Klevis Kimca

 5/28/2022  
 5/28/2022

5/28/2022

List of the all properties with the addresses close to 150 Washington Terrace  
 #115 Washington Avenue

<b>Owner</b>	WH BRIDGEPORT LLC
<b>Co-Owner</b>	ATTN: JAMES CARMICHAEL
<b>Address</b>	795 RIDGE LAKE BLVD SUITE 300 MEMPHIS, TN 38120

#135 Washington Terrace

<b>Owner</b>	135 WASHINGTON AVE BPT LLC
<b>Co-Owner</b>	
<b>Address</b>	81 SUNSET HILL REDDING, CT 06896

#170 Washington Terrace

<b>Owner</b>	MARCHESE ALBERTO
<b>Co-Owner</b>	
<b>Address</b>	170 WASHINGTON TER BRIDGEPORT, CT 06604

#175 Washington ave

<b>Owner</b>	FLEETWOOD APTS LLC
<b>Co-Owner</b>	
<b>Address</b>	1274 49TH ST STE 256 BROOKLYN , NY 11219

#76 Washington ter

<b>Owner</b>	ANDERSON CASSANDRA
<b>Co-Owner</b>	
<b>Address</b>	76 WASHINGTON TR #78 BRIDGEPORT, CT 06604

#84 Washington ter

<b>Owner</b>	ANDERSON CASSANDRA
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<b>Co-Owner</b>	
<b>Address</b>	76 WASHINGTON TR #78 BRIDGEPORT, CT 06604

#96 Washington Terrace

<b>Owner</b>	EAI LL LLC
<b>Co-Owner</b>	
<b>Address</b>	96 WASHINGTON TR #98  BRIDGEPORT, CT 06604-3418

100 Washington Terrace

<b>Owner</b>	MCBEAN CARL A JR
<b>Co-Owner</b>	
<b>Address</b>	173 CANFIELD AVE BRIDGEPORT, CT 06605

#126 Washington Terrace

<b>Owner</b>	MAXWELL PATRICIA
<b>Co-Owner</b>	

<b>Address</b>	126 WASHINGTON TR  BRIDGEPORT, CT 06604-3439
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136 Washington Terrace

<b>Owner</b>	BECKFORD PETE J
<b>Co-Owner</b>	
<b>Address</b>	136 WASHINGTON TR #140  BRIDGEPORT, CT 06604-3439

# 129 Washington Terrace

<b>Owner</b>	MCREYNOLDS NORDIA K A/K/ A
<b>Co-Owner</b>	NORDIA BLACK
<b>Address</b>	129 WASHINGTON TER BRIDGEPORT, CT 06604



JOSEPH P. GANIM  
Mayor

*City of Bridgeport*  
**OFFICE OF PLANNING & ECONOMIC DEVELOPMENT**  
Margaret E. Morton Government Center  
999 Broad Street, Bridgeport, Connecticut 06604

THOMAS F. GILL  
Director

WILLIAM J. COLEMAN  
Deputy Director

TO: [polymarchitects@gmail.com](mailto:polymarchitects@gmail.com)  
Tokilil@aol.com

COPY: Lynn Haig, Director of Planning; [lynn.haig@bridgeportct.gov](mailto:lynn.haig@bridgeportct.gov); 203-576-7317  
Paul Boucher, Assistant Zoning Official; [paul.boucher@bridgeportct.gov](mailto:paul.boucher@bridgeportct.gov); 203-576-7217  
Bill Coleman, Deputy Director, OPED; [william.coleman@bridgeportct.gov](mailto:william.coleman@bridgeportct.gov); 203-576-7221

FROM: Jackson Strong, Design Review Coordinator; [Jackson.Strong@bridgeportct.gov](mailto:Jackson.Strong@bridgeportct.gov); 203-576-7306

DATE: 5/2/2022

**Re: *Concept Review of a proposed 6 family Double House A type building at 150 Washington Terrace***

Thank you for the submission of your proposal to construct a 6 unit residential structure at 150 Washington Terrace. Please review a summary of the discussion of our concept review meeting on Thursday, May 12<sup>th</sup> 2022:

1. An overview of the proposed building was provided by the architect. A 6 family, Double House A type structure is proposed, with each unit containing a 1 bedroom apartment. The building will have two means of egress accessible from each apartment. Given the limited size of the lot, no parking is proposed as part of this development. The architectural elements are intended to mimic some of the existing architectural details found on other buildings in the area.
2. Staff inquired about the setback distances of the neighboring properties. For a Double House A type house in the NX1 zoning district, the prevailing setbacks apply which may reduce the distance of the proposed setback of 15' (**§3.80.4(6)**; **§14.20.6.F**) given the apparent distance of the neighboring properties whose primary facades face Washington Terrace. It is noted by staff that the applicant shall identify the setback distances of the neighboring properties in accordance with **§14.30.6.F.1**.
3. It was noted by staff that the building will require a special permit if the applicant seeks to construct 6 units in accordance with **§3.80.9**. The architect stated that the applicant is aware of this requirement and will petition the Planning and Zoning Commission for a special permit to construct 6 residential dwelling units in an NX1 zone in accordance with **§11.50**.

4. It was recommended by staff that the proposed stoop design be modified to better reflect the existing architectural features found in Double House A building typologies within the neighborhood. The architect stated that modifications to the design would be made to incorporate these changes.
5. The façade and overall design approach was discussed. Staff highlighted the provisions in **§3.80.8** which require horizontal & vertical divisions with shadow lines. The architect shall incorporate these elements and reflect the changes to the proposed front elevation drawings to better comply with the design provisions relating to Double House A building types.
6. It was inquired whether the owner owns other properties within the city. The architect stated that to the best of his knowledge, the owner owns only one other property and that this is the first time they have constructed a new building.
7. It was inquired whether the proposed design entails the provision of sprinklers. The architect stated that the current proposal does not entail new sprinklers. It was noted by staff that the livable area of the building may be increased by providing a sprinkler system, thus necessitating only a single means of egress given the size and number of floors proposed.
8. It was inquired whether a particular market segment is targeted for prospective renters given the lack of on-site parking. The architect stated that no particular market has been identified. It was noted by staff that bus service is provided nearby on Washington Avenue. It was also suggested by staff that secured bicycle parking be provided on site to provide additional mobility options for prospective residents.
9. It was pointed out by staff that the provisions of **Chapter 7 Landscape & Site Design** apply to this development as it is a newly constructed building (**§7.10.2.A**). The site plan shall be amended to reflect the required elements, including landscaping and lot coverage.
10. It was recommended by staff that the applicant provide a street-level rendering along with their planned submission to the Planning & Zoning Commission as to better illustrate the overall aesthetic of the proposed structure.
11. It was recommended by staff that the applicant contact the president of The Hollow NRZ and the City Council representatives of that district to inform them of the planned development. Their contact information is below:

**Tyler Mack**

Cell: (475) 422-3487

[Tyler.Mack@Bridgeportct.gov](mailto:Tyler.Mack@Bridgeportct.gov)

**Jorge Cruz, Sr.**

Cell: (203) 690-2400

[Jorge.Cruz@bridgeportct.gov](mailto:Jorge.Cruz@bridgeportct.gov)

**Sonia Moncrieffe**

Hollow NRZ President

[symoncrieffe@gmail.com](mailto:symoncrieffe@gmail.com)



Polymorphous Architects <polymarchitects@gmail.com>

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## 150 Washington Terrace Concept Review Summary

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**Strong, Jackson** <Jackson.Strong@bridgeportct.gov>

Tue, Jul 5, 2022 at 4:59 PM

To: Polymorphous Architects <polymarchitects@gmail.com>

Cc: "Tokilil@aol.com" <Tokilil@aol.com>, "Coleman, William" <William.Coleman@bridgeportct.gov>, "Haig, Lynn" <Lynn.Haig@bridgeportct.gov>, "Boucher, Paul" <Paul.Boucher@bridgeportct.gov>

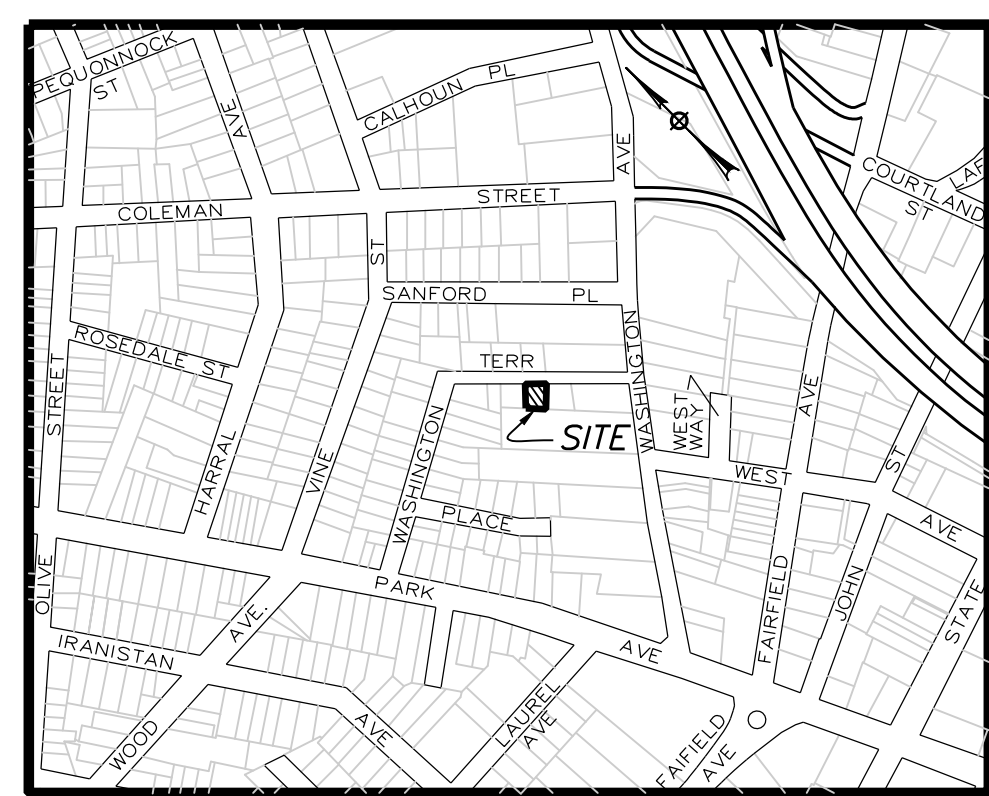
Hi Altin,

Thank you for submitting the revised design. We have reviewed the changes and find that the proposed design complies with the applicable zoning provisions. Please submit your revisions for the Planning and Zoning Commission to the zoning office at your earliest convenience.

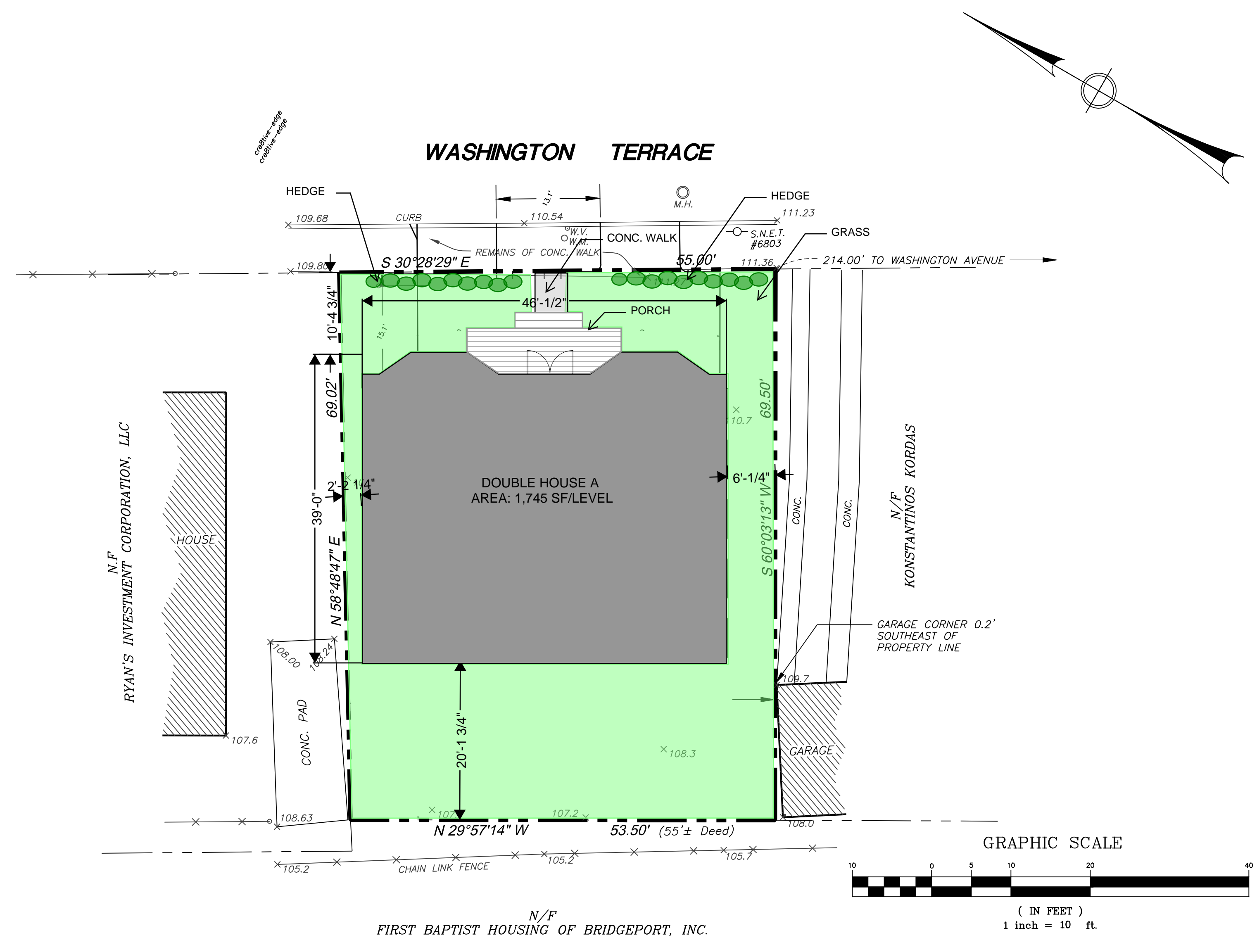
Thank you,

[Quoted text hidden]

[Quoted text hidden]



VICINITY MAP  
SCALE 1" = 500'



REVISIONS			
NO.	BY	DATE	DESCRIPTION

PROJECT TITLE

**PROPOSED  
MULTIFAMILY  
PROPERTY**

**150 WASHINGTON TERR  
BRIDGEPORT, CT**

PREPARED FOR:

**THOMAS J. LANESE  
STRATFORD, CT**

RESIDENTIAL ZONE NX1	STANDARDS	PROPOSED
Minimum Lot Area		
Porch Setback	7 ft.	7 ft.
Min. Principal Building Setbacks:		
• Front Lot Line	15 ft.	15.1 ft.
• Side Lot Line	2 ft., 8 ft. Min. Total Both Sides	2 ft., 8 ft. Min. Total Both Sides
• Rear Lot Line	20 ft.	20 ft.
• Rear Yard/Corner Lots <sup>1</sup>	2 1/2 Stories Max.	
Minimum Frontage	50 ft.	55 ft. *
Maximum Building Coverage	29.8% (1,120sf)	72% (2,721 sf)
Maximum Site Coverage	80% (3,767 sf)	72% (2,721 sf)
Minimum Landscaped Area		
Max. Height - Principal Bldg.	2 1/2 Stories Max.	2 1/2 Stories
Story Height	9 ft. min., 10 max.	10 ft.
Height to Eaves	20 ft.	20 ft.
Drive-Through Facilities	Not Allowed	NONE
Outdoor Display	Not Allowed	NONE
Outdoor Storage Permitted	Not Allowed	NONE
Trucks and Equipment Permitted	Light Only, No advertising	Light Only, No advertising

SHEET TITLE

**SITE PLAN**

DESIGNED BY: MJS	SCALE: 1"=10'
DRAWN BY: MJS	DATE: 10-31-08
CHECKED BY: MJS	PROJECT NUMBER: 0632
CAD FILE: 0632	

SEAL

SHEET NUMBER

**SP-1**













# CITY OF BRIDGEPORT PLANNING & ZONING COMMISSION

## CHECKLIST FOR PUBLIC HEARING APPLICATIONS

### I. REQUIRED INFORMATION (except for **Fee & USB** submit an original & 16 copies of all below)

- Completed & Signed Application & Checklist Form **PEA/COB**
- Fee **COB**
- Written Statement of Development Use
- Completed Site Plan
- Drainage Plan
- Building Floor Plans
- Property Owner's List (**SEE A2 SURVEY**)
- Cert. of Corporation/Org. of First Report **N/A**
- A-2 Site Survey
- Building Elevations
- Other Evidence/Testimonial Information **N/A**
- 1 USB MEMORY FLASH DRIVE STICK

#### **NOTE: Please provide 1 USB MEMORY FLASH DRIVE Stick:**

- The information on the memory flash drive sticks must include the application, site plans, and all other hard copy information (landscaping, floor elevations, etc) that will be submitted. It also **must be labeled** with the property address, applicant name and date of hearing.
- **All plans and paper work that is submitted to the zoning office must be FOLDED (11x17 or smaller) and Collated into 17 separate packets.**

### II. SUPPLEMENTARY INFORMATION (Optional)

- Perspective Rendering
- Building and Site Sections
- Eight 8 x10 Color or Black/White Photos of the Current Premises' Condition **Bismark?**
- Copies of Zoning Board of Appeals, or Historic District Commission Decisions
- Drainage Report
- Traffic Studies **KHA**
- Environmental Impact Statement
- Real Estate Studies
- Department of Environmental Protection or Coastal Area Management reports
- Aerial Photographs

### III. OPTIONAL EXHIBITS (may be presented at the public hearing (16 copies not required)

- Color Rendering
- Models
- Material Sample
- OTHER: \_\_\_\_\_

**CITY OF BRIDGEPORT**

**PLANNING & ZONING COMMISSION**

**CHECKLIST FOR PUBLIC HEARING APPLICATIONS**

The following requirements shall apply to all applications for public hearings before the Bridgeport Planning & Zoning Commission and for all agenda dates on or after December 23, 2011.

The following are required components for any and all applications for a **change of zone; site plan review; motor vehicle; sub-division; special permit; or coastal site plan reviews** applications. Except for the Fee & USB, the Petitioner shall submit **one (1) original and sixteen (16) copies of all materials described below in sections I & II pertinent to the application.** The agenda closing date shall be five (5) weeks prior to the public hearing. No materials submitted by the petitioner after the agenda closing date shall be accepted by the Clerk or by the Commission, unless exempted under Section III below. Failure to provide any of the components listed under Section I below may be deemed by the Commission to be grounds for denial due to incomplete information.

**I. REQUIRED INFORMATION**

- A Complete and signed application form. **(The application must be signed by the current property owner)**
- Fee
- A written statement, not to exceed one hundred (100) words, describing all proposed uses.
- The original plus sixteen (16) copies of a site plan prepared, signed and sealed** by an engineer, architect or landscape architect registered and licensed to conduct business in the State of CT. Dated and meeting the following requirements:
  - The site plan must be drawn to a scale of 100 feet or less to the inch.
  - Proposed and existing structures and amenities, including, but not limited to, footprints of foundations, porches, decks, walkways, travel lanes, shall be indicated. Dimensions to property lines from structures and overall building dimensions shall also be shown. The dimensions of parking lot, including isle width and length, and width of parking spaces shall be shown.
  - All applicable (existing and proposed) Zone Development Standards.
  - Existing and proposed grades shall be shown at 2-foot intervals.
  - One or more benchmarks that can be used in the field to verify conditions shall be indicated.

- A drainage plan prepared by a professional engineer, showing all provisions for site runoff; on-site retentions; connections to city services; and any other pertinent information, including City Engineer's requirements.
- Building floor plans (all floors above and below grade) shall be prepared by a licensed architect, showing any and all proposed new construction or additions to existing structures. Additions and alterations shall be clearly delineated from existing work. Minimum scale 1/16" = 1"0.
- A list of names and addresses of all property owners within 100 feet of all property lines of the subject property shall be provided.
- If the petitioner is a corporation a copy of the "Certificate of Corporation" and "Organization and First Report" as filed with the Office of the Secretary of the State of CT must be filed with the application.
- An A-2 survey.
- For applications involving a building(s), the following shall be submitted:
  - Preliminary architectural plans, sections, and/or elevations at 1/4" or 1/8" = 1' showing exterior wall elevations, roof lines, façade materials or other features of proposed buildings or structures.
  - Drawings prepared by a registered architect, landscape architect or professional engineer licensed in the State of CT, each individually sealed and signed by the design professional, (except seals not required on residential projects of less than 5,000 square feet total).
- Any other evidence or testimonial information, which will be presented by the petitioner at a public hearing.

**Note:** All of the above information shall be submitted at the time of filing. Applications with missing information will be deemed incomplete; will not be processed and will be immediately returned to the applicant.

## **II. SUPPLEMENTARY INFORMATION**

- Perspective renderings, either in black and white or in color, reproduced either photographically or by diazo print, showing principal street side view of the proposed development. Minimum size 8"x10" (for photos); Maximum size 30"x42". Color renderings may be presented at the public hearing provided diazo print or photo reproduction has been submitted to the Clerk for distribution before the agenda closing date.
- Building and site section drawings to show relationship of proposed development to existing adjacent streets and buildings.

- Not more than eight (8) 8"x10" color or black and white photographs showing existing site conditions or surrounding area. These may be reproduced xerographically for application filing.
- Copies of any pertinent actions by the Zoning Board of Appeals or Historic District Commission.
- Drainage reports, traffic studies, environmental impact studies and/or real estate studies.
- State Department of Environmental Protection (DEP) or Coastal Area Management (CAM) reports.
- Aerial photographs of subject parcel and surrounding environment.

### **III. OPTIONAL EXHIBITS**

The following items may be presented to the Commission at the time of the public hearing (16 copies not required) without need for filing on or before the agenda closing date:

- Color renderings (see Section II item) provided the Commission has received through the Clerk reduced photographic reproductions, or black and white versions of the renderings.
- Models of proposed building(s).
- Samples of materials and/or colors to be used in the proposed development.

**Note:** Staff reports or departmental correspondence (e.g. City Engineer, W.P.C.A., Fire Marshal, Design Review Coordinator, etc.) shall be received and distributed by the Clerk of the Commission on or before the date of the public hearing. **Whether such reports or correspondence is received before the agenda closing date shall not pose any penalty to the Petitioner and shall be the responsibility of the staff.**





# PLANNING & ZONING COMMISSION APPLICATION

- NAME OF APPLICANT: City of Bridgeport
- Is the Applicant's name Trustee of Record? Yes \_\_\_\_\_ No X  
If yes, a sworn statement disclosing the Beneficiary shall accompany this application upon filing.
- Address of Property: 205 BROAD STREET BRIDGEPORT, CT 06604  
(number) (street) (state) (zip code)
- Assessor's Map Information: Block No. See survey Lot No. \_\_\_\_\_
- Amendments to Zoning Regulations: (indicate) Article: \_\_\_\_\_ Section: \_\_\_\_\_  
**(Attach copies of Amendment)**
- Description of Property (Metes & Bounds): See survey
- Existing Zone Classification: MUEM
- Zone Classification requested: No change
- Describe Proposed Development of Property: High School Building and parking

Approval(s) requested: \_\_\_\_\_

**Signature:** Joe Banks Digitally signed by Joe Banks Date: 2022.04.04 11:54:57 -04'00' **Date:** 4/4/2022  
**Print Name:** Joe Banks, AIA, for Perkins Eastman

If signed by Agent, state capacity (Lawyer, Developer, etc.) **Signature:** Joe Banks Digitally signed by Joe Banks Date: 2022.04.04 11:55:25 -04'00'  
**Print Name:** Architect, Perkins Eastman

Mailing Address: 677 Washington Blvd., Stamford, CT 06517  
 Phone: 203-251-7423 Cell: 203-435-6513 Fax: NA  
**E-mail Address:** j.banks@perkinseastman.com

\$ \_\_\_\_\_ Fee received      Date: \_\_\_\_\_      Clerk: \_\_\_\_\_

**THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST**

- Completed & Signed Application Form
- Completed Site / Landscape Plan
- Written Statement of Development and Use
- Cert. of Incorporation & Organization and First Report (Corporations & LLC's)
- A-2 Site Survey
- Drainage Plan
- Property Owner's List
- Building Floor Plans
- Building Elevations
- Fee

**PROPERTY OWNER'S ENDORSEMENT OF APPLICATION**

Michelle Aleno      [Signature]      4/4/2022  
 Print Owner's Name      Owner's Signature      Date

\_\_\_\_\_  
 Print Owner's Name      Owner's Signature      Date



# CITY OF BRIDGEPORT

Application Form

## Municipal Coastal Site Plan Review

For Projects Located Fully or Partially Within the Coastal Boundary

Please complete this form in accordance with the attached instructions (CSPR-INST-11/99) and submit it with the appropriate plans to the Zoning office.

### Section I: Applicant Identification

Applicant: <u>Larry Schilling</u>	Date: <u>12/2/2021</u>
Address: <u>999 Broad Street</u>	Phone: <u>203.330.4231</u>
Project Address or Location: <u>205 Broad Street, Bridgeport, CT 06604</u>	
Interest in Property: <input checked="" type="checkbox"/> fee simple <input type="checkbox"/> option <input type="checkbox"/> lessee <input type="checkbox"/> easement <input type="checkbox"/> other (specify) _____	
List primary contact for correspondence if other than applicant: Name: <u>See Above</u>	
Address: _____	
City/Town: _____	State: _____ Zip _____
Code: _____	
Business Phone: _____	
e-mail: <u>Larry.Schilling@Bridgeportct.gov</u>	

### Section II: Project Site Plans

Please provide project site plans that clearly and accurately depict the following information, and check the appropriate boxes to indicate that the plans are included in this application:

- Project location
- Existing and proposed conditions, including buildings and grading
- Coastal resources on and contiguous to the site
- High tide line [as defined in CGS Section 22a-359(c)] and mean high water mark elevation contours (for parcels abutting coastal waters and/or tidal wetlands only)
- Soil erosion and sediment controls
- Stormwater treatment practices
- Ownership and type of use on adjacent properties
- Reference datum (i.e., National Geodetic Vertical Datum, Mean Sea Level, etc.)

### Section III: Written Project Information

Please check the appropriate box to identify the plan or application that has resulted in this Coastal Site Plan Review:

- Site Plan for Zoning Compliance
- Subdivision or Resubdivision
- Special Permit or Special Exception
- Variance
- Municipal Project (CGS Section 8-24)

**Part I: Site Information**

1. Street Address or Geographical Description:

City or Town:

2. Is project or activity proposed at a waterfront site (includes tidal wetlands frontage)?  YES  NO

3. Name of on-site, adjacent or downstream coastal, tidal or navigable waters, if applicable:

\_\_\_\_\_

4. Identify and describe the existing land use on and adjacent to the site. Include any existing structures, municipal zoning classification, significant features of the project site:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Indicate the area of the project site: \_\_\_\_\_ acres or square feet (circle one)

6. Check the appropriate box below to indicate total land area of disturbance of the project or activity (please also see Part II.B. regarding proposed stormwater best management practices):

Project or activity will disturb 5 or more total acres of land area on the site. It may be eligible for registration for the Department of Environmental Protection's (DEP) General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities

Project or activity will disturb one or more total acres but less than 5 total acres of land area. A soil erosion and sedimentation control plan must be submitted to the municipal land use agency reviewing this application.

Project or activity will not disturb 1 acre total of land area. Stormwater management controls may be required as part of the coastal site plan review.

7. Does the project include a shoreline flood and erosion control structure as defined in CGS section 22a-109(d)  Yes  No

**Part II.A.: Description of Proposed Project or Activity**

Describe the proposed project or activity including its purpose and related activities such as site clearing, grading, demolition, and other site preparations; percentage of increase or decrease in impervious cover over existing conditions resulting from the project; phasing, timing and method of proposed construction; and new uses and changes from existing uses (attach additional pages if necessary):

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**See attached Exhibit A Memorandum**

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**Part II.B.: Description of Proposed Stormwater Best Management Practices**

Describe the stormwater best management practices that will be utilized to ensure that the volume of runoff generated by the first inch of rainfall is retained on-site, especially if the site or stormwater discharge is adjacent to tidal wetlands. If runoff cannot be retained on-site, describe the site limitations that prevent such retention and identify how stormwater will be treated before it is discharged from the site. Also demonstrate that the loadings of total suspended solids from the site will be reduced by 80 percent on an average annual basis, and that post-development stormwater runoff rates and volumes will not exceed pre-development runoff rates and volumes (attach additional pages if necessary):

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**See attached Exhibit A Memorandum**

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### Part III: Identification of Applicable Coastal Resources and Coastal Resource Policies

Identify the coastal resources and associated policies that apply to the project by placing a check mark in the appropriate box(es) in the following table.

Coastal Resources	On-site	Adjacent	Off-site but within the influence of project	Not Applicable
General Coastal Resources* - Definition: CGS Section 22a-93(7); Policy: CGS Section 22a-92(a)(2)				X
Beaches & Dunes - Definition: CGS Section 22a-93(7)(C); Policies: CGS Sections 22a-92-(b)(2)(C) and 22a-92(c)(1)(K)				X
Bluffs & Escarpments - Definition: CGS Section 22a-93(7)(A); Policy: CGS Section 22a-92(b)(2)(A)				X
Coastal Hazard Area - Definition: CGS Section 22a-93(7)(H); Policies: CGS Sections 22a-92(a)(2), 22a-92(a)(5), 22a-92(b)(2)(F), 22a- 92(b)(2)(J), and 22a-92(c)(2)(B)	X			
Coastal Waters, Estuarine Embayments, Nearshore Waters, Offshore Waters - Definition: CGS Sections 22a-93(5), 22a-93(7)(G), and 22a- 93(7)(K), and 22a-93(7)(L) respectively; Policies: CGS Sections 22a-92(a)(2) and 22a-92(c)(2)(A)				X
Developed Shorefront - Definition: CGS Section 22a-93(7)(I); Policy: 22a-92(b)(2)(G)				X
Freshwater Wetlands and Watercourses - Definition: CGS Section 22a-93(7)(F); Policy: CGS Section 22a-92(a)(2)				X
Intertidal Flats - Definition: CGS Section 22a-93(7)(D); Policies: 22a-92(b)(2)(D) and 22a-92(c)(1)(K)				X
Islands - Definition: CGS Section 22a-93(7)(J); Policy: CGS Section 22a-92(b)(2)(H)				X
Rocky Shorefront - Definition: CGS Section 22a-93(7)(B); Policy: CGS Section 22a-92(b)(2)(B)				X
Shellfish Concentration Areas - Definition: CGS Section 22a-93(7)(N); Policy: CGS Section 22a-92(c)(1)(I)				X
Shorelands - Definition: CGS Section 22a-93(7)(M); Policy: CGS Section 22a-92(b)(2)(I)				X
Tidal Wetlands - Definition: CGS Section 22a-93(7)(E); Policies: CGS Sections 22a-92(a)(2), 22a-92(b)(2)(E), and 22a- 92(c)(1)(B)				X

\* General Coastal Resource policy is applicable to all proposed activities

#### Part IV: Consistency with Applicable Coastal Resource Policies and Standards

Describe the location and condition of the coastal resources identified in Part III above and explain how the proposed project or activity is consistent with all of the applicable coastal resource policies and standards; also see adverse impacts assessment in Part VII.A below (attach additional pages if necessary):

N/A

#### Part V: Identification of Applicable Coastal Use and Activity Policies and Standards

Identify all coastal policies and standards in or referenced by CGS Section 22a-92 applicable to the proposed project or activity:

- ⌘ General Development\* - CGS Sections 22a-92(a)(1), 22a-92(a)(2), and 22a-92(a)(9)
- 9 Water-Dependent Uses\*\* - CGS Sections 22a-92(a)(3) and 22a-92(b)(1)(A);  
Definition CGS Section 22a-93(16)
- 9 Ports and Harbors - CGS Section 22a-92(b)(1)(C)
- 9 Coastal Structures and Filling - CGS Section 22a-92(b)(1)(D)
- 9 Dredging and Navigation - CGS Sections 22a-92(c)(1)(C) and 22a-92(c)(1)(D)
- 9 Boating - CGS Section 22a-92(b)(1)(G)
- 9 Fisheries - CGS Section 22a-92(c)(1)(I)
- 9 Coastal Recreation and Access - CGS Sections 22a-92(a)(6), 22a-92(C)(1)(j) and 22a-92(c)(1)(K)
- 9 Sewer and Water Lines - CGS Section 22a-92(b)(1)(B)
- 9 Fuel, Chemicals and Hazardous Materials - CGS Sections 22a-92(b)(1)(C), 22a-92(b)(1)(E) and 22a-92(c)(1)(A)
- 9 Transportation - CGS Sections 22a-92(b)(1)(F), 22a-92(c)(1)(F), 22a-92(c)(1)(G), and 22a-92(c)(1)(H)
- 9 Solid Waste - CGS Section 22a-92(a)(2)
- 9 Dams, Dikes and Reservoirs - CGS Section 22a-92(a)(2)
- 9 Cultural Resources - CGS Section 22a-92(b)(1)(J)
- 9 Open Space and Agricultural Lands - CGS Section 22a-92(a)(2)

\* General Development policies are applicable to all proposed activities

\*\* Water-dependent Use policies are applicable to all activities proposed at waterfront sites, including those with tidal wetlands frontage.

## Part VI: Consistency With Applicable Coastal Use Policies And Standards

Explain how the proposed activity or use is consistent with all of the applicable coastal use and activity policies and standards identified in Part V. **For projects proposed at waterfront sites (including those with tidal wetlands frontage),** particular emphasis should be placed on the evaluation of the project's consistency with the water-dependent use policies and standards contained in CGS Sections 22a-92(a)(3) and 22a-92(b)(1)(A) -- also see adverse impacts assessment in Part VII.B below (attach additional pages if necessary):

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## Part VII.A.: Identification of Potential Adverse Impacts on Coastal Resources

*Please complete this section for all projects.*

Identify the adverse impact categories below that apply to the proposed project or activity. The Applicable column **must** be checked if the proposed activity has the **potential** to generate any adverse impacts as defined in CGS Section 22a-93(15). If an adverse impact may result from the proposed project or activity, please use Part VIII to describe what project design features may be used to eliminate, minimize, or mitigate the potential for adverse impacts.

Potential Adverse Impacts on Coastal Resources	Applicable	Not Applicable
Degrading tidal wetlands, beaches and dunes, rocky shorefronts, and bluffs and escarpments through significant alteration of their natural characteristics or functions - CGS Section 22a-93(15)(H)		X
Increasing the hazard of coastal flooding through significant alteration of shoreline configurations or bathymetry, particularly within high velocity flood zones - CGS Section 22a-93(15)(E)		X
Degrading existing circulation patterns of coastal water through the significant alteration of patterns of tidal exchange or flushing rates, freshwater input, or existing basin characteristics and channel contours - CGS Section 22a-93(15)(B)		X
Degrading natural or existing drainage patterns through the significant alteration of groundwater flow and recharge and volume of runoff - CGS Section 22a-93(15)(D)		X
Degrading natural erosion patterns through the significant alteration of littoral transport of sediments in terms of deposition or source reduction - CGS Section 22a-93(15)(C)		X
Degrading visual quality through significant alteration of the natural features of vistas and view points - CGS Section 22a-93(15)(F)		X
Degrading water quality through the significant introduction into either coastal waters or groundwater supplies of suspended solids, nutrients, toxics, heavy metals or pathogens, or through the significant alteration of temperature, pH, dissolved oxygen or salinity - CGS Section 22a-93(15)(A)		X
Degrading or destroying essential wildlife, finfish, or shellfish habitat through significant alteration of the composition, migration patterns, distribution, breeding or other population characteristics of the natural species or significant alterations of the natural components of the habitat - CGS Section 22a-93(15)(G)		X

## Part VII.B.: Identification of Potential Adverse Impacts on Water-dependent Uses

Please complete the following two sections **only if the project or activity is proposed at a waterfront site**:

- Identify the adverse impact categories below that apply to the proposed project or activity. The **Applicable** column **must** be checked if the proposed activity has the **potential** to generate any adverse impacts as defined in CGS Section 22a-93(17). If an adverse impact may result from the proposed project or activity, use Part VIII to describe what project design features may be used to eliminate, minimize, or mitigate the potential for adverse impacts.

Potential Adverse Impacts on Future Water-dependent Development Opportunities and Activities	Applicable	Not Applicable
Locating a non-water-dependent use at a site physically suited for or planned for location of a water-dependent use - CGS Section 22a-93(17)		X
Replacing an existing water-dependent use with a non-water-dependent use - CGS Section 22a-93(17)		X
Siting a non-water-dependent use which would substantially reduce or inhibit existing public access to marine or tidal waters - CGS Section 22a-93(17)		X

- Identification of existing and/or proposed Water-dependent Uses

Describe the features or characteristics of the proposed activity or project that qualify as water-dependent uses as defined in CGS Section 22a-93(16). If general public access to coastal waters is provided, please identify the legal mechanisms used to ensure public access in perpetuity, and describe any provisions for parking or other access to the site and proposed amenities associated with the access (e.g., boardwalk, benches, trash receptacles, interpretative signage, etc.):

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N/A

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\*If there are no water-dependent use components, describe how the project site is not appropriate for the development of a water-dependent use.



**Part VIII: Mitigation of Potential Adverse Impacts**

Explain how all potential adverse impacts on coastal resources and/or future water-dependent development opportunities and activities identified in Part VII have been avoided, eliminated, or minimized (attach additional pages if necessary):

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**See Exhibit A**

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**Part IX: Remaining Adverse Impacts**

Explain why any remaining adverse impacts resulting from the proposed activity or use have not been mitigated and why the project as proposed is consistent with the Connecticut Coastal Management Act (attach additional pages if necessary):

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**N/A**

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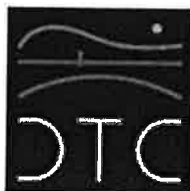
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ENGINEER  
CONSULT  
MANAGE

DELIVERING YOUR PROJECTS WITH INNOVATION & INTEGRITY

## EXHIBIT A

April 16, 2021

DATE

Jeff Caiola

TO

Graham Curtis, PE

FROM

Joe Costa, Larry Schilling

COPY TO

Existing and Proposed Stormwater Conditions

SUBJECT

Bassick HS 18132

PROJECT NAME / PROJECT NUMBER

This memorandum is to document the existing and proposed stormwater conditions at the proposed Bassick Replacement High School to be located in the south end of Bridgeport, CT. This summary is developed to support a Memorandum of Understanding between the City of Bridgeport and the State of Connecticut.

The City purchased 10 parcels from the University of Bridgeport in 2020 for development as the Bassick Replacement High School.

The properties are located east and west of Lafayette Street, and north and south of University Avenue as shown on the attached plan. The University Avenue right-of-way was abandoned by the City of Bridgeport to the University of Bridgeport previously. The City of Bridgeport repurchased the former right-of-way from the intersection of Lafayette Street east to Broad Street. The University retained ownership of the right-of-way from the intersection of Lafayette Street to the west.

The State of Connecticut is currently proposing to construct a flood resiliency project to raise University Avenue above the 100-year flood (elevation 14) to prevent flooding north of University Ave. The existing conditions of the parcels purchased by the City consist of college dormitories, parking lots, field house/ bleachers and a wood frame building formerly used for administrative purposes. All existing structure will be demolished.

The Soccer field was retained by the University but will be used by both the City and the University of Bridgeport under a lease agreement.



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CONSULT  
MANAGE

DELIVERING YOUR PROJECTS WITH INNOVATION & INTEGRITY

## EXHIBIT A

The existing storm drainage system in the vicinity is a combined storm/sanitary system that discharges to the City of Bridgeport WWTP.

The City is currently constructing a new separated storm drainage system in Lafayette Street that will drain to the north and discharge to a new stormwater pump station that will drain the area north of the new flood resiliency project.

The proposed high school will be located north of University Avenue and will be protected by the future flood resiliency project. The building will be located on both sides of the Lafayette Street and will require the closure of Lafayette Street from the intersection of University Avenue to a point 400 feet north. The street will terminate in a new cul-de-sac. The finished floor elevation will be set 2 feet above the 500-year flood (elevation 18) and provide 4' wide dry egress path to the west..

A proposed bus drop will be located north and east of the proposed school and will exit onto Broad Street. A parking lot is proposed south of University Avenue for staff and visitors.

A new separated storm drainage system will be constructed as part of the flood resiliency project that will discharge to newly constructed water feature to be located in the Park east of Broad Street and south of University Ave. It has been requested by the State and the City that the high school Project connect as much of the proposed Stormwater runoff into this new system as possible so as to reduce the runoff to the combined system and contribute runoff to the pond to enhance the water quality.

In the proposed controls the runoff from the roof of the new high school, bus drop and the proposed parking lot south of University Avenue will be connected to the resiliency project that ultimately discharges into the proposed water feature in the park.

The area to the north of the proposed high school is too low in elevation to discharge to the park and will be connected to the new separated storm system currently under construction by the City.

The following table summarizes the existing and proposed impervious cover.

Conditions	Total Area	Impervious Cover	Percentage
Existing	7.30 acres	5.30 acres	72.6%
Proposed	7.30 acres	5.7 acres	78.11%

In order to mitigate the increase in impervious cover an infiltration system is proposed that will be capable to infiltrate 1 inch run off from the entire site.



**FERRIS EASTMAN**  
ARCHITECTS

CITY OF BRIDGEPORT  
CONSTRUCTION COMPANY  
BRIDGEPORT, CT 06607  
100 STATE STREET  
BRIDGEPORT, CT 06607  
TEL: (203) 338-1111  
FAX: (203) 338-1112

**BASSICK HIGH SCHOOL**  
BRIDGEPORT STREET, BRIDGEPORT, CT  
STATE PROJECT # 10557-03181-0819  
PROJECT No 16-13-105

**EXISTING CONDITIONS**

SCALE 1" = 30'  
**C-100**  
CONCEPTUAL URBAN DESIGN  
6/2/2021





**PERKINS EASTMAN**  
 ARCHITECTS  
 100 WATER STREET  
 BRIDGEPORT, CT 06604  
 TEL: 203.333.1111  
 FAX: 203.333.1112  
 WWW.PEAKONLINE.COM

**PERKINS EASTMAN**  
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 100 WATER STREET  
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 ARCHITECTS  
 100 WATER STREET  
 BRIDGEPORT, CT 06604  
 TEL: 203.333.1111  
 FAX: 203.333.1112  
 WWW.PEAKONLINE.COM

**PROJECT TITLE**  
 BASSICK HIGH SCHOOL

**STATE PROJECT #**  
 06064

**PROJECT NO.**  
 16-12-108

**DATE**  
 06/20/21

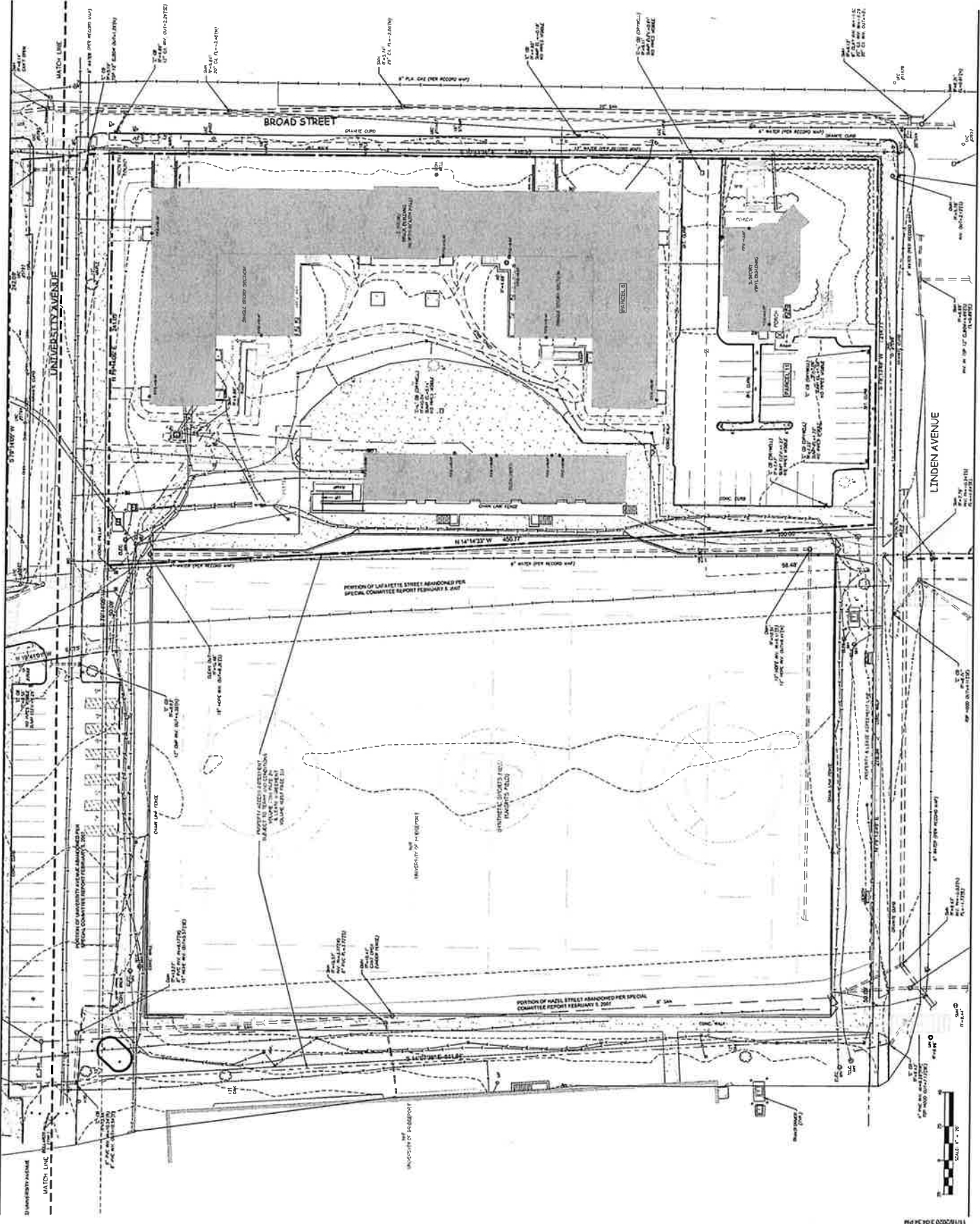
**REVISION**  
 06/20/21

**EXISTING CONDITIONS**

**SCALE**  
 1" = 20'

**C-101**

**CONCEPTUAL URBAN DESIGN REVIEW**







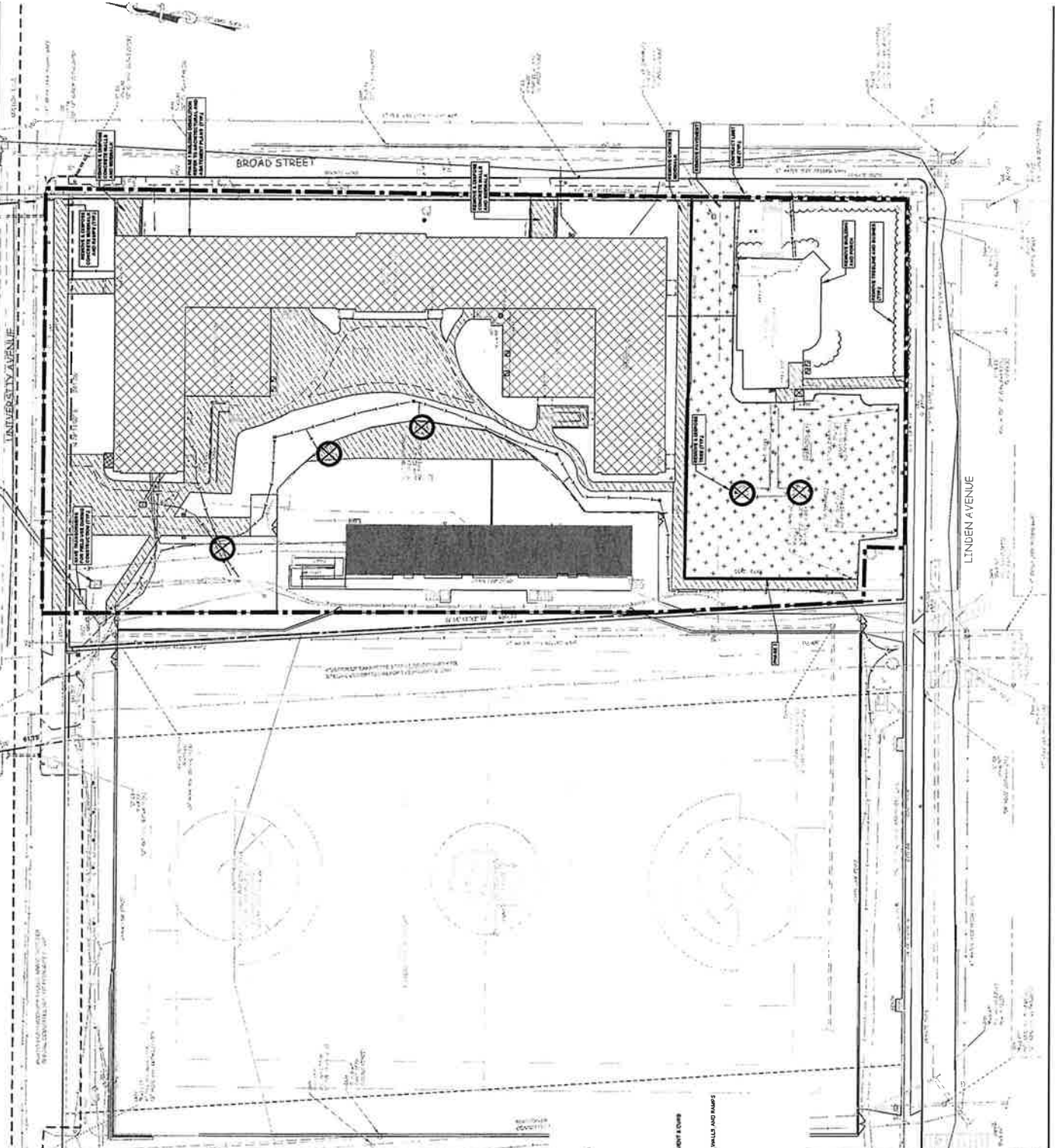
**PERKINS EASTMAN**  
100 WEST WASHINGTON STREET  
SUITE 200  
HARTFORD, CT 06103  
TEL: 860.526.1000  
WWW.PEAKONLINE.COM

**STATE OF CONNECTICUT**  
OFFICE OF THE REGISTERED PROFESSIONAL ENGINEER  
100 WEST WASHINGTON STREET  
SUITE 200  
HARTFORD, CT 06103  
TEL: 860.526.1000  
WWW.PEAKONLINE.COM

**BASSICK HIGH SCHOOL**  
100 WEST WASHINGTON STREET, BRIDGEPORT, CT 06604  
STATE PROJECT # 100-0000000000000000  
PROJECT NO. 18-122-019

**BUILDING DEMOLITION PLAN-2**

**C-201**  
CONCEPTUAL URBAN DESIGN REVIEW  
02/2021



**LEGEND**

- ⊗ REMOVE & DEPOSE: TREE
- ⊙ REMOVE & DEPOSE: SIGN/PAVILION/ETC. (SEE NOTES)
- ⊖ REMOVE & DEPOSE: UTILITY STRUCTURE
- ⊘ PROTECT/SAVE/UTILITY STRUCTURE
- ⊚ REMOVE & DEPOSE: UTILITY
- ▨ REMOVE & DEPOSE: SIGN
- ▧ REMOVE & DEPOSE: RETAIN/CONCRETE FOUNDATION/FOUNDATION
- ▩ REMOVE & DEPOSE: CONCRETE STAIRS/WALLS AND RAMP
- REMOVE & DEPOSE: BRICKS
- REMOVE & DEPOSE: BRICKS
- ▬ UTILITY TRENCH/REPAIR

**DEMOLITION NOTES**

1. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY "CALL BEFORE YOU DIG" (1-800-922-4455) AND SHALL ALSO CONTACT A LOCAL UTILITY COMPANY TO LOCATE AND CLEAR MARKING OF EXISTING UTILITIES. THE LOCATION OF ALL UTILITIES SHOWN MAY BE INCOMPLETE. CONTRACTOR SHALL VERIFY THE LOCATION OF UTILITIES PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AND PAID BY THE CONTRACTOR. REPRESENTATIVE SHALL BE NOTIFIED PRIOR TO THE START OF CONSTRUCTION ACTIVITIES IN AREAS WHICH ARE TO BE DEMOLISHED.
2. ALL DEMOLITION SHALL BE REMOVED FROM THE OFF-SITE. DEBRIS AND GARBAGE BY CONTRACTOR SHALL BE NEATLY SAVED TO PROVIDE A NEAT, CLEAN WORK AREA.
3. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FROM THE CITY OF BRIDGEPORT OVER THE WORK.



**PERKINS EASTMAN**  
 ARCHITECTS  
 100 WATER STREET  
 SUITE 2000  
 NEW HAVEN, CT 06510  
 TEL: 203.261.1717

**PERKINS EASTMAN**  
 CONSTRUCTION COMPANY  
 100 WATER STREET  
 SUITE 2000  
 NEW HAVEN, CT 06510  
 TEL: 203.261.1717

**CITY OF BRIDGEPORT**  
 100 WATER STREET  
 BRIDGEPORT, CT 06604

**CONSTRUCTION COMPANY**  
 100 WATER STREET  
 BRIDGEPORT, CT 06604

**PERKINS EASTMAN**  
 ARCHITECTS  
 100 WATER STREET  
 SUITE 2000  
 NEW HAVEN, CT 06510  
 TEL: 203.261.1717

**CONSTRUCTION COMPANY**  
 100 WATER STREET  
 BRIDGEPORT, CT 06604

**PROJECT TITLE**  
**BASSICK HIGH SCHOOL**  
 BASSICK HIGH SCHOOL  
 100 WATER STREET, BRIDGEPORT, CT 06604

**STATE PROJECT #**  
 06604

**PROJECT NO.**  
 100-172-106

**UTILITY DEMOLITION PLAN-1**

SCALE: 1" = 20'

**C-202**

CONSTRUCTION URBAN DESIGN  
 REVIEW  
 02/2011



- LEGEND**
- ⊗ REMOVE EXISTING TREE
  - ⊗ REMOVE EXISTING LIGHT POLE 48" - 6" 4" CONCRETE
  - ⊗ REMOVE EXISTING UTILITY STRUCTURE
  - PROTECT EXISTING UTILITY STRUCTURE
  - ▨ REMOVE EXISTING ASPHALT
  - ▨ REMOVE EXISTING CONCRETE PAVEMENT & CURB
  - ▨ REMOVE EXISTING CONCRETE SIDEWALK, STAIRS, WALLS AND RAMP
  - ▨ REMOVE EXISTING BUILDING
  - ▨ UTILITY TRENCH REPAIR





**PEARNS EASTMAN**  
 ARCHITECTS  
 115 WEST STREET, SUITE 200  
 BRIDGEPORT, CT 06606  
 TEL: (203) 338-1100  
 FAX: (203) 338-1101

**CLIENT**  
 CITY OF BRIDGEPORT  
 100 WEST STREET, SUITE 200  
 BRIDGEPORT, CT 06606  
 TEL: (203) 338-1100  
 FAX: (203) 338-1101

**DESIGNER**  
 COMMERCIAL DESIGN  
 100 WEST STREET, SUITE 200  
 BRIDGEPORT, CT 06606  
 TEL: (203) 338-1100  
 FAX: (203) 338-1101

**PROJECT**  
 BASSICK HIGH SCHOOL  
 100 WEST STREET, SUITE 200  
 BRIDGEPORT, CT 06606  
 TEL: (203) 338-1100  
 FAX: (203) 338-1101

**DATE**  
 1/24/02

**PROJECT TITLE**  
 BASSICK HIGH SCHOOL  
 100 WEST STREET, SUITE 200  
 BRIDGEPORT, CT 06606  
 TEL: (203) 338-1100  
 FAX: (203) 338-1101

**STATE PROJECT #**  
 00001

**PROJECT NO.**  
 10-10-108

**DATE**  
 1/24/02

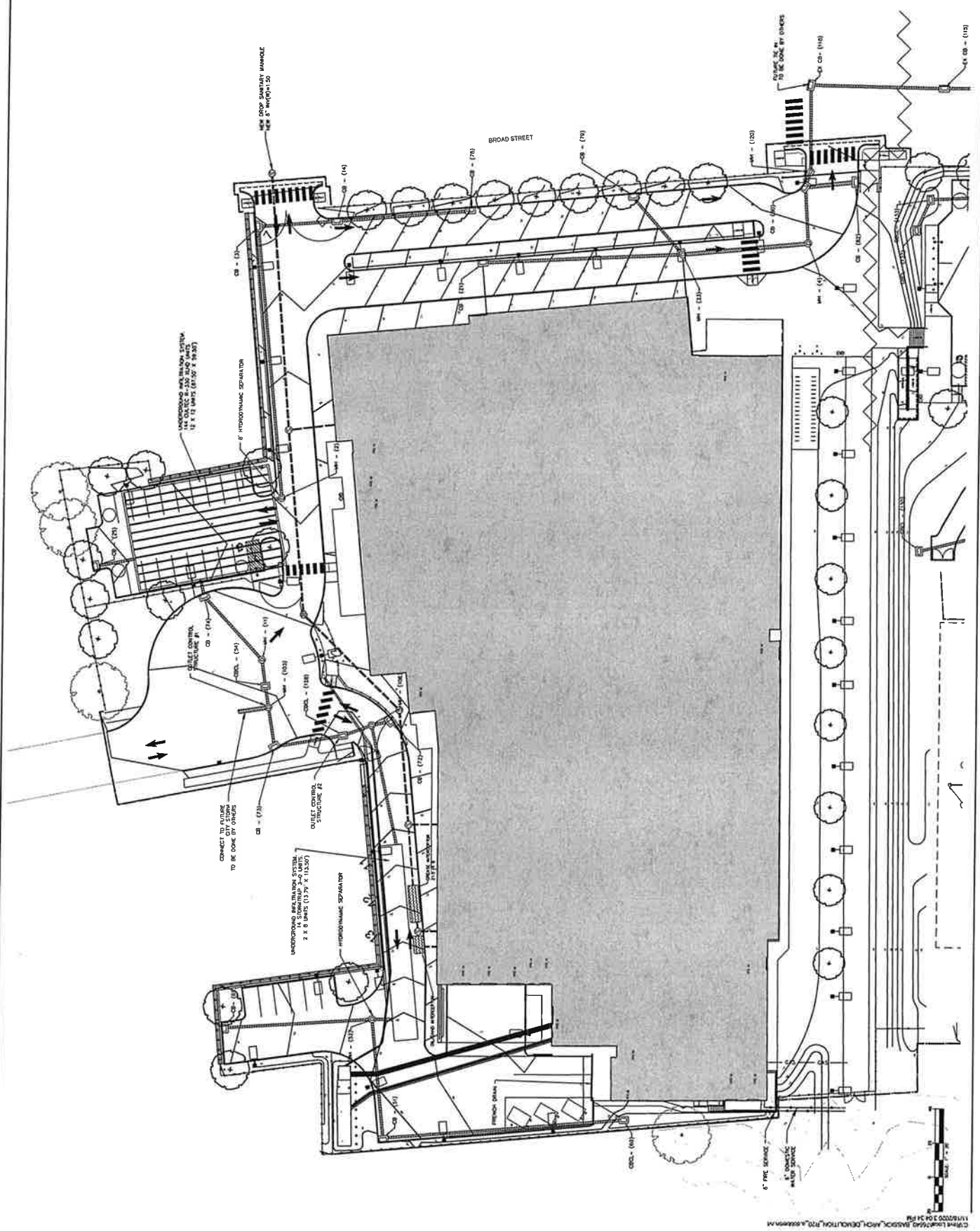
**SCALE**  
 1" = 10'-0"

**PROJECT NO.**  
 10-10-108

**DATE**  
 1/24/02

**C-300**

CONCEPTUAL URBAN DESIGN  
 REVIEW  
 02/00/01



C:\Projects\10-10-108\BASSICK\_High\_School\_Design\10-10-108.dwg  
 1/24/02 10:34 AM

PROJECT TITLE: **BASSICK HIGH SCHOOL**  
 205 BROAD STREET, BRIDGEPORT, CT  
 PROJECT NO. 04-10-100  
 DRAWING NO. 04-10-100-01

PREPARED BY: **PERKINS EASTMAN**  
 100 STATE STREET  
 BRIDGEPORT, CT 06610  
 TEL: 203.333.1234

OWNER: **CITY OF BRIDGEPORT**  
 COMMUNITY DEVELOPMENT DEPARTMENT  
 100 STATE STREET  
 BRIDGEPORT, CT 06610

DATE: **04/10/10**

DESIGNED BY: **PERKINS EASTMAN**  
 100 STATE STREET  
 BRIDGEPORT, CT 06610

CHECKED BY: **PERKINS EASTMAN**  
 100 STATE STREET  
 BRIDGEPORT, CT 06610

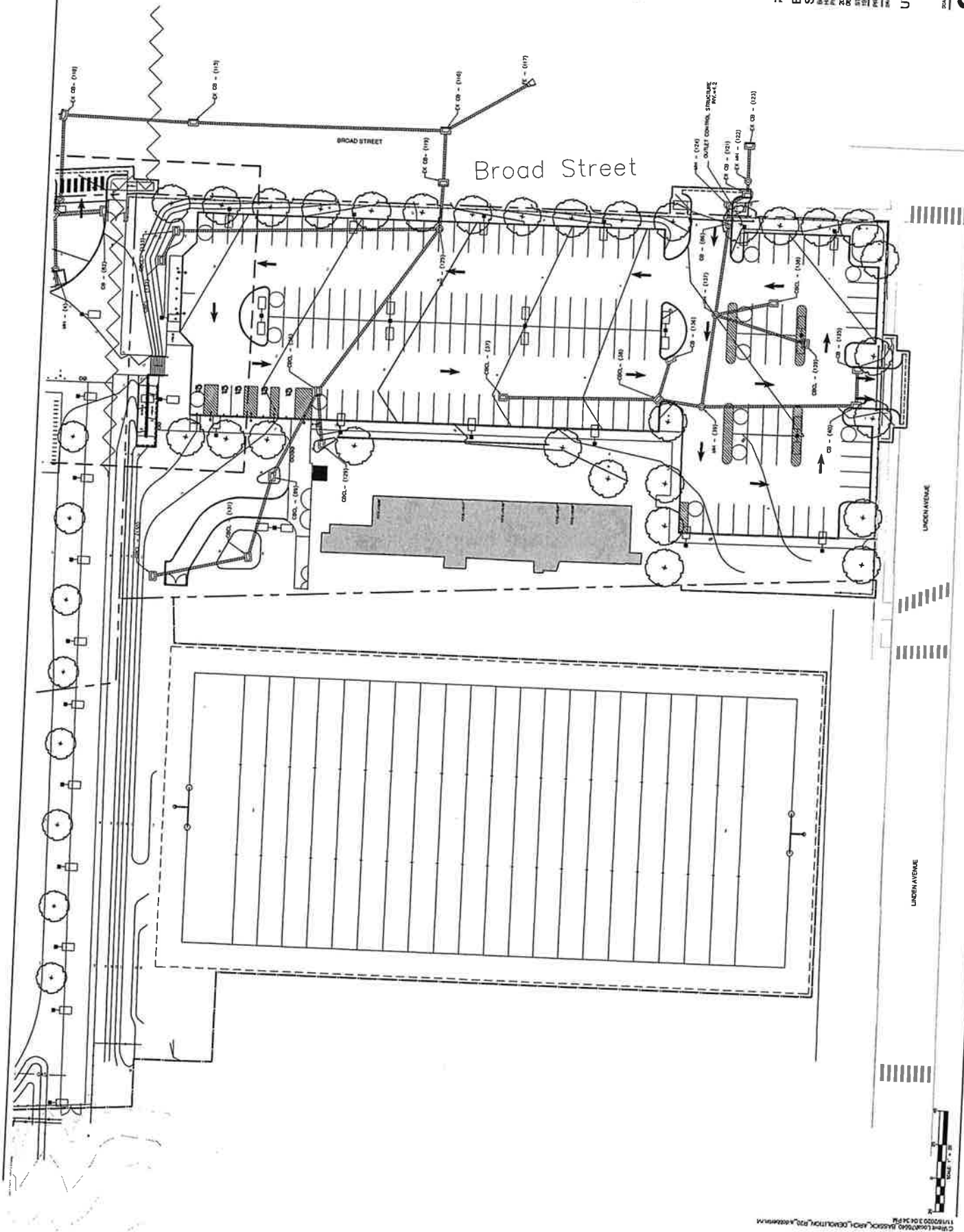
DATE: **04/10/10**

PROJECT TITLE: **BASSICK HIGH SCHOOL**  
 205 BROAD STREET, BRIDGEPORT, CT  
 PROJECT NO. 04-10-100  
 DRAWING NO. 04-10-100-01

DATE: **04/10/10**

SCALE: 1" = 20'  
**C-301**  
 CONCEPTUAL URBAN DESIGN  
 REVIEW  
 02/2011

**UTILITY PLAN**





NO DATE DATE



PERKINS EASTMAN ARCHITECTS

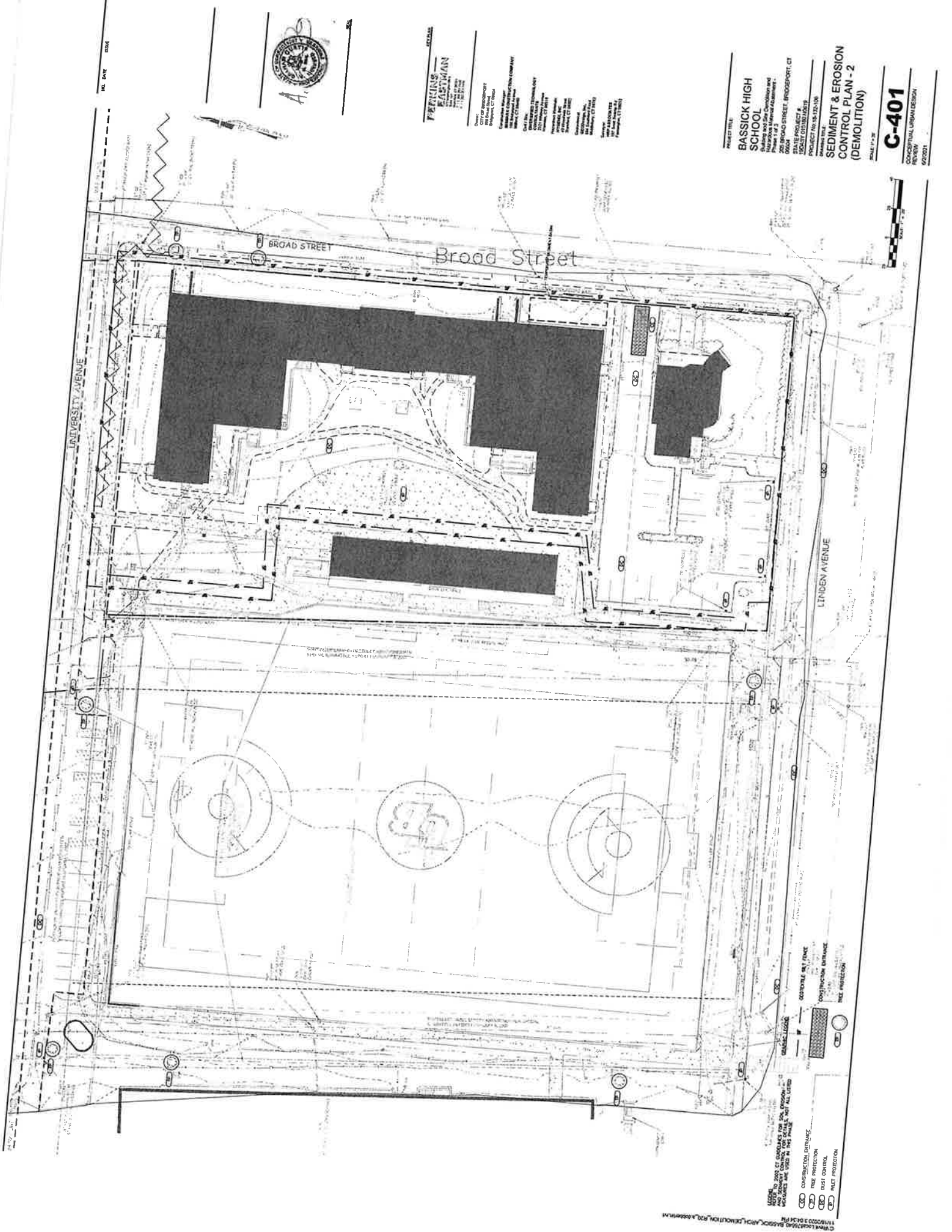
CITY OF MIDDLETOWN  
100 STATE STREET  
MIDDLETOWN, CT 06450  
PROJECT NO. 15-120-106

PROJECT TITLE  
**BASSICK HIGH SCHOOL**  
205 BROAD STREET, MIDDLETOWN, CT 06450

**SEDIMENT & EROSION CONTROL PLAN - 2 (DEMOLITION)**

SCALE: 1" = 20'  
**C-401**

CONCEPTUAL URBAN DESIGN  
REVIEW  
02/2021



- LEGEND
- CONSTRUCTION DISTANCE
- SEED PROTECTION
- SEED CONTROL
- SILT PROTECTION
- CONCRETE OR FENCE
- TOO PROTRUSIVE ENTRANCE
- SEED PROTECTION





## BASSICK HIGH SCHOOL – SITE PLAN MATERIALS

### TABLE OF CONTENTS:

1. Application and Checklist
2. Statement of Development
3. Drainage report
4. Bordering properties list
5. Site Photos
6. Traffic Report



# Application and Checklist



PLANNING & ZONING COMMISSION APPLICATION

- 1. NAME OF APPLICANT: City of Bridgeport
2. Is the Applicant's name Trustee of Record? Yes No X
3. Address of Property: 205 BROAD STREET BRIDGEPORT, CT 06604
4. Assessor's Map Information: Block No. See survey Lot No.
5. Amendments to Zoning Regulations: (indicate) Article: Section:
6. Description of Property (Metes & Bounds): See survey
7. Existing Zone Classification: MUEM
8. Zone Classification requested: No change
9. Describe Proposed Development of Property: High School Building and parking

Approval(s) requested: \_\_\_\_\_

Signature: Joe Banks Date: 4/4/2022
Print Name: Joe Banks, AIA, for Perkins Eastman

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature: Joe Banks
Print Name: Architect, Perkins Eastman

Mailing Address: 677 Washington Blvd., Stamford, CT 06517
Phone: 203-251-7423 Cell: 203-435-6513 Fax: NA
E-mail Address: j.banks@perkinseastman.com

\$ \_\_\_\_\_ Fee received Date: \_\_\_\_\_ Clerk: \_\_\_\_\_

THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

- Completed & Signed Application Form
Completed Site / Landscape Plan
Written Statement of Development and Use
Cert. of Incorporation & Organization and First Report (Corporations & LLC's)
A-2 Site Survey
Drainage Plan
Property Owner's List
Building Floor Plans
Building Elevations
Fee

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION
Michelle Aleno
Owner's Signature
Date: 4/4/2022



# CITY OF BRIDGEPORT PLANNING & ZONING COMMISSION

## CHECKLIST FOR PUBLIC HEARING APPLICATIONS

### I. **REQUIRED INFORMATION** (except for **Fee & USB** submit an original & 16 copies of all below)

- Completed & Signed Application & Checklist Form **PEA/COB**
- Fee **COB**
- Written Statement of Development Use
- Completed Site Plan
- Drainage Plan
- Building Floor Plans
- Property Owner's List **(SEE A2 SURVEY)**
- Cert. of Corporation/Org. of First Report **N/A**
- A-2 Site Survey
- Building Elevations
- Other Evidence/Testimonial Information **N/A**
- 1 USB MEMORY FLASH DRIVE STICK

#### **NOTE:** Please provide 1 USB MEMORY FLASH DRIVE Stick:

- The information on the memory flash drive sticks must include the application, site plans, and all other hard copy information (landscaping, floor elevations, etc) that will be submitted. It also **must be labeled** with the property address, applicant name and date of hearing.
- **All plans and paper work that is submitted to the zoning office must be FOLDED (11x17 or smaller) and Collated into 17 separate packets.**

### II. **SUPPLEMENTARY INFORMATION (Optional)**

- Perspective Rendering
- Building and Site Sections
- Eight 8 x10 Color or Black/White Photos of the Current Premises' Condition **Two provided**
- Copies of Zoning Board of Appeals, or Historic District Commission Decisions
- Drainage Report
- Traffic Studies
- Environmental Impact Statement
- Real Estate Studies
- Department of Environmental Protection or Coastal Area Management reports
- Aerial Photographs

### III. **OPTIONAL EXHIBITS (may be presented at the public hearing)** (16 copies not required)

- Color Rendering
- Models
- Material Sample
- OTHER: \_\_\_\_\_

## CITY OF BRIDGEPORT

### PLANNING & ZONING COMMISSION

#### CHECKLIST FOR PUBLIC HEARING APPLICATIONS

The following requirements shall apply to all applications for public hearings before the Bridgeport Planning & Zoning Commission and for all agenda dates on or after December 23, 2011.

The following are required components for any and all applications for a **change of zone; site plan review; motor vehicle; sub-division; special permit; or coastal site plan reviews** applications. Except for the Fee & USB, the Petitioner shall submit **one (1) original and sixteen (16) copies of all materials described below in sections I & II pertinent to the application.** The agenda closing date shall be five (5) weeks prior to the public hearing. No materials submitted by the petitioner after the agenda closing date shall be accepted by the Clerk or by the Commission, unless exempted under Section III below. Failure to provide any of the components listed under Section I below may be deemed by the Commission to be grounds for denial due to incomplete information.

#### **I. REQUIRED INFORMATION**

- A Complete and signed application form. **(The application must be signed by the current property owner)**
- Fee
- A written statement, not to exceed one hundred (100) words, describing all proposed uses.
- The original plus sixteen (16) copies of a site plan prepared, signed and sealed** by an engineer, architect or landscape architect registered and licensed to conduct business in the State of CT. Dated and meeting the following requirements:
  - The site plan must be drawn to a scale of 100 feet or less to the inch.
  - Proposed and existing structures and amenities, including, but not limited to, footprints of foundations, porches, decks, walkways, travel lanes, shall be indicated. Dimensions to property lines from structures and overall building dimensions shall also be shown. The dimensions of parking lot, including isle width and length, and width of parking spaces shall be shown.
  - All applicable (existing and proposed) Zone Development Standards.
  - Existing and proposed grades shall be shown at 2-foot intervals.
  - One or more benchmarks that can be used in the field to verify conditions shall be indicated.

- A drainage plan prepared by a professional engineer, showing all provisions for site runoff; on-site retentions; connections to city services; and any other pertinent information, including City Engineer's requirements.
- Building floor plans (all floors above and below grade) shall be prepared by a licensed architect, showing any and all proposed new construction or additions to existing structures. Additions and alterations shall be clearly delineated from existing work. Minimum scale 1/16" = 1"0.
- A list of names and addresses of all property owners within 100 feet of all property lines of the subject property shall be provided.
- If the petitioner is a corporation a copy of the "Certificate of Corporation" and "Organization and First Report" as filed with the Office of the Secretary of the State of CT must be filed with the application.
- An A-2 survey.
- For applications involving a building(s), the following shall be submitted:
  - Preliminary architectural plans, sections, and/or elevations at 1/4" or 1/8" = 1' showing exterior wall elevations, roof lines, façade materials or other features of proposed buildings or structures.
  - Drawings prepared by a registered architect, landscape architect or professional engineer licensed in the State of CT, each individually sealed and signed by the design professional, (except seals not required on residential projects of less than 5,000 square feet total).
- Any other evidence or testimonial information, which will be presented by the petitioner at a public hearing.

**Note:** All of the above information shall be submitted at the time of filing. Applications with missing information will be deemed incomplete; will not be processed and will be immediately returned to the applicant.

## **II. SUPPLEMENTARY INFORMATION**

- Perspective renderings, either in black and white or in color, reproduced either photographically or by diazo print, showing principal street side view of the proposed development. Minimum size 8"x10" (for photos); Maximum size 30"x42". Color renderings may be presented at the public hearing provided diazo print or photo reproduction has been submitted to the Clerk for distribution before the agenda closing date.
- Building and site section drawings to show relationship of proposed development to existing adjacent streets and buildings.

- Not more than eight (8) 8"x10" color or black and white photographs showing existing site conditions or surrounding area. These may be reproduced xerographically for application filing.
- Copies of any pertinent actions by the Zoning Board of Appeals or Historic District Commission.
- Drainage reports, traffic studies, environmental impact studies and/or real estate studies.
- State Department of Environmental Protection (DEP) or Coastal Area Management (CAM) reports.
- Aerial photographs of subject parcel and surrounding environment.

### III. OPTIONAL EXHIBITS

The following items may be presented to the Commission at the time of the public hearing (16 copies not required) without need for filing on or before the agenda closing date:

- Color renderings (see Section II item) provided the Commission has received through the Clerk reduced photographic reproductions, or black and white versions of the renderings.
- Models of proposed building(s).
- Samples of materials and/or colors to be used in the proposed development.

**Note:** Staff reports or departmental correspondence (e.g. City Engineer, W.P.C.A., Fire Marshal, Design Review Coordinator, etc.) shall be received and distributed by the Clerk of the Commission on or before the date of the public hearing. **Whether such reports or correspondence is received before the agenda closing date shall not pose any penalty to the Petitioner and shall be the responsibility of the staff.**

## Statement of Development

The New Bassick High School will replace the existing Bassick High School, on a new site at the former University of Bridgeport Campus. Activities associated with this building will include the full range of academic, athletic, and community functions currently served by the existing Bassick High School, with the addition of use of the former Knight's field by the school.

# Drainage Report



Team DTC

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Drainage Report  
205 Broad Street  
Bassick High School  
Bridgeport, CT

Submitted to:

City of Bridgeport  
Engineering Department

April 4, 2022



## Table of Contents

<b>Existing Site Description</b> .....	2
<b>Post Development Site Description</b> .....	5
<b>Stormwater Quantity Design and Analysis</b> .....	6
<b>Stormwater Quality Design and Analysis</b> .....	7
<b>Soil Erosion and Sediment Control Measures</b> .....	7
<b>Post Construction Stormwater Facility Operation and Maintenance</b> .....	8
Appendix A – HydroCAD Stormwater Reports .....	9
Appendix B – Utility Drawings and Details .....	10

## Existing Site Description

The existing site consists of two residence halls, one dwelling, and corresponding parking lots, drive isles and sidewalks. The property is bordered by Lafayette St and Knights Field to the west, Linden Avenue to the south, Broad Street to the east, with Linden Avenue bisecting the site. A copy of the United States Geologic Service (USGS) map for the site is included as figure 1.

The existing site consists of three buildings, two residence halls and a house turned office, parking lots and corresponding drives, numerous sidewalks, and grassed areas.

Existing drainage is mostly surface runoff into separate catch basin drywells. Overflow from this sheets across the site onto neighboring roadways. As such, an existing condition analysis of drainage isn't feasible.

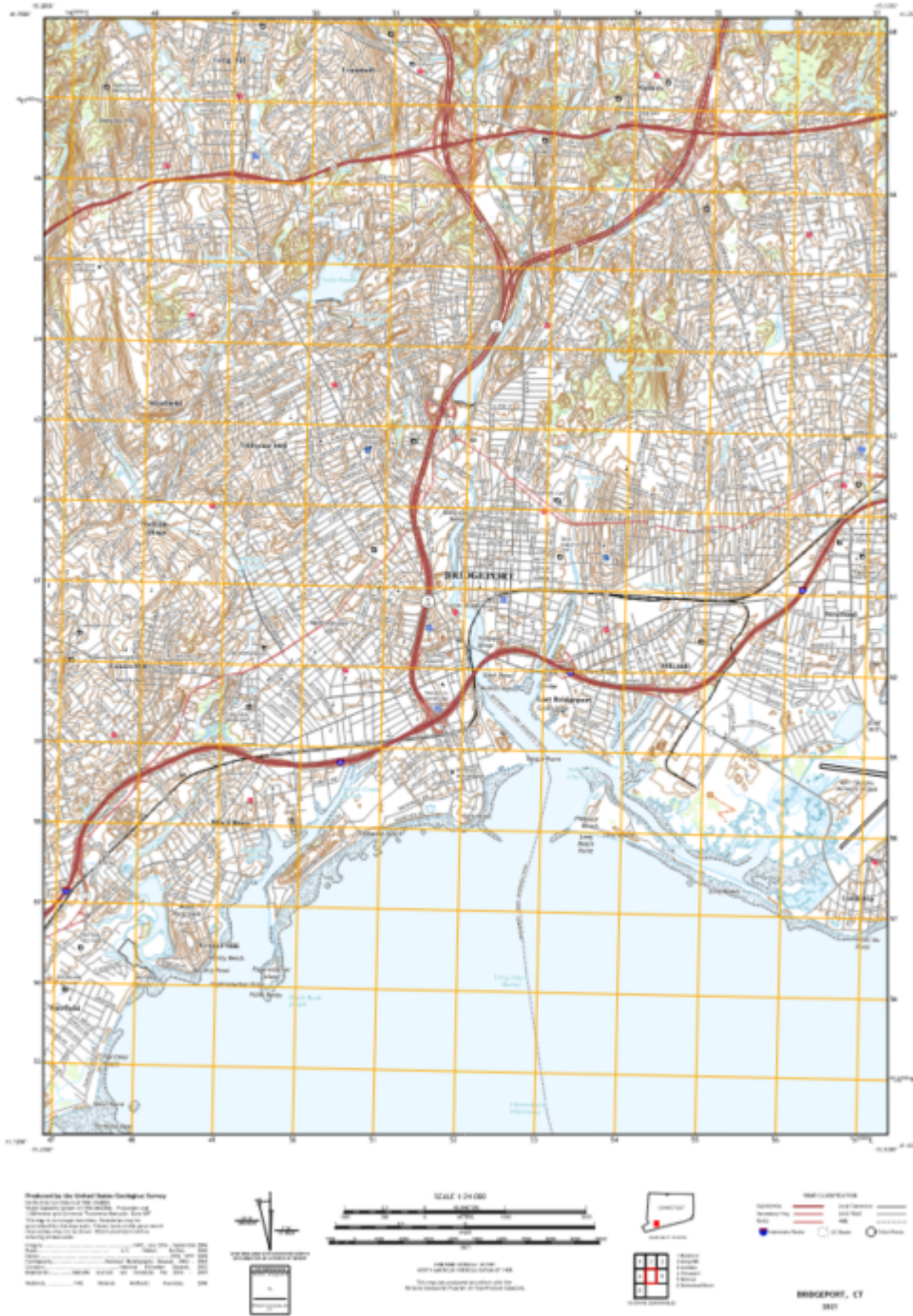


Figure 1 – USGS Map



Figure 2 – NRCS Soils Map

## Post Development Site Description

The project consists of adding a 94,000 sf building, 166 parking spaces, drive isles, and bus drop off lanes; totaling approximately 241,250 sf of impervious area. In order to help offset the increase in impervious area, 25,770 sf of impervious area will be converted into pervious pavers, with a total site impervious area of approximately 215,480 sf. There will be new lighting throughout the site. Various plantings will be added. All utilities will be underground.

There is a combined sanitary line that passes under the proposed high school. The City of New Haven has plans in the future to abandon that line. Until that time, the existing combined sewer will be connected to the proposed sanitary line for the High School.

There is a project that will be done around the same time as the High School, that will raise University Avenue above the flood elevation (100-year flood elevation: 14.0, 500-year flood elevation: 16.0), creating a berm separating the property into two distinct areas (North and South). The High School will be the high point next to the berm (finished floor elevation: 18.0) The site will be graded downward from this high point.

## Stormwater Quantity Design and Analysis

Post development hydrology was created using NRCS Technical Release number 55 titled “Urban Hydrology for Small Watersheds” referred to herein as TR-55. Runoff curve numbers and times of concentration calculated from the methods prescribed in TR-55 were routed through HydroCAD.

Hydrologic routing was considered for the 1yr, 2yr, 5yr, 10yr, 25yr, 50yr, and 100yr storm events. A Type III rainfall distribution was used for hydrologic routing. The following rainfall Amounts were used based on NOAA Atlas 14 Point Precipitation Frequency Estimates for this location.

### 24 Hour Rainfall Amounts (Inches)

	Return Period						
	1-Yr	2-Yr	5-Yr	10-Yr	25-Yr	50-Yr	100-Yr
Bridgeport, CT	2.86	3.45	4.32	5.13	6.44	7.65	9.09

Stormwater discharges from the site at four locations creating 4 points of study. The storm systems are split into two main sections: North and South.

The north section is split into two connected underground detention systems. Both systems are connected to the existing storm drainage in Lafayette Street.

The southern system is split into three sections: North, Central, and Southern. The northern section ties into the existing system in Broad Street, north of the resiliency project. The central section ties into the same system in Broad Street, south of the resiliency project. The southern section ties into a separate existing storm system on Broad Street.

The requirements for the northern detention systems is to keep peak flows as low as physically possible. Proposed systems sizes are maxed to retain up to the 10-year storm with no outflow. For storms greater than the 10-year storm, flow will overflow to Lafayette St.

The resiliency project has requested as much runoff as possible, therefore no detention nor retention is proposed for the southern systems.

See attached HydroCAD report for system sizing and Civil plans for pipe layouts and sizing.

## **Stormwater Quality Design and Analysis**

This project is required to comply with the General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities set forth by the CT Department of Energy & Environmental Protection and the City of Norwalk Drainage Manual. These documents require the water quality volume (WQV) from the construction area be treated, retained, and infiltrated on site.

Infiltration on site was feasible but high ground water prevented larger underground detention systems. The soils have a hydrologic group of C and D, but field testing showed higher than expected infiltration rates, greater than 2.5 in/hr. Due to the large areas of parking lots, detention systems were proposed under.

The western system consists of 8 STORMTRAP 3-0 units in a single line. A weir in CBCL-128 allows the system to fill as much as possible before spilling over into the second detention system. This system will consist of 113 Cultec R-330 XLHD units. A weir in MH-103 will allow both systems to fill before overflow enters the City's storm system.

### **Soil Erosion and Sediment Control Measures**

The construction activities proposed incorporate soil erosion and sediment control measures outlined in the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control. A site specific project narrative, soil erosion control details, and site plans depicting the location of erosion control measures are included with the project plan set. Proposed erosion control measures include:

- Outlet Protection
- Temporary Sediment Trap
- Geotextile Silt Fence
- Haybale
- Construction Entrance
- Tree Protection
- Surface Roughening
- Temporary Seeding
- Permanent Seeding
- Erosion Control Blanket
- Stone Slope Protection
- Retaining Walls
- Rip-Rap
- Detention Basin
- Water Bar
- Dust Control
- Stone Check Dam
- Inlet Protection

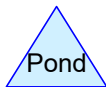
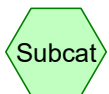
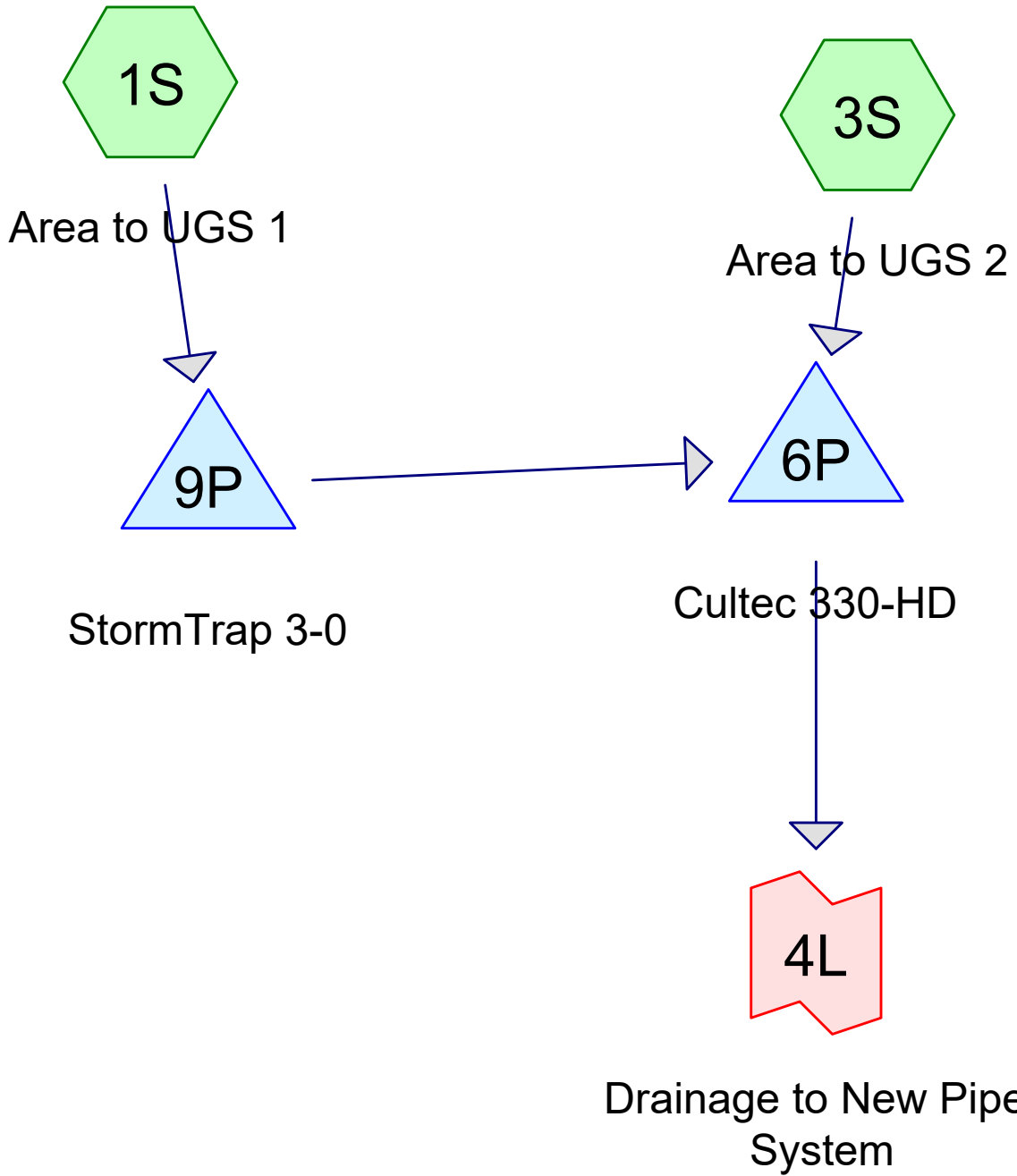
All catch basin outlets will be fitted with catch basin hoods as detailed on sheet C-750. The plan legend is consistent with those presented in the Connecticut Guidelines for Soil Erosion and Sediment Control.



**Post Construction Stormwater Facility Operation and Maintenance**

<b><i>Best Management Practice</i></b>	<b><i>Action</i></b>	<b><i>Frequency</i></b>
Impervious Surface Sweeping (Roadways and Sidewalks)	Vacuum sweep hardtop surfaces	Annually, between 4/1 and 5/1, or as needed
Maintenance of Outfalls	Inspect for proper function; clean out debris, leaves, sediment	Monthly inspection after snowmelt; system cleanout as needed (i.e. > 2" sediment depth)
Roof Runoff Management	Clean leaves and debris from gutters; inspect and repair system	Bi-annually (Apr. & Oct.) and as needed
Underground retention/detention systems	Inspect for proper function; clean out debris, leaves, sediment	Yearly inspection after snowmelt; system cleanout as needed (i.e. > 2" sediment depth)
Vegetation Control	Mow vegetation inside basin and berms	Annually after seasonal die off (October)
Litter Control	Inspect lawn and curbside and pick up debris	Weekly

## Appendix A – HydroCAD Stormwater Reports



## **Drainage**

Prepared by {enter your company name here}

HydroCAD® 10.10-6a s/n 12170 © 2020 HydroCAD Software Solutions LLC

Printed 4/1/2022

Page 2

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## **Project Notes**

Rainfall events imported from "NRCS-Rain.txt" for 800 CT Fairfield

## Drainage

Prepared by {enter your company name here}

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Printed 4/1/2022

Page 3

### Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
33,586	98	Paved parking, HSG C (1S)
36,376	98	Paved roads w/curbs & sewers, HSG C (3S)
<b>69,962</b>	<b>98</b>	<b>TOTAL AREA</b>

## Drainage

NRCC 24-hr D 1-Year Rainfall=2.86"

Prepared by {enter your company name here}

Printed 4/1/2022

HydroCAD® 10.10-6a s/n 12170 © 2020 HydroCAD Software Solutions LLC

Page 4

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Area to UGS 1**      Runoff Area=33,586 sf   100.00% Impervious   Runoff Depth=2.63"  
Tc=5.0 min   CN=98   Runoff=1.97 cfs   7,358 cf

**Subcatchment3S: Area to UGS 2**      Runoff Area=36,376 sf   100.00% Impervious   Runoff Depth=2.63"  
Tc=5.0 min   CN=98   Runoff=2.14 cfs   7,969 cf

**Pond 6P: Cultec 330-HD**      Peak Elev=3.51'   Storage=2,655 cf   Inflow=3.86 cfs   10,219 cf  
Discarded=0.72 cfs   10,219 cf   Primary=0.00 cfs   0 cf   Outflow=0.72 cfs   10,219 cf

**Pond 9P: StormTrap3-0**      Peak Elev=5.10'   Storage=1,204 cf   Inflow=1.97 cfs   7,358 cf  
Discarded=0.10 cfs   5,108 cf   Primary=1.81 cfs   2,250 cf   Outflow=1.91 cfs   7,358 cf

**Link 4L: Drainage to New Pipe System**      Inflow=0.00 cfs   0 cf  
Primary=0.00 cfs   0 cf

**Total Runoff Area = 69,962 sf   Runoff Volume = 15,327 cf   Average Runoff Depth = 2.63"**  
**0.00% Pervious = 0 sf   100.00% Impervious = 69,962 sf**

# Drainage

Prepared by {enter your company name here}

HydroCAD® 10.10-6a s/n 12170 © 2020 HydroCAD Software Solutions LLC

NRCC 24-hr D 1-Year Rainfall=2.86"

Printed 4/1/2022

Page 5

## Summary for Subcatchment 1S: Area to UGS 1

[49] Hint:  $T_c < 2dt$  may require smaller  $dt$

Runoff = 1.97 cfs @ 12.11 hrs, Volume= 7,358 cf, Depth= 2.63"  
Routed to Pond 9P : StormTrap 3-0

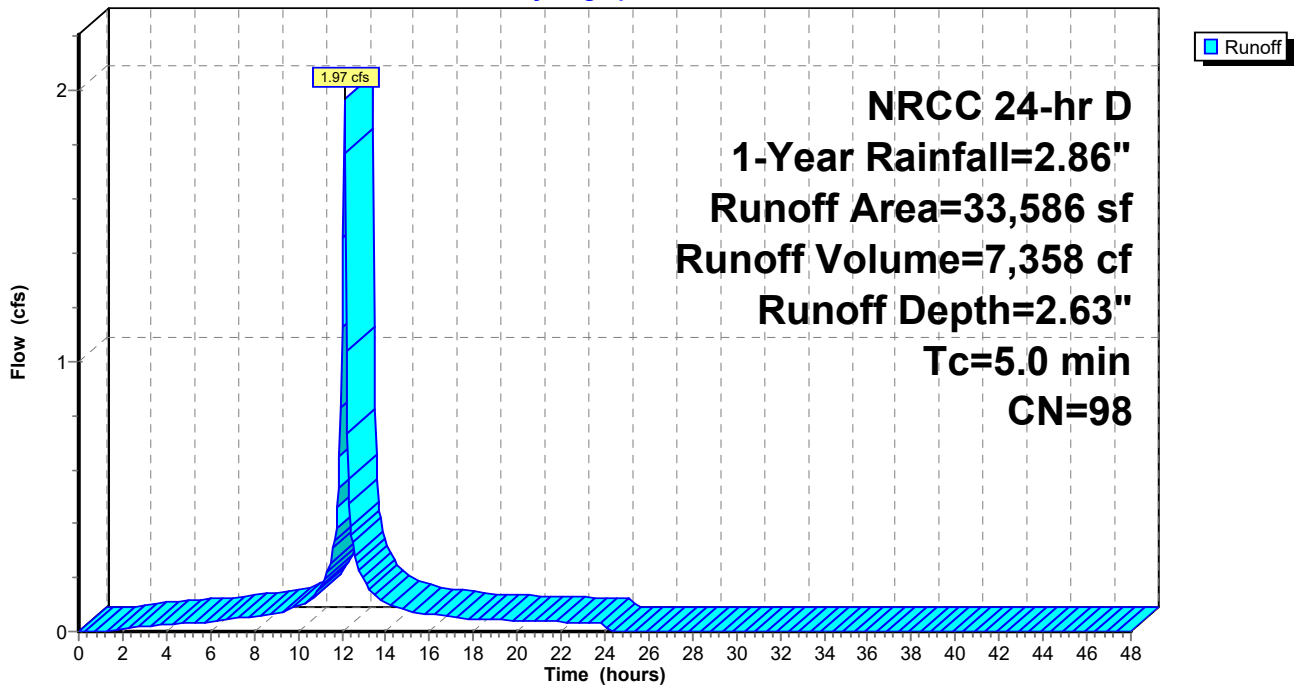
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs,  $dt= 0.05$  hrs  
NRCC 24-hr D 1-Year Rainfall=2.86"

Area (sf)	CN	Description
33,586	98	Paved parking, HSG C
33,586		100.00% Impervious Area

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

## Subcatchment 1S: Area to UGS 1

Hydrograph



**Drainage**

Prepared by {enter your company name here}

HydroCAD® 10.10-6a s/n 12170 © 2020 HydroCAD Software Solutions LLC

NRCC 24-hr D 1-Year Rainfall=2.86"

Printed 4/1/2022

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**Summary for Subcatchment 3S: Area to UGS 2**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 2.14 cfs @ 12.11 hrs, Volume= 7,969 cf, Depth= 2.63"  
Routed to Pond 6P : Cultec 330-HD

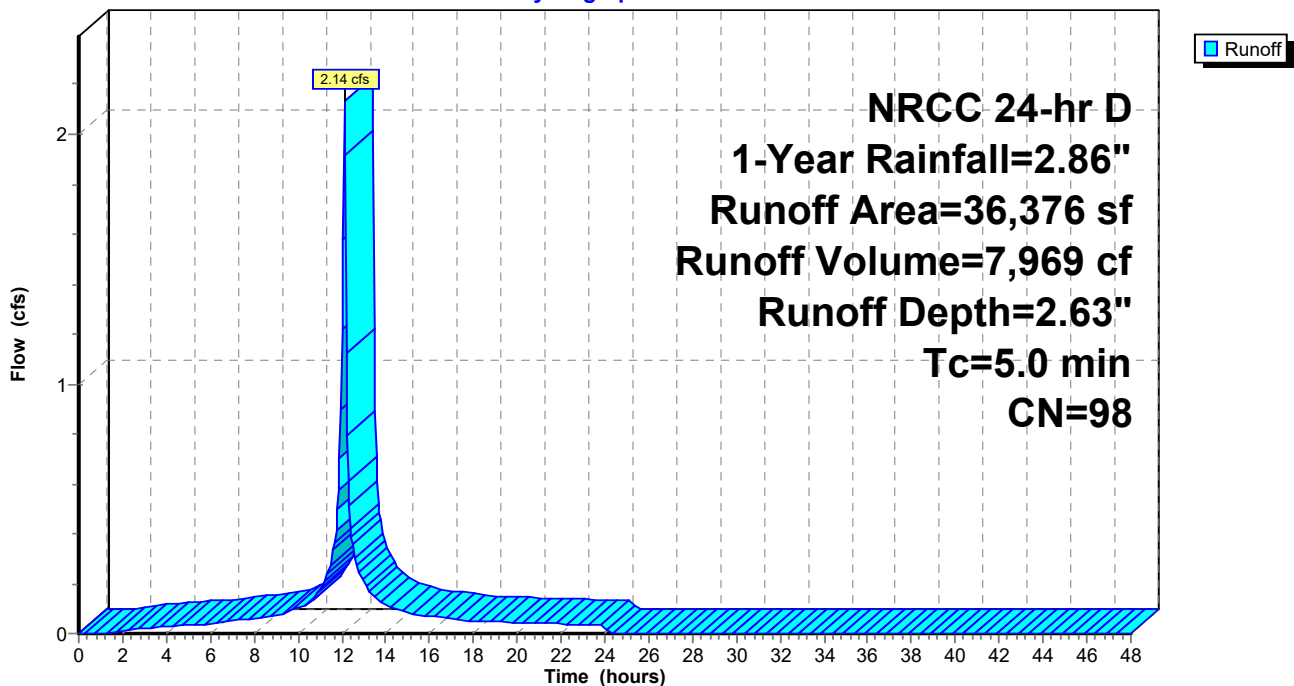
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 1-Year Rainfall=2.86"

Area (sf)	CN	Description
36,376	98	Paved roads w/curbs & sewers, HSG C
36,376		100.00% Impervious Area

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

**Subcatchment 3S: Area to UGS 2**

Hydrograph





# Drainage

NRCC 24-hr D 1-Year Rainfall=2.86"

Prepared by {enter your company name here}

Printed 4/1/2022

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## Summary for Pond 6P: Cultec 330-HD

[79] Warning: Submerged Pond 9P Primary device # 1 OUTLET by 0.28'

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 1.75" for 1-Year event  
 Inflow = 3.86 cfs @ 12.12 hrs, Volume= 10,219 cf  
 Outflow = 0.72 cfs @ 12.43 hrs, Volume= 10,219 cf, Atten= 81%, Lag= 18.7 min  
 Discarded = 0.72 cfs @ 12.43 hrs, Volume= 10,219 cf  
 Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
 Routed to Link 4L : Drainage to New Pipe System

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 3.51' @ 12.43 hrs Surf.Area= 4,173 sf Storage= 2,655 cf

Plug-Flow detention time= 23.1 min calculated for 10,208 cf (100% of inflow)  
 Center-of-Mass det. time= 23.1 min ( 780.6 - 757.5 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	3,348 cf	<b>54.67'W x 73.50'L x 3.54'H Field A</b> 14,230 cf Overall - 5,860 cf Embedded = 8,370 cf x 40.0% Voids
#2A	3.00'	5,860 cf	<b>Cultec R-330XLHD x 110 Inside #1</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 11 rows
#3B	2.50'	153 cf	<b>6.33'W x 24.50'L x 3.54'H Field B</b> 550 cf Overall - 168 cf Embedded = 382 cf x 40.0% Voids
#4B	3.00'	168 cf	<b>Cultec R-330XLHD x 3 Inside #3</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 1 rows
		9,529 cf	Total Available Storage

Storage Group A created with Chamber Wizard  
 Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.23'	<b>15.0" Round Culvert</b> L= 50.0' RCP, sq.cut end projecting, Ke= 0.500 Inlet / Outlet Invert= 3.23' / 2.73' S= 0.0100 '/ Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>5.000 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.72 cfs @ 12.43 hrs HW=3.51' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 0.72 cfs)

**Primary OutFlow** Max=0.00 cfs @ 0.00 hrs HW=2.50' (Free Discharge)  
 ↑ **1=Culvert** ( Controls 0.00 cfs)  
 ↑ **2=Sharp-Crested Rectangular Weir**( Controls 0.00 cfs)

**Drainage**

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field A**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 11 rows

52.0" Wide + 6.0" Spacing = 58.0" C-C Row Spacing

10 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 71.50' Row Length +12.0" End Stone x 2 = 73.50' Base Length

11 Rows x 52.0" Wide + 6.0" Spacing x 10 + 12.0" Side Stone x 2 = 54.67' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

110 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 11 Rows = 5,860.2 cf Chamber Storage

14,230.4 cf Field - 5,860.2 cf Chambers = 8,370.2 cf Stone x 40.0% Voids = 3,348.1 cf Stone Storage

Chamber Storage + Stone Storage = 9,208.3 cf = 0.211 af

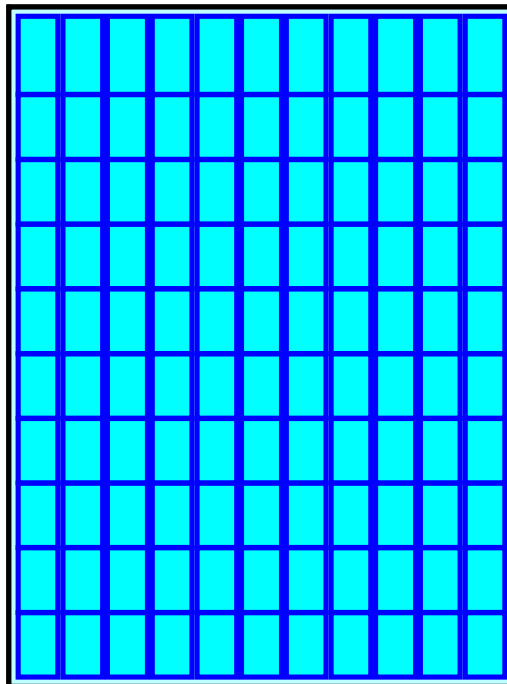
Overall Storage Efficiency = 64.7%

Overall System Size = 73.50' x 54.67' x 3.54'

110 Chambers

527.1 cy Field

310.0 cy Stone



**Drainage**

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field B**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 1 rows

3 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 22.50' Row Length +12.0" End Stone x 2 = 24.50' Base Length

1 Rows x 52.0" Wide + 12.0" Side Stone x 2 = 6.33' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

3 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 1 Rows = 167.6 cf Chamber Storage

549.5 cf Field - 167.6 cf Chambers = 381.9 cf Stone x 40.0% Voids = 152.8 cf Stone Storage

Chamber Storage + Stone Storage = 320.4 cf = 0.007 af

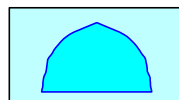
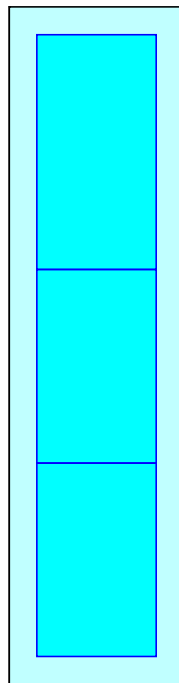
Overall Storage Efficiency = 58.3%

Overall System Size = 24.50' x 6.33' x 3.54'

3 Chambers

20.4 cy Field

14.1 cy Stone



**Drainage**

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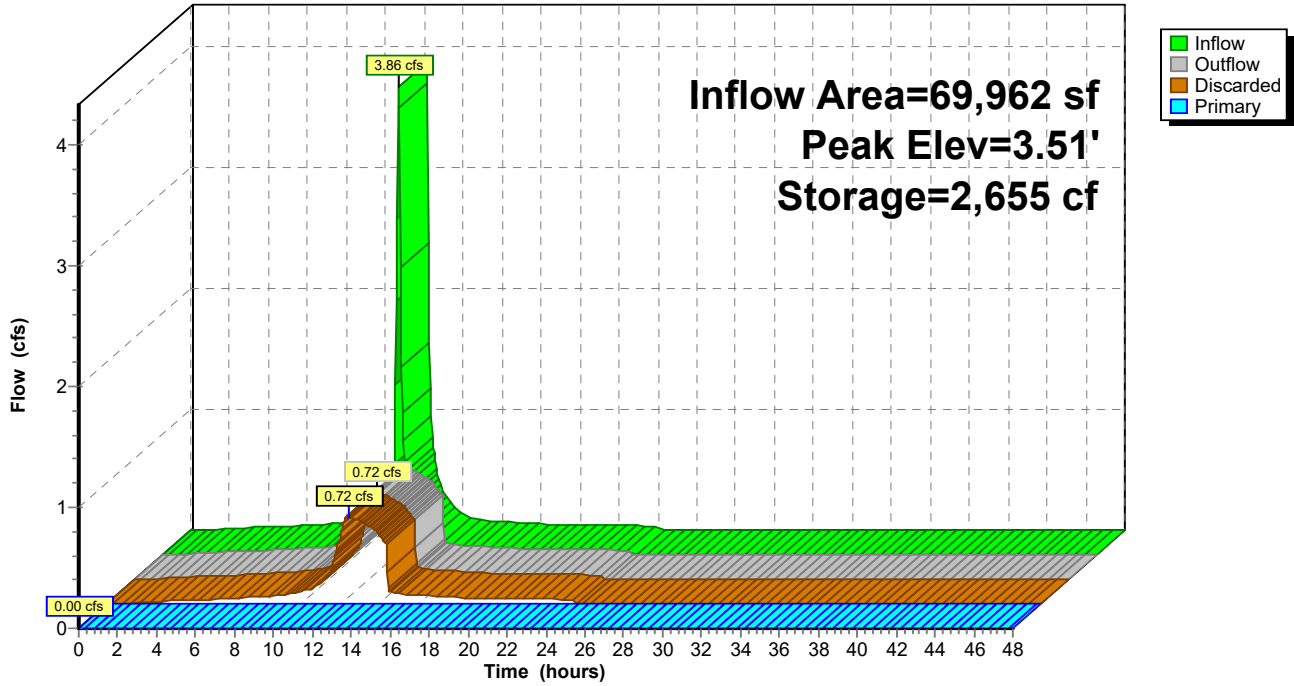
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**Pond 6P: Cultec 330-HD**

Hydrograph



# Drainage

NRCC 24-hr D 1-Year Rainfall=2.86"

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## Summary for Pond 9P: StormTrap 3-0

Inflow Area = 33,586 sf, 100.00% Impervious, Inflow Depth = 2.63" for 1-Year event  
 Inflow = 1.97 cfs @ 12.11 hrs, Volume= 7,358 cf  
 Outflow = 1.91 cfs @ 12.13 hrs, Volume= 7,358 cf, Atten= 3%, Lag= 1.4 min  
 Discarded = 0.10 cfs @ 12.13 hrs, Volume= 5,108 cf  
 Primary = 1.81 cfs @ 12.13 hrs, Volume= 2,250 cf  
 Routed to Pond 6P : Cultec 330-HD

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.10' @ 12.13 hrs Surf.Area= 783 sf Storage= 1,204 cf

Plug-Flow detention time= 72.4 min calculated for 7,350 cf (100% of inflow)  
 Center-of-Mass det. time= 72.4 min ( 834.8 - 762.4 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	470 cf	<b>6.90'W x 113.50'L x 5.17'H Field A</b> 4,044 cf Overall - 2,870 cf Embedded = 1,174 cf x 40.0% Voids
#2A	4.00'	2,004 cf	<b>StormTrap ST1 SingleTrap 3-0 x 8 Inside #1</b> Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf 6.90' x 112.50' Core + 0.00' x 0.50' Border = 6.90' x 113.50' System
		2,474 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.75'	<b>15.0" Round Culvert</b> L= 23.1' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 3.75' / 3.23' S= 0.0225 '/' Cc= 0.900 n= 0.012, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>2.500 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.10 cfs @ 12.13 hrs HW=5.09' (Free Discharge)  
 ↑3=Exfiltration ( Controls 0.10 cfs)

**Primary OutFlow** Max=1.73 cfs @ 12.13 hrs HW=5.09' (Free Discharge)  
 ↑1=Culvert (Passes 1.73 cfs of 5.00 cfs potential flow)  
 ↑2=Sharp-Crested Rectangular Weir(Weir Controls 1.73 cfs @ 1.67 fps)

**Drainage**

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**Pond 9P: StormTrap 3-0 - Chamber Wizard Field A**

**Chamber Model = StormTrapST1 SingleTrap 3-0 (StormTrapST1 SingleTrap®Type VI)**

Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf

Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf

8 Chambers/Row x 14.06' Long = 112.50' Row Length +6.0" Border x 2 = 113.50' Base Length

1 Rows x 82.7" Wide = 6.90' Base Width

18.0" Stone Base + 44.0" Chamber Height = 5.17' Field Height

8 Chambers x 250.5 cf = 2,004.0 cf Chamber Storage

8 Chambers x 355.6 cf + 25.3 cf Border = 2,869.8 cf Displacement

4,043.8 cf Field - 2,869.8 cf Chambers = 1,174.0 cf Stone x 40.0% Voids = 469.6 cf Stone Storage

Chamber Storage + Stone Storage = 2,473.6 cf = 0.057 af

Overall Storage Efficiency = 61.2%

Overall System Size = 113.50' x 6.90' x 5.17'

8 Chambers (plus border)

149.8 cy Field

43.5 cy Stone



**Drainage**

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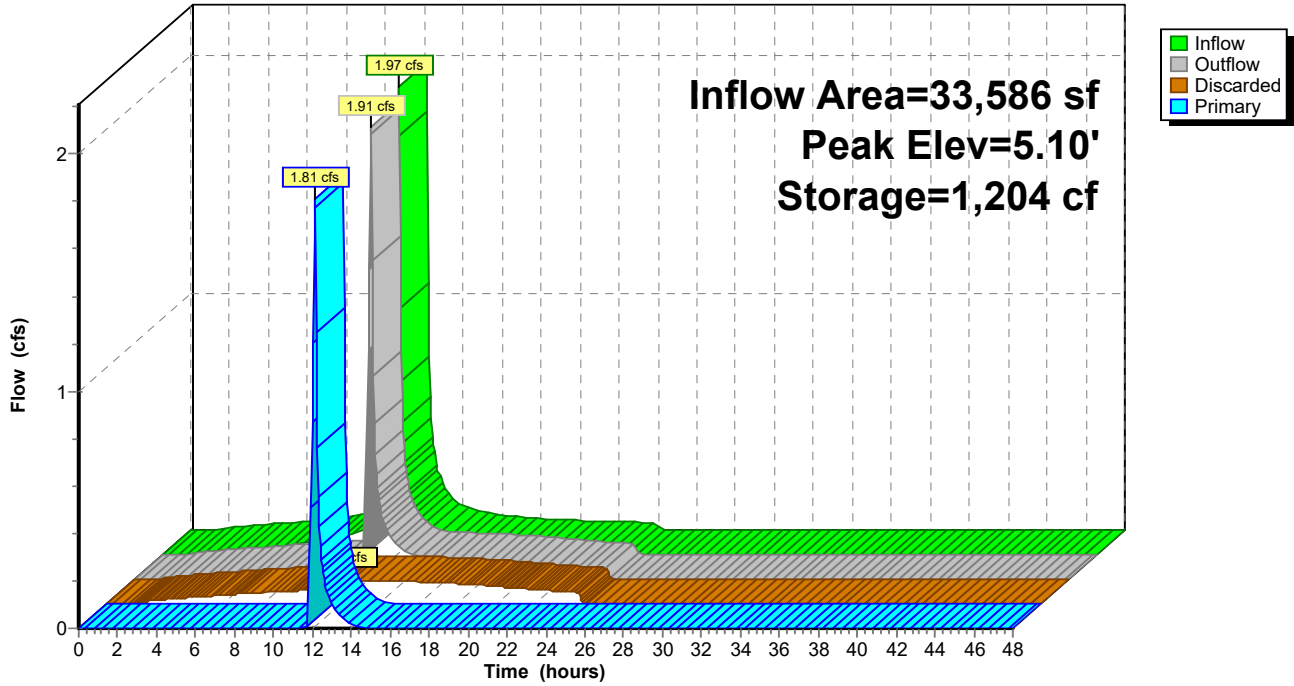
NRCC 24-hr D 1-Year Rainfall=2.86"

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**Pond 9P: StormTrap 3-0**

Hydrograph



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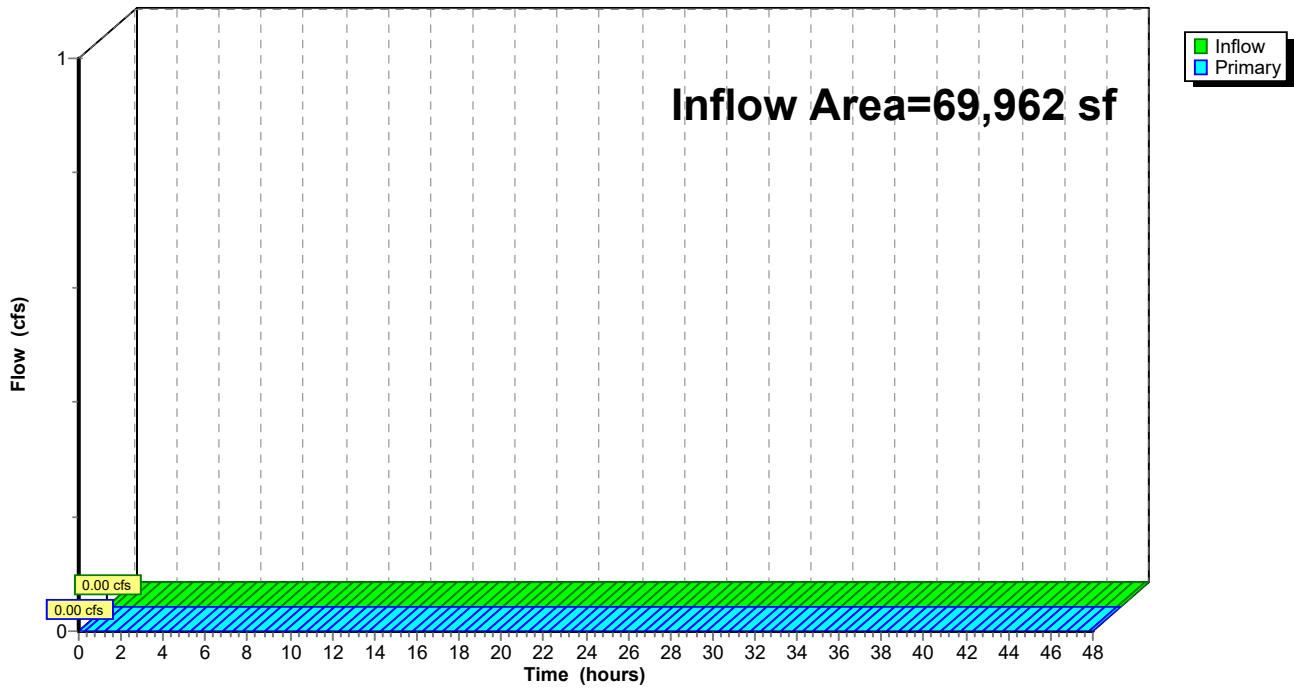
**Summary for Link 4L: Drainage to New Pipe System**

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 0.00" for 1-Year event  
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

**Link 4L: Drainage to New Pipe System**

Hydrograph





**Drainage**

NRCC 24-hr D 2-Year Rainfall=3.45"

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Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Area to UGS 1**      Runoff Area=33,586 sf   100.00% Impervious   Runoff Depth=3.22"  
Tc=5.0 min   CN=98   Runoff=2.39 cfs   9,003 cf

**Subcatchment3S: Area to UGS 2**      Runoff Area=36,376 sf   100.00% Impervious   Runoff Depth=3.22"  
Tc=5.0 min   CN=98   Runoff=2.59 cfs   9,751 cf

**Pond 6P: Cultec 330-HD**      Peak Elev=3.84'   Storage=3,787 cf   Inflow=4.71 cfs   13,038 cf  
Discarded=0.79 cfs   13,038 cf   Primary=0.00 cfs   0 cf   Outflow=0.79 cfs   13,038 cf

**Pond 9P: StormTrap 3-0**      Peak Elev=5.14'   Storage=1,231 cf   Inflow=2.39 cfs   9,003 cf  
Discarded=0.10 cfs   5,716 cf   Primary=2.21 cfs   3,287 cf   Outflow=2.32 cfs   9,003 cf

**Link 4L: Drainage to New Pipe System**      Inflow=0.00 cfs   0 cf  
Primary=0.00 cfs   0 cf

**Total Runoff Area = 69,962 sf   Runoff Volume = 18,753 cf   Average Runoff Depth = 3.22"**  
**0.00% Pervious = 0 sf   100.00% Impervious = 69,962 sf**

# Drainage

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## Summary for Subcatchment 1S: Area to UGS 1

[49] Hint:  $T_c < 2dt$  may require smaller  $dt$

Runoff = 2.39 cfs @ 12.11 hrs, Volume= 9,003 cf, Depth= 3.22"  
Routed to Pond 9P : StormTrap 3-0

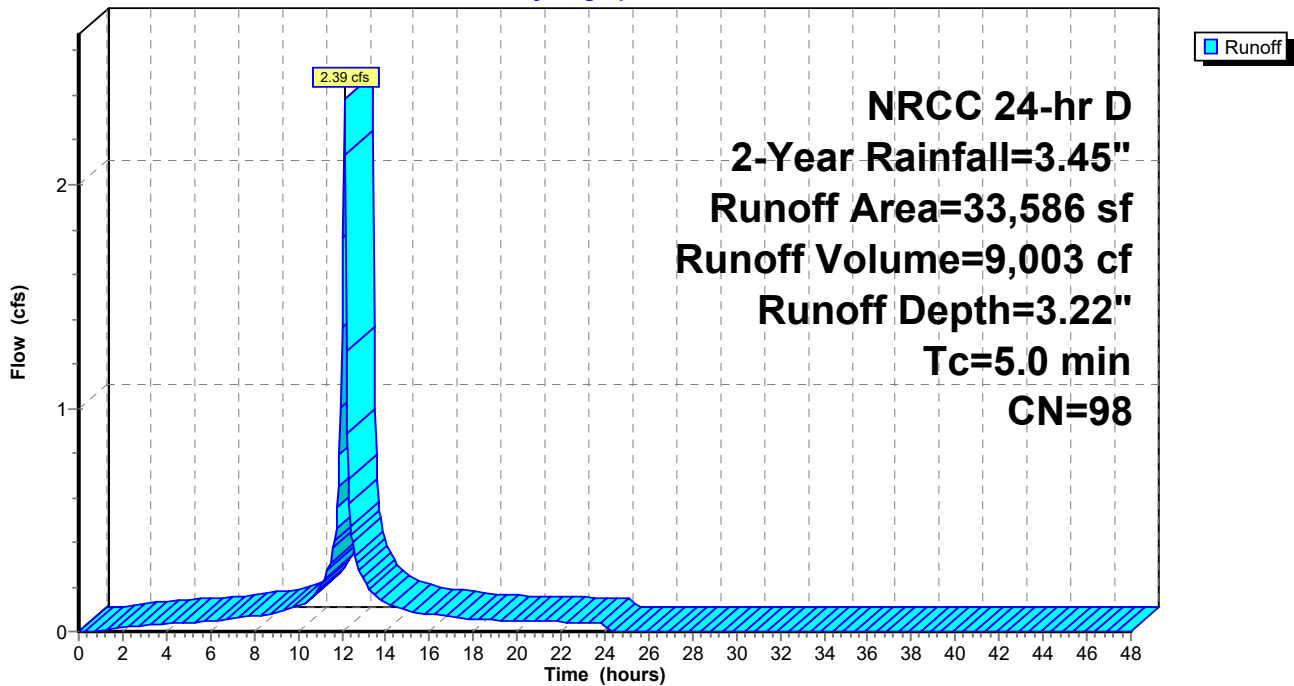
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs,  $dt= 0.05$  hrs  
NRCC 24-hr D 2-Year Rainfall=3.45"

Area (sf)	CN	Description
33,586	98	Paved parking, HSG C
33,586		100.00% Impervious Area

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

## Subcatchment 1S: Area to UGS 1

Hydrograph



**Drainage**

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**Summary for Subcatchment 3S: Area to UGS 2**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 2.59 cfs @ 12.11 hrs, Volume= 9,751 cf, Depth= 3.22"  
Routed to Pond 6P : Cultec 330-HD

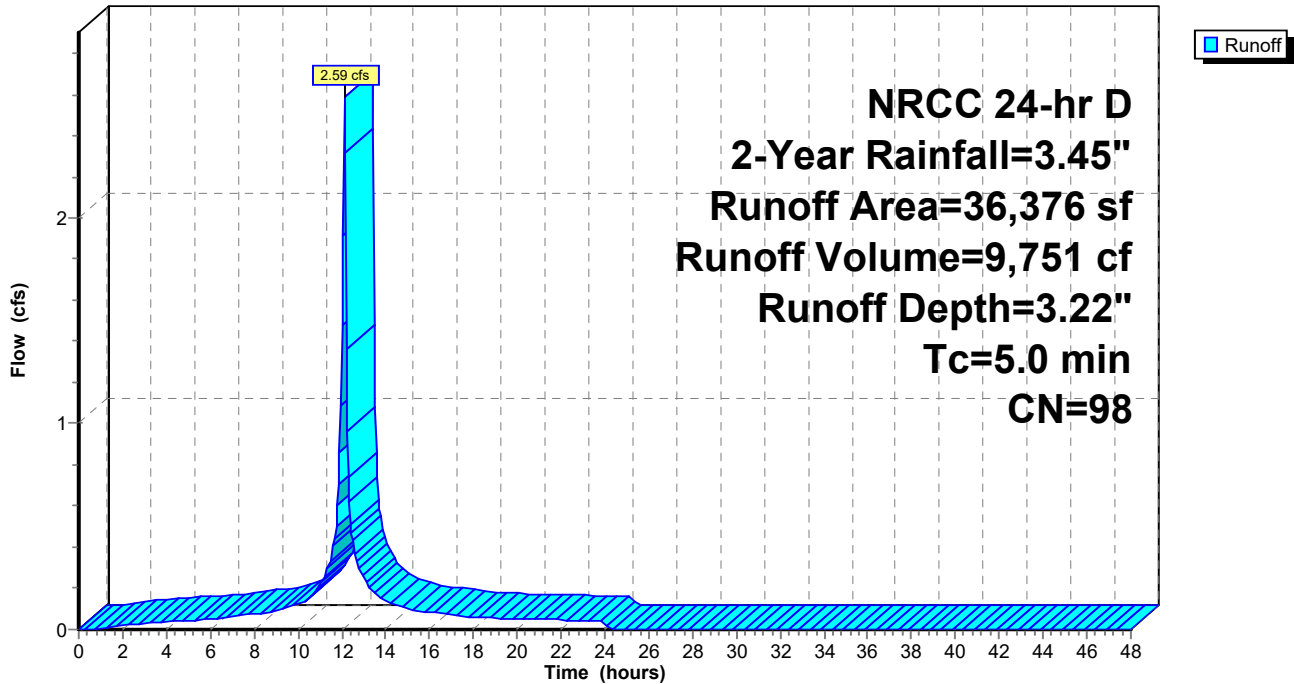
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 2-Year Rainfall=3.45"

Area (sf)	CN	Description
36,376	98	Paved roads w/curbs & sewers, HSG C
36,376		100.00% Impervious Area

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

**Subcatchment 3S: Area to UGS 2**

Hydrograph



**Drainage**

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**Summary for Pond 6P: Cultec 330-HD**

[79] Warning: Submerged Pond 9P Primary device # 1 INLET by 0.09'

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 2.24" for 2-Year event  
 Inflow = 4.71 cfs @ 12.12 hrs, Volume= 13,038 cf  
 Outflow = 0.79 cfs @ 12.49 hrs, Volume= 13,038 cf, Atten= 83%, Lag= 22.4 min  
 Discarded = 0.79 cfs @ 12.49 hrs, Volume= 13,038 cf  
 Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
 Routed to Link 4L : Drainage to New Pipe System

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 3.84' @ 12.49 hrs Surf.Area= 4,173 sf Storage= 3,787 cf

Plug-Flow detention time= 32.5 min calculated for 13,024 cf (100% of inflow)  
 Center-of-Mass det. time= 32.5 min ( 785.7 - 753.2 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	3,348 cf	<b>54.67'W x 73.50'L x 3.54'H Field A</b> 14,230 cf Overall - 5,860 cf Embedded = 8,370 cf x 40.0% Voids
#2A	3.00'	5,860 cf	<b>Cultec R-330XLHD x 110 Inside #1</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 11 rows
#3B	2.50'	153 cf	<b>6.33'W x 24.50'L x 3.54'H Field B</b> 550 cf Overall - 168 cf Embedded = 382 cf x 40.0% Voids
#4B	3.00'	168 cf	<b>Cultec R-330XLHD x 3 Inside #3</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 1 rows
		9,529 cf	Total Available Storage

Storage Group A created with Chamber Wizard  
 Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.23'	<b>15.0" Round Culvert</b> L= 50.0' RCP, sq.cut end projecting, Ke= 0.500 Inlet / Outlet Invert= 3.23' / 2.73' S= 0.0100 '/ Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>5.000 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.79 cfs @ 12.49 hrs HW=3.84' (Free Discharge)  
 ↑**3=Exfiltration** ( Controls 0.79 cfs)

**Primary OutFlow** Max=0.00 cfs @ 0.00 hrs HW=2.50' (Free Discharge)  
 ↑**1=Culvert** ( Controls 0.00 cfs)  
 ↑**2=Sharp-Crested Rectangular Weir**( Controls 0.00 cfs)

**Drainage**

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field A**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 11 rows

52.0" Wide + 6.0" Spacing = 58.0" C-C Row Spacing

10 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 71.50' Row Length +12.0" End Stone x 2 = 73.50' Base Length

11 Rows x 52.0" Wide + 6.0" Spacing x 10 + 12.0" Side Stone x 2 = 54.67' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

110 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 11 Rows = 5,860.2 cf Chamber Storage

14,230.4 cf Field - 5,860.2 cf Chambers = 8,370.2 cf Stone x 40.0% Voids = 3,348.1 cf Stone Storage

Chamber Storage + Stone Storage = 9,208.3 cf = 0.211 af

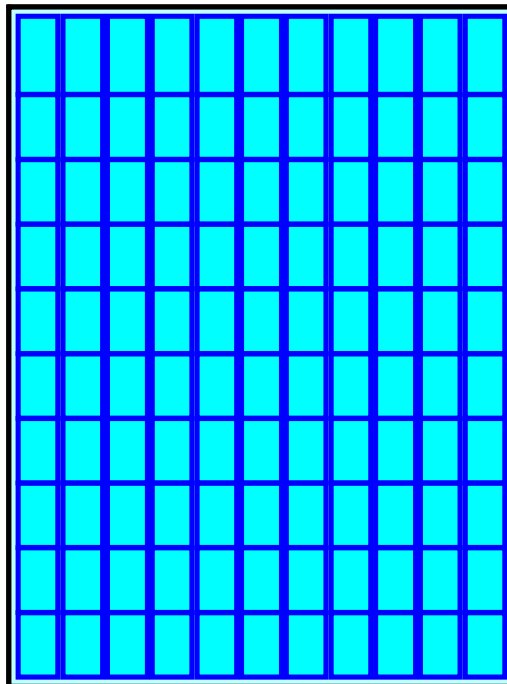
Overall Storage Efficiency = 64.7%

Overall System Size = 73.50' x 54.67' x 3.54'

110 Chambers

527.1 cy Field

310.0 cy Stone



## Drainage

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### Pond 6P: Cultec 330-HD - Chamber Wizard Field B

#### Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 1 rows

3 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 22.50' Row Length +12.0" End Stone x 2 = 24.50' Base Length

1 Rows x 52.0" Wide + 12.0" Side Stone x 2 = 6.33' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

3 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 1 Rows = 167.6 cf Chamber Storage

549.5 cf Field - 167.6 cf Chambers = 381.9 cf Stone x 40.0% Voids = 152.8 cf Stone Storage

Chamber Storage + Stone Storage = 320.4 cf = 0.007 af

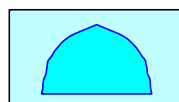
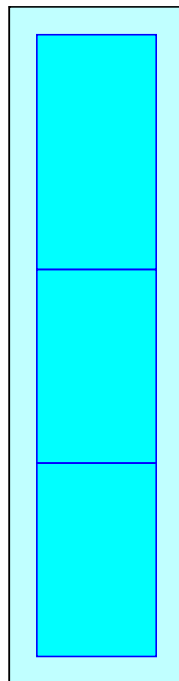
Overall Storage Efficiency = 58.3%

Overall System Size = 24.50' x 6.33' x 3.54'

3 Chambers

20.4 cy Field

14.1 cy Stone



# Drainage

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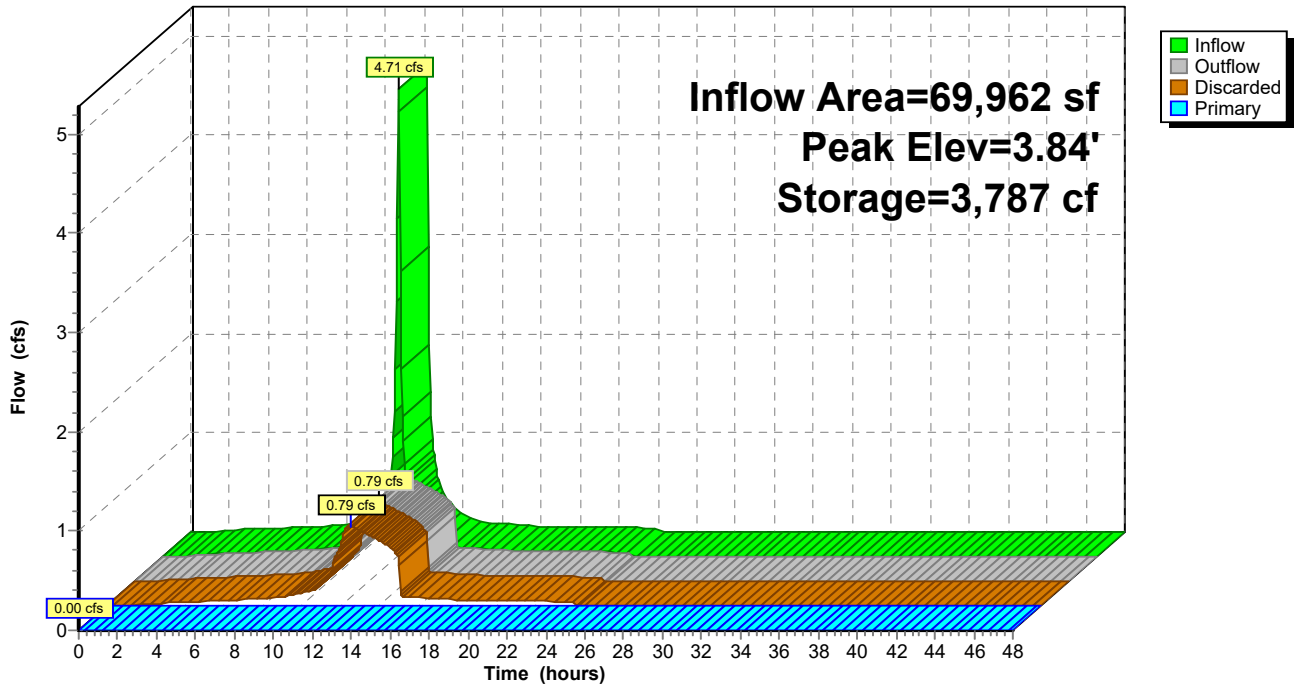
NRCC 24-hr D 2-Year Rainfall=3.45"

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## Pond 6P: Cultec 330-HD

Hydrograph



# Drainage

NRCC 24-hr D 2-Year Rainfall=3.45"

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## Summary for Pond 9P: StormTrap 3-0

Inflow Area = 33,586 sf, 100.00% Impervious, Inflow Depth = 3.22" for 2-Year event  
 Inflow = 2.39 cfs @ 12.11 hrs, Volume= 9,003 cf  
 Outflow = 2.32 cfs @ 12.13 hrs, Volume= 9,003 cf, Atten= 3%, Lag= 1.4 min  
 Discarded = 0.10 cfs @ 12.13 hrs, Volume= 5,716 cf  
 Primary = 2.21 cfs @ 12.13 hrs, Volume= 3,287 cf  
 Routed to Pond 6P : Cultec 330-HD

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.14' @ 12.13 hrs Surf.Area= 783 sf Storage= 1,231 cf

Plug-Flow detention time= 71.3 min calculated for 8,993 cf (100% of inflow)  
 Center-of-Mass det. time= 71.3 min ( 828.9 - 757.6 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	470 cf	<b>6.90'W x 113.50'L x 5.17'H Field A</b> 4,044 cf Overall - 2,870 cf Embedded = 1,174 cf x 40.0% Voids
#2A	4.00'	2,004 cf	<b>StormTrap ST1 SingleTrap 3-0 x 8 Inside #1</b> Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf 6.90' x 112.50' Core + 0.00' x 0.50' Border = 6.90' x 113.50' System
		2,474 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.75'	<b>15.0" Round Culvert</b> L= 23.1' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 3.75' / 3.23' S= 0.0225 ' / Cc= 0.900 n= 0.012, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>2.500 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.10 cfs @ 12.13 hrs HW=5.13' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 0.10 cfs)

**Primary OutFlow** Max=2.12 cfs @ 12.13 hrs HW=5.13' (Free Discharge)  
 ↑ **1=Culvert** (Passes 2.12 cfs of 5.14 cfs potential flow)  
 ↑ **2=Sharp-Crested Rectangular Weir**(Weir Controls 2.12 cfs @ 1.79 fps)



**Drainage**

NRCC 24-hr D 2-Year Rainfall=3.45"

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**Pond 9P: StormTrap 3-0 - Chamber Wizard Field A**

**Chamber Model = StormTrapST1 SingleTrap 3-0 (StormTrapST1 SingleTrap®Type VI)**

Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf

Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf

8 Chambers/Row x 14.06' Long = 112.50' Row Length +6.0" Border x 2 = 113.50' Base Length

1 Rows x 82.7" Wide = 6.90' Base Width

18.0" Stone Base + 44.0" Chamber Height = 5.17' Field Height

8 Chambers x 250.5 cf = 2,004.0 cf Chamber Storage

8 Chambers x 355.6 cf + 25.3 cf Border = 2,869.8 cf Displacement

4,043.8 cf Field - 2,869.8 cf Chambers = 1,174.0 cf Stone x 40.0% Voids = 469.6 cf Stone Storage

Chamber Storage + Stone Storage = 2,473.6 cf = 0.057 af

Overall Storage Efficiency = 61.2%

Overall System Size = 113.50' x 6.90' x 5.17'

8 Chambers (plus border)

149.8 cy Field

43.5 cy Stone



**Drainage**

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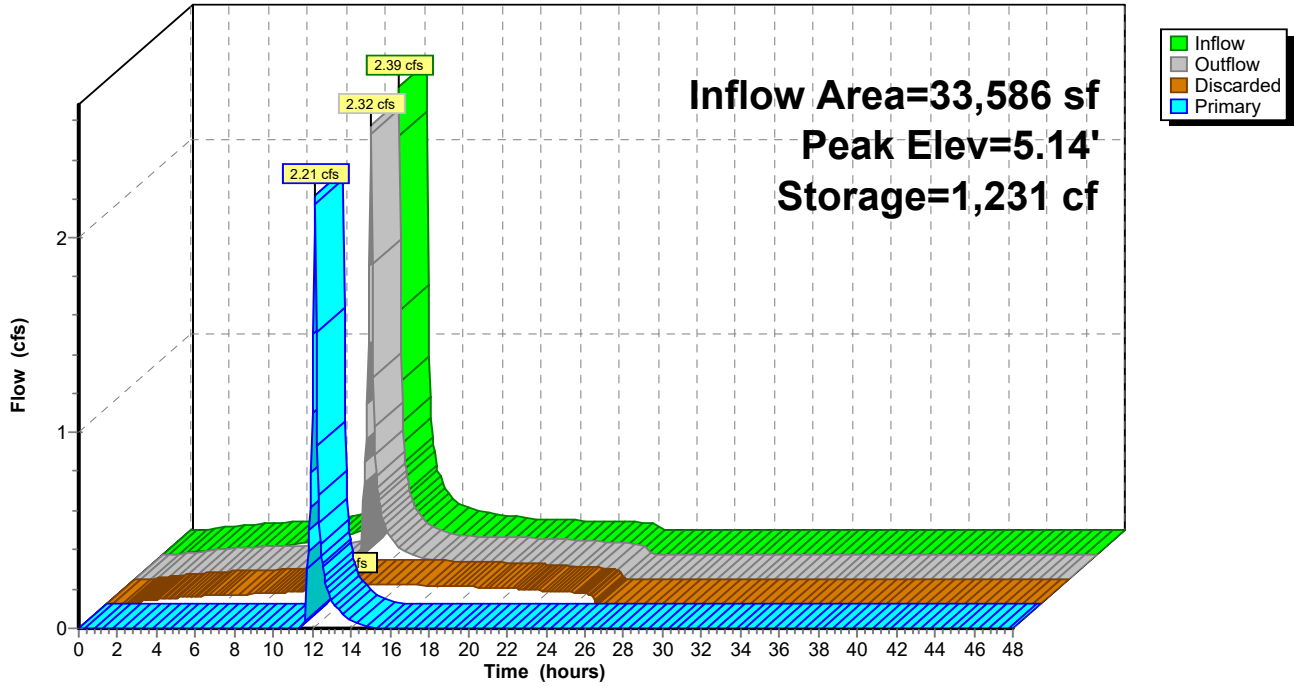
NRCC 24-hr D 2-Year Rainfall=3.45"

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**Pond 9P: StormTrap 3-0**

Hydrograph



**Drainage**

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NRCC 24-hr D 2-Year Rainfall=3.45"

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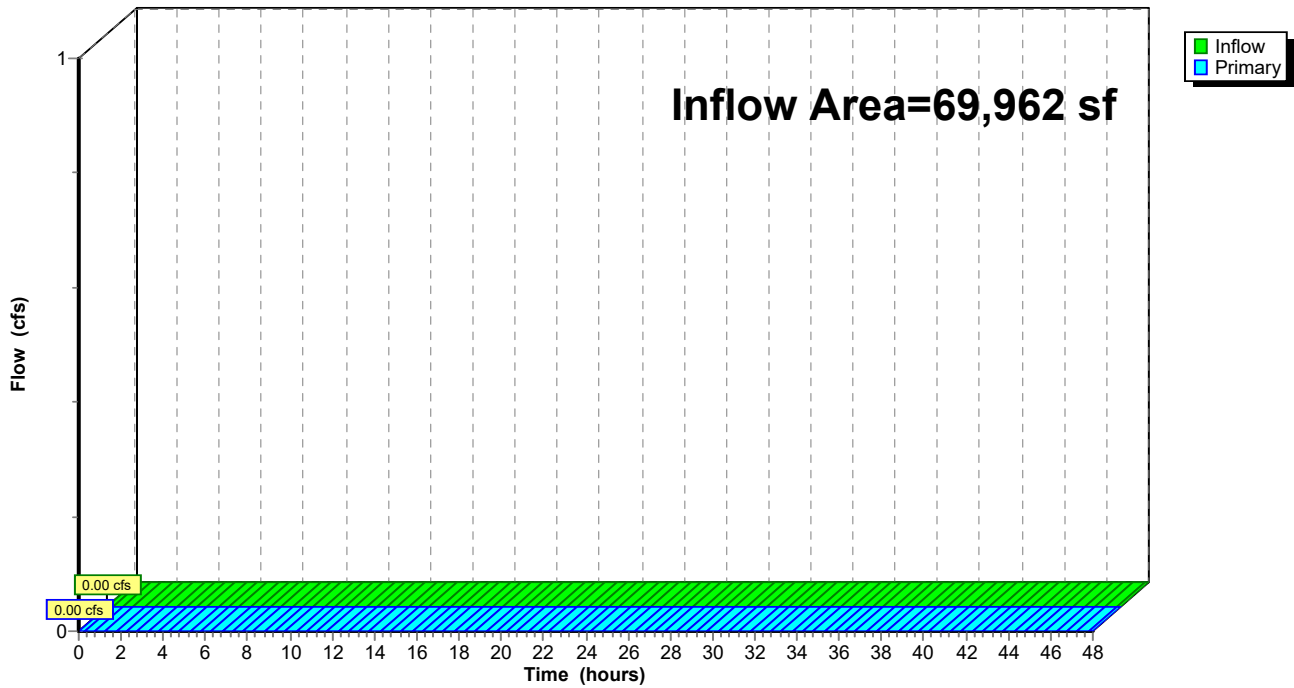
**Summary for Link 4L: Drainage to New Pipe System**

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 0.00" for 2-Year event  
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

**Link 4L: Drainage to New Pipe System**

Hydrograph



**Drainage**

NRCC 24-hr D 5-Year Rainfall=4.32"

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Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Area to UGS 1** Runoff Area=33,586 sf 100.00% Impervious Runoff Depth=4.08"  
Tc=5.0 min CN=98 Runoff=3.01 cfs 11,432 cf

**Subcatchment3S: Area to UGS 2** Runoff Area=36,376 sf 100.00% Impervious Runoff Depth=4.08"  
Tc=5.0 min CN=98 Runoff=3.25 cfs 12,381 cf

**Pond 6P: Cultec 330-HD** Peak Elev=4.33' Storage=5,457 cf Inflow=5.96 cfs 17,320 cf  
Discarded=0.90 cfs 17,320 cf Primary=0.00 cfs 0 cf Outflow=0.90 cfs 17,320 cf

**Pond 9P: StormTrap 3-0** Peak Elev=5.19' Storage=1,267 cf Inflow=3.01 cfs 11,432 cf  
Discarded=0.10 cfs 6,493 cf Primary=2.82 cfs 4,939 cf Outflow=2.92 cfs 11,432 cf

**Link 4L: Drainage to New Pipe System** Inflow=0.00 cfs 0 cf  
Primary=0.00 cfs 0 cf

**Total Runoff Area = 69,962 sf Runoff Volume = 23,813 cf Average Runoff Depth = 4.08"**  
**0.00% Pervious = 0 sf 100.00% Impervious = 69,962 sf**

# Drainage

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NRCC 24-hr D 5-Year Rainfall=4.32"

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## Summary for Subcatchment 1S: Area to UGS 1

[49] Hint:  $T_c < 2dt$  may require smaller  $dt$

Runoff = 3.01 cfs @ 12.11 hrs, Volume= 11,432 cf, Depth= 4.08"  
Routed to Pond 9P : StormTrap 3-0

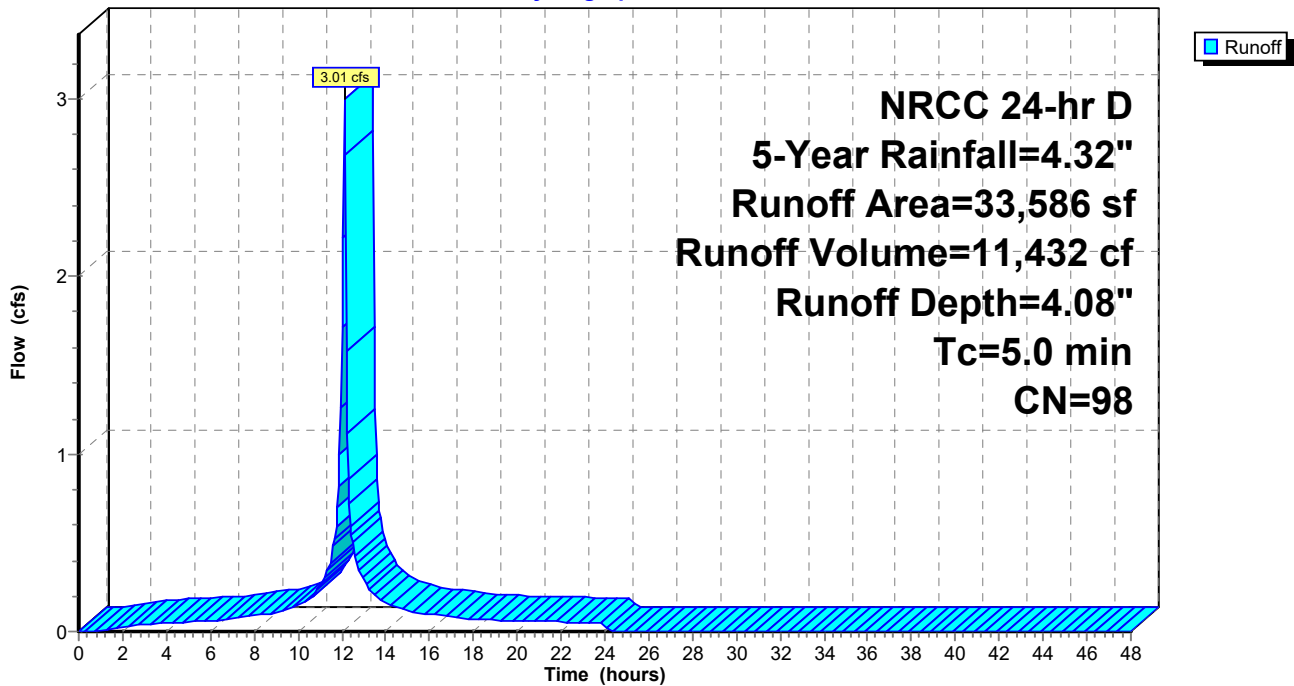
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs,  $dt= 0.05$  hrs  
NRCC 24-hr D 5-Year Rainfall=4.32"

Area (sf)	CN	Description
33,586	98	Paved parking, HSG C
33,586		100.00% Impervious Area

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

## Subcatchment 1S: Area to UGS 1

Hydrograph



# Drainage

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NRCC 24-hr D 5-Year Rainfall=4.32"

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## Summary for Subcatchment 3S: Area to UGS 2

[49] Hint: Tc<2dt may require smaller dt

Runoff = 3.25 cfs @ 12.11 hrs, Volume= 12,381 cf, Depth= 4.08"  
Routed to Pond 6P : Cultec 330-HD

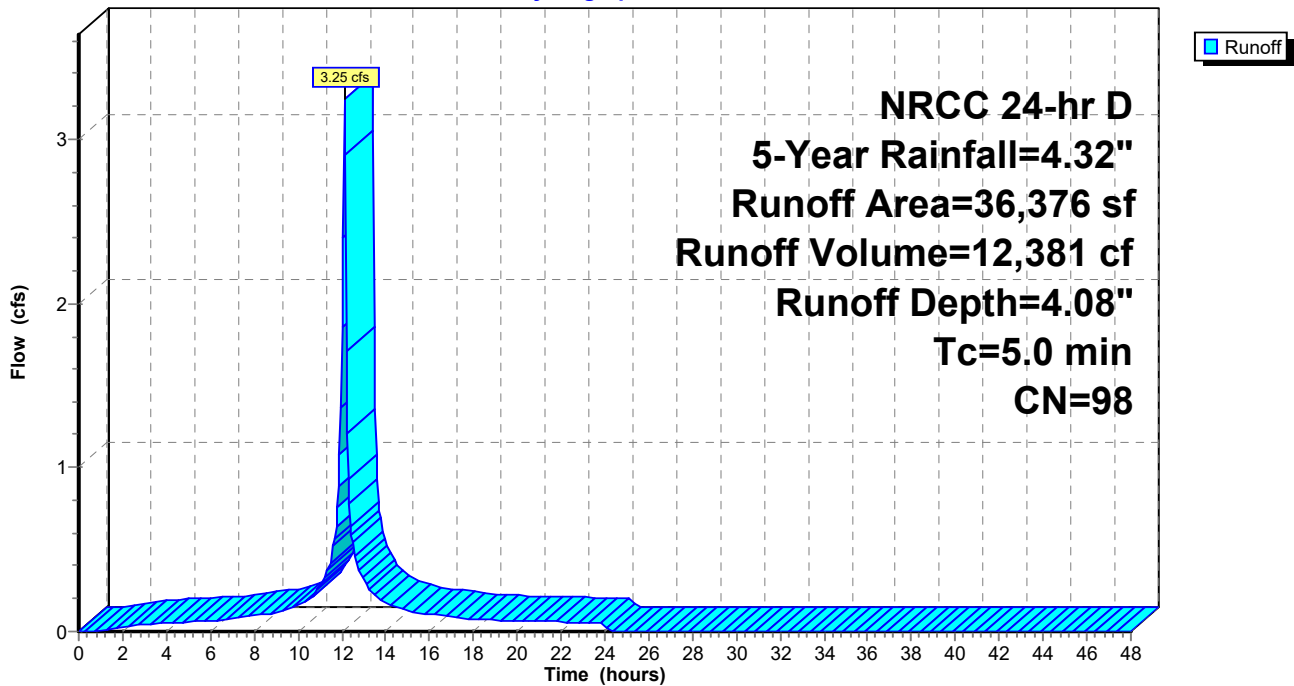
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 5-Year Rainfall=4.32"

Area (sf)	CN	Description
36,376	98	Paved roads w/curbs & sewers, HSG C
36,376		100.00% Impervious Area

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

## Subcatchment 3S: Area to UGS 2

Hydrograph



# Drainage

NRCC 24-hr D 5-Year Rainfall=4.32"

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## Summary for Pond 6P: Cultec 330-HD

[79] Warning: Submerged Pond 9P Primary device # 1 INLET by 0.58'

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 2.97" for 5-Year event  
 Inflow = 5.96 cfs @ 12.12 hrs, Volume= 17,320 cf  
 Outflow = 0.90 cfs @ 12.56 hrs, Volume= 17,320 cf, Atten= 85%, Lag= 26.4 min  
 Discarded = 0.90 cfs @ 12.56 hrs, Volume= 17,320 cf  
 Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
 Routed to Link 4L : Drainage to New Pipe System

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 4.33' @ 12.56 hrs Surf.Area= 4,173 sf Storage= 5,457 cf

Plug-Flow detention time= 44.4 min calculated for 17,302 cf (100% of inflow)  
 Center-of-Mass det. time= 44.4 min ( 793.4 - 749.0 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	3,348 cf	<b>54.67'W x 73.50'L x 3.54'H Field A</b> 14,230 cf Overall - 5,860 cf Embedded = 8,370 cf x 40.0% Voids
#2A	3.00'	5,860 cf	<b>Cultec R-330XLHD x 110 Inside #1</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 11 rows
#3B	2.50'	153 cf	<b>6.33'W x 24.50'L x 3.54'H Field B</b> 550 cf Overall - 168 cf Embedded = 382 cf x 40.0% Voids
#4B	3.00'	168 cf	<b>Cultec R-330XLHD x 3 Inside #3</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 1 rows
		9,529 cf	Total Available Storage

Storage Group A created with Chamber Wizard  
 Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.23'	<b>15.0" Round Culvert</b> L= 50.0' RCP, sq.cut end projecting, Ke= 0.500 Inlet / Outlet Invert= 3.23' / 2.73' S= 0.0100 '/ Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>5.000 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.90 cfs @ 12.56 hrs HW=4.33' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 0.90 cfs)

**Primary OutFlow** Max=0.00 cfs @ 0.00 hrs HW=2.50' (Free Discharge)  
 ↑ **1=Culvert** ( Controls 0.00 cfs)  
 ↑ **2=Sharp-Crested Rectangular Weir**( Controls 0.00 cfs)

**Drainage**

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field A**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 11 rows

52.0" Wide + 6.0" Spacing = 58.0" C-C Row Spacing

10 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 71.50' Row Length +12.0" End Stone x 2 = 73.50' Base Length

11 Rows x 52.0" Wide + 6.0" Spacing x 10 + 12.0" Side Stone x 2 = 54.67' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

110 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 11 Rows = 5,860.2 cf Chamber Storage

14,230.4 cf Field - 5,860.2 cf Chambers = 8,370.2 cf Stone x 40.0% Voids = 3,348.1 cf Stone Storage

Chamber Storage + Stone Storage = 9,208.3 cf = 0.211 af

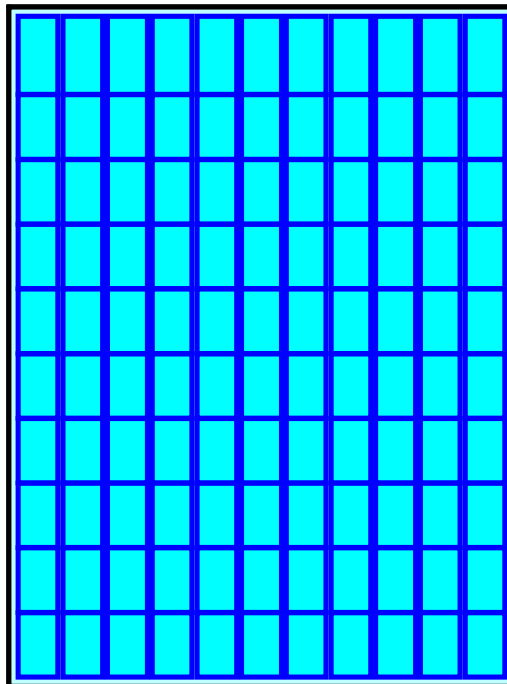
Overall Storage Efficiency = 64.7%

Overall System Size = 73.50' x 54.67' x 3.54'

110 Chambers

527.1 cy Field

310.0 cy Stone





**Drainage**

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field B**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 1 rows

3 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 22.50' Row Length +12.0" End Stone x 2 = 24.50' Base Length

1 Rows x 52.0" Wide + 12.0" Side Stone x 2 = 6.33' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

3 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 1 Rows = 167.6 cf Chamber Storage

549.5 cf Field - 167.6 cf Chambers = 381.9 cf Stone x 40.0% Voids = 152.8 cf Stone Storage

Chamber Storage + Stone Storage = 320.4 cf = 0.007 af

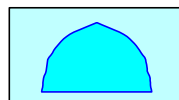
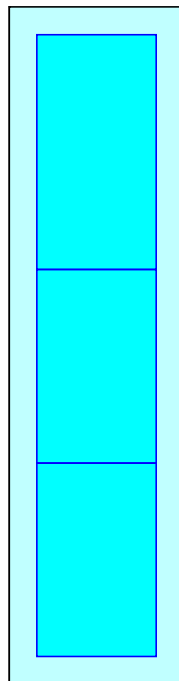
Overall Storage Efficiency = 58.3%

Overall System Size = 24.50' x 6.33' x 3.54'

3 Chambers

20.4 cy Field

14.1 cy Stone



**Drainage**

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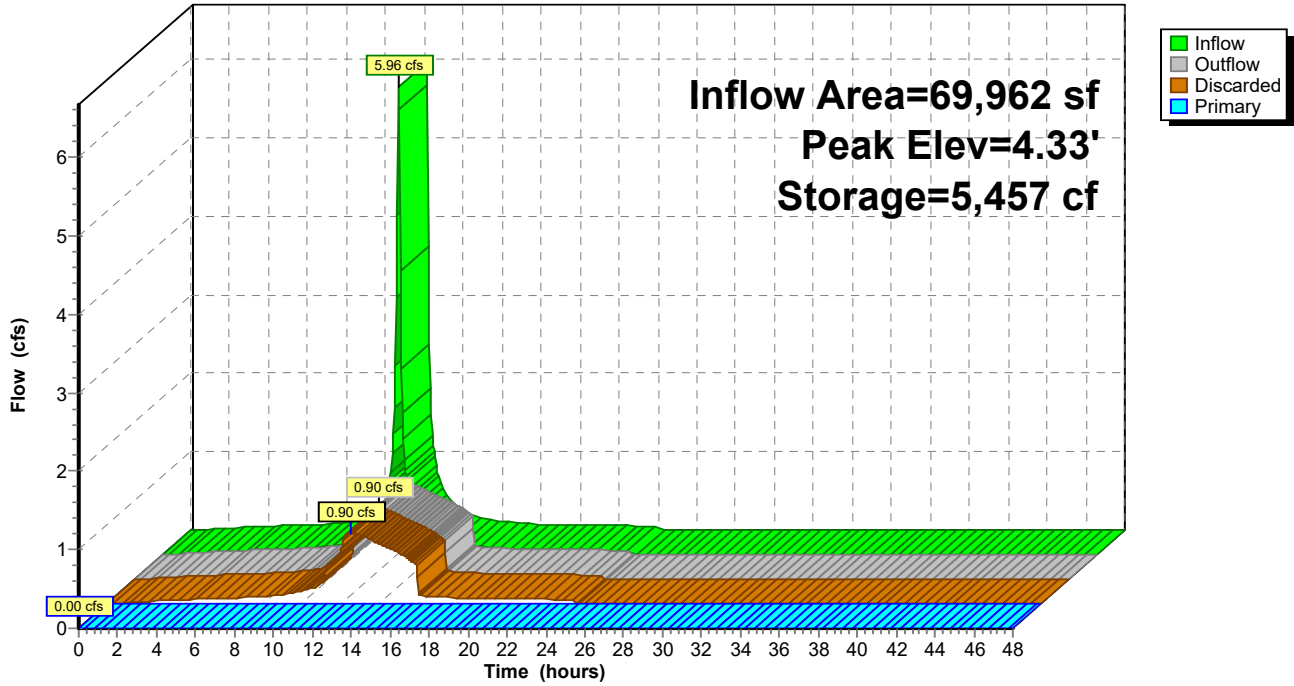
NRCC 24-hr D 5-Year Rainfall=4.32"

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**Pond 6P: Cultec 330-HD**

Hydrograph



# Drainage

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## Summary for Pond 9P: StormTrap 3-0

Inflow Area = 33,586 sf, 100.00% Impervious, Inflow Depth = 4.08" for 5-Year event  
 Inflow = 3.01 cfs @ 12.11 hrs, Volume= 11,432 cf  
 Outflow = 2.92 cfs @ 12.13 hrs, Volume= 11,432 cf, Atten= 3%, Lag= 1.3 min  
 Discarded = 0.10 cfs @ 12.13 hrs, Volume= 6,493 cf  
 Primary = 2.82 cfs @ 12.13 hrs, Volume= 4,939 cf  
 Routed to Pond 6P : Cultec 330-HD

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.19' @ 12.13 hrs Surf.Area= 783 sf Storage= 1,267 cf

Plug-Flow detention time= 70.2 min calculated for 11,420 cf (100% of inflow)  
 Center-of-Mass det. time= 70.3 min ( 822.8 - 752.5 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	470 cf	<b>6.90'W x 113.50'L x 5.17'H Field A</b> 4,044 cf Overall - 2,870 cf Embedded = 1,174 cf x 40.0% Voids
#2A	4.00'	2,004 cf	<b>StormTrap ST1 SingleTrap 3-0 x 8 Inside #1</b> Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf 6.90' x 112.50' Core + 0.00' x 0.50' Border = 6.90' x 113.50' System
		2,474 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.75'	<b>15.0" Round Culvert</b> L= 23.1' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 3.75' / 3.23' S= 0.0225 ' / Cc= 0.900 n= 0.012, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>2.500 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.10 cfs @ 12.13 hrs HW=5.18' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 0.10 cfs)

**Primary OutFlow** Max=2.70 cfs @ 12.13 hrs HW=5.18' (Free Discharge)  
 ↑ **1=Culvert** (Passes 2.70 cfs of 5.31 cfs potential flow)  
 ↑ **2=Sharp-Crested Rectangular Weir**(Weir Controls 2.70 cfs @ 1.94 fps)

**Drainage**

NRCC 24-hr D 5-Year Rainfall=4.32"

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**Pond 9P: StormTrap 3-0 - Chamber Wizard Field A**

**Chamber Model = StormTrapST1 SingleTrap 3-0 (StormTrapST1 SingleTrap®Type VI)**

Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf

Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf

8 Chambers/Row x 14.06' Long = 112.50' Row Length +6.0" Border x 2 = 113.50' Base Length

1 Rows x 82.7" Wide = 6.90' Base Width

18.0" Stone Base + 44.0" Chamber Height = 5.17' Field Height

8 Chambers x 250.5 cf = 2,004.0 cf Chamber Storage

8 Chambers x 355.6 cf + 25.3 cf Border = 2,869.8 cf Displacement

4,043.8 cf Field - 2,869.8 cf Chambers = 1,174.0 cf Stone x 40.0% Voids = 469.6 cf Stone Storage

Chamber Storage + Stone Storage = 2,473.6 cf = 0.057 af

Overall Storage Efficiency = 61.2%

Overall System Size = 113.50' x 6.90' x 5.17'

8 Chambers (plus border)

149.8 cy Field

43.5 cy Stone



**Drainage**

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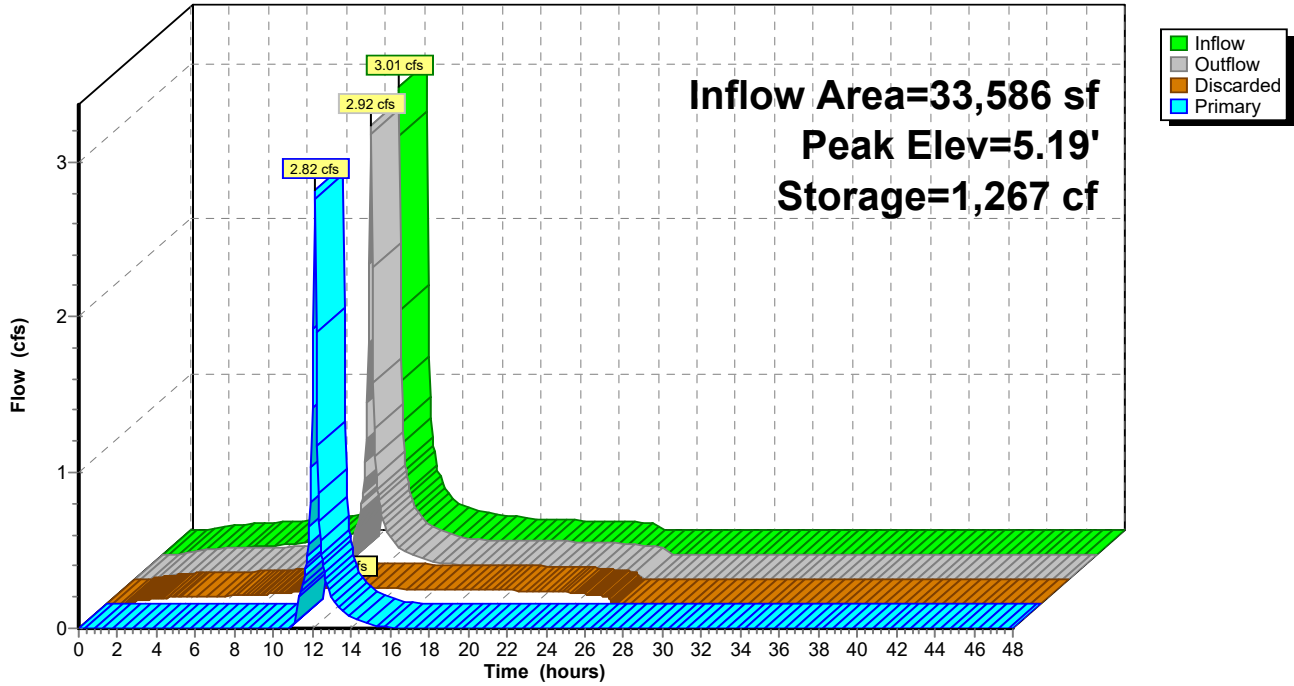
NRCC 24-hr D 5-Year Rainfall=4.32"

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**Pond 9P: StormTrap 3-0**

Hydrograph



**Drainage**

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NRCC 24-hr D 5-Year Rainfall=4.32"

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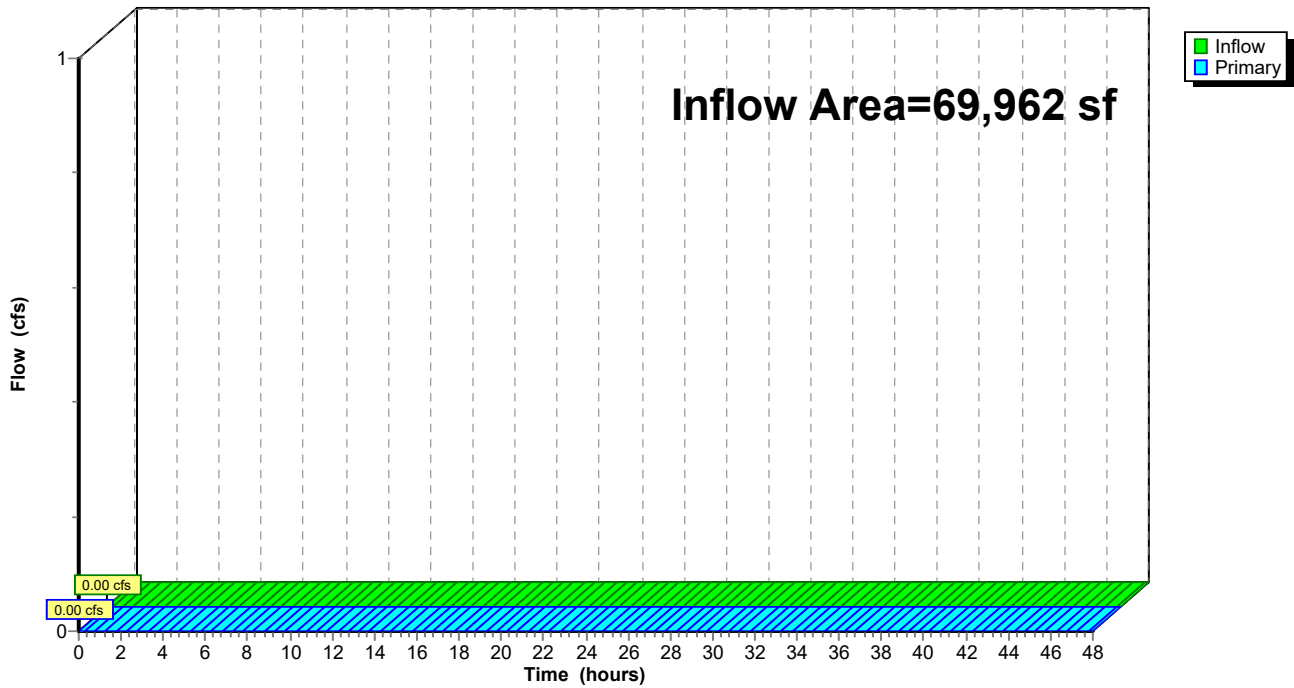
**Summary for Link 4L: Drainage to New Pipe System**

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 0.00" for 5-Year event  
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

**Link 4L: Drainage to New Pipe System**

Hydrograph



**Drainage**

NRCC 24-hr D 10-Year Rainfall=5.13"

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Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Area to UGS 1**      Runoff Area=33,586 sf   100.00% Impervious   Runoff Depth=4.89"  
Tc=5.0 min   CN=98   Runoff=3.58 cfs   13,695 cf

**Subcatchment3S: Area to UGS 2**      Runoff Area=36,376 sf   100.00% Impervious   Runoff Depth=4.89"  
Tc=5.0 min   CN=98   Runoff=3.87 cfs   14,832 cf

**Pond 6P: Cultec 330-HD**      Peak Elev=4.83'   Storage=7,016 cf   Inflow=7.12 cfs   21,446 cf  
Discarded=1.02 cfs   21,446 cf   Primary=0.00 cfs   0 cf   Outflow=1.02 cfs   21,446 cf

**Pond 9P: StormTrap 3-0**      Peak Elev=5.24'   Storage=1,299 cf   Inflow=3.58 cfs   13,695 cf  
Discarded=0.10 cfs   7,081 cf   Primary=3.38 cfs   6,613 cf   Outflow=3.48 cfs   13,695 cf

**Link 4L: Drainage to New Pipe System**      Inflow=0.00 cfs   0 cf  
Primary=0.00 cfs   0 cf

**Total Runoff Area = 69,962 sf   Runoff Volume = 28,527 cf   Average Runoff Depth = 4.89"**  
**0.00% Pervious = 0 sf   100.00% Impervious = 69,962 sf**

**Drainage**

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**Summary for Subcatchment 1S: Area to UGS 1**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 3.58 cfs @ 12.11 hrs, Volume= 13,695 cf, Depth= 4.89"  
Routed to Pond 9P : StormTrap 3-0

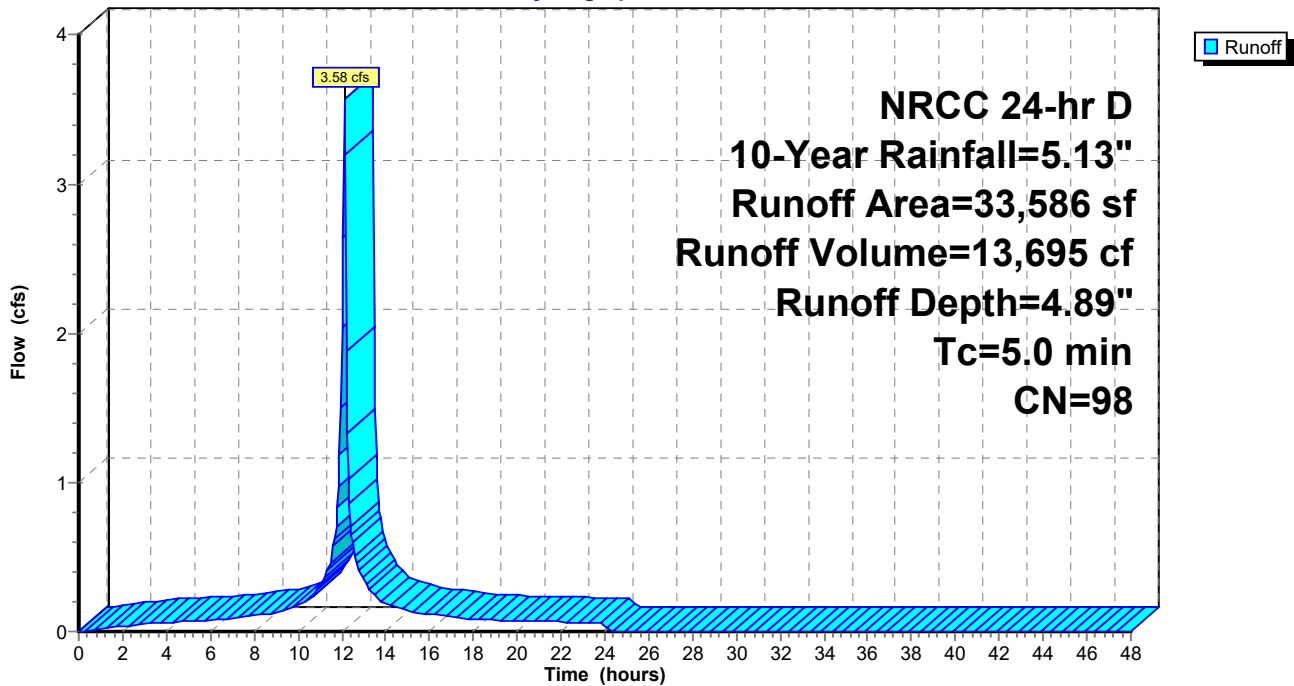
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 10-Year Rainfall=5.13"

Area (sf)	CN	Description
33,586	98	Paved parking, HSG C
33,586		100.00% Impervious Area

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

**Subcatchment 1S: Area to UGS 1**

Hydrograph





**Drainage**

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NRCC 24-hr D 10-Year Rainfall=5.13"

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**Summary for Subcatchment 3S: Area to UGS 2**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 3.87 cfs @ 12.11 hrs, Volume= 14,832 cf, Depth= 4.89"  
Routed to Pond 6P : Cultec 330-HD

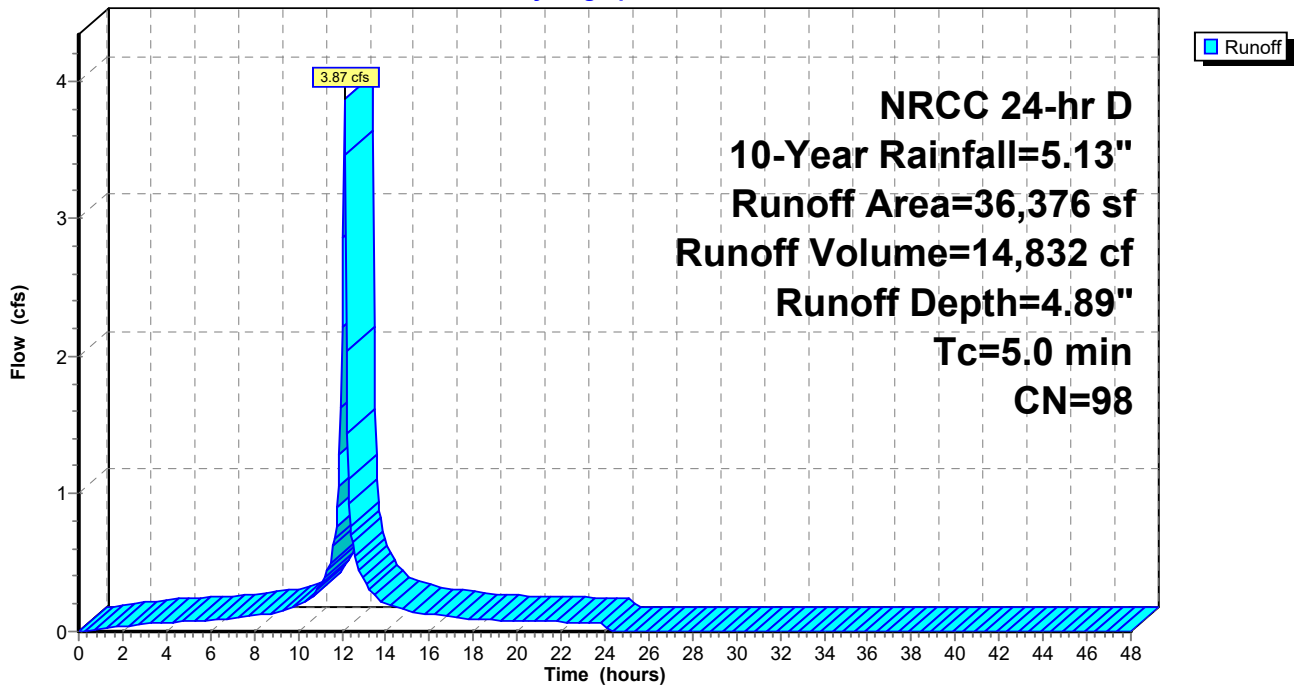
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 10-Year Rainfall=5.13"

Area (sf)	CN	Description
36,376	98	Paved roads w/curbs & sewers, HSG C
36,376		100.00% Impervious Area

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

**Subcatchment 3S: Area to UGS 2**

Hydrograph



**Drainage**

NRCC 24-hr D 10-Year Rainfall=5.13"

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**Summary for Pond 6P: Cultec 330-HD**

[79] Warning: Submerged Pond 9P Primary device # 1 INLET by 1.08'

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 3.68" for 10-Year event  
 Inflow = 7.12 cfs @ 12.12 hrs, Volume= 21,446 cf  
 Outflow = 1.02 cfs @ 12.59 hrs, Volume= 21,446 cf, Atten= 86%, Lag= 28.3 min  
 Discarded = 1.02 cfs @ 12.59 hrs, Volume= 21,446 cf  
 Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
 Routed to Link 4L : Drainage to New Pipe System

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 4.83' @ 12.59 hrs Surf.Area= 4,173 sf Storage= 7,016 cf

Plug-Flow detention time= 53.7 min calculated for 21,423 cf (100% of inflow)  
 Center-of-Mass det. time= 53.6 min ( 800.2 - 746.6 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	3,348 cf	<b>54.67'W x 73.50'L x 3.54'H Field A</b> 14,230 cf Overall - 5,860 cf Embedded = 8,370 cf x 40.0% Voids
#2A	3.00'	5,860 cf	<b>Cultec R-330XLHD x 110 Inside #1</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 11 rows
#3B	2.50'	153 cf	<b>6.33'W x 24.50'L x 3.54'H Field B</b> 550 cf Overall - 168 cf Embedded = 382 cf x 40.0% Voids
#4B	3.00'	168 cf	<b>Cultec R-330XLHD x 3 Inside #3</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 1 rows
		9,529 cf	Total Available Storage

Storage Group A created with Chamber Wizard  
 Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.23'	<b>15.0" Round Culvert</b> L= 50.0' RCP, sq.cut end projecting, Ke= 0.500 Inlet / Outlet Invert= 3.23' / 2.73' S= 0.0100 '/ Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>5.000 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=1.02 cfs @ 12.59 hrs HW=4.83' (Free Discharge)  
 ↑**3=Exfiltration** ( Controls 1.02 cfs)

**Primary OutFlow** Max=0.00 cfs @ 0.00 hrs HW=2.50' (Free Discharge)  
 ↑**1=Culvert** ( Controls 0.00 cfs)  
 ↑**2=Sharp-Crested Rectangular Weir**( Controls 0.00 cfs)

**Drainage**

NRCC 24-hr D 10-Year Rainfall=5.13"

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field A**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 11 rows

52.0" Wide + 6.0" Spacing = 58.0" C-C Row Spacing

10 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 71.50' Row Length +12.0" End Stone x 2 = 73.50' Base Length

11 Rows x 52.0" Wide + 6.0" Spacing x 10 + 12.0" Side Stone x 2 = 54.67' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

110 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 11 Rows = 5,860.2 cf Chamber Storage

14,230.4 cf Field - 5,860.2 cf Chambers = 8,370.2 cf Stone x 40.0% Voids = 3,348.1 cf Stone Storage

Chamber Storage + Stone Storage = 9,208.3 cf = 0.211 af

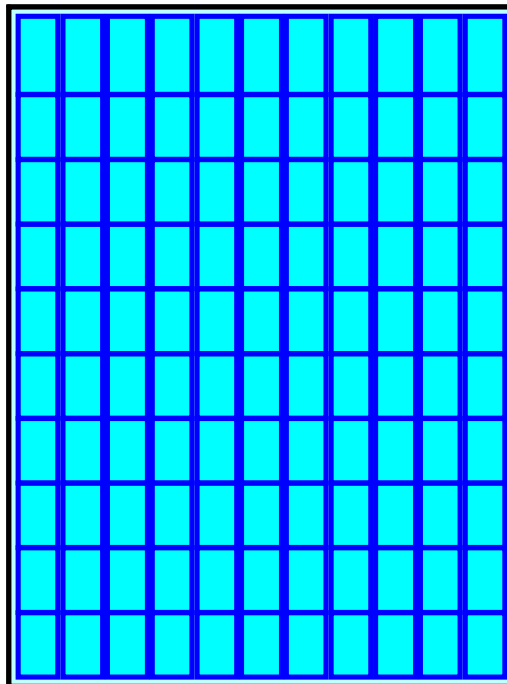
Overall Storage Efficiency = 64.7%

Overall System Size = 73.50' x 54.67' x 3.54'

110 Chambers

527.1 cy Field

310.0 cy Stone



**Drainage**

NRCC 24-hr D 10-Year Rainfall=5.13"

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field B**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 1 rows

3 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 22.50' Row Length +12.0" End Stone x 2 = 24.50' Base Length

1 Rows x 52.0" Wide + 12.0" Side Stone x 2 = 6.33' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

3 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 1 Rows = 167.6 cf Chamber Storage

549.5 cf Field - 167.6 cf Chambers = 381.9 cf Stone x 40.0% Voids = 152.8 cf Stone Storage

Chamber Storage + Stone Storage = 320.4 cf = 0.007 af

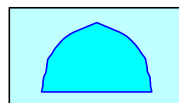
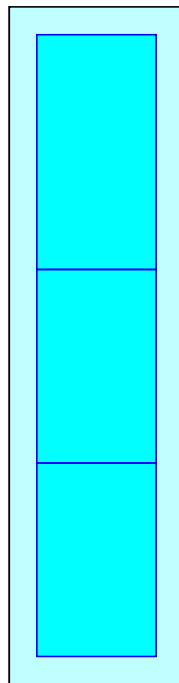
Overall Storage Efficiency = 58.3%

Overall System Size = 24.50' x 6.33' x 3.54'

3 Chambers

20.4 cy Field

14.1 cy Stone



**Drainage**

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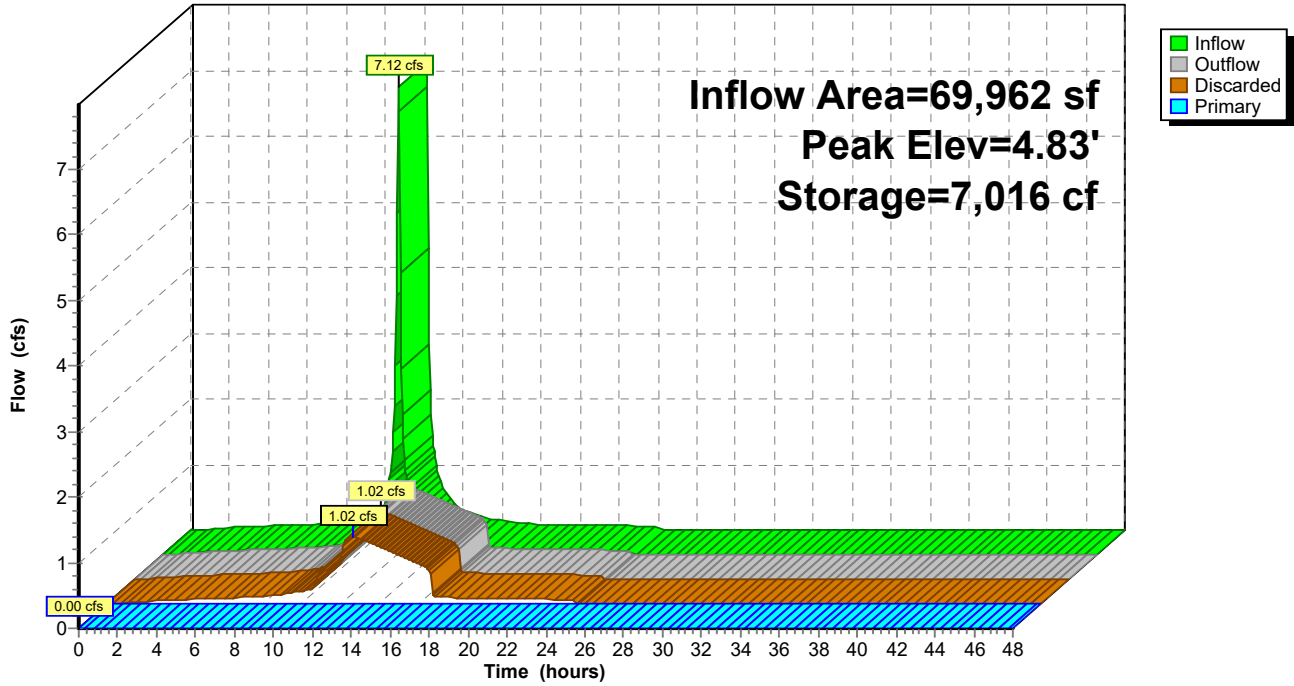
NRCC 24-hr D 10-Year Rainfall=5.13"

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**Pond 6P: Cultec 330-HD**

Hydrograph



# Drainage

NRCC 24-hr D 10-Year Rainfall=5.13"

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## Summary for Pond 9P: StormTrap 3-0

Inflow Area = 33,586 sf, 100.00% Impervious, Inflow Depth = 4.89" for 10-Year event  
 Inflow = 3.58 cfs @ 12.11 hrs, Volume= 13,695 cf  
 Outflow = 3.48 cfs @ 12.13 hrs, Volume= 13,695 cf, Atten= 3%, Lag= 1.3 min  
 Discarded = 0.10 cfs @ 12.13 hrs, Volume= 7,081 cf  
 Primary = 3.38 cfs @ 12.13 hrs, Volume= 6,613 cf  
 Routed to Pond 6P : Cultec 330-HD

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.24' @ 12.13 hrs Surf.Area= 783 sf Storage= 1,299 cf

Plug-Flow detention time= 68.8 min calculated for 13,680 cf (100% of inflow)  
 Center-of-Mass det. time= 68.9 min ( 817.9 - 749.1 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	470 cf	<b>6.90'W x 113.50'L x 5.17'H Field A</b> 4,044 cf Overall - 2,870 cf Embedded = 1,174 cf x 40.0% Voids
#2A	4.00'	2,004 cf	<b>StormTrap ST1 SingleTrap 3-0 x 8 Inside #1</b> Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf 6.90' x 112.50' Core + 0.00' x 0.50' Border = 6.90' x 113.50' System
		2,474 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.75'	<b>15.0" Round Culvert</b> L= 23.1' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 3.75' / 3.23' S= 0.0225 ' / Cc= 0.900 n= 0.012, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>2.500 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.10 cfs @ 12.13 hrs HW=5.23' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 0.10 cfs)

**Primary OutFlow** Max=3.23 cfs @ 12.13 hrs HW=5.23' (Free Discharge)  
 ↑ **1=Culvert** (Passes 3.23 cfs of 5.46 cfs potential flow)  
 ↑ **2=Sharp-Crested Rectangular Weir**(Weir Controls 3.23 cfs @ 2.07 fps)

**Drainage**

NRCC 24-hr D 10-Year Rainfall=5.13"

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**Pond 9P: StormTrap 3-0 - Chamber Wizard Field A**

**Chamber Model = StormTrapST1 SingleTrap 3-0 (StormTrapST1 SingleTrap®Type VI)**

Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf

Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf

8 Chambers/Row x 14.06' Long = 112.50' Row Length +6.0" Border x 2 = 113.50' Base Length

1 Rows x 82.7" Wide = 6.90' Base Width

18.0" Stone Base + 44.0" Chamber Height = 5.17' Field Height

8 Chambers x 250.5 cf = 2,004.0 cf Chamber Storage

8 Chambers x 355.6 cf + 25.3 cf Border = 2,869.8 cf Displacement

4,043.8 cf Field - 2,869.8 cf Chambers = 1,174.0 cf Stone x 40.0% Voids = 469.6 cf Stone Storage

Chamber Storage + Stone Storage = 2,473.6 cf = 0.057 af

Overall Storage Efficiency = 61.2%

Overall System Size = 113.50' x 6.90' x 5.17'

8 Chambers (plus border)

149.8 cy Field

43.5 cy Stone



**Drainage**

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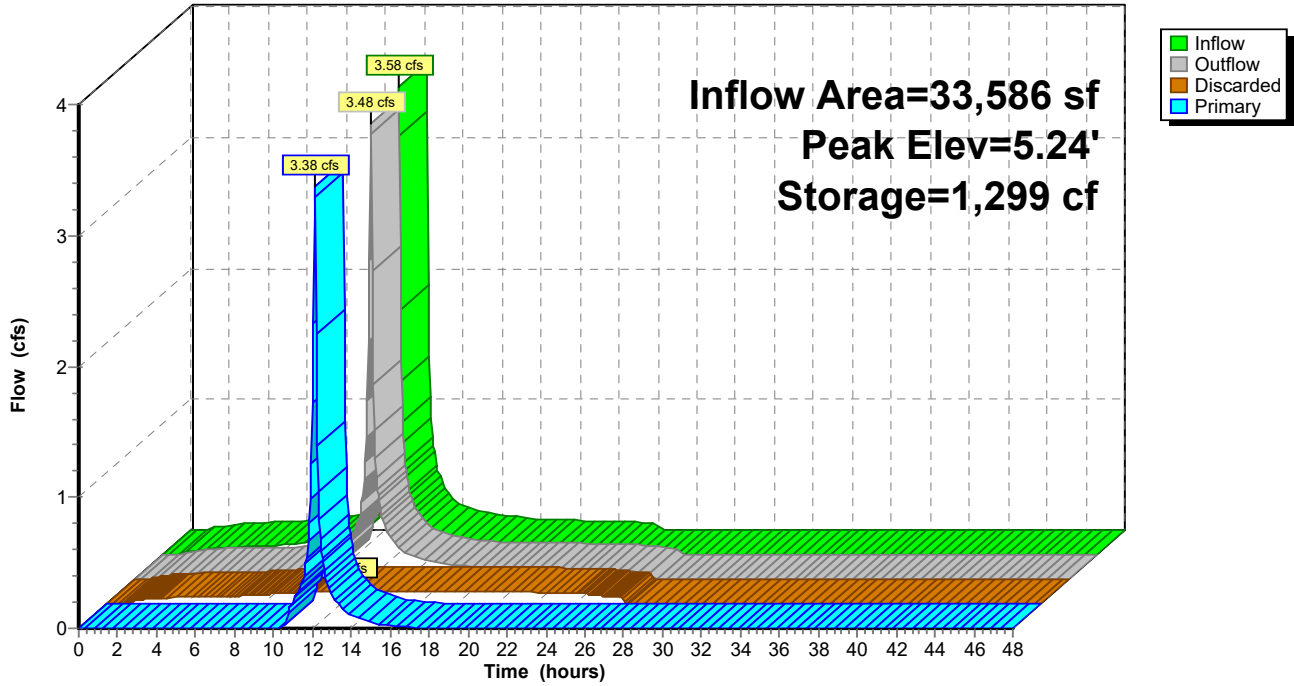
NRCC 24-hr D 10-Year Rainfall=5.13"

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**Pond 9P: StormTrap 3-0**

Hydrograph





**Drainage**

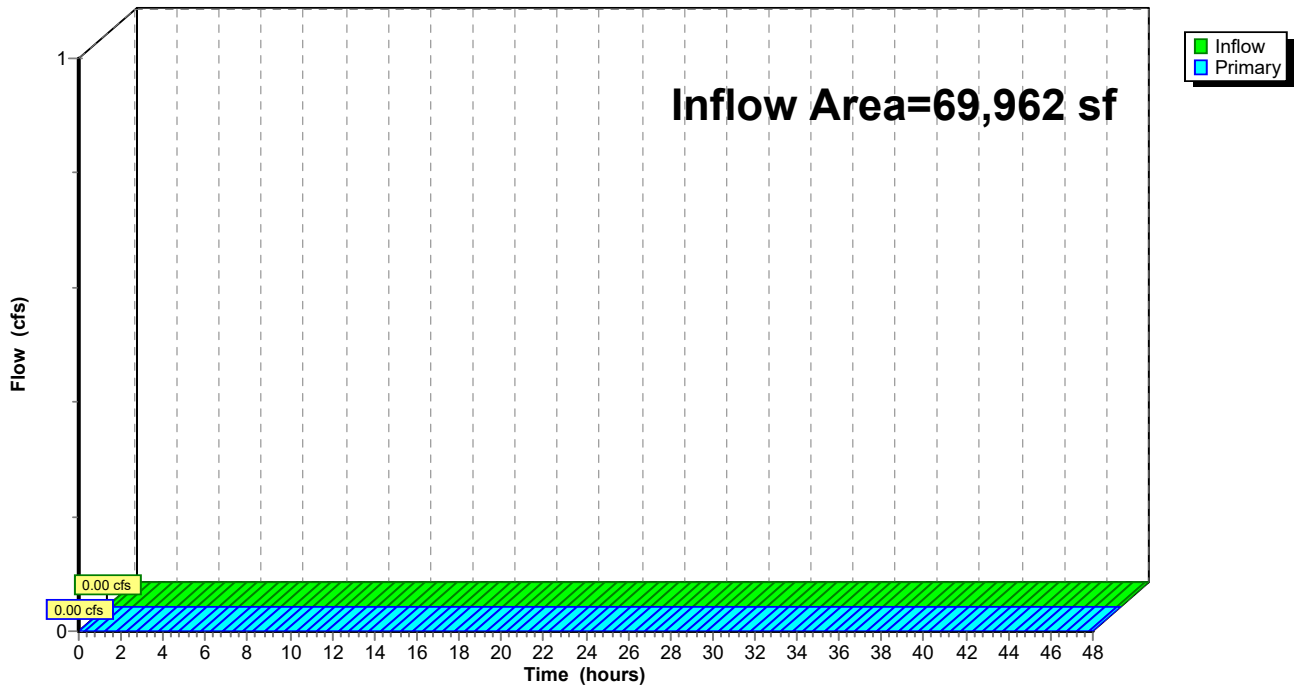
**Summary for Link 4L: Drainage to New Pipe System**

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 0.00" for 10-Year event  
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf  
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

**Link 4L: Drainage to New Pipe System**

Hydrograph



**Drainage**

NRCC 24-hr D 25-Year Rainfall=6.44"

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Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Area to UGS 1** Runoff Area=33,586 sf 100.00% Impervious Runoff Depth=6.20"  
Tc=5.0 min CN=98 Runoff=4.50 cfs 17,357 cf

**Subcatchment3S: Area to UGS 2** Runoff Area=36,376 sf 100.00% Impervious Runoff Depth=6.20"  
Tc=5.0 min CN=98 Runoff=4.87 cfs 18,799 cf

**Pond 6P: Cultec 330-HD** Peak Elev=5.19' Storage=8,002 cf Inflow=9.00 cfs 28,319 cf  
Discarded=1.10 cfs 25,624 cf Primary=2.83 cfs 2,695 cf Outflow=3.93 cfs 28,319 cf

**Pond 9P: StormTrap3-0** Peak Elev=5.31' Storage=1,347 cf Inflow=4.50 cfs 17,357 cf  
Discarded=0.11 cfs 7,836 cf Primary=4.29 cfs 9,520 cf Outflow=4.39 cfs 17,357 cf

**Link 4L: Drainage to New Pipe System** Inflow=2.83 cfs 2,695 cf  
Primary=2.83 cfs 2,695 cf

**Total Runoff Area = 69,962 sf Runoff Volume = 36,155 cf Average Runoff Depth = 6.20"**  
**0.00% Pervious = 0 sf 100.00% Impervious = 69,962 sf**

# Drainage

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NRCC 24-hr D 25-Year Rainfall=6.44"

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## Summary for Subcatchment 1S: Area to UGS 1

[49] Hint: Tc<2dt may require smaller dt

Runoff = 4.50 cfs @ 12.11 hrs, Volume= 17,357 cf, Depth= 6.20"  
Routed to Pond 9P : StormTrap 3-0

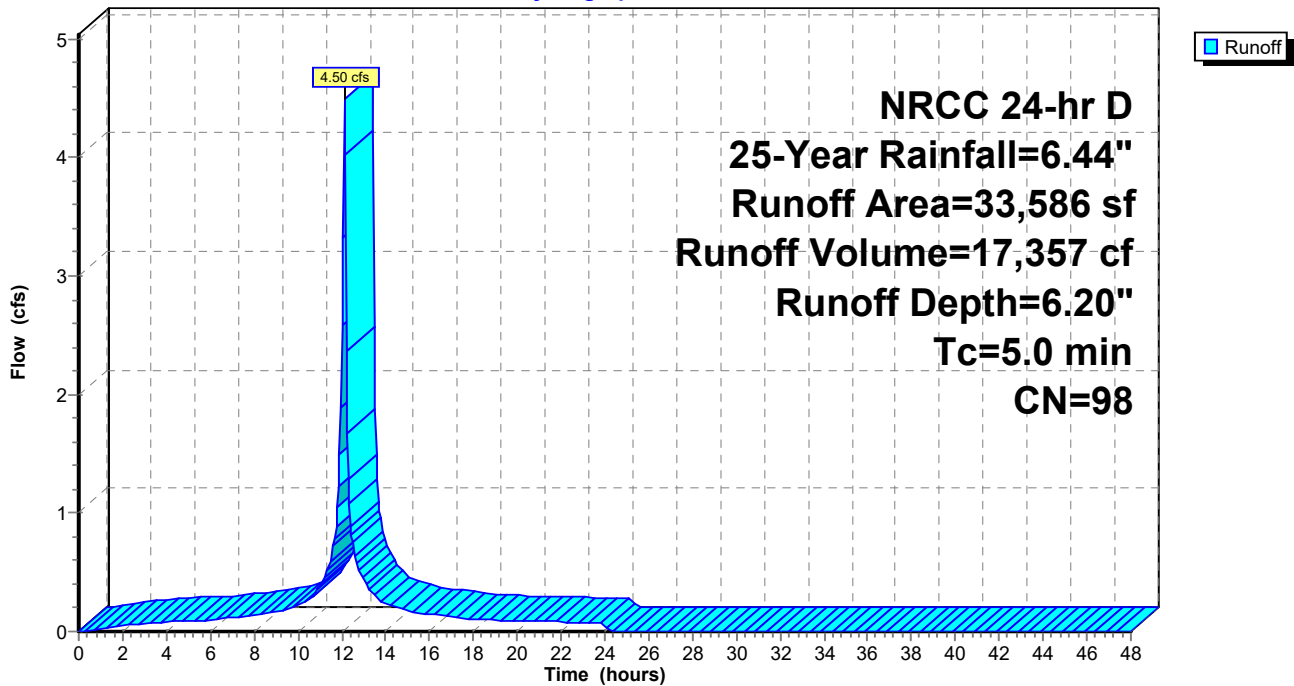
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 25-Year Rainfall=6.44"

Area (sf)	CN	Description
33,586	98	Paved parking, HSG C
33,586		100.00% Impervious Area

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

## Subcatchment 1S: Area to UGS 1

Hydrograph



**Drainage**

NRCC 24-hr D 25-Year Rainfall=6.44"

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**Summary for Subcatchment 3S: Area to UGS 2**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 4.87 cfs @ 12.11 hrs, Volume= 18,799 cf, Depth= 6.20"  
Routed to Pond 6P : Cultec 330-HD

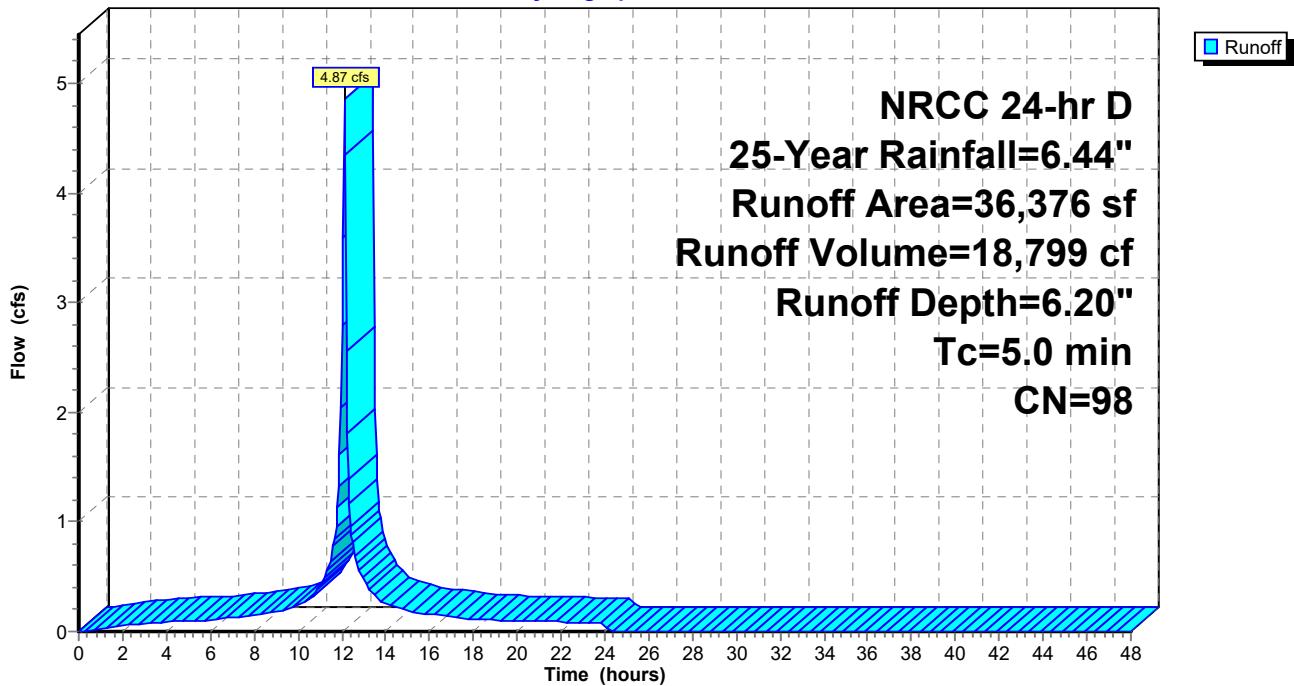
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 25-Year Rainfall=6.44"

Area (sf)	CN	Description
36,376	98	Paved roads w/curbs & sewers, HSG C
36,376		100.00% Impervious Area

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

**Subcatchment 3S: Area to UGS 2**

Hydrograph



# Drainage

NRCC 24-hr D 25-Year Rainfall=6.44"

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## Summary for Pond 6P: Cultec 330-HD

[81] Warning: Exceeded Pond 9P by 0.10' @ 12.30 hrs

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 4.86" for 25-Year event  
 Inflow = 9.00 cfs @ 12.12 hrs, Volume= 28,319 cf  
 Outflow = 3.93 cfs @ 12.26 hrs, Volume= 28,319 cf, Atten= 56%, Lag= 8.2 min  
 Discarded = 1.10 cfs @ 12.26 hrs, Volume= 25,624 cf  
 Primary = 2.83 cfs @ 12.26 hrs, Volume= 2,695 cf  
 Routed to Link 4L : Drainage to New Pipe System

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.19' @ 12.26 hrs Surf.Area= 4,173 sf Storage= 8,002 cf

Plug-Flow detention time= 49.9 min calculated for 28,290 cf (100% of inflow)  
 Center-of-Mass det. time= 49.9 min ( 793.7 - 743.8 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	3,348 cf	<b>54.67'W x 73.50'L x 3.54'H Field A</b> 14,230 cf Overall - 5,860 cf Embedded = 8,370 cf x 40.0% Voids
#2A	3.00'	5,860 cf	<b>Cultec R-330XLHD x 110 Inside #1</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 11 rows
#3B	2.50'	153 cf	<b>6.33'W x 24.50'L x 3.54'H Field B</b> 550 cf Overall - 168 cf Embedded = 382 cf x 40.0% Voids
#4B	3.00'	168 cf	<b>Cultec R-330XLHD x 3 Inside #3</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 1 rows
		9,529 cf	Total Available Storage

Storage Group A created with Chamber Wizard  
 Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.23'	<b>15.0" Round Culvert</b> L= 50.0' RCP, sq.cut end projecting, Ke= 0.500 Inlet / Outlet Invert= 3.23' / 2.73' S= 0.0100 '/ Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>5.000 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=1.10 cfs @ 12.26 hrs HW=5.19' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 1.10 cfs)

**Primary OutFlow** Max=2.76 cfs @ 12.26 hrs HW=5.19' (Free Discharge)  
 ↑ **1=Culvert** (Passes 2.76 cfs of 6.82 cfs potential flow)  
 ↑ **2=Sharp-Crested Rectangular Weir**(Weir Controls 2.76 cfs @ 1.96 fps)

**Drainage**

**Pond 6P: Cultec 330-HD - Chamber Wizard Field A**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 11 rows

52.0" Wide + 6.0" Spacing = 58.0" C-C Row Spacing

10 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 71.50' Row Length +12.0" End Stone x 2 = 73.50' Base Length

11 Rows x 52.0" Wide + 6.0" Spacing x 10 + 12.0" Side Stone x 2 = 54.67' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

110 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 11 Rows = 5,860.2 cf Chamber Storage

14,230.4 cf Field - 5,860.2 cf Chambers = 8,370.2 cf Stone x 40.0% Voids = 3,348.1 cf Stone Storage

Chamber Storage + Stone Storage = 9,208.3 cf = 0.211 af

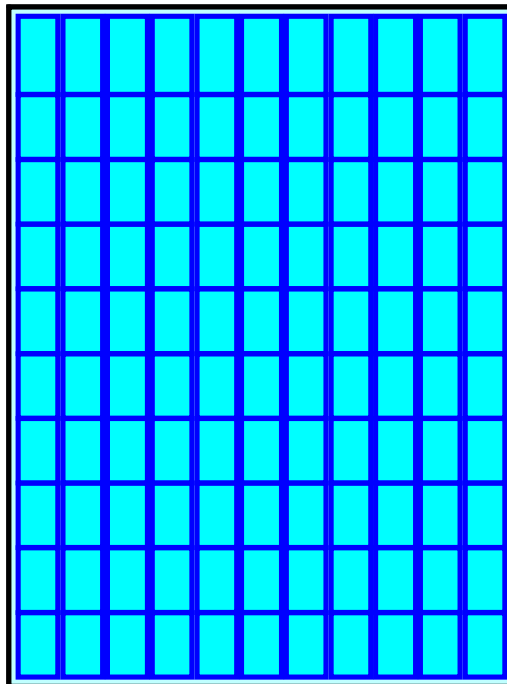
Overall Storage Efficiency = 64.7%

Overall System Size = 73.50' x 54.67' x 3.54'

110 Chambers

527.1 cy Field

310.0 cy Stone



## Drainage

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NRCC 24-hr D 25-Year Rainfall=6.44"

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### Pond 6P: Cultec 330-HD - Chamber Wizard Field B

#### Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 1 rows

3 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 22.50' Row Length +12.0" End Stone x 2 = 24.50' Base Length

1 Rows x 52.0" Wide + 12.0" Side Stone x 2 = 6.33' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

3 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 1 Rows = 167.6 cf Chamber Storage

549.5 cf Field - 167.6 cf Chambers = 381.9 cf Stone x 40.0% Voids = 152.8 cf Stone Storage

Chamber Storage + Stone Storage = 320.4 cf = 0.007 af

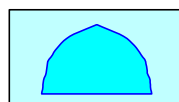
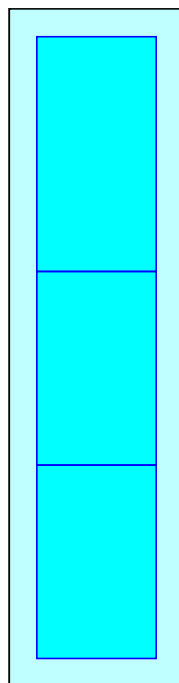
Overall Storage Efficiency = 58.3%

Overall System Size = 24.50' x 6.33' x 3.54'

3 Chambers

20.4 cy Field

14.1 cy Stone



# Drainage

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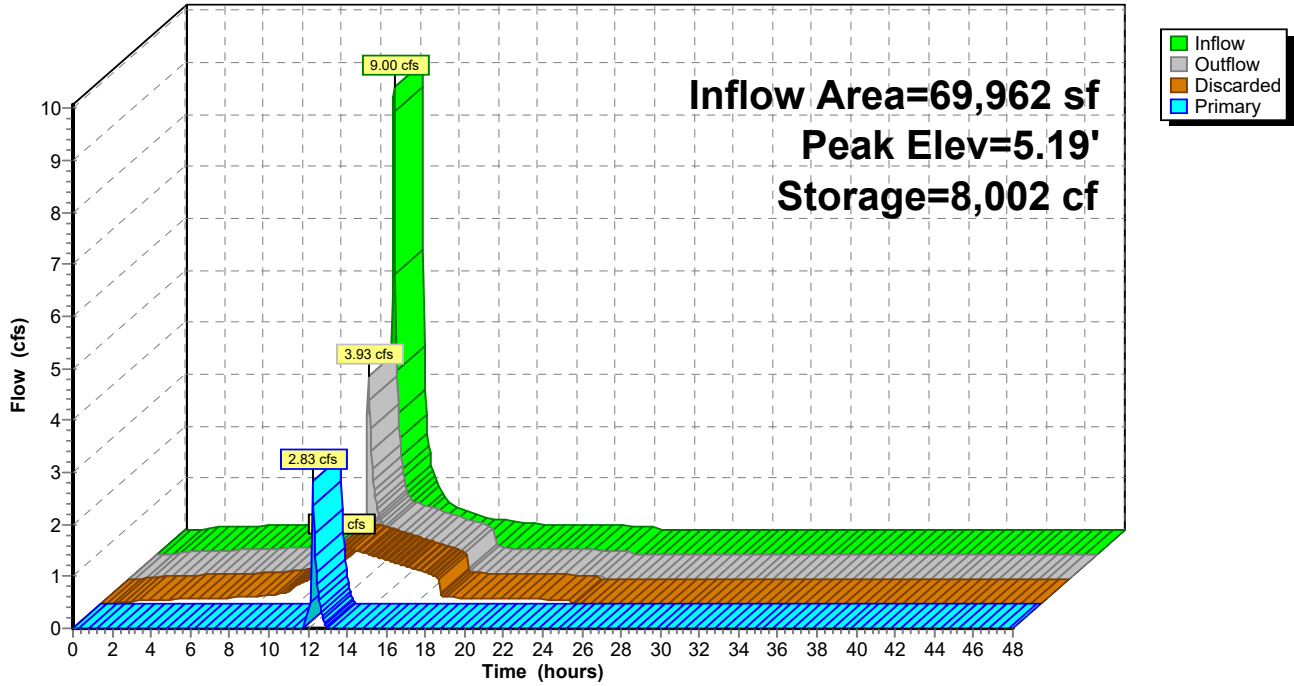
NRCC 24-hr D 25-Year Rainfall=6.44"

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## Pond 6P: Cultec 330-HD

Hydrograph





# Drainage

NRCC 24-hr D 25-Year Rainfall=6.44"

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## Summary for Pond 9P: StormTrap 3-0

Inflow Area = 33,586 sf, 100.00% Impervious, Inflow Depth = 6.20" for 25-Year event  
 Inflow = 4.50 cfs @ 12.11 hrs, Volume= 17,357 cf  
 Outflow = 4.39 cfs @ 12.13 hrs, Volume= 17,357 cf, Atten= 2%, Lag= 1.2 min  
 Discarded = 0.11 cfs @ 12.13 hrs, Volume= 7,836 cf  
 Primary = 4.29 cfs @ 12.13 hrs, Volume= 9,520 cf  
 Routed to Pond 6P : Cultec 330-HD

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.31' @ 12.13 hrs Surf.Area= 783 sf Storage= 1,347 cf

Plug-Flow detention time= 65.5 min calculated for 17,339 cf (100% of inflow)  
 Center-of-Mass det. time= 65.7 min ( 810.7 - 745.1 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	470 cf	<b>6.90'W x 113.50'L x 5.17'H Field A</b> 4,044 cf Overall - 2,870 cf Embedded = 1,174 cf x 40.0% Voids
#2A	4.00'	2,004 cf	<b>StormTrap ST1 SingleTrap 3-0 x 8 Inside #1</b> Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf 6.90' x 112.50' Core + 0.00' x 0.50' Border = 6.90' x 113.50' System
		2,474 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.75'	<b>15.0" Round Culvert</b> L= 23.1' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 3.75' / 3.23' S= 0.0225 ' / Cc= 0.900 n= 0.012, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>2.500 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.11 cfs @ 12.13 hrs HW=5.30' (Free Discharge)  
 ↑**3=Exfiltration** ( Controls 0.11 cfs)

**Primary OutFlow** Max=4.10 cfs @ 12.13 hrs HW=5.30' (Free Discharge)  
 ↑**1=Culvert** (Passes 4.10 cfs of 5.68 cfs potential flow)  
 ↑**2=Sharp-Crested Rectangular Weir**(Weir Controls 4.10 cfs @ 2.24 fps)

**Drainage**

NRCC 24-hr D 25-Year Rainfall=6.44"

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**Pond 9P: StormTrap 3-0 - Chamber Wizard Field A**

**Chamber Model = StormTrapST1 SingleTrap 3-0 (StormTrapST1 SingleTrap®Type VI)**

Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf

Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf

8 Chambers/Row x 14.06' Long = 112.50' Row Length +6.0" Border x 2 = 113.50' Base Length

1 Rows x 82.7" Wide = 6.90' Base Width

18.0" Stone Base + 44.0" Chamber Height = 5.17' Field Height

8 Chambers x 250.5 cf = 2,004.0 cf Chamber Storage

8 Chambers x 355.6 cf + 25.3 cf Border = 2,869.8 cf Displacement

4,043.8 cf Field - 2,869.8 cf Chambers = 1,174.0 cf Stone x 40.0% Voids = 469.6 cf Stone Storage

Chamber Storage + Stone Storage = 2,473.6 cf = 0.057 af

Overall Storage Efficiency = 61.2%

Overall System Size = 113.50' x 6.90' x 5.17'

8 Chambers (plus border)

149.8 cy Field

43.5 cy Stone



**Drainage**

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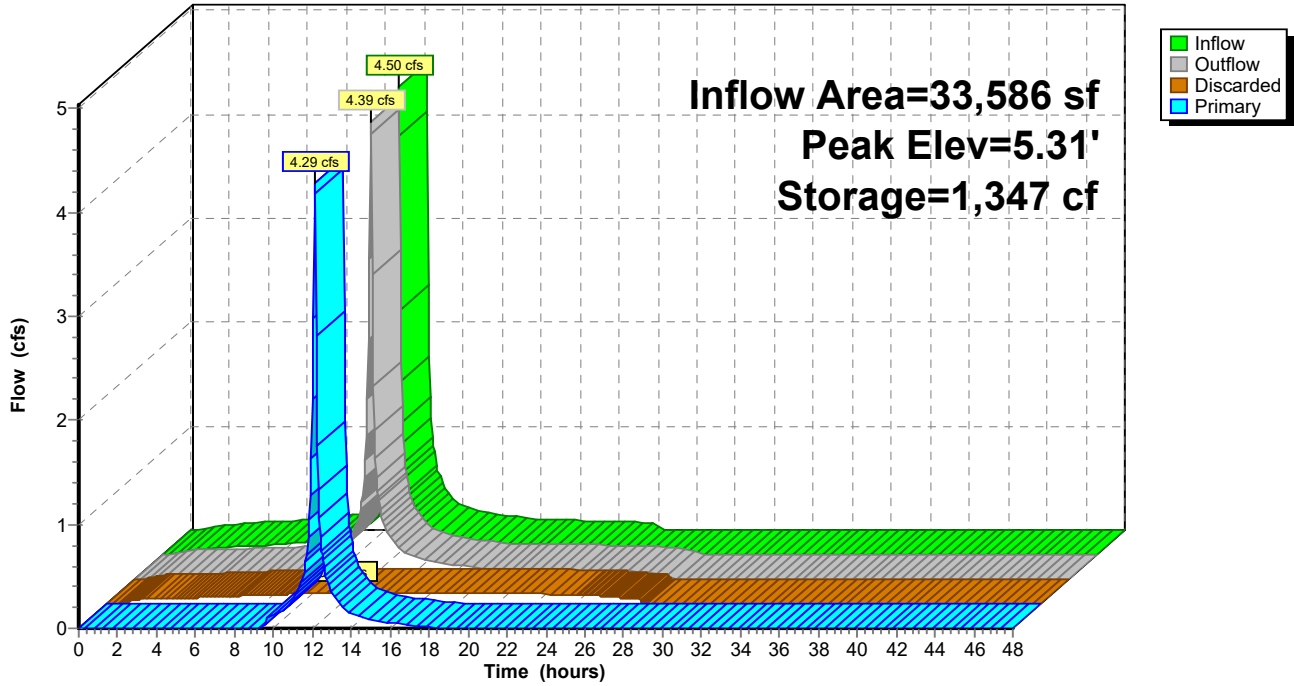
NRCC 24-hr D 25-Year Rainfall=6.44"

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**Pond 9P: StormTrap 3-0**

Hydrograph



**Drainage**

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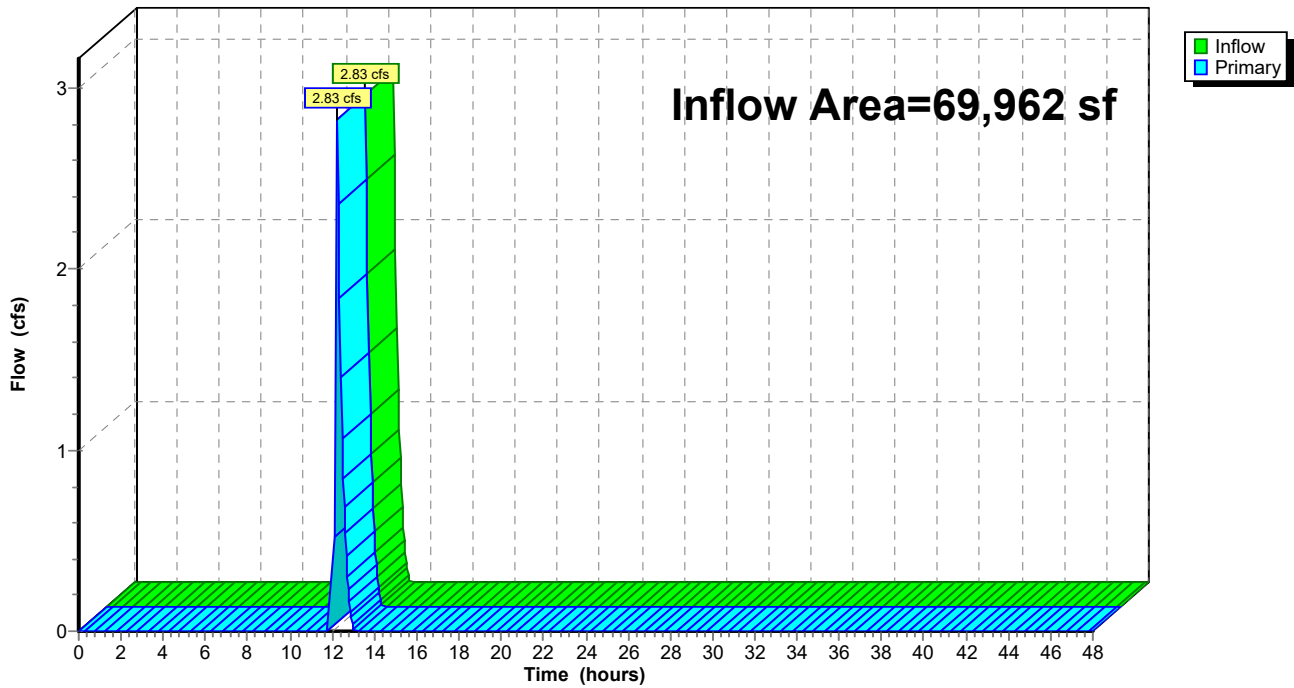
**Summary for Link 4L: Drainage to New Pipe System**

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 0.46" for 25-Year event  
Inflow = 2.83 cfs @ 12.26 hrs, Volume= 2,695 cf  
Primary = 2.83 cfs @ 12.26 hrs, Volume= 2,695 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

**Link 4L: Drainage to New Pipe System**

Hydrograph



**Drainage**

NRCC 24-hr D 50-Year Rainfall=7.65"

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Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Area to UGS 1**      Runoff Area=33,586 sf   100.00% Impervious   Runoff Depth=7.41"  
Tc=5.0 min   CN=98   Runoff=5.35 cfs   20,741 cf

**Subcatchment3S: Area to UGS 2**      Runoff Area=36,376 sf   100.00% Impervious   Runoff Depth=7.41"  
Tc=5.0 min   CN=98   Runoff=5.79 cfs   22,463 cf

**Pond 6P: Cultec 330-HD**      Peak Elev=5.49'   Storage=8,602 cf   Inflow=10.74 cfs   34,928 cf  
Discarded=1.17 cfs   29,303 cf   Primary=6.74 cfs   5,625 cf   Outflow=7.91 cfs   34,928 cf

**Pond 9P: StormTrap3-0**      Peak Elev=5.38'   Storage=1,389 cf   Inflow=5.35 cfs   20,741 cf  
Discarded=0.11 cfs   8,276 cf   Primary=5.12 cfs   12,465 cf   Outflow=5.23 cfs   20,741 cf

**Link 4L: Drainage to New Pipe System**      Inflow=6.74 cfs   5,625 cf  
Primary=6.74 cfs   5,625 cf

**Total Runoff Area = 69,962 sf   Runoff Volume = 43,204 cf   Average Runoff Depth = 7.41"**  
**0.00% Pervious = 0 sf   100.00% Impervious = 69,962 sf**

**Drainage**

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**Summary for Subcatchment 1S: Area to UGS 1**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 5.35 cfs @ 12.11 hrs, Volume= 20,741 cf, Depth= 7.41"  
Routed to Pond 9P : StormTrap 3-0

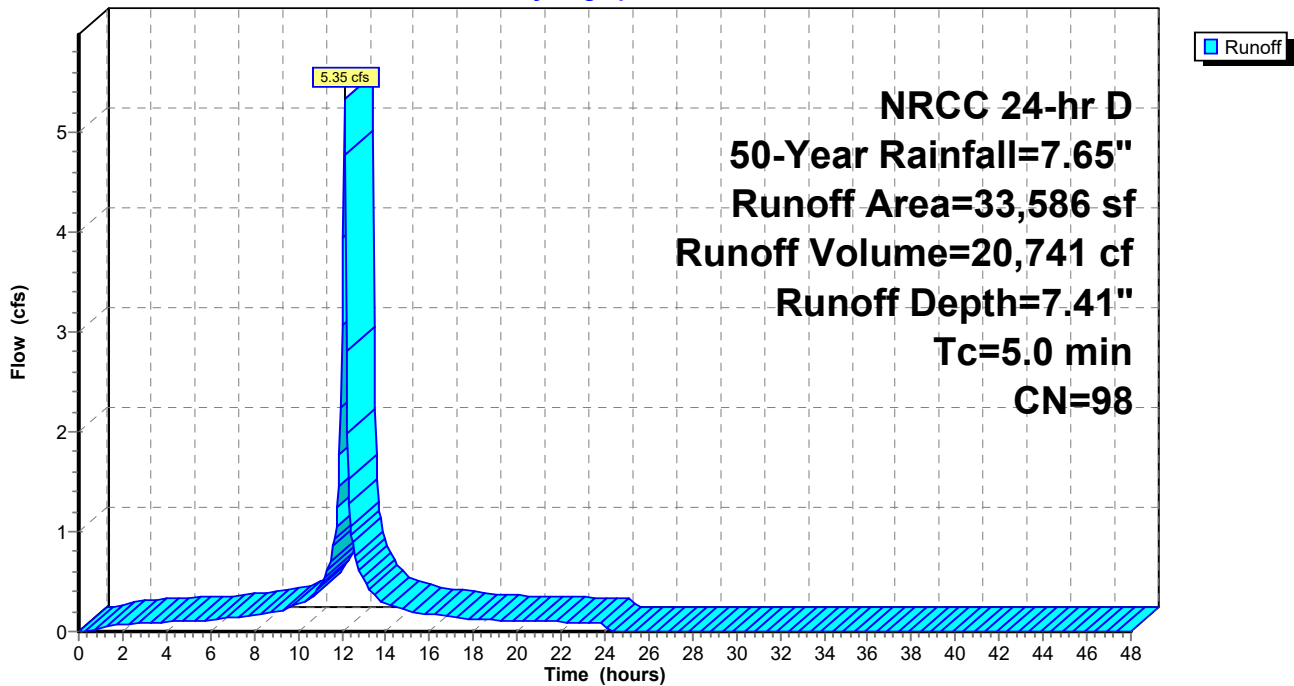
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 50-Year Rainfall=7.65"

Area (sf)	CN	Description
33,586	98	Paved parking, HSG C
33,586		100.00% Impervious Area

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

**Subcatchment 1S: Area to UGS 1**

Hydrograph



**Drainage**

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**Summary for Subcatchment 3S: Area to UGS 2**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 5.79 cfs @ 12.11 hrs, Volume= 22,463 cf, Depth= 7.41"  
Routed to Pond 6P : Cultec 330-HD

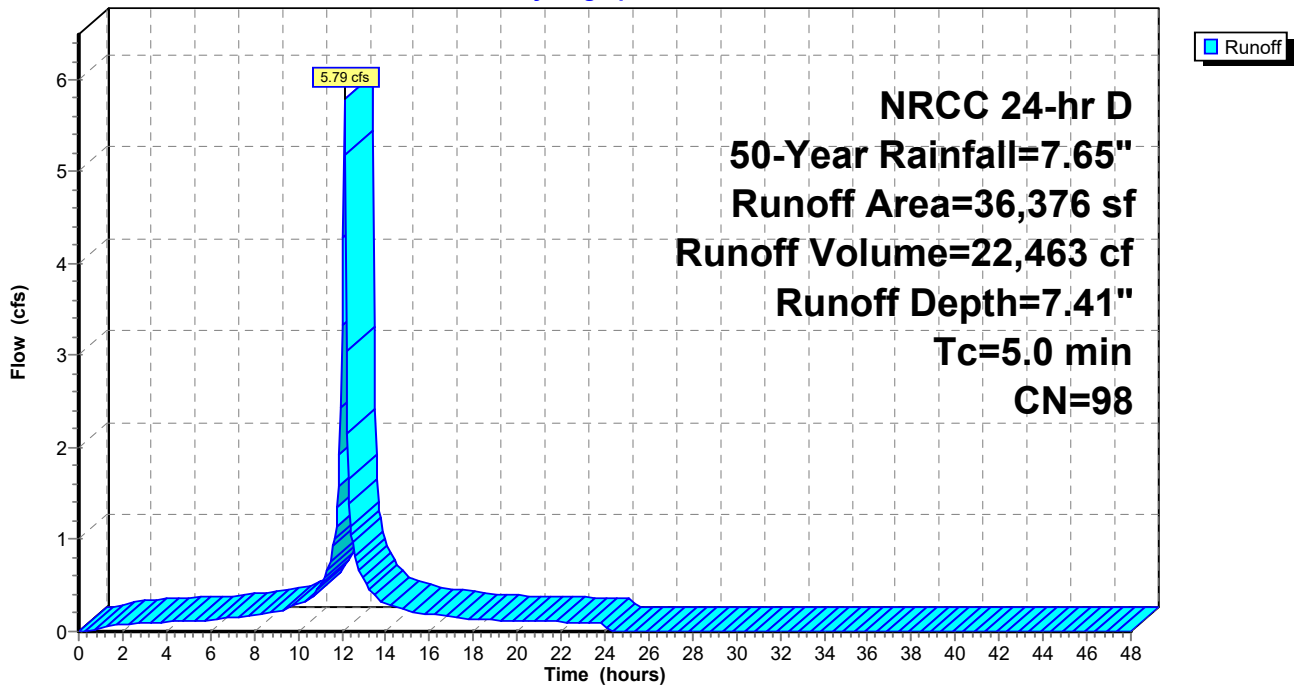
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 50-Year Rainfall=7.65"

Area (sf)	CN	Description
36,376	98	Paved roads w/curbs & sewers, HSG C
36,376		100.00% Impervious Area

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

**Subcatchment 3S: Area to UGS 2**

Hydrograph



# Drainage

NRCC 24-hr D 50-Year Rainfall=7.65"

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## Summary for Pond 6P: Cultec 330-HD

[81] Warning: Exceeded Pond 9P by 0.25' @ 12.20 hrs

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 5.99" for 50-Year event  
 Inflow = 10.74 cfs @ 12.12 hrs, Volume= 34,928 cf  
 Outflow = 7.91 cfs @ 12.20 hrs, Volume= 34,928 cf, Atten= 26%, Lag= 4.7 min  
 Discarded = 1.17 cfs @ 12.20 hrs, Volume= 29,303 cf  
 Primary = 6.74 cfs @ 12.20 hrs, Volume= 5,625 cf  
 Routed to Link 4L : Drainage to New Pipe System

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.49' @ 12.20 hrs Surf.Area= 4,173 sf Storage= 8,602 cf

Plug-Flow detention time= 46.7 min calculated for 34,928 cf (100% of inflow)  
 Center-of-Mass det. time= 46.6 min ( 789.7 - 743.1 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	3,348 cf	<b>54.67'W x 73.50'L x 3.54'H Field A</b> 14,230 cf Overall - 5,860 cf Embedded = 8,370 cf x 40.0% Voids
#2A	3.00'	5,860 cf	<b>Cultec R-330XLHD x 110 Inside #1</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 11 rows
#3B	2.50'	153 cf	<b>6.33'W x 24.50'L x 3.54'H Field B</b> 550 cf Overall - 168 cf Embedded = 382 cf x 40.0% Voids
#4B	3.00'	168 cf	<b>Cultec R-330XLHD x 3 Inside #3</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 1 rows
		9,529 cf	Total Available Storage

Storage Group A created with Chamber Wizard  
 Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.23'	<b>15.0" Round Culvert</b> L= 50.0' RCP, sq.cut end projecting, Ke= 0.500 Inlet / Outlet Invert= 3.23' / 2.73' S= 0.0100 '/ Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>5.000 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=1.17 cfs @ 12.20 hrs HW=5.48' (Free Discharge)  
 ↑**3=Exfiltration** ( Controls 1.17 cfs)

**Primary OutFlow** Max=6.65 cfs @ 12.20 hrs HW=5.48' (Free Discharge)  
 ↑**1=Culvert** (Passes 6.65 cfs of 7.54 cfs potential flow)  
 ↑**2=Sharp-Crested Rectangular Weir**(Weir Controls 6.65 cfs @ 2.64 fps)



**Drainage**

**Pond 6P: Cultec 330-HD - Chamber Wizard Field A**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 11 rows

52.0" Wide + 6.0" Spacing = 58.0" C-C Row Spacing

10 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 71.50' Row Length +12.0" End Stone x 2 = 73.50' Base Length

11 Rows x 52.0" Wide + 6.0" Spacing x 10 + 12.0" Side Stone x 2 = 54.67' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

110 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 11 Rows = 5,860.2 cf Chamber Storage

14,230.4 cf Field - 5,860.2 cf Chambers = 8,370.2 cf Stone x 40.0% Voids = 3,348.1 cf Stone Storage

Chamber Storage + Stone Storage = 9,208.3 cf = 0.211 af

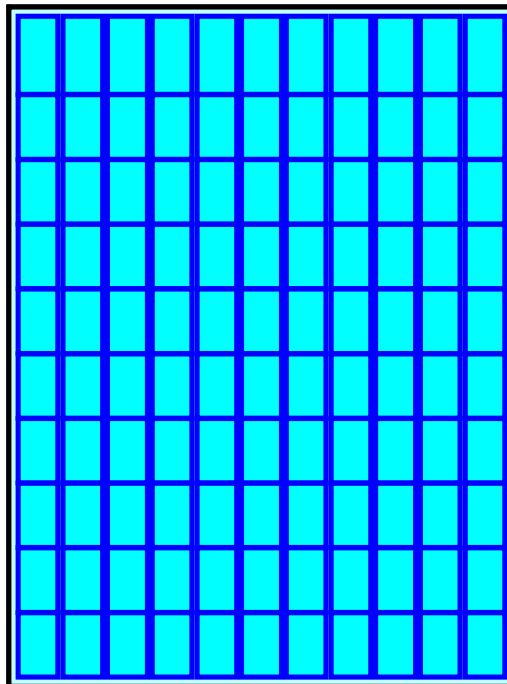
Overall Storage Efficiency = 64.7%

Overall System Size = 73.50' x 54.67' x 3.54'

110 Chambers

527.1 cy Field

310.0 cy Stone



**Drainage**

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**Pond 6P: Cultec 330-HD - Chamber Wizard Field B**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 1 rows

3 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 22.50' Row Length +12.0" End Stone x 2 = 24.50' Base Length

1 Rows x 52.0" Wide + 12.0" Side Stone x 2 = 6.33' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

3 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 1 Rows = 167.6 cf Chamber Storage

549.5 cf Field - 167.6 cf Chambers = 381.9 cf Stone x 40.0% Voids = 152.8 cf Stone Storage

Chamber Storage + Stone Storage = 320.4 cf = 0.007 af

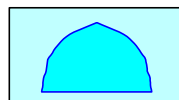
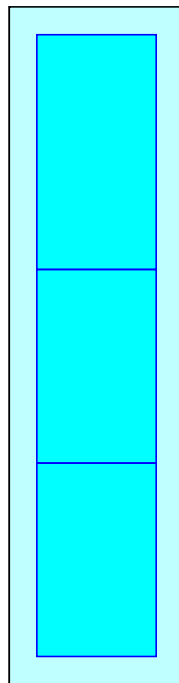
Overall Storage Efficiency = 58.3%

Overall System Size = 24.50' x 6.33' x 3.54'

3 Chambers

20.4 cy Field

14.1 cy Stone



**Drainage**

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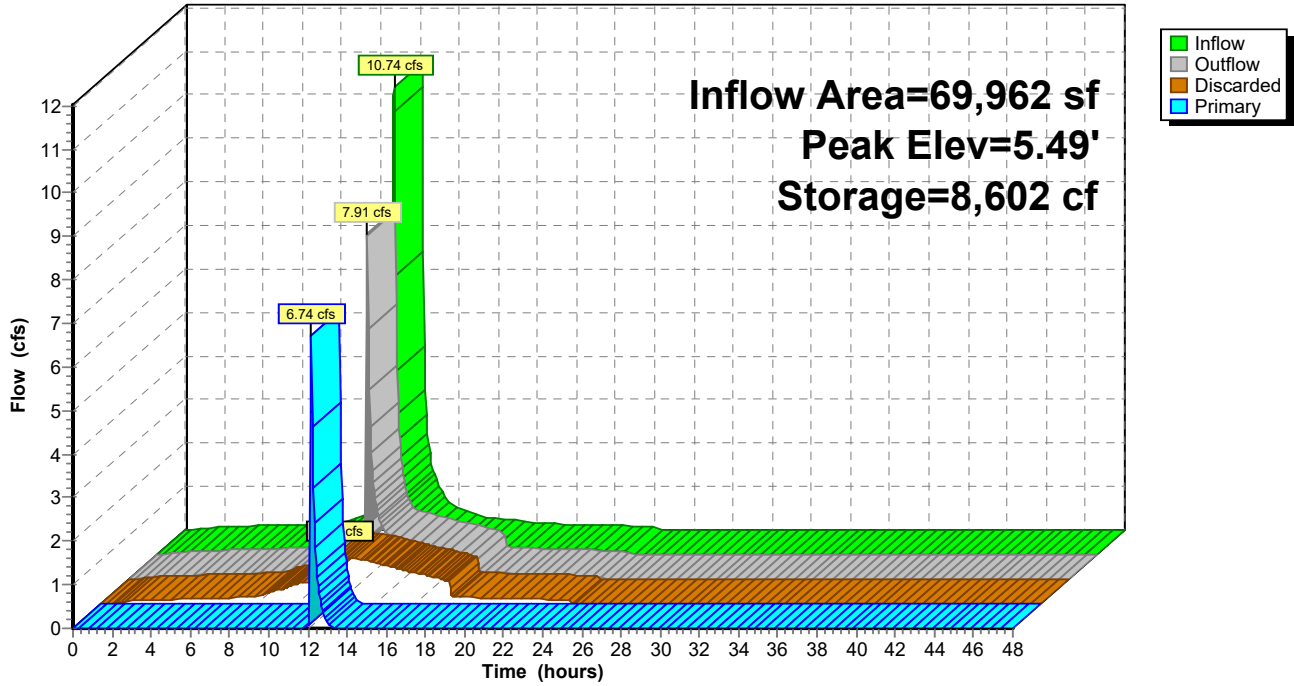
NRCC 24-hr D 50-Year Rainfall=7.65"

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**Pond 6P: Cultec 330-HD**

Hydrograph



# Drainage

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## Summary for Pond 9P: StormTrap 3-0

Inflow Area = 33,586 sf, 100.00% Impervious, Inflow Depth = 7.41" for 50-Year event  
 Inflow = 5.35 cfs @ 12.11 hrs, Volume= 20,741 cf  
 Outflow = 5.23 cfs @ 12.13 hrs, Volume= 20,741 cf, Atten= 2%, Lag= 1.2 min  
 Discarded = 0.11 cfs @ 12.13 hrs, Volume= 8,276 cf  
 Primary = 5.12 cfs @ 12.13 hrs, Volume= 12,465 cf  
 Routed to Pond 6P : Cultec 330-HD

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.38' @ 12.13 hrs Surf.Area= 783 sf Storage= 1,389 cf

Plug-Flow detention time= 60.6 min calculated for 20,719 cf (100% of inflow)  
 Center-of-Mass det. time= 60.8 min ( 803.2 - 742.4 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	470 cf	<b>6.90'W x 113.50'L x 5.17'H Field A</b> 4,044 cf Overall - 2,870 cf Embedded = 1,174 cf x 40.0% Voids
#2A	4.00'	2,004 cf	<b>StormTrap ST1 SingleTrap 3-0 x 8 Inside #1</b> Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf 6.90' x 112.50' Core + 0.00' x 0.50' Border = 6.90' x 113.50' System
		2,474 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.75'	<b>15.0" Round Culvert</b> L= 23.1' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 3.75' / 3.23' S= 0.0225 ' / Cc= 0.900 n= 0.012, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>2.500 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.11 cfs @ 12.13 hrs HW=5.36' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 0.11 cfs)

**Primary OutFlow** Max=4.90 cfs @ 12.13 hrs HW=5.36' (Free Discharge)  
 ↑ **1=Culvert** (Passes 4.90 cfs of 5.86 cfs potential flow)  
 ↑ **2=Sharp-Crested Rectangular Weir**(Weir Controls 4.90 cfs @ 2.38 fps)

**Drainage**

NRCC 24-hr D 50-Year Rainfall=7.65"

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**Pond 9P: StormTrap 3-0 - Chamber Wizard Field A**

**Chamber Model = StormTrapST1 SingleTrap 3-0 (StormTrapST1 SingleTrap®Type VI)**

Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf

Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf

8 Chambers/Row x 14.06' Long = 112.50' Row Length +6.0" Border x 2 = 113.50' Base Length

1 Rows x 82.7" Wide = 6.90' Base Width

18.0" Stone Base + 44.0" Chamber Height = 5.17' Field Height

8 Chambers x 250.5 cf = 2,004.0 cf Chamber Storage

8 Chambers x 355.6 cf + 25.3 cf Border = 2,869.8 cf Displacement

4,043.8 cf Field - 2,869.8 cf Chambers = 1,174.0 cf Stone x 40.0% Voids = 469.6 cf Stone Storage

Chamber Storage + Stone Storage = 2,473.6 cf = 0.057 af

Overall Storage Efficiency = 61.2%

Overall System Size = 113.50' x 6.90' x 5.17'

8 Chambers (plus border)

149.8 cy Field

43.5 cy Stone



**Drainage**

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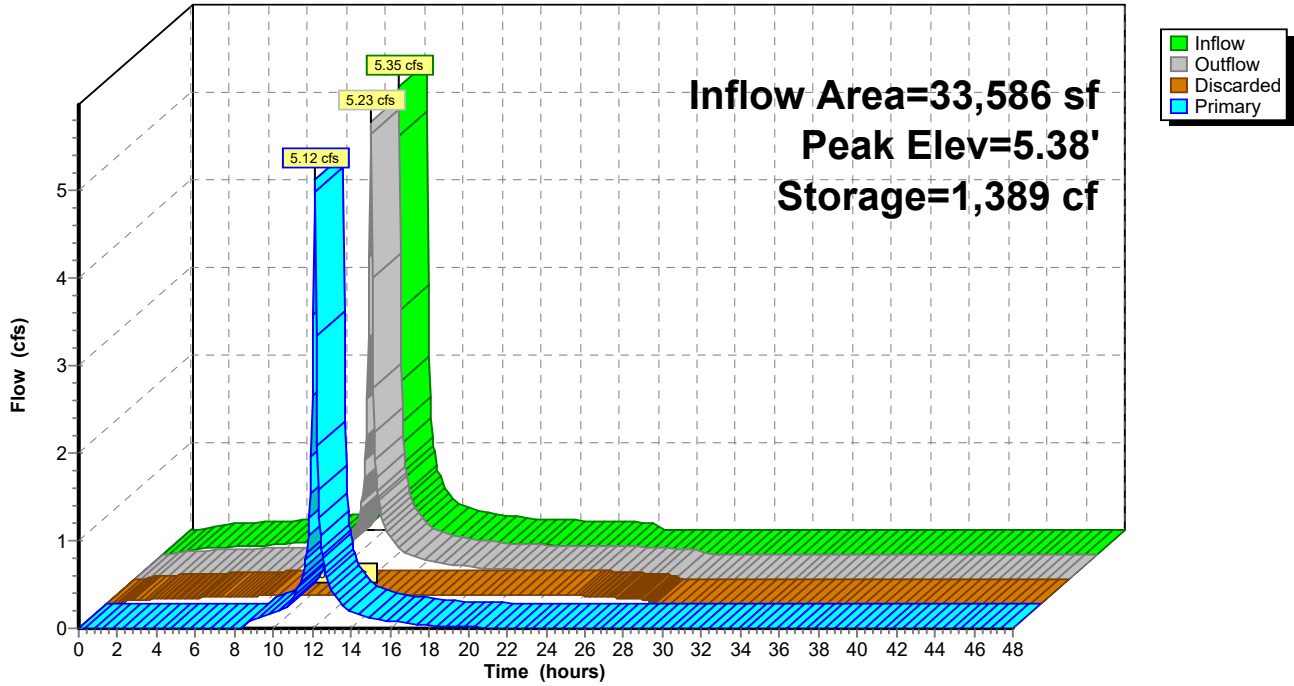
NRCC 24-hr D 50-Year Rainfall=7.65"

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**Pond 9P: StormTrap 3-0**

Hydrograph



**Drainage**

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NRCC 24-hr D 50-Year Rainfall=7.65"

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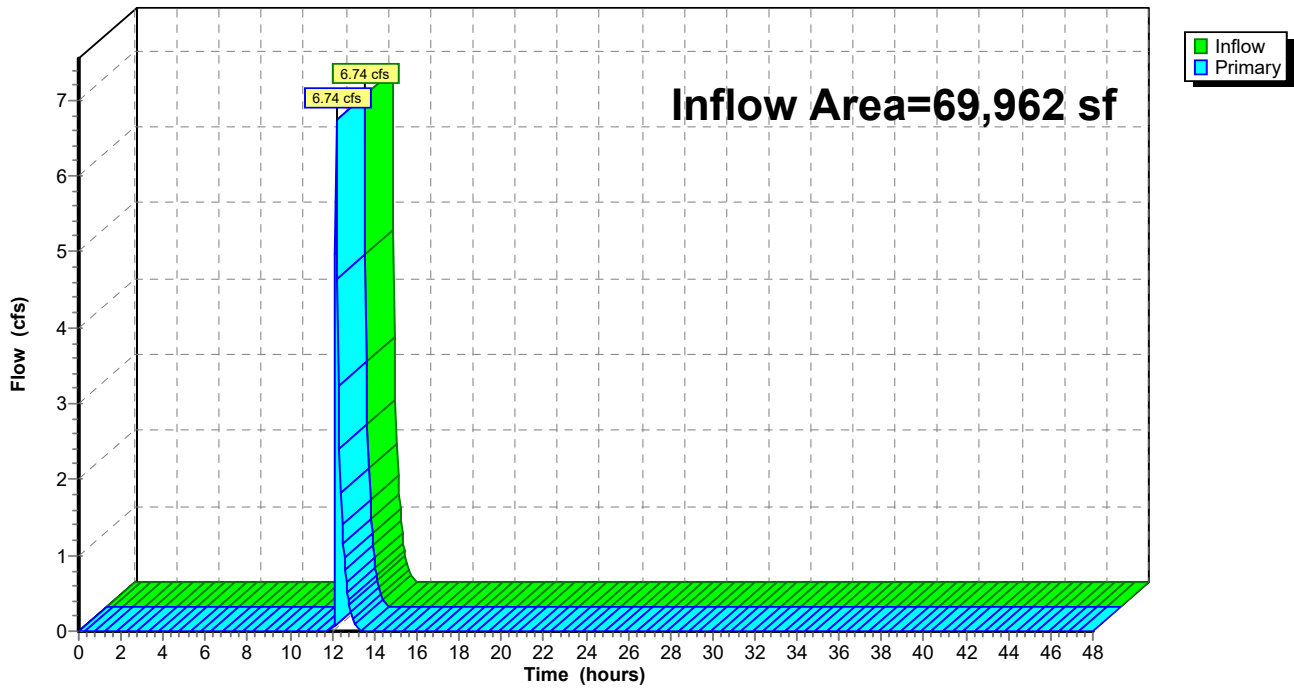
**Summary for Link 4L: Drainage to New Pipe System**

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 0.96" for 50-Year event  
Inflow = 6.74 cfs @ 12.20 hrs, Volume= 5,625 cf  
Primary = 6.74 cfs @ 12.20 hrs, Volume= 5,625 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

**Link 4L: Drainage to New Pipe System**

Hydrograph



**Drainage**

NRCC 24-hr D 100-Year Rainfall=9.09"

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Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Area to UGS 1**      Runoff Area=33,586 sf   100.00% Impervious   Runoff Depth=8.85"  
Tc=5.0 min   CN=98   Runoff=6.36 cfs   24,769 cf

**Subcatchment3S: Area to UGS 2**      Runoff Area=36,376 sf   100.00% Impervious   Runoff Depth=8.85"  
Tc=5.0 min   CN=98   Runoff=6.89 cfs   26,826 cf

**Pond 6P: Cultec 330-HD**      Peak Elev=5.92'   Storage=9,319 cf   Inflow=12.81 cfs   43,044 cf  
Discarded=1.27 cfs   33,648 cf   Primary=8.49 cfs   9,396 cf   Outflow=9.76 cfs   43,044 cf

**Pond 9P: StormTrap3-0**      Peak Elev=5.45'   Storage=1,436 cf   Inflow=6.36 cfs   24,769 cf  
Discarded=0.11 cfs   8,551 cf   Primary=6.12 cfs   16,218 cf   Outflow=6.23 cfs   24,769 cf

**Link 4L: Drainage to New Pipe System**      Inflow=8.49 cfs   9,396 cf  
Primary=8.49 cfs   9,396 cf

**Total Runoff Area = 69,962 sf   Runoff Volume = 51,595 cf   Average Runoff Depth = 8.85"**  
**0.00% Pervious = 0 sf   100.00% Impervious = 69,962 sf**



# Drainage

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NRCC 24-hr D 100-Year Rainfall=9.09"

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## Summary for Subcatchment 1S: Area to UGS 1

[49] Hint:  $T_c < 2dt$  may require smaller  $dt$

Runoff = 6.36 cfs @ 12.11 hrs, Volume= 24,769 cf, Depth= 8.85"  
Routed to Pond 9P : StormTrap 3-0

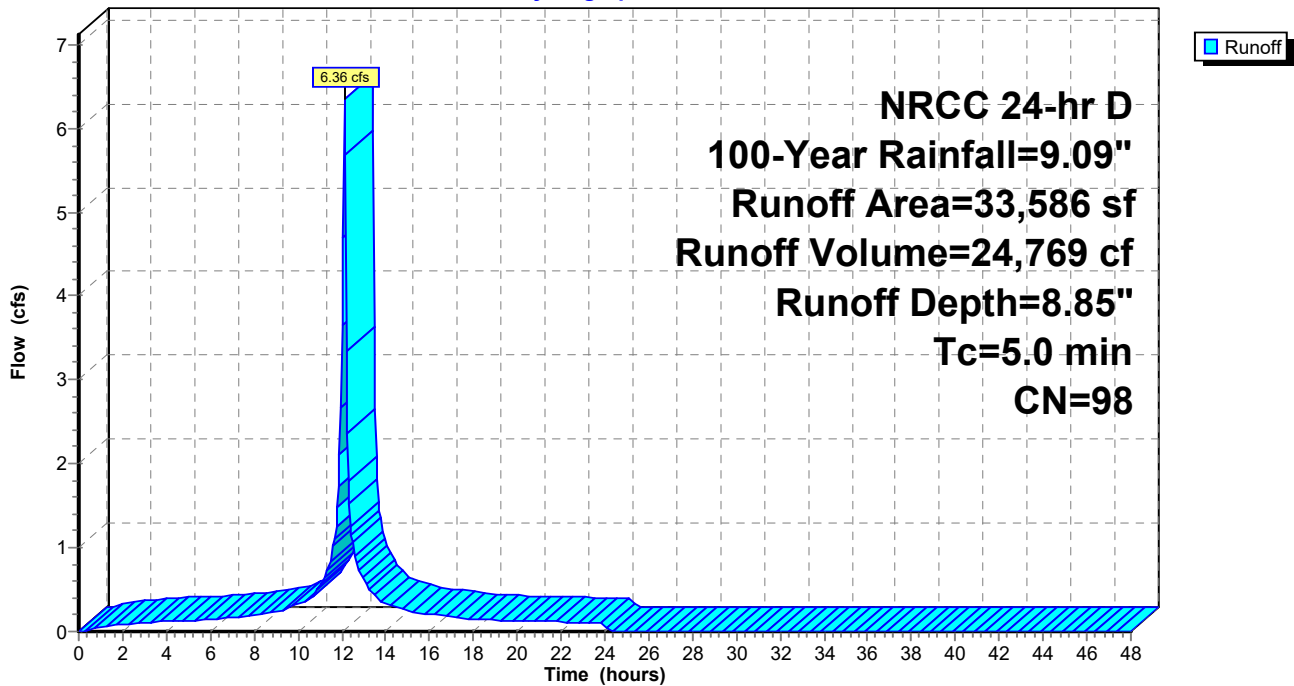
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs,  $dt=0.05$  hrs  
NRCC 24-hr D 100-Year Rainfall=9.09"

Area (sf)	CN	Description
33,586	98	Paved parking, HSG C
33,586		100.00% Impervious Area

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

## Subcatchment 1S: Area to UGS 1

Hydrograph



**Drainage**

NRCC 24-hr D 100-Year Rainfall=9.09"

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**Summary for Subcatchment 3S: Area to UGS 2**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 6.89 cfs @ 12.11 hrs, Volume= 26,826 cf, Depth= 8.85"  
Routed to Pond 6P : Cultec 330-HD

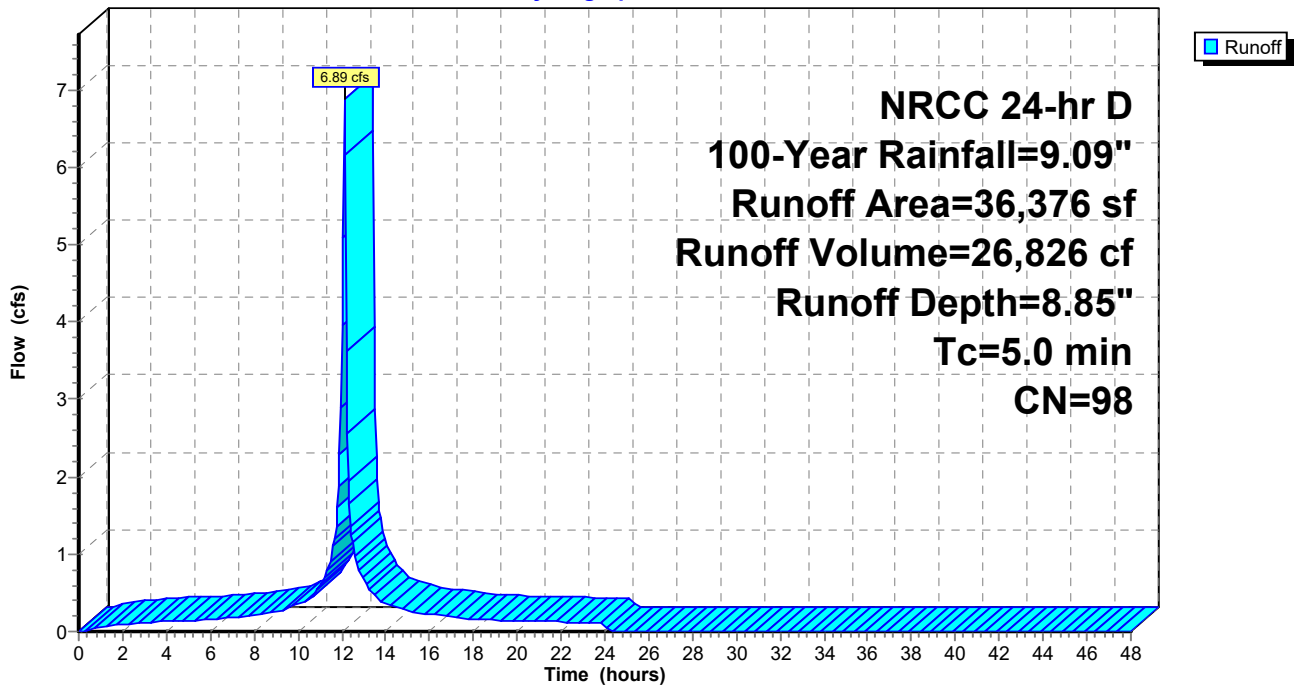
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
NRCC 24-hr D 100-Year Rainfall=9.09"

Area (sf)	CN	Description
36,376	98	Paved roads w/curbs & sewers, HSG C
36,376		100.00% Impervious Area

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

**Subcatchment 3S: Area to UGS 2**

Hydrograph



# Drainage

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## Summary for Pond 6P: Cultec 330-HD

[81] Warning: Exceeded Pond 9P by 0.60' @ 12.20 hrs

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 7.38" for 100-Year event  
 Inflow = 12.81 cfs @ 12.12 hrs, Volume= 43,044 cf  
 Outflow = 9.76 cfs @ 12.18 hrs, Volume= 43,044 cf, Atten= 24%, Lag= 3.5 min  
 Discarded = 1.27 cfs @ 12.18 hrs, Volume= 33,648 cf  
 Primary = 8.49 cfs @ 12.18 hrs, Volume= 9,396 cf  
 Routed to Link 4L : Drainage to New Pipe System

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.92' @ 12.18 hrs Surf.Area= 4,173 sf Storage= 9,319 cf

Plug-Flow detention time= 44.2 min calculated for 43,044 cf (100% of inflow)  
 Center-of-Mass det. time= 44.2 min ( 787.7 - 743.5 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	3,348 cf	<b>54.67'W x 73.50'L x 3.54'H Field A</b> 14,230 cf Overall - 5,860 cf Embedded = 8,370 cf x 40.0% Voids
#2A	3.00'	5,860 cf	<b>Cultec R-330XLHD x 110 Inside #1</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 11 rows
#3B	2.50'	153 cf	<b>6.33'W x 24.50'L x 3.54'H Field B</b> 550 cf Overall - 168 cf Embedded = 382 cf x 40.0% Voids
#4B	3.00'	168 cf	<b>Cultec R-330XLHD x 3 Inside #3</b> Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap Row Length Adjustment= +1.50' x 7.45 sf x 1 rows
		9,529 cf	Total Available Storage

Storage Group A created with Chamber Wizard  
 Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.23'	<b>15.0" Round Culvert</b> L= 50.0' RCP, sq.cut end projecting, Ke= 0.500 Inlet / Outlet Invert= 3.23' / 2.73' S= 0.0100 '/ Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>5.000 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=1.26 cfs @ 12.18 hrs HW=5.87' (Free Discharge)  
 ↑**3=Exfiltration** ( Controls 1.26 cfs)

**Primary OutFlow** Max=8.40 cfs @ 12.18 hrs HW=5.87' (Free Discharge)  
 ↑**1=Culvert** (Inlet Controls 8.40 cfs @ 6.84 fps)  
 ↑**2=Sharp-Crested Rectangular Weir**(Passes 8.40 cfs of 13.22 cfs potential flow)

**Drainage**

**Pond 6P: Cultec 330-HD - Chamber Wizard Field A**

**Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)**

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 11 rows

52.0" Wide + 6.0" Spacing = 58.0" C-C Row Spacing

10 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 71.50' Row Length +12.0" End Stone x 2 = 73.50' Base Length

11 Rows x 52.0" Wide + 6.0" Spacing x 10 + 12.0" Side Stone x 2 = 54.67' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

110 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 11 Rows = 5,860.2 cf Chamber Storage

14,230.4 cf Field - 5,860.2 cf Chambers = 8,370.2 cf Stone x 40.0% Voids = 3,348.1 cf Stone Storage

Chamber Storage + Stone Storage = 9,208.3 cf = 0.211 af

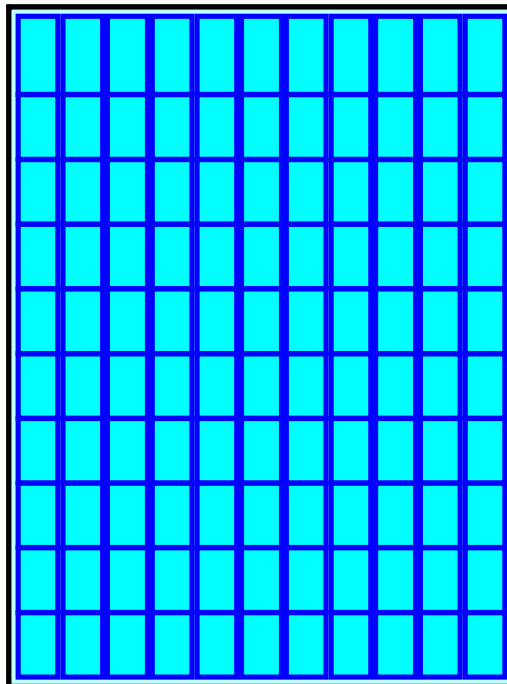
Overall Storage Efficiency = 64.7%

Overall System Size = 73.50' x 54.67' x 3.54'

110 Chambers

527.1 cy Field

310.0 cy Stone



## Drainage

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### Pond 6P: Cultec 330-HD - Chamber Wizard Field B

#### Chamber Model = Cultec R-330XLHD (Cultec Recharger® 330XLHD)

Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf

Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap

Row Length Adjustment= +1.50' x 7.45 sf x 1 rows

3 Chambers/Row x 7.00' Long +1.50' Row Adjustment = 22.50' Row Length +12.0" End Stone x 2 = 24.50' Base Length

1 Rows x 52.0" Wide + 12.0" Side Stone x 2 = 6.33' Base Width

6.0" Stone Base + 30.5" Chamber Height + 6.0" Stone Cover = 3.54' Field Height

3 Chambers x 52.2 cf +1.50' Row Adjustment x 7.45 sf x 1 Rows = 167.6 cf Chamber Storage

549.5 cf Field - 167.6 cf Chambers = 381.9 cf Stone x 40.0% Voids = 152.8 cf Stone Storage

Chamber Storage + Stone Storage = 320.4 cf = 0.007 af

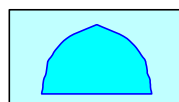
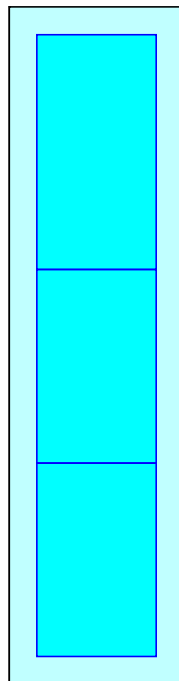
Overall Storage Efficiency = 58.3%

Overall System Size = 24.50' x 6.33' x 3.54'

3 Chambers

20.4 cy Field

14.1 cy Stone



# Drainage

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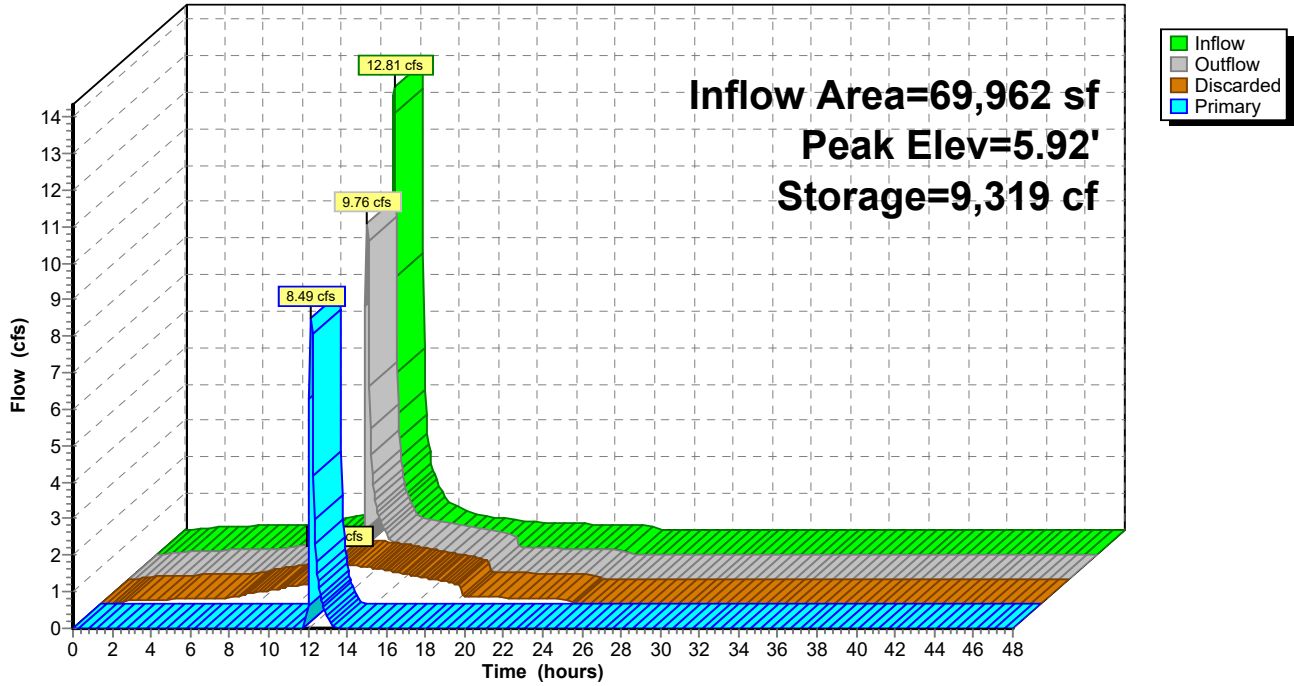
NRCC 24-hr D 100-Year Rainfall=9.09"

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## Pond 6P: Cultec 330-HD

Hydrograph



# Drainage

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## Summary for Pond 9P: StormTrap 3-0

Inflow Area = 33,586 sf, 100.00% Impervious, Inflow Depth = 8.85" for 100-Year event  
 Inflow = 6.36 cfs @ 12.11 hrs, Volume= 24,769 cf  
 Outflow = 6.23 cfs @ 12.13 hrs, Volume= 24,769 cf, Atten= 2%, Lag= 1.1 min  
 Discarded = 0.11 cfs @ 12.13 hrs, Volume= 8,551 cf  
 Primary = 6.12 cfs @ 12.13 hrs, Volume= 16,218 cf  
 Routed to Pond 6P : Cultec 330-HD

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs  
 Peak Elev= 5.45' @ 12.13 hrs Surf.Area= 783 sf Storage= 1,436 cf

Plug-Flow detention time= 54.2 min calculated for 24,743 cf (100% of inflow)  
 Center-of-Mass det. time= 54.4 min ( 794.4 - 740.0 )

Volume	Invert	Avail.Storage	Storage Description
#1A	2.50'	470 cf	<b>6.90'W x 113.50'L x 5.17'H Field A</b> 4,044 cf Overall - 2,870 cf Embedded = 1,174 cf x 40.0% Voids
#2A	4.00'	2,004 cf	<b>StormTrap ST1 SingleTrap 3-0 x 8 Inside #1</b> Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf 6.90' x 112.50' Core + 0.00' x 0.50' Border = 6.90' x 113.50' System
		2,474 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	3.75'	<b>15.0" Round Culvert</b> L= 23.1' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 3.75' / 3.23' S= 0.0225 '/' Cc= 0.900 n= 0.012, Flow Area= 1.23 sf
#2	Device 1	4.83'	<b>4.0' long Sharp-Crested Rectangular Weir</b> 2 End Contraction(s)
#3	Discarded	2.50'	<b>2.500 in/hr Exfiltration over Surface area</b> Conductivity to Groundwater Elevation = 0.40'

**Discarded OutFlow** Max=0.11 cfs @ 12.13 hrs HW=5.43' (Free Discharge)  
 ↑ **3=Exfiltration** ( Controls 0.11 cfs)

**Primary OutFlow** Max=5.85 cfs @ 12.13 hrs HW=5.43' (Free Discharge)  
 ↑ **1=Culvert** (Passes 5.85 cfs of 6.06 cfs potential flow)  
 ↑ **2=Sharp-Crested Rectangular Weir**(Weir Controls 5.85 cfs @ 2.53 fps)

**Drainage**

NRCC 24-hr D 100-Year Rainfall=9.09"

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**Pond 9P: StormTrap 3-0 - Chamber Wizard Field A**

**Chamber Model = StormTrapST1 SingleTrap 3-0 (StormTrapST1 SingleTrap®Type VI)**

Inside= 82.7"W x 36.0"H => 17.81 sf x 14.06'L = 250.5 cf

Outside= 82.7"W x 44.0"H => 25.28 sf x 14.06'L = 355.6 cf

8 Chambers/Row x 14.06' Long = 112.50' Row Length +6.0" Border x 2 = 113.50' Base Length

1 Rows x 82.7" Wide = 6.90' Base Width

18.0" Stone Base + 44.0" Chamber Height = 5.17' Field Height

8 Chambers x 250.5 cf = 2,004.0 cf Chamber Storage

8 Chambers x 355.6 cf + 25.3 cf Border = 2,869.8 cf Displacement

4,043.8 cf Field - 2,869.8 cf Chambers = 1,174.0 cf Stone x 40.0% Voids = 469.6 cf Stone Storage

Chamber Storage + Stone Storage = 2,473.6 cf = 0.057 af

Overall Storage Efficiency = 61.2%

Overall System Size = 113.50' x 6.90' x 5.17'

8 Chambers (plus border)

149.8 cy Field

43.5 cy Stone





**Drainage**

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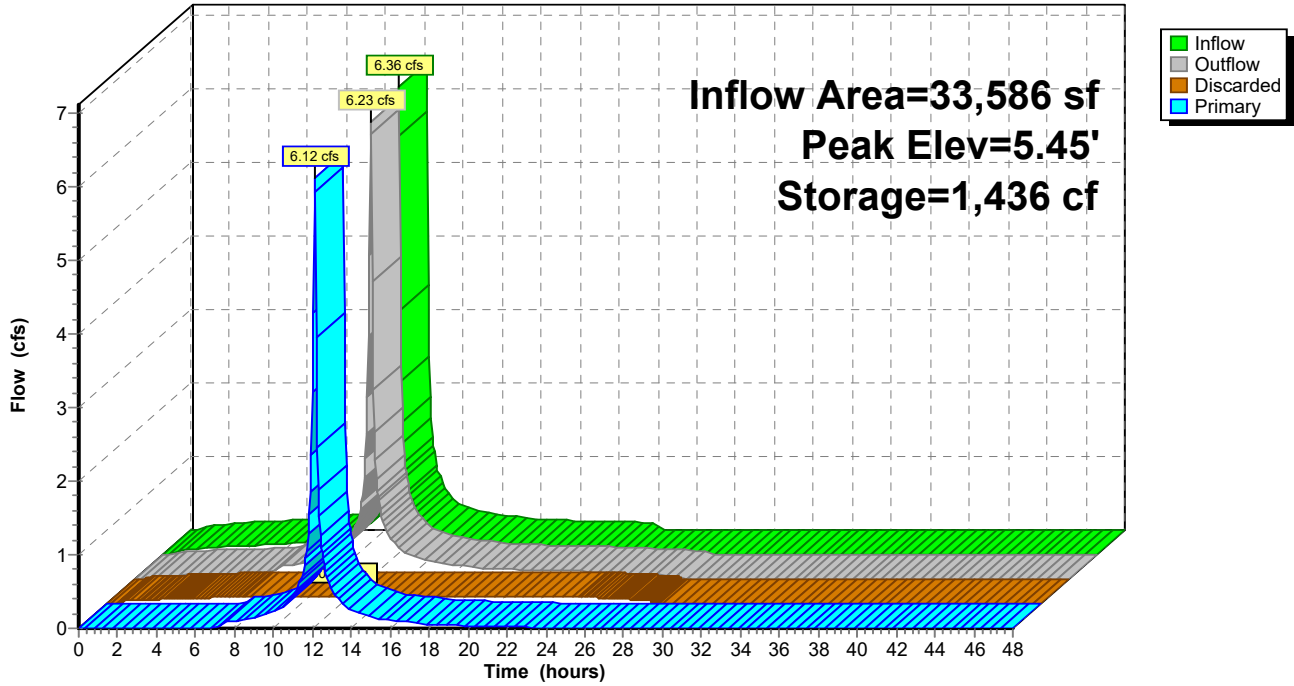
NRCC 24-hr D 100-Year Rainfall=9.09"

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**Pond 9P: StormTrap 3-0**

Hydrograph



**Drainage**

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NRCC 24-hr D 100-Year Rainfall=9.09"

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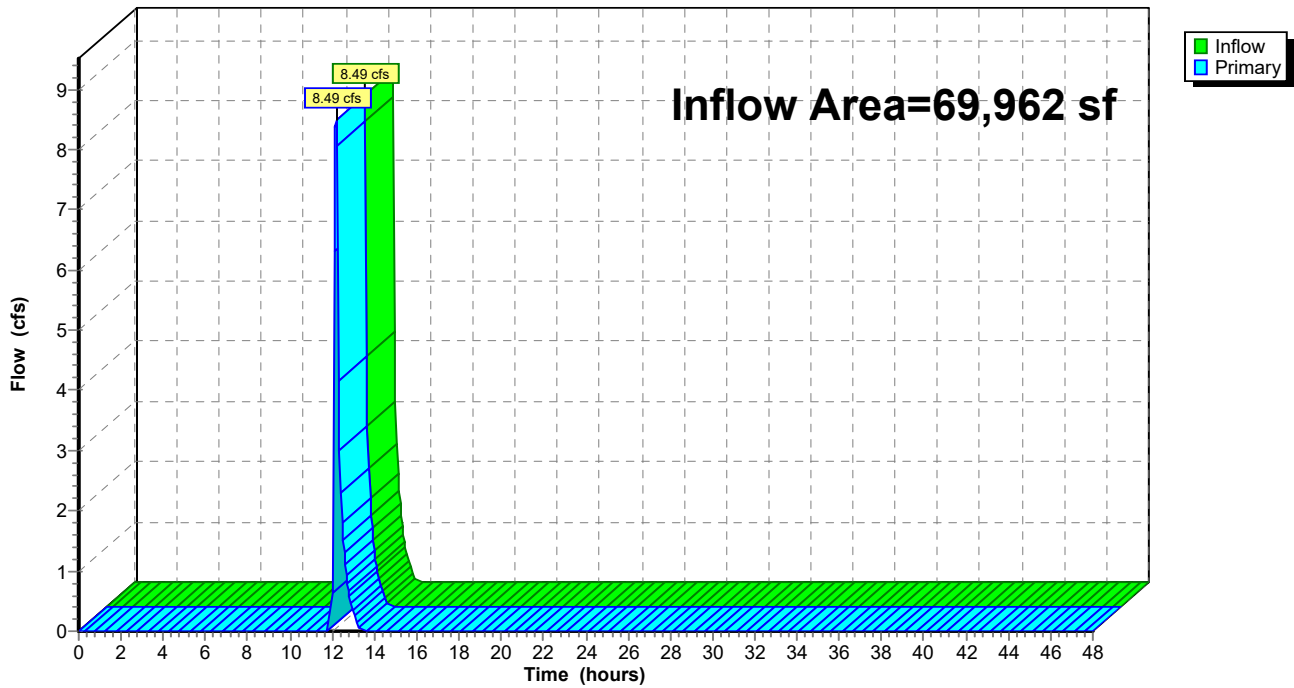
**Summary for Link 4L: Drainage to New Pipe System**

Inflow Area = 69,962 sf, 100.00% Impervious, Inflow Depth = 1.61" for 100-Year event  
Inflow = 8.49 cfs @ 12.18 hrs, Volume= 9,396 cf  
Primary = 8.49 cfs @ 12.18 hrs, Volume= 9,396 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

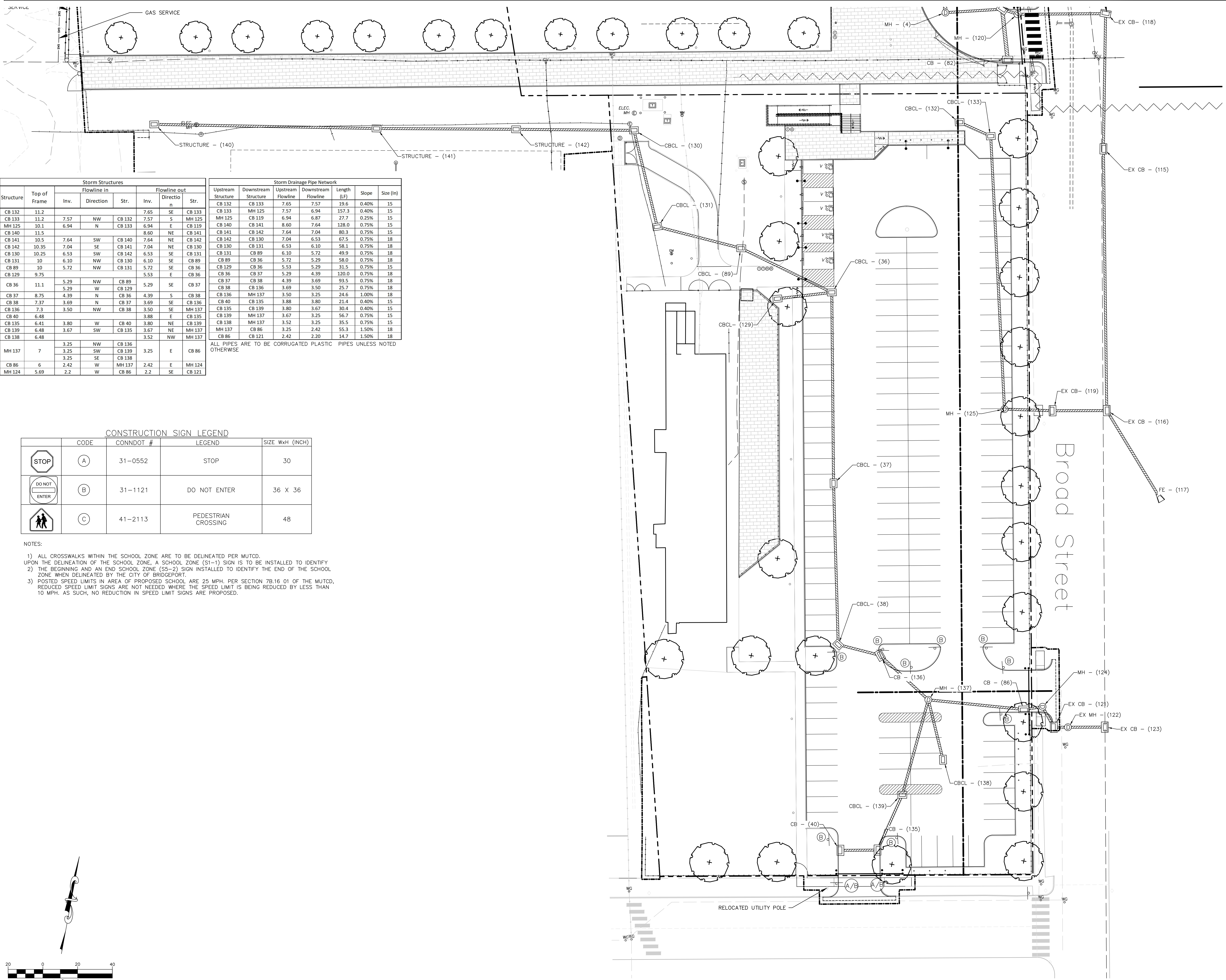
**Link 4L: Drainage to New Pipe System**

Hydrograph



## Appendix B – Utility Drawings and Details





Storm Structures							Storm Drainage Pipe Network							
Structure	Top of Frame	Flowline in			Flowline out			Upstream Structure	Downstream Structure	Upstream Flowline	Downstream Flowline	Length (LF)	Slope	Size (in)
		Inv.	Direction	Str.	Inv.	Direction	Str.							
CB 132	11.2				7.65	SE	CB 133	CB 133	7.65	7.57	19.6	0.40%	15	
CB 133	11.2	7.57	NW	CB 132	7.57	S	MH 125	MH 125	7.57	6.94	157.3	0.40%	15	
MH 125	10.1	6.94	N	CB 133	6.94	E	CB 119	CB 119	6.94	6.87	27.7	0.25%	15	
CB 140	11.5				8.60	NE	CB 141	CB 141	8.60	7.64	7.04	80.3	0.75%	15
CB 141	10.5	7.64	SW	CB 140	7.64	NE	CB 142	CB 142	7.64	6.53	67.5	0.75%	18	
CB 142	10.35	7.04	SE	CB 141	7.04	NE	CB 130	CB 130	6.53	6.10	58.1	0.75%	18	
CB 130	10.25	6.53	SW	CB 142	6.53	SE	CB 131	CB 131	6.10	5.72	49.9	0.75%	18	
CB 131	10	6.10	NW	CB 130	6.10	SE	CB 89	CB 89	5.72	5.29	58.0	0.75%	18	
CB 89	10	5.72	NW	CB 131	5.72	SE	CB 36	CB 36	5.53	5.29	31.5	0.75%	15	
CB 129	9.75				5.53	E	CB 36	CB 36	5.29	4.39	120.0	0.75%	18	
CB 36	11.1	5.29	NW	CB 89	5.29	SE	CB 37	CB 37	4.39	3.69	93.5	0.75%	18	
CB 37	8.75	4.39	N	CB 36	4.39	S	CB 38	CB 38	3.69	3.50	25.7	0.75%	18	
CB 38	7.37	3.69	N	CB 37	3.69	S	CB 136	CB 136	3.50	3.25	24.6	1.00%	18	
CB 136	7.3	3.50	NW	CB 38	3.50	SE	MH 137	MH 137	3.25	3.25	35.5	0.75%	15	
CB 40	6.48				3.88	E	CB 135	CB 135	3.88	3.80	21.4	0.40%	15	
CB 135	6.41	3.80	W	CB 40	3.80	NE	CB 139	CB 139	3.80	3.67	30.4	0.40%	15	
CB 139	6.48	3.67	SW	CB 135	3.67	NE	MH 137	MH 137	3.67	3.25	35.5	0.75%	15	
CB 138	6.48				3.52	NW	MH 137	MH 137	3.25	2.42	55.3	1.50%	18	
MH 137	7	3.25	NW	CB 138	3.25	E	CB 86	CB 86	2.42	2.20	14.7	1.50%	18	
CB 86	6	2.42	W	MH 137	2.42	E	MH 124	MH 124	2.20					
MH 124	5.69	2.2	W	CB 86	2.2	SE	CB 121	CB 121						

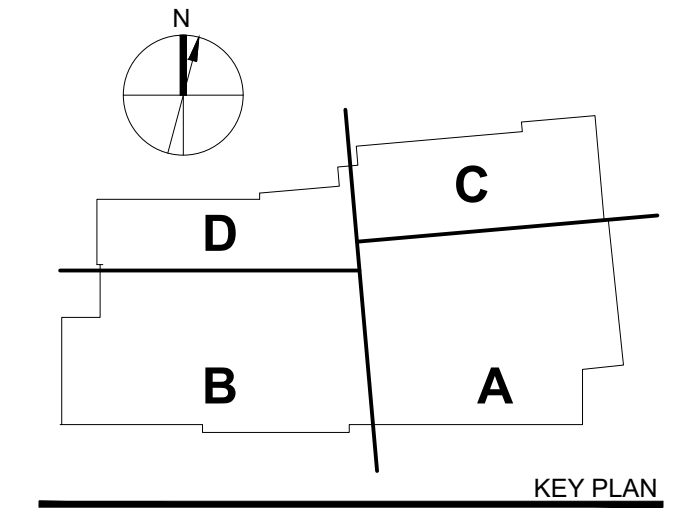
ALL PIPES ARE TO BE CORRUGATED PLASTIC PIPES UNLESS NOTED OTHERWISE

CONSTRUCTION SIGN LEGEND

CODE	CONNDOT #	LEGEND	SIZE WxH (INCH)
(A)	31-0552	STOP	30
(B)	31-1121	DO NOT ENTER	36 X 36
(C)	41-2113	PEDESTRIAN CROSSING	48

- NOTES:
- 1) ALL CROSSWALKS WITHIN THE SCHOOL ZONE ARE TO BE DELINEATED PER MUTCD. UPON THE DELINEATION OF THE SCHOOL ZONE, A SCHOOL ZONE (S1-1) SIGN IS TO BE INSTALLED TO IDENTIFY THE BEGINNING AND AN END SCHOOL ZONE (S5-2) SIGN INSTALLED TO IDENTIFY THE END OF THE SCHOOL ZONE WHEN DELINEATED BY THE CITY OF BRIDGEPORT.
  - 2) THE BEGINNING AND AN END SCHOOL ZONE (S5-2) SIGN INSTALLED TO IDENTIFY THE END OF THE SCHOOL ZONE WHEN DELINEATED BY THE CITY OF BRIDGEPORT.
  - 3) POSTED SPEED LIMITS IN AREA OF PROPOSED SCHOOL ARE 25 MPH. PER SECTION 7B.16.01 OF THE MUTCD, REDUCED SPEED LIMIT SIGNS ARE NOT NEEDED WHERE THE SPEED LIMIT IS BEING REDUCED BY LESS THAN 10 MPH. AS SUCH, NO REDUCTION IN SPEED LIMIT SIGNS ARE PROPOSED.

No.	Description	Date



**PERKINS EASTMAN**  
 677 Washington Blvd  
 Suite 101  
 Stamford, CT 06901  
 T: +1 203 251 7400  
 F: +1 203 251 7474

Owner:  
**City of Bridgeport**  
 999 Broad Street  
 Bridgeport, CT 06604

Construction Manager:  
**Bismark Construction Company**  
 100 Bridgeport Avenue  
 Milford, CT 06460

Civil / Site:  
**Diversified Technology Consultants**  
 2321 Whitney Avenue  
 Hamden, CT 06518

Landscape:  
**Richter & Cegan, Inc**  
 8 Canal Court, RD  
 Avon, CT 06001

Structural:  
**DeSimone Consulting Engineers**  
 55 Church Street, 4th Floor  
 New Haven, CT 06510

Mechanical Electrical & Plumbing:  
**Kohler Roman, LLC**  
 93 Lake Avenue  
 Danbury, CT 06810

Food Service:  
**Food Service Facilities International**  
 137 Elm Place  
 New Canaan, CT 06840

IT, AV & Security:  
**D'Agostino & Associates**  
 477 Main Street, Suite 210B  
 Monroe, CT 06468

LEED Consultant:  
**Steven Winter Associates, Inc**  
 81 Washington Street  
 Norwalk, CT 06854

Acoustical Consultant:  
**Acentech**  
 33 Moulton Street  
 Cambridge, MA 02138

PROJECT TITLE:  
**BASSICK HIGH SCHOOL**

205 BROAD STREET  
 BRIDGEPORT, CT 06604  
 STATE PROJ. #19DASY 015180 N0619

PROJECT No: 76640.00

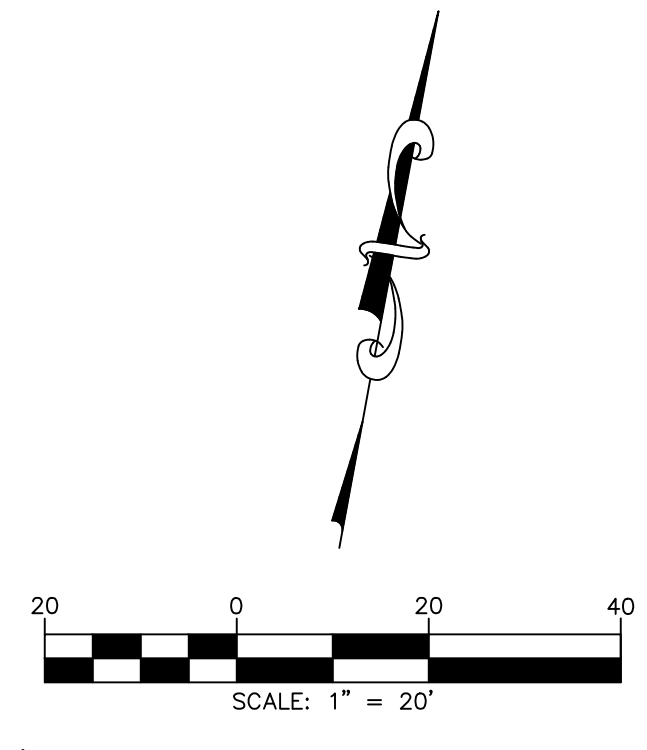
DRAWING TITLE:  
**UTILITY PLAN**

SCALE: 1" = 20'

**C-301**  
 50% CONSTRUCTION DOCUMENTS

01/24/2022

P:\2018\18182 Bassick High School Eprh1090-Current\C300 UT Revised  
 4/12/2022 3:15:33 PM































## Bordering properties list

## Site Photos





## Traffic Report



# Traffic Impact Study

Bassick High School  
Bridgeport, Connecticut

Prepared for:  
Perkins Eastman

Prepared by:



KWH Enterprise, LLC

March 2022 Revised



# **Traffic Impact Study Bassick High School Bridgeport, Connecticut**

This study examines the traffic impact of a new Bassick High School in Bridgeport, Connecticut. Levels of Service (LOS) for traffic flows under 2021 existing and 2024 no-build and build traffic conditions were analyzed to identify any deficiencies in existing and future traffic operations at area intersections. For the purpose of this traffic study, 2024 was assumed to be the year during which the construction is completed and the school is occupied.

## **I. Summary**

- The new school is estimated to generate 660 vehicular trips during the weekday morning peak hour of the school and 396 vehicular trips during the weekday afternoon peak hour of the school.
- The traffic impact of the school will be limited and will be adequately accommodated by area streets. When the new school is occupied, with the exception of one LOS E at the intersection of Park Avenue and Railroad Avenue, all other intersections and traffic approaches will operate at acceptable LOS D or better.
- Signal timing adjustments are proposed for the intersection of Park Avenue and Railroad Avenue during the afternoon peak hour of the school to ensure that all traffic movements will operate at LOS D or better during the peak hour.
- Recent-year accident records for adjacent streets were reviewed. No abnormal accident patterns were identified.

## **II. Project Description**

The new Bassick High School will be located on land of the University of Bridgeport. There will be 145 faculty members and 1,200 students at the new school. There will be approximately 14 half-size school buses and four regular school buses. Figure 1 shows the new school site and area roadways. Two driveways at a future cul-de-sac on Lafayette Street, three driveways on Broad Street, and one driveway on Linden Avenue are proposed. The adjacent streets are relatively straight and flat and will provide adequate sight distances at all driveways.

## **III. Existing Traffic Conditions**

To evaluate the quality of traffic operation in the vicinity of the new school, the following signalized and unsignalized intersections were analyzed for the study:

- Railroad Avenue (north and south) and Lafayette Street;



- Railroad Avenue (north and south) and Broad Street;
- Railroad Avenue (north and south) and Park Avenue;
- Lafayette Street and Gregory Street;
- Park Avenue and Gregory Street;
- Broad Street and University Avenue;
- Park Avenue and Atlantic Street;
- Park Avenue and Linden Avenue;
  
- Atlantic Street and Lafayette Street;
- Atlantic Street and Broad Street;
- Linden Avenue and Myrtle Avenue;
- Linden Avenue and Broad Street; and
- Site driveway locations on Broad Street and Linden Avenue.

Traffic volumes for existing intersections were collected during peak school hours in February and May 2021. The peak-hour volumes for Broad Street south of Railroad Avenue were compared with 2019 data for this location compiled by CTDOT. The traffic counts were adjusted as follows to match the pre-pandemic peak summer month volumes in 2019:

- February 2021 morning counts were adjusted by a factor of 2.52;
- February 2021 afternoon counts were adjusted by a factor of 1.38;
- May 2021 morning counts were adjusted by a factor of 1.25; and
- May 2021 afternoon counts were adjusted by a factor of 1.23.

The resulting existing peak-hour traffic volumes are shown in Figures 2a, 2b, 3a, and 3b.

Over the long term, there has been little traffic growth on Lafayette Street near the school site (Table 1). After consulting with CTDOT, an annual traffic growth of 0.5 percent, or 1.5 percent over three years between 2021 and the build year 2024, was used to generate 2024 no-build traffic volumes for this study.

**Table 1 Average Daily Traffic (ADT) for Lafayette Street**

Year	1991	1997	2001	2004	2007	2010	2019
Lafayette Street, Southeast of Atlantic Street	2,800	1,700	1,300	1,400	1,500	1,500	1,700

Source: CTDOT

### Capacity Analysis

To assess the quality of traffic flow, intersection capacity analysis was conducted for the existing, future no-build and future build traffic conditions. Capacity analysis provides an indication of how well roadway facilities serve the traffic demands placed upon them. *Synchro 10*, a software package that includes the evaluation criteria of the *2000 Highway Capacity Manual (HCM 2000)*, was used to analyze the intersections.

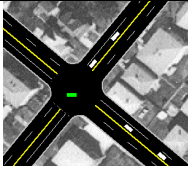





Level of service (LOS) is the term used to describe the different operating conditions

that occur on a given roadway segment or intersection under various traffic conditions. It is a qualitative measure of the effects of a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Six levels of service can be defined for each type of facility. Each level of service (LOS) is given a letter designation from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

LOS at intersection is measured in terms of average control delay. For signalized intersections and all-way stop-controlled intersections, the analysis considers the operation of all traffic entering the intersection, and an overall condition is reported in addition to individual movements. For two-way stop-controlled (TWSC) intersections where side street traffic has to stop for main street traffic, the analysis assumes that through traffic on the main street is not affected by traffic on side streets. Thus, LOS is calculated for the main street left-turn and side street approaches, and no overall intersection LOS is defined for TWSC intersections. Table 2 presents the LOS criteria for signalized and unsignalized intersections as defined in the HCM 2000.

Tables 3a and 3b that follow show the capacity analysis results for the analyzed intersections under the 2021 existing traffic conditions. All analyzed intersections and traffic approaches are operating at acceptable LOS D or better under the existing conditions.

**Table 2 LOS Criteria for Signalized and Unsignalized Intersections**

	Level-of-Service (LOS)	Signalized Delay Range (Average Control Delay, in sec/veh)	Unsignalized Delay Range (Average Control Delay in sec/veh)
	A	$\leq 10$	$\leq 10$
	B	$> 10$ and $\leq 20$	$> 10$ and $\leq 15$
	C	$> 20$ and $\leq 35$	$> 15$ and $\leq 25$
	D	$> 35$ and $\leq 55$	$> 25$ and $\leq 35$
	E	$> 55$ and $\leq 80$	$> 35$ and $\leq 50$
	F	$> 80$	$> 50$

Source: 2000 Highway Capacity Manual (Exhibits 16-2 and 17-2)

**Table 3a Capacity Analyses for Existing Conditions**

Intersection	2021 Existing Conditions			
	Weekday Morning Peak Hour of High School		Weekday Afternoon Peak Hour of High School	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Lafayette St. and Railroad Ave. (North) (Signalized)</b>				
WB Railroad Ave. (North)	27.4	C	27.3	C
NB Lafayette St.	0.1	A	0.4	A
SB Lafayette St.	22.4	C	24.8	C
Intersection	13.0	B	15.2	B
<b>Broad St. and Railroad Ave. (North) (Signalized)</b>				
NB Broad St.	1.5	A	1.3	A
SB Broad St.	22.8	C	24.5	C
Intersection	10.2	B	10.6	B
<b>Lafayette St. and Railroad Ave. (South) (Signalized)</b>				
EB Railroad Ave. (South)	25.8	C	29.6	C
NB Lafayette St.	22.2	C	23.9	C
SB Lafayette St.	1.4	A	0.5	A
Intersection	13.1	B	13.9	B
<b>Broad St., Railroad Ave., and Ferry Access Rd. (South) (Signalized)</b>				
EB Left Turn Railroad Ave. (South)	16.5	B	17.7	B
EB Through and Right Turn Railroad Ave. (South)	17.4	B	19.0	B
WB Ferry Access RD.	21.1	C	20.1	C
NB Broad St.	21.3	C	24.2	C
SB Broad St.	0.9	A	1.1	A
Intersection	13.3	B	16.1	B
<b>Park Ave. and Railroad Ave. (North) (Signalized)</b>				
WB Railroad Ave. (North)	31.9	C	31.4	C
NB Park Ave.	1.0	A	1.2	A
SB Park Ave.	22.2	C	27.1	C
Intersection	14.7	B	13.7	B
<b>Park Ave. and Railroad Ave. (South) (Signalized)</b>				
EB Railroad Ave. (South)	33.1	C	40.1	D
NB Park Ave.	21.9	C	32.7	C
SB Park Ave.	0.3	A	0.4	A
Intersection	10.6	B	19.2	B

EB Eastbound  
 WB Westbound  
 NB Northbound  
 SB Southbound  
 LOS Level of Service

**Table 3b Capacity Analyses for Existing Conditions**

Intersection	2021 Existing Conditions			
	Weekday Morning Peak Hour of High School		Weekday Afternoon Peak Hour of High School	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Lafayette St. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	8.5	A	8.2	A
NB Lafayette St.	7.7	A	7.6	A
SB Lafayette St.	8.3	A	7.8	A
<b>Broad St. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	7.5	A	7.5	A
NB Broad St.	7.4	A	7.5	A
SB Broad St.	7.5	A	7.5	A
<b>Lafayette St. and Gregory St. (Unsignalized)</b>				
WB Gregory St.	10.1	B	10.4	B
NB Lafayette St.	0.9	A	1.6	A
<b>Broad St. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	9.6	A	9.6	A
NB Broad St.	3.4	A	0.6	A
<b>Myrtle Ave. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	7.5	A	7.2	A
WB Linden Ave.	7.2	A	7.1	A
NB Myrtle Ave.	7.1	A	6.9	A
SB Myrtle Ave.	7.1	A	6.9	A
<b>Park Ave. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	9.7	A	11.3	B
WB Linden Ave.	8.4	A	9.4	A
NB Park Ave.	0.0	A	0.0	A
SB Park Ave.	3.1	A	1.4	A
<b>Broad St. and University Ave. (Unsignalized)</b>				
EB University Ave.	8.8	A	8.7	A
WB University Ave.	9.1	A	9.3	A
NB Broad St.	1.5	A	0.6	A
SB Broad St.	0.0	A	0.0	A
<b>Park Ave. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	10.7	B	16.7	C
SB Park Ave.	1.7	A	1.6	A
<b>Park Ave. and Gregory St. (Unsignalized)</b>				
WB Gregory St.	9.8	A	13.8	B
NB Park Ave.	1.0	A	0.5	A

EB Eastbound  
 WB Westbound  
 NB Northbound  
 SB Southbound  
 LOS Level of Service

#### **IV. Future Traffic Conditions**

For the purpose of this traffic impact study, it was assumed that the school construction will be completed in 2024. As a comparison for demonstrating the traffic impact of the new school, the no-build volumes in Figures 4a, 4b, 5a, and 5b were analyzed for delays and LOS.

Tables 4a and 4b detail the capacity analysis results for the 2024 no-build traffic conditions. Under the no-build conditions, all intersections and traffic approaches will continue to operate at acceptable LOS D or better during the two school peak hours.

**Table 4a Capacity Analyses for No-Build Conditions**

Intersection	2024 No-Build Conditions			
	Weekday Morning Peak Hour of High School		Weekday Afternoon Peak Hour of High School	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Lafayette St. and Railroad Ave. (North) (Signalized)</b>				
WB Railroad Ave. (North)	27.5	C	27.4	C
NB Lafayette St.	0.1	A	0.4	A
SB Lafayette St.	22.2	C	24.8	C
Intersection	12.9	B	15.2	B
<b>Broad St. and Railroad Ave. (North) (Signalized)</b>				
NB Broad St.	1.5	A	1.2	A
SB Broad St.	22.8	C	24.5	C
Intersection	10.2	B	10.6	B
<b>Lafayette St. and Railroad Ave. (South) (Signalized)</b>				
EB Railroad Ave. (South)	26.0	C	29.8	C
NB Lafayette St.	22.1	C	23.8	C
SB Lafayette St.	1.3	A	0.5	A
Intersection	13.1	B	13.8	B
<b>Broad St., Railroad Ave., and Ferry Access Rd. (South) (Signalized)</b>				
EB Left Turn Railroad Ave. (South)	16.5	B	17.7	B
EB Through and Right Turn Railroad Ave. (South)	17.4	B	19.1	B
WB Ferry Access RD.	21.1	C	20.1	C
NB Broad St.	21.4	C	24.3	C
SB Broad St.	0.9	A	1.1	A
Intersection	13.3	B	16.2	B
<b>Park Ave. and Railroad Ave. (North) (Signalized)</b>				
WB Railroad Ave. (North)	31.9	C	31.4	C
NB Park Ave.	1.1	A	1.3	A
SB Park Ave.	22.2	C	27.4	C
Intersection	14.7	B	13.9	B
<b>Park Ave. and Railroad Ave. (South) (Signalized)</b>				
EB Railroad Ave. (South)	33.1	C	40.3	D
NB Park Ave.	21.9	C	33.4	C
SB Park Ave.	0.3	A	0.4	A
Intersection	10.6	B	19.5	B

EB Eastbound  
 WB Westbound  
 NB Northbound  
 SB Southbound  
 LOS Level of Service

**Table 4b Capacity Analyses for No-Build Conditions**

Intersection	2024 No-Build Conditions			
	Weekday Morning Peak Hour of High School		Weekday Afternoon Peak Hour of High School	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Lafayette St. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	8.5	A	8.3	A
NB Lafayette St.	7.8	A	7.6	A
SB Lafayette St.	8.3	A	7.8	A
<b>Broad St. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	7.5	A	7.5	A
NB Broad St.	7.5	A	7.5	A
SB Broad St.	7.6	A	7.5	A
<b>Lafayette St. and Gregory St. (Unsignalized)</b>				
WB Gregory St.	10.1	B	10.4	B
NB Lafayette St.	0.8	A	1.5	A
<b>Broad St. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	9.6	A	9.6	A
NB Broad St.	3.4	A	0.6	A
<b>Myrtle Ave. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	7.5	A	7.2	A
WB Linden Ave.	7.2	A	7.1	A
NB Myrtle Ave.	7.1	A	6.9	A
SB Myrtle Ave.	7.1	A	6.9	A
<b>Park Ave. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	9.7	A	11.4	B
WB Linden Ave.	8.4	A	9.4	A
NB Park Ave.	0.0	A	0.0	A
SB Park Ave.	3.1	A	1.4	A
<b>Broad St. and University Ave. (Unsignalized)</b>				
EB University Ave.	8.8	A	8.8	A
WB University Ave.	9.1	A	9.3	A
NB Broad St.	1.5	A	0.6	A
SB Broad St.	0.0	A	0.0	A
<b>Park Ave. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	10.7	B	17.1	C
SB Park Ave.	1.7	A	1.6	A
<b>Park Ave. and Gregory St. (Unsignalized)</b>				
WB Gregory St.	9.8	A	13.9	B
NB Park Ave.	1.0	A	0.5	A

EB Eastbound  
 WB Westbound  
 NB Northbound  
 SB Southbound  
 LOS Level of Service



Trip Generation

Peak-hour vehicular trips generated by the high school (Table 5) were estimated using ITE (Institute of Transportation Engineer) data. The school is projected to generate 660 and 396 vehicular trips for the respective weekday morning and afternoon peak hours.

**Table 5 Trip Generation (vph)**

High School (LU 530) (1,200 Students)			
	Entry	Exit	Entry & Exit
Weekday Morning Peak Hour of High School	449	211	660
Weekday Afternoon Peak Hour of High School	127	269	396

vph Vehicles per hour

Table 6 depicts the distribution of the site-generated trips along area routes. The distribution takes into account the relative traffic volumes of area roadways and the development patterns in this part of Bridgeport. The distributed site trips are shown in Figures 6a, 6b, 7a, and 7b.

**Table 6 Trip Distribution**

Route	Entry	Exit
North: Lafayette Street	10%	0%
North: Broad Street	40%	60%
West: Atlantic Street	20%	0%
West: Linden Avenue via Park Avenue	30%	40%
Total	100%	100%

Traffic volumes for 2024 build conditions, which combine no-build volumes and site trips and include traffic diversions caused by the closure of Lafayette Street, are presented in Figures 8a, 8b, 9a, and 9b.

Capacity Analysis

Tables 7a and 7b show the capacity analysis results for the 2024 build traffic conditions. Except for one LOS E for the northbound Park Avenue approach at the Railroad Avenue (south) intersection during the weekday afternoon peak hour, all other analyzed traffic approaches and intersections will continue to operate at acceptable LOS D or better.

Overall, the traffic impact of the school will be limited, as illustrated by comparisons between the no-build and build conditions. Because of low existing traffic volumes on adjacent streets, all school traffic will be adequately accommodated by these streets.

**Table 7a Capacity Analyses for Build Conditions**

Intersection	2024 Build Conditions			
	Weekday Morning Peak Hour of High School		Weekday Afternoon Peak Hour of High School	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Lafayette St. and Railroad Ave. (North) (Signalized)</b>				
WB Railroad Ave. (North)	26.7	C	27.7	C
NB Lafayette St.	0.1	A	0.2	A
SB Lafayette St.	24.5	C	24.9	C
Intersection	15.0	B	15.0	B
<b>Broad St. and Railroad Ave. (North) (Signalized)</b>				
NB Broad St.	2.1	A	2.4	A
SB Broad St.	45.2	D	23.3	C
Intersection	24.0	C	9.1	A
<b>Lafayette St. and Railroad Ave. (South) (Signalized)</b>				
EB Railroad Ave. (South)	28.6	C	30.0	C
NB Lafayette St.	23.6	C	23.9	C
SB Lafayette St.	0.8	A	0.6	A
Intersection	12.5	B	13.8	B
<b>Broad St., Railroad Ave., and Ferry Access Rd. (South) (Signalized)</b>				
EB Left Turn Railroad Ave. (South)	19.3	B	20.5	C
EB Through and Right Turn Railroad Ave. (South)	20.4	C	22.5	C
WB Ferry Access RD.	22.1	C	21.1	C
NB Broad St.	23.0	C	40.3	D
SB Broad St.	8.1	A	1.7	A
Intersection	15.5	B	24.7	C
<b>Park Ave. and Railroad Ave. (North) (Signalized)</b>				
WB Railroad Ave. (North)	32.2	C	31.5	C
NB Park Ave.	0.8	A	3.3	A
SB Park Ave.	34.6	C	32.6	C
Intersection	21.8	C	16.6	B
<b>Park Ave. and Railroad Ave. (South) (Signalized)</b>				
EB Railroad Ave. (South)	33.4	C	40.5	D
NB Park Ave.	23.5	C	66.3	E
SB Park Ave.	0.6	A	0.8	A
Intersection	9.6	A	36.9	D
<b>Linden Ave. and Driveway #6 (Unsignalized)</b>				
SB Driveway #6 Left Turn	10.7	B	9.6	A
SB Driveway #6 Right Turn	9.2	A	8.9	A

EB Eastbound  
 WB Westbound  
 NB Northbound  
 SB Southbound  
 LOS Level of Service

**Table 7b Capacity Analyses for Build Conditions**

Intersection	2024 Build Conditions			
	Weekday Morning Peak Hour of High School		Weekday Afternoon Peak Hour of High School	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Lafayette St. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	9.1	A	8.4	A
NB Lafayette St.	7.8	A	7.6	A
SB Lafayette St.	8.9	A	8.3	A
<b>Broad St. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	9.2	A	8.7	A
NB Broad St.	9.6	A	10.2	B
SB Broad St.	10.1	B	8.5	A
<b>Lafayette St. and Gregory St. (Unsignalized)</b>				
WB Gregory St.	10.5	B	10.6	B
NB Lafayette St.	0.8	A	1.4	A
<b>Broad St. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	13.0	B	12.1	B
NB Broad St.	2.3	A	0.3	A
<b>Myrtle Ave. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	8.7	A	7.5	A
WB Linden Ave.	7.9	A	7.9	A
NB Myrtle Ave.	7.6	A	7.3	A
SB Myrtle Ave.	7.7	A	7.3	A
<b>Park Ave. and Linden Ave. (Unsignalized)</b>				
EB Linden Ave.	13.7	B	14.1	B
WB Linden Ave.	8.8	A	10.0	B
NB Park Ave.	0.0	A	0.0	A
SB Park Ave.	6.2	A	2.7	A
<b>Broad St. and Driveway #3 (Unsignalized)</b>				
EB Driveway #3	12.9	B	12.3	B
<b>Broad St. and Driveway #5 (Unsignalized)</b>				
NB Broad St.	4.6	A	1.4	A
<b>Broad St., Driveway #4, and University Ave. (Unsignalized)</b>				
EB Driveway #4	13.5	B	12.6	B
WB University Ave.	11.3	B	11.1	B
<b>Park Ave. and Atlantic St. (Unsignalized)</b>				
EB Atlantic Ave.	18.2	C	26.9	D
SB Park Ave.	3.1	A	2.3	A
<b>Park Ave. and Gregory St. (Unsignalized)</b>				
WB Gregory St.	11.3	B	17.0	C
NB Park Ave.	0.7	A	0.4	A

EB Eastbound  
 WB Westbound  
 NB Northbound  
 SB Southbound  
 LOS Level of Service

**Table 7c Capacity Analyses for Build Conditions with Improvements at Intersection of Park Avenue and Railroad Avenue**

Intersection	2024 Build Conditions with Improvements	
	Weekday Afternoon Peak Hour of High School	
	Delay (sec)	LOS
<b>Park Ave. and Railroad Ave. (North) (Signalized)</b>		
WB Railroad Ave. (North)	36.5	D
NB Park Ave.	1.2	A
SB Park Ave.	24.6	C
Intersection	12.6	B
<b>Park Ave. and Railroad Ave. (South) (Signalized)</b>		
EB Railroad Ave. (South)	47.5	D
NB Park Ave.	32.0	C
SB Park Ave.	0.5	A
Intersection	19.6	B

EB Eastbound  
 WB Westbound  
 NB Northbound  
 SB Southbound  
 LOS Level of Service

To address the projected LOS E for the Park Avenue approach at the Railroad Avenue (south) intersection, we propose the following mitigation measure: change signal cycle length from 80 seconds to 90 seconds at 2:00 pm, as opposed to at 3:00 pm currently. The longer cycle length can serve the school peak hour starting at 2:15 pm. All 10 seconds of the additional time will be assigned to the northbound and southbound Park Avenue signal phase for the two Railroad Avenue intersections. Synchro analysis shows that by making this change, all approaches of the south intersection will operate at LOS D or better; at the intersection level, it will operate at LOS B with an average delay of 19.6 seconds.

**V. Accident Records**

Traffic accident records for nearby streets during a three-year period were searched using Connecticut Crash Data Repository website maintained by UConn. The data is summarized in Table 8.

Based on the numbers of accidents over a three-year period and the accident categories in the table, no abnormal accident patterns were identified from these records. Because of the limited traffic impact to be generated by the school, it is not expected to adversely affect the safety conditions of the adjacent streets.

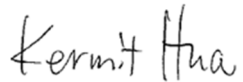
**Table 8 Accident Record Summary**

Location	Atlantic St., between Lafayette St. and Broad St.	Broad St., between Atlantic St. and Linden Ave.	Lafayette St., between Atlantic St. and University Ave.	Linden Ave., between Park Ave. and Broad St.
<b>Year</b>				
2017		3	3	3
2018	1	3		
2019	1	3	1	1
<b>Total</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>4</b>
<b>Accident Severity</b>				
Fatality				
Injury (No Fatality)	1	1		1
Property Damage Only	1	8	4	3
<b>Total</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>4</b>
<b>Type of Collision</b>				
Sideswipe-Same Direction	1	4	1	1
Angle		1	2	1
Front to Rear		2		2
Pedestrian		1		
Fixed Object	1	1		
Moving Object			1	
<b>Total</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>4</b>
<b>Weather Condition</b>				
Clear	2	7	3	2
Rain		1		2
Freezing Rain or Freezing Drizzle		1		
Snow			1	
<b>Total</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>4</b>
<b>Road Surface Condition</b>				
Dry	2	6	3	2
Wet		2		2
Snow			1	
Slush		1		
<b>Total</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>4</b>
<b>Light Condition</b>				
Daylight	1	8	2	3
Dark-Lighted	1	1	1	1
Unknown			1	
<b>Total</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>4</b>

Source: UConn

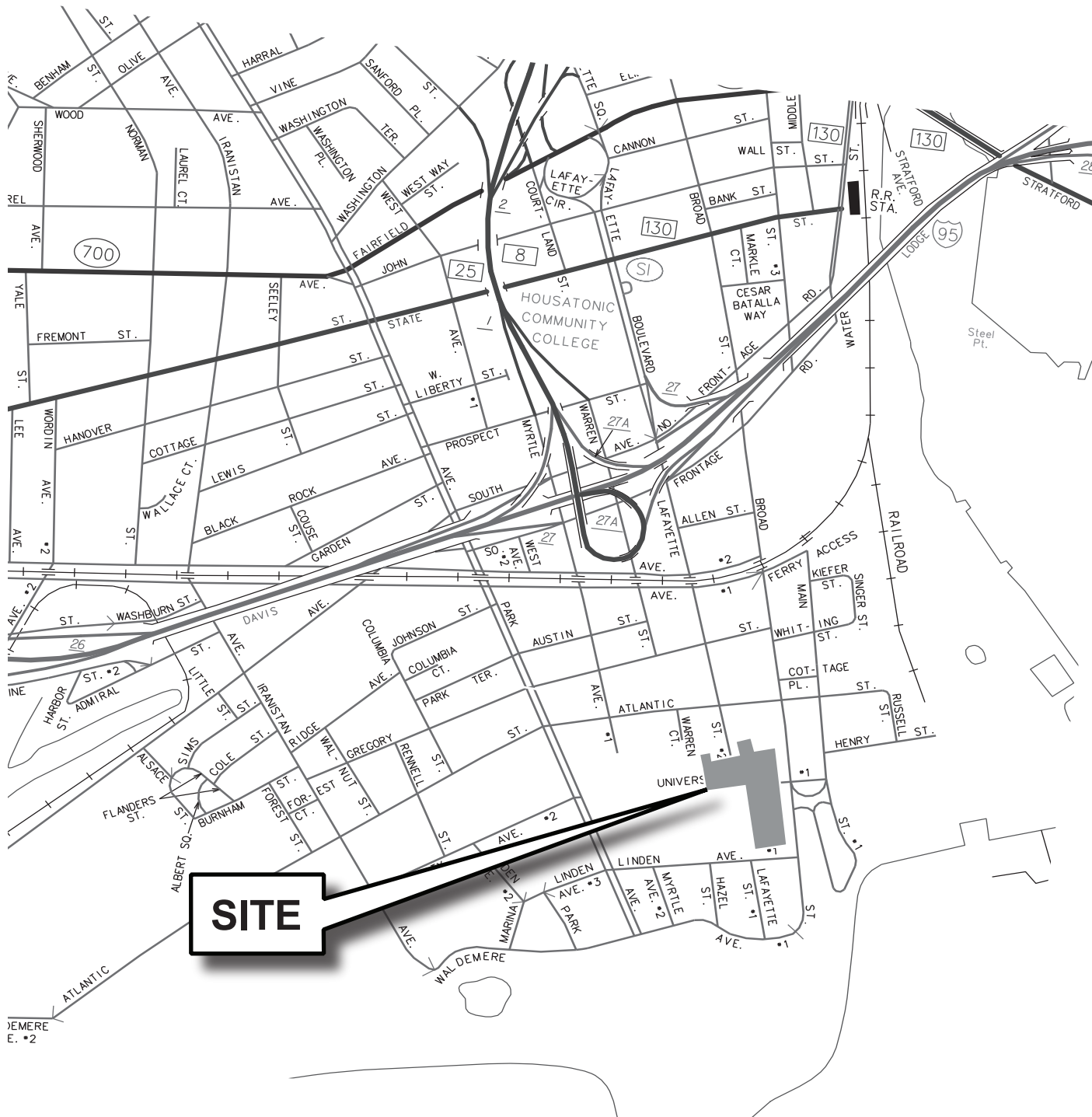
## VI. Conclusions

Area traffic operation was analyzed for the new Bassick High School under 2021 existing and 2024 no-build and build traffic conditions. When the school construction is completed, acceptable LOS D or better will be maintained at most area intersections and at all school driveways. The new school is expected to produce limited traffic impact on area streets.



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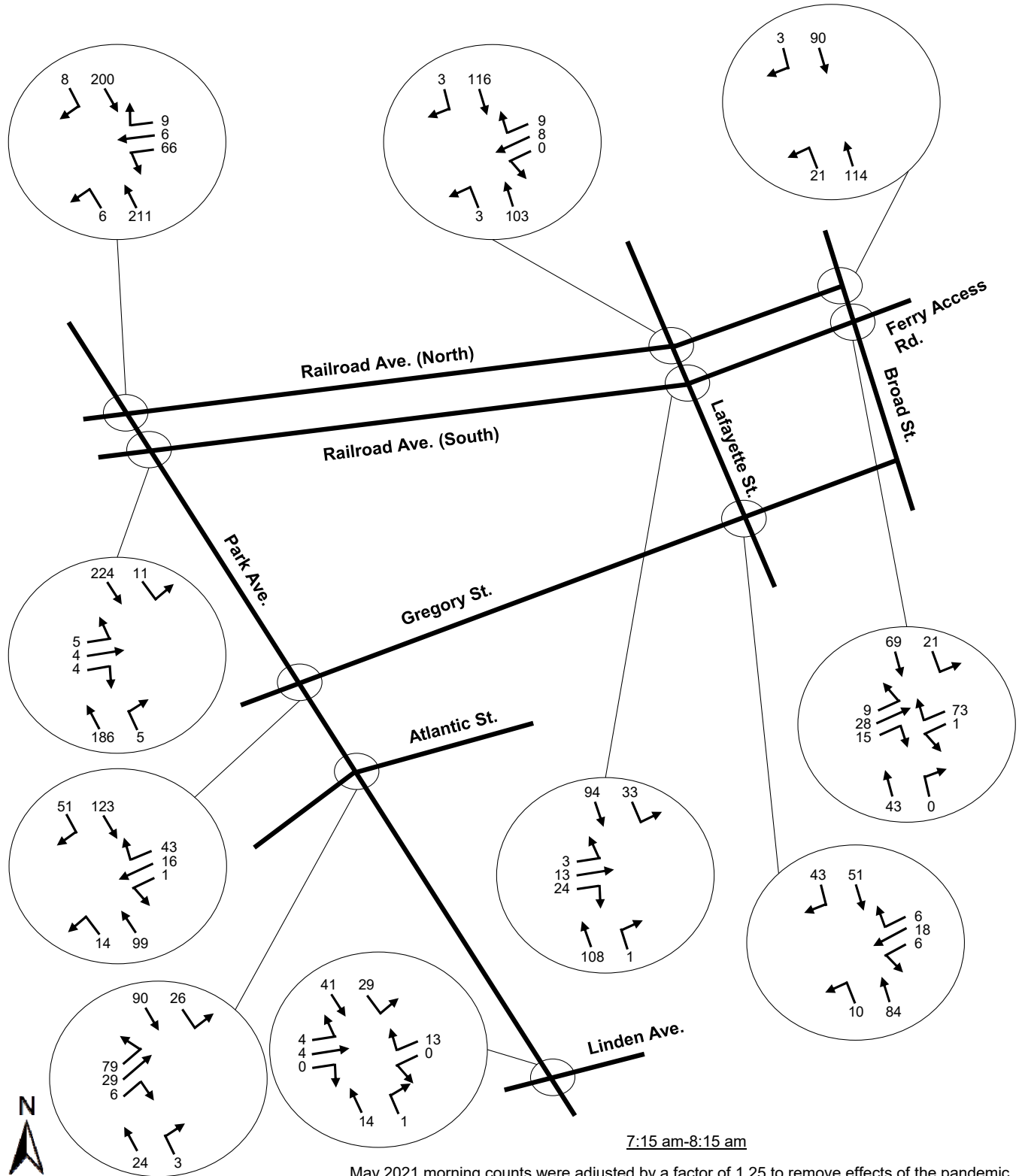


**SITE**

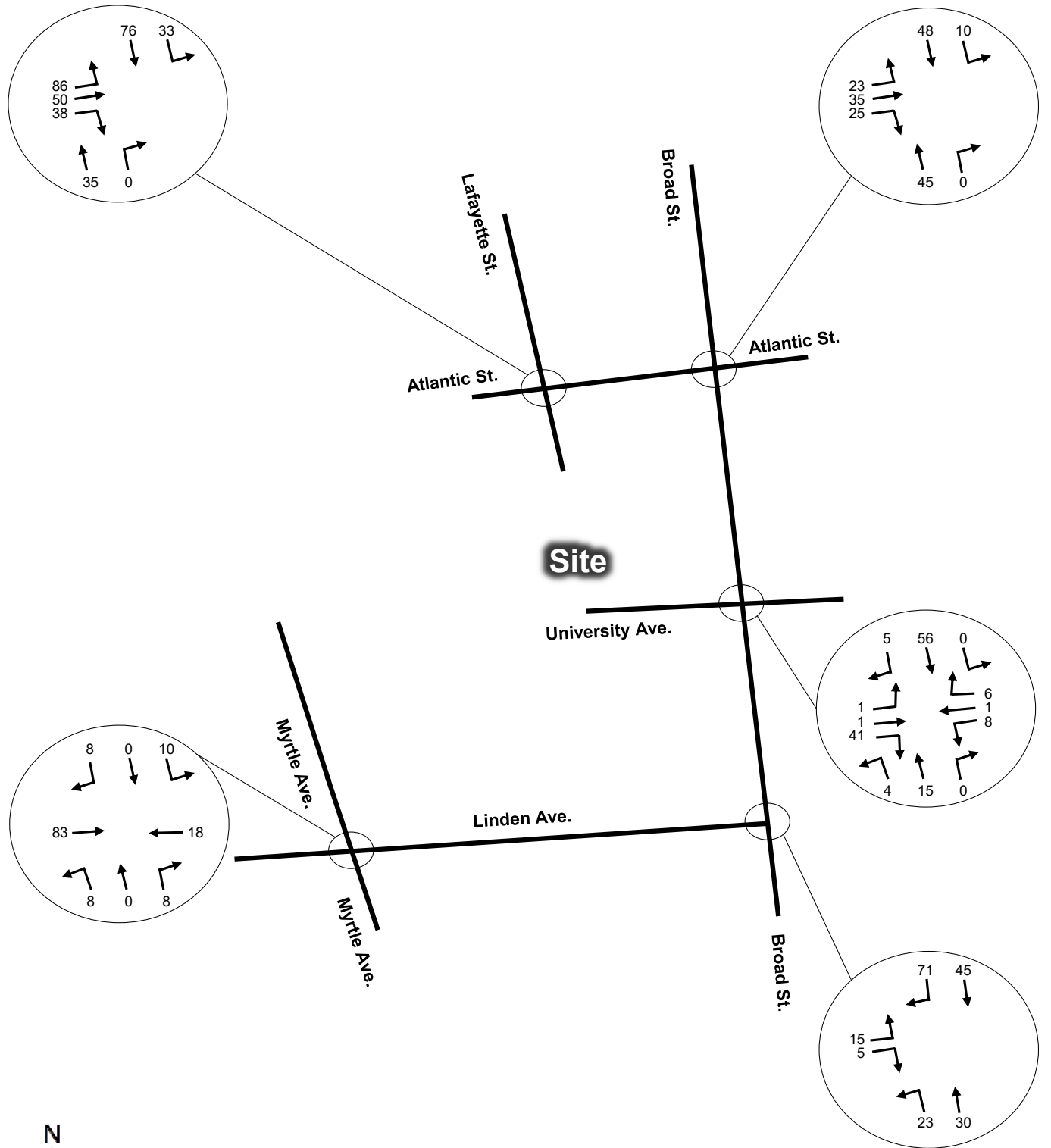


**Figure 1 Project Location**





**Figure 2a Year 2021 Existing Traffic Volumes  
Weekday Morning Peak Hour of High School**



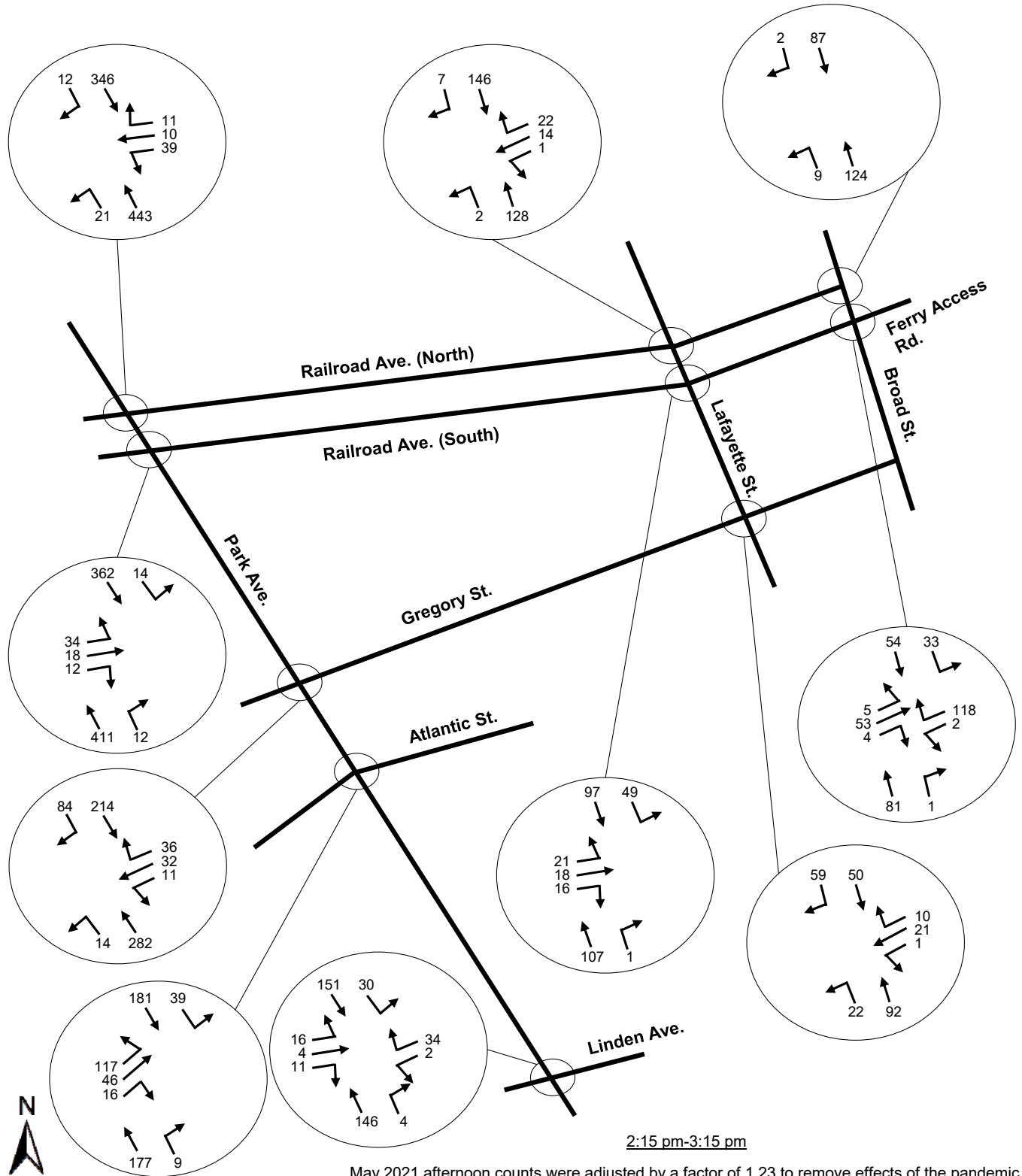
**Site**

7:15 am-8:15 am

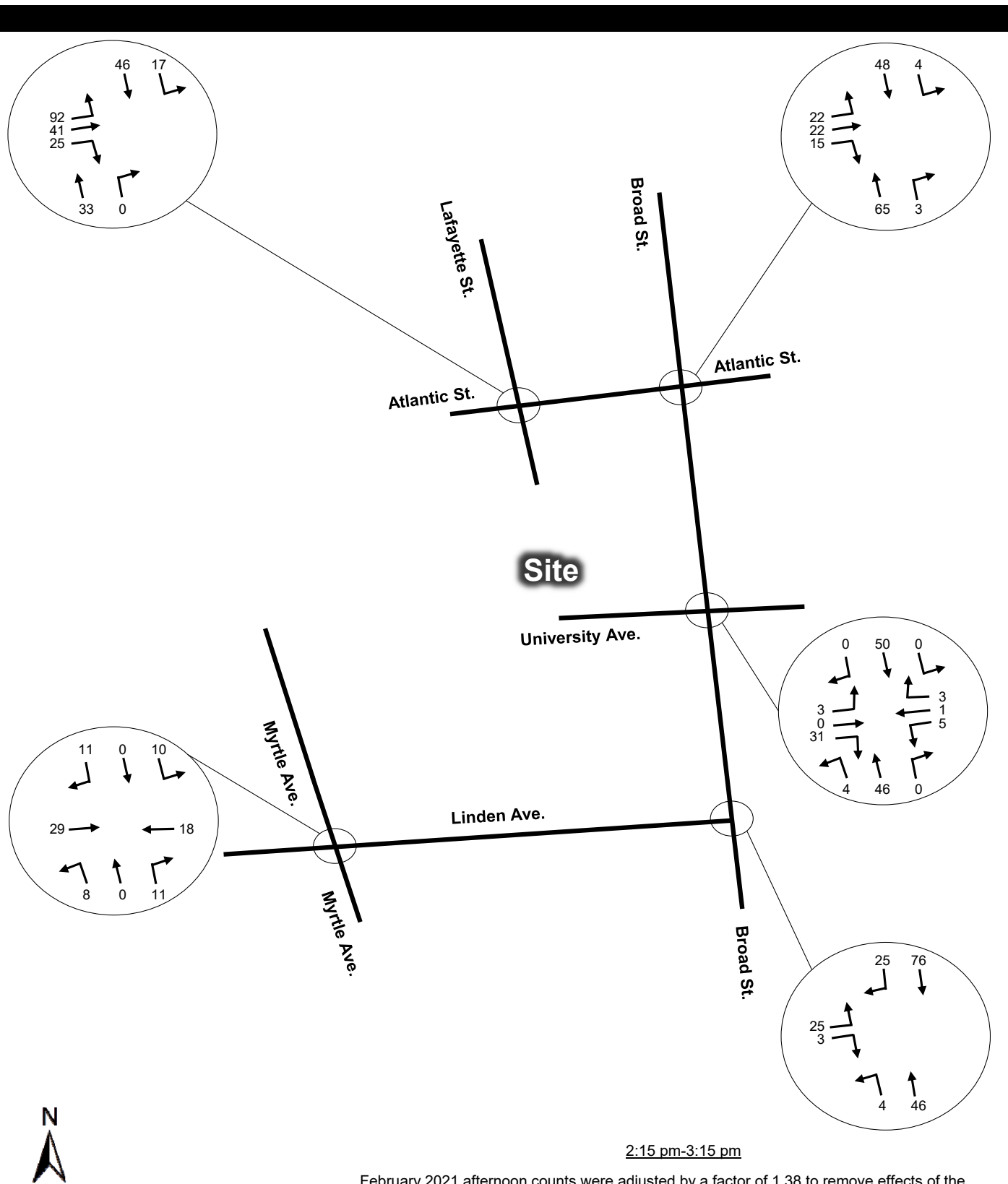
February 2021 morning counts were adjusted by a factor of 2.52 to remove effects of the pandemic and to reflect peak summer month volumes



**Figure 2b Year 2021 Existing Traffic Volumes  
Weekday Morning Peak Hour of High School**



**Figure 3a Year 2021 Existing Traffic Volumes  
Weekday Afternoon Peak Hour of High School**



**Figure 3b Year 2021 Existing Traffic Volumes Weekday Afternoon Peak Hour of High School**

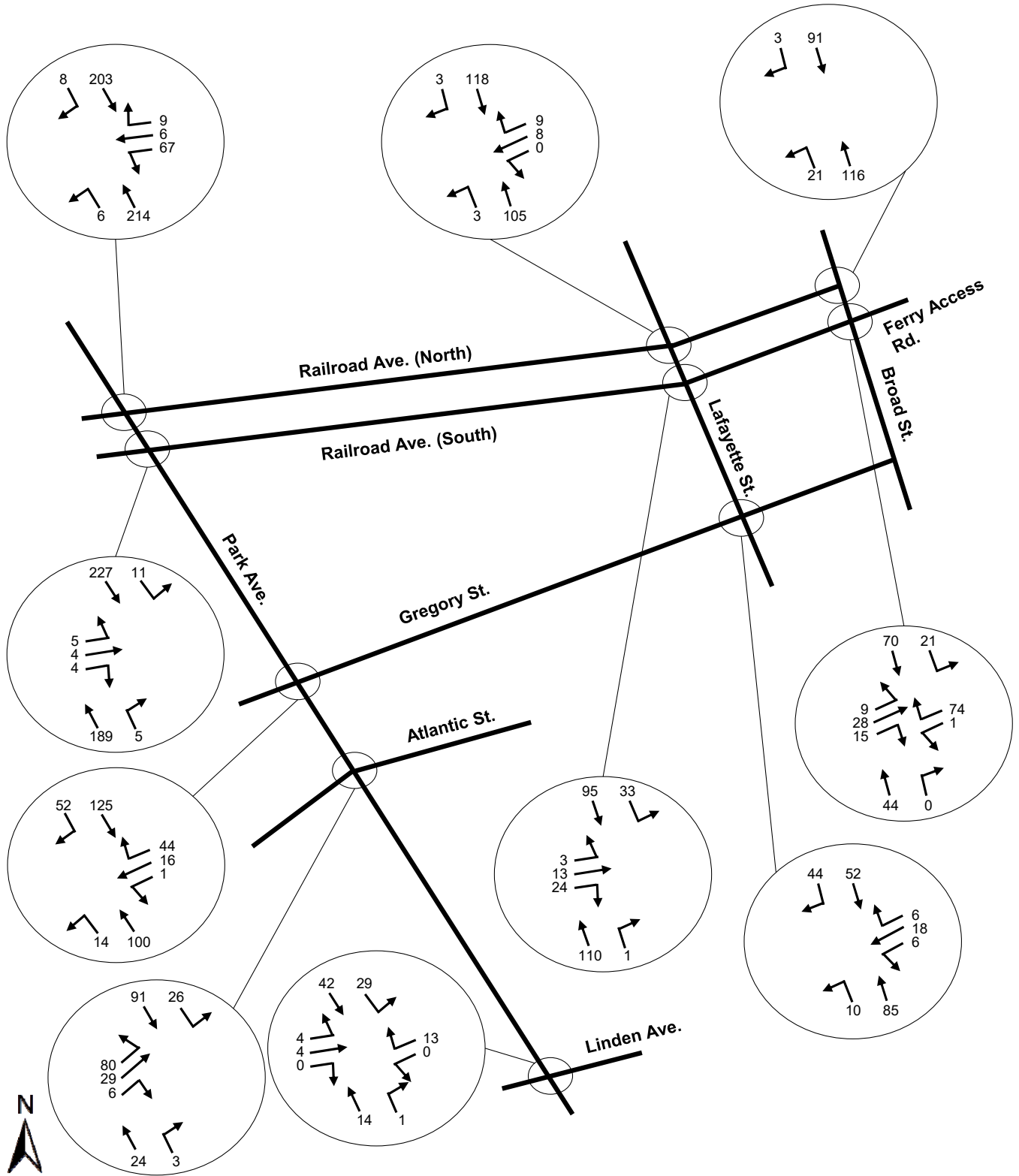
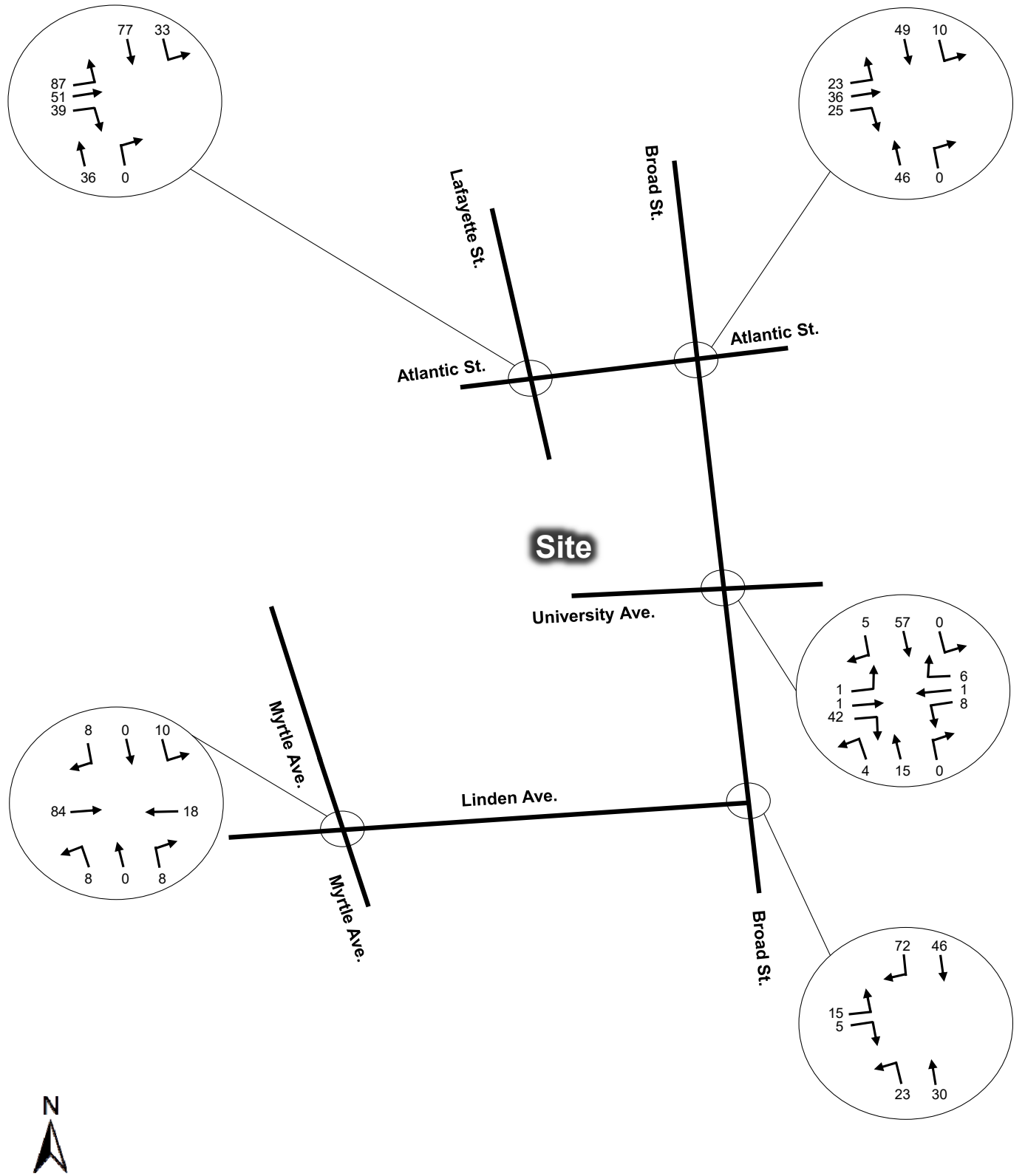



Figure 4a Year 2024 No-Build Traffic Volumes  
Weekday Morning Peak Hour of High School



 **Figure 4b Year 2024 No-Build Traffic Volumes  
Weekday Morning Peak Hour of High School**

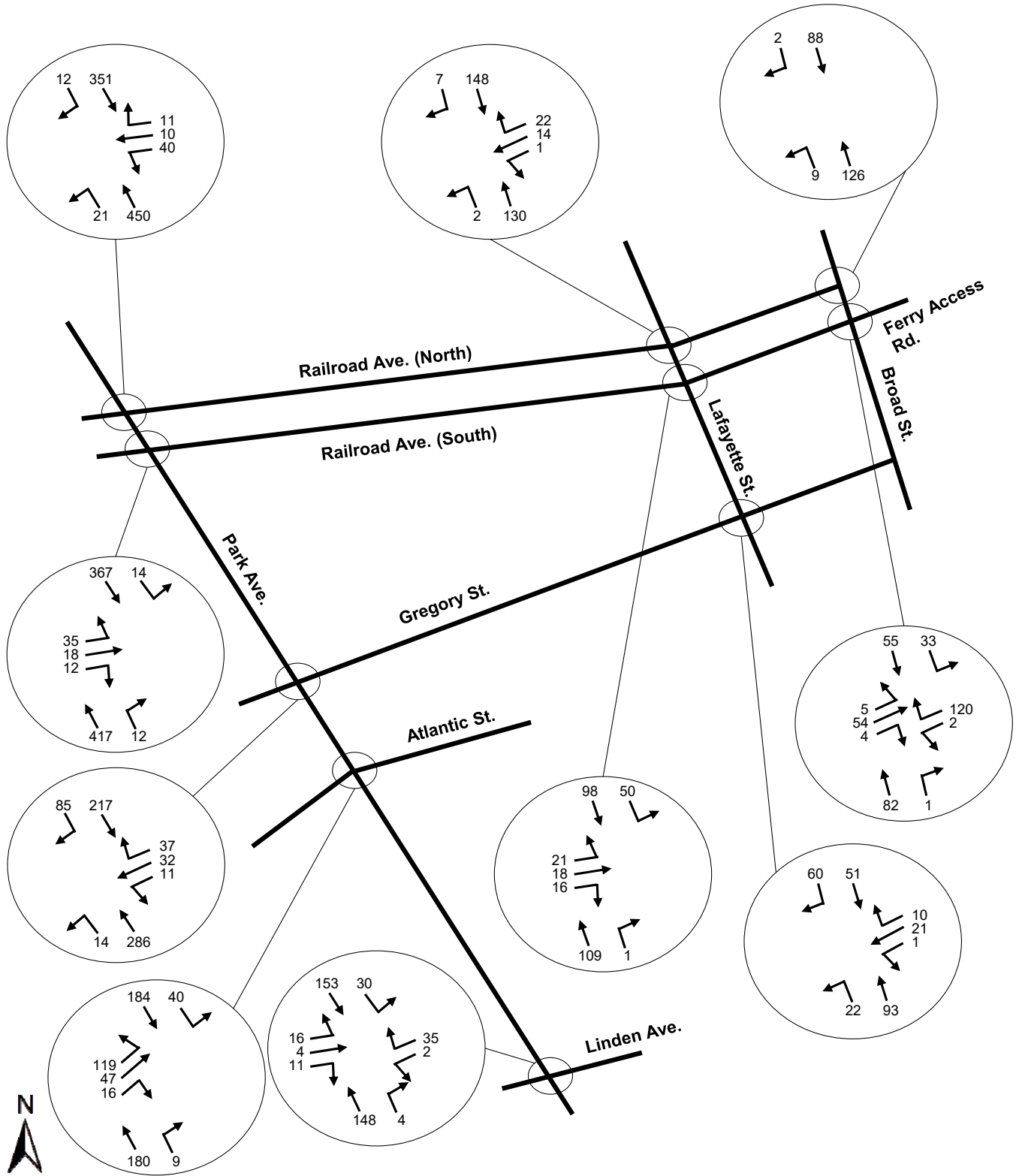
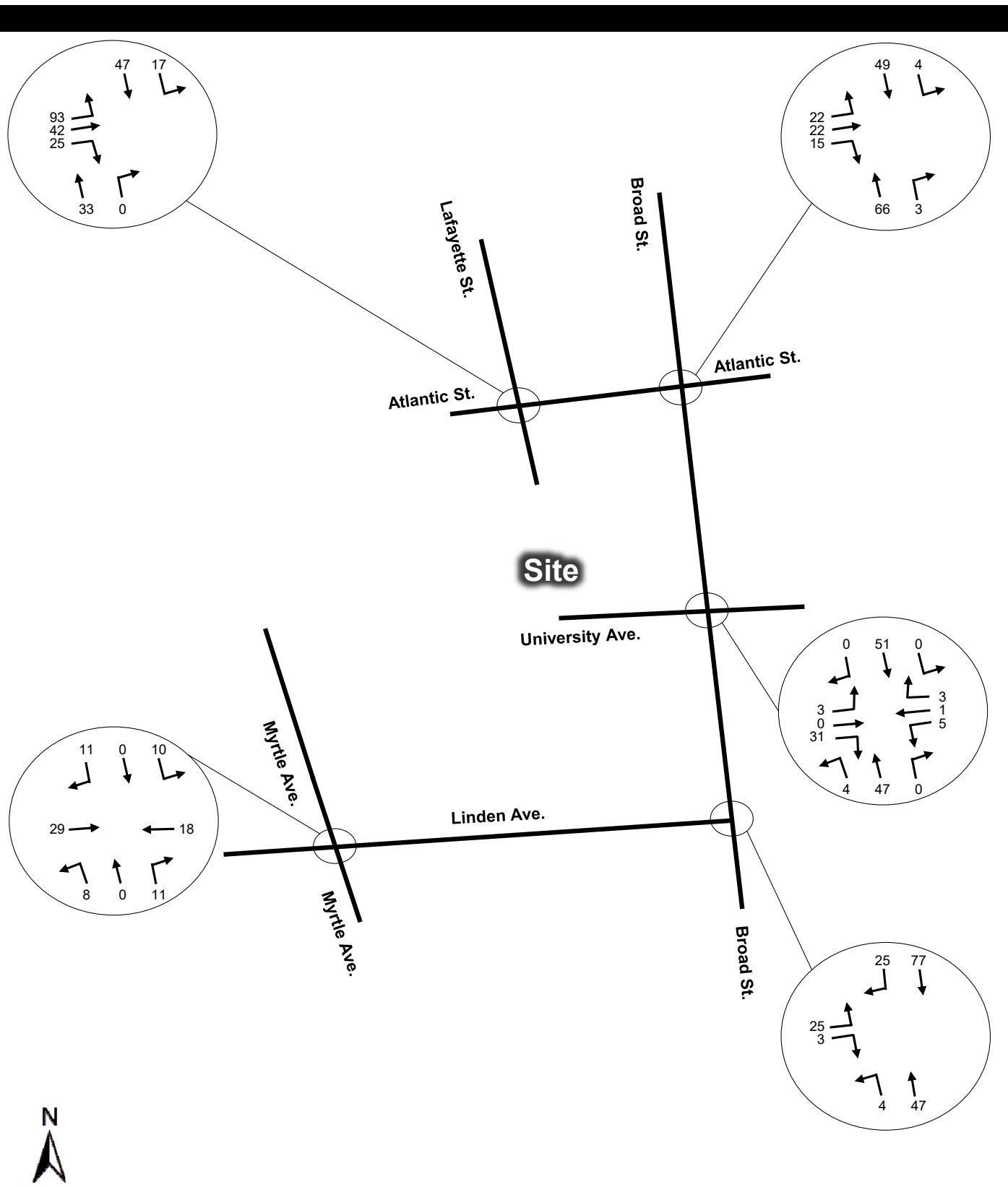


Figure 5a Year 2024 No-Build Traffic Volumes  
Weekday Afternoon Peak Hour of High School



**Figure 5b Year 2024 No-Build Traffic Volumes  
Weekday Afternoon Peak Hour of High School**



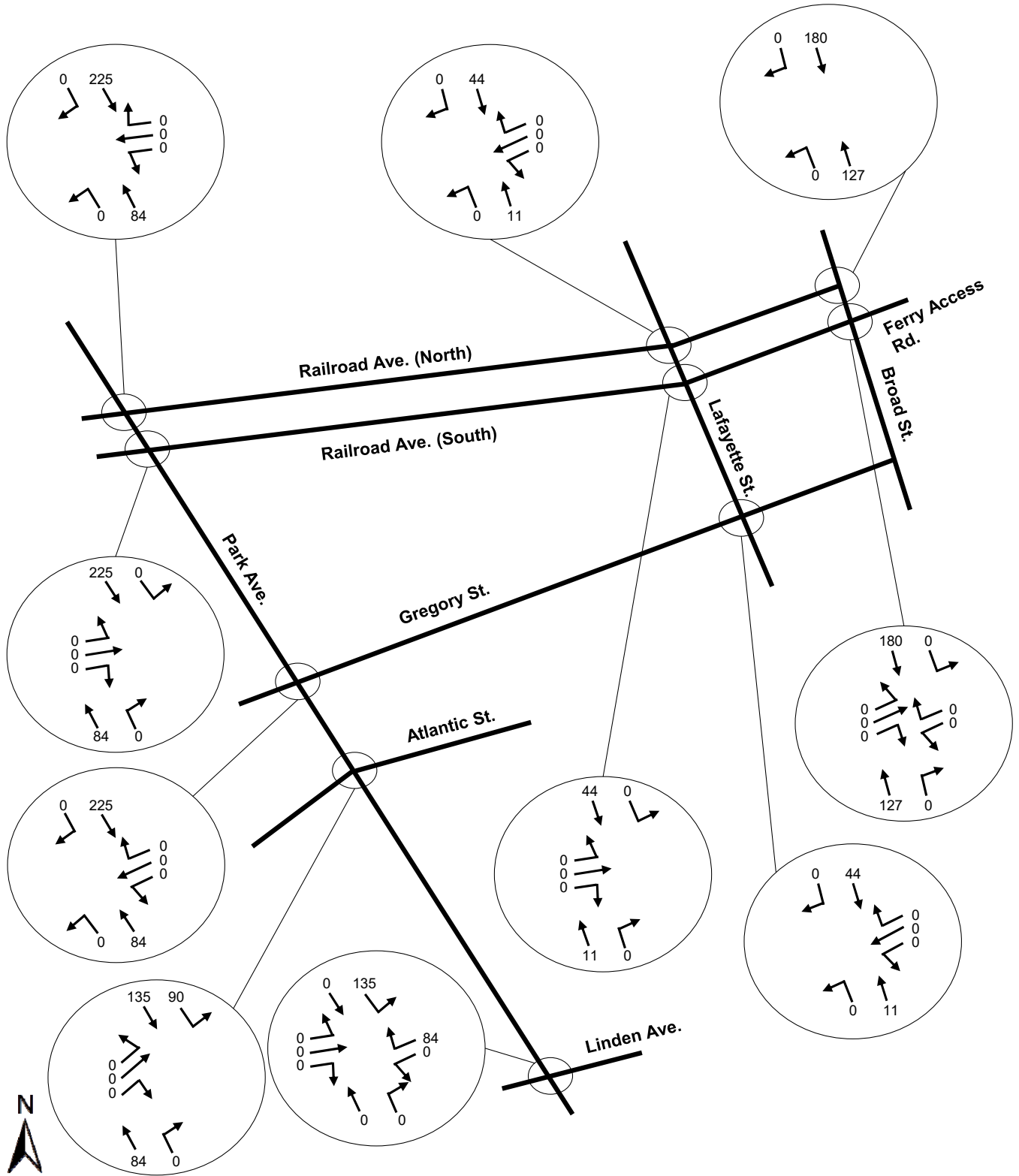


Figure 6a Trip Generation  
Weekday Morning Peak Hour of High School



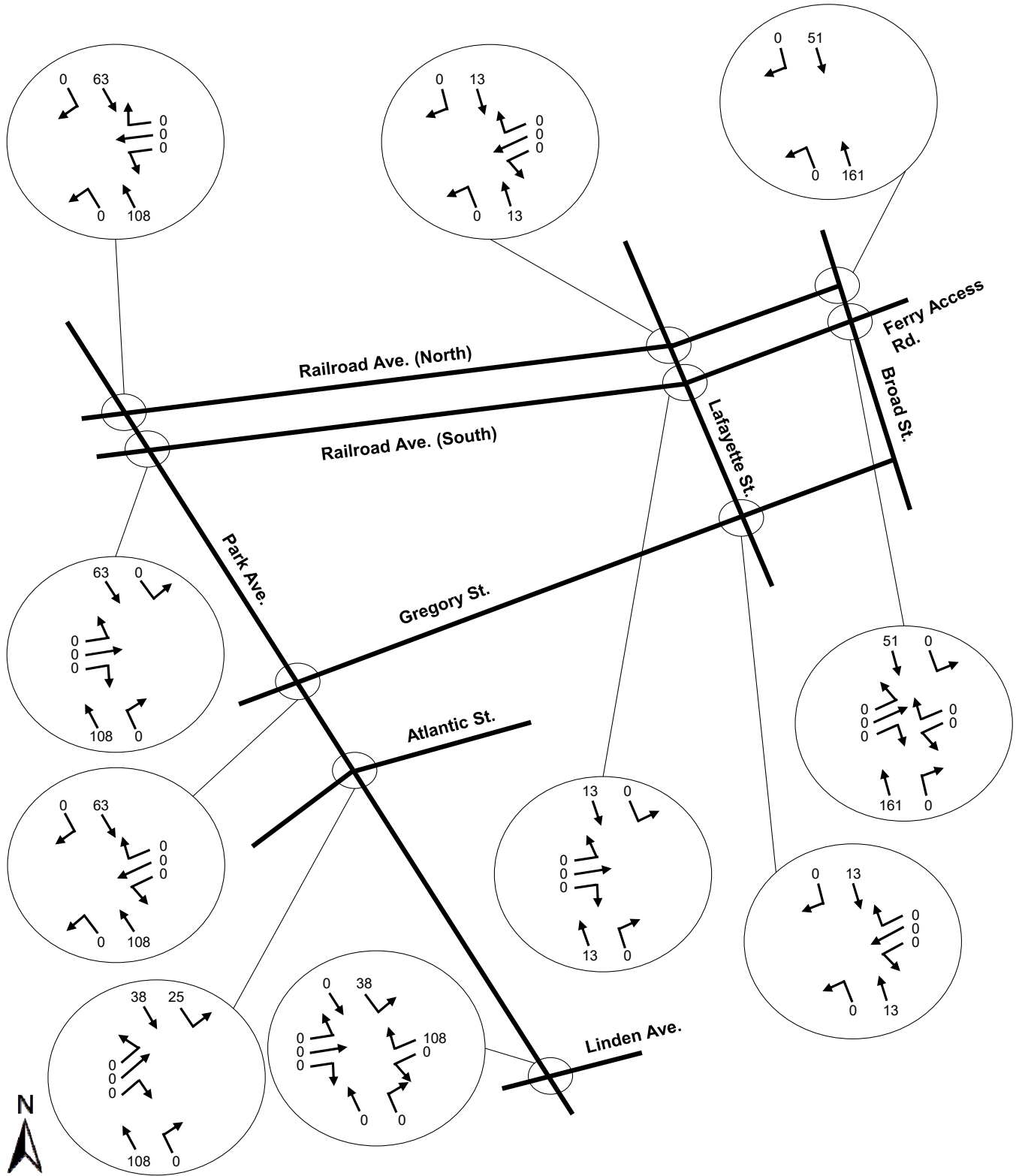
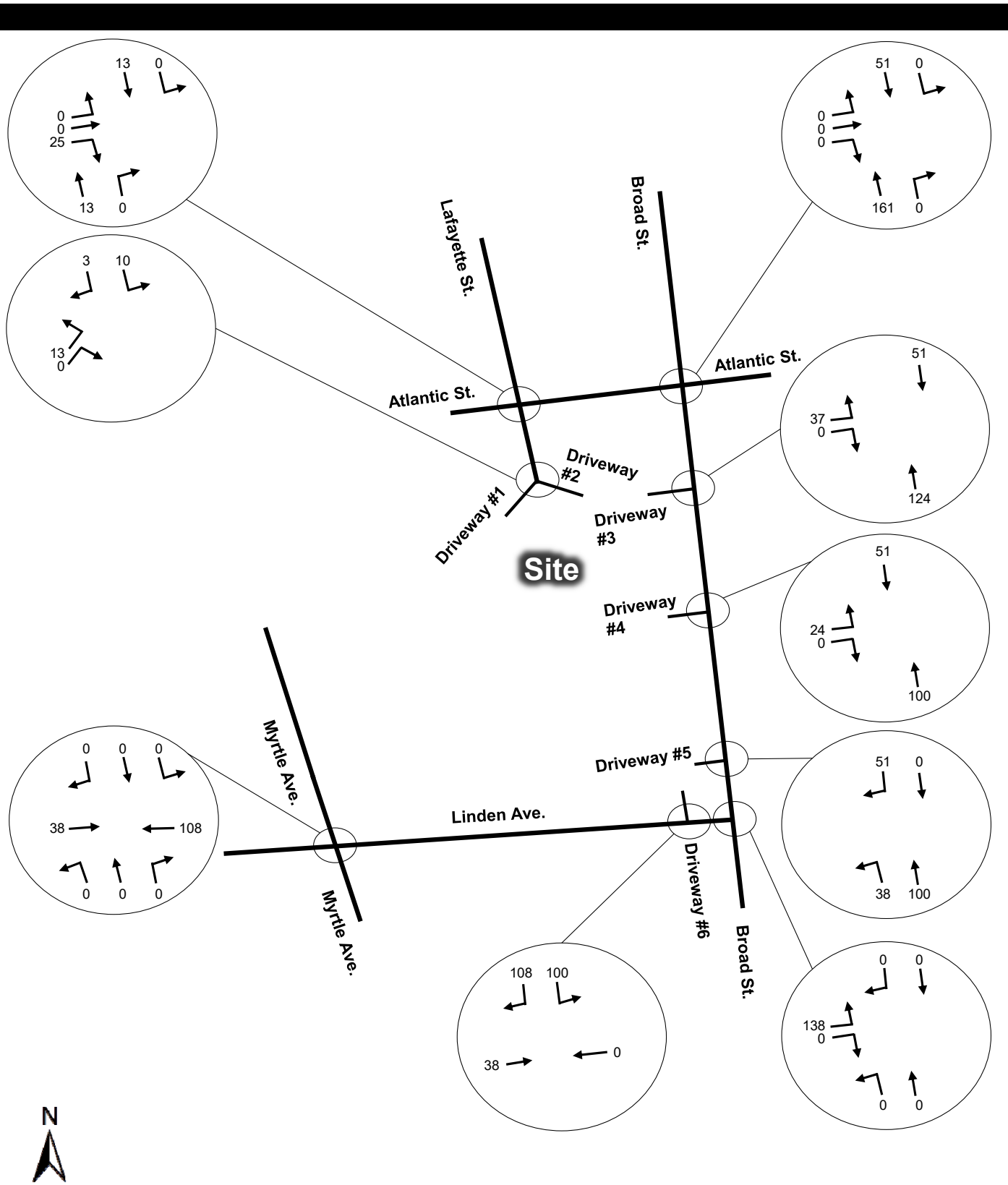


Figure 7a Trip Generation  
Weekday Afternoon Peak Hour of High School



**Figure 7b Trip Generation**  
**Weekday Afternoon Peak Hour of High School**

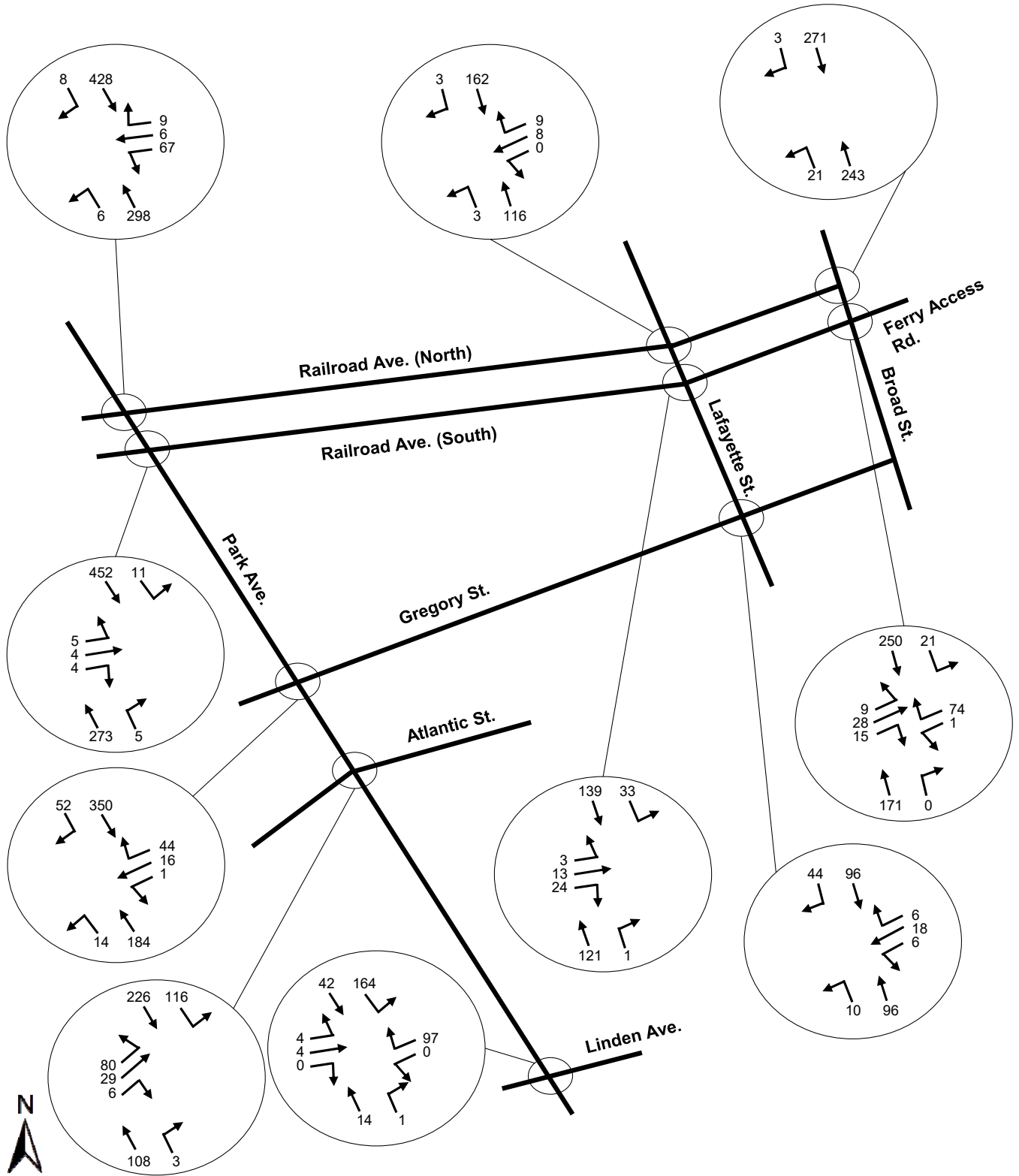
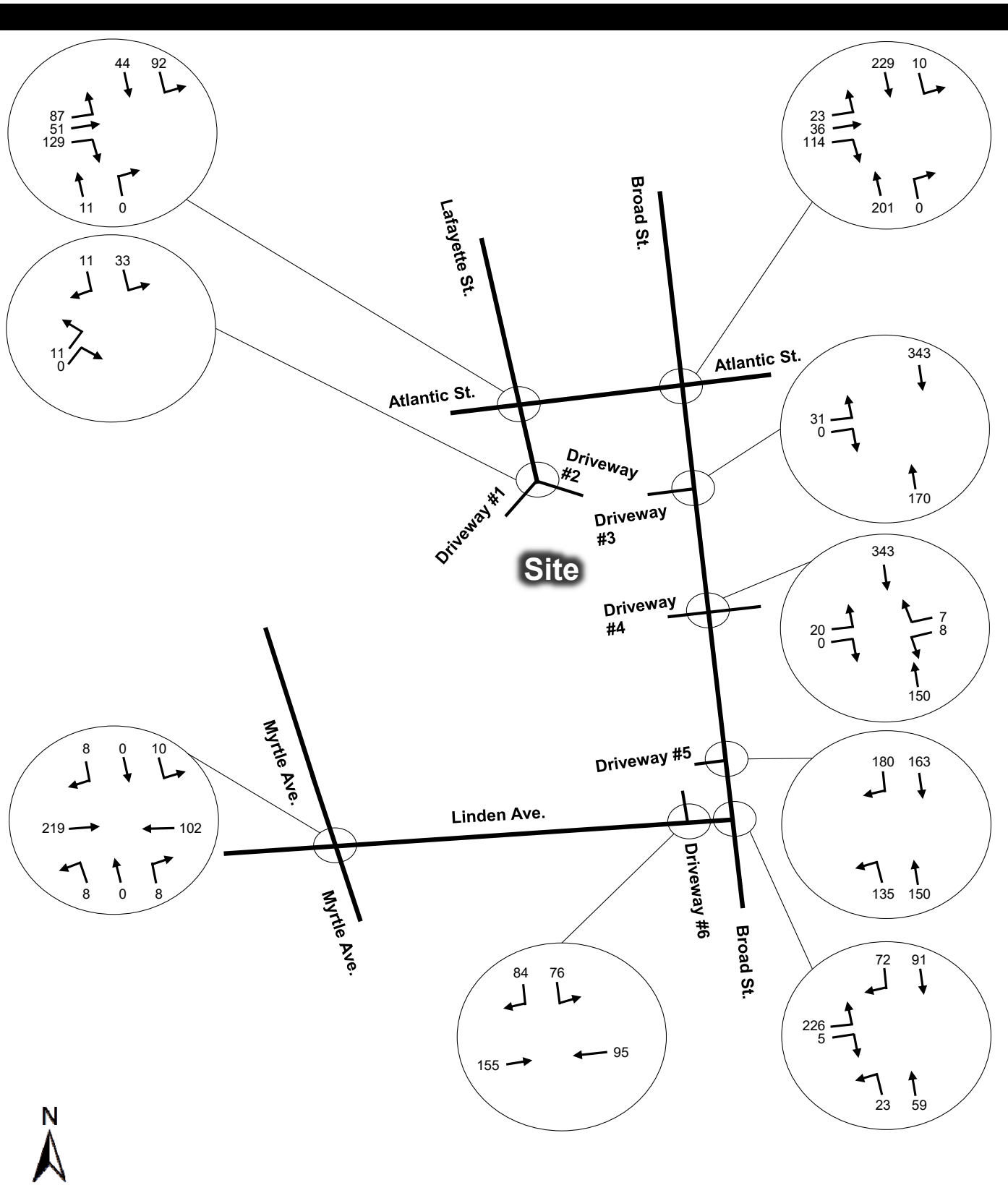


Figure 8a Year 2024 Build Traffic Volumes  
Weekday Morning Peak Hour of High School



**Figure 8b Year 2024 Build Traffic Volumes  
Weekday Morning Peak Hour of High School**

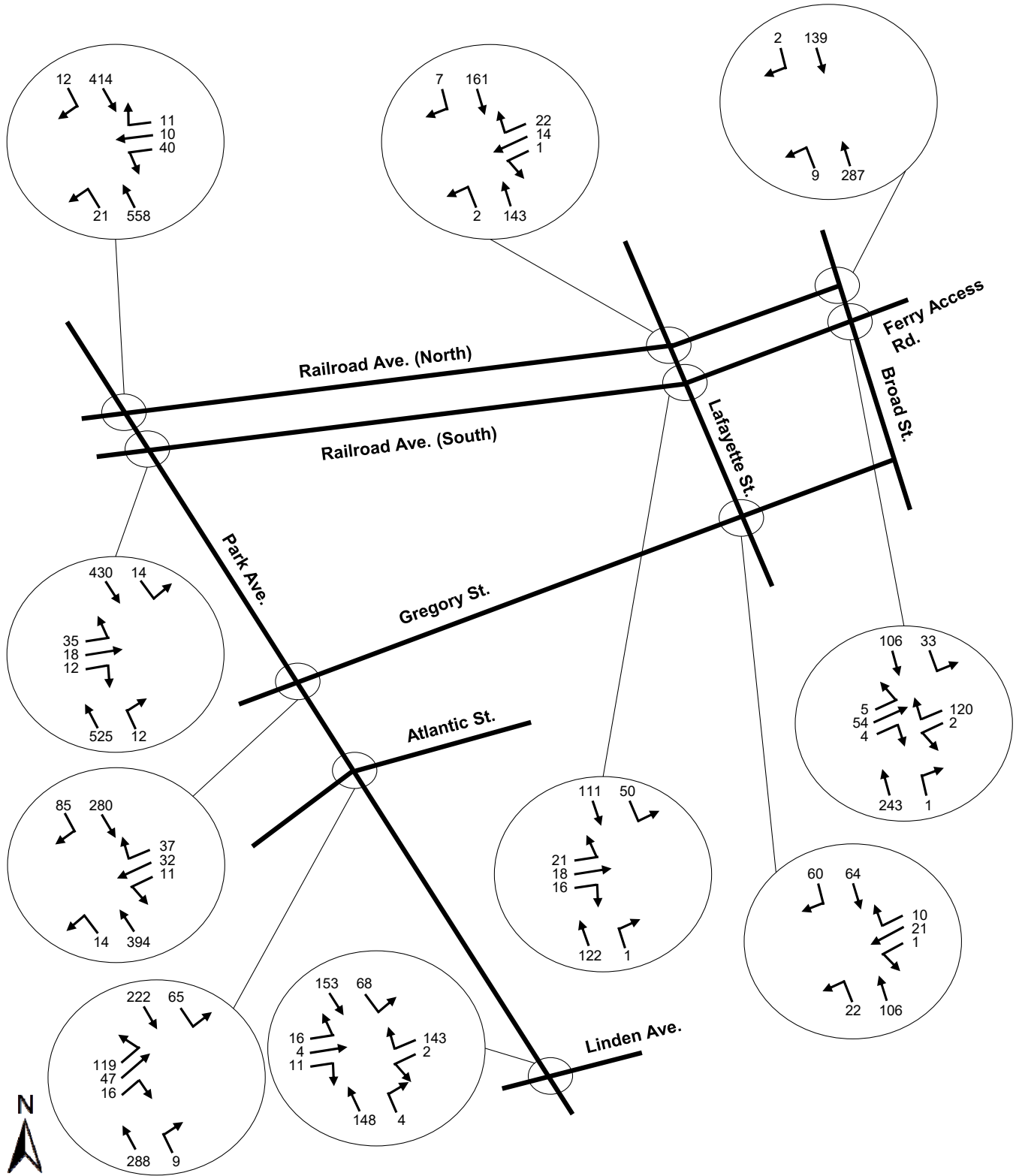
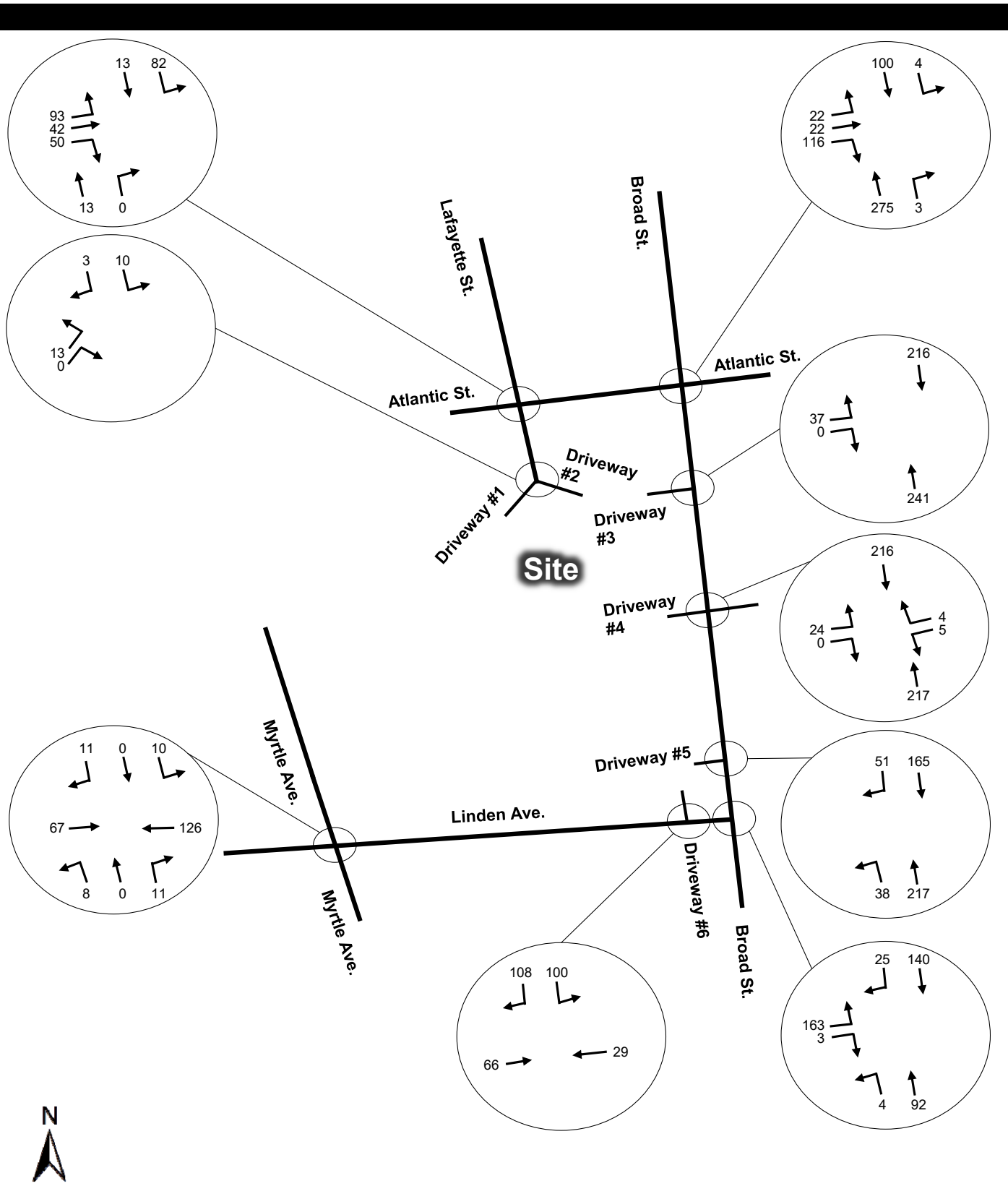


Figure 9a Year 2024 Build Traffic Volumes  
Weekday Afternoon Peak Hour of High School



**Figure 9b Year 2024 Build Traffic Volumes Weekday Afternoon Peak Hour of High School**





CONNECTICUT DEPARTMENT OF TRANSPORTATION  
 BUREAU OF POLICY & PLANNING - ROADWAY INFORMATION SYSTEMS  
 TRAFFIC DATA COLLECTION & VERIFICATION SECTION

FACTORS FOR EXPANDING 24-HOUR COUNTS TO  
 ANNUAL AVERAGE DAILY TRAFFIC VOLUMES  
 (BASED ON 2018 CONTINUOUS COUNT STATION DATA)

**GROUP - 1 \*\* INTERSTATE \*\***

STATION(S): 7, 12, 24, 30, 31, 32, 53, 54

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.08	1.03	1.21	1.41
FEBRUARY		1.04	0.96	1.13	1.45
MARCH		1.05	0.93	1.05	1.21
APRIL		0.99	0.91	1.03	1.17
MAY		0.94	0.83	0.98	1.10
JUNE		0.95	0.90	0.99	1.08
JULY		0.95	0.91	0.97	1.08
AUGUST		0.94	0.86	0.99	1.06
SEPTEMBER		0.99	0.89	0.99	1.08
OCTOBER		0.98	0.90	1.00	1.12
NOVEMBER		0.98	0.98	1.03	1.13
DECEMBER		1.00	0.96	1.04	1.22

**GROUP - 2 \*\* RURAL \*\***

STATION(S): 4, 10, 16, 20, 50, 51

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.12	1.08	1.17	1.48
FEBRUARY		1.12	1.05	1.16	1.55
MARCH		1.08	1.04	1.06	1.32
APRIL		1.05	0.95	0.94	1.29
MAY		0.95	0.89	0.95	1.04
JUNE		0.91	0.80	0.87	0.95
JULY		0.93	0.84	0.87	0.98
AUGUST		0.89	0.83	0.90	0.93
SEPTEMBER		0.97	0.88	0.91	1.02
OCTOBER		0.98	0.88	0.97	1.08
NOVEMBER		1.00	1.02	1.09	1.21
DECEMBER		1.08	1.09	1.11	1.29

**GROUP - 3 \*\* INTERSTATE \*\***

STATION(S): 27 (I-84 FROM ROUTE 195 TO MASS. STATE LINE)

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.02	1.10	1.25	0.99
FEBRUARY		0.86	0.81	1.02	1.22
MARCH		1.46	0.91	0.94	0.93
APRIL		1.22	0.96	1.00	1.00
MAY		1.07	0.73	0.99	0.90
JUNE		1.04	0.84	0.96	0.71
JULY		0.98	0.84	0.80	0.74
AUGUST		0.81	0.75	0.89	0.79
SEPTEMBER		1.11	1.09	1.13	0.81
OCTOBER		1.04	1.06	1.30	0.99
NOVEMBER		1.26	1.24	1.15	0.64
DECEMBER		1.14	0.33	0.43	0.79

CONNECTICUT DEPARTMENT OF TRANSPORTATION  
 BUREAU OF POLICY & PLANNING - ROADWAY INFORMATION SYSTEMS  
 TRAFFIC MONITORING & DATA ANALYSIS SECTION

FACTORS FOR EXPANDING 24-HOUR COUNTS TO  
 ANNUAL AVERAGE DAILY TRAFFIC VOLUMES  
 (BASED ON 2018 CONTINUOUS COUNT STATION DATA)

**GROUP - 4 \*\* URBAN \*\***

STATION(S): 8, 9, 11, 15, 17, 22, 23, 28, 47, 48, 52

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.03	1.00	1.18	1.46
FEBRUARY		1.03	0.95	1.14	1.49
MARCH		0.97	0.94	1.07	1.30
APRIL		0.98	0.90	1.03	1.26
MAY		0.92	0.83	1.01	1.21
JUNE		0.91	0.85	1.01	1.15
JULY		0.95	0.89	1.06	1.22
AUGUST		0.95	0.89	1.09	1.23
SEPTEMBER		0.96	0.88	1.03	1.20
OCTOBER		0.95	0.86	1.05	1.16
NOVEMBER		0.97	0.97	1.08	1.27
DECEMBER		0.99	0.96	1.06	1.24

**GROUP - 5 \*\* NORTHWEST RECREATIONAL \*\***

STATION(S): 1 (Station 18 not available on 2018)

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.29	1.18	1.05	1.21
FEBRUARY		1.24	1.10	1.02	1.34
MARCH		1.28	1.06	1.14	1.24
APRIL		1.04	0.88	0.96	0.85
MAY		1.00	0.83	0.78	0.80
JUNE		0.96	0.80	0.79	0.77
JULY		0.91	0.80	0.71	0.61
AUGUST		0.94	0.75	0.76	0.71
SEPTEMBER		0.99	0.85	0.69	0.73
OCTOBER		0.95	0.71	0.69	0.68
NOVEMBER		1.15	1.05	1.08	1.06
DECEMBER		1.13	1.11	1.09	1.25

**GROUP - 6 \*\* SOUTHEAST RECREATIONAL \*\***

STATION(S): 5, 33, 44, 46

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.24	1.08	1.05	1.22
FEBRUARY		1.17	1.00	0.98	1.21
MARCH		1.19	0.98	0.93	1.06
APRIL		1.13	0.91	0.86	1.00
MAY		1.04	0.85	0.84	0.92
JUNE		1.00	0.80	0.81	0.88
JULY		0.91	0.77	0.75	0.79
AUGUST		0.92	0.75	0.77	0.80
SEPTEMBER		1.07	0.89	0.84	0.92
OCTOBER		1.10	0.89	0.93	0.98
NOVEMBER		1.17	0.97	0.93	1.04
DECEMBER		1.16	1.00	0.97	1.15

# HCM Signalized Intersection Capacity Analysis

## 24: Lafayette St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	0	8	9	3	103	0	0	116	3
Future Volume (vph)	0	0	0	0	8	9	3	103	0	0	116	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.93			1.00			1.00	
Flt Protected					1.00			1.00			1.00	
Satd. Flow (prot)					1730			1860			1857	
Flt Permitted					1.00			1.00			1.00	
Satd. Flow (perm)					1730			1863			1857	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	9	10	3	112	0	0	126	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	19	0	0	115	0	0	127	0
Turn Type					NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					7.4			40.2			15.1	
Effective Green, g (s)					7.4			35.2			15.1	
Actuated g/C Ratio					0.11			0.52			0.22	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					188			966			413	
v/s Ratio Prot					c0.01			c0.04			c0.07	
v/s Ratio Perm								0.03				
v/c Ratio					0.10			0.12			0.31	
Uniform Delay, d1					27.2			8.4			22.0	
Progression Factor					1.00			0.01			1.00	
Incremental Delay, d2					0.2			0.1			0.4	
Delay (s)					27.4			0.1			22.4	
Level of Service					C			A			C	
Approach Delay (s)		0.0			27.4			0.1			22.4	
Approach LOS		A			C			A			C	

### Intersection Summary

HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	27.0
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 25: Broad St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	21	114	90	3
Future Volume (vph)	0	0	21	114	90	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	5.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				0.99	1.00	
Satd. Flow (prot)				1848	1855	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1863	1855	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	23	124	98	3
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	147	99	0
Turn Type			D.P+P	NA	NA	
Protected Phases			1 2 3 6	1 2 3 4	4	
Permitted Phases			4	6		
Actuated Green, G (s)				43.5	6.8	
Effective Green, g (s)				38.5	6.8	
Actuated g/C Ratio				0.72	0.13	
Clearance Time (s)					5.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)				1331	235	
v/s Ratio Prot				c0.07	c0.05	
v/s Ratio Perm				c0.01		
v/c Ratio				0.11	0.42	
Uniform Delay, d1				2.3	21.5	
Progression Factor				0.64	1.00	
Incremental Delay, d2				0.0	1.2	
Delay (s)				1.5	22.8	
Level of Service				A	C	
Approach Delay (s)	0.0			1.5	22.8	
Approach LOS	A			A	C	
















Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	53.5	Sum of lost time (s)	23.0
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 27: Lafayette St. & Railroad Ave. (South)

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	13	24	0	0	0	0	108	1	33	94	0
Future Volume (vph)	3	13	24	0	0	0	0	108	1	33	94	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.92						1.00			1.00	
Flt Protected		1.00						1.00			0.99	
Satd. Flow (prot)		1705						1861			1839	
Flt Permitted		1.00						1.00			0.98	
Satd. Flow (perm)		1705						1861			1825	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	14	26	0	0	0	0	117	1	36	102	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	43	0	0	0	0	0	117	0	0	138	0
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7	1 4 6 7	
Permitted Phases										4		
Actuated Green, G (s)		10.8						15.1			32.8	
Effective Green, g (s)		10.8						15.1			27.8	
Actuated g/C Ratio		0.16						0.22			0.41	
Clearance Time (s)		5.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		271						414			750	
v/s Ratio Prot		c0.03						c0.06			c0.03	
v/s Ratio Perm											0.04	
v/c Ratio		0.16						0.28			0.18	
Uniform Delay, d1		24.6						21.9			12.8	
Progression Factor		1.00						1.00			0.10	
Incremental Delay, d2		1.2						0.4			0.1	
Delay (s)		25.8						22.2			1.4	
Level of Service		C						C			A	
Approach Delay (s)		25.8			0.0			22.2			1.4	
Approach LOS		C			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		13.1			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.20										
Actuated Cycle Length (s)		67.8			Sum of lost time (s)			27.0				
Intersection Capacity Utilization		29.3%			ICU Level of Service			A				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 28: Broad St. & Railroad Ave. (South)/Ferry Access Rd.

11/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↔			↕			↕	
Traffic Volume (vph)	9	28	15	1	0	73	0	43	0	21	69	0
Future Volume (vph)	9	28	15	1	0	73	0	43	0	21	69	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.95			0.87			1.00			1.00	
Flt Protected	0.95	1.00			1.00			1.00			0.99	
Satd. Flow (prot)	1770	1766			1613			1863			1841	
Flt Permitted	0.95	1.00			1.00			1.00			0.94	
Satd. Flow (perm)	1770	1766			1613			1863			1755	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	30	16	1	0	79	0	47	0	23	75	0
RTOR Reduction (vph)	0	0	0	0	71	0	0	0	0	0	0	0
Lane Group Flow (vph)	10	46	0	0	9	0	0	47	0	0	98	0
Turn Type	Split	NA		Split	NA			NA		D.P+P	NA	
Protected Phases	2	2		6	6			4		1	14	
Permitted Phases										4		
Actuated Green, G (s)	11.7	11.7			6.3			6.8			10.3	
Effective Green, g (s)	11.7	11.7			6.3			6.8			10.3	
Actuated g/C Ratio	0.22	0.22			0.12			0.13			0.19	
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	387	386			189			236			343	
v/s Ratio Prot	0.01	c0.03			c0.01			0.03			c0.02	
v/s Ratio Perm											c0.04	
v/c Ratio	0.03	0.12			0.05			0.20			0.29	
Uniform Delay, d1	16.4	16.8			20.9			20.9			18.5	
Progression Factor	1.00	1.00			1.00			1.00			0.03	
Incremental Delay, d2	0.1	0.6			0.1			0.4			0.5	
Delay (s)	16.5	17.4			21.1			21.3			0.9	
Level of Service	B	B			C			C			A	
Approach Delay (s)		17.2			21.1			21.3			0.9	
Approach LOS		B			C			C			A	

















Intersection Summary

HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	53.5	Sum of lost time (s)	23.0
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 31: Park Ave. & Railroad Ave. (North)

11/20/2021
















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	66	6	9	6	211	0	0	200	8
Future Volume (vph)	0	0	0	66	6	9	6	211	0	0	200	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.98			1.00			0.99	
Flt Protected					0.96			1.00			1.00	
Satd. Flow (prot)					1763			1860			1853	
Flt Permitted					0.96			1.00			1.00	
Satd. Flow (perm)					1763			1863			1853	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	72	7	10	7	229	0	0	217	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	89	0	0	236	0	0	224	0
Turn Type				Split	NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					11.0			46.2			24.2	
Effective Green, g (s)					11.0			46.2			24.2	
Actuated g/C Ratio					0.14			0.58			0.31	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					244			1085			566	
v/s Ratio Prot					c0.05			c0.06			c0.12	
v/s Ratio Perm								0.07				
v/c Ratio					0.36			0.22			0.40	
Uniform Delay, d1					30.9			7.9			21.7	
Progression Factor					1.00			0.12			1.00	
Incremental Delay, d2					0.9			0.1			0.5	
Delay (s)					31.9			1.0			22.2	
Level of Service					C			A			C	
Approach Delay (s)		0.0			31.9			1.0			22.2	
Approach LOS		A			C			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.7		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			79.2		Sum of lost time (s)					27.0		
Intersection Capacity Utilization			37.5%		ICU Level of Service					A		
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 32: Park Ave. & Railroad Ave. (South)
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	4	4	0	0	0	0	186	5	11	224	0
Future Volume (vph)	5	4	4	0	0	0	0	186	5	11	224	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.96						1.00			1.00	
Flt Protected		0.98						1.00			1.00	
Satd. Flow (prot)		1752						1857			1858	
Flt Permitted		0.98						1.00			1.00	
Satd. Flow (perm)		1752						1857			1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	4	4	0	0	0	0	202	5	12	243	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	13	0	0	0	0	0	206	0	0	255	0
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7	1 4 6 7	
Permitted Phases										4		
Actuated Green, G (s)		8.0						24.2			46.2	
Effective Green, g (s)		8.0						24.2			41.2	
Actuated g/C Ratio		0.10						0.31			0.52	
Clearance Time (s)		4.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		176						567			968	
v/s Ratio Prot		c0.01						c0.11			c0.06	
v/s Ratio Perm											0.08	
v/c Ratio		0.07						0.36			0.26	
Uniform Delay, d1		32.2						21.5			10.6	
Progression Factor		1.00						1.00			0.01	
Incremental Delay, d2		0.8						0.4			0.1	
Delay (s)		33.1						21.9			0.3	
Level of Service		C						C			A	
Approach Delay (s)		33.1			0.0			21.9			0.3	
Approach LOS		C			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		10.6			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.27										
Actuated Cycle Length (s)		79.2			Sum of lost time (s)				27.0			
Intersection Capacity Utilization		34.2%			ICU Level of Service				A			
Analysis Period (min)		15										

c Critical Lane Group

### HCM Unsignalized Intersection Capacity Analysis 3: Lafayette St. & Atlantic St.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	86	50	38	0	0	0	0	35	0	33	76	0
Future Volume (vph)	86	50	38	0	0	0	0	35	0	33	76	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	54	41	0	0	0	0	38	0	36	83	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	188	38	119									
Volume Left (vph)	93	0	36									
Volume Right (vph)	41	0	0									
Hadj (s)	0.00	0.03	0.09									
Departure Headway (s)	4.3	4.5	4.5									
Degree Utilization, x	0.22	0.05	0.15									
Capacity (veh/h)	815	755	763									
Control Delay (s)	8.5	7.7	8.3									
Approach Delay (s)	8.5	7.7	8.3									
Approach LOS	A	A	A									
Intersection Summary												
Delay			8.3									
Level of Service			A									
Intersection Capacity Utilization			28.9%	ICU Level of Service								A
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 4: Broad St. & Atlantic St.

















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Stop			Stop	
Traffic Volume (vph)	23	35	25	0	0	0	0	45	0	10	48	0
Future Volume (vph)	23	35	25	0	0	0	0	45	0	10	48	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	38	27	0	0	0	0	49	0	11	52	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	90	49	63									
Volume Left (vph)	25	0	11									
Volume Right (vph)	27	0	0									
Hadj (s)	-0.09	0.03	0.07									
Departure Headway (s)	4.1	4.2	4.2									
Degree Utilization, x	0.10	0.06	0.07									
Capacity (veh/h)	861	828	831									
Control Delay (s)	7.5	7.4	7.5									
Approach Delay (s)	7.5	7.4	7.5									
Approach LOS	A	A	A									
<b>Intersection Summary</b>												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			21.1%	ICU Level of Service								A
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 9: Lafayette St. & Gregory St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	6	18	6	10	84	0	0	51	43
Future Volume (Veh/h)	0	0	0	6	18	6	10	84	0	0	51	43
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	20	7	11	91	0	0	55	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											402	
pX, platoon unblocked												
vC, conflicting volume	208	192	78	192	215	91	102			91		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	208	192	78	192	215	91	102			91		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	97	99	99			100		
cM capacity (veh/h)	723	698	982	764	678	967	1490			1504		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	34	102	102									
Volume Left	7	11	0									
Volume Right	7	0	47									
cSH	740	1490	1700									
Volume to Capacity	0.05	0.01	0.06									
Queue Length 95th (ft)	4	1	0									
Control Delay (s)	10.1	0.9	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.1	0.9	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			21.6%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 11: Broad St. & Linden Ave.













11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Volume (veh/h)	15	5	23	30	45	71
Future Volume (Veh/h)	15	5	23	30	45	71
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	5	25	33	49	77
Pedestrians	18					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	188	106	144			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188	106	144			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	98			
cM capacity (veh/h)	773	933	1414			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	21	58	126			
Volume Left	16	25	0			
Volume Right	5	0	77			
cSH	806	1414	1700			
Volume to Capacity	0.03	0.02	0.07			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.6	3.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	3.4	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.9			
Intersection Capacity Utilization			20.3%	ICU Level of Service	A	
Analysis Period (min)			15			

















HCM Unsignalized Intersection Capacity Analysis  
 12: Myrtle Ave. & Linden Ave.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	83	0	0	18	0	8	0	8	10	0	8
Future Volume (vph)	0	83	0	0	18	0	8	0	8	10	0	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	90	0	0	20	0	9	0	9	11	0	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	90	20	18	20								
Volume Left (vph)	0	0	9	11								
Volume Right (vph)	0	0	9	9								
Hadj (s)	0.03	0.03	-0.17	-0.13								
Departure Headway (s)	4.0	4.1	4.0	4.0								
Degree Utilization, x	0.10	0.02	0.02	0.02								
Capacity (veh/h)	878	862	867	865								
Control Delay (s)	7.5	7.2	7.1	7.1								
Approach Delay (s)	7.5	7.2	7.1	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.3									
Level of Service			A									
Intersection Capacity Utilization			14.4%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Ave. & Linden Ave.

















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	0	0	0	13	0	14	1	29	41	0
Future Volume (Veh/h)	4	4	0	0	0	13	0	14	1	29	41	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	0	14	0	15	1	32	45	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	138	125	45	126	124	16	45			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	138	125	45	126	124	16	45			16		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	100	100	99	100			98		
cM capacity (veh/h)	808	750	1025	831	751	1064	1563			1602		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	14	16	77								
Volume Left	4	0	0	32								
Volume Right	0	14	1	0								
cSH	778	1064	1700	1602								
Volume to Capacity	0.01	0.01	0.01	0.02								
Queue Length 95th (ft)	1	1	0	2								
Control Delay (s)	9.7	8.4	0.0	3.1								
Lane LOS	A	A		A								
Approach Delay (s)	9.7	8.4	0.0	3.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			20.9%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 23: Broad St. & University Ave.

11/20/2021
















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	41	8	1	6	4	15	0	0	56	5
Future Volume (Veh/h)	1	1	41	8	1	6	4	15	0	0	56	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	45	9	1	7	4	16	0	0	61	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	95	88	64	133	90	16	66			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	95	88	64	133	90	16	66			16		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	99	100	99	100			100		
cM capacity (veh/h)	880	801	1001	799	798	1063	1536			1602		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	17	20	66								
Volume Left	1	9	4	0								
Volume Right	45	7	0	5								
cSH	993	890	1536	1602								
Volume to Capacity	0.05	0.02	0.00	0.00								
Queue Length 95th (ft)	4	1	0	0								
Control Delay (s)	8.8	9.1	1.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.8	9.1	1.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay				4.0								
Intersection Capacity Utilization				16.5%	ICU Level of Service							A
Analysis Period (min)				15								



# HCM Unsignalized Intersection Capacity Analysis
















## 37: Park Ave. & Atlantic St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	29	6	0	0	0	0	24	3	26	90	0
Future Volume (Veh/h)	79	29	6	0	0	0	0	24	3	26	90	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	86	32	7	0	0	0	0	26	3	28	98	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1046	
pX, platoon unblocked												
vC, conflicting volume	182	183	98	204	182	28	98			29		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182	183	98	204	182	28	98			29		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	95	99	100	100	100	100			98		
cM capacity (veh/h)	769	699	958	712	700	1048	1495			1584		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	125	29	126									
Volume Left	86	0	28									
Volume Right	7	3	0									
cSH	758	1700	1584									
Volume to Capacity	0.16	0.02	0.02									
Queue Length 95th (ft)	15	0	1									
Control Delay (s)	10.7	0.0	1.7									
Lane LOS	B		A									
Approach Delay (s)	10.7	0.0	1.7									
Approach LOS	B											
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			25.8%			ICU Level of Service				A		
Analysis Period (min)			15									
















HCM Unsignalized Intersection Capacity Analysis  
 39: Park Ave. & Gregory St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	16	43	14	99	0	0	123	51
Future Volume (Veh/h)	0	0	0	1	16	43	14	99	0	0	123	51
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	17	47	15	108	0	0	134	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											744	
pX, platoon unblocked												
vC, conflicting volume	355	300	162	300	327	108	189			108		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	355	300	162	300	327	108	189			108		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	97	95	99			100		
cM capacity (veh/h)	553	606	883	647	585	946	1385			1483		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	65	123	189									
Volume Left	1	15	0									
Volume Right	47	0	55									
cSH	810	1385	1700									
Volume to Capacity	0.08	0.01	0.11									
Queue Length 95th (ft)	7	1	0									
Control Delay (s)	9.8	1.0	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.8	1.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			27.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis  
 24: Lafayette St. & Railroad Ave. (North)

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	14	22	2	128	0	0	146	7
Future Volume (vph)	0	0	0	1	14	22	2	128	0	0	146	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.92			1.00			0.99	
Flt Protected					1.00			1.00			1.00	
Satd. Flow (prot)					1710			1861			1851	
Flt Permitted					1.00			1.00			1.00	
Satd. Flow (perm)					1710			1863			1851	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1	15	24	2	139	0	0	159	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	40	0	0	141	0	0	165	0
Turn Type				Split	NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					10.0			40.3			15.3	
Effective Green, g (s)					10.0			35.3			15.3	
Actuated g/C Ratio					0.14			0.50			0.21	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					239			921			397	
v/s Ratio Prot					c0.02			c0.04			c0.09	
v/s Ratio Perm								0.03				
v/c Ratio					0.17			0.15			0.41	
Uniform Delay, d1					27.0			9.8			24.1	
Progression Factor					1.00			0.03			1.00	
Incremental Delay, d2					0.3			0.1			0.7	
Delay (s)					27.3			0.4			24.8	
Level of Service					C			A			C	
Approach Delay (s)		0.0			27.3			0.4			24.8	
Approach LOS		A			C			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.2		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			71.3		Sum of lost time (s)						27.0	
Intersection Capacity Utilization			28.3%		ICU Level of Service						A	
Analysis Period (min)			15									

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 25: Broad St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	9	124	87	2
Future Volume (vph)	0	0	9	124	87	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	5.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				1856	1858	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1863	1858	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	135	95	2
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	145	96	0
Turn Type			D.P+P	NA	NA	
Protected Phases			1 2 3 6	1 2 3 4	4	
Permitted Phases			4	6		
Actuated Green, G (s)				46.2	6.6	
Effective Green, g (s)				41.2	6.6	
Actuated g/C Ratio				0.73	0.12	
Clearance Time (s)					5.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)				1361	218	
v/s Ratio Prot				c0.06	c0.05	
v/s Ratio Perm				c0.02		
v/c Ratio				0.11	0.44	
Uniform Delay, d1				2.2	23.1	
Progression Factor				0.56	1.00	
Incremental Delay, d2				0.0	1.4	
Delay (s)				1.3	24.5	
Level of Service				A	C	
Approach Delay (s)	0.0			1.3	24.5	
Approach LOS	A			A	C	
















Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	23.0
Intersection Capacity Utilization	17.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 27: Lafayette St. & Railroad Ave. (South)



















11/20/2021

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	21	18	16	0	0	0	0	107	1	49	97	0		
Future Volume (vph)	21	18	16	0	0	0	0	107	1	49	97	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		5.0						5.0			4.0			
Lane Util. Factor		1.00						1.00			1.00			
Frt		0.96						1.00			1.00			
Flt Protected		0.98						1.00			0.98			
Satd. Flow (prot)		1758						1861			1832			
Flt Permitted		0.98						1.00			0.96			
Satd. Flow (perm)		1758						1861			1779			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	23	20	17	0	0	0	0	116	1	53	105	0		
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0		
Lane Group Flow (vph)	0	60	0	0	0	0	0	116	0	0	158	0		
Turn Type	Split	NA						NA		D.P+P	NA			
Protected Phases	2	2						4		1 6 7	1 4 6 7			
Permitted Phases										4				
Actuated Green, G (s)		10.0						15.3			36.3			
Effective Green, g (s)		10.0						15.3			31.3			
Actuated g/C Ratio		0.14						0.21			0.44			
Clearance Time (s)		5.0						5.0						
Vehicle Extension (s)		3.0						3.0						
Lane Grp Cap (vph)		246						399			792			
v/s Ratio Prot		c0.03						c0.06			c0.04			
v/s Ratio Perm											0.04			
v/c Ratio		0.24						0.29			0.20			
Uniform Delay, d1		27.3						23.5			12.3			
Progression Factor		1.00						1.00			0.03			
Incremental Delay, d2		2.3						0.4			0.1			
Delay (s)		29.6						23.9			0.5			
Level of Service		C						C			A			
Approach Delay (s)		29.6			0.0			23.9			0.5			
Approach LOS		C			A			C			A			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			13.9									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.23											
Actuated Cycle Length (s)			71.3								27.0		Sum of lost time (s)	
Intersection Capacity Utilization			30.3%										ICU Level of Service	A
Analysis Period (min)			15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 28: Broad St. & Railroad Ave. (South)/Ferry Access Rd.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	53	4	2	0	118	0	81	1	33	54	0
Future Volume (vph)	5	53	4	2	0	118	0	81	1	33	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.99			0.87			1.00			1.00	
Flt Protected	0.95	1.00			1.00			1.00			0.98	
Satd. Flow (prot)	1770	1845			1614			1860			1828	
Flt Permitted	0.95	1.00			1.00			1.00			0.88	
Satd. Flow (perm)	1770	1845			1614			1860			1634	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	58	4	2	0	128	0	88	1	36	59	0
RTOR Reduction (vph)	0	0	0	0	109	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	62	0	0	21	0	0	89	0	0	95	0
Turn Type	Split	NA		Split	NA			NA		D.P+P	NA	
Protected Phases	2	2		6	6			4		1	14	
Permitted Phases										4		
Actuated Green, G (s)	11.8	11.8			9.1			6.6			10.2	
Effective Green, g (s)	11.8	11.8			9.1			6.6			10.2	
Actuated g/C Ratio	0.21	0.21			0.16			0.12			0.18	
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	371	387			261			218			308	
v/s Ratio Prot	0.00	c0.03			c0.01			c0.05			c0.02	
v/s Ratio Perm											0.04	
v/c Ratio	0.01	0.16			0.08			0.41			0.31	
Uniform Delay, d1	17.6	18.1			20.0			23.0			19.9	
Progression Factor	1.00	1.00			1.00			1.00			0.03	
Incremental Delay, d2	0.1	0.9			0.1			1.2			0.6	
Delay (s)	17.7	19.0			20.1			24.2			1.1	
Level of Service	B	B			C			C			A	
Approach Delay (s)		18.9			20.1			24.2			1.1	
Approach LOS		B			C			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			16.1			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.19									
Actuated Cycle Length (s)			56.2			Sum of lost time (s)		23.0				
Intersection Capacity Utilization			29.7%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 31: Park Ave. & Railroad Ave. (North)
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	39	10	11	21	443	0	0	346	12
Future Volume (vph)	0	0	0	39	10	11	21	443	0	0	346	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.98			1.00			1.00	
Flt Protected					0.97			1.00			1.00	
Satd. Flow (prot)					1759			1859			1854	
Flt Permitted					0.97			1.00			1.00	
Satd. Flow (perm)					1759			1855			1854	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	42	11	12	23	482	0	0	376	13
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	65	0	0	505	0	0	388	0
Turn Type				Split	NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					11.0			46.8			24.8	
Effective Green, g (s)					11.0			46.8			24.8	
Actuated g/C Ratio					0.14			0.59			0.31	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					242			1088			576	
v/s Ratio Prot					c0.04			c0.13			c0.21	
v/s Ratio Perm								0.14				
v/c Ratio					0.27			0.46			0.67	
Uniform Delay, d1					30.8			9.4			24.0	
Progression Factor					1.00			0.11			1.00	
Incremental Delay, d2					0.6			0.2			3.1	
Delay (s)					31.4			1.2			27.1	
Level of Service					C			A			C	
Approach Delay (s)		0.0			31.4			1.2			27.1	
Approach LOS		A			C			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.7		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			79.8		Sum of lost time (s)					27.0		
Intersection Capacity Utilization			57.1%		ICU Level of Service					B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 32: Park Ave. & Railroad Ave. (South)

11/20/2021
















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	18	12	0	0	0	0	411	12	14	362	0
Future Volume (vph)	34	18	12	0	0	0	0	411	12	14	362	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.97						1.00			1.00	
Flt Protected		0.97						1.00			1.00	
Satd. Flow (prot)		1769						1856			1859	
Flt Permitted		0.97						1.00			1.00	
Satd. Flow (perm)		1769						1856			1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	20	13	0	0	0	0	447	13	15	393	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	70	0	0	0	0	0	459	0	0	408	0
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7		1 4 6 7
Permitted Phases										4		
Actuated Green, G (s)		8.0						24.8			46.8	
Effective Green, g (s)		8.0						24.8			41.8	
Actuated g/C Ratio		0.10						0.31			0.52	
Clearance Time (s)		4.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		177						576			975	
v/s Ratio Prot		c0.04						c0.25			c0.09	
v/s Ratio Perm											0.13	
v/c Ratio		0.40						0.80			0.42	
Uniform Delay, d1		33.6						25.2			11.6	
Progression Factor		1.00						1.00			0.01	
Incremental Delay, d2		6.5						7.5			0.2	
Delay (s)		40.1						32.7			0.4	
Level of Service		D						C			A	
Approach Delay (s)		40.1			0.0			32.7			0.4	
Approach LOS		D			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		19.2			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		79.8			Sum of lost time (s)			27.0				
Intersection Capacity Utilization		43.7%			ICU Level of Service			A				
Analysis Period (min)		15										

c Critical Lane Group



### HCM Unsignalized Intersection Capacity Analysis 3: Lafayette St. & Atlantic St.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	92	41	25	0	0	0	0	33	0	17	46	0
Future Volume (vph)	92	41	25	0	0	0	0	33	0	17	46	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	100	45	27	0	0	0	0	36	0	18	50	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	172	36	68									
Volume Left (vph)	100	0	18									
Volume Right (vph)	27	0	0									
Hadj (s)	0.06	0.03	0.09									
Departure Headway (s)	4.2	4.4	4.4									
Degree Utilization, x	0.20	0.04	0.08									
Capacity (veh/h)	836	776	782									
Control Delay (s)	8.2	7.6	7.8									
Approach Delay (s)	8.2	7.6	7.8									
Approach LOS	A	A	A									
<b>Intersection Summary</b>												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			25.5%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis
















## 4: Broad St. & Atlantic St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	22	22	15	0	0	0	0	65	3	4	48	0
Future Volume (vph)	22	22	15	0	0	0	0	65	3	4	48	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	24	16	0	0	0	0	71	3	4	52	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	64	74	56									
Volume Left (vph)	24	0	4									
Volume Right (vph)	16	3	0									
Hadj (s)	-0.04	0.01	0.05									
Departure Headway (s)	4.1	4.1	4.2									
Degree Utilization, x	0.07	0.08	0.06									
Capacity (veh/h)	840	851	845									
Control Delay (s)	7.5	7.5	7.5									
Approach Delay (s)	7.5	7.5	7.5									
Approach LOS	A	A	A									
<b>Intersection Summary</b>												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			15.8%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 9: Lafayette St. & Gregory St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	21	10	22	92	0	0	50	59
Future Volume (Veh/h)	0	0	0	1	21	10	22	92	0	0	50	59
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	23	11	24	100	0	0	54	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)											402	
pX, platoon unblocked												
vC, conflicting volume	256	234	86	234	266	100	118				100	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	256	234	86	234	266	100	118				100	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	96	99	98				100	
cM capacity (veh/h)	661	655	973	712	629	956	1470				1493	
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	35	124	118									
Volume Left	1	24	0									
Volume Right	11	0	64									
cSH	707	1470	1700									
Volume to Capacity	0.05	0.02	0.07									
Queue Length 95th (ft)	4	1	0									
Control Delay (s)	10.4	1.6	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.4	1.6	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	22.7%			ICU Level of Service			A					
Analysis Period (min)	15											

# HCM Unsignalized Intersection Capacity Analysis

## 11: Broad St. & Linden Ave.













11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	3	4	46	76	25
Future Volume (Veh/h)	25	3	4	46	76	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	3	4	50	83	27
Pedestrians	18					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	172	114	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	172	114	128			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	801	922	1433			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	30	54	110			
Volume Left	27	4	0			
Volume Right	3	0	27			
cSH	812	1433	1700			
Volume to Capacity	0.04	0.00	0.06			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	9.6	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	0.6	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.6			
Intersection Capacity Utilization			19.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 12: Myrtle Ave. & Linden Ave.

















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	29	0	0	18	0	8	0	11	10	0	11
Future Volume (vph)	0	29	0	0	18	0	8	0	11	10	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	32	0	0	20	0	9	0	12	11	0	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	32	20	21	23								
Volume Left (vph)	0	0	9	11								
Volume Right (vph)	0	0	12	12								
Hadj (s)	0.03	0.03	-0.22	-0.18								
Departure Headway (s)	4.0	4.1	3.8	3.8								
Degree Utilization, x	0.04	0.02	0.02	0.02								
Capacity (veh/h)	874	872	919	917								
Control Delay (s)	7.2	7.1	6.9	6.9								
Approach Delay (s)	7.2	7.1	6.9	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.1									
Level of Service			A									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 15: Park Ave. & Linden Ave.

















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	4	11	2	0	34	0	146	4	30	151	0
Future Volume (Veh/h)	16	4	11	2	0	34	0	146	4	30	151	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	4	12	2	0	37	0	159	4	33	164	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	428	393	164	405	391	161	164			163		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	428	393	164	405	391	161	164			163		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	99	99	100	100	96	100			98		
cM capacity (veh/h)	505	531	881	536	532	884	1414			1416		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	33	39	163	197								
Volume Left	17	2	0	33								
Volume Right	12	37	4	0								
cSH	602	855	1700	1416								
Volume to Capacity	0.05	0.05	0.10	0.02								
Queue Length 95th (ft)	4	4	0	2								
Control Delay (s)	11.3	9.4	0.0	1.4								
Lane LOS	B	A		A								
Approach Delay (s)	11.3	9.4	0.0	1.4								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			35.6%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 23: Broad St. & University Ave.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	31	5	1	3	4	46	0	0	50	0
Future Volume (Veh/h)	3	0	31	5	1	3	4	46	0	0	50	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	34	5	1	3	4	50	0	0	54	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	116	112	54	146	112	50	54			50		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	116	112	54	146	112	50	54			50		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	97	99	100	100	100			100		
cM capacity (veh/h)	856	776	1013	793	776	1018	1551			1557		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	37	9	54	54								
Volume Left	3	5	4	0								
Volume Right	34	3	0	0								
cSH	998	854	1551	1557								
Volume to Capacity	0.04	0.01	0.00	0.00								
Queue Length 95th (ft)	3	1	0	0								
Control Delay (s)	8.7	9.3	0.6	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.7	9.3	0.6	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			15.7%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 37: Park Ave. & Atlantic St.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	46	16	0	0	0	0	177	9	39	181	0
Future Volume (Veh/h)	117	46	16	0	0	0	0	177	9	39	181	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	127	50	17	0	0	0	0	192	10	42	197	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1046	
pX, platoon unblocked												
vC, conflicting volume	478	483	197	520	478	197	197			202		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	478	483	197	520	478	197	197			202		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	74	89	98	100	100	100	100			97		
cM capacity (veh/h)	486	468	844	410	472	844	1376			1370		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	194	202	239									
Volume Left	127	0	42									
Volume Right	17	10	0									
cSH	500	1700	1370									
Volume to Capacity	0.39	0.12	0.03									
Queue Length 95th (ft)	45	0	2									
Control Delay (s)	16.7	0.0	1.6									
Lane LOS	C		A									
Approach Delay (s)	16.7	0.0	1.6									
Approach LOS	C											
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			41.4%		ICU Level of Service					A		
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
 39: Park Ave. & Gregory St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	11	32	36	14	282	0	0	214	84
Future Volume (Veh/h)	0	0	0	11	32	36	14	282	0	0	214	84
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	12	35	39	15	307	0	0	233	91
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												744
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					
vC, conflicting volume	672	616	278	616	661	307	324				307	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	606	545	181	545	594	307	231				307	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	97	91	95	99				100	
cM capacity (veh/h)	330	408	798	412	382	733	1239				1254	
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	86	322	324									
Volume Left	12	15	0									
Volume Right	39	0	91									
cSH	495	1239	1700									
Volume to Capacity	0.17	0.01	0.19									
Queue Length 95th (ft)	16	1	0									
Control Delay (s)	13.8	0.5	0.0									
Lane LOS	B	A										
Approach Delay (s)	13.8	0.5	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay				1.8								
Intersection Capacity Utilization				37.4%			ICU Level of Service			A		
Analysis Period (min)				15								

# HCM Signalized Intersection Capacity Analysis

## 24: Lafayette St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔			↔			↔		
Traffic Volume (vph)	0	0	0	0	8	9	3	105	0	0	118	3	
Future Volume (vph)	0	0	0	0	8	9	3	105	0	0	118	3	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					5.0			4.0			5.0		
Lane Util. Factor					1.00			1.00			1.00		
Frt					0.93			1.00			1.00		
Flt Protected					1.00			1.00			1.00		
Satd. Flow (prot)					1730			1860			1857		
Flt Permitted					1.00			1.00			1.00		
Satd. Flow (perm)					1730			1863			1857		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	0	9	10	3	114	0	0	128	3	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0	
Lane Group Flow (vph)	0	0	0	0	19	0	0	117	0	0	129	0	
Turn Type					NA		D.P+P	NA			NA		
Protected Phases				6	6		1 2 3	1 2 3 4			4		
Permitted Phases							4						
Actuated Green, G (s)					7.3			40.2			15.3		
Effective Green, g (s)					7.3			35.2			15.3		
Actuated g/C Ratio					0.11			0.52			0.23		
Clearance Time (s)					5.0						5.0		
Vehicle Extension (s)					3.0						3.0		
Lane Grp Cap (vph)					186			967			419		
v/s Ratio Prot					c0.01			c0.04			c0.07		
v/s Ratio Perm								0.03					
v/c Ratio					0.10			0.12			0.31		
Uniform Delay, d1					27.2			8.3			21.8		
Progression Factor					1.00			0.01			1.00		
Incremental Delay, d2					0.2			0.1			0.4		
Delay (s)					27.5			0.1			22.2		
Level of Service					C			A			C		
Approach Delay (s)		0.0			27.5			0.1			22.2		
Approach LOS		A			C			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			12.9		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.19										
Actuated Cycle Length (s)			67.7		Sum of lost time (s)						27.0		
Intersection Capacity Utilization			28.3%		ICU Level of Service						A		
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 25: Broad St. & Railroad Ave. (North)

11/20/2021


















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	21	116	91	3
Future Volume (vph)	0	0	21	116	91	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	5.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				0.99	1.00	
Satd. Flow (prot)				1848	1855	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1863	1855	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	23	126	99	3
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	149	100	0
Turn Type			D.P+P	NA	NA	
Protected Phases			1 2 3 6	1 2 3 4	4	
Permitted Phases			4	6		
Actuated Green, G (s)				43.5	6.8	
Effective Green, g (s)				38.5	6.8	
Actuated g/C Ratio				0.72	0.13	
Clearance Time (s)					5.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)				1331	235	
v/s Ratio Prot				c0.07	c0.05	
v/s Ratio Perm				c0.01		
v/c Ratio				0.11	0.43	
Uniform Delay, d1				2.3	21.6	
Progression Factor				0.65	1.00	
Incremental Delay, d2				0.0	1.2	
Delay (s)				1.5	22.8	
Level of Service				A	C	
Approach Delay (s)	0.0			1.5	22.8	
Approach LOS	A			A	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.2	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.20			
Actuated Cycle Length (s)			53.5	Sum of lost time (s)		23.0
Intersection Capacity Utilization			17.3%	ICU Level of Service		A
Analysis Period (min)			15			

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 27: Lafayette St. & Railroad Ave. (South)



















11/20/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	3	13	24	0	0	0	0	110	1	33	95	0	
Future Volume (vph)	3	13	24	0	0	0	0	110	1	33	95	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.0						5.0			4.0		
Lane Util. Factor		1.00						1.00			1.00		
Frt		0.92						1.00			1.00		
Flt Protected		1.00						1.00			0.99		
Satd. Flow (prot)		1705						1861			1839		
Flt Permitted		1.00						1.00			0.98		
Satd. Flow (perm)		1705						1861			1824		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	3	14	26	0	0	0	0	120	1	36	103	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0	
Lane Group Flow (vph)	0	43	0	0	0	0	0	120	0	0	139	0	
Turn Type	Split	NA						NA		D.P+P	NA		
Protected Phases	2	2						4		1 6 7	1 4 6 7		
Permitted Phases										4			
Actuated Green, G (s)		10.6						15.3			32.9		
Effective Green, g (s)		10.6						15.3			27.9		
Actuated g/C Ratio		0.16						0.23			0.41		
Clearance Time (s)		5.0						5.0					
Vehicle Extension (s)		3.0						3.0					
Lane Grp Cap (vph)		266						420			754		
v/s Ratio Prot		c0.03						c0.06			c0.03		
v/s Ratio Perm											0.04		
v/c Ratio		0.16						0.29			0.18		
Uniform Delay, d1		24.7						21.7			12.7		
Progression Factor		1.00						1.00			0.09		
Incremental Delay, d2		1.3						0.4			0.1		
Delay (s)		26.0						22.1			1.3		
Level of Service		C						C			A		
Approach Delay (s)		26.0			0.0			22.1			1.3		
Approach LOS		C			A			C			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			13.1									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.21										
Actuated Cycle Length (s)			67.7									Sum of lost time (s)	27.0
Intersection Capacity Utilization			29.3%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 28: Broad St. & Railroad Ave. (South)/Ferry Access Rd.
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	9	28	15	1	0	74	0	44	0	21	70	0	
Future Volume (vph)	9	28	15	1	0	74	0	44	0	21	70	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	5.0			5.0			5.0			4.0		
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00		
Frt	1.00	0.95			0.87			1.00			1.00		
Flt Protected	0.95	1.00			1.00			1.00			0.99		
Satd. Flow (prot)	1770	1766			1613			1863			1841		
Flt Permitted	0.95	1.00			1.00			1.00			0.94		
Satd. Flow (perm)	1770	1766			1613			1863			1756		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	10	30	16	1	0	80	0	48	0	23	76	0	
RTOR Reduction (vph)	0	0	0	0	71	0	0	0	0	0	0	0	
Lane Group Flow (vph)	10	46	0	0	10	0	0	48	0	0	99	0	
Turn Type	Split	NA		Split	NA			NA		D.P+P	NA		
Protected Phases	2	2		6	6			4		1	14		
Permitted Phases										4			
Actuated Green, G (s)	11.7	11.7			6.3			6.8			10.3		
Effective Green, g (s)	11.7	11.7			6.3			6.8			10.3		
Actuated g/C Ratio	0.22	0.22			0.12			0.13			0.19		
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)	387	386			189			236			343		
v/s Ratio Prot	0.01	c0.03			c0.01			0.03			c0.02		
v/s Ratio Perm											c0.04		
v/c Ratio	0.03	0.12			0.05			0.20			0.29		
Uniform Delay, d1	16.4	16.8			20.9			20.9			18.5		
Progression Factor	1.00	1.00			1.00			1.00			0.02		
Incremental Delay, d2	0.1	0.6			0.1			0.4			0.5		
Delay (s)	16.5	17.4			21.1			21.4			0.9		
Level of Service	B	B			C			C			A		
Approach Delay (s)		17.2			21.1			21.4			0.9		
Approach LOS		B			C			C			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			13.3									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.15										
Actuated Cycle Length (s)			53.5									Sum of lost time (s)	23.0
Intersection Capacity Utilization			29.8%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 31: Park Ave. & Railroad Ave. (North)
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	67	6	9	6	214	0	0	203	8
Future Volume (vph)	0	0	0	67	6	9	6	214	0	0	203	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.98			1.00			0.99	
Flt Protected					0.96			1.00			1.00	
Satd. Flow (prot)					1763			1860			1853	
Flt Permitted					0.96			1.00			1.00	
Satd. Flow (perm)					1763			1863			1853	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	73	7	10	7	233	0	0	221	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	90	0	0	240	0	0	228	0
Turn Type				Split	NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					11.0			46.2			24.2	
Effective Green, g (s)					11.0			46.2			24.2	
Actuated g/C Ratio					0.14			0.58			0.31	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					244			1085			566	
v/s Ratio Prot					c0.05			c0.06			c0.12	
v/s Ratio Perm								0.07				
v/c Ratio					0.37			0.22			0.40	
Uniform Delay, d1					30.9			7.9			21.8	
Progression Factor					1.00			0.12			1.00	
Incremental Delay, d2					0.9			0.1			0.5	
Delay (s)					31.9			1.1			22.2	
Level of Service					C			A			C	
Approach Delay (s)		0.0			31.9			1.1			22.2	
Approach LOS		A			C			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.7		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			79.2		Sum of lost time (s)						27.0	
Intersection Capacity Utilization			37.5%		ICU Level of Service						A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 32: Park Ave. & Railroad Ave. (South)















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	4	4	0	0	0	0	189	5	11	227	0
Future Volume (vph)	5	4	4	0	0	0	0	189	5	11	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.96						1.00			1.00	
Flt Protected		0.98						1.00			1.00	
Satd. Flow (prot)		1752						1857			1858	
Flt Permitted		0.98						1.00			1.00	
Satd. Flow (perm)		1752						1857			1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	4	4	0	0	0	0	205	5	12	247	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	13	0	0	0	0	0	209	0	0	259	0
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7	1 4 6 7	
Permitted Phases										4		
Actuated Green, G (s)		8.0						24.2			46.2	
Effective Green, g (s)		8.0						24.2			41.2	
Actuated g/C Ratio		0.10						0.31			0.52	
Clearance Time (s)		4.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		176						567			968	
v/s Ratio Prot		c0.01						c0.11			c0.06	
v/s Ratio Perm											0.08	
v/c Ratio		0.07						0.37			0.27	
Uniform Delay, d1		32.2						21.5			10.6	
Progression Factor		1.00						1.00			0.01	
Incremental Delay, d2		0.8						0.4			0.1	
Delay (s)		33.1						21.9			0.3	
Level of Service		C						C			A	
Approach Delay (s)		33.1			0.0			21.9			0.3	
Approach LOS		C			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		10.6			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.27										
Actuated Cycle Length (s)		79.2			Sum of lost time (s)				27.0			
Intersection Capacity Utilization		34.2%			ICU Level of Service				A			
Analysis Period (min)		15										

c Critical Lane Group

### HCM Unsignalized Intersection Capacity Analysis 3: Lafayette St. & Atlantic St.

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













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	87	51	39	0	0	0	0	36	0	33	77	0
Future Volume (vph)	87	51	39	0	0	0	0	36	0	33	77	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	95	55	42	0	0	0	0	39	0	36	84	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	192	39	120									
Volume Left (vph)	95	0	36									
Volume Right (vph)	42	0	0									
Hadj (s)	0.00	0.03	0.09									
Departure Headway (s)	4.3	4.5	4.5									
Degree Utilization, x	0.23	0.05	0.15									
Capacity (veh/h)	814	752	760									
Control Delay (s)	8.5	7.8	8.3									
Approach Delay (s)	8.5	7.8	8.3									
Approach LOS	A	A	A									
Intersection Summary												
Delay			8.4									
Level of Service			A									
Intersection Capacity Utilization			29.1%	ICU Level of Service								A
Analysis Period (min)			15									



# HCM Unsignalized Intersection Capacity Analysis
















## 4: Broad St. & Atlantic St.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	23	36	25	0	0	0	0	46	0	10	49	0
Future Volume (vph)	23	36	25	0	0	0	0	46	0	10	49	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	39	27	0	0	0	0	50	0	11	53	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	91	50	64									
Volume Left (vph)	25	0	11									
Volume Right (vph)	27	0	0									
Hadj (s)	-0.09	0.03	0.07									
Departure Headway (s)	4.1	4.2	4.2									
Degree Utilization, x	0.10	0.06	0.07									
Capacity (veh/h)	859	827	830									
Control Delay (s)	7.5	7.5	7.6									
Approach Delay (s)	7.5	7.5	7.6									
Approach LOS	A	A	A									
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			21.2%	ICU Level of Service								A
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 9: Lafayette St. & Gregory St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	6	18	6	10	85	0	0	52	44
Future Volume (Veh/h)	0	0	0	6	18	6	10	85	0	0	52	44
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	20	7	11	92	0	0	57	48
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											402	
pX, platoon unblocked												
vC, conflicting volume	212	195	81	195	219	92	105			92		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212	195	81	195	219	92	105			92		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	97	99	99			100		
cM capacity (veh/h)	719	695	979	760	674	965	1486			1503		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	34	103	105									
Volume Left	7	11	0									
Volume Right	7	0	48									
cSH	737	1486	1700									
Volume to Capacity	0.05	0.01	0.06									
Queue Length 95th (ft)	4	1	0									
Control Delay (s)	10.1	0.8	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.1	0.8	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			21.7%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 11: Broad St. & Linden Ave.













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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L	T	
Traffic Volume (veh/h)	15	5	23	30	46	72
Future Volume (Veh/h)	15	5	23	30	46	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	5	25	33	50	78
Pedestrians	18					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	190	107	146			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	190	107	146			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	98			
cM capacity (veh/h)	771	931	1411			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	21	58	128			
Volume Left	16	25	0			
Volume Right	5	0	78			
cSH	804	1411	1700			
Volume to Capacity	0.03	0.02	0.08			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.6	3.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	3.4	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.9			
Intersection Capacity Utilization			20.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 12: Myrtle Ave. & Linden Ave.

















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	84	0	0	18	0	8	0	8	10	0	8
Future Volume (vph)	0	84	0	0	18	0	8	0	8	10	0	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	91	0	0	20	0	9	0	9	11	0	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	91	20	18	20								
Volume Left (vph)	0	0	9	11								
Volume Right (vph)	0	0	9	9								
Hadj (s)	0.03	0.03	-0.17	-0.13								
Departure Headway (s)	4.0	4.1	4.0	4.0								
Degree Utilization, x	0.10	0.02	0.02	0.02								
Capacity (veh/h)	878	862	866	865								
Control Delay (s)	7.5	7.2	7.1	7.1								
Approach Delay (s)	7.5	7.2	7.1	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
Level of Service			A									
Intersection Capacity Utilization			14.4%	ICU Level of Service	A							
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 15: Park Ave. & Linden Ave.













11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	0	0	0	13	0	14	1	29	42	0
Future Volume (Veh/h)	4	4	0	0	0	13	0	14	1	29	42	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	0	14	0	15	1	32	46	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140	126	46	128	126	16	46			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140	126	46	128	126	16	46			16		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	100	100	99	100			98		
cM capacity (veh/h)	807	749	1023	830	750	1064	1562			1602		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	14	16	78								
Volume Left	4	0	0	32								
Volume Right	0	14	1	0								
cSH	777	1064	1700	1602								
Volume to Capacity	0.01	0.01	0.01	0.02								
Queue Length 95th (ft)	1	1	0	2								
Control Delay (s)	9.7	8.4	0.0	3.1								
Lane LOS	A	A		A								
Approach Delay (s)	9.7	8.4	0.0	3.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			20.9%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis
















## 23: Broad St. & University Ave.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	1	1	42	8	1	6	4	15	0	0	57	5
Future Volume (Veh/h)	1	1	42	8	1	6	4	15	0	0	57	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	46	9	1	7	4	16	0	0	62	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	96	88	64	135	91	16	67			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96	88	64	135	91	16	67			16		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	99	100	99	100			100		
cM capacity (veh/h)	878	800	1000	796	797	1063	1535			1602		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	48	17	20	67								
Volume Left	1	9	4	0								
Volume Right	46	7	0	5								
cSH	992	888	1535	1602								
Volume to Capacity	0.05	0.02	0.00	0.00								
Queue Length 95th (ft)	4	1	0	0								
Control Delay (s)	8.8	9.1	1.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.8	9.1	1.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			16.6%		ICU Level of Service					A		
Analysis Period (min)			15									
















HCM Unsignalized Intersection Capacity Analysis  
 37: Park Ave. & Atlantic St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	29	6	0	0	0	0	24	3	26	91	0
Future Volume (Veh/h)	80	29	6	0	0	0	0	24	3	26	91	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	32	7	0	0	0	0	26	3	28	99	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1046	
pX, platoon unblocked												
vC, conflicting volume	182	184	99	206	182	28	99			29		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182	184	99	206	182	28	99			29		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	95	99	100	100	100	100			98		
cM capacity (veh/h)	768	698	957	711	699	1048	1494			1584		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	126	29	127									
Volume Left	87	0	28									
Volume Right	7	3	0									
cSH	757	1700	1584									
Volume to Capacity	0.17	0.02	0.02									
Queue Length 95th (ft)	15	0	1									
Control Delay (s)	10.7	0.0	1.7									
Lane LOS	B		A									
Approach Delay (s)	10.7	0.0	1.7									
Approach LOS	B											
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization			25.9%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 39: Park Ave. & Gregory St.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	16	44	14	100	0	0	125	52
Future Volume (Veh/h)	0	0	0	1	16	44	14	100	0	0	125	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	17	48	15	109	0	0	136	57
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											744	
pX, platoon unblocked												
vC, conflicting volume	360	304	164	304	332	109	193			109		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	360	304	164	304	332	109	193			109		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	97	95	99			100		
cM capacity (veh/h)	548	603	880	643	581	945	1380			1481		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	66	124	193									
Volume Left	1	15	0									
Volume Right	48	0	57									
cSH	809	1380	1700									
Volume to Capacity	0.08	0.01	0.11									
Queue Length 95th (ft)	7	1	0									
Control Delay (s)	9.8	1.0	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.8	1.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			27.3%		ICU Level of Service					A		
Analysis Period (min)			15									



HCM Signalized Intersection Capacity Analysis  
 24: Lafayette St. & Railroad Ave. (North)

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	14	22	2	130	0	0	148	7
Future Volume (vph)	0	0	0	1	14	22	2	130	0	0	148	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.92			1.00			0.99	
Flt Protected					1.00			1.00			1.00	
Satd. Flow (prot)					1710			1861			1851	
Flt Permitted					1.00			1.00			1.00	
Satd. Flow (perm)					1710			1863			1851	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1	15	24	2	141	0	0	161	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	40	0	0	143	0	0	167	0
Turn Type				Split	NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					10.0			40.5			15.5	
Effective Green, g (s)					10.0			35.5			15.5	
Actuated g/C Ratio					0.14			0.50			0.22	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					239			924			401	
v/s Ratio Prot					c0.02			c0.04			c0.09	
v/s Ratio Perm								0.03				
v/c Ratio					0.17			0.15			0.42	
Uniform Delay, d1					27.1			9.8			24.1	
Progression Factor					1.00			0.03			1.00	
Incremental Delay, d2					0.3			0.1			0.7	
Delay (s)					27.4			0.4			24.8	
Level of Service					C			A			C	
Approach Delay (s)		0.0			27.4			0.4			24.8	
Approach LOS		A			C			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.2		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			71.5		Sum of lost time (s)						27.0	
Intersection Capacity Utilization			28.3%		ICU Level of Service						A	
Analysis Period (min)			15									

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 25: Broad St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	9	126	88	2
Future Volume (vph)	0	0	9	126	88	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	5.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				1856	1858	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1863	1858	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	137	96	2
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	147	97	0
Turn Type			D.P+P	NA	NA	
Protected Phases			1 2 3 6	1 2 3 4	4	
Permitted Phases			4	6		
Actuated Green, G (s)				46.2	6.6	
Effective Green, g (s)				41.2	6.6	
Actuated g/C Ratio				0.73	0.12	
Clearance Time (s)					5.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)				1361	218	
v/s Ratio Prot				c0.06	c0.05	
v/s Ratio Perm				c0.02		
v/c Ratio				0.11	0.45	
Uniform Delay, d1				2.2	23.1	
Progression Factor				0.56	1.00	
Incremental Delay, d2				0.0	1.5	
Delay (s)				1.2	24.5	
Level of Service				A	C	
Approach Delay (s)	0.0			1.2	24.5	
Approach LOS	A			A	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.6	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.19			
Actuated Cycle Length (s)			56.2	Sum of lost time (s)		23.0
Intersection Capacity Utilization			17.1%	ICU Level of Service		A
Analysis Period (min)			15			

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 27: Lafayette St. & Railroad Ave. (South)

11/20/2021





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	21	18	16	0	0	0	0	109	1	50	98	0
Future Volume (vph)	21	18	16	0	0	0	0	109	1	50	98	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.96						1.00			1.00	
Flt Protected		0.98						1.00			0.98	
Satd. Flow (prot)		1758						1861			1832	
Flt Permitted		0.98						1.00			0.95	
Satd. Flow (perm)		1758						1861			1774	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	20	17	0	0	0	0	118	1	54	107	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	60		0	0	0	0	118	0	0	161	
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7	1 4 6 7	
Permitted Phases										4		
Actuated Green, G (s)		10.0						15.5			36.5	
Effective Green, g (s)		10.0						15.5			31.5	
Actuated g/C Ratio		0.14						0.22			0.44	
Clearance Time (s)		5.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		245						403			794	
v/s Ratio Prot		c0.03						c0.06			c0.05	
v/s Ratio Perm											0.04	
v/c Ratio		0.24						0.29			0.20	
Uniform Delay, d1		27.4						23.4			12.3	
Progression Factor		1.00						1.00			0.03	
Incremental Delay, d2		2.4						0.4			0.1	
Delay (s)		29.8						23.8			0.5	
Level of Service		C						C			A	
Approach Delay (s)		29.8			0.0			23.8			0.5	
Approach LOS		C			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		13.8			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.23										
Actuated Cycle Length (s)		71.5			Sum of lost time (s)				27.0			
Intersection Capacity Utilization		30.4%			ICU Level of Service				A			
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 28: Broad St. & Railroad Ave. (South)/Ferry Access Rd.

11/20/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	5	54	4	2	0	120	0	82	1	33	55	0	
Future Volume (vph)	5	54	4	2	0	120	0	82	1	33	55	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	5.0			5.0			5.0			4.0		
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00		
Frt	1.00	0.99			0.87			1.00			1.00		
Flt Protected	0.95	1.00			1.00			1.00			0.98		
Satd. Flow (prot)	1770	1845			1614			1860			1828		
Flt Permitted	0.95	1.00			1.00			1.00			0.88		
Satd. Flow (perm)	1770	1845			1614			1860			1635		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	5	59	4	2	0	130	0	89	1	36	60	0	
RTOR Reduction (vph)	0	0	0	0	111	0	0	0	0	0	0	0	
Lane Group Flow (vph)	5	63	0	0	21	0	0	90	0	0	96	0	
Turn Type	Split	NA		Split	NA			NA		D.P+P	NA		
Protected Phases	2	2		6	6			4		1	14		
Permitted Phases										4			
Actuated Green, G (s)	11.8	11.8			9.1			6.6			10.2		
Effective Green, g (s)	11.8	11.8			9.1			6.6			10.2		
Actuated g/C Ratio	0.21	0.21			0.16			0.12			0.18		
Clearance Time (s)	5.0	5.0			5.0			5.0					
Vehicle Extension (s)	3.0	3.0			3.0			3.0					
Lane Grp Cap (vph)	371	387			261			218			309		
v/s Ratio Prot	0.00	c0.03			c0.01			c0.05			c0.02		
v/s Ratio Perm											0.04		
v/c Ratio	0.01	0.16			0.08			0.41			0.31		
Uniform Delay, d1	17.6	18.2			20.0			23.0			20.0		
Progression Factor	1.00	1.00			1.00			1.00			0.03		
Incremental Delay, d2	0.1	0.9			0.1			1.3			0.6		
Delay (s)	17.7	19.1			20.1			24.3			1.1		
Level of Service	B	B			C			C			A		
Approach Delay (s)		19.0			20.1			24.3			1.1		
Approach LOS		B			C			C			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			16.2									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.20										
Actuated Cycle Length (s)			56.2									Sum of lost time (s)	23.0
Intersection Capacity Utilization			29.7%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 31: Park Ave. & Railroad Ave. (North)

11/20/2021


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔			↔			↔		
Traffic Volume (vph)	0	0	0	40	10	11	21	450	0	0	351	12	
Future Volume (vph)	0	0	0	40	10	11	21	450	0	0	351	12	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					5.0			4.0			5.0		
Lane Util. Factor					1.00			1.00			1.00		
Frt					0.98			1.00			1.00		
Flt Protected					0.97			1.00			1.00		
Satd. Flow (prot)					1760			1859			1854		
Flt Permitted					0.97			1.00			1.00		
Satd. Flow (perm)					1760			1855			1854		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	43	11	12	23	489	0	0	382	13	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	0	66	0	0	512	0	0	394	0	
Turn Type				Split	NA		D.P+P	NA			NA		
Protected Phases				6	6		1 2 3	1 2 3 4			4		
Permitted Phases							4						
Actuated Green, G (s)					11.0			46.8			24.8		
Effective Green, g (s)					11.0			46.8			24.8		
Actuated g/C Ratio					0.14			0.59			0.31		
Clearance Time (s)					5.0						5.0		
Vehicle Extension (s)					3.0						3.0		
Lane Grp Cap (vph)					242			1088			576		
v/s Ratio Prot					c0.04			c0.13			c0.21		
v/s Ratio Perm								0.15					
v/c Ratio					0.27			0.47			0.68		
Uniform Delay, d1					30.8			9.4			24.1		
Progression Factor					1.00			0.11			1.00		
Incremental Delay, d2					0.6			0.2			3.3		
Delay (s)					31.4			1.3			27.4		
Level of Service					C			A			C		
Approach Delay (s)		0.0			31.4			1.3			27.4		
Approach LOS		A			C			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			13.9		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.57										
Actuated Cycle Length (s)			79.8		Sum of lost time (s)						27.0		
Intersection Capacity Utilization			57.4%		ICU Level of Service						B		
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 32: Park Ave. & Railroad Ave. (South)
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	18	12	0	0	0	0	417	12	14	367	0
Future Volume (vph)	35	18	12	0	0	0	0	417	12	14	367	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.98						1.00			1.00	
Flt Protected		0.97						1.00			1.00	
Satd. Flow (prot)		1769						1856			1859	
Flt Permitted		0.97						1.00			1.00	
Satd. Flow (perm)		1769						1856			1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	20	13	0	0	0	0	453	13	15	399	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	71	0	0	0	0	0	465	0	0	414	0
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7		1 4 6 7
Permitted Phases										4		
Actuated Green, G (s)		8.0						24.8			46.8	
Effective Green, g (s)		8.0						24.8			41.8	
Actuated g/C Ratio		0.10						0.31			0.52	
Clearance Time (s)		4.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		177						576			975	
v/s Ratio Prot		c0.04						c0.25			c0.09	
v/s Ratio Perm											0.13	
v/c Ratio		0.40						0.81			0.42	
Uniform Delay, d1		33.7						25.3			11.6	
Progression Factor		1.00						1.00			0.01	
Incremental Delay, d2		6.6						8.1			0.2	
Delay (s)		40.3						33.4			0.4	
Level of Service		D						C			A	
Approach Delay (s)		40.3			0.0			33.4			0.4	
Approach LOS		D			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		19.5			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.58										
Actuated Cycle Length (s)		79.8			Sum of lost time (s)			27.0				
Intersection Capacity Utilization		44.0%			ICU Level of Service			A				
Analysis Period (min)		15										

c Critical Lane Group

### HCM Unsignalized Intersection Capacity Analysis 3: Lafayette St. & Atlantic St.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	93	42	25	0	0	0	0	30	0	17	47	0
Future Volume (vph)	93	42	25	0	0	0	0	30	0	17	47	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	101	46	27	0	0	0	0	33	0	18	51	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	174	33	69									
Volume Left (vph)	101	0	18									
Volume Right (vph)	27	0	0									
Hadj (s)	0.06	0.03	0.09									
Departure Headway (s)	4.2	4.4	4.4									
Degree Utilization, x	0.20	0.04	0.08									
Capacity (veh/h)	837	775	782									
Control Delay (s)	8.3	7.6	7.8									
Approach Delay (s)	8.3	7.6	7.8									
Approach LOS	A	A	A									
<b>Intersection Summary</b>												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			25.6%			ICU Level of Service				A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 4: Broad St. & Atlantic St.

11/20/2021
















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	22	22	15	0	0	0	0	66	3	4	49	0
Future Volume (vph)	22	22	15	0	0	0	0	66	3	4	49	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	24	16	0	0	0	0	72	3	4	53	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	64	75	57									
Volume Left (vph)	24	0	4									
Volume Right (vph)	16	3	0									
Hadj (s)	-0.04	0.01	0.05									
Departure Headway (s)	4.1	4.1	4.2									
Degree Utilization, x	0.07	0.09	0.07									
Capacity (veh/h)	839	851	845									
Control Delay (s)	7.5	7.5	7.5									
Approach Delay (s)	7.5	7.5	7.5									
Approach LOS	A	A	A									
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			15.9%	ICU Level of Service								A
Analysis Period (min)			15									



# HCM Unsignalized Intersection Capacity Analysis

## 9: Lafayette St. & Gregory St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	21	10	22	93	0	0	51	60
Future Volume (Veh/h)	0	0	0	1	21	10	22	93	0	0	51	60
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	23	11	24	101	0	0	55	65
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											402	
pX, platoon unblocked												
vC, conflicting volume	259	236	88	236	269	101	120			101		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	259	236	88	236	269	101	120			101		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	96	99	98			100		
cM capacity (veh/h)	658	653	971	709	627	954	1468			1491		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	35	125	120									
Volume Left	1	24	0									
Volume Right	11	0	65									
cSH	705	1468	1700									
Volume to Capacity	0.05	0.02	0.07									
Queue Length 95th (ft)	4	1	0									
Control Delay (s)	10.4	1.5	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.4	1.5	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			22.8%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 11: Broad St. & Linden Ave.













11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↓	
Traffic Volume (veh/h)	25	3	4	47	77	25
Future Volume (Veh/h)	25	3	4	47	77	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	3	4	51	84	27
Pedestrians	18					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	174	116	129			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	174	116	129			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	799	921	1432			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	30	55	111			
Volume Left	27	4	0			
Volume Right	3	0	27			
cSH	810	1432	1700			
Volume to Capacity	0.04	0.00	0.07			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	9.6	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	0.6	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.6			
Intersection Capacity Utilization			19.3%	ICU Level of Service	A	
Analysis Period (min)			15			

















HCM Unsignalized Intersection Capacity Analysis  
 12: Myrtle Ave. & Linden Ave.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	29	0	0	18	0	8	0	11	10	0	11
Future Volume (vph)	0	29	0	0	18	0	8	0	11	10	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	32	0	0	20	0	9	0	12	11	0	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	32	20	21	23								
Volume Left (vph)	0	0	9	11								
Volume Right (vph)	0	0	12	12								
Hadj (s)	0.03	0.03	-0.22	-0.18								
Departure Headway (s)	4.0	4.1	3.8	3.8								
Degree Utilization, x	0.04	0.02	0.02	0.02								
Capacity (veh/h)	874	872	919	917								
Control Delay (s)	7.2	7.1	6.9	6.9								
Approach Delay (s)	7.2	7.1	6.9	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.1									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis  
 15: Park Ave. & Linden Ave.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	4	11	2	0	35	0	148	4	30	153	0
Future Volume (Veh/h)	16	4	11	2	0	35	0	148	4	30	153	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	4	12	2	0	38	0	161	4	33	166	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	433	397	166	409	395	163	166			165		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	433	397	166	409	395	163	166			165		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	99	99	100	100	96	100			98		
cM capacity (veh/h)	501	528	878	532	529	882	1412			1413		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	33	40	165	199								
Volume Left	17	2	0	33								
Volume Right	12	38	4	0								
cSH	598	854	1700	1413								
Volume to Capacity	0.06	0.05	0.10	0.02								
Queue Length 95th (ft)	4	4	0	2								
Control Delay (s)	11.4	9.4	0.0	1.4								
Lane LOS	B	A		A								
Approach Delay (s)	11.4	9.4	0.0	1.4								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			35.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 23: Broad St. & University Ave.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	31	5	1	3	4	47	0	0	51	0
Future Volume (Veh/h)	3	0	31	5	1	3	4	47	0	0	51	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	34	5	1	3	4	51	0	0	55	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	118	114	55	148	114	51	55			51		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	118	114	55	148	114	51	55			51		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	97	99	100	100	100			100		
cM capacity (veh/h)	854	774	1012	791	774	1017	1550			1555		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	37	9	55	55								
Volume Left	3	5	4	0								
Volume Right	34	3	0	0								
cSH	997	852	1550	1555								
Volume to Capacity	0.04	0.01	0.00	0.00								
Queue Length 95th (ft)	3	1	0	0								
Control Delay (s)	8.8	9.3	0.6	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.8	9.3	0.6	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			15.8%	ICU Level of Service	A							
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis
















## 37: Park Ave. & Atlantic St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	47	16	0	0	0	0	180	9	40	184	0
Future Volume (Veh/h)	119	47	16	0	0	0	0	180	9	40	184	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	129	51	17	0	0	0	0	196	10	43	200	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1046	
pX, platoon unblocked												
vC, conflicting volume	487	492	200	530	487	201	200			206		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	487	492	200	530	487	201	200			206		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	73	89	98	100	100	100	100			97		
cM capacity (veh/h)	479	463	841	403	466	840	1372			1365		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	197	206	243									
Volume Left	129	0	43									
Volume Right	17	10	0									
cSH	493	1700	1365									
Volume to Capacity	0.40	0.12	0.03									
Queue Length 95th (ft)	48	0	2									
Control Delay (s)	17.1	0.0	1.6									
Lane LOS	C		A									
Approach Delay (s)	17.1	0.0	1.6									
Approach LOS	C											
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			41.9%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 39: Park Ave. & Gregory St.

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	11	32	37	14	286	0	0	217	85
Future Volume (Veh/h)	0	0	0	11	32	37	14	286	0	0	217	85
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	12	35	40	15	311	0	0	236	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											744	
pX, platoon unblocked	0.92	0.92	0.92	0.92	0.92		0.92					
vC, conflicting volume	680	623	282	623	669	311	328			311		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	613	551	181	551	600	311	231			311		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	91	95	99			100		
cM capacity (veh/h)	325	404	795	408	378	729	1235			1249		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	87	326	328									
Volume Left	12	15	0									
Volume Right	40	0	92									
cSH	492	1235	1700									
Volume to Capacity	0.18	0.01	0.19									
Queue Length 95th (ft)	16	1	0									
Control Delay (s)	13.9	0.5	0.0									
Lane LOS	B	A										
Approach Delay (s)	13.9	0.5	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			37.7%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Signalized Intersection Capacity Analysis

## 24: Lafayette St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔			↕			↕		
Traffic Volume (vph)	0	0	0	0	8	9	3	116	0	0	162	3	
Future Volume (vph)	0	0	0	0	8	9	3	116	0	0	162	3	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					5.0			4.0			5.0		
Lane Util. Factor					1.00			1.00			1.00		
Frt					0.93			1.00			1.00		
Flt Protected					1.00			1.00			1.00		
Satd. Flow (prot)					1730			1861			1859		
Flt Permitted					1.00			1.00			1.00		
Satd. Flow (perm)					1730			1863			1859		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	0	9	10	3	126	0	0	176	3	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	0	19	0	0	129	0	0	178	0	
Turn Type					NA		D.P+P	NA			NA		
Protected Phases				6	6		1 2 3	1 2 3 4			4		
Permitted Phases							4						
Actuated Green, G (s)					10.0			40.2			15.9		
Effective Green, g (s)					10.0			35.2			15.9		
Actuated g/C Ratio					0.14			0.49			0.22		
Clearance Time (s)					5.0						5.0		
Vehicle Extension (s)					3.0						3.0		
Lane Grp Cap (vph)					242			920			415		
v/s Ratio Prot					c0.01			c0.04			c0.10		
v/s Ratio Perm								0.03					
v/c Ratio					0.08			0.14			0.43		
Uniform Delay, d1					26.6			9.8			23.8		
Progression Factor					1.00			0.00			1.00		
Incremental Delay, d2					0.1			0.1			0.7		
Delay (s)					26.7			0.1			24.5		
Level of Service					C			A			C		
Approach Delay (s)		0.0			26.7			0.1			24.5		
Approach LOS		A			C			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			15.0		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.23										
Actuated Cycle Length (s)			71.2		Sum of lost time (s)						27.0		
Intersection Capacity Utilization			28.3%		ICU Level of Service						A		
Analysis Period (min)			15										

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 25: Broad St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	21	243	271	3
Future Volume (vph)	0	0	21	243	271	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	5.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				1855	1860	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1863	1860	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	23	264	295	3
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	287	297	0
Turn Type			D.P+P	NA	NA	
Protected Phases			1 2 3 6	1 2 3 4	4	
Permitted Phases			4	6		
Actuated Green, G (s)				46.7	10.3	
Effective Green, g (s)				41.7	10.3	
Actuated g/C Ratio				0.74	0.18	
Clearance Time (s)					5.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)				1365	337	
v/s Ratio Prot				c0.13	c0.16	
v/s Ratio Perm				c0.03		
v/c Ratio				0.21	0.88	
Uniform Delay, d1				2.3	22.6	
Progression Factor				0.85	1.00	
Incremental Delay, d2				0.1	22.6	
Delay (s)				2.1	45.2	
Level of Service				A	D	
Approach Delay (s)	0.0			2.1	45.2	
Approach LOS	A			A	D	
















Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	56.7	Sum of lost time (s)	23.0
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 27: Lafayette St. & Railroad Ave. (South)

11/20/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	3	13	24	0	0	0	0	121	1	33	139	0	
Future Volume (vph)	3	13	24	0	0	0	0	121	1	33	139	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.0						5.0			4.0		
Lane Util. Factor		1.00						1.00			1.00		
Frt		0.92						1.00			1.00		
Flt Protected		1.00						1.00			0.99		
Satd. Flow (prot)		1705						1861			1845		
Flt Permitted		1.00						1.00			0.99		
Satd. Flow (perm)		1705						1861			1845		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	3	14	26	0	0	0	0	132	1	36	151	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	43	0	0	0	0	0	133	0	0	187	0	
Turn Type	Split	NA						NA		D.P+P	NA		
Protected Phases	2	2						4		1 6 7	1 4 6 7		
Permitted Phases										4			
Actuated Green, G (s)		10.0						15.9			36.9		
Effective Green, g (s)		10.0						15.9			31.9		
Actuated g/C Ratio		0.14						0.22			0.45		
Clearance Time (s)		5.0						5.0					
Vehicle Extension (s)		3.0						3.0					
Lane Grp Cap (vph)		239						415			930		
v/s Ratio Prot		c0.03						c0.07			c0.05		
v/s Ratio Perm											0.06		
v/c Ratio		0.18						0.32			0.20		
Uniform Delay, d1		27.0						23.1			11.9		
Progression Factor		1.00						1.00			0.06		
Incremental Delay, d2		1.6						0.4			0.1		
Delay (s)		28.6						23.6			0.8		
Level of Service		C						C			A		
Approach Delay (s)		28.6			0.0			23.6			0.8		
Approach LOS		C			A			C			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			12.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.24										
Actuated Cycle Length (s)			71.2									Sum of lost time (s)	27.0
Intersection Capacity Utilization			40.8%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 28: Broad St. & Railroad Ave. (South)/Ferry Access Rd.

11/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	28	15	1	0	74	0	171	0	21	250	0
Future Volume (vph)	9	28	15	1	0	74	0	171	0	21	250	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.95			0.87			1.00			1.00	
Flt Protected	0.95	1.00			1.00			1.00			1.00	
Satd. Flow (prot)	1770	1766			1613			1863			1856	
Flt Permitted	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (perm)	1770	1766			1613			1863			1810	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	30	16	1	0	80	0	186	0	23	272	0
RTOR Reduction (vph)	0	0	0	0	71	0	0	0	0	0	0	0
Lane Group Flow (vph)	10	46	0	0	10	0	0	186	0	0	295	0
Turn Type	Split	NA		Split	NA			NA		D.P+P	NA	
Protected Phases	2	2		6	6			4		1	14	
Permitted Phases										4		
Actuated Green, G (s)	10.3	10.3			6.9			10.3			13.4	
Effective Green, g (s)	10.3	10.3			6.9			10.3			13.4	
Actuated g/C Ratio	0.18	0.18			0.12			0.18			0.24	
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	321	320			196			338			430	
v/s Ratio Prot	0.01	c0.03			c0.01			0.10			c0.04	
v/s Ratio Perm											c0.12	
v/c Ratio	0.03	0.14			0.05			0.55			0.69	
Uniform Delay, d1	19.1	19.5			22.0			21.1			19.7	
Progression Factor	1.00	1.00			1.00			1.00			0.30	
Incremental Delay, d2	0.2	0.9			0.1			1.9			2.1	
Delay (s)	19.3	20.4			22.1			23.0			8.1	
Level of Service	B	C			C			C			A	
Approach Delay (s)		20.2			22.1			23.0			8.1	
Approach LOS		C			C			C			A	

### Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	56.7	Sum of lost time (s)	23.0
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 31: Park Ave. & Railroad Ave. (North)

11/20/2021


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔			↕			↕		
Traffic Volume (vph)	0	0	0	67	6	9	6	298	0	0	428	8	
Future Volume (vph)	0	0	0	67	6	9	6	298	0	0	428	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					5.0			4.0			5.0		
Lane Util. Factor					1.00			1.00			1.00		
Frt					0.98			1.00			1.00		
Flt Protected					0.96			1.00			1.00		
Satd. Flow (prot)					1763			1861			1858		
Flt Permitted					0.96			1.00			1.00		
Satd. Flow (perm)					1763			1863			1858		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	73	7	10	7	324	0	0	465	9	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	0	90	0	0	331	0	0	473	0	
Turn Type				Split	NA		D.P+P	NA			NA		
Protected Phases				6	6		1 2 3	1 2 3 4			4		
Permitted Phases							4						
Actuated Green, G (s)					11.0			46.8			24.8		
Effective Green, g (s)					11.0			46.8			24.8		
Actuated g/C Ratio					0.14			0.59			0.31		
Clearance Time (s)					5.0						5.0		
Vehicle Extension (s)					3.0						3.0		
Lane Grp Cap (vph)					243			1092			577		
v/s Ratio Prot					c0.05			c0.08			c0.25		
v/s Ratio Perm								0.09					
v/c Ratio					0.37			0.30			0.82		
Uniform Delay, d1					31.3			8.3			25.4		
Progression Factor					1.00			0.08			1.00		
Incremental Delay, d2					1.0			0.1			9.1		
Delay (s)					32.2			0.8			34.6		
Level of Service					C			A			C		
Approach Delay (s)		0.0			32.2			0.8			34.6		
Approach LOS		A			C			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			21.8		HCM 2000 Level of Service						C		
HCM 2000 Volume to Capacity ratio			0.59										
Actuated Cycle Length (s)			79.8		Sum of lost time (s)						27.0		
Intersection Capacity Utilization			40.5%		ICU Level of Service						A		
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 32: Park Ave. & Railroad Ave. (South)

11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	4	4	0	0	0	0	273	5	11	452	0
Future Volume (vph)	5	4	4	0	0	0	0	273	5	11	452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.96						1.00			1.00	
Flt Protected		0.98						1.00			1.00	
Satd. Flow (prot)		1752						1859			1861	
Flt Permitted		0.98						1.00			1.00	
Satd. Flow (perm)		1752						1859			1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	4	4	0	0	0	0	297	5	12	491	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	13	0	0	0	0	0	301	0	0	503	0
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7	1 4 6 7	
Permitted Phases										4		
Actuated Green, G (s)		8.0						24.8			46.8	
Effective Green, g (s)		8.0						24.8			41.8	
Actuated g/C Ratio		0.10						0.31			0.52	
Clearance Time (s)		4.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		175						577			975	
v/s Ratio Prot		c0.01						c0.16			c0.11	
v/s Ratio Perm											0.16	
v/c Ratio		0.07						0.52			0.52	
Uniform Delay, d1		32.5						22.6			12.4	
Progression Factor		1.00						1.00			0.02	
Incremental Delay, d2		0.8						0.9			0.3	
Delay (s)		33.4						23.5			0.6	
Level of Service		C						C			A	
Approach Delay (s)		33.4			0.0			23.5			0.6	
Approach LOS		C			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		9.6			HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio		0.42										
Actuated Cycle Length (s)		79.8			Sum of lost time (s)				27.0			
Intersection Capacity Utilization		46.0%			ICU Level of Service				A			
Analysis Period (min)		15										

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 2: Linden Ave. & Driveway #6















03/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Volume (veh/h)	0	155	95	0	76	84
Future Volume (Veh/h)	0	155	95	0	76	84
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	168	103	0	83	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	103				271	103
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	103				271	103
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	90
cM capacity (veh/h)	1489				718	952
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	168	103	83	91		
Volume Left	0	0	83	0		
Volume Right	0	0	0	91		
cSH	1700	1700	718	952		
Volume to Capacity	0.10	0.06	0.12	0.10		
Queue Length 95th (ft)	0	0	10	8		
Control Delay (s)	0.0	0.0	10.7	9.2		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			19.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 3: Lafayette St. & Atlantic St.
















03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	87	51	129	0	0	0	0	11	0	92	44	0
Future Volume (vph)	87	51	129	0	0	0	0	11	0	92	44	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	95	55	140	0	0	0	0	12	0	100	48	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	290	12	148									
Volume Left (vph)	95	0	100									
Volume Right (vph)	140	0	0									
Hadj (s)	-0.19	0.03	0.17									
Departure Headway (s)	4.1	4.8	4.7									
Degree Utilization, x	0.33	0.02	0.19									
Capacity (veh/h)	849	698	714									
Control Delay (s)	9.1	7.8	8.9									
Approach Delay (s)	9.1	7.8	8.9									
Approach LOS	A	A	A									
<b>Intersection Summary</b>												
Delay			9.0									
Level of Service			A									
Intersection Capacity Utilization			36.1%	ICU Level of Service								A
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 4: Broad St. & Atlantic St.

03/29/2022
















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop								Stop		Stop	
Traffic Volume (vph)	23	36	114	0	0	0	0	201	0	10	229	0
Future Volume (vph)	23	36	114	0	0	0	0	201	0	10	229	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	39	124	0	0	0	0	218	0	11	249	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	188	218	260									
Volume Left (vph)	25	0	11									
Volume Right (vph)	124	0	0									
Hadj (s)	-0.34	0.03	0.04									
Departure Headway (s)	4.7	4.7	4.7									
Degree Utilization, x	0.24	0.29	0.34									
Capacity (veh/h)	704	727	732									
Control Delay (s)	9.2	9.6	10.1									
Approach Delay (s)	9.2	9.6	10.1									
Approach LOS	A	A	B									
<b>Intersection Summary</b>												
Delay			9.7									
Level of Service			A									
Intersection Capacity Utilization			37.0%	ICU Level of Service								A
Analysis Period (min)			15									



# HCM Unsignalized Intersection Capacity Analysis

## 9: Lafayette St. & Gregory St.

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	6	18	6	10	96	0	0	96	44
Future Volume (Veh/h)	0	0	0	6	18	6	10	96	0	0	96	44
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	20	7	11	104	0	0	104	48
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											402	
pX, platoon unblocked												
vC, conflicting volume	271	254	128	254	278	104	152			104		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271	254	128	254	278	104	152			104		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	97	99	99			100		
cM capacity (veh/h)	656	645	922	695	625	951	1429			1488		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	34	115	152									
Volume Left	7	11	0									
Volume Right	7	0	48									
cSH	688	1429	1700									
Volume to Capacity	0.05	0.01	0.09									
Queue Length 95th (ft)	4	1	0									
Control Delay (s)	10.5	0.8	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.5	0.8	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			23.4%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 11: Broad St. & Linden Ave.













03/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Volume (veh/h)	226	5	23	59	91	72
Future Volume (Veh/h)	226	5	23	59	91	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	246	5	25	64	99	78
Pedestrians	18					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	270	156	195			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	156	195			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	99	98			
cM capacity (veh/h)	694	874	1354			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	251	89	177			
Volume Left	246	25	0			
Volume Right	5	0	78			
cSH	697	1354	1700			
Volume to Capacity	0.36	0.02	0.10			
Queue Length 95th (ft)	41	1	0			
Control Delay (s)	13.0	2.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.0	2.3	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			6.7			
Intersection Capacity Utilization			38.7%	ICU Level of Service	A	
Analysis Period (min)			15			

















HCM Unsignalized Intersection Capacity Analysis  
 12: Myrtle Ave. & Linden Ave.

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	219	0	0	102	0	8	0	8	10	0	8
Future Volume (vph)	0	219	0	0	102	0	8	0	8	10	0	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	238	0	0	111	0	9	0	9	11	0	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	238	111	18	20								
Volume Left (vph)	0	0	9	11								
Volume Right (vph)	0	0	9	9								
Hadj (s)	0.03	0.03	-0.17	-0.13								
Departure Headway (s)	4.1	4.3	4.5	4.6								
Degree Utilization, x	0.27	0.13	0.02	0.03								
Capacity (veh/h)	856	828	733	722								
Control Delay (s)	8.7	7.9	7.6	7.7								
Approach Delay (s)	8.7	7.9	7.6	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.4									
Level of Service			A									
Intersection Capacity Utilization			21.5%	ICU Level of Service	A							
Analysis Period (min)			15									










HCM Unsignalized Intersection Capacity Analysis  
 15: Park Ave. & Linden Ave.

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	0	0	0	97	0	14	1	164	42	0
Future Volume (Veh/h)	4	4	0	0	0	97	0	14	1	164	42	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	0	105	0	15	1	178	46	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	522	418	46	420	418	16	46			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	522	418	46	420	418	16	46			16		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	100	100	90	100			89		
cM capacity (veh/h)	383	467	1023	495	468	1064	1562			1602		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	105	16	224								
Volume Left	4	0	0	178								
Volume Right	0	105	1	0								
cSH	421	1064	1700	1602								
Volume to Capacity	0.02	0.10	0.01	0.11								
Queue Length 95th (ft)	1	8	0	9								
Control Delay (s)	13.7	8.8	0.0	6.2								
Lane LOS	B	A		A								
Approach Delay (s)	13.7	8.8	0.0	6.2								
Approach LOS	B	A										
Intersection Summary												
Average Delay			6.8									
Intersection Capacity Utilization			30.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 17: Broad St. & Driveway #3

03/29/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	0	0	170	343	0
Future Volume (Veh/h)	31	0	0	170	343	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	0	0	185	373	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	558	373	373			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	558	373	373			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	100	100			
cM capacity (veh/h)	491	673	1185			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	34	185	373			
Volume Left	34	0	0			
Volume Right	0	0	0			
cSH	491	1700	1700			
Volume to Capacity	0.07	0.11	0.22			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	12.9	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.9	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		28.1%		ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 20: Broad St. & Driveway #5

















03/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	135	150	163	180
Future Volume (Veh/h)	0	0	135	150	163	180
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	147	163	177	196
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	732	275	373			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	275	373			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	88			
cM capacity (veh/h)	340	764	1185			
Direction, Lane #	NB 1	SB 1				
Volume Total	310	373				
Volume Left	147	0				
Volume Right	0	196				
cSH	1185	1700				
Volume to Capacity	0.12	0.22				
Queue Length 95th (ft)	11	0				
Control Delay (s)	4.6	0.0				
Lane LOS	A					
Approach Delay (s)	4.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			41.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 23: Broad St. & Driveway #4/University Ave.
















03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	0	0	8	0	7	0	150	0	0	343	0
Future Volume (Veh/h)	20	0	0	8	0	7	0	150	0	0	343	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	0	0	9	0	8	0	163	0	0	373	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	544	536	373	536	536	163	373			163		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	544	536	373	536	536	163	373			163		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	100	98	100	99	100			100		
cM capacity (veh/h)	446	451	673	455	451	882	1185			1416		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	22	17	163	373								
Volume Left	22	9	0	0								
Volume Right	0	8	0	0								
cSH	446	590	1700	1416								
Volume to Capacity	0.05	0.03	0.10	0.00								
Queue Length 95th (ft)	4	2	0	0								
Control Delay (s)	13.5	11.3	0.0	0.0								
Lane LOS	B	B										
Approach Delay (s)	13.5	11.3	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			28.1%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 37: Park Ave. & Atlantic St.
















03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	29	6	0	0	0	0	108	3	116	226	0
Future Volume (Veh/h)	80	29	6	0	0	0	0	108	3	116	226	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	32	7	0	0	0	0	117	3	126	246	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1046	
pX, platoon unblocked	0.92	0.92	0.92	0.92	0.92		0.92					
vC, conflicting volume	616	618	246	640	616	118	246			120		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	543	545	142	568	543	118	142			120		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	78	91	99	100	100	100	100			91		
cM capacity (veh/h)	389	376	836	347	377	933	1330			1468		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	126	120	372									
Volume Left	87	0	126									
Volume Right	7	3	0									
cSH	397	1700	1468									
Volume to Capacity	0.32	0.07	0.09									
Queue Length 95th (ft)	34	0	7									
Control Delay (s)	18.2	0.0	3.1									
Lane LOS	C		A									
Approach Delay (s)	18.2	0.0	3.1									
Approach LOS	C											
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization			38.0%			ICU Level of Service				A		
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
 39: Park Ave. & Gregory St.

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	16	44	14	184	0	0	350	52
Future Volume (Veh/h)	0	0	0	1	16	44	14	184	0	0	350	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	17	48	15	200	0	0	380	57
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											744	
pX, platoon unblocked	0.85	0.85	0.85	0.85	0.85		0.85					
vC, conflicting volume	695	638	408	638	667	200	437			200		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	550	483	212	483	517	200	245			200		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	96	94	99			100		
cM capacity (veh/h)	341	404	702	414	387	841	1119			1372		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	66	215	437									
Volume Left	1	15	0									
Volume Right	48	0	57									
cSH	638	1119	1700									
Volume to Capacity	0.10	0.01	0.26									
Queue Length 95th (ft)	9	1	0									
Control Delay (s)	11.3	0.7	0.0									
Lane LOS	B	A										
Approach Delay (s)	11.3	0.7	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			31.8%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Signalized Intersection Capacity Analysis

## 24: Lafayette St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕			↕	
Traffic Volume (vph)	0	0	0	1	14	22	2	143	0	0	161	7
Future Volume (vph)	0	0	0	1	14	22	2	143	0	0	161	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.92			1.00			0.99	
Flt Protected					1.00			1.00			1.00	
Satd. Flow (prot)					1710			1862			1852	
Flt Permitted					1.00			1.00			1.00	
Satd. Flow (perm)					1710			1863			1852	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1	15	24	2	155	0	0	175	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	40	0	0	157	0	0	181	0
Turn Type				Split	NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					10.0			41.0			16.0	
Effective Green, g (s)					10.0			36.0			16.0	
Actuated g/C Ratio					0.14			0.50			0.22	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					237			931			411	
v/s Ratio Prot					c0.02			c0.05			c0.10	
v/s Ratio Perm								0.04				
v/c Ratio					0.17			0.17			0.44	
Uniform Delay, d1					27.3			9.8			24.1	
Progression Factor					1.00			0.02			1.00	
Incremental Delay, d2					0.3			0.1			0.8	
Delay (s)					27.7			0.2			24.9	
Level of Service					C			A			C	
Approach Delay (s)		0.0			27.7			0.2			24.9	
Approach LOS		A			C			A			C	

### Intersection Summary

HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 25: Broad St. & Railroad Ave. (North)

11/20/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	9	287	139	2
Future Volume (vph)	0	0	9	287	139	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	5.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				1860	1859	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1863	1859	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	312	151	2
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	322	152	0
Turn Type			D.P+P	NA	NA	
Protected Phases			1 2 3 6	1 2 3 4	4	
Permitted Phases			4	6		
Actuated Green, G (s)				49.4	10.2	
Effective Green, g (s)				44.4	10.2	
Actuated g/C Ratio				0.75	0.17	
Clearance Time (s)					5.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)				1390	319	
v/s Ratio Prot				c0.13	c0.08	
v/s Ratio Perm				c0.04		
v/c Ratio				0.23	0.48	
Uniform Delay, d1				2.3	22.2	
Progression Factor				1.02	1.00	
Incremental Delay, d2				0.1	1.1	
Delay (s)				2.4	23.3	
Level of Service				A	C	
Approach Delay (s)	0.0			2.4	23.3	
Approach LOS	A			A	C	
















### Intersection Summary

HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	59.4	Sum of lost time (s)	23.0
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 27: Lafayette St. & Railroad Ave. (South)



















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	18	16	0	0	0	0	122	1	50	111	0
Future Volume (vph)	21	18	16	0	0	0	0	122	1	50	111	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.96						1.00			1.00	
Flt Protected		0.98						1.00			0.98	
Satd. Flow (prot)		1758						1861			1834	
Flt Permitted		0.98						1.00			0.95	
Satd. Flow (perm)		1758						1861			1774	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	20	17	0	0	0	0	133	1	54	121	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	60	0	0	0	0	0	134	0	0	175	0
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7		1 4 6 7
Permitted Phases										4		
Actuated Green, G (s)		10.0						16.0			37.0	
Effective Green, g (s)		10.0						16.0			32.0	
Actuated g/C Ratio		0.14						0.22			0.44	
Clearance Time (s)		5.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		244						413			801	
v/s Ratio Prot		c0.03						c0.07			c0.05	
v/s Ratio Perm											0.05	
v/c Ratio		0.25						0.32			0.22	
Uniform Delay, d1		27.6						23.5			12.3	
Progression Factor		1.00						1.00			0.03	
Incremental Delay, d2		2.4						0.5			0.1	
Delay (s)		30.0						23.9			0.6	
Level of Service		C						C			A	
Approach Delay (s)		30.0			0.0			23.9			0.6	
Approach LOS		C			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		13.8			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.25										
Actuated Cycle Length (s)		72.0			Sum of lost time (s)			27.0				
Intersection Capacity Utilization		40.3%			ICU Level of Service			A				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 28: Broad St. & Railroad Ave. (South)/Ferry Access Rd.
















11/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	54	4	2	0	120	0	243	1	33	106	0
Future Volume (vph)	5	54	4	2	0	120	0	243	1	33	106	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.99			0.87			1.00			1.00	
Flt Protected	0.95	1.00			1.00			1.00			0.99	
Satd. Flow (prot)	1770	1845			1614			1862			1841	
Flt Permitted	0.95	1.00			1.00			1.00			0.86	
Satd. Flow (perm)	1770	1845			1614			1862			1602	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	59	4	2	0	130	0	264	1	36	115	0
RTOR Reduction (vph)	0	0	0	0	110	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	63	0	0	22	0	0	265	0	0	151	0
Turn Type	Split	NA		Split	NA			NA		D.P+P	NA	
Protected Phases	2	2		6	6			4		1	14	
Permitted Phases										4		
Actuated Green, G (s)	10.2	10.2			9.8			10.2			13.3	
Effective Green, g (s)	10.2	10.2			9.8			10.2			13.3	
Actuated g/C Ratio	0.17	0.17			0.16			0.17			0.22	
Clearance Time (s)	5.0	5.0			5.0			5.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	303	316			266			319			371	
v/s Ratio Prot	0.00	c0.03			c0.01			c0.14			c0.02	
v/s Ratio Perm											0.07	
v/c Ratio	0.02	0.20			0.08			0.83			0.41	
Uniform Delay, d1	20.4	21.1			21.0			23.8			19.7	
Progression Factor	1.00	1.00			1.00			1.00			0.05	
Incremental Delay, d2	0.1	1.4			0.1			16.6			0.7	
Delay (s)	20.5	22.5			21.1			40.3			1.7	
Level of Service	C	C			C			D			A	
Approach Delay (s)		22.4			21.1			40.3			1.7	
Approach LOS		C			C			D			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			24.7									C
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			59.4							23.0		
Intersection Capacity Utilization			42.8%									A
ICU Level of Service												
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 31: Park Ave. & Railroad Ave. (North)

11/20/2021
















													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	40	10	11	21	558	0	0	414	12	
Future Volume (vph)	0	0	0	40	10	11	21	558	0	0	414	12	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					5.0			4.0			5.0		
Lane Util. Factor					1.00			1.00			1.00		
Frt					0.98			1.00			1.00		
Flt Protected					0.97			1.00			1.00		
Satd. Flow (prot)					1760			1859			1856		
Flt Permitted					0.97			1.00			1.00		
Satd. Flow (perm)					1760			1856			1856		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	43	11	12	23	607	0	0	450	13	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	0	66	0	0	630	0	0	462	0	
Turn Type				Split	NA		D.P+P	NA			NA		
Protected Phases				6	6		1 2 3	1 2 3 4			4		
Permitted Phases							4						
Actuated Green, G (s)					11.0			47.0			25.0		
Effective Green, g (s)					11.0			47.0			25.0		
Actuated g/C Ratio					0.14			0.59			0.31		
Clearance Time (s)					5.0						5.0		
Vehicle Extension (s)					3.0						3.0		
Lane Grp Cap (vph)					242			1091			580		
v/s Ratio Prot					c0.04			c0.16			c0.25		
v/s Ratio Perm								0.18					
v/c Ratio					0.27			0.58			0.80		
Uniform Delay, d1					30.9			10.3			25.2		
Progression Factor					1.00			0.29			1.00		
Incremental Delay, d2					0.6			0.3			7.5		
Delay (s)					31.5			3.3			32.6		
Level of Service					C			A			C		
Approach Delay (s)		0.0			31.5			3.3			32.6		
Approach LOS		A			C			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			16.6		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.67										
Actuated Cycle Length (s)			80.0		Sum of lost time (s)						27.0		
Intersection Capacity Utilization			63.0%		ICU Level of Service						B		
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 32: Park Ave. & Railroad Ave. (South)

11/20/2021

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	35	18	12	0	0	0	0	525	12	14	430	0		
Future Volume (vph)	35	18	12	0	0	0	0	525	12	14	430	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		4.0						5.0			4.0			
Lane Util. Factor		1.00						1.00			1.00			
Frt		0.98						1.00			1.00			
Flt Protected		0.97						1.00			1.00			
Satd. Flow (prot)		1769						1857			1860			
Flt Permitted		0.97						1.00			1.00			
Satd. Flow (perm)		1769						1857			1863			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	38	20	13	0	0	0	0	571	13	15	467	0		
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0		
Lane Group Flow (vph)	0	71	0	0	0	0	0	583	0	0	482	0		
Turn Type	Split	NA						NA		D.P+P	NA			
Protected Phases	2	2						4		1 6 7	1 4 6 7			
Permitted Phases										4				
Actuated Green, G (s)		8.0						25.0			47.0			
Effective Green, g (s)		8.0						25.0			42.0			
Actuated g/C Ratio		0.10						0.31			0.52			
Clearance Time (s)		4.0						5.0						
Vehicle Extension (s)		3.0						3.0						
Lane Grp Cap (vph)		176						580			977			
v/s Ratio Prot		c0.04						c0.31			c0.10			
v/s Ratio Perm											0.15			
v/c Ratio		0.40						1.01			0.49			
Uniform Delay, d1		33.8						27.5			12.2			
Progression Factor		1.00						1.00			0.04			
Incremental Delay, d2		6.7						38.8			0.3			
Delay (s)		40.5						66.3			0.8			
Level of Service		D						E			A			
Approach Delay (s)		40.5			0.0			66.3			0.8			
Approach LOS		D			A			E			A			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			36.9									HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio			0.69											
Actuated Cycle Length (s)			80.0								27.0			
Intersection Capacity Utilization			47.3%										ICU Level of Service	A
Analysis Period (min)			15											

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 2: Linden Ave. & Driveway #6

03/29/2022


















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Volume (veh/h)	0	66	29	0	100	108
Future Volume (Veh/h)	0	66	29	0	100	108
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	72	32	0	109	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32				104	32
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32				104	32
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	89
cM capacity (veh/h)	1580				894	1042
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	72	32	109	117		
Volume Left	0	0	109	0		
Volume Right	0	0	0	117		
cSH	1700	1700	894	1042		
Volume to Capacity	0.04	0.02	0.12	0.11		
Queue Length 95th (ft)	0	0	10	9		
Control Delay (s)	0.0	0.0	9.6	8.9		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			6.3			
Intersection Capacity Utilization			16.7%		ICU Level of Service	A
Analysis Period (min)			15			



### HCM Unsignalized Intersection Capacity Analysis 3: Lafayette St. & Atlantic St.
















03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	93	42	50	0	0	0	0	13	0	82	13	0
Future Volume (vph)	93	42	50	0	0	0	0	13	0	82	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	101	46	54	0	0	0	0	14	0	89	14	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	201	14	103									
Volume Left (vph)	101	0	89									
Volume Right (vph)	54	0	0									
Hadj (s)	-0.03	0.03	0.21									
Departure Headway (s)	4.2	4.5	4.6									
Degree Utilization, x	0.23	0.02	0.13									
Capacity (veh/h)	844	752	744									
Control Delay (s)	8.4	7.6	8.3									
Approach Delay (s)	8.4	7.6	8.3									
Approach LOS	A	A	A									
<b>Intersection Summary</b>												
Delay			8.3									
Level of Service			A									
Intersection Capacity Utilization			29.0%			ICU Level of Service				A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 4: Broad St. & Atlantic St.
















03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	22	22	116	0	0	0	0	275	3	4	100	0
Future Volume (vph)	22	22	116	0	0	0	0	275	3	4	100	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	24	126	0	0	0	0	299	3	4	109	0
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total (vph)	174	302	113									
Volume Left (vph)	24	0	4									
Volume Right (vph)	126	3	0									
Hadj (s)	-0.37	0.03	0.04									
Departure Headway (s)	4.5	4.5	4.7									
Degree Utilization, x	0.22	0.38	0.15									
Capacity (veh/h)	738	774	720									
Control Delay (s)	8.7	10.2	8.5									
Approach Delay (s)	8.7	10.2	8.5									
Approach LOS	A	B	A									
<b>Intersection Summary</b>												
Delay			9.4									
Level of Service			A									
Intersection Capacity Utilization			30.8%			ICU Level of Service				A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 9: Lafayette St. & Gregory St.

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	21	10	22	106	0	0	64	60
Future Volume (Veh/h)	0	0	0	1	21	10	22	106	0	0	64	60
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	23	11	24	115	0	0	70	65
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											402	
pX, platoon unblocked												
vC, conflicting volume	288	266	102	266	298	115	135			115		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	288	266	102	266	298	115	135			115		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	96	99	98			100		
cM capacity (veh/h)	629	629	953	679	604	937	1449			1474		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	35	139	135									
Volume Left	1	24	0									
Volume Right	11	0	65									
cSH	682	1449	1700									
Volume to Capacity	0.05	0.02	0.08									
Queue Length 95th (ft)	4	1	0									
Control Delay (s)	10.6	1.4	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.6	1.4	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			27.2%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 11: Broad St. & Linden Ave.













03/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	3	4	92	140	25
Future Volume (Veh/h)	163	3	4	92	140	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	177	3	4	100	152	27
Pedestrians	18					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	292	184	197			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	292	184	197			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	100	100			
cM capacity (veh/h)	685	844	1352			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	180	104	179			
Volume Left	177	4	0			
Volume Right	3	0	27			
cSH	687	1352	1700			
Volume to Capacity	0.26	0.00	0.11			
Queue Length 95th (ft)	26	0	0			
Control Delay (s)	12.1	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.1	0.3	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay	4.8					
Intersection Capacity Utilization	26.9%			ICU Level of Service	A	
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis  
 12: Myrtle Ave. & Linden Ave.

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	67	0	0	126	0	8	0	11	10	0	11
Future Volume (vph)	0	67	0	0	126	0	8	0	11	10	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	73	0	0	137	0	9	0	12	11	0	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	73	137	21	23								
Volume Left (vph)	0	0	9	11								
Volume Right (vph)	0	0	12	12								
Hadj (s)	0.03	0.03	-0.22	-0.18								
Departure Headway (s)	4.2	4.1	4.2	4.2								
Degree Utilization, x	0.08	0.16	0.02	0.03								
Capacity (veh/h)	845	863	815	812								
Control Delay (s)	7.5	7.9	7.3	7.3								
Approach Delay (s)	7.5	7.9	7.3	7.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			16.6%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Ave. & Linden Ave.










03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	4	11	2	0	143	0	148	4	68	153	0
Future Volume (Veh/h)	16	4	11	2	0	143	0	148	4	68	153	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	4	12	2	0	155	0	161	4	74	166	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	632	479	166	491	477	163	166			165		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	632	479	166	491	477	163	166			165		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	99	99	100	100	82	100			95		
cM capacity (veh/h)	311	460	878	459	462	882	1412			1413		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	33	157	165	240								
Volume Left	17	2	0	74								
Volume Right	12	155	4	0								
cSH	428	871	1700	1413								
Volume to Capacity	0.08	0.18	0.10	0.05								
Queue Length 95th (ft)	6	16	0	4								
Control Delay (s)	14.1	10.0	0.0	2.7								
Lane LOS	B	B		A								
Approach Delay (s)	14.1	10.0	0.0	2.7								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			42.5%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 17: Broad St. & Driveway #3

03/29/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	0	0	241	216	0
Future Volume (Veh/h)	37	0	0	241	216	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	0	0	262	235	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	497	235	235			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	497	235	235			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	100	100			
cM capacity (veh/h)	532	804	1332			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	40	262	235			
Volume Left	40	0	0			
Volume Right	0	0	0			
cSH	532	1700	1700			
Volume to Capacity	0.08	0.15	0.14			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	12.3	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.3	0.0	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay	0.9					
Intersection Capacity Utilization	22.7%			ICU Level of Service	A	
Analysis Period (min)	15					

# HCM Unsignalized Intersection Capacity Analysis

## 20: Broad St. & Driveway #5

03/29/2022



















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	38	217	165	51
Future Volume (Veh/h)	0	0	38	217	165	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	41	236	179	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	524	206	234			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	524	206	234			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	97			
cM capacity (veh/h)	497	834	1333			
Direction, Lane #	NB 1	SB 1				
Volume Total	277	234				
Volume Left	41	0				
Volume Right	0	55				
cSH	1333	1700				
Volume to Capacity	0.03	0.14				
Queue Length 95th (ft)	2	0				
Control Delay (s)	1.4	0.0				
Lane LOS	A					
Approach Delay (s)	1.4	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			32.0%	ICU Level of Service	A	
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
 23: Broad St. & Driveway #4/University Ave.
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	0	5	0	4	0	217	0	0	216	0
Future Volume (Veh/h)	24	0	0	5	0	4	0	217	0	0	216	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	0	5	0	4	0	236	0	0	235	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	475	471	235	471	471	236	235			236		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	475	471	235	471	471	236	235			236		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	100	99	100	100	100			100		
cM capacity (veh/h)	497	491	804	503	491	803	1332			1331		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	26	9	236	235								
Volume Left	26	5	0	0								
Volume Right	0	4	0	0								
cSH	497	603	1700	1331								
Volume to Capacity	0.05	0.01	0.14	0.00								
Queue Length 95th (ft)	4	1	0	0								
Control Delay (s)	12.6	11.1	0.0	0.0								
Lane LOS	B	B										
Approach Delay (s)	12.6	11.1	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			21.4%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis
















## 37: Park Ave. & Atlantic St.

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	47	16	0	0	0	0	288	9	65	222	0
Future Volume (Veh/h)	119	47	16	0	0	0	0	288	9	65	222	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	129	51	17	0	0	0	0	313	10	71	241	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1046	
pX, platoon unblocked												
vC, conflicting volume	701	706	241	744	701	318	241			323		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	701	706	241	744	701	318	241			323		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	62	85	98	100	100	100	100			94		
cM capacity (veh/h)	338	340	798	274	342	723	1326			1237		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	197	323	312									
Volume Left	129	0	71									
Volume Right	17	10	0									
cSH	356	1700	1237									
Volume to Capacity	0.55	0.19	0.06									
Queue Length 95th (ft)	80	0	5									
Control Delay (s)	26.9	0.0	2.3									
Lane LOS	D		A									
Approach Delay (s)	26.9	0.0	2.3									
Approach LOS	D											
Intersection Summary												
Average Delay			7.2									
Intersection Capacity Utilization			51.0%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 39: Park Ave. & Gregory St.

















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	11	32	37	14	394	0	0	280	85
Future Volume (Veh/h)	0	0	0	11	32	37	14	394	0	0	280	85
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	12	35	40	15	428	0	0	304	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											744	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	866	808	350	808	854	428	396			428		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	777	711	189	711	763	428	241			428		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	96	88	94	99			100		
cM capacity (veh/h)	232	310	748	302	289	627	1162			1131		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	87	443	396									
Volume Left	12	15	0									
Volume Right	40	0	92									
cSH	387	1162	1700									
Volume to Capacity	0.22	0.01	0.23									
Queue Length 95th (ft)	21	1	0									
Control Delay (s)	17.0	0.4	0.0									
Lane LOS	C	A										
Approach Delay (s)	17.0	0.4	0.0									
Approach LOS	C											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			43.3%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Signalized Intersection Capacity Analysis

## 31: Park Ave. & Railroad Ave. (North)
















03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	10	11	21	558	0	0	414	12
Future Volume (vph)	0	0	0	40	10	11	21	558	0	0	414	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0			4.0			5.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.98			1.00			1.00	
Flt Protected					0.97			1.00			1.00	
Satd. Flow (prot)					1760			1859			1856	
Flt Permitted					0.97			0.99			1.00	
Satd. Flow (perm)					1760			1845			1856	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	43	11	12	23	607	0	0	450	13
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	66	0	0	630	0	0	462	0
Turn Type				Split	NA		D.P+P	NA			NA	
Protected Phases				6	6		1 2 3	1 2 3 4			4	
Permitted Phases							4					
Actuated Green, G (s)					11.0			56.3			34.3	
Effective Green, g (s)					11.0			56.3			34.3	
Actuated g/C Ratio					0.12			0.63			0.38	
Clearance Time (s)					5.0						5.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					216			1166			712	
v/s Ratio Prot					c0.04			c0.13			c0.25	
v/s Ratio Perm								0.21				
v/c Ratio					0.31			0.54			0.65	
Uniform Delay, d1					35.7			9.2			22.6	
Progression Factor					1.00			0.10			1.00	
Incremental Delay, d2					0.8			0.3			2.0	
Delay (s)					36.5			1.2			24.6	
Level of Service					D			A			C	
Approach Delay (s)		0.0			36.5			1.2			24.6	
Approach LOS		A			D			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.6		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			89.3		Sum of lost time (s)						27.0	
Intersection Capacity Utilization			63.0%		ICU Level of Service						B	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 32: Park Ave. & Railroad Ave. (South)

03/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	18	12	0	0	0	0	525	12	14	430	0
Future Volume (vph)	35	18	12	0	0	0	0	525	12	14	430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						5.0			4.0	
Lane Util. Factor		1.00						1.00			1.00	
Frt		0.98						1.00			1.00	
Flt Protected		0.97						1.00			1.00	
Satd. Flow (prot)		1769						1857			1860	
Flt Permitted		0.97						1.00			1.00	
Satd. Flow (perm)		1769						1857			1856	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	20	13	0	0	0	0	571	13	15	467	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	71		0	0	0	0	583		0	482	
Turn Type	Split	NA						NA		D.P+P		NA
Protected Phases	2	2						4		1 6 7		1 4 6 7
Permitted Phases										4		
Actuated Green, G (s)		8.0						34.3			56.3	
Effective Green, g (s)		8.0						34.3			51.3	
Actuated g/C Ratio		0.09						0.38			0.57	
Clearance Time (s)		4.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		158						713			1066	
v/s Ratio Prot		c0.04						c0.31			c0.09	
v/s Ratio Perm											0.17	
v/c Ratio		0.45						0.82			0.45	
Uniform Delay, d1		38.6						24.7			10.9	
Progression Factor		1.00						1.00			0.02	
Incremental Delay, d2		9.0						7.3			0.2	
Delay (s)		47.5						32.0			0.5	
Level of Service		D						C			A	
Approach Delay (s)		47.5			0.0			32.0			0.5	
Approach LOS		D			A			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		19.6			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		89.3			Sum of lost time (s)			27.0				
Intersection Capacity Utilization		47.3%			ICU Level of Service			A				
Analysis Period (min)		15										

c Critical Lane Group

# Timings

## 31: Park Ave. & Railroad Ave. (North)

03/29/2022



Lane Group	WBT	NBL	NBT	SBT	Ø1	Ø2	Ø3	Ø7
Lane Configurations	↔		↔	↔				
Traffic Volume (vph)	10	21	558	414				
Future Volume (vph)	10	21	558	414				
Turn Type	NA	D.P+P	NA	NA				
Protected Phases	6	1 2 3	1 2 3 4	4	1	2	3	7
Permitted Phases		4						
Detector Phase	6	1 2 3	1 2 3 4	4				
Switch Phase								
Minimum Initial (s)	11.0			24.0	3.0	8.0	3.0	3.0
Minimum Split (s)	16.0			29.0	7.0	12.0	8.0	7.0
Total Split (s)	16.0			40.0	7.0	12.0	8.0	7.0
Total Split (%)	17.8%			44.4%	8%	13%	9%	8%
Yellow Time (s)	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0			2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0			0.0				
Total Lost Time (s)	5.0			5.0				
Lead/Lag	Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None			None	None	Max	None	None
Act Effect Green (s)	11.0		58.3	34.3				
Actuated g/C Ratio	0.12		0.65	0.38				
v/c Ratio	0.31		0.52	0.65				
Control Delay	40.3		1.7	27.6				
Queue Delay	0.0		1.4	0.0				
Total Delay	40.3		3.1	27.6				
LOS	D		A	C				
Approach Delay	40.3		3.1	27.6				
Approach LOS	D		A	C				

### Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 89.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

### Splits and Phases: 31: Park Ave. & Railroad Ave. (North)

#31 #32 ↔ ↔ Ø2 12 s	#31 ↔ Ø3 8 s	#31 #32 ↔ ↔ Ø6 16 s	#32 ↔ Ø7 7 s	#31 #32 ↔ ↔ Ø4 40 s	#31 #32 ↔ ↔ 7 s
---------------------------	--------------------	---------------------------	--------------------	---------------------------	-----------------------

# BASSICK HIGH SCHOOL NEW SCHOOL CONSTRUCTION - PHASE 2 OF 3

205 BROAD STREET  
BRIDGEPORT, CT 06604

<b>Owner:</b>	<b>Architect:</b>	<b>Construction Manager:</b>	<b>Civil / Site:</b>	<b>Landscape:</b>	<b>Structural:</b>	<b>Mechanical Electrical &amp; Plumbing:</b>	<b>Food Service:</b>	<b>IT, AV &amp; Security:</b>	<b>LEED Consultant:</b>	<b>Acoustical Consultant:</b>
<b>CITY OF BRIDGEPORT</b>	<b>PERKINS EASTMAN</b>	<b>BISMARCK CONSTRUCTION COMPANY</b>	<b>DIVERSIFIED TECHNOLOGY CONSULTANTS</b>	<b>RICHTER &amp; CEGAN, INC</b>	<b>DeSIMONE CONSULTING ENGINEERS</b>	<b>KOHLER RONAN, LLC</b>	<b>FOOD SERVICE FACILITIES INTERNATIONAL</b>	<b>D'AGOSTINO &amp; ASSOCIATES</b>	<b>STEVEN WINTER ASSOCIATES</b>	<b>ACENTECH</b>
999 Broad Street Bridgeport, CT 06604	677 Washington Blvd. Suite 101 Stamford, CT 06901 (203) 251-7400	100 Bridgeport Avenue Milford, CT 06460 (203) 876-8331	2321 Whitney Avenue Hamden, CT 06518 (203) 239-4200	8 Canal Court, #B Avon, CT 06001 (860) 678-0669	55 Church Street, 4th Floor New Haven, CT 06510 (203) 495-8270	93 Lake Avenue Danbury, CT 06810 (203) 778-1017	137 Elm Place New Canaan, CT 06840 (203) 972-1605	477 Main Street, Suite 210B Monroe, CT 06468 (203) 497-3064	61 Washington Street Norwalk, CT 06854 (203) 857-0200	33 Moulton Street Cambridge, MA 02138 (617) 499-8000



## LOCATION MAP

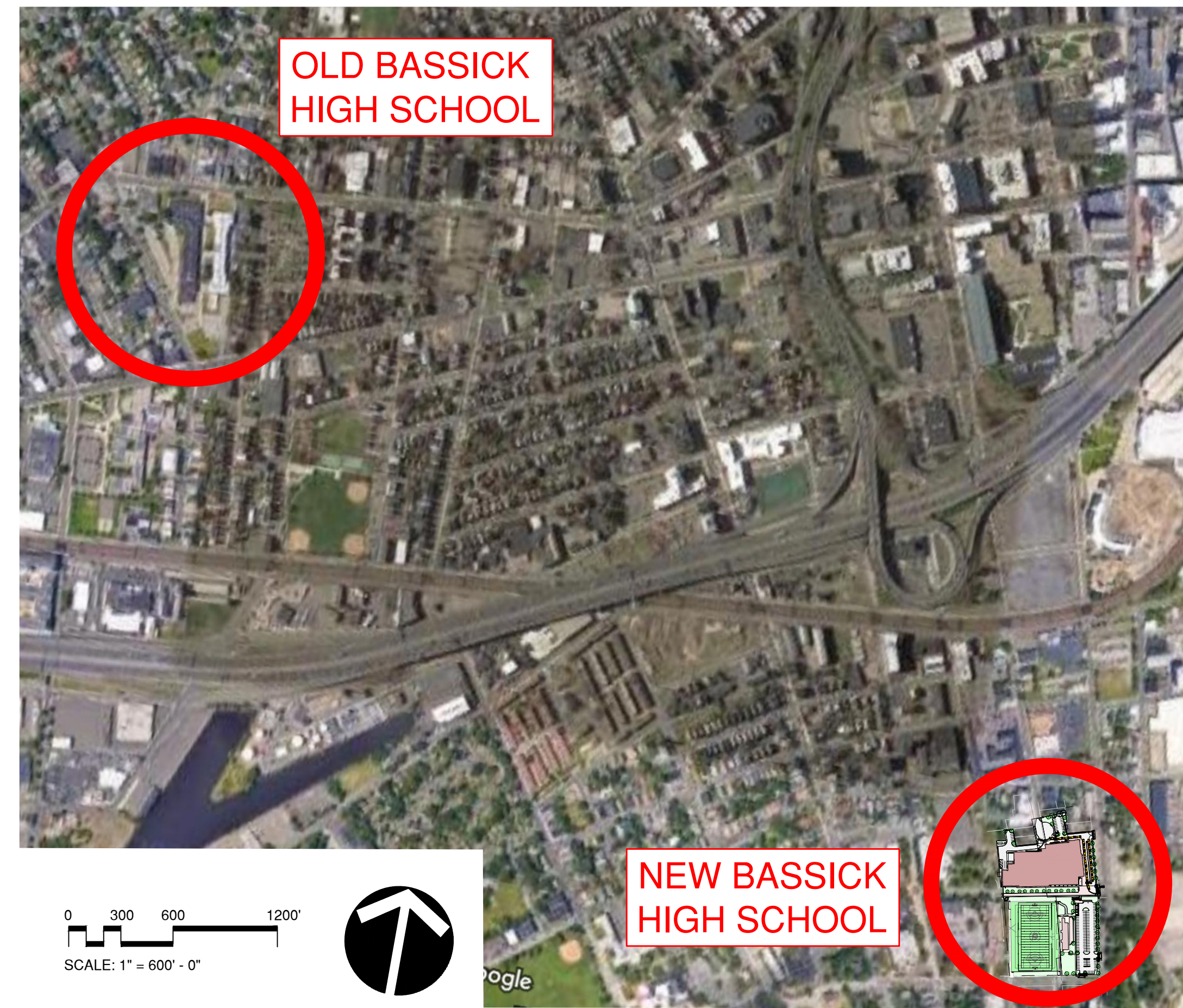


**PERKINS EASTMAN**  
677 Washington Blvd.  
Suite 101  
Stamford, CT 06901  
T. +1 203 251 7400  
F. +1 203 251 7474

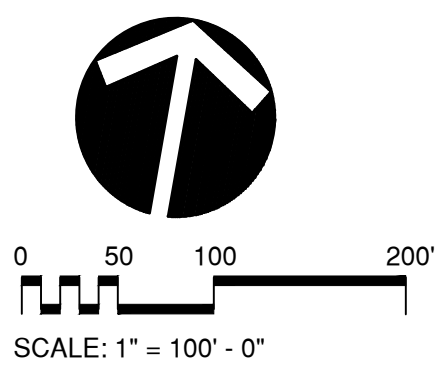
## SITE PLAN SUBMISSION

PROJECT No. 76640.00  
04/04/2022

STATE PROJECT #: 19DASY 015180 N0619



SITE ILLUSTRATIVE LEGEND	
	PROPOSED BUILDING/RELOCATED STRUCTURE
	EXISTING BUILDING/STRUCTURE
	BITUMINOUS CONCRETE PAVEMENT
	CONCRETE PAVEMENT
	PERMEABLE PAVER PAVEMENT SYSTEM
	SPORT FIELD (ARTIFICIAL TURF)
	SEEDED LAWN
	MAINTENANCE STRIP/GRAVEL PAVE
	WORK LIMIT LINE
	PROPERTY LINE



NO.	DATE	ISSUE

LANDSCAPE ARCHITECT  
**Richter & Cegan Inc.**  
 88 CANAL COURT P.O. BOX 567  
 AVON, CT 06001 PHONE: 860-678-0669



SEAL



**PERKINS EASTMAN**  
 677 Washington Blvd  
 Suite 101  
 Stamford, CT 06901  
 T: +1 203 251 7450  
 F: +1 203 251 7474

Owner:  
**City of Bridgeport**  
 999 Broad Street  
 Bridgeport, CT 06604

Construction Manager:  
**Bismark Construction Company**  
 100 Bridgeport Avenue  
 Milford, CT 06460

Civil / Site:  
**Diversified Technology Consultants**  
 2321 Whitney Avenue  
 Hamden, CT 06518

Landscape:  
**Richter & Cegan, Inc.**  
 8 Canal Court, 8B  
 Avon, CT 06001

Structural:  
**DeSimone Consulting Engineers**  
 55 Church Street, 4th Floor  
 New Haven, CT 06510

Mechanical Electrical & Plumbing:  
**Kohler Roman, LLC**  
 93 Lake Avenue  
 Danbury, CT 06810

Food Service:  
**Food Service Facilities International**  
 137 Elm Place  
 New Canaan, CT 06840

IT, AV & Security:  
**D'Agostino & Associates**  
 477 Main Street, Suite 210B  
 Morroe, CT 06408

Envelope Consultant:  
**Steven Winter Associates, Inc**  
 61 Washington Street  
 Norwalk, CT 06854

Acoustical Consultant:  
**Acentsch**  
 33 Moulton Street  
 Cambridge, MA 02138

PROJECT TITLE:  
**BASSICK HIGH SCHOOL**

205 BROAD STREET  
 BRIDGEPORT, CT 06604  
 STATE PROJ. #: 19DASY 015180 N0619

PROJECT No: 76640

DRAWING TITLE:  
**SITE LOCATION  
 CONTEXT PLAN**

SCALE: AS NOTED

**Lz-000**

MUNICIPAL REVIEW

04/04/2022

Z:\2020\16 Bassick at UB\CONDOC\Main\202016\_000\_PZ.dwg 04/01/2022 1:35:46 PM jperacchio















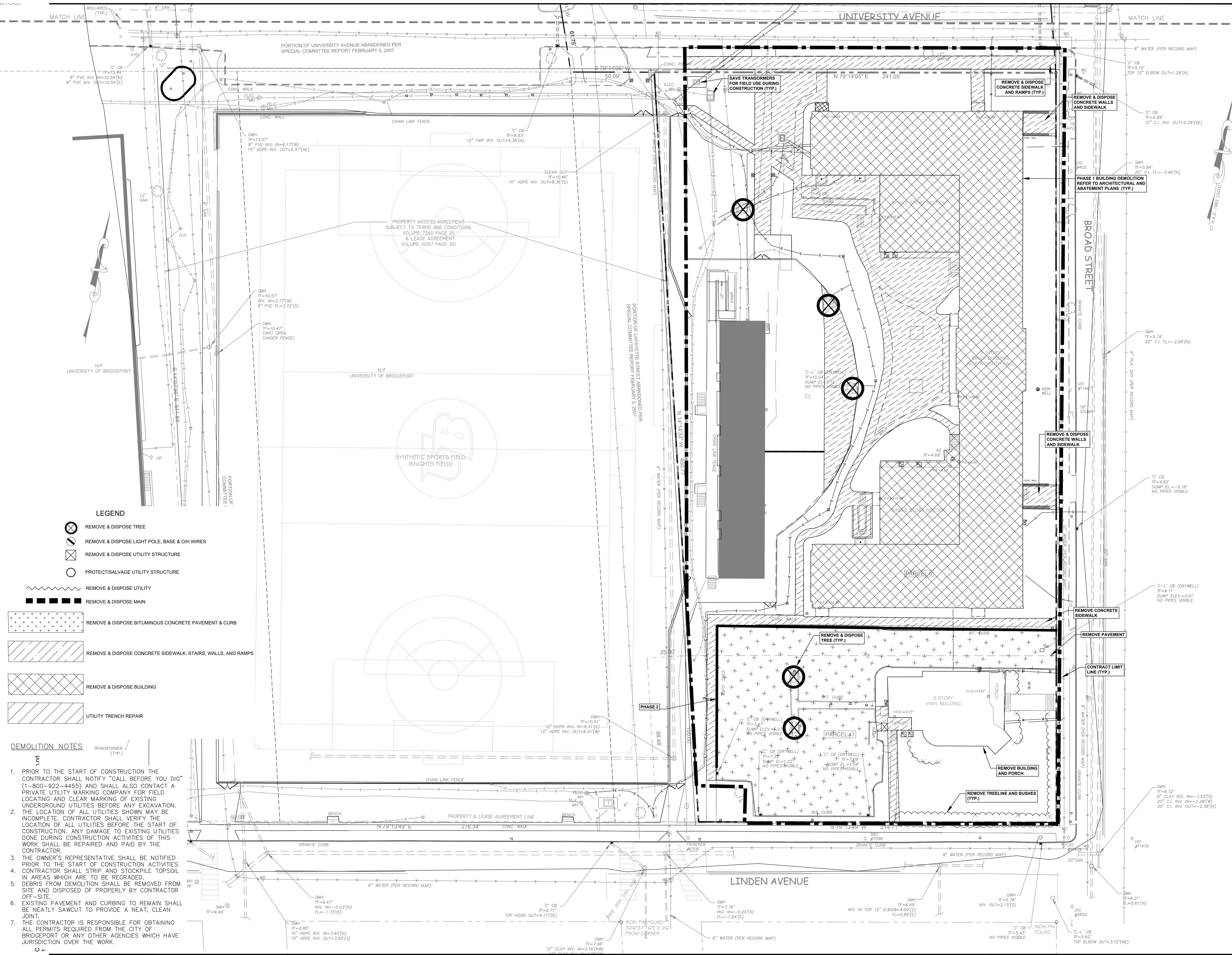












**LEGEND**

- REMOVE & DISPOSE TREE
- REMOVE & DISPOSE LIGHT POLE, BASE & O/H WIRES
- REMOVE & DISPOSE UTILITY STRUCTURE
- PROTECT/SALVAGE UTILITY STRUCTURE
- REMOVE & DISPOSE UTILITY
- REMOVE & DISPOSE MAIN
- REMOVE & DISPOSE BITUMINOUS CONCRETE PAVEMENT & CURB
- REMOVE & DISPOSE CONCRETE SIDEWALK, STAIRS, WALLS, AND RAMPS
- REMOVE & DISPOSE BUILDING
- UTILITY TRENCH REPAIR

- DEMOLITION NOTES**
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL NOTIFY "CALL BEFORE YOU DIG" (1-800-922-4455) AND SHALL ALSO CONTACT A PRIVATE UTILITY MARKING COMPANY FOR FIELD LOCATING AND CLEAR MARKING OF EXISTING UNDERGROUND UTILITIES BEFORE ANY EXCAVATION. THE LOCATION OF ALL UTILITIES SHOWN MAY BE INCOMPLETE. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES BEFORE THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES DONE DURING CONSTRUCTION ACTIVITIES OF THIS WORK SHALL BE REPAIRED AND PAID BY THE CONTRACTOR.
  - THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL STRIP AND STOCKPILE TOPSOIL IN AREAS WHICH ARE TO BE REGRADED.
  - DEBRIS FROM DEMOLITION SHALL BE REMOVED FROM SITE AND DISPOSED OF PROPERLY BY CONTRACTOR OFF-SITE.
  - EXISTING PAVEMENT AND CURBING TO REMAIN SHALL BE NEATLY SAWCUT TO PROVIDE A NEAT, CLEAN JOINT.
  - THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FROM THE CITY OF BRIDGEPORT OR ANY OTHER AGENCIES WHICH HAVE JURISDICTION OVER THE WORK.



**PERKINS EASTMAN**  
 677 Washington Blvd.  
 Suite 101  
 Stamford, CT 06901  
 T +1 203 251 7400  
 F +1 203 251 7474

**Owner:**  
 CITY OF BRIDGEPORT  
 999 Broad Street  
 Bridgeport, CT 06604

**Construction Manager:**  
 BISMARCK CONSTRUCTION COMPANY  
 100 Bridgeport Avenue  
 Milford, CT 06460

**Civil / Site:**  
 DIVERSIFIED TECHNOLOGY CONSULTANTS  
 2321 Whitney Avenue  
 Hamden, CT 06518

**Hazardous Materials:**  
 HYGEX, INC.  
 49 Woodside Street  
 Stamford, CT 06902

**Geotechnical:**  
 GEOdesign, Inc.  
 984 Southford Road  
 Middlebury, CT 06762

**Surveyor:**  
 HRP ASSOCIATES  
 197 Scott Swamp Rd  
 Farmington, CT 06032

**PROJECT TITLE:**  
 BASSICK HIGH SCHOOL  
 Building and Site Demolition and Hazardous Material Abatement - Phase 1 of 3  
 205 BROAD STREET  
 BRIDGEPORT, CT 06604  
 STATE PROJECT #: 19DASY 015180 N0619  
 PROJECT No: 18-132-106

**DRAWING TITLE:**  
 BUILDING DEMOLITION PLAN-2 FOR REFERENCE ONLY

SCALE: 1" = 20'

**C-201**  
 FOR REFERENCE ONLY

11/08/2021









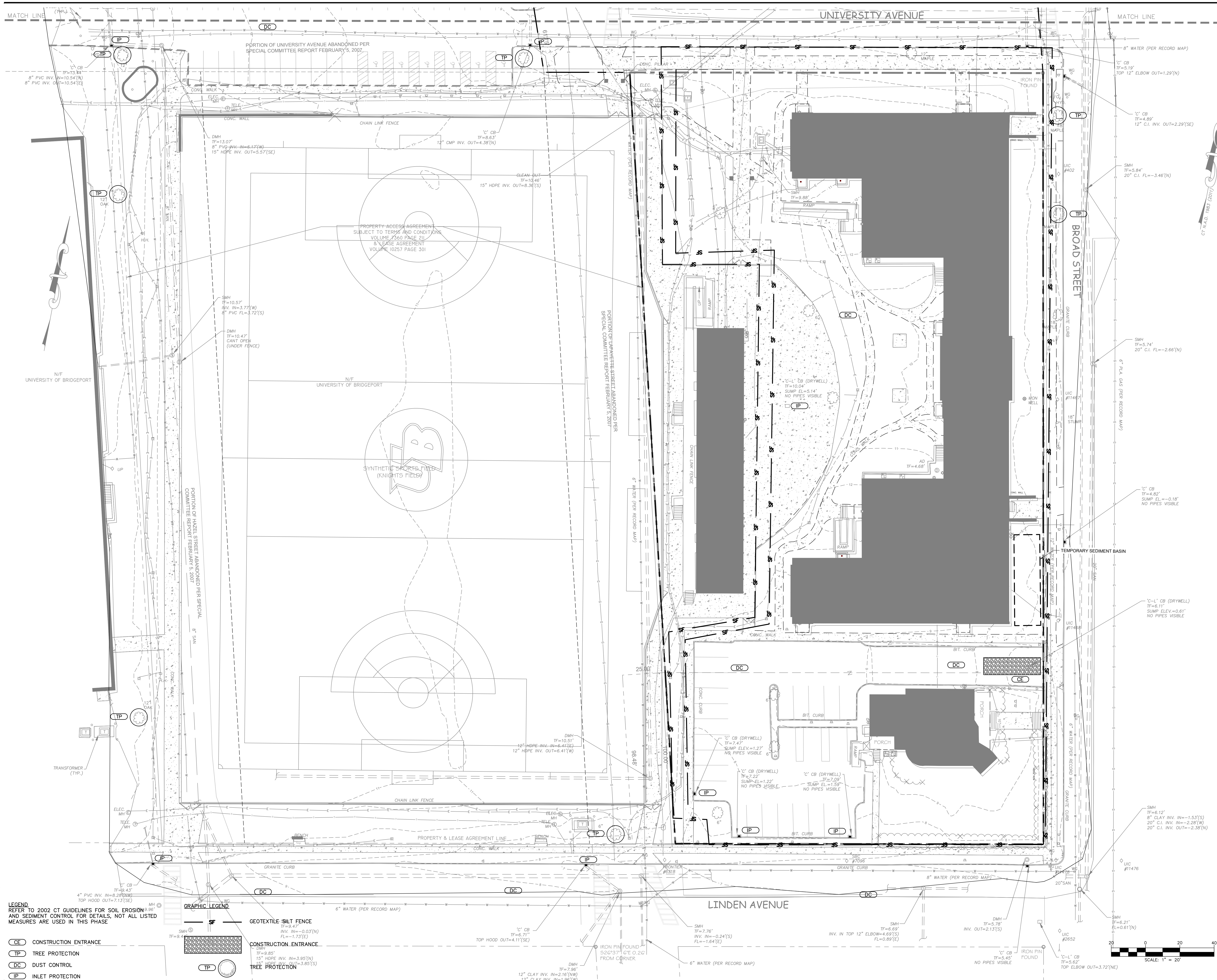












P:201818132 Bassick High School Bldg 10610 Current C400 Sediment and Erosion  
 6/20/22 11:18 AM

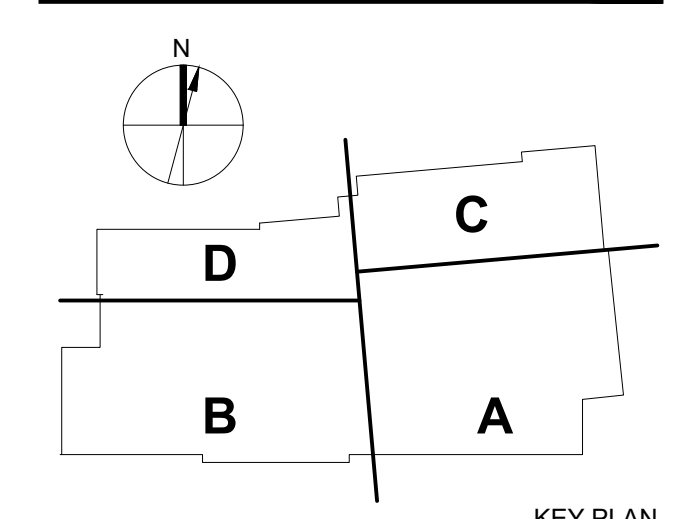
**LEGEND**  
 REFER TO 2002 CT GUIDELINES FOR SOIL EROSION, SEDIMENT AND SEDIMENT CONTROL FOR DETAILS, NOT ALL LISTED MEASURES ARE USED IN THIS PHASE

<b>CE</b>	CONSTRUCTION ENTRANCE
<b>TP</b>	TREE PROTECTION
<b>DC</b>	DUST CONTROL
<b>IP</b>	INLET PROTECTION

**GRAPHIC LEGEND**

	GEOTEXTILE SILT FENCE
	CONSTRUCTION ENTRANCE
	TREE PROTECTION

No.	Description	Date



**PERKINS EASTMAN**  
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 F: +1 203 251 7474

**Owner:**  
 City of Bridgeport  
 999 Broad Street  
 Bridgeport, CT 06604

**Construction Manager:**  
 Bismark Construction Company  
 100 Bridgeport Avenue  
 Milford, CT 06460

**Civil / Site:**  
 Diversified Technology Consultants  
 2321 Whitney Avenue  
 Hamden, CT 06518

**Landscape:**  
 Richter & Cegan, Inc.  
 8 Canal Court, RB  
 Avon, CT 06001

**Structural:**  
 DeSimone Consulting Engineers  
 55 Church Street, 4th Floor  
 New Haven, CT 06510

**Mechanical Electrical & Plumbing:**  
 Kohler Roman, LLC  
 93 Lake Avenue  
 Danbury, CT 06810

**Food Service:**  
 Food Service Facilities International  
 137 Elm Place  
 New Canaan, CT 06840

**IT, AV & Security:**  
 D'Agostino & Associates  
 477 Main Street, Suite 210B  
 Monroe, CT 06468

**LEED Consultant:**  
 Steven Winter Associates, Inc.  
 61 Washington Street  
 Norwalk, CT 06854

**Acoustical Consultant:**  
 Acoustech  
 33 Moulton Street  
 Cambridge, MA 02138

**PROJECT TITLE:**  
**BASSICK HIGH SCHOOL**

205 BROAD STREET  
 BRIDGEPORT, CT 06604  
 STATE PROJ. #19DASY 015180 N0619

**PROJECT No:** 76640.00

**DRAWING TITLE:**  
**S&E CONTROL PLAN  
 FOR REFERENCE  
 ONLY**

**SCALE:** 1" = 20'

**C-401**  
 FOR REFERENCE ONLY

01/24/2022

































































MAP NOTES:

- THIS MAP AND SURVEY HAVE BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND "THE MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" ADOPTED JUNE 21, 1996; AMENDED OCTOBER 26, 2018.
- THE TYPE OF SURVEY PERFORMED AND THE MAPPED FEATURES DEPICTED HEREON ARE IN ACCORDANCE WITH THE REQUIREMENTS OF A PROPERTY/BOUNDARY AND TOPOGRAPHIC SURVEY. THIS SURVEY IS INTENDED TO DEPICT EXISTING FEATURES UPON THE SUBJECT PARCEL AS THEY RELATE TO THE ADJACENT PROPERTY/BOUNDARY LINES AND RIGHT OF WAY LINES.
- THE PROPERTY/BOUNDARY OPINION IS BASED UPON A RESURVEY OF VARIOUS MAPS REFERENCED HEREON. THE NORTH EAST PORTION OF THE PROPERTY IS BASED UPON A FIRST SURVEY.
- THE HORIZONTAL BASELINE CONFORMS TO A CLASS A-2 ACCURACY. THE VERTICAL BASELINE CONFORMS TO A CLASS V-2 ACCURACY. THE TOPOGRAPHIC FEATURES CONFORM TO A CLASS T-2 ACCURACY.
- PARCEL MAY BE SUBJECT TO A LEASE AGREEMENT AS DESCRIBED IN VOLUME 1815 AT PAGE 151 AND VOLUME 1816 AT PAGE 182, PARAGRAPH 7 (HOLDING OVER) AND PARAGRAPH 14 (OPTION TO RENEW) IN WRITING BY CERTIFIED MAIL, NO RENEWAL NOTICE FOUND ON RECORD OF THE CITY CLERK.

MAP NOTES:

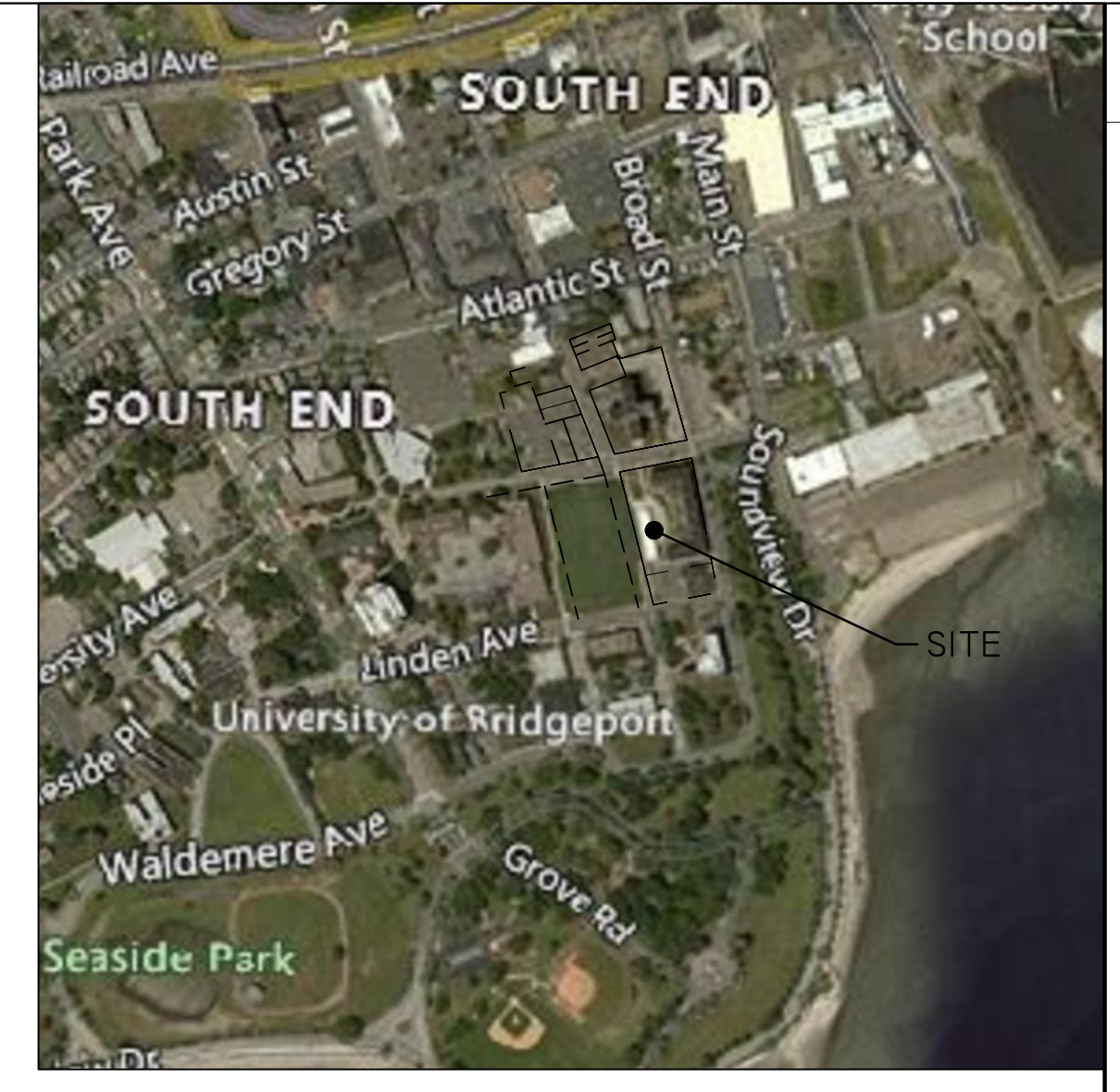
- THE TOPOGRAPHIC FEATURES DEPICTED HEREON ARE A RESULT OF A FIELD SURVEY CONDUCTED IN OCTOBER THROUGH NOVEMBER, 2020.
- THE NORTH ARROW AND BEARINGS ARE BASED UPON THE CONNECTICUT STATE COORDINATE SYSTEM N.A.D. 1983 (2011). THE ELEVATIONS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV D 88) USING GEOID 12B. COORDINATES AND ELEVATIONS WERE DETERMINED FROM RTK GPS OBSERVATIONS MADE ON NOVEMBER 3, 2020, USING THE CT DOT RTK NETWORK KNOWN AS ACORN (CTDA BASE), HAVING THE FOLLOWING VALUES:  
 LATITUDE = N 41° 03' 57.06968"  
 LONGITUDE = W 73° 30' 25.94233"  
 ELLIPSOID HEIGHT = -13.266M
- UNDERGROUND UTILITIES, STRUCTURES AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON HAVE BEEN COMPILED, IN PART FROM RECORD MAPPING SUPPLIED BY THE RESPECTIVE COMPANIES OR GOVERNMENTAL AGENCIES AND FROM OTHER SOURCES. THESE LOCATIONS MUST BE CONSIDERED AS APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE. THE EXISTENCE WHICH IS UNKNOWN TO MARTIN SURVEYING ASSOCIATES, LLC. ALL CONTRACTORS ARE REQUIRED TO CONTACT CALL-BEFORE-YOU-DIG AT 1-800-922-4455 FOR LOCATION AND OR STAKEOUT OF ANY UTILITY PRIOR TO ANY EXCAVATION.

MAP REFERENCES:

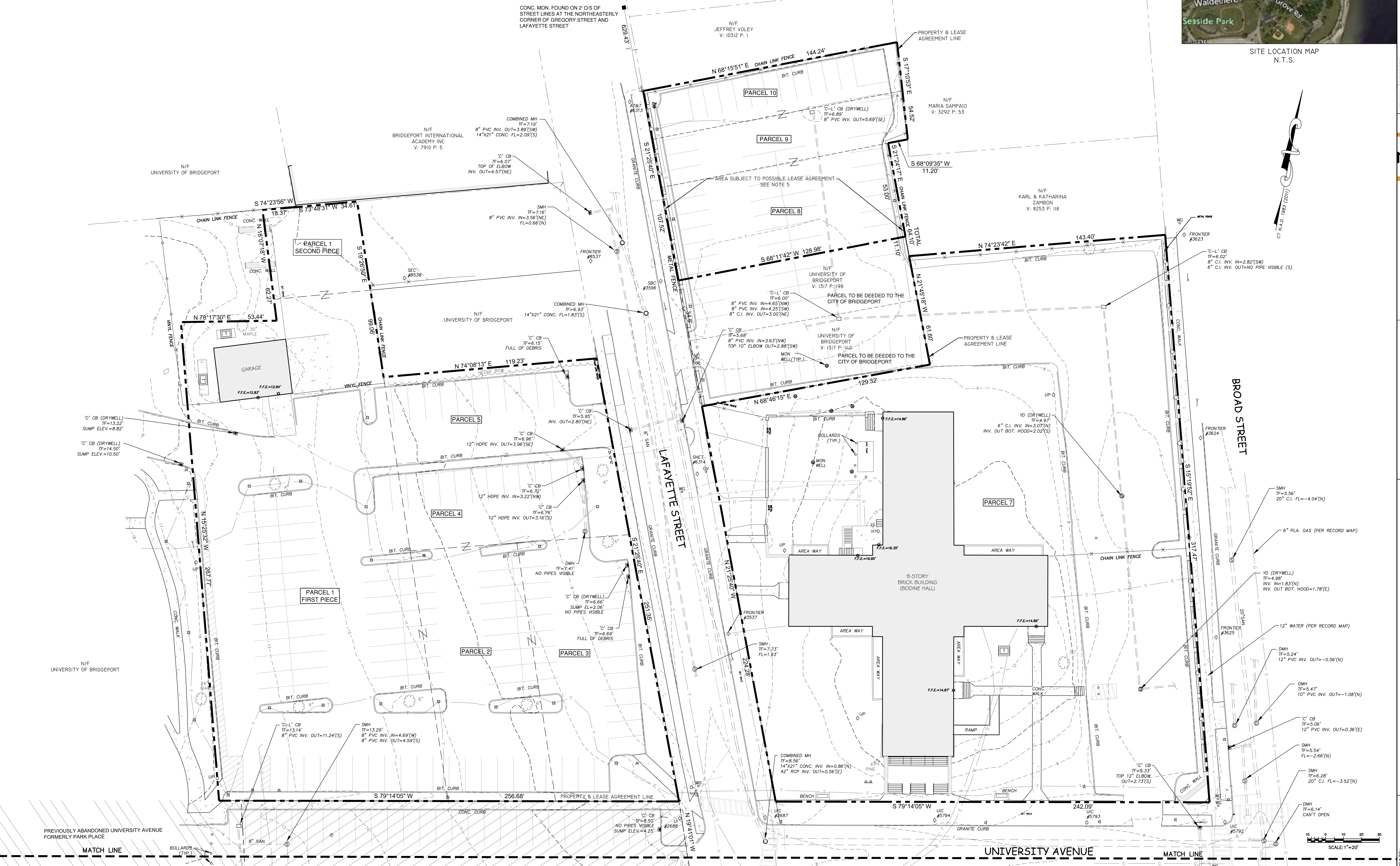
- "EXHIBIT TO THE DECLARATION OF COLLEGE PARK TOWNHOUSE CONDOMINIUMS BRIDGEPORT, CT DECLARED BY SOUTH END DEVELOPMENT COMPANY" SCALE: 1"=10', DATED: APRIL 1, 1987, BY: FULLER AND COMPANY INC.
- "MAP OF PRECISE SURVEY OF PROPERTY IN BRIDGEPORT, CONNECTICUT UNIVERSITY OF BRIDGEPORT" SCALE: 1"=30', DATED: JUNE 25, 1957, BY: FULLER AND COMPANY INC.
- "OUTLINE SURVEY OF PROPERTY IN BRIDGEPORT, CONNECTICUT BELONGING TO UNIVERSITY OF BRIDGEPORT" SCALE: 1"=40', DATED: MARCH 15, 1967, BY: FULLER AND COMPANY.
- "PROPERTY OF: SEASIDE INSTITUTE APARTMENTS, LLC LAFAYETTE STREET & ATLANTIC AVENUE BRIDGEPORT, CONNECTICUT" SCALE: 1"=20' DATED: OCTOBER 7, 2002, BY: MILONE AND MACBROOM.
- "BOUNDARY MAP OF PROPERTY LOCATED ON LAFAYETTE ST., ATLANTIC ST. AND WARREN CT. BRIDGEPORT, CONNECTICUT PREPARED FOR JEFFERSON DEVELOPMENT CO." SCALE: 1"=20', DATED NOVEMBER 9, 1984, BY: J & D KASPER & ASSOCIATES.
- "MAP OF PROPERTY IN BRIDGEPORT, CONN. FOR UNIVERSITY OF BRIDGEPORT." SCALE: 1"=20', DATED: OCTOBER 6, 1960, BY: FULLER & CO. INC.

MAP REFERENCES (CONTINUED):

- "CONDOMINIUM DECLARATION MAP HERALD SQUARE A CONDOMINIUM LAFAYETTE ST., ATLANTIC ST. AND WARREN CT. BRIDGEPORT, CONNECTICUT PREPARED FOR CORNERSTONE DEVELOPMENT ASSOCIATES, INC." SCALE: 1"=20', DATED DECEMBER 14, 1987, BY: J & D KASPER & ASSOCIATES."
  - "THE PARK DEVELOPMENT COMPANY", SCALE: 1"=40', DATED DECEMBER 7, 1920, BY: SCYFIELD & FORD.
- CITY OF BRIDGEPORT DEPARTMENT OF ENGINEERING STREET LINE MAPS, PIN SHEET NUMBERS 504, 526, 530, 531, 532, 536, AND 537.



SITE LOCATION MAP  
N.T.S.



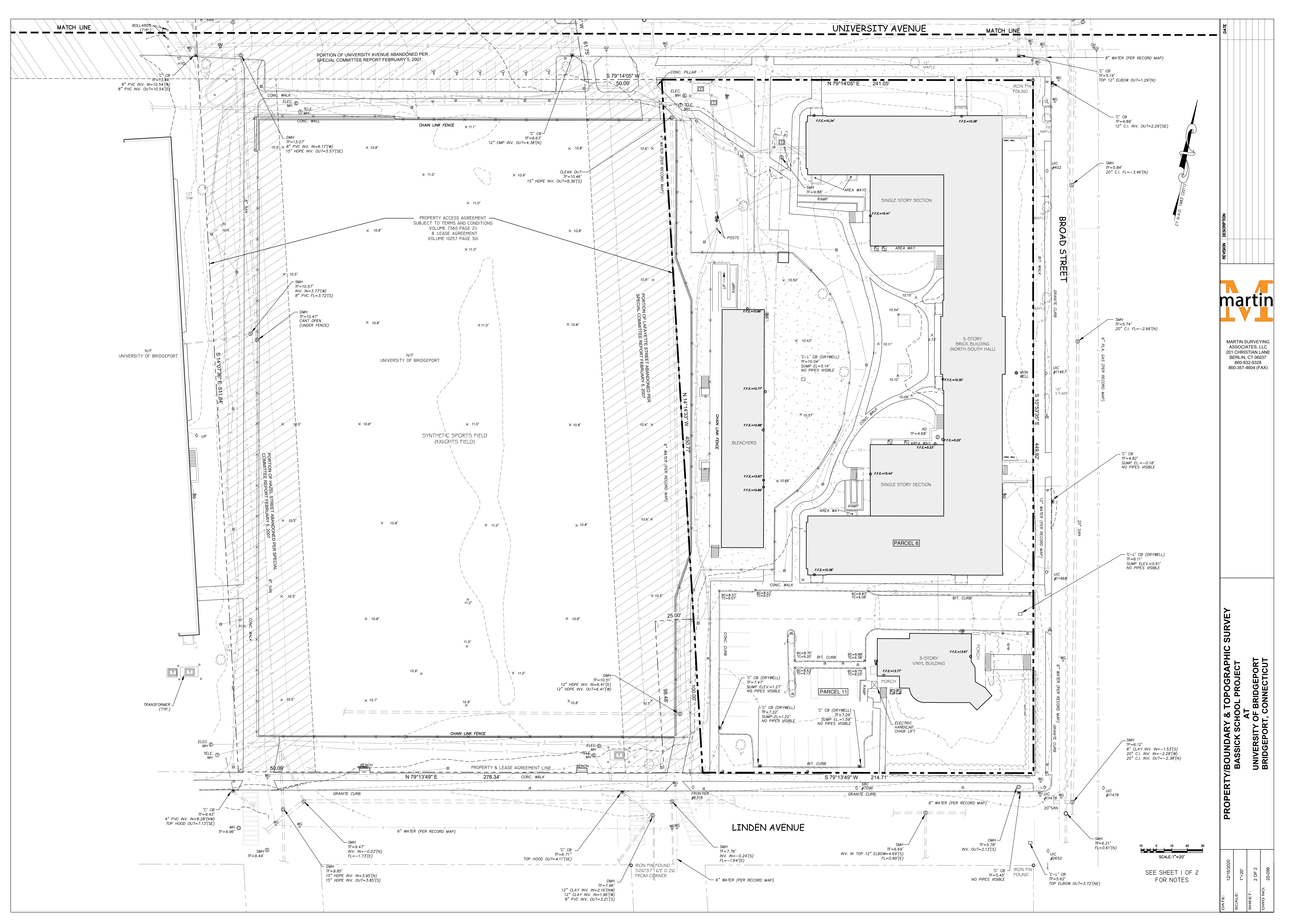
DATE:	12/16/2020
SCALE:	1"=20'
SHEET:	1 OF 2
DWG NO.:	20-059

PROPERTY/BOUNDARY & TOPOGRAPHIC SURVEY  
 BASSICK SCHOOL PROJECT  
 AT  
 UNIVERSITY OF BRIDGEPORT  
 BRIDGEPORT, CONNECTICUT

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

DEAN MARTIN  
 LICENSE NO. 70147

MARTIN SURVEYING ASSOCIATES, LLC  
 201 CHRISTIAN LANE  
 BERLIN, CT 06037  
 860-832-9329  
 860-357-4604 (FAX)



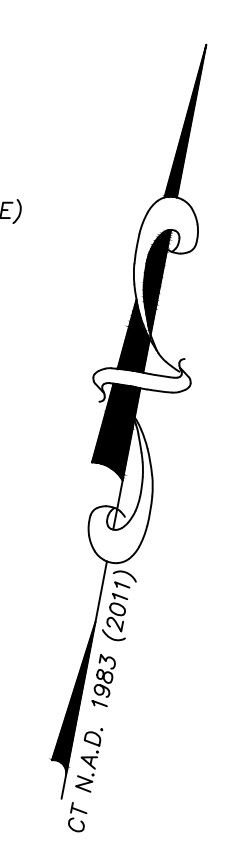
DATE:	12/16/2020
SCALE:	1"=20'
SHEET:	2 OF 2
DWG NO.:	20-099

**PROPERTY/BOUNDARY & TOPOGRAPHIC SURVEY  
BASSICK SCHOOL PROJECT  
AT  
UNIVERSITY OF BRIDGEPORT  
BRIDGEPORT, CONNECTICUT**

**M martin**

MARTIN SURVEYING ASSOCIATES, LLC  
201 CHRISTIAN LANE  
BERLIN, CT 06037  
860-832-8328  
860-357-4604 (FAX)

REVISION	DESCRIPTION



SCALE: 1"=20'

SEE SHEET 1 OF 2 FOR NOTES



CITY OF BRIDGEPORT

File No. \_\_\_\_\_

PLANNING & ZONING COMMISSION APPLICATION

- 1. NAME OF APPLICANT: Franklin Investors - CT, LLC
2. Is the Applicant's name Trustee of Record? Yes No X
3. Address of Property: 215 Maplewood Avenue, Bridgeport, CT 06605
4. Assessor's Map Information: Block No. 34/1117 Lot No. 24
5. Amendments to Zoning Regulations: (indicate) Article: Section:
6. Description of Property (Metes & Bounds): 49.17' x 142.34' x 51.94' x 13.45' x 120.06'
7. Existing Zone Classification: MX1
8. Zone Classification requested: RX1
9. Describe Proposed Development of Property: Applicant requests zone change of the property from MX1 to RX1 Zone to conform to the surrounding neighborhood

Approval(s) requested: Zone Change

Signature: Date: 07/28/2022
Print Name:

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature:
Print Name:

Mailing Address: Chris Russo, Russo & Rizio, LLC, 10 Sasco Hill Road, Fairfield, CT 06824
Phone: 203-528-0590 Cell: 203-520-4603 Fax: 203-255-6618
E-mail Address: Chris@russorizio.com

\$ Fee received Date: Clerk:

THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

- Completed & Signed Application Form A-2 Site Survey Building Floor Plans
Completed Site / Landscape Plan Drainage Plan Building Elevations
Written Statement of Development and Use Property Owner's List Fee
Cert. of Incorporation & Organization and First Report (Corporations & LLC's)

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

Tho Meach 07/28/2022
Print Owner's Name Owner's Signature Date
Print Owner's Name Owner's Signature Date

**PROPERTIES WITHIN 100' OF 218 MAPLEWOOD AVENUE**

<b>LOCATION</b>	<b>OWNER NAME</b>	<b>MAILING ADDRESS</b>	<b>CITY</b>	<b>STATE</b>	<b>ZIP CODE</b>
816 NORMAN ST	JOHNSON SHERRIE	816 NORMAN ST	BRIDGEPORT	CT	06605
826 NORMAN ST	COTTO JOSE ET AL	826 NORMAN	BRIDGEPORT	CT	06605
94 BROTHWELL ST	FIGUEROA LOIDA	94 BROTHWELL ST	BRIDGEPORT	CT	06605
1477 IRANISTAN AV #1479	KIEN PAUL VAN	1479 IRANISTAN AVE	BRIDGEPORT	CT	06605
	VICTORY BIBLE CHURCH INT'L C/O				
850 NORMAN ST	BENJAMIN DIABENE	55 POPE STREET	FAIRFIELD	CT	06825
1485 IRANISTAN AV #1487	PINTO FERNANDO ET AL	1485 IRANISTAN AVE	BRIDGEPORT	CT	06605
215 MAPLEWOOD AV	MEACH THO & DEP MEACH	215 MAPLEWOOD AVE	BRIDGEPORT	CT	06605
1497 IRANISTAN AV #1499	COTTO JOSE	1497 IRANISTAN AVE	BRIDGEPORT	CT	06604
	BANK STREET REAL ESTATE				
205 MAPLEWOOD AV #01	MANAGEMENT CORPORATION	880 NORTH AVE	BRIDGEPORT	CT	06606
	EQUITIES OF BANK STREET C/O JUDA				
205 MAPLEWOOD AV #02	EPSTEIN	880 NORTH AVE	BRIDGEPORT	CT	06606
	BANK STREET REAL ESTATE				
205 MAPLEWOOD AV #03	MANAGEMENT CORPORATION	880 NORTH AVE	BRIDGEPORT	CT	06606
205 MAPLEWOOD AV #04	YAGEN ELDAD JOSEF	880 NORTH AVE	BRIDGEPORT	CT	06606
	BANK STREET REAL ESTATE				
205 MAPLEWOOD AV #05	MANAGEMENT CORPORATION	880 NORTH AVE	BRIDGEPORT	CT	06606
	BANK STREET REAL ESTATE				
205 MAPLEWOOD AV #06	MANAGEMENT CORPORATION	PO BOX 6243	BRIDGEPORT	CT	06606
205 MAPLEWOOD AV #07	YAGEN ELDAD	880 NORTH AVE	BRIDGEPORT	CT	06606
205 MAPLEWOOD AV #08	EQUITIES OF BANK STREET	880 NORTH AVE	BRIDGEPORT	CT	06606
205 MAPLEWOOD AV #09	YAGEN ELDAD	880 NORTH AVE	BRIDGEPORT	CT	06606
205 MAPLEWOOD AV #10	YAGEN ELDAD	880 NORTH AVE	BRIDGEPORT	CT	06606
	BANK STREET REAL ESTATE				
205 MAPLEWOOD AV #11	MANAGEMENT CORPORATION	880 NORTH AVE	BRIDGEPORT	CT	06606
	EQUITIES OF BANK STREET				
205 MAPLEWOOD AV #12	CORPORATION	880 NORTH AVE	BRIDGEPORT	CT	06606
207 MAPLEWOOD AV #13	YAGEN ELDAD YOSEF	880 NORTH AVE	BRIDGEPORT	CT	06606
	BANK STREET REAL ESTATE				
207 MAPLEWOOD AV #14	MANAGEMENT CORPORATION	880 NORTH AVE SUITE 1	BRIDGEPORT	CT	06606

193 MAPLEWOOD AV #195	AKTER SHAHEDA	132 HERKIMER ST	BRIDGEPORT	CT	06604
230 MAPLEWOOD AV #234	AWAN APARTMENTS LLC	81 RAKOCZY AVE	FAIRFIELD	CT	06824
220 MAPLEWOOD AV #222	AZANA JHAN ROJO	220 MAPLEWOOD AVE #222	BRIDGEPORT	CT	06605
212 MAPLEWOOD AV #214	BALDWIN HOLDINGS INC	150 HIGHLAND AVENUE	BRIDGEPORT	CT	06604
200 MAPLEWOOD AV #208	JOSEPH TAYLOR JEAN ET AL	200 MAPLEWOOD AVE	BRIDGEPORT	CT	06605
190 MAPLEWOOD AV #192	GARCIA JOSE	190 MAPLEWOOD AVE	BRIDGEPORT	CT	06604

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\* Also Admitted in NY  
\* Also Admitted in VT  
\* Of Counsel

July 28, 2022

Paul Boucher  
Zoning Administrator  
Zoning Department  
45 Lyon Terrace  
Bridgeport, CT 06604  
**HAND-DELIVERED**

**Re: Zone Change – 215 Maplewood Avenue**

Dear Mr. Boucher:

Please accept, on behalf of my client, Franklin Investors – CT, LLC (the “Petitioner”), the following narrative and enclosed application materials as part of an application for a zone change for the property located at 215 Maplewood Avenue (the “Site”) in the MX1 Zones to the proposed RX1 Zone.

### Narrative

The Petitioner requests a zone change under Section 11.40 of the Zoning Code of the City of Bridgeport (the “Regulations”) for the Site to the proposed RX1 Zone. The Site is located in the middle of the RX1 Zone. The properties on Maplewood Avenue to both sides of the Site and across the street are located in the RX1 Zone. In fact, the property to the south of the Site is the only property that is not located in the RX1 Zone. It is located in the NX1 Zone. However, the property directly to the south of that property is located in the RX1 Zone. So, the Site is essentially completely surrounded by the RX1 Zone. The Site is essentially “spot-zoned” in its existing MX1 Zone. Another MX1 property is not located near the Site. The closest property is over 600’ from the Site on a completely different block and street.

Under the Regulations, the RX1 Zone “is intended for locations along corridors and neighborhood edges, where residential, office and other low intensity commercial and production uses can mix comfortably.” The Site is located along Maplewood Avenue within

a couple blocks of Park Avenue. It is at a “neighborhood edge” as referenced in the RX1 Regulation. This is an area where residential and low intensity commercial uses mix. The Site contains an existing building with retail and office uses. The Applicant seeks a zone change to mix both residential and retail in the building, which is in conformity with the neighborhood. 230 Maplewood Avenue, within 100’ of the Site, is the exact same mix and it is located in the RX1 Zone at an even further distance from Park Avenue than the Site.

The Petition satisfies the review and approval criteria for a zoning map amendment under Section 11.40.7 of the Regulations. The Petition is in conformity with the comprehensive plan as the Petition appropriately designates the Site within the RX1 Zone, which almost completely surrounds the Site. Under existing conditions, the Site is spot-zoned within a zone which is not in the vicinity of the Site. The proposed zone change will create uniformity along this section of Maplewood Avenue as it experiences redevelopment. In conformity with Sec. 11.40.7.B of the Regulations, the Petition corrects an error and inconsistency by removing the Site from a “spot zone” and creating uniformity in this section of Maplewood Avenue.

For the reasons stated above, the Petitioner respectfully requests approval of a zone change of the Site from the MX1 Zone to the RX1 Zone.

Sincerely,



Raymond Rizio

# FRANKLIN INVESTORS - CT, LLC ACTIVE

147 BEDELL AVE, HEMPSTEAD, NY, 11550, United States

## BUSINESS DETAILS

### Business Details

#### General Information

**Business Name**  
FRANKLIN INVESTORS - CT, LLC

**Business status**  
ACTIVE

**Citizenship/place of formation**  
Domestic/Connecticut

**Business address**  
147 BEDELL AVE, HEMPSTEAD, NY, 11550, United States

**Annual report due**  
3/31/2023

**NAICS code**  
Other Activities Related to Real Estate (531390)

**Business ALEI**  
1363148

**Date formed**  
10/19/2020

**Business type**  
LLC

**Mailing address**  
147 BEDELL AVE, HEMPSTEAD, NY, 11550, United States

**Last report filed**  
2022

**NAICS sub code**  
531390

#### Principal Details

**Principal Name**  
FRANKLIN INVESTORS GROUP, LLC

**Principal Title**  
MANAGER

**Principal Business address**  
147 BEDELL AVE, HEMPSTEAD, NY, 11550, United States



Agent details



Agent name

CHARLES BATT ESQ.

Agent Mailing address

83 MALER AVE, SHELTON, CT, 06484, United States

Agent Residence addresss

83 MALER AVE , SHELTON, CT, 06484, United States

Filing History



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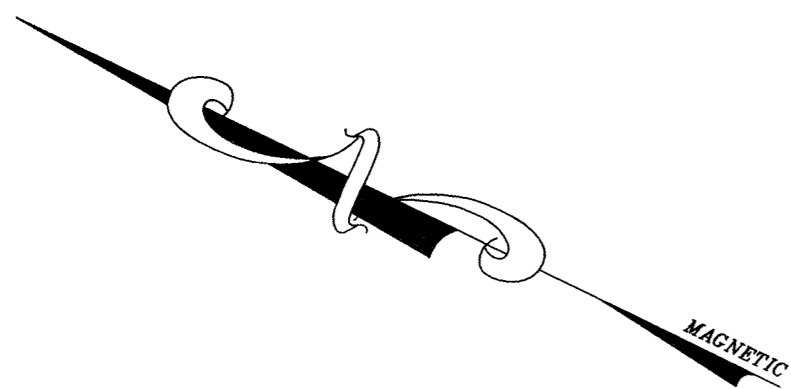
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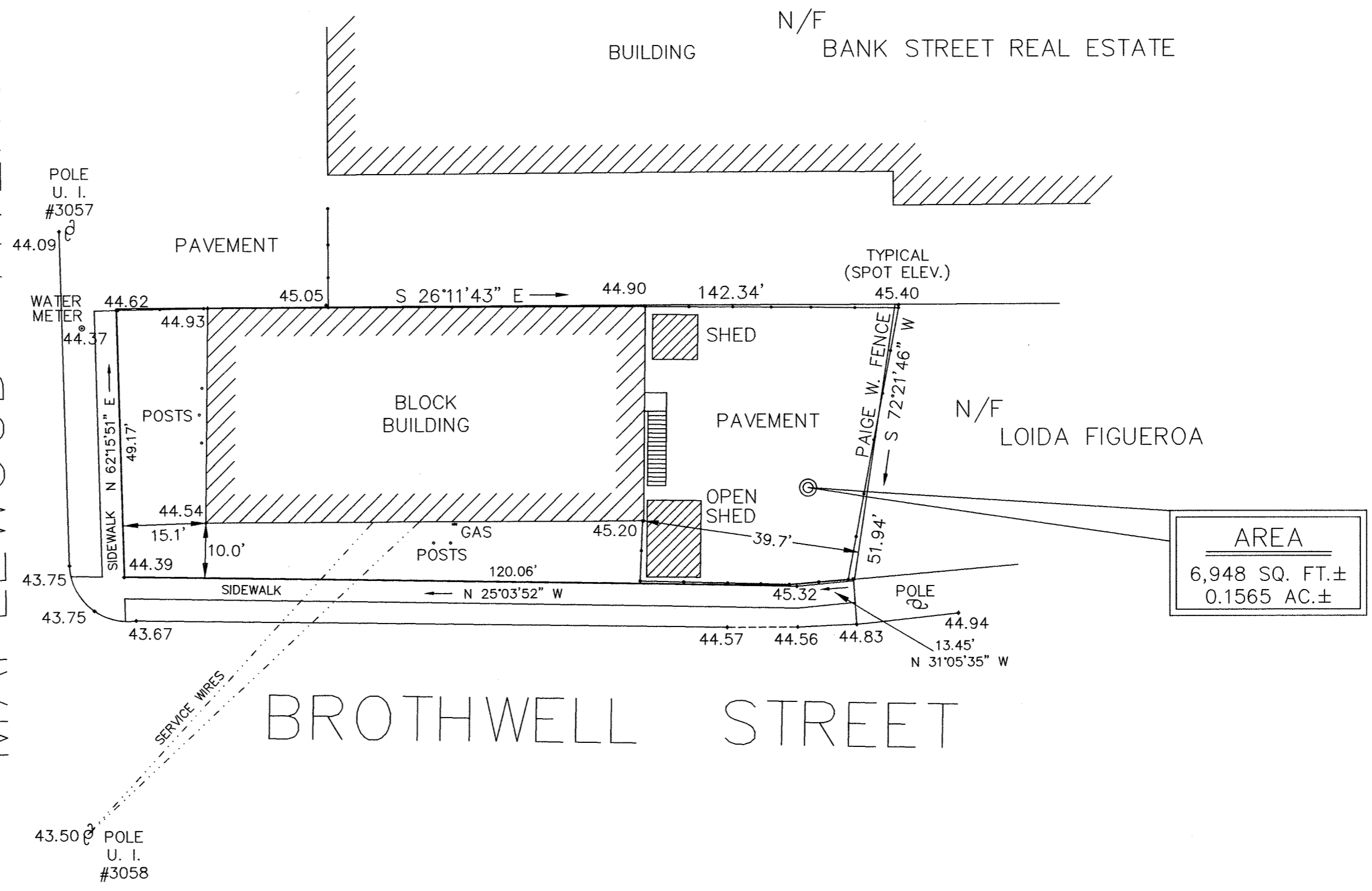
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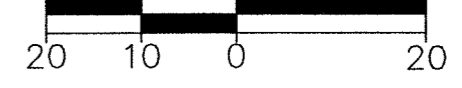
MAPLEWOOD AVENUE



AREA
6,948 SQ. FT.±
0.1565 AC.±

MAP OF PROPERTY  
215 MAPLEWOOD AVENUE  
IN BRIDGEPORT, CONNECTICUT  
FOR FRANKLIN INVESTORS-CT, LLC

JULY 7, 2022

SCALE: 1" = 20'  


TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS  
SUBSTANTIALLY CORRECT AS NOTED HEREON.

*Paul J. Bombero Sr.*  
 PAUL BOMBERO, SR., L. S. # 70049  
 7 HEMLOCK ROAD  
 NEWTOWN, CONN. 06470  
 PHONE: 203-530-9779

NOTE:

- 1.) THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH THE SECTIONS 20-300b-1 THRU 20-300b-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES - "MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ENDORSED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. EFFECTIVE JUNE 21, 1996  
  
THIS IS A PROPERTY SURVEY, BOUNDARY DETERMINATION IS BASED ON A DEPENDANT SURVEY: THIS IS A LIMITED BOUNDARY SURVEY DEPICTING THE POSITION OF EXISTING BUILDING AND OTHER IMPROVEMENTS.
- 2.) THIS SURVEY CONFORMS TO A CLASS A-2 HORIZONTAL ACCURACY STANDARDS.
- 3.) REFER TO RECORD MAP VOL. 28, PAGE 20, ON FILE BRIDGEPORT TOWN CLERK'S OFFICE.
- 4.) NORTH BASED ON MAP REFERENCE (NOTE 3)
- 5.) PROPERTY LOCATED IN ZONE RB.



CITY OF BRIDGEPORT

File No. \_\_\_\_\_

PLANNING & ZONING COMMISSION APPLICATION

- 1. NAME OF APPLICANT: Habitat for Humanity of Coastal Fairfield County
2. Is the Applicant's name Trustee of Record? Yes \_\_\_\_\_ No X \_\_\_\_\_
3. Address of Property: 427 Chopsey Hill Rd. Bridgeport, CT 06606
4. Assessor's Map Information: Block No. 2432 Lot No. 38A
5. Amendments to Zoning Regulations: (indicate) Article: \_\_\_\_\_ Section: \_\_\_\_\_
6. Description of Property (Metes & Bounds): 155.54' x 100' x 50' x 125' x 100' x 50' x 151.8' x 212.39' x 102.10' x 113.58' x 325.96'
7. Existing Zone Classification: N4
8. Zone Classification requested: N2
9. Describe Proposed Development of Property: We are proposing the construction of a new road from Chopsey Hill Rd. to Wilcox St as part of a new 14-lot subdivision for the construction of a mix of single-family and two-family affordable homeownership units

Approval(s) requested: Zone change and 14-lot subdivision

Signature: [Handwritten Signature] Date: 7/22/22
Print Name: Kevin Moore

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature: \_\_\_\_\_
Print Name: Kevin Moore

Mailing Address: 1542 Barnum Ave Bridgeport, CT 06610
Phone: (203) 333-2642 x115 Cell: (203) 209-5596 Fax: \_\_\_\_\_
E-mail Address: kmoore@habitatctfc.org

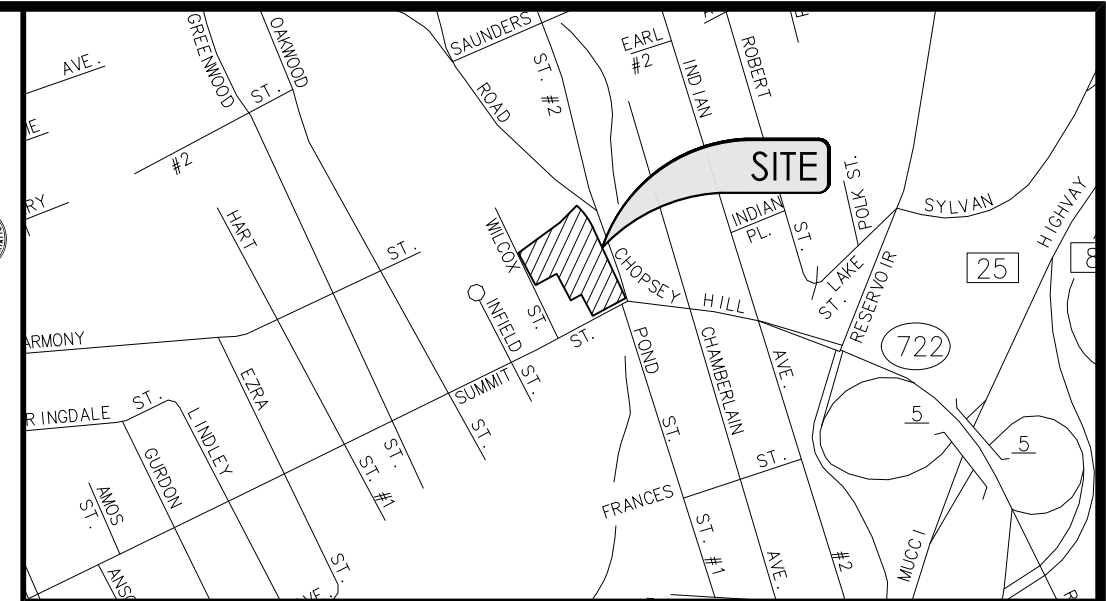
\$ \_\_\_\_\_ Fee received Date: \_\_\_\_\_ Clerk: \_\_\_\_\_

THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

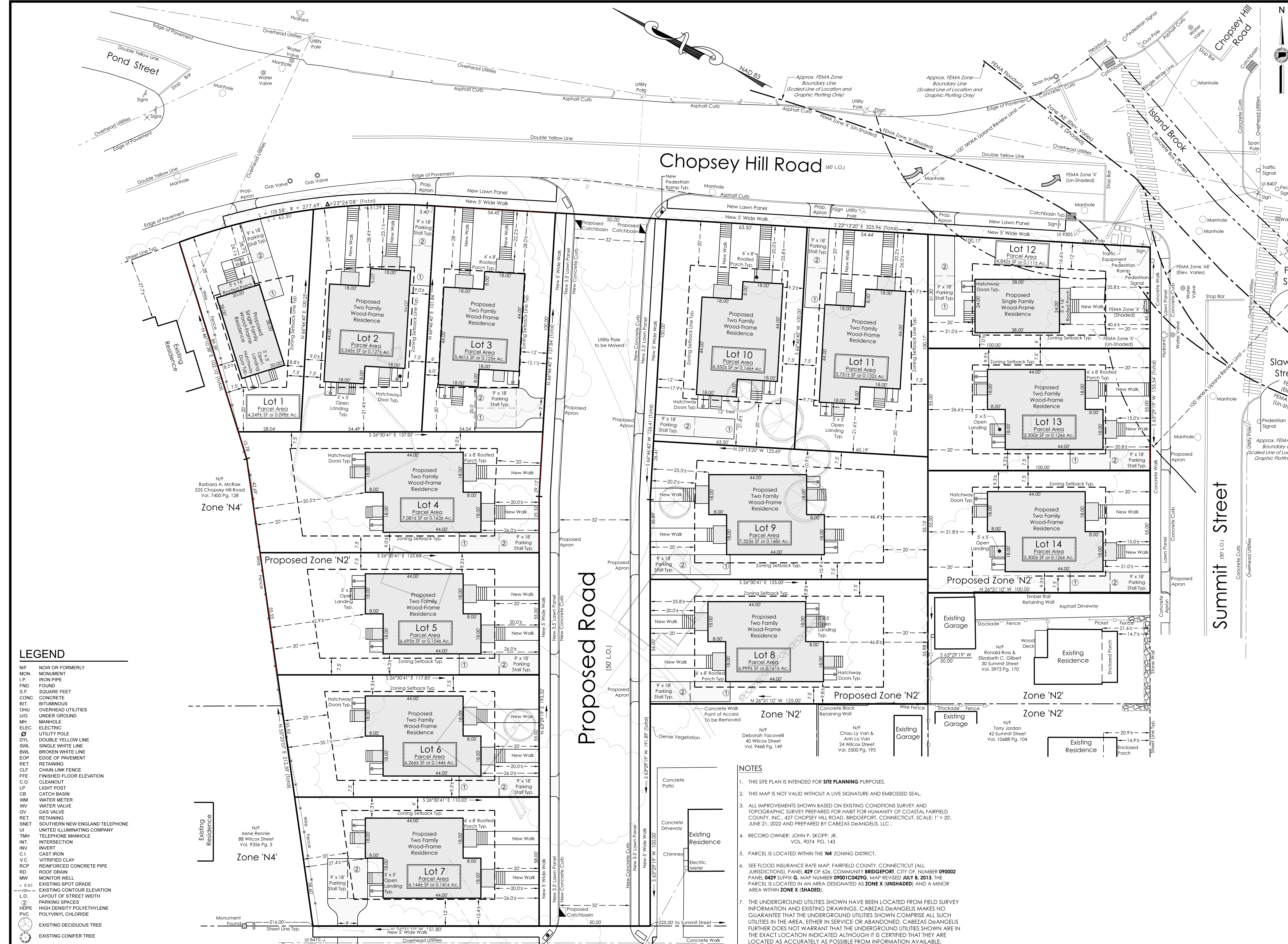
- Completed & Signed Application Form
Completed Site / Landscape Plan
Written Statement of Development and Use
Cert. of Incorporation & Organization and First Report (Corporations & LLC's)
A-2 Site Survey
Drainage Plan
Property Owner's List
Building Floor Plans
Building Elevations
Fee

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

John P. Skopp, Jr. [Signature] Date
Print Owner's Name Owner's Signature Date
Print Owner's Name Owner's Signature Date



LOCATION MAP  
SCALE: 1" = 800'



**N2 Zone Development Standards**  
House 'B' Building Type

3.100.4. BUILDING LOCATION	REQUIRED
MULTIPLE PRINCIPAL BUILDINGS	ALLOWED PER 3.100.10.A
1) LOT WIDTH PER PRINCIPAL BUILDING	45 FT MINIMUM
LOT SIZE	NO MINIMUM
2) PRIMARY STREETWALL	NO MAX FOR 1-UNIT; 50 FT MAX FOR 2-UNIT (MEASURED AT MINIMUM SETBACK ALONG ANY PRIMARY STREET)
3) PRIMARY STREET SETBACK	20 FT MINIMUM; 30 FT MAXIMUM (PREVAILING SETBACKS APPLY. SEE 14.20.6 FOR MEASURING. SEE 3.100.10 FOR ALLOWED ENCROACHMENTS)
4) PORCH, STEPS, BAY ENCROACHMENT	8 FT MAX; PORCH OR BAY WIDTH OF 16 FT MAX
5) NON-PRIMARY STREET SETBACK	12 FT MINIMUM
6) SIDE SETBACK	6 FT MIN; MIN 15 FT TOTAL BOTH SIDES; SPACE BETWEEN ADJACENT BUILDINGS 15 FT MIN.
7) REAR SETBACK	20 FT MINIMUM
8) SITE COVERAGE	65% (SEE 14.20.7 FOR MEASURING SITE COVERAGE)

**3.100.5. PARKING AND ACCESSORY STRUCTURES**

1) PARKING AND DRIVEWAY ACCESS	MAX. 9 FT. WIDTH AT PRIMARY STREET LOT LINE; MAX ONE DRIVEWAY PER BUILDING (SEE 8.0 FOR PARKING)
2) ATTACHED GARAGE SETBACK	20 FT MIN. BEHIND PRIMARY FACADE
ALLOWED GARAGE DOOR LOCATION	REAR FACADE; STREET SIDE FACADE
3) SURFACE PARKING AND ACCESSORY STRUCTURE LOCATION	REAR YARD ONLY (SEE 3.170 FOR ACCESSORY STRUCTURES)
STREET SIDE SETBACK	NO CLOSER TO LOT LINE THAN PRINCIPAL BUILDING (SEE 3.170 FOR ACCESSORY STRUCTURES)
SIDE AND REAR SETBACK	3 FT. MIN. (SEE 3.170 FOR ACCESSORY STRUCTURES)

**3.100.6. HEIGHT**  
SEE FIGURE 3.100.D

1) HEIGHT	1 STORY MIN; 2 STORIES MAX. (SEE 14.20.10 FOR MEASURING HEIGHT; SEE 3.100.10 FOR BASINMENT GARAGE ALLOWANCE)
2) STORY HEIGHT	8 FT. MIN; 9 FT. MAX. (MEASURED FLOOR-TO-FLOOR)
3) HEIGHT TO EAVES	16 FT. MAX. (HEIGHT TO EAVE IS MEASURED FROM THE FIRST FLOOR TO THE BOTTOM OF THE GAVE SEE 14.20.10 FOR MEASURING EAVES.)

**3.100.7. ROOFS**  
SEE FIGURE 3.100.D

1) ROOF TYPES	PITCHED (SEE 6.20 FOR ROOF TYPES)
2) TOWER	NOT ALLOWED

**3.100.9. ALLOWED USES**  
SEE ARTICLE 4.0 FOR USE DEFINITIONS, SPECIFIC USE LIMITATIONS,  
AND OTHER USE-RELATED REGULATIONS

RESIDENTIAL	
NUMBER OF PRINCIPAL UNITS	1 IN HOUSE, 2 WITH SPECIAL PERMIT
NUMBER OF ACCESSORY APARTMENTS	1 IN BACKYARD COTTAGE WITH SPECIAL PERMIT
HOUSEHOLD LIVING	ALLOWED
GROUP LIVING	ALLOWED
SHORT-TERM RENTAL	NOT ALLOWED

- NOTES**
- THIS SITE PLAN IS INTENDED FOR SITE PLANNING PURPOSES.
  - THIS MAP IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.
  - ALL IMPROVEMENTS SHOWN BASED ON EXISTING CONDITIONS SURVEY AND TOPOGRAPHIC SURVEY PREPARED FOR HABIT FOR HUMANITY OF COASTAL FAIRFIELD COUNTY, INC., 427 CHOPSEY HILL ROAD, BRIDGEPORT, CONNECTICUT. SCALE: 1" = 20'. JUNE 21, 2022 AND PREPARED BY CABEZAS DeANGELIS, LLC.
  - RECORD OWNER: JOHN P. SKOPP, JR. VOL. 9074 PG. 143
  - PARCEL IS LOCATED WITHIN THE N4 ZONING DISTRICT.
  - SEE FLOOD INSURANCE RATE MAP: FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS), PANEL 429 OF 626, COMMUNITY BRIDGEPORT, CITY OF NUMBER 090002 PANEL 0429 SUFFIX G, MAP NUMBER 09001C0429G, MAP REVISED JULY 8, 2013. THE PARCEL IS LOCATED IN AN AREA DESIGNATED AS ZONE X (UNSHADED) AND A MINOR AREA WITHIN ZONE X (SHADED).
  - THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. CABEZAS DeANGELIS MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. CABEZAS DeANGELIS FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH IT IS CERTIFIED THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. CABEZAS DeANGELIS HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL BEFORE YOU DIG, INC. (1-800-922-4455).

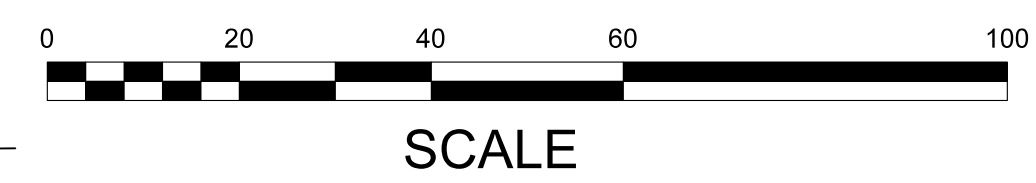
**LEGEND**

N/F	NOW OR FORMERLY
MON.	MONUMENT
I.P.	IRON PIPE
FND.	FOUND
S.F.	SQUARE FEET
CONC.	CONCRETE
BIT.	BITUMINOUS
OHU	OVERHEAD UTILITIES
UG	UNDER GROUND
MH	MANHOLE
ELEC.	ELECTRIC
U.P.	UTILITY POLE
DYL	DOUBLE YELLOW LINE
SWL	SINGLE WHITE LINE
BWL	BROKEN WHITE LINE
EQP	EDGE OF PAVEMENT
RET.	RETAINING
CLF	CHAIN LINK FENCE
FFE	FINISHED FLOOR ELEVATION
C.O.	CLEANOUT
LP	LIGHT POST
CB	CATCH BASIN
WM	WATER METER
WV	WATER VALVE
GV	GAS VALVE
RET.	RETAINING
SNET	SOUTHERN NEW ENGLAND TELEPHONE
UI	UNITED ILLUMINATING COMPANY
TMH	TELEPHONE MANHOLE
INT	INTERSECTION
INV.	INVERT
C.I.	CAST IRON
V.C.	VITRIFIED CLAY
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
MW	MONITOR WELL
ESG	EXISTING SPOT GRADE
ECG	EXISTING CONTOUR ELEVATION
L.O.	LAYOUT OF STREET WIDTH
P.	PARKING SPACES
HP	HIGH DENSITY POLYETHYLENE
PVC	POLYVINYL CHLORIDE
ET	EXISTING DECIDUOUS TREE
CT	EXISTING CONIFER TREE

SCALE: 1"=20'  
FIELD FILE:  
PROJECT NO. CD1325  
DATE: June 30, 2022  
FILE: 427 Chopsey Hill Rd\_Feasibility.dwg  
SHEET 1 OF 1  
REV:



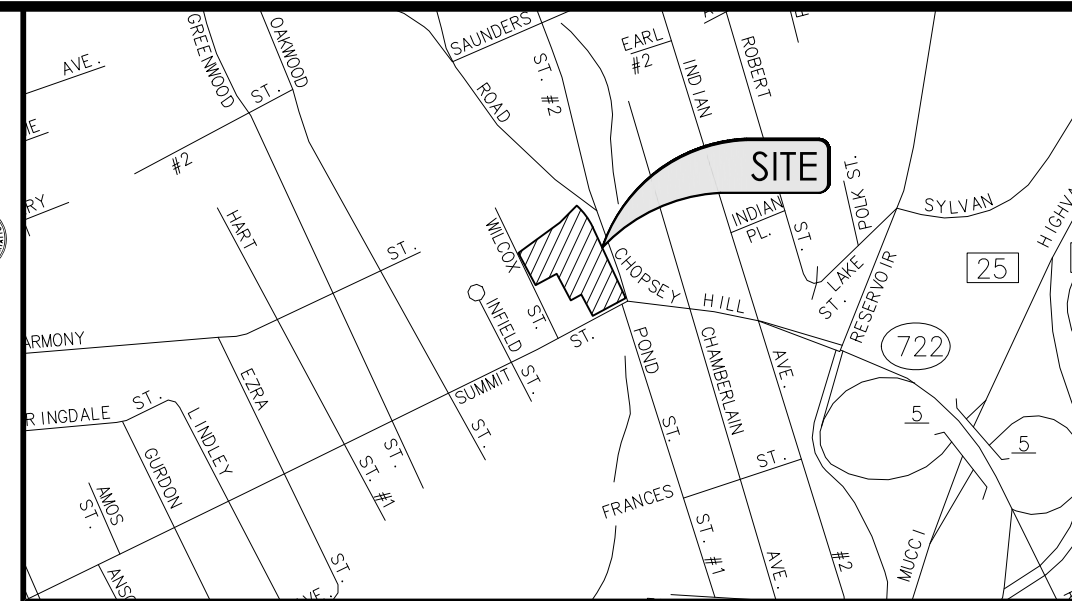
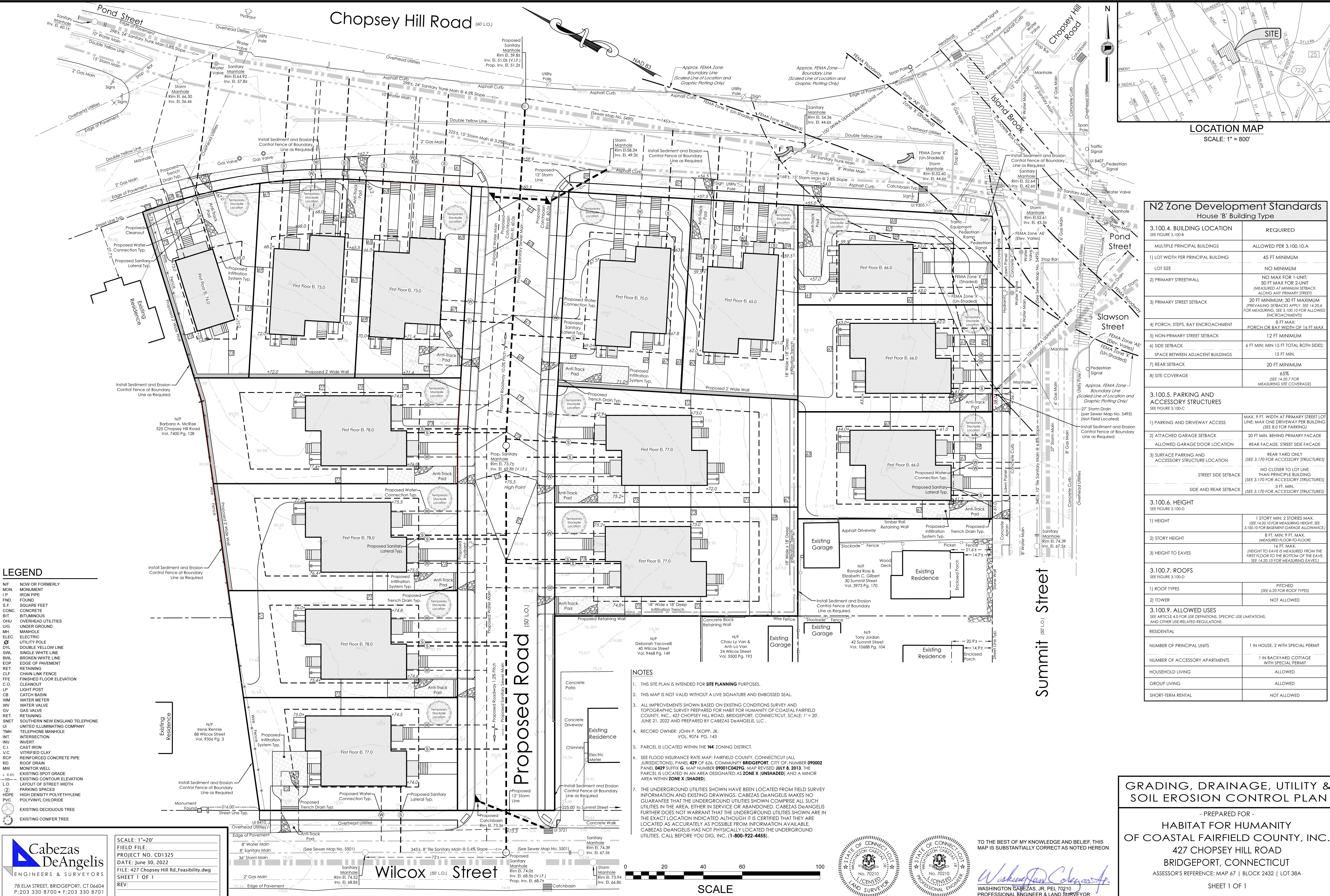
Wilcox (50' L.O.) Street



TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.  
*Washington Cabezas, Jr.*  
WASHINGTON CABEZAS, JR., PE, 70210  
PROFESSIONAL ENGINEER & LAND SURVEYOR

**SITE DEVELOPMENT PLAN**  
**PROPOSED 14 LOT SUBDIVISION**  
**AND 'N2' ZONE CHANGE**

- PREPARED FOR -  
**HABITAT FOR HUMANITY**  
**OF COASTAL FAIRFIELD COUNTY, INC.**  
427 CHOPSEY HILL ROAD  
BRIDGEPORT, CONNECTICUT  
ASSESSOR'S REFERENCE: MAP 67 | BLOCK 2432 | LOT 38A



LOCATION MAP  
SCALE: 1" = 800'

**N2 Zone Development Standards**  
House 'B' Building Type

3.100.4. BUILDING LOCATION SEE FIGURE 3.100-B	REQUIRED
MULTIPLE PRINCIPAL BUILDINGS	ALLOWED PER 3.100.10.A
1) LOT WIDTH PER PRINCIPAL BUILDING	45 FT MINIMUM
LOT SIZE	NO MINIMUM
2) PRIMARY STREETWALL	NO MAX FOR 1-UNIT; 50 FT MAX FOR 2-UNIT (MEASURED AT MINIMUM SETBACK ALONG ANY PRIMARY STREET)
3) PRIMARY STREET SETBACK	20 FT MINIMUM; 30 FT MAXIMUM (PREVAILING SETBACKS APPLY. SEE 14.20.6 FOR MEASURING. SEE 3.100.10 FOR ALLOWED ENCROACHMENTS)
4) PORCH, STEPS, BAY ENCROACHMENT	PORCH OR BAY WIDTH OF 16 FT MAX.
5) NON-PRIMARY STREET SETBACK	12 FT MINIMUM
6) SIDE SETBACK	6 FT MIN; MIN 15 FT TOTAL BOTH SIDES; 8 FT MAX;
7) SPACE BETWEEN ADJACENT BUILDINGS	15 FT MIN.
8) REAR SETBACK	20 FT MINIMUM
8) SITE COVERAGE	65% (SEE 14.20.7 FOR MEASURING SITE COVERAGE)
<b>3.100.5. PARKING AND ACCESSORY STRUCTURES</b> SEE FIGURE 3.100-C	
1) PARKING AND DRIVEWAY ACCESS	MAX. 9 FT. WIDTH AT PRIMARY STREET LOT LINE; MAX ONE DRIVEWAY PER BUILDING (SEE 8.0 FOR PARKING)
2) ATTACHED GARAGE SETBACK	20 FT MIN. BEHIND PRIMARY FACADE
ALLOWED GARAGE DOOR LOCATION	REAR FACADE, STREET SIDE FACADE
3) SURFACE PARKING AND ACCESSORY STRUCTURE LOCATION	REAR YARD ONLY (SEE 3.170 FOR ACCESSORY STRUCTURES)
STREET SIDE SETBACK	NO CLOSER TO LOT LINE THAN PRINCIPLE BUILDING (SEE 3.170 FOR ACCESSORY STRUCTURES)
SIDE AND REAR SETBACK	3 FT. MIN. (SEE 3.170 FOR ACCESSORY STRUCTURES)
<b>3.100.6. HEIGHT</b> SEE FIGURE 3.100-D	
1) HEIGHT	1 STORY MIN; 2 STORIES MAX. (SEE 14.20.10 FOR MEASURING HEIGHT. SEE 3.100.10 FOR BASEMENT GARAGE ALLOWANCE.)
2) STORY HEIGHT	8 FT. MIN; 9 FT. MAX. (MEASURED FLOOR TO FLOOR)
3) HEIGHT TO EAVES	16 FT. MAX. (HEIGHT TO EAVE IS MEASURED FROM THE FIRST FLOOR TO THE BOTTOM OF THE EAVE. SEE 14.20.10 FOR MEASURING EAVES.)
<b>3.100.7. ROOFS</b> SEE FIGURE 3.100-D	
1) ROOF TYPES	PITCHED (SEE 6.20 FOR ROOF TYPES)
2) TOWER	NOT ALLOWED
<b>3.100.9. ALLOWED USES</b> SEE ARTICLE 4.0 FOR USE DEFINITIONS, SPECIFIC USE LIMITATIONS, AND OTHER USE-RELATED REGULATIONS	
RESIDENTIAL	
NUMBER OF PRINCIPAL UNITS	1 IN HOUSE, 2 WITH SPECIAL PERMIT
NUMBER OF ACCESSORY APARTMENTS	1 IN BACKYARD COTTAGE WITH SPECIAL PERMIT
HOUSEHOLD LIVING	ALLOWED
GROUP LIVING	ALLOWED
SHORT-TERM RENTAL	NOT ALLOWED

**LEGEND**

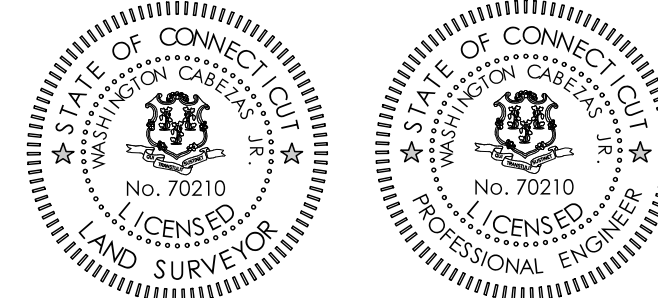
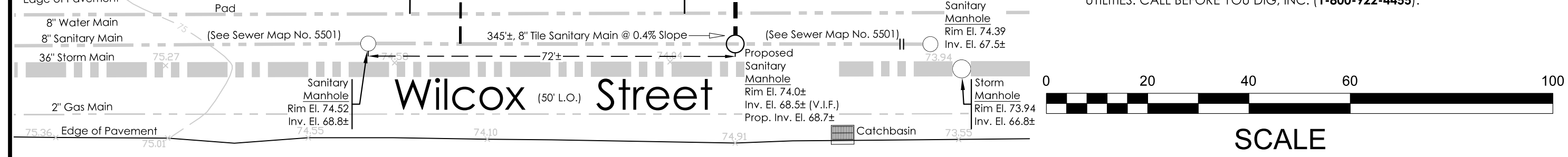
N/F	NOW OR FORMERLY
MON.	MONUMENT
I.P.	IRON PIPE
FND.	FOUND
S.F.	SQUARE FEET
CONC.	CONCRETE
BIT.	BITUMINOUS
OHU	OVERHEAD UTILITIES
UG	UNDER GROUND
MH	MANHOLE
ELEC.	ELECTRIC
U.P.	UTILITY POLE
DYL	DOUBLE YELLOW LINE
SWL	SINGLE WHITE LINE
BWL	BROKEN WHITE LINE
EOP	EDGE OF PAVEMENT
RET.	RETAINING
CLF	CHAIN LINK FENCE
FFE	FINISHED FLOOR ELEVATION
C.O.	CLEANOUT
LP	LIGHT POST
CB	CATCH BASIN
WM	WATER METER
WV	WATER VALVE
GV	GAS VALVE
RET.	RETAINING
SNET	SOUTHERN NEW ENGLAND TELEPHONE
UI	UNITED ILLUMINATING COMPANY
TMH	TELEPHONE MANHOLE
INT	INTERSECTION
INV	INVERT
C.I.	CAST IRON
V.C.	VITRIFIED CLAY
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
MW	MONITOR WELL
± 8.65	EXISTING SPOT GRADE
± 8.65	EXISTING CONTOUR ELEVATION
L.O.	LAYOUT OF STREET WIDTH
②	PARKING SPACES
HDPE	HIGH DENSITY POLYETHYLENE
PVC	POLYVINYL CHLORIDE
⊙	EXISTING DECIDUOUS TREE
⊙	EXISTING CONIFER TREE

**NOTES**

- THIS SITE PLAN IS INTENDED FOR **SITE PLANNING** PURPOSES.
- THIS MAP IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.
- ALL IMPROVEMENTS SHOWN BASED ON EXISTING CONDITIONS SURVEY AND TOPOGRAPHIC SURVEY PREPARED FOR HABIT FOR HUMANITY OF COASTAL FAIRFIELD COUNTY, INC., 427 CHOPSEY HILL ROAD, BRIDGEPORT, CONNECTICUT. SCALE: 1" = 20'. JUNE 21, 2022 AND PREPARED BY CABEZAS DeANGELIS, LLC.
- RECORD OWNER: JOHN P. SKOPP, JR. VOL. 9074 PG. 143
- PARCEL IS LOCATED WITHIN THE **N4** ZONING DISTRICT.
- SEE FLOOD INSURANCE RATE MAP: FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS), PANEL 429 OF 626, COMMUNITY BRIDGEPORT, CITY OF, NUMBER 090002 PANEL 0429 SUFFIX G, MAP NUMBER 09001C0429G, MAP REVISED JULY 8, 2013. THE PARCEL IS LOCATED IN AN AREA DESIGNATED AS **ZONE X (UNSHADED)** AND A MINOR AREA WITHIN **ZONE X (SHADED)**.
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. CABEZAS DeANGELIS MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. CABEZAS DeANGELIS FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH IT IS CERTIFIED THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. CABEZAS DeANGELIS HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL BEFORE YOU DIG, INC. (1-800-922-4455).

**Cabezas DeAngelis**  
ENGINEERS & SURVEYORS  
78 ELM STREET, BRIDGEPORT, CT 06604  
P:203 330 8700 • F:203 330 8701

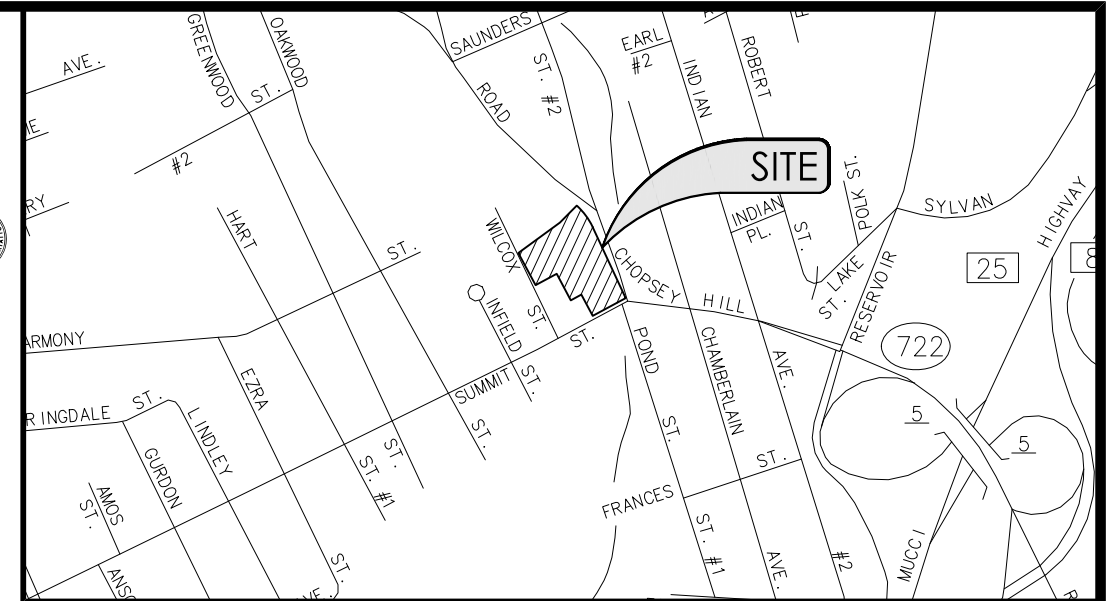
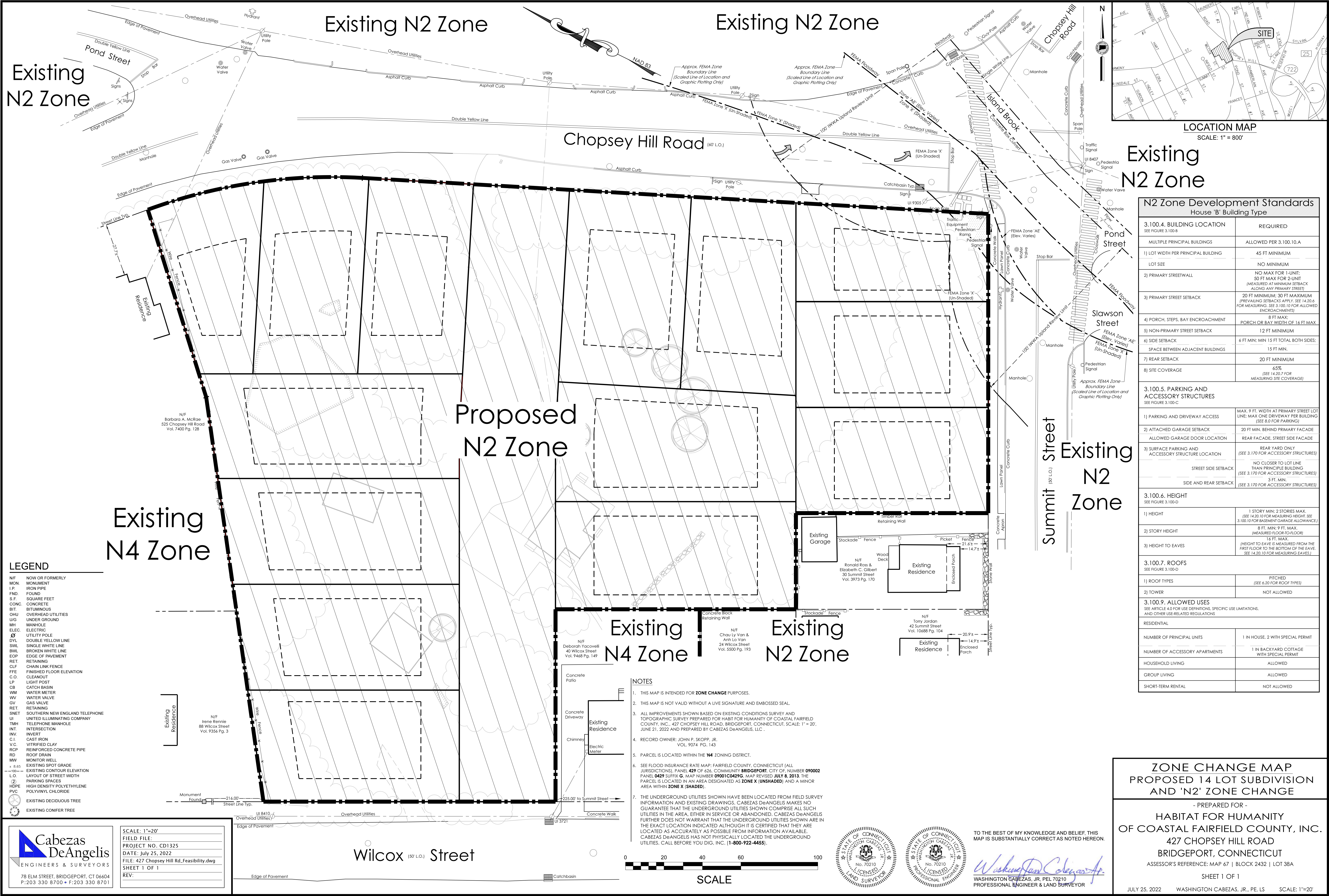
SCALE: 1"=20'  
FIELD FILE:  
PROJECT NO. CD1325  
DATE: June 30, 2022  
FILE: 427 Chopsey Hill Rd\_Feasibility.dwg  
SHEET 1 OF 1  
REV:



TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.  
*Washington Cabezas, Jr.*  
WASHINGTON CABEZAS, JR., PE, 70210  
PROFESSIONAL ENGINEER & LAND SURVEYOR

**GRADING, DRAINAGE, UTILITY & SOIL EROSION CONTROL PLAN**

- PREPARED FOR -  
**HABITAT FOR HUMANITY OF COASTAL FAIRFIELD COUNTY, INC.**  
427 CHOPSEY HILL ROAD  
BRIDGEPORT, CONNECTICUT  
ASSESSOR'S REFERENCE: MAP 67 | BLOCK 2432 | LOT 38A  
SHEET 1 OF 1  
JUNE 30, 2022 WASHINGTON CABEZAS, JR., PE, LS SCALE: 1"=20'



LOCATION MAP  
SCALE: 1" = 800'

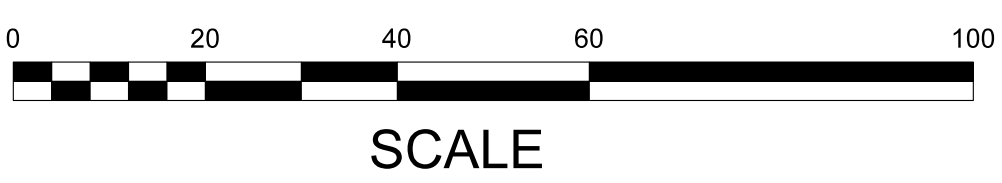
### Existing N2 Zone

N2 Zone Development Standards House 'B' Building Type	
3.100.4. BUILDING LOCATION SEE FIGURE 3.100-B	REQUIRED
MULTIPLE PRINCIPAL BUILDINGS	ALLOWED PER 3.100.10.A
1) LOT WIDTH PER PRINCIPAL BUILDING	45 FT MINIMUM
LOT SIZE	NO MINIMUM
2) PRIMARY STREETWALL	NO MAX FOR 1-UNIT; 50 FT MAX FOR 2-UNIT (MEASURED AT MINIMUM SETBACK ALONG ANY PRIMARY STREET)
3) PRIMARY STREET SETBACK	20 FT MINIMUM; 30 FT MAXIMUM (PREVAILING SETBACKS APPLY. SEE 14.20.6 FOR MEASURING. SEE 3.100.10 FOR ALLOWED ENCROACHMENTS)
4) PORCH, STEPS, BAY ENCROACHMENT	8 FT MAX; PORCH OR BAY WIDTH OF 16 FT MAX
5) NON-PRIMARY STREET SETBACK	12 FT MINIMUM
6) SIDE SETBACK	6 FT MIN; MIN 15 FT TOTAL BOTH SIDES; SPACE BETWEEN ADJACENT BUILDINGS
7) REAR SETBACK	20 FT MINIMUM
8) SITE COVERAGE	65% (SEE 14.20.7 FOR MEASURING SITE COVERAGE)
3.100.5. PARKING AND ACCESSORY STRUCTURES SEE FIGURE 3.100-C	
1) PARKING AND DRIVEWAY ACCESS	MAX. 9 FT. WIDTH AT PRIMARY STREET LOT LINE; MAX ONE DRIVEWAY PER BUILDING (SEE 8.0 FOR PARKING)
2) ATTACHED GARAGE SETBACK	20 FT MIN. BEHIND PRIMARY FACADE
ALLOWED GARAGE DOOR LOCATION	REAR FACADE, STREET SIDE FACADE
3) SURFACE PARKING AND ACCESSORY STRUCTURE LOCATION	REAR YARD ONLY (SEE 3.170 FOR ACCESSORY STRUCTURES)
STREET SIDE SETBACK	NO CLOSER TO LOT LINE THAN PRINCIPLE BUILDING (SEE 3.170 FOR ACCESSORY STRUCTURES)
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1) ROOF TYPES	PITCHED (SEE 6.20 FOR ROOF TYPES)
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HOUSEHOLD LIVING	ALLOWED
GROUP LIVING	ALLOWED
SHORT-TERM RENTAL	NOT ALLOWED

**LEGEND**

N/F	NOW OR FORMERLY
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I.P.	IRON PIPE
FND.	FOUND
S.F.	SQUARE FEET
CONC.	CONCRETE
BIT.	BITUMINOUS
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RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
MW	MONITOR WELL
8.65	EXISTING SPOT GRADE
100	EXISTING CONTOUR ELEVATION
L.O.	LAYOUT OF STREET WIDTH
2	PARKING SPACES
HDPE	HIGH DENSITY POLYETHYLENE
PVC	POLYVINYL CHLORIDE
Tree	EXISTING DECIDUOUS TREE
Tree	EXISTING CONIFER TREE

- NOTES**
- THIS MAP IS INTENDED FOR ZONE CHANGE PURPOSES.
  - THIS MAP IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.
  - ALL IMPROVEMENTS SHOWN BASED ON EXISTING CONDITIONS SURVEY AND TOPOGRAPHIC SURVEY PREPARED FOR HABIT FOR HUMANITY OF COASTAL FAIRFIELD COUNTY, INC., 427 CHOPSEY HILL ROAD, BRIDGEPORT, CONNECTICUT. SCALE: 1" = 20'; JUNE 21, 2022 AND PREPARED BY CABEZAS DeANGELIS, LLC.
  - RECORD OWNER: JOHN P. SKOPP, JR. VOL. 9074 PG. 143
  - PARCEL IS LOCATED WITHIN THE N4 ZONING DISTRICT.
  - SEE FLOOD INSURANCE RATE MAP: FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS), PANEL 429 OF 626, COMMUNITY BRIDGEPORT, CITY OF, NUMBER 090002 PANEL 0429 SUFFIX G. MAP NUMBER 090010429G. MAP REVISED JULY 8, 2013. THE PARCEL IS LOCATED IN AN AREA DESIGNATED AS ZONE X (UNSHADED) AND A MINOR AREA WITHIN ZONE X (SHADED).
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**Cabezas DeAngelis**  
ENGINEERS & SURVEYORS

78 ELM STREET, BRIDGEPORT, CT 06604  
P: 203 330 8700 • F: 203 330 8701

SCALE: 1"=20'

FIELD FILE:  
PROJECT NO. CD1325  
DATE: July 25, 2022  
FILE: 427 Chopsey Hill Rd\_Feasibility.dwg  
SHEET 1 OF 1  
REV:

Wilcox (60' L.O.) Street

**ZONE CHANGE MAP  
PROPOSED 14 LOT SUBDIVISION  
AND 'N2' ZONE CHANGE**

- PREPARED FOR -  
**HABITAT FOR HUMANITY  
OF COASTAL FAIRFIELD COUNTY, INC.**  
427 CHOPSEY HILL ROAD  
BRIDGEPORT, CONNECTICUT  
ASSESSOR'S REFERENCE: MAP 67 | BLOCK 2432 | LOT 38A

WASHINGTON CABEZAS, JR., PE, LS  
PROFESSIONAL ENGINEER & LAND SURVEYOR

SHEET 1 OF 1  
JULY 25, 2022 WASHINGTON CABEZAS, JR., PE, LS SCALE: 1"=20'



July 28, 2022

RE: Statement of use 427 Chopsey Hill re-zone/subdivision

Habitat for Humanity of Coastal Fairfield County (Habitat CFC) is proposing to rezone the 2.27 acre property at 427 Chopsey Hill Rd. from the N4 Suburban Neighborhood to the N2 Mid-Century Neighborhood zone and create a 14-lot subdivision. The properties located across the street on Chopsey Hill Rd. and Summit St. are all zoned N2. Additionally, the adjacent properties on Summit St and the corner of Wilcox St. are also zoned N2. The rezone would incorporate the property at 427 Chopsey Hill Rd. into the primary zone typical of the intersection of Chopsey Hill Rd. and Summit St. where this property is located.

Habitat CFC would then create a 14-lot subdivision by constructing a new roadway from Wilcox St. through our property to Chopsey Hill Rd. With the rezone to the N2 Mid-Century Neighborhood zone Habitat CFC would be able to request special permit approval to create two-family units on 12 of the lots. This would enable Habitat CFC to create more desperately needed affordable homeownership units while remaining in keeping with the aesthetics of the existing neighborhood. There are a number of existing side-by-side two-family homes on Chopsey Hill Rd. directly across the street from our proposed development. With the necessary rezone and special permits approvals Habitat CFC could create 26 new affordable homeownership units on an under utilized parcel to help address the areas critical shortage of affordable housing.

Requested by:

A handwritten signature in blue ink that reads "Kevin Moore". The signature is written in a cursive, flowing style.

Kevin Moore  
Director of Construction



**Property Abutters within 100' of 427 Chopsey Hill Rd**

<b>Property Address</b>	<b>Owners Name</b>	<b>Owners Street Address</b>	<b>City</b>	<b>State</b>	<b>Zip Code</b>
10 WILCOX ST	RIVERA DAVID & LETICIA MERCADO	10 WILCOX STREET	BRIDGEPORT	CT	06605
385 CHOPSEY HILL RD	CRUZ MARGARET & JOSE	385 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
42 SUMMIT ST	JORDAN TORRY	42 SUMMIT ST	BRIDGEPORT	CT	06606
<b>30 SUMMIT ST</b>	<b>ROSS RONALD &amp; ELIZABETH</b>	<b>30 SUMMIT ST</b>	<b>BRIDGEPORT</b>	<b>CT</b>	<b>06606</b>
<b>24 WILCOX ST</b>	<b>LY CHAU VAN &amp; LO ANH VAN</b>	<b>24 WILCOX ST</b>	<b>BRIDGEPORT</b>	<b>CT</b>	<b>06606</b>
53 WILCOX ST	VEGA VILMA & OTONIEL	53 WILCOX ST	BRIDGEPORT	CT	06606
63 WILCOX ST	MAURO ALFONSE J & JOANNE M	63 WILCOX ST	BRIDGEPORT	CT	06606
400 CHOPSEY HILL RD	PERALTA EVANGELISTO	400 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
71 WILCOX ST	SKOPP JOHN P JR	386 WILDWOOD DR	ORANGE	CT	06477
<b>40 WILCOX ST</b>	<b>YACOVELLI DEBORAH ET AL</b>	<b>383 ISINGLASS RD</b>	<b>SHELTON</b>	<b>CT</b>	<b>06484</b>
424 CHOPSEY HILL RD	BAYODE MICHAEL J & OLUFUNKE	424 CHOPSEY HILL	BRIDGEPORT	CT	06606
85 WILCOX ST	JAY CONSTRUCTION LLC	85 WILCOX ST	BRIDGEPORT	CT	06606
430 CHOPSEY HILL RD #432	AGNANT PIERRE & VIOLETTE	430 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
438 CHOPSEY HILL RD	OGUNBIYI OLUSEYI & SARAH	438 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
438 CHOPSEY HILL RD	MCIVER ERNEST L	438 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
448 CHOPSEY HILL RD	CHERRINGTON SYDNEY E	448 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
<b>88 WILCOX ST</b>	<b>RENNIE IRENE</b>	<b>88 WILCOX ST</b>	<b>BRIDGEPORT</b>	<b>CT</b>	<b>06606</b>
450 CHOPSEY HILL RD	LOZADA DEVORIA ET AL	450 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
458 CHOPSEY HILL RD	MORGAN SHEILA E	458 CHOPSEY HILL RD	BRIDGEPORT	CT	06606
460 CHOPSEY HILL RD	CASTRO RODOLPH F	31 HEMLOCK DR	MILFORD	CT	06461
346 POND ST #348	PAGANO JUELEEN M	346 POND STREET	BRIDGEPORT	CT	06606
<b>525 CHOPSEY HILL RD</b>	<b>MCRAE BARBARA A</b>	<b>525 CHOPSEY HILL RD</b>	<b>BRIDGEPORT</b>	<b>CT</b>	<b>06606</b>
356 POND ST	RODRIGUEZ DORA	356 POND ST	BRIDGEPORT	CT	06606
385 POND ST	SORRENTINO JOSEPH	385 POND ST	BRIDGEPORT	CT	06606
33 SUMMIT ST	WILLIAMS-WRIGHT DELIA	33 SUMMIT ST	BRIDGEPORT	CT	06606

**BOLD = DIRECT ABUTTER**

Secretary of The State of Connecticut

I, the Secretary of The State of Connecticut, and keeper of the seal thereof,  
DO HEREBY CERTIFY, that the certificate of incorporation of

HABITAT FOR HUMANITY OF COASTAL FAIRFIELD COUNTY, INC.

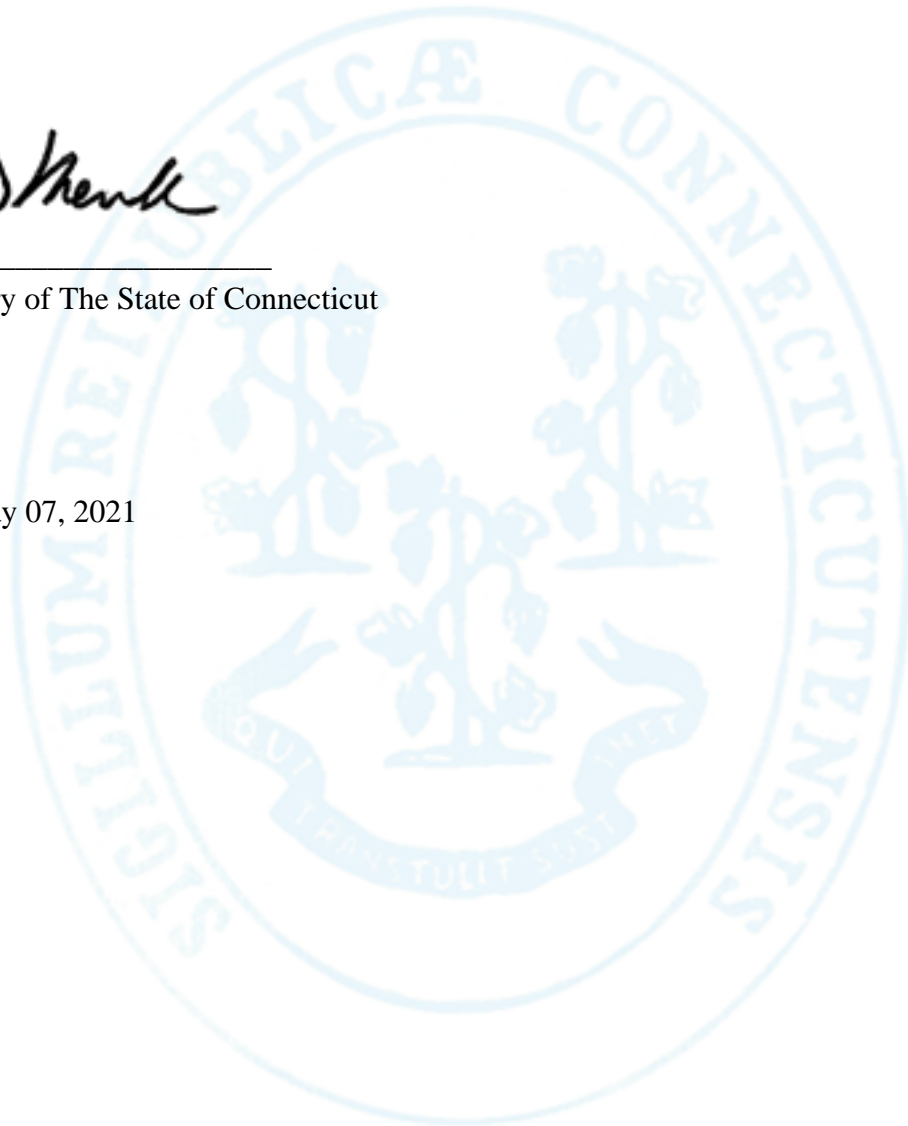
a domestic NONSTOCK corporation, was filed in this office on February 05, 1985, a certificate of  
dissolution has not been filed, the corporation has filed all annual reports, and so far as indicated by the  
records of this office such corporation is in existence.

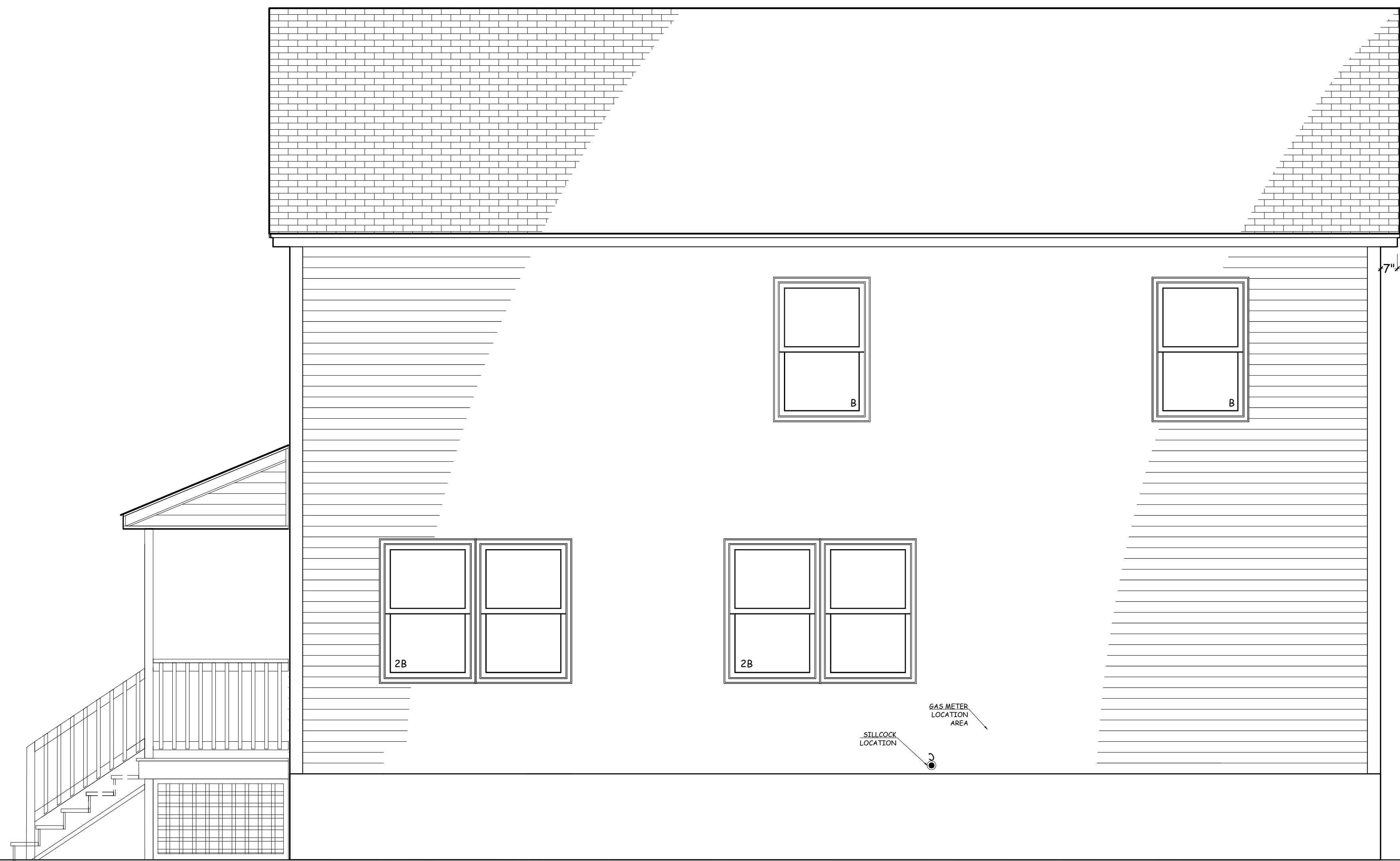


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Secretary of The State of Connecticut

Date Issued: May 07, 2021



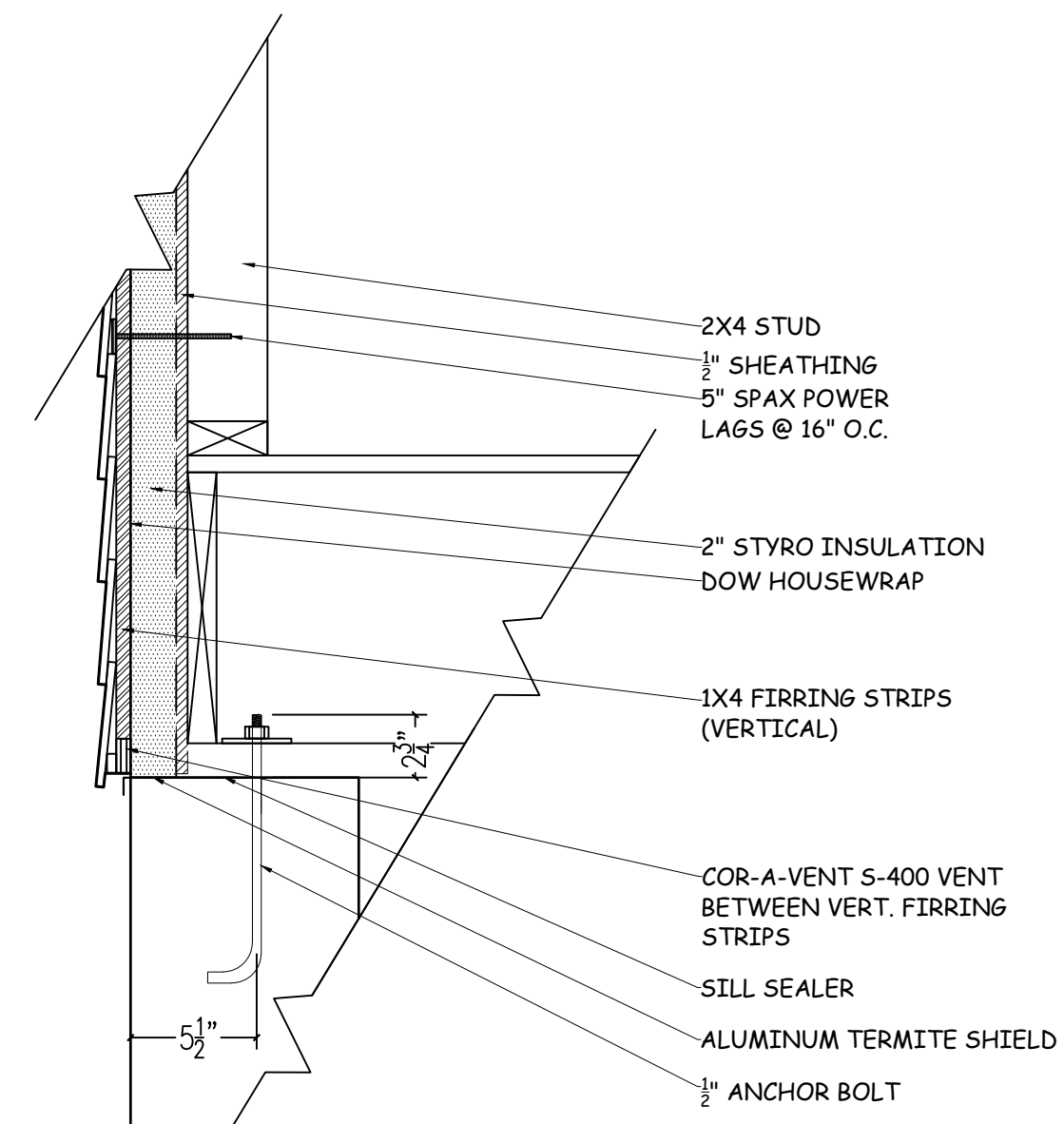


RIGHT ELEVATION

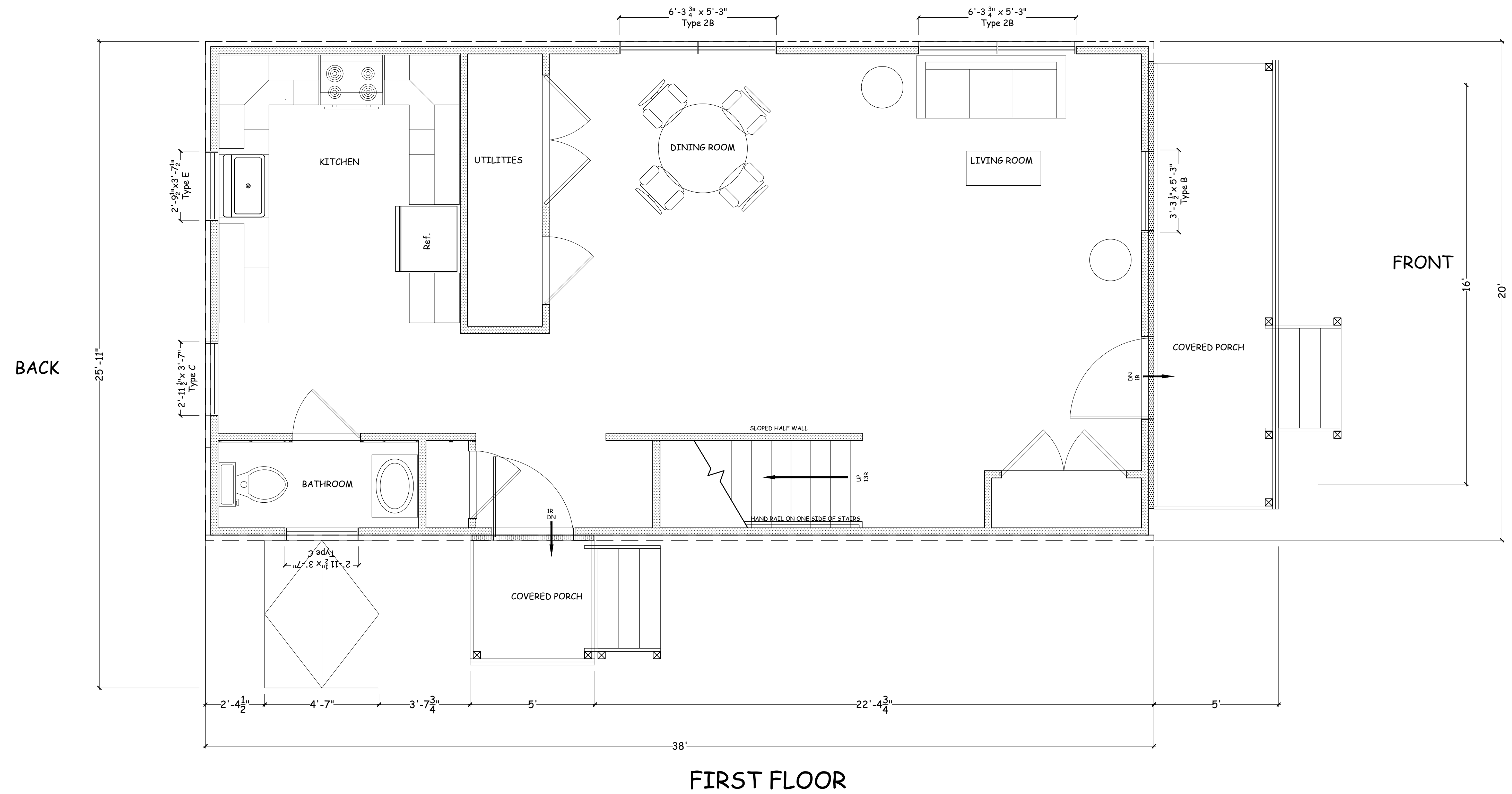


FRONT ELEVATION

PROPOSED LOT 1 SINGLE FAMILY RESIDENCE		ELEVATIONS		<b>A1.1</b>	
Habitat for Humanity of CFC		1542 Barnum Ave., Bridgeport CT 06610 (203)333-2642	REVISIONS:		DATE: JULY 27, 2022
Drawn & Designed: HFHCFC, Construction Division		www.habitatcfc.org			SCALE: 3/8" = 1'-0"



**EXTERIOR WALL SECTION DETAIL**  
SCALE: 1/2" = 1'-0"



PROPOSED LOT 1 SINGLE FAMILY RESIDENCE

FIRST FLOOR PLAN

Habitat for Humanity of CFC

1542 Barnum Ave., Bridgeport CT 06610  
(203)333-2642

REVISIONS:

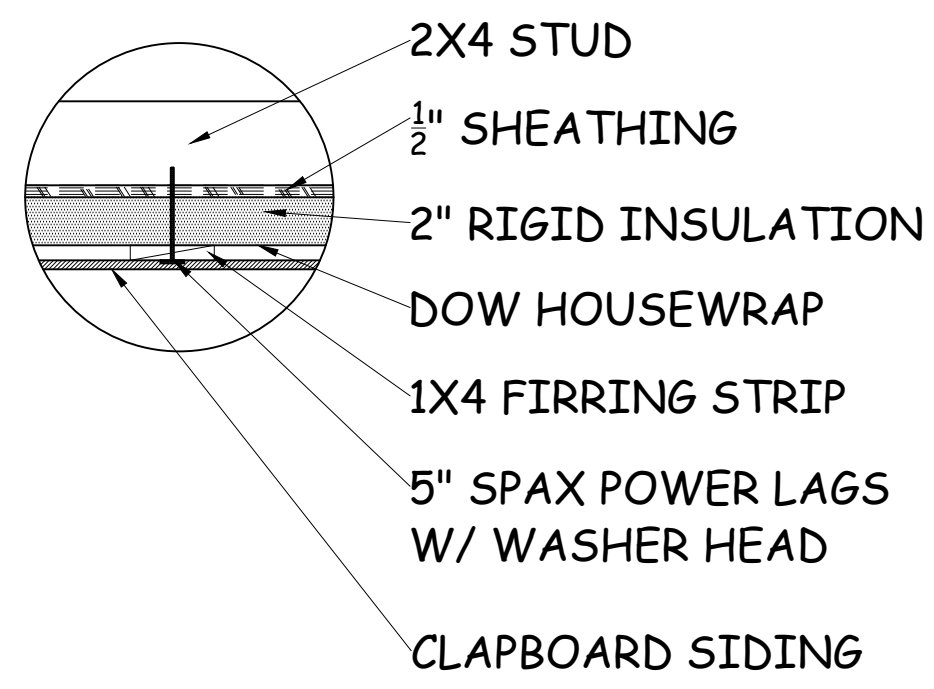
DATE: JULY 27, 2022

Drawn & Designed: HFHCFC, Construction Division

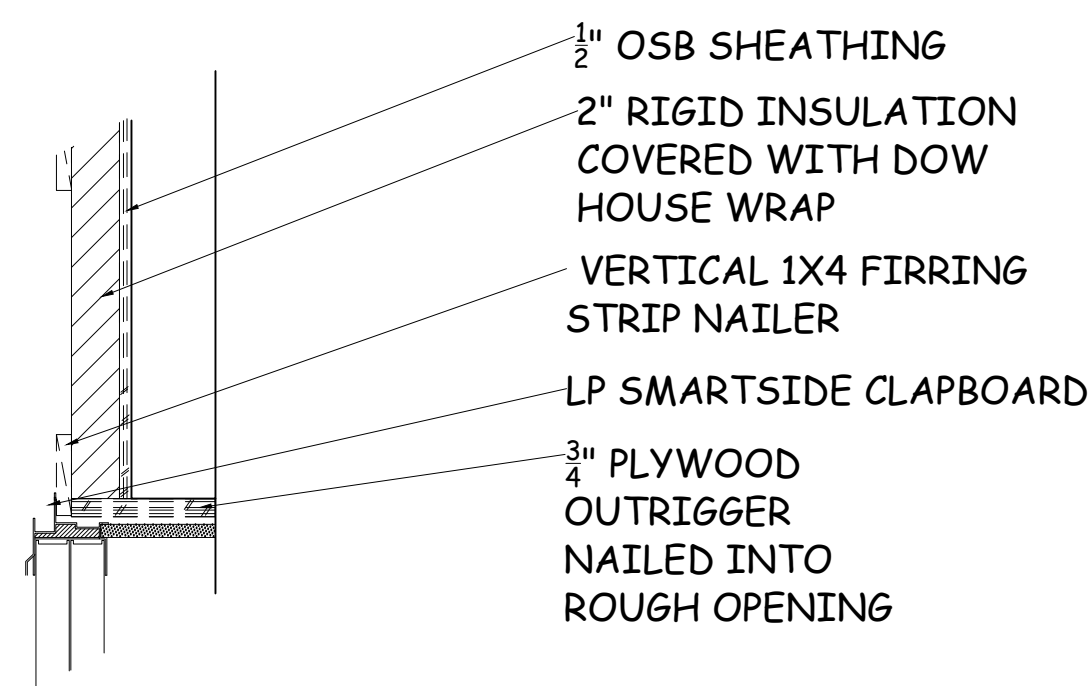
www.habitatcfc.org

SCALE: 3/8" = 1'-0"

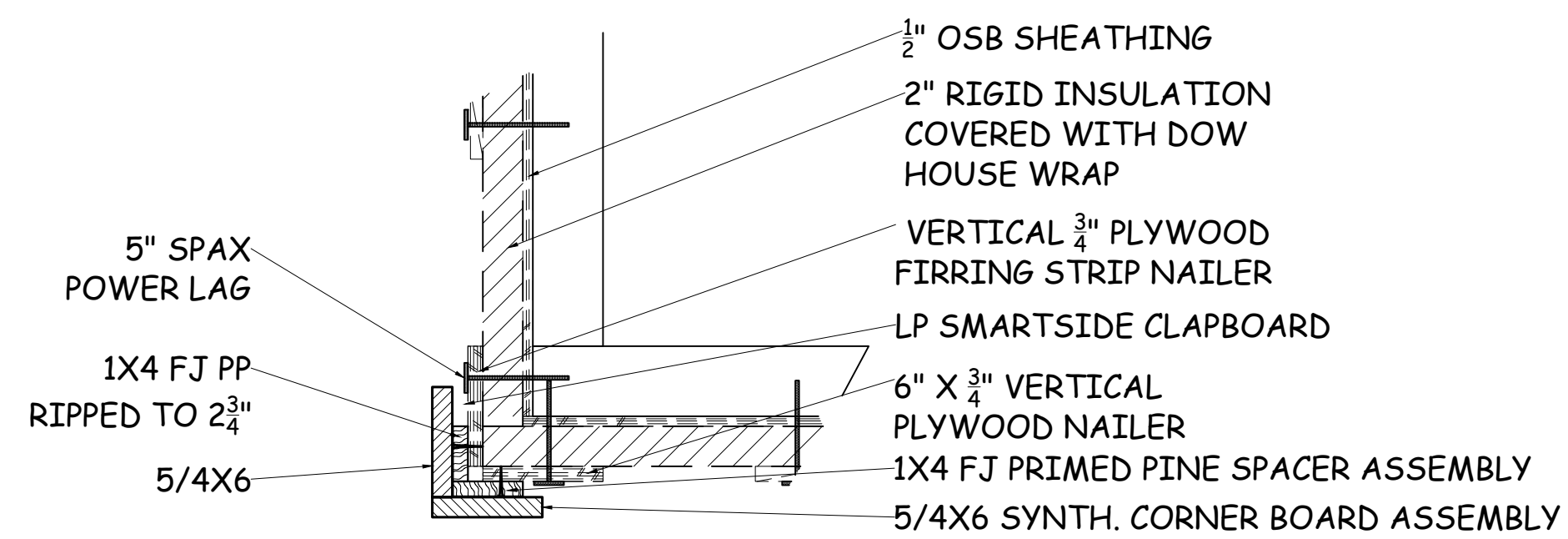
S1



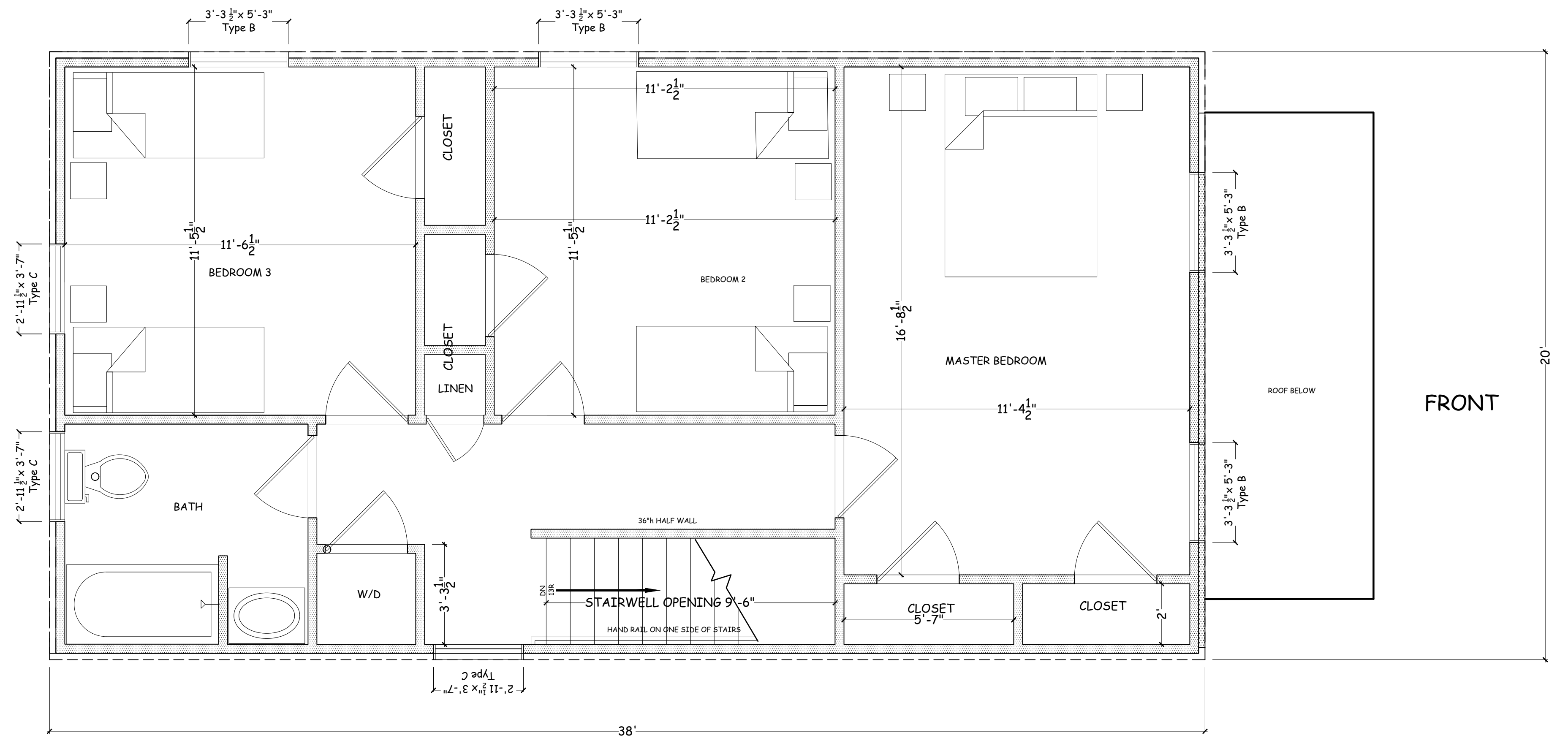
EXTERIOR WALL PLAN DETAIL  
SCALE: 1" = 1'-0"



WINDOW FRAMING DETAIL  
SCALE: 1 1/2" = 1'-0"



CORNER BOARD ASSEMBLY DETAIL  
SCALE: 1 1/2" = 1'-0"



SECOND FLOOR

PROPOSED LOT 1 SINGLE FAMILY RESIDENCE

Habitat for Humanity of CFC

Drawn & Designed: HFHCFC, Construction Division

1542 Barnum Ave., Bridgeport CT 06610  
(203)333-2642

www.habitatcfc.org

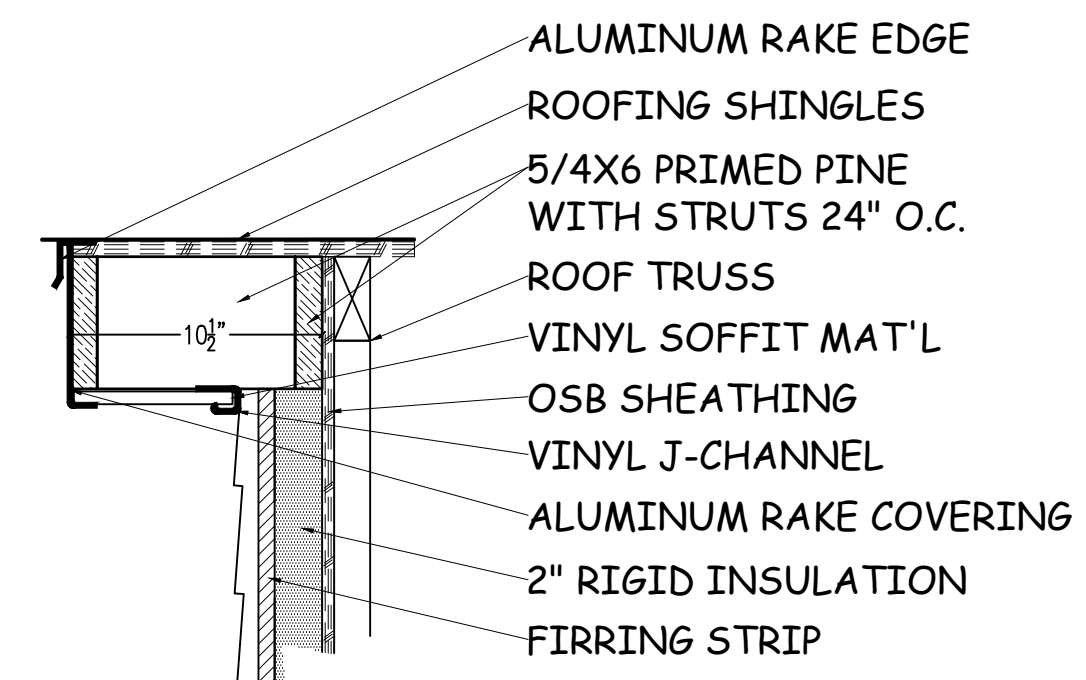
SECOND FLOOR PLAN

REVISIONS:

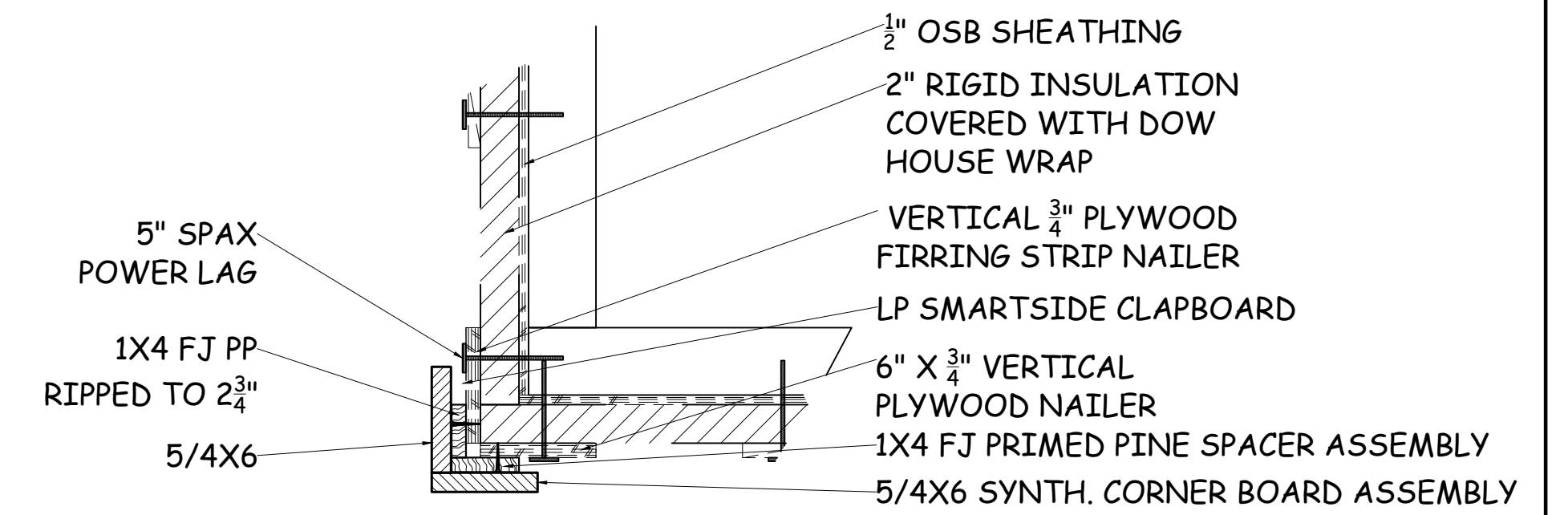
DATE: JULY 27, 2022

SCALE: 3/8" = 1'-0"

S2



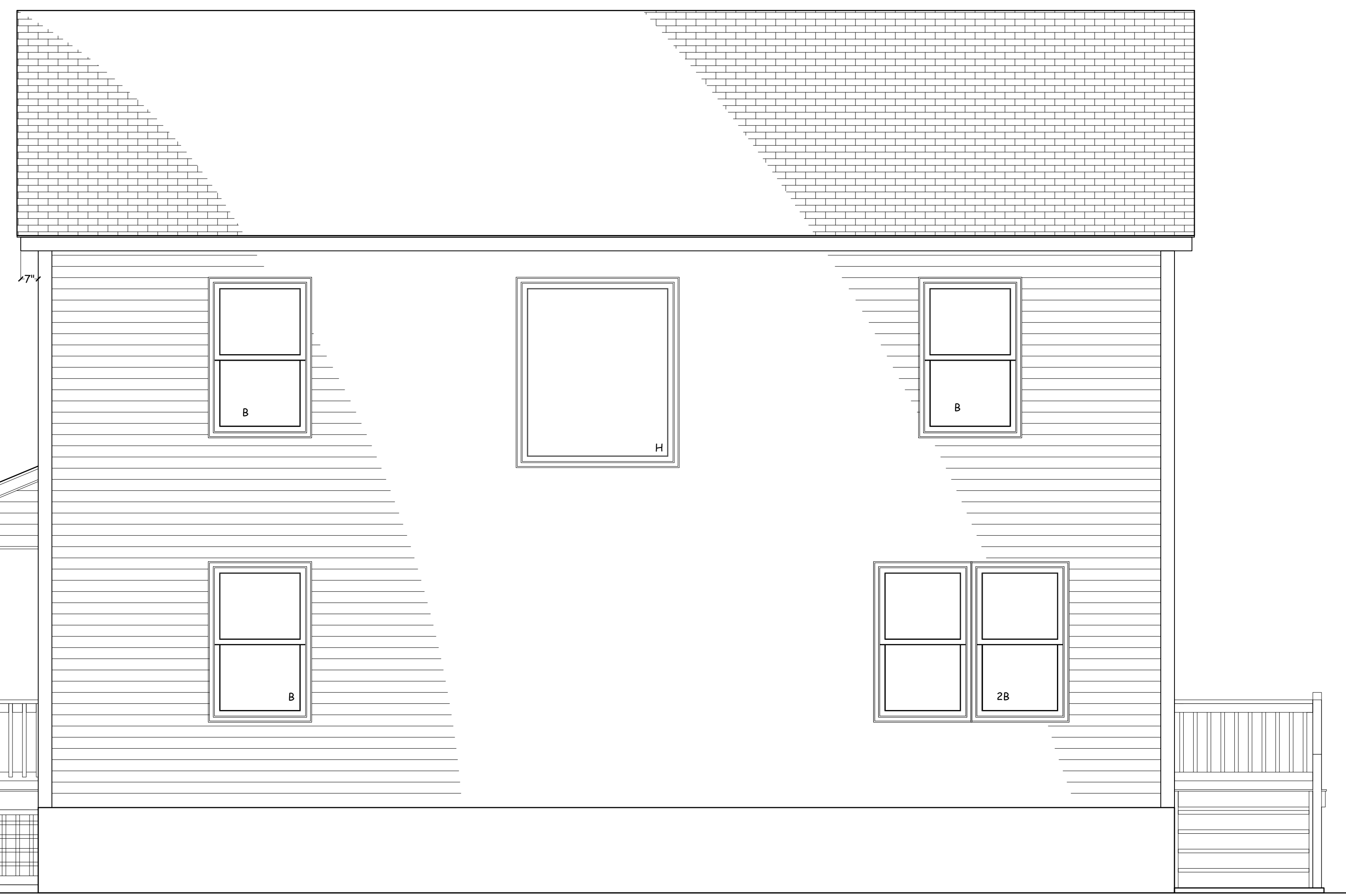
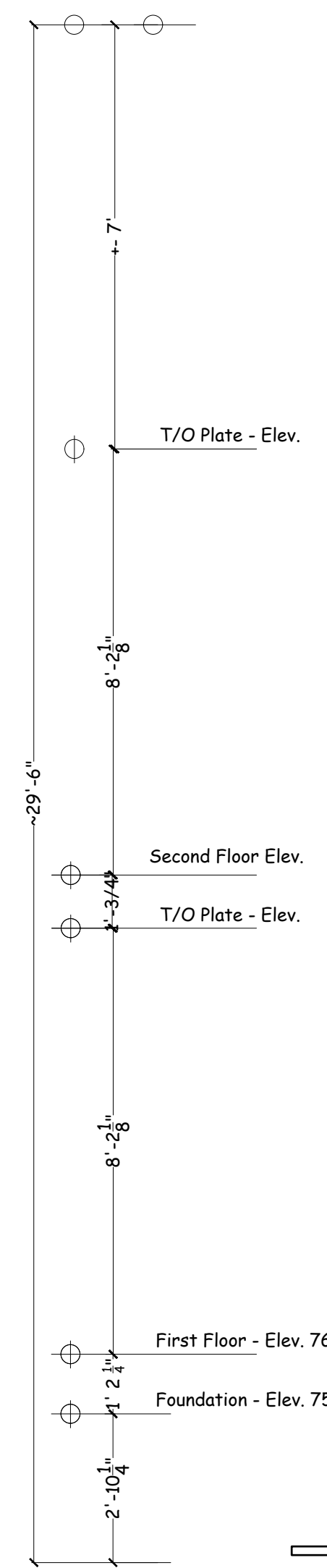
**RAKE SOFFIT DETAIL**  
SCALE: 1/2" = 1'-0"



**CORNER BOARD ASSEMBLY DETAIL**  
SCALE: 1/2" = 1'-0"



**FRONT ELEVATION**



**RIGHT SIDE ELEVATION**

**PROPOSED LOT 12 SINGLE FAMILY RESIDENCE**

**Habitat for Humanity of CFC**

Drawn & Designed: HFHCFC, Construction Division

1542 Barnum Ave., Bridgeport CT 06610  
(203)333-2642

www.habitatcfc.org

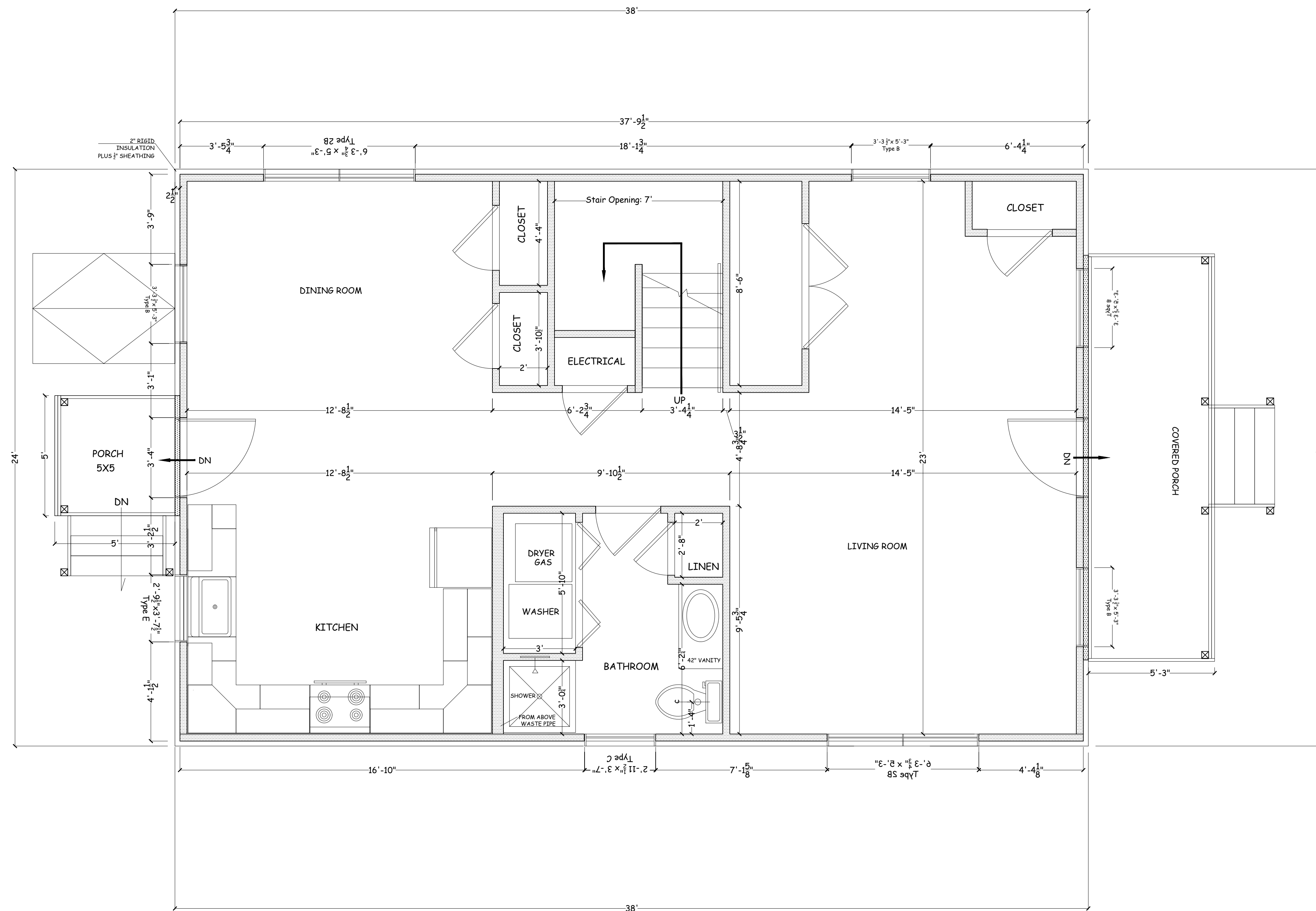
**ELEVATIONS**

REVISIONS:

DATE: JULY 27, 2022

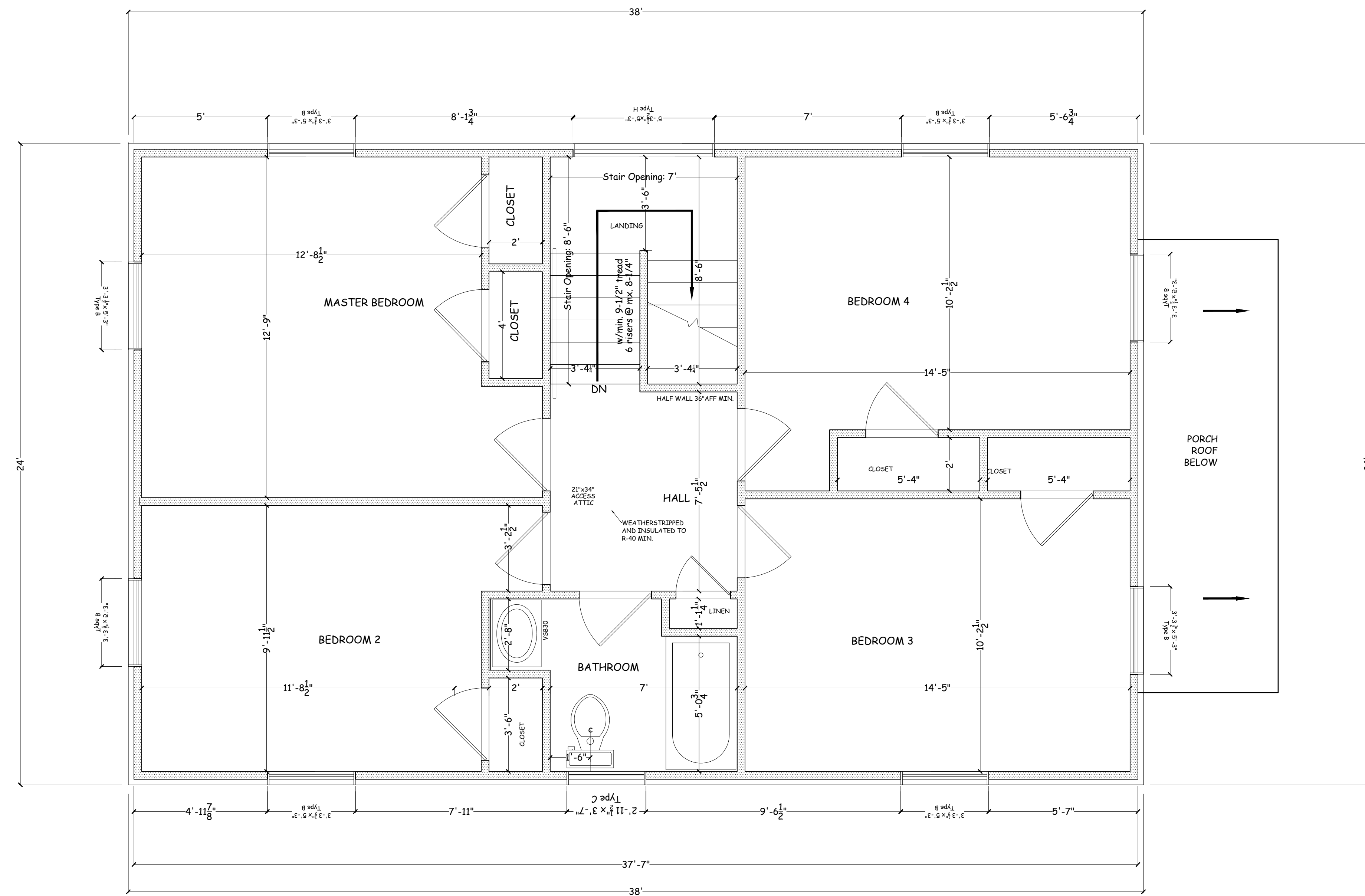
SCALE: 3/8" = 1'-0"

**A1.1**



FIRST FLOOR PLAN

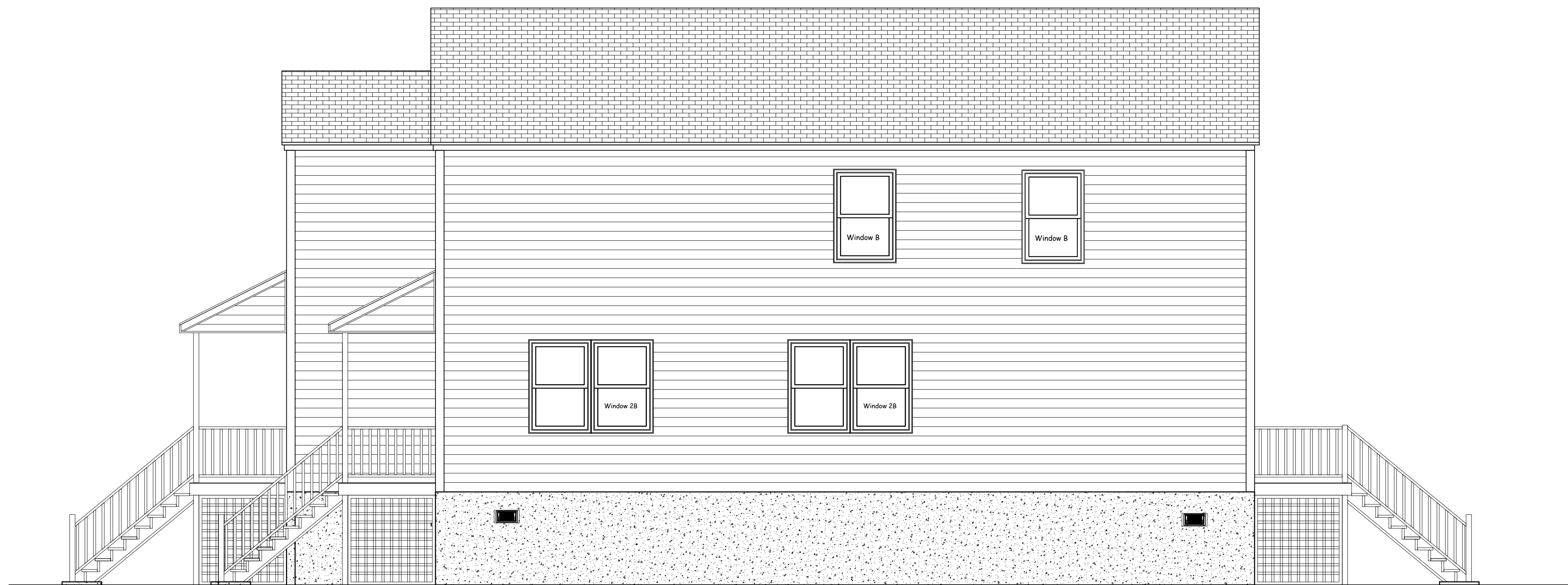
<p>PROPOSED LOT 12 SINGLE FAMILY RESIDENCE</p>		<p>FIRST FLOOR PLAN</p>		<p>S1</p>
<p>Habitat for Humanity of CFC</p>		<p>REVISIONS:</p>		
<p>Drawn &amp; Designed: HFHCFC, Construction Division</p>		<p>DATE: JULY 27, 2022</p>		
<p>1542 Barnum Ave., Bridgeport CT 06610 (203)333-2642</p>		<p>SCALE: 3/8" = 1'-0"</p>		
<p>www.habitatcfc.org</p>				



SECOND FLOOR PLAN

PROPOSED LOT 12 SINGLE FAMILY RESIDENCE		2ND FLOOR PLAN		S2	
Habitat for Humanity of CFC		1542 Barnum Ave., Bridgeport CT 06610 (203)333-2642	REVISIONS:		DATE: JULY 27, 2022
Drawn & Designed: HFHCFC, Construction Division		www.habitatcfc.org			SCALE: 3/8" = 1'-0"





RIGHT SIDE ELEVATION



FRONT ELEVATION

Project: TYPICAL TWO FAMILY RESIDENCE

HABITAT for HUMANITY of CFC

Drawn & Designed: HFHCFC, Construction Division  
Maria E. Yrigoyen, M.A.

1542 Barnum Ave., Bridgeport CT 06610  
(203)333-2642

www.habitatcfc.org

ELEVATIONS

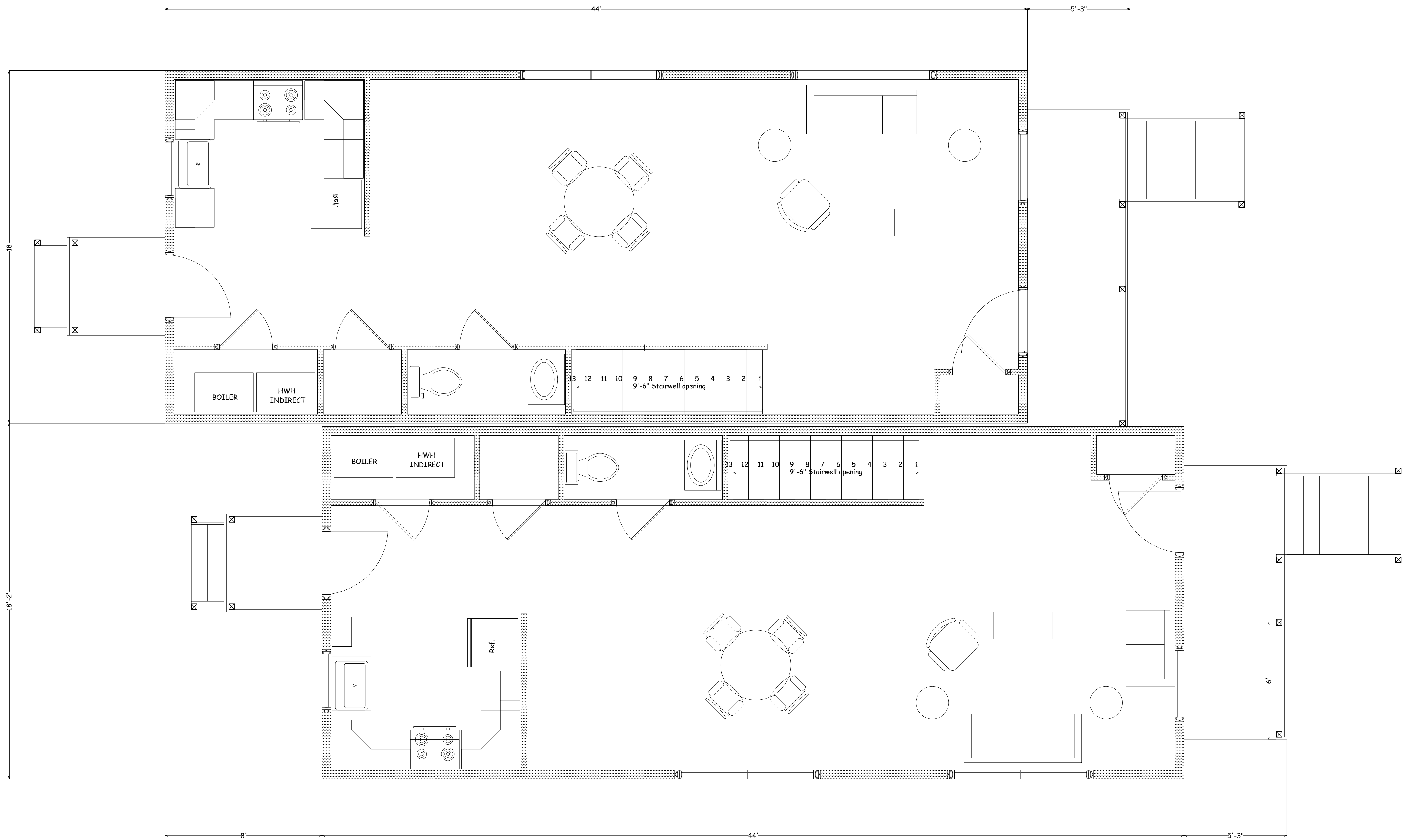
REVISIONS:

DATE: JULY 27, 2022

Scale: 1/4" = 1'

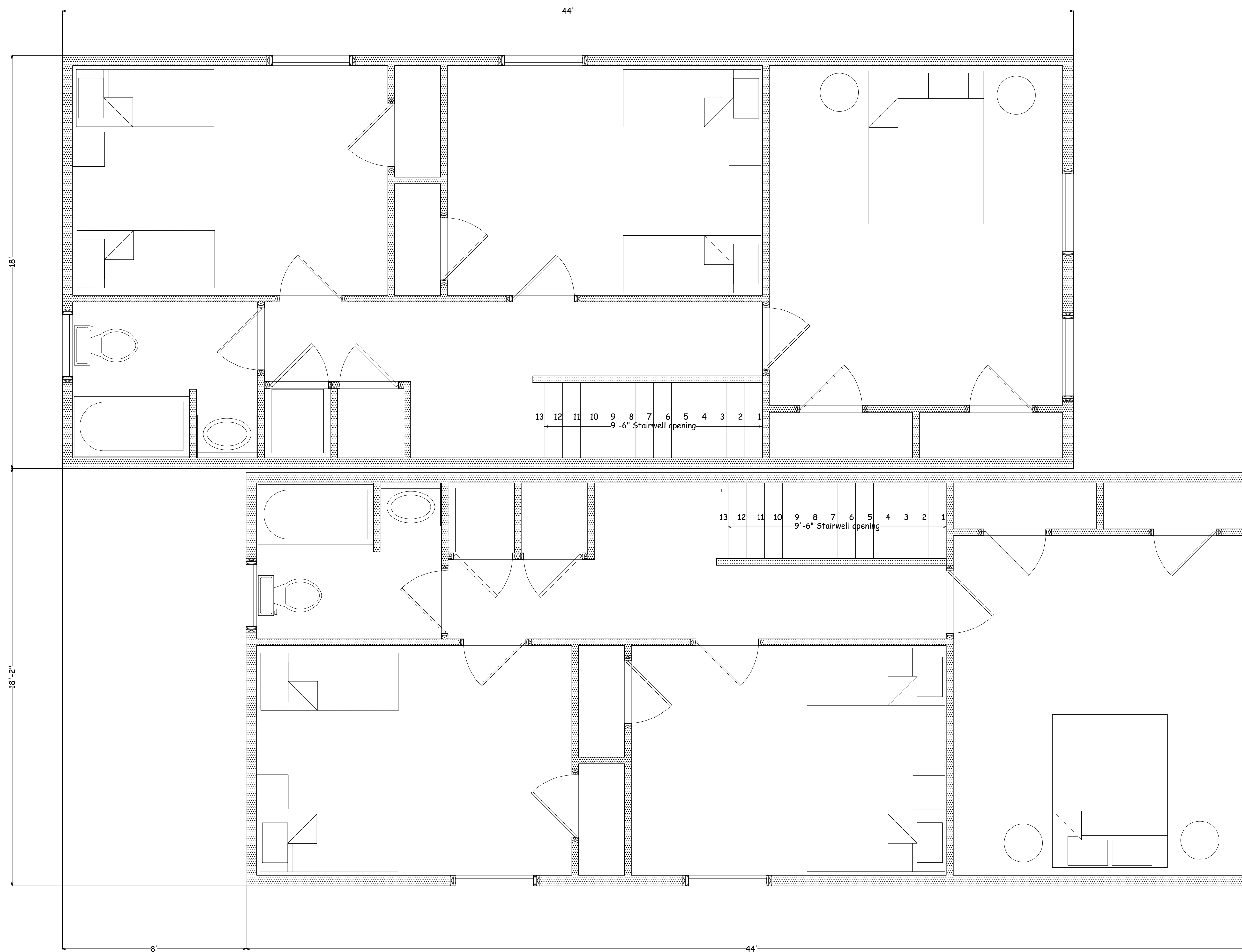
DRAWING No.:

A1.1



FIRST FLOOR PLAN

<p>Project: <b>TYPICAL TWO FAMILY RESIDENCE</b></p>	<p><b>FIRST FLOOR WALL FRAMING</b></p>		<p>DRAWING No.: <b>S5.0</b></p>
<p><b>HABITAT for HUMANITY of CFC</b></p> <p>Drawn &amp; Designed: HFHCFC, Construction Division Maria E. Yrigoyen, M.A.</p>	<p>1542 Barnum Ave., Bridgeport CT 06610 (203)333-2642 www.habitatcfc.org</p>	<p>REVISIONS:</p> <p>DATE: JULY 27, 2022 Scale: 3/8" = 1'</p>	



SECOND FLOOR PLAN

Project: TYPICAL TWO FAMILY RESIDENCE

HABITAT for HUMANITY of CFC

Drawn & Designed: HFHCFC, Construction Division  
Maria E. Yrigoyen, M.A.

1542 Barnum Ave., Bridgeport CT 06610  
(203)333-2642

www.habitatcfc.org

SECOND FLOOR WALL FRAMING

REVISIONS:

DATE: JULY 27, 2022

Scale: 3/8" = 1'

DRAWING No.:

S6.0



*City of Bridgeport*  
**OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT**

Margaret E. Morton Government Center  
999 Broad Street, Bridgeport, Connecticut 06604

Joseph P. Ganim  
Mayor

Thomas Gill  
Director

June 10, 2022

Bridgeport Planning & Zoning Commission  
c/o Dennis Buckley, Zoning Official  
Zoning Administrator  
45 Lyon Terrace  
Bridgeport, CT 06604

Re: 8-24 Report – Lease Agreement – Post Office Square (1136-1160 Main Street)  
Request for Consideration at PZC Meeting of June 27, 2022

Honorable Commissioners:

The Office of Planning and Economic Development (“OPED”) will request the City Council’s authorization to enter into a lease agreement (the “Lease”) relevant to a portion of Post Office Square, also known as 1136-1160 Main Street, (the “Property”). OPED hereby requests the Planning and Zoning Commission’s (“PZC”) consideration of OPED’s 8-24 request as City Business at the upcoming PZC meeting of Monday June 27, 2022.

The proposed project to be located on a portion of the City-owned block calls for the installation of an on outdoor Beer Garden and Bocce Courts to be used by patrons of Berlinetta Brewing located at 90 Golden Hill Street. The tenant will be responsible for the improvements and maintenance of the space.

In accordance with *Plan Bridgeport’s* vision of a Livable city, the proposed agreement aligns with the following goal and strategy:

Goal 1.7: Continue improvements aimed at revitalizing the Downtown

Strategy 1.7.6: Encourage and support retail and services that support the growing residential base Downtown.

In accordance with *Plan Bridgeport’s* vision of a Robust Economy for the city, the proposed use aligns with the following goal and strategies:

Goal 2.2: Continue the redevelopment of Bridgeport’s Downtown as a transit-oriented hub for commercial, retail, and entertainment activity to supplement a growing high-density residential neighborhood.

Strategy 2.2.1: Continue to focus on redevelopment efforts to activate vacant buildings and parcels throughout Downtown.

Sincerely,

Jonathan Delgado  
Senior Economic Development Associate

Visual References - not to be taken as plans



161 Middle St  
Bridgeport, Connecticut



Street View - Nov 2020



Department  
Bridgeport  
or Court

United States  
Postal Service

Bridgeport

Google



Berlinetta Beer Garden Proposal  
Rev 5/5/22

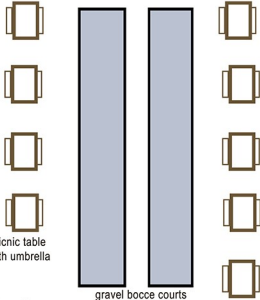
----166 ft ----

Parcel:  
1160 Main St  
Bridgeport, CT 06604

SIDEWALK

---- 177 ft ----

72 ft



rope string between  
planters to  
serve as barrier

Max Occupancy 75 people

72 ft

picnic table  
with umbrella

server's podium

gravel bocce courts  
10 x 58 ft

planter with support for lights

SIDEWALK

Golden Hill Street

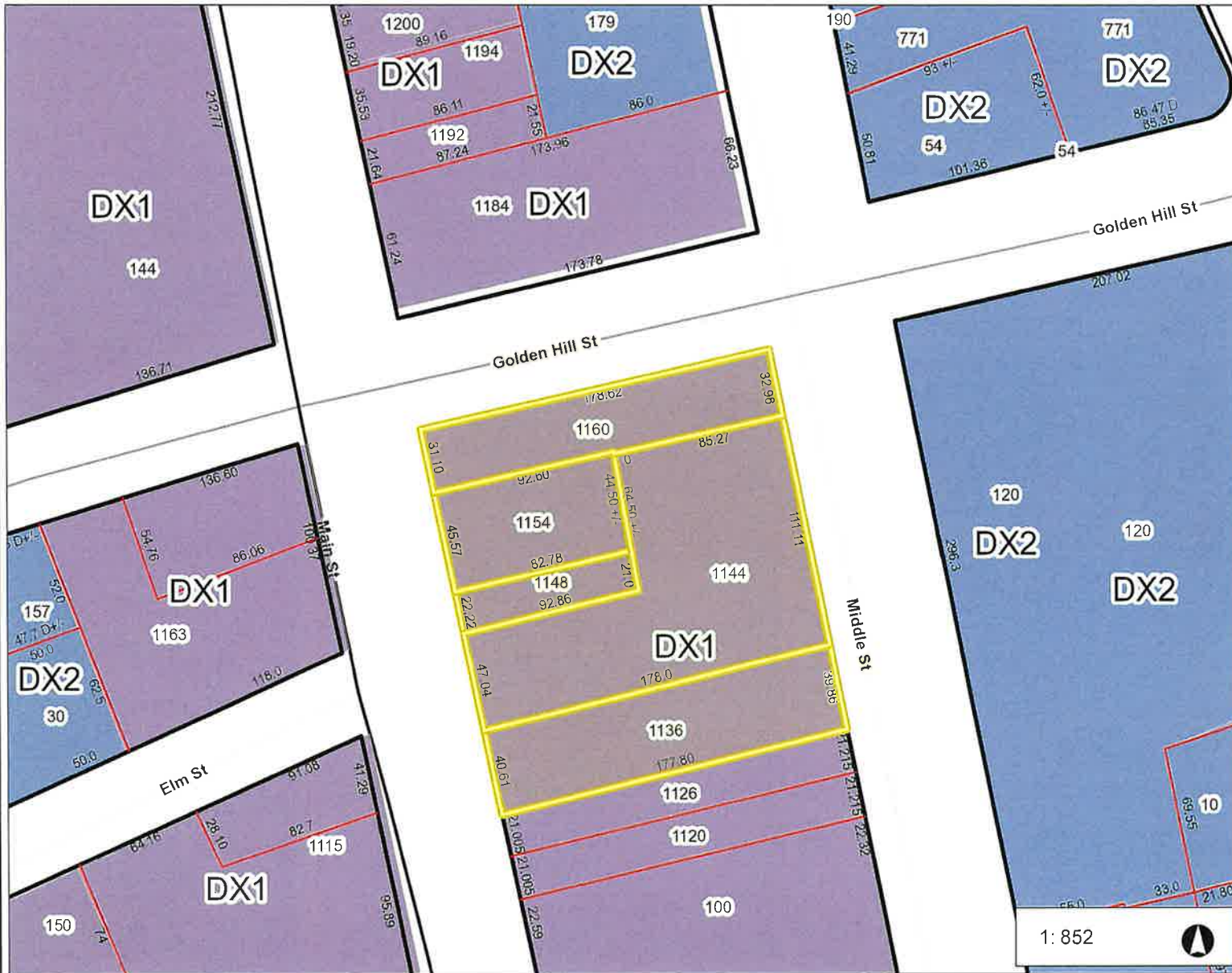
Middle St

Main Street

SIDEWALK

Berlinetta Front Door

Parcel:  
1184 Main St  
Bridgeport, CT 06604



Legend

Parcels

Zoning

- DX1, Downtown Core
- DX2, Downtown Edge
- MX1, Mixed-Use Corridor
- MX2, Mixed-Use Centers
- MXN, Mixed-Use Neighborhood
- RX1, Residential-Office Corridor
- RX2, Residential-Office Center
- N1, Traditional Neighborhood
- N2, Mid-Century Neighborhood
- N3, Estates
- N4, Suburban Neighborhood
- NX1, Neighborhood Mix 1
- NX2, Neighborhood Mix 2
- NX3, Mixed Residential 1
- NX4, Mixed Residential 2
- CX, Heavy Commercial-Wholesale
- IX, Office-Industrial Centers
- I, Industrial
- P1, Parks and Open Space
- P2, Civic and Institutional
- P4, Utility-Energy Infrastructure
- P5, Detention-Correction Facilities
- PDD, Legacy PDD/MU-W

Streetname

Roadways

- Local
- Collector
- Minor Collector
- Minor Arterial
- Major Collector
- PA Other

141.9 0 70.97 141.9 Feet







**GROUND LEASE AGREEMENT**

by and between

**CITY OF BRIDGEPORT**

and

**BERLINETTA BREWING COMPANY LLC**

Regarding letting of

A Portion of Post Office Square, 1136-1160 Main Street  
Bridgeport, Connecticut

Dated as of July \_\_, 2022

## LEASE

THIS AGREEMENT made as of the \_\_\_\_\_ day of \_\_\_\_\_, 2022, by and between the **CITY OF BRIDGEPORT**, a municipal corporation with a principal place of business at 45 Lyon Terrace, Bridgeport, Connecticut 06604 (the "**Landlord**") and **BERLINETTA BREWING COMPANY LLC**, a Connecticut limited liability company, having an office and principal place of business at 1184-1188 Main Street/90 Golden Hill Street, Bridgeport, CT 06604 (the "**Tenant**"), and

### RECITALS:

WHEREAS, Landlord is the owner of Post Office Square, 1136-1160 Main Street, Bridgeport, CT;

WHEREAS, Landlord agrees to lease to Tenant a portion of the parcel identified above which area measures approximately 5,000 square feet and which area is located across Golden Hill Street from the Tenant's present retail location at 1184-1188 Main Street/90 Golden Hill Street Bridgeport. The leased area is more particularly described in the site plan and diagram contained in *Exhibit 1* attached hereto and made a part hereof (the "**Leased Parcel**");

WHEREAS, Landlord desires to lease to Tenant, and Tenant desires to rent the Leased Parcel for an outdoor beer garden and bocce court area with a maximum occupancy of 75 persons (the "Permitted Use") on the terms and conditions set forth herein;

WHEREAS, pursuant to a resolution of Bridgeport City Council approved on \_\_\_\_\_ the Lessee's use of the Leased Parcel was approved. The resolution approving such action is attached hereto as *Exhibit 2* and its terms incorporated herein by reference; and

WHEREAS, Tenant has obtained any and all necessary approvals from the City of Bridgeport Zoning Department required to operate Leased Parcel in the manner described herein; and

WHEREAS, Tenant has agreed to lease the Leased Parcel from the Landlord under the terms, covenants, and conditions as hereinafter provided.

NOW, THEREFORE, in consideration of the mutual terms, covenants, and conditions herein contained, the parties mutually agree as follows:

## ARTICLES

### ARTICLE 1

#### DEFINED TERMS

Section 1.1. Definitions. For the purpose of this Lease, unless otherwise provided, the terms listed below have, and shall be construed and interpreted to have, the following meanings:

“Approval” means the Landlord’s approval of the Tenant’s request to take any action or do anything consistent with this Lease that requires prior notice to the Landlord and the Landlord’s granting of written approval by action of the Office of Planning and Economic Development.

“Improvements” shall mean all improvements and other work to be performed Tenant or by a third party contractor, approved by the Landlord, to prepare the Leased Parcel for its Permitted Uses of the Project and pursuant to the site plan and diagram in *Exhibit 1*.

“Landlord” means the **City of Bridgeport**, and any person or entity acquiring all right, title, and interest of Landlord in and to the Leased Parcel at any time during the Term, whether by affirmative act of Landlord or by operation of law.

“Lease” means this instrument, together with any renewals, extensions, exhibits, amendments, or modifications thereof executed by Landlord and Tenant.

“Leased Parcel” shall have the meaning ascribed to it in the Recitals.

“Permitted Use” shall mean the outdoor beer garden and bocce court area and all improvements and other work thereon, performed by the Tenant, at its cost, or a contractor retained by the Tenant.

“Tenant” means **Berlinetta Brewing Company LLC**.

### ARTICLE 2

#### GRANT OF LEASE

Section 2.1. Grant of Lease. Landlord hereby leases to Tenant, and Tenant hereby rents and takes from Landlord, the Leased Parcel. This Lease is subject to and contingent upon Tenant’s receipt of any and all necessary permits, approvals and authorizations from City and State officials regarding the operation of the Permitted Use at the Leased Parcel. Any lapse, cancellation or termination of said approvals, or of the conditions of lease set forth in this section, shall be grounds for Landlord’s immediate termination of the Lease.

Section 2.1.A. Service of Alcohol on Leased Parcel. Tenant covenants and agrees that any alcoholic beverage served at the Leased Parcel shall be transported across the public highway (Golden Hill Street, or any other public highway) only in closed containers and only by Tenants' employees and only after Tenant's application for extension of its liquor license to the Leased Parcel has been granted. Patrons shall not be permitted to carry alcoholic beverages to or from Tenant's physical location to the Leased Premises under any circumstances. Tenant acknowledges and agrees that pursuant to Section 5.08.303 of the Bridgeport Municipal Code possession and consumption of alcoholic liquor on public highways is prohibited. Any violation of this this covenant of the Lease shall be grounds for immediate termination by Landlord.

Section 2.1.B. Warning to Patrons. Tenant expressly agrees that it shall fully disclose to and warn invitees and the public in general that walking across the public highway between its retail establishment and the Leased Premises may pose a danger and shall conspicuously post signs in multiple locations containing such warning. Tenant shall instruct patrons to use the pedestrian crosswalk for access to and from the Tenant's current retail location to the Leased Parcel.

Section 2.2. "AS IS" Lease.

(a) EXCEPT AS SPECIFICALLY SET FORTH IN THIS AGREEMENT, LANDLORD MAKES NO REPRESENTATIONS, WARRANTIES, PROMISES, COVENANTS, AGREEMENTS, OR GUARANTEES OF ANY KIND OR CHARACTER WHATSOEVER TO TENANT, INCLUDING, WITHOUT LIMITATION, REPRESENTATIONS AND WARRANTIES REGARDING THE ENVIRONMENTAL CONDITION AND/OR PHYSICAL CONDITION OF THE LEASED PARCEL AND/OR ITS SUITABILITY FOR ANY PARTICULAR PURPOSE. Further, Tenant acknowledges that Tenant has had an opportunity to independently and personally inspect the Leased Parcel and perform any tests and/or studies desired by Tenant in connection therewith, and Tenant acknowledges that it shall rely solely upon the results of Tenant's own evaluations rather than any information that may have been provided by Landlord to Tenant, including without limitation, environmental reports or materials provided by the former owner of a portion of the Leased Parcel.

(b) Tenant agrees that, during the course of its use of the Leased Parcel, it shall obtain written approval from the Landlord, which approval shall not be unreasonably withheld, prior to making any and all Improvements to the Leased Parcel. To the extent required by law Tenant shall obtain all necessary permits and certificates of occupancy for any work performed. Tenant shall not undertake any environmental investigation or otherwise disturb the soils on the Leased Parcel without prior written notice the Landlord, and without having received the written consent of the Landlord to undertake the proposed activities.

(c) Tenant shall indemnify, defend, and hold Landlord harmless from and against any and all claims, judgments, liens, damages, penalties, fines, costs, liabilities, expenses, or losses as a result of Tenant's: (i) breach of any of the covenants contained in this Agreement, and/or (ii) release or threatened release of hazardous substances or

hazardous waste on, under, in, or from the Leased Parcel during the Term, or the exacerbation of existing environmental conditions on the Leased Parcel caused by Tenant or its contractors, consultants, agents, successors, assigns and invitees, and/or (iii) third party claims for bodily injury or property damage for which Tenant is alleged to be responsible resulting from the environmental conditions on the Leased Parcel, (iv) third party claims for bodily injury or property damage alleged to arise out of Tenant's service of alcohol, and/or (iv) failure to comport with any and all state and local reporting requirements regarding the Leased Parcel, if any.

(d) The rights and obligations of the parties in this Section 2.2 shall survive the termination of this Lease, and shall be incorporated into the terms of the deed delivered by the Landlord to the Tenant hereunder.

Section 2.3. Leased Parcel: Permitted Encumbrances. The Leased Parcel is leased together with the appurtenances, if any, and all the estate and rights of Landlord in and to the Leased Parcel, subject, however, to such agreements, liens, encumbrances, taxes, governmental regulations, and other matters set forth in **Exhibit 3** attached hereto and made a part hereof.

### ARTICLE 3

#### TERM, TERMINATION and POSSESSION

Section 3.1. Term. The term of this Lease (the "**Term**") shall be for a period of one (1) year, or until such time as the Lease is earlier terminated, whichever first occurs, the Term commencing as of the date that a fully executed original of this Lease is delivered to the Tenant (the "**Commencement Date**") and the full annual Rent is paid over. Provided Tenant is not otherwise in default of any of the terms of this Lease, upon sixty (60) days advance written notice by Tenant to Landlord, Tenant may request to extend the term for a period of one year ("Extended Term") which request Landlord may accept or reject at its sole discretion. During the term(s) of this Lease the Tenant shall have exclusive use, control and full access to the Leased Parcel.

Section 3.2. Termination. Upon the occurrence of a Default (defined below) that continues beyond the expiration of any grace or cure period provided for herein, the leasehold estate granted to Tenant herein shall terminate, except for those provisions that are specifically stated to survive expiration of the Term or the earlier termination of this Lease.

Section 3.3. Tenant's Possession of Premises. Possession of the Premises will be tendered to Tenant on full execution of the Lease by all parties and delivery to Landlord of full amount of the annual rent.

## ARTICLE 4

### RENT

Section 4.1. Rent. The annual rent for each year during the Term, or any Extended Term, shall be the sum of One Dollar (\$1.00), payable at the inception of the Term and at the inception of the Extended Term, if any

Section 4.2. Security Deposit. There shall be no security deposit due from Lessee.

Section 4.3. Utilities. At the time of Lease execution the Leased Parcel is not served by utilities. Should the Lessee request that utilities be installed to serve the Leased Parcel and should Landlord, at its option, approve same, then Lessee shall pay for all costs incurred with such installation and service. Tenant acknowledges that Landlord has not made any representations or warranties as to the suitability of the Leased Parcel for the Permitted Use.

## ARTICLE 5

### TITLE

Section 5.1. Title to Leased Parcel. Fee title to the Leased Parcel shall continue to vest in Landlord, its successors, and assigns at all times during the Term and any Extended Term, subject to the leasehold interest and any additional rights expressly and specifically granted in this Lease to Tenant.

## ARTICLE 6

### USE AND MAINTENANCE OF LEASED PARCEL

Section 6.1. Permitted Use. Tenant shall use the Leased Parcel only for the Permitted Use and any other use or uses, whether permitted by local zoning regulations or not, shall require notice to and the receipt of the Landlord's prior written consent, which may be withheld in the exercise of its commercial business judgment.

Section 6.2. Maintenance and Alterations. Tenant shall obtain written approval from the Landlord, which approval shall not be unreasonably withheld, prior to making any and all repairs and/or alterations to the Leased Parcel. Notwithstanding the foregoing, throughout the Term, Tenant shall be solely responsible for upkeep and maintenance of the Leased Parcel making any and all necessary ordinary improvements thereto, or replacements thereof. The provisions of this Section 6.2 shall survive the expiration of the Term or earlier termination of this Lease.

Section 6.3 Rubbish. The Lessee agrees to dispose of all trash and rubbish in the appropriate, designated containers and to keep all rubbish in closed containers and shall bear the cost of regular removal of the trash from said containers.

Section 6.4. Compliance with Laws. Tenant shall comply with all federal, state, and local laws applicable to the Leased Parcel and the use thereof, and shall not use or allow the Leased Parcel to be used for any unlawful purpose or purpose that may make void or voidable any insurance then in force with respect thereto, or violate any of the terms and conditions of this Lease.

## **ARTICLE 7**

### **QUIET ENJOYMENT**

Section 7.1. Right to Quiet Enjoyment. In consideration of the lease of the Leased Parcel and Tenant's full and timely payment of all sums that may become due hereunder and Tenant's full, timely and diligent performance of all terms and conditions of this Lease, Tenant shall quietly hold, occupy, and enjoy the Leased Parcel during the Term of this Lease without hindrance by any party claiming by, through, or under Landlord, subject, however, to the terms and conditions of this Lease.

## **ARTICLE 8**

### **RELATIONSHIP OF THE PARTIES**

Section 8.1. No Partnership, Joint Venture, Etc. Nothing in this Lease shall create or be construed to create a partnership between Tenant and Landlord, or make them joint venturers, or bind or make Landlord in any way liable or responsible for any debts, obligations, liabilities, or losses of Tenant.

## **ARTICLE 9**

### **TENANT INDEMNIFICATION AND INSURANCE**

Section 9.1. Indemnification. (a) Tenant shall defend, hold harmless, and indemnify Landlord against any and all claims, causes of action, damages, judgments, liability costs, expenses and penalties in connection with loss of life, personal injury, and destruction or damage to property arising from or out of any occurrence in, at, or about the Leased Parcel, or the occupancy or use by Tenant of the Leased Parcel, or any part thereof, or occasioned wholly or in part by any act, omission or negligence of Tenant, its sublessees, agents, contractors, employees, servants, licensees, or others under its direction or control, including claims made by third parties arising out of Tenant's use of the Leased Parcel.

(b) In addition, Tenant covenants and agrees that it shall defend and indemnify Landlord and hold it harmless from and against any claims, judgments, liens, damages, penalties, fines, costs, liabilities, losses, or other expense incurred or paid by Landlord arising out of: (i) Tenant's failure to perform and comply with any of its



covenants, representations, agreements, and obligations arising under this Agreement, or (ii) the material inaccuracy of any representations, warranty, covenant, or agreement made by Tenant to Landlord or any other governmental agency, commission, board, or other entity related to the Leased Parcel or pursuant to the terms of this Agreement.

(c) Within thirty (30) days after an event giving rise to a claim for indemnification of Landlord by Tenant becomes known to Landlord, it shall promptly notify Tenant in writing of its claim for indemnification hereunder. Such notice shall contain a brief written description of the facts relating to the alleged claim, suit, proceeding, or loss, and copies of all relevant documents, pleadings, or other instruments relating thereto.

Section 9.2. Insurance requirements: The following insurance coverage is required of the Tenant, and the Tenant shall name Landlord as an additional insured with 30-day notice of cancellation. Tenant's insurance shall be primary and Tenant shall not seek contribution from any other insurance carried by Landlord in the payment of any claim. The Tenant shall procure, present to the Landlord, and maintain in effect for the Term, without interruption, the insurance coverages identified below with insurers licensed to conduct business in the State of Connecticut, and having a minimum Best's A + 15 financial rating or rating otherwise acceptable to the Landlord.

**Commercial General Liability** (occurrence form) insuring against claims or suits brought by members of the public alleging death, bodily injury or personal injury or property damage and claimed to have arisen out of operations conducted under this Lease Agreement. Coverage shall be broad enough to include premises and operations, contingent liability, contractual liability, completed operations, broad form property damage, care, custody and control, with limitations of a minimum \$\_\_\_\_\_ per occurrence/\$\_\_\_\_\_ aggregate and \$\_\_\_\_\_ property damage and Umbrella Policy with minimum limits of \$\_\_\_\_\_. Coverage shall protect the Landlord for all damages arising out of bodily injuries, sickness to or death of all persons and for all damages arising out of destruction of property in any one accident or occurrence.

**Liquor Liability/Dram Shop Insurance.** Coverage shall have limitations of a minimum \$\_\_\_\_\_ per occurrence for all damages arising out of injury to persons or property allegedly caused by an intoxicated person served liquor by Tenant.

**Business Automobile** insuring against claims or suits brought by members of the public alleging bodily injury or personal injury or property damage and claimed to have arisen out of the use of owned, hired or non-owned vehicles in connection with the Shared Mobility Pilot Program. Coverage shall have limitations of \$\_\_\_\_\_ combined primary and excess coverage for each occurrence/aggregate with a combined single limit for bodily injury, personal injury and property damage.

**Workers' Compensation** insuring in accordance with statutory requirements in order to meet obligations towards employees in the event of injury or death sustained in the course of employment. Liability for employee suits shall not be less than \$\_\_\_\_\_ per claim.

**General requirements.** All policies shall include the following provisions:

General provisions--No policy shall have a deductible of more than \$\_\_\_\_\_ without the prior consent of Landlord. Each policy shall provide that it shall not be invalidated as to Landlord by reason of any act or omission by Tenant or if Tenant has made any misrepresentations in its application for said insurance. All policies shall be written as primary and not contributing with or in excess of the coverage which Landlord may carry. All policies of insurance required pursuant to this Article 9 shall be issued by insurers licensed to do business in the State of Connecticut.

Cancellation notice—The Landlord shall be entitled to receive from the insurance carriers not less than 30 days' written notice of cancellation, non-renewal, or reduction in coverage to be given to the Landlord at: **Office of Planning and Economic Development, City of Bridgeport, City Hall, 999 Broad Street, Bridgeport, Connecticut 06604.**

Certificates of Insurance and Endorsement—All policies must be evidenced by an original certificate of insurance and endorsement delivered to the Landlord and authorized and executed by the insurer or a properly-authorized agent or representative reflecting all coverage required, such certificate required to be delivered to the Landlord prior to Tenant's entry upon the Leased Parcel and prior to any work or other activity.

Additional Insured—The Tenant shall name the Landlord, its elected officials, officers, department heads, employees, and agents on all policies of primary and excess insurance coverages as additional insured parties and as loss payee with respect to any damage to property of the Landlord, as its interest may appear. The undersigned shall submit to the Landlord, prior to Tenant's entry upon the Leased Parcel and upon commencement of this agreement and periodically thereafter, but in no event less than once during each year of this agreement, evidence of the existence of such insurance coverages in the form of original Certificates of Insurance issued by reputable insurance companies licensed to do business in the State of Connecticut, and having a policy endorsement naming the Landlord as additional insured party in the following form and manner:

**“The City of Bridgeport, its elected officials, officers, department heads, employees, agents, servants, successors and assigns ATIMA Attention: Purchasing Agent 45 Lyon Terrace Bridgeport, Connecticut 06604”**

Section 9.3. Tenant Responsible. Landlord shall not be liable for any theft or damage to the Leased Parcel, nor for any damage caused by any persons in or about the Leased Parcel, or caused during construction of any private, public, or quasi-public work. All property of Tenant at or about the Leased Parcel shall be installed, used, or enjoyed at the risk of Tenant only, and Tenant shall defend, indemnify, and hold Landlord harmless from any and all claims and/or causes of action pertaining to, or arising out of, damage to the same, including, but not limited to, subrogation claims by Tenant's insurance carrier, unless such damage shall be caused by the sole, proximate negligence of Landlord.

Section 9.4. No Abatement of Rent. Tenant shall not be entitled to any abatement of Rent, nor shall its obligations under this Lease be terminated during the Term hereof, notwithstanding any destruction or damage to the Leased Parcel by any cause whatsoever.

## **ARTICLE 10**

### **CONDEMNATION**

Section 10.1. Taking. If, during the Term or any extended Term all or any substantial part of the Leased Parcel is taken by eminent domain, nothing in the Lease shall preclude Tenant from claiming and collecting an award for any of its trade fixtures, loss of business and/or relocation costs; Landlord shall be entitled to receive the portion of the award that represents compensation for the value of Landlord's fee simple interest in the Leased Parcel together with the value of improvements thereon as well as costs and any interest awarded in the proceeding.

Section 10.2. Resolution of Taking Disputes. Subject to the provisions of Section 12.1(c), in the event that there be any controversy as to whether the remainder of the Leased Parcel is suitable for the purposes for which the Project was designed, or if there be any controversy under this Article as to whether there has been a taking of materially all of the Leased Parcel, the controversy shall be resolved by a court having competent jurisdiction over the parties located in Fairfield County, Connecticut.

## **ARTICLE 11**

### **DEFAULT BY TENANT**

Section 11.1. Landlord's Rights Upon Tenant's Default. In the event Tenant defaults in any obligation under this Lease, including but not limited to the obligation to maintain all appropriate insurance coverage and the full and timely payment of any or all sums whatsoever payable by Tenant under this Lease, Landlord shall be entitled to terminate this Lease and Tenant's occupancy by written notice to that effect sent to Tenant, and the term of this Lease shall expire and come to an end on the date said notice is issued (or on the expiration of the shortest notice period otherwise required by applicable governmental authority and notwithstanding any written agreement of the parties to the contrary). In the event of default Landlord shall be entitled to take, hold, and

use all of the Leased Parcel for its own account and Tenant shall forthwith pay to Landlord any and all costs, expenses, fees and losses incurred by Landlord in recovering the Leased Parcel.

Section 11.2. Landlord's Remedies Cumulative. The remedies set forth in this Lease are cumulative and not exclusive, and are in addition to, and not in substitution for, any remedies available at law or equity, including Landlord's right to seek and obtain injunctive relief.

## **ARTICLE 12**

### **SURRENDER**

Section 12.1. Tenant's Duty to Surrender. On the expiration or earlier termination of this Lease or any extension thereof, Tenant shall deliver the Leased Parcel to Landlord, in order and good state of repair. If the Tenant refuses or fails to vacate the Subject Property upon receipt of a Notice of Termination, at the expiration of the Term, or at the end of the Extended Term, the Lessor reserves the right to evict the Tenant and Tenant agrees that it shall indemnify and hold harmless the Lessor from and against any and all loss, claim, damage or expense resulting from the Lessee's holding over.

## **ARTICLE 13**

### **NO LANDLORD LIABILITY**

Section 13.1. No Landlord Liability. Landlord shall not be liable for any loss or damage to the Leased Parcel or to any property of Tenant, or any other person thereon, anything in this Lease to the contrary notwithstanding. Landlord shall not be deemed in default with respect to the performance of any of the terms, covenants, and conditions of this Lease if the same shall be due to a strike, lock-out, civil commotion, war-like operation, invasion, rebellion, hostilities, military or usurped power, sabotage, pandemic, governmental regulations or controls, inability to obtain any material or service, or though acts of God.

## **ARTICLE 14**

### **RIGHT OF ENTRY**

Section 14.1. Landlord's Right of Entry. Landlord expressly reserves and shall have the right by its agents and servants to enter into and upon the Leased Parcel during normal business hours for the purpose of inspecting same.

**ARTICLE 15**

**ASSIGNMENT**

Section 15.1. No Assignment The Tenant shall not sublet the Leased Parcel or any portion thereof, nor shall it assign its rights under this agreement to any other party.

**ARTICLE 16**

**NOTICES**

Section 16.1. Form and Manner of Notice. Any and all notices, demands, requests, submissions, approvals, consents, disapprovals, objections, offers or other communications, or documents required or desired to be given, delivered, or served, or which may be given, delivered, or served under, or by the terms and provisions of this Lease, pursuant to law or otherwise, shall be in writing, and shall be deemed to have been duly given, delivered, or served, if and when either personally delivered, or two (2) days after mailing by certified mail, return receipt requested, postage prepaid, addressed if to the other party, at the respective addresses of each indicated below or to such other address as a party may from time to time designate by written notice to the other party:

(a) To Landlord: City of Bridgeport  
Office of Planning and Economic Development  
999 Broad Street  
Bridgeport, CT 06604

With copy to: Office of City Attorney  
999 Broad Street  
Bridgeport, CT 06604

(b) To Tenant: Berlinetta Brewing Company LLC  
1184 Main Street  
Bridgeport, CT 06604

With copy to: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**ARTICLE 17**

**WAIVER**

Section 17.1. Waiver Effective Only If In Writing. No waiver by either party to this Lease of any condition or term of this Lease shall be effective unless it is in writing

and signed by the waiving party, nor shall any such waiver constitute a further waiver by such party of the same or any other condition or term hereunder.

## **ARTICLE 18**

### **ENTIRE AGREEMENT: NO ORAL MODIFICATION**

Section 18.1. All Prior Understandings and Writings Merged. All prior understandings and agreements between the parties are merged into this Lease, which alone fully and completely sets forth the understanding of the parties, and this Lease may not be changed orally or in any manner, other than by an agreement in writing and signed by the party against whom enforcement of the change or termination is sought.

## **ARTICLE 19**

### **COVENANTS TO BIND AND BENEFIT RESPECTIVE PARTIES**

Section 19.1. Covenants Binding on Heirs, Successors, and Assigns. The covenants and agreements herein contained shall bind and inure to the benefit of Landlord, its successors, and assigns, and Tenant, its permitted successors, and assigns, except as may be otherwise provided herein.

## **ARTICLE 20**

### **CONSTRUCTION OF LEASE**

Section 20.1. Connecticut Law Applies. This Lease shall be governed and construed in accordance with the laws of the State of Connecticut.

## **ARTICLE 21**

### **DISPUTE RESOLUTION**

Section 21.1. Disputes. All disputes shall be resolved by a court having jurisdiction over the parties located in Fairfield County, Connecticut and Tenant expressly consents to the jurisdiction of such court.

## **ARTICLE 22**

### **COUNTERPARTS AND ELECTRONIC SIGNATURES**

Section 22.1. Counterparts. This Lease may be executed by the parties in several counterparts, each of which shall be deemed to be an original.

Section 22.2 Electronic Signatures. Each party agrees that this Agreement and any other documents to be delivered in connection herewith may be electronically signed or signed and scanned, and that any electronic or scanned signatures appearing

on this Agreement or such other documents are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

## ARTICLE 23

### NON-DISCRIMINATION

Section 23.1 Non-Discrimination. Tenant shall not discriminate or permit discrimination against any person or group of persons on the grounds of race, color, religious creed, age, sexual orientation, marital status, national origin, sex, mental retardation, or physical disability, including, but not limited to, blindness, in the sale, lease or rental, or in the use or occupancy of the Leased Parcel or any improvements to be erected thereon, and shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the Leased Parcel or any part thereof is restricted on the basis of race, color, religious creed, age, sexual orientation, marital status, national origin, sex, mental retardation, or physical disability, including, but not limited to, blindness, in the sale, lease, or occupancy thereof. Tenant shall comply with all state and local laws, in effect from time to time, prohibiting discrimination or segregation by reason of race, color, religious creed, age, sexual orientation, marital status, national origin, sex, mental retardation, or physical disability, including, but not limited to, blindness, in the sale, lease, or occupancy of the Leased Parcel.

## ARTICLE 24

### RESTRICTIONS AND EASEMENTS

Section 24.1. Restrictions.

(a) Tenant shall not sell, lease, or otherwise convey any interest in, or permit use or occupancy of, the Leased Parcel.

(b) The City retains the right of access to the Leased Parcel for purposes of conducting tests, monitoring and the like, none of which may be disturbed or moved or covered over, without the Landlord's express prior written consent.

**IN WITNESS WHEREOF**, Landlord and Tenant have executed this Lease as of the year and date first above written.

Signed, sealed and delivered

LANDLORD:

in the presence of:

**CITY OF BRIDGEPORT**

\_\_\_\_\_  
Witness

By: \_\_\_\_\_

\_\_\_\_\_  
Witness

TENANT:

**BERLINETTA BREWING COMPANY  
LLC**

\_\_\_\_\_  
Witness

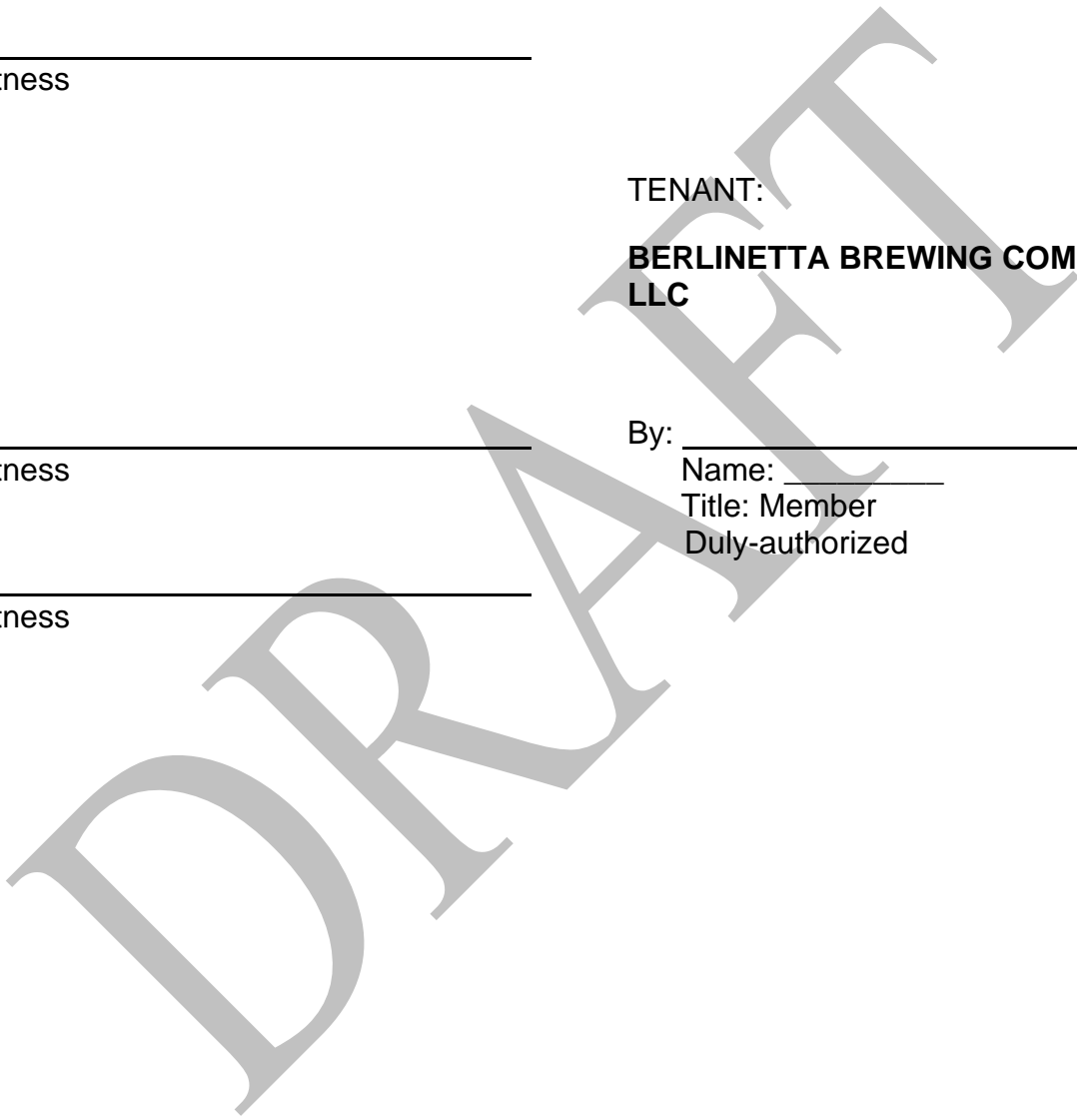
By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: Member

Duly-authorized

\_\_\_\_\_  
Witness





**EXHIBIT 1**

**IDENTIFICATION OF LEASED PARCEL**

DRAFT

**EXHIBIT 2**

**COUNCIL RESOLUTION**

**DRAFT**

**EXHIBIT 3**

**PERMITTED ENCUMBRANCES**

1. All matters of record in the Bridgeport Land Records


DRAFT



# PLANNING & ZONING COMMISSION APPLICATION

1. **NAME OF APPLICANT:** Berlinetta Brewing Company
2. Is the Applicant's name Trustee of Record? Yes \_\_\_\_\_ No X  
If yes, a sworn statement disclosing the Beneficiary shall accompany this application upon filing.
3. Address of Property: 1136 - 1160 Main Street  
(number) (street) (state) (zip code)
4. Assessor's Map Information: Block No. 914 Lot No. 1,2,3,4,5
5. Amendments to Zoning Regulations: (indicate) Article: N/A Section: N/A  
**(Attach copies of Amendment)**
6. Description of Property (Metes & Bounds): See Attached Site Plan
7. Existing Zone Classification: DX1
8. Zone Classification requested: N/A
9. Describe Proposed Development of Property: Beer Garden with outdoor seating, liquor service and bocce courts for patrons

Approval(s) requested: Certificate of Location Approval: Outdoor Liquor service

Signature:  Date: 6-14-22  
 Print Name: CHRIS RUGGIERO

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature: \_\_\_\_\_  
 Print Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Cell: \_\_\_\_\_ Fax: \_\_\_\_\_  
 E-mail Address: \_\_\_\_\_

\$ \_\_\_\_\_ Fee received Date: \_\_\_\_\_ Clerk: \_\_\_\_\_

**THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST**

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Completed & Signed Application Form                                | <input type="checkbox"/> A-2 Site Survey                  | <input type="checkbox"/> Building Floor Plans |
| <input checked="" type="checkbox"/> Completed Site / Landscape Plan                                    | <input type="checkbox"/> Drainage Plan                    | <input type="checkbox"/> Building Elevations  |
| <input checked="" type="checkbox"/> Written Statement of Development and Use                           | <input checked="" type="checkbox"/> Property Owner's List | <input type="checkbox"/> Fee                  |
| <input type="checkbox"/> Cert. of Incorporation & Organization and First Report (Corporations & LLC's) |   |   |

**PROPERTY OWNER'S ENDORSEMENT OF APPLICATION**

CITY OF BRIDGEPORT Print Owner's Name  
 Owner's Signature  
6/15/22 Date

\_\_\_\_\_  
 Print Owner's Name  
 \_\_\_\_\_  
 Owner's Signature  
 \_\_\_\_\_  
 Date



JOSEPH P. GANIM  
Mayor

*City of Bridgeport*  
**OFFICE OF PLANNING & ECONOMIC DEVELOPMENT**

Margaret E. Morton Government Center  
999 Broad Street, Bridgeport, Connecticut 06604

THOMAS GILL  
Director

Planning & Zoning Commission  
45 Lyon Terrace  
Bridgeport, CT 06604

Re: Petition for Outdoor Liquor Service – 1136 - 1160 Main Street

**Approval Requested**

Certificate of Location Approval: Outdoor Liquor Service

**Proposed Development & Use**

The proposed project to be located on a portion of the City-owned block consisting of five parcel addresses at 1136 – 1160 Main Street, also known collectively as Post Office Square, calls for the installation of an on outdoor Beer Garden and Bocce Courts to be used by patrons of Berlinetta Brewing located at 90 Golden Hill Street. The Proposed plans will allow for the activation of this new open space and will advance the City's broader efforts to enliven the restaurant experience downtown.

Post Office Square fell into City ownership after a series of failed private development proposals. The City demolished the blighted buildings to make way for greenspace. The City's intention is to find and support community-led and business-led activation ideas that will make good use of the space until a more formal development proposal may be executed. These temporary uses will also likely include public mural art or sculpture and other horizontal activation ideas, such as temporary flea markets, or recreational activities. The idea is to create an active public square.

In accordance with *Plan Bridgeport's* vision of a Livable city, the proposed use aligns with the following goal and strategy:

**Goal 1.7:** Continue improvements aimed at revitalizing the Downtown

**Strategy 1.7.6:** Encourage and support retail and services that support the growing residential base Downtown.

In accordance with *Plan Bridgeport's* vision of a Robust Economy for the city, the proposed use aligns with the following goal and strategies:

**Goal 2.2:** Continue the redevelopment of Bridgeport's Downtown as a transit-oriented hub for commercial, retail, and entertainment activity to supplement a growing high-density residential neighborhood.

**Strategy 2.2.1:** Continue to focus on redevelopment efforts to activate vacant buildings and parcels throughout Downtown.

**Strategy 2.2.5:** Revise Regulations to allow temporary and alternative uses on the ground floor

This use will not impair future development of the surrounding area because of its temporary nature as an activation of an otherwise vacant parcel of City-owned property; no permanent physical improvements or alterations are proposed as part of this application. This use will encourage the development and improvement of the Downtown area by further establishing a supportive and vibrant environment conducive of commercial and residential activity. A Beer garden such as this does not exist in Bridgeport and requires residents to travel to cities like Norwalk, Stratford or Derby for a similar experience. Allowing Bridgeport's Berlinetta to establish a beer garden will help not only this business but Downtown Bridgeport as a whole, be competitive with other localities. Not only would the Beer garden allow expanded sales and patronage at the brewery, it would also bolster the customer base for the food truck vendors and brick and mortar establishments, making their presence more economically sustainable. This complementary activation approach will continue to guide the manner in which the City's decides on other public space activations in the Downtown area.

To mitigate any potential disruption and impacts on adjacent properties, Berlinetta Brewing will employ waitstaff specifically for the Beer Garden who will transport alcohol across Golden Hill Street (approximately 30') from the brewery to the Beer Garden area. As seen on the site plan, the Beer Garden will maintain a rope barrier, in the same manner as Berlinetta's sidewalk café on Middle Street, except for an entrance where patrons will be met with the server's podium. There are no sensitive uses within 750 feet of the proposed beer garden entrance.

Attached to this Application, you will also find the following:

1. Abutting Property Owners list
2. GIS Map of the Post Office Square parcels
3. GIS Map of a 750' Buffer for sensitive uses
4. Visual design references of similar spaces
5. Site Plan of the proposed space
6. Berlinetta Brewing Company's *Manufacturer Beer* Liquor Permit
7. CT Liquor Control Division's *Extension of Use* Application

For the reasons stated above, the Office of Planning and Economic Development requests the approval of this application for Certificate of Location Approval.

Sincerely,



Thomas G. Seibel, Director, OP&ED

<b>Abutters Location</b>	<b>Owner Name</b>	<b>Street</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
1148 MAIN ST #1150	BRIDGEPORT CITY OF	999 BROAD STREET	BRIDGEPORT	CT	06604
1154 MAIN ST #1156	BRIDGEPORT CITY OF	999 BROAD STREET	BRIDGEPORT	CT	06604
1163 MAIN ST	TIP TOES RAL ESTATE LLC	747 BARNUM AVENUE	BRIDGEPORT	CT	06608
1144 MAIN ST	BRIDGEPORT CITY OF	999 BROAD STREET	BRIDGEPORT	CT	06604
1160 MAIN ST #1162	BRIDGEPORT CITY OF	999 BROAD STREET	BRIDGEPORT	CT	06604
120 MIDDLE ST	UNITED STATES OF AMERICA	120 MIDDLE ST	BRIDGEPORT	CT	06604
54 GOLDEN HILL ST #60	BRIDGEPORT REDEVELOPMENT	45 LYON TER	BRIDGEPORT	CT	06604
144 GOLDEN HILL ST	TRANSMARK DB LLC TRANSMARK DB LLC CCBP II DB LLC	55 FIFTH AVE 15TH FL	NEW YORK	NY	10003
1184 MAIN ST #1186	BLOCK 912 JV LLC	708 THIRD AVENUE 6TH FL	NEW YORK	NY	10017



# City of Bridgeport

# Proposed Beer Garden at Post Office Square



## Legend

### Parcels

### Zoning

- DX1, Downtown Core
- DX2, Downtown Edge
- MX1, Mixed-Use Corridor
- MX2, Mixed-Use Centers
- MXN, Mixed-Use Neighborhood
- RX1, Residential-Office Corridor
- RX2, Residential-Office Center
- N1, Traditional Neighborhood
- N2, Mid-Century Neighborhood
- N3, Estates
- N4, Suburban Neighborhood
- NX1, Neighborhood Mix 1
- NX2, Neighborhood Mix 2
- NX3, Mixed Residential 1
- NX4, Mixed Residential 2
- CX, Heavy Commercial-Wholesale
- IX, Office-Industrial Centers
- I, Industrial
- P1, Parks and Open Space
- P2, Civic and Institutional
- P4, Utility-Energy Infrastructure
- P5, Detention-Correction Facilities
- PDD, Legacy PDD/MU-W

### Streetname

### Roadways

- Local
- Collector
- Minor Collector
- Minor Arterial
- Major Collector
- PA Other



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
Created by Connecticut Metropolitan Council of Governments







Visual References - not to be taken as plans



**STATE OF CONNECTICUT  
DEPARTMENT OF CONSUMER PROTECTION**

Attached is your Liquor Permit authorizing you to sell such alcoholic liquor as is provided by law under your permit number. **You must take this permit to the Town Clerk in the town of address to be filed and stamped as authorized for business. This permit is not in effect until filed with the Town Clerk. This permit is not transferable.** Questions regarding this permit can be emailed to [dcp.liquorcontrol@ct.gov](mailto:dcp.liquorcontrol@ct.gov).

In an effort to be more efficient and Go Green, the department asks that you keep your email information with our office current to receive correspondence. You can access your account at [www.elicense.ct.gov](http://www.elicense.ct.gov) to verify, add or change your email address. Current email address on file: **CHRIS@BERLINETTABREWING.COM**

**BERLINETTA BREWING COMPANY  
BERLINETTA BREWING COMPANY LLC  
65 NEWTOWN TPKE  
WESTON, CT 06883-2110**

875011
<p><b>STATE OF CONNECTICUT ♦ DEPARTMENT OF CONSUMER PROTECTION</b></p> <p><small>This permit is not in effect until filed with the Town Clerk CGS Section 30-53</small></p> <p><b>LIQUOR PERMIT</b></p> <p><small>This certifies that</small></p> <p><b>RICHARD S RUGGIERO</b>  <b>1184 MAIN ST</b>  <b>BRIDGEPORT, CT 06604-4015</b></p> <p>is authorized to sell such alcoholic liquor as is provided by law under permit number</p> <p><b>MANUFACTURER BEER</b></p> <p>ENTERTAINMENT: No Live Entertainment</p> <p><b>PERMIT #: LMB.0001634</b></p> <p>Trade Name: <b>BERLINETTA BREWING COMPANY</b>  Backer: <b>BERLINETTA BREWING COMPANY LLC</b></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <p>Effective Date: <b>05/24/2022</b>  Expiration Date: <b>05/23/2023</b></p> </div> <div style="text-align: right; margin-top: 20px;">   <b>Michelle Seagull, Commissioner</b> </div>

STATE OF CONNECTICUT  
DEPARTMENT OF CONSUMER PROTECTION  
Liquor Control Division  
Telephone: (860) 713-6210  
Email: [dcp.liquorcontrol@ct.gov](mailto:dcp.liquorcontrol@ct.gov)  
Web Site: [www.ct.gov/dcp/liquorcontrol](http://www.ct.gov/dcp/liquorcontrol)



For Official Use Only

## APPLICATION FOR PATIO, EXTENSION OF USE and/or ADDITIONAL CONSUMER BAR

<input type="checkbox"/> <b>PATIO</b> (Restaurants & Cafes ONLY)	<input checked="" type="checkbox"/> <b>EXTENSION OF USE</b> (All other permit types)	<input type="checkbox"/> <b>ACB (Additional Consumer Bar)</b> # of ACB's: _____ (FEE: \$190.00 each)
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### Section A: BUSINESS INFORMATION

1. Trade Name (DBA Name) Berlinetta Brewing Company		2. Permit Number LMB.0001634	
3. Permittee Name (First, Middle, Last) Richard Scott Ruggiero			
4. Backer Name (Corporation, LLC, Partnership, Sole Proprietorship, etc.) Berlinetta Brewing Company LLC			
5. Business Address 1184 Main St		City Bridgeport	State CT
6. Business Telephone Number 2035498203		7. Business Fax Number	8. Business Email Address rich@berlinettabrewing.com
9. Type of Request? <input checked="" type="checkbox"/> Permanent <input type="checkbox"/> Temporary		If <i>TEMPORARY</i> is checked, List Specific Dates Below:	

### Section B: APPROVAL/CERTIFICATION OF LOCAL OFFICIALS

10. <b>Zoning Authority Approval:</b> I certify that I am familiar with the zoning ordinances and bylaws of the city/town identified in Section A and on the sketch provided with this application, they do not prohibit the sale of alcoholic beverages under the type of liquor permit/establishment identified in this application.  Signature of Zoning Official X _____ Print Name _____ Title of Official _____ Date ____/____/____	
11. <b>Fire Marshal's Approval:</b> I certify that the premises identified in Section A and on the sketch of this application is safe for this type of request.  Signature of Fire Marshal X _____ Print Name _____ Title of Official _____ Date ____/____/____	
12. <b>Local Health Approval: (Patio Requests ONLY)</b> I certify that the Patio at the premises identified in Section A and on the sketch of this application meets local health approval.  Signature of Health Official X _____ Print Name _____ Title of Official _____ Date ____/____/____	

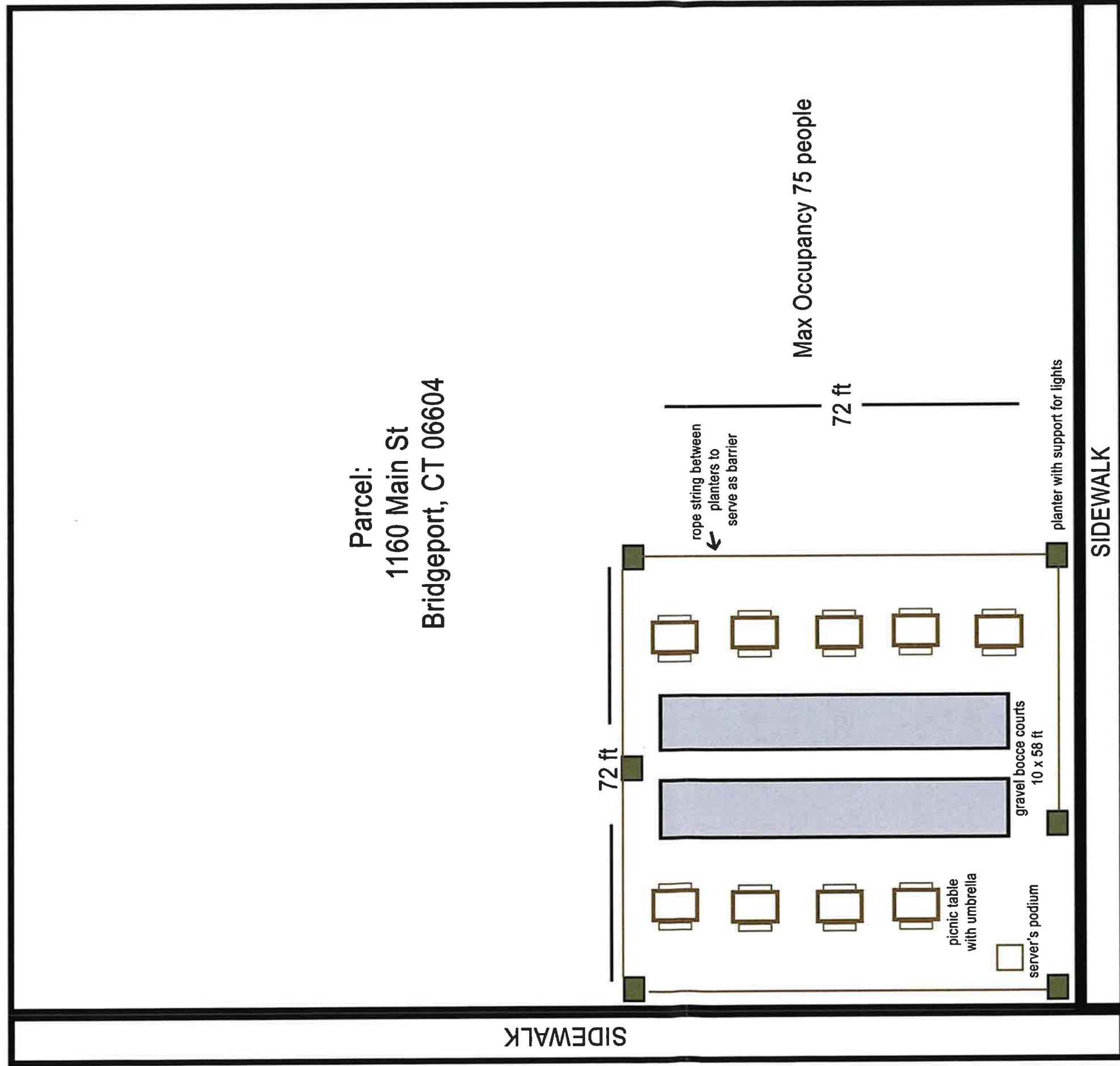
### Section C: CERTIFICATION OF BACKER OR AUTHORIZED REPRESENTATIVE OF BACKER

13. <b>Backer Certification</b> (To be signed by backer or the authorized representative of the backer)  I certify that the information provided in this application is true to the best of my knowledge and that the permittee applicant identified in "Section A" of this application is designated as my principal representative on the premises for which this application is being submitted.	Signed by Backer or Authorized Representative of Backer  Richard Ruggiero X _____	Date:  5/24/2022
	Print name of Backer or Representative Richard Ruggiero	Title of Backer or Representative Owner

**\*Attach a Sketch of the current premises, identifying the proposed Patio, Extension of Use area and/or ACB\***

Berlinetta Beer Garden Proposal  
Rev 5/5/22

-----166 ft -----



SIDEWALK

Middle St



Golden Hill Street

SIDEWALK

Berlinetta Front Door

Parcel:  
1184 Main St  
Bridgeport, CT 06604

Main Street

---- 177 ft ----



445 Hamilton Avenue, 14th Floor  
White Plains, New York 10601  
T 914 761 1300  
F 914 761 5372  
cuddyfeder.com

Anthony B. Gioffre III  
[agioffre@cuddyfeder.com](mailto:agioffre@cuddyfeder.com)

July 28, 2022

**BY HAND DELIVERY**

Chair Melville T. Riley, Jr  
And Members of the Planning & Zoning Commission  
City of Bridgeport  
City Hall  
45 Lyon Terrace  
Bridgeport, CT 06604

Re: Safeguard Properties II, LLC c/o Safeguard Storage Properties, LLC  
Special Permit Application for Indoor Self-Service Storage Use  
Premises: 2710, 2720 and 2668 North Avenue, Bridgeport, Connecticut  
(MBLU Nos. 32/1301/1/B, 32/1301/1/A & 33/1301/2)

Dear Chair Riley and Members of the Planning and Zoning Commission:

This Application and enclosed materials are respectfully submitted on behalf of Safeguard Properties II, LLC ("Safeguard" or the "Applicant"), contract vendee of the captioned Premises, in furtherance of its proposal to construct a new self-storage building with three street-level and pedestrian oriented retail tenant spaces on the Premises located at 2710, 2720 and 2668 North Avenue. The Applicant is a wholly owned entity of Safeguard Storage Properties, LLC ("Safeguard"), a national company with many existing storage facilities along the east coast, including multiple locations in nearby Westchester County, New York.

I. The Premises

The Premises consists of three (3) adjacent tax parcels, comprising a total of approximately 2.66 acres and situated on the northern side of North Avenue. The parcels are classified within the MX-2 Zoning District.<sup>1</sup>

The Premises is currently improved with a 2-story building comprised of office space that is occupied by multiple tenants and three smaller accessory buildings used for contractor and construction storage. Several tenants utilize portions of the existing paved parking area for outdoor storage of construction vehicles and equipment.

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<sup>1</sup> The Applicant's petition to re-zone the property located at 2668 North Avenue from the NX-3 Zoning District to the MX-2 Zoning District was granted on July 27, 2022, and the Applicant intends to merge all lots into one parcel.



July 28, 2022  
Page -2-

The Premises is located within the wetland setback for the Rooster River, which runs along the northwest property line.<sup>2</sup>

## II. The Proposed Indoor Self-Service Storage Building

The Applicant proposes to demolish all structures on the Premises and construct a new 3-story self-service indoor storage facility with three (3) retail tenant spaces along the North Avenue façade (the “Project”). The footprint of the proposed building is approximately 39,604 square feet.

Section 3.30.9 of Zone Bridgeport permits Indoor Self-Service Storage uses within Commercial Center Building Types by Special Permit from the Planning and Zoning Commission in accordance with the special permit standards provided for in Section 11.50. Section 3.30.9 provides that retail stores within Commercial Center Building Types are principally permitted uses within the MX-2 Zoning District.

As demonstrated on the enclosed Site Drawings prepared by VHB, Inc., dated April 28, 2022 and last revised July 28, 2022 (“Site Drawings”), the proposed redevelopment will reduce impervious surface in the wetland setback by approximately 1.96 acres. The Project also proposes new trees and landscaping along the riparian edge of the Rooster River waterfront and side lot lines, which currently are improved as paved parking areas. Additionally, stormwater management and water quality improvements are also proposed within the setback area and will provide considerable benefits to the setback area.

## III. Special Permit Request for the Indoor Self-Service Storage Facility

Pursuant to Sections 3.30.9 and 11.50 of the Zoning Code, the Applicant seeks a special permit for the construction of a new indoor self-service storage building. A special permit use is permitted as of right when the applicant demonstrates compliance with the applicable standards. See Mobil Oil Corp. v. Zoning Commission, 30 Conn. App. 816, 819 (1993).

It is respectfully submitted that the proposed self-storage facility meets the following requirements provided in Zoning Code Section 11.50.6.A:

*The proposed special permit use and accompanying site plan are consistent with and implement the objectives and policies of the master plan of conservation and development[.] Section 11.50.6.A.1.*

The City of Bridgeport Master Plan of Conservation and Development (“Master Plan”) encourages mixed use redevelopment of underutilized properties to bring economic development, employment opportunities and additional resources to the residents of Bridgeport and

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<sup>2</sup> A Wetlands Permit was granted for the Project by the Inland Wetlands and Watercourses Agency on July 25, 2022.



July 28, 2022  
Page -3-

surrounding communities.<sup>3</sup> Additionally, the Master Plan encourages street level retail to promote pedestrian-oriented design.<sup>4</sup>

The Applicant's Project promotes those objectives by proposing a mixed-use redevelopment that includes an indoor self-storage facility and three (3) street-level retail spaces to serve the adjacent residential populations, compliment the surrounding area and support the economy.

The Master Plan also articulates the goal of reducing the tax burden on residents by attracting new businesses.<sup>5</sup> The Applicant's Project will support several retail businesses and increase commercial activity around a neighborhood corridor. The proposed mix of uses will allow for economic development, employment opportunities and additional resources to the residents of Bridgeport.

The Master Plan encourages the restoration and protection of waterfront areas along the Rooster River<sup>6</sup>. The Premises currently consists largely of impervious area with minimal landscaping. The Project will substantially reduce impervious surface onsite by approximately 1.96 acres and will install new stormwater management infrastructure where none currently exists today. New native plantings along the riparian edge of the Rooster River are proposed to reduce stormwater runoff contaminants and improve the waterfront buffer area.

Therefore, it is respectfully submitted that the Project furthers the objectives and policies of the City's Master Plan.

*The proposed special permit use and accompanying site plan complies with all applicable zoning code regulations[.] Section 11.50.6.A.2.*

The proposed self-storage facility and retail spaces will comply with all applicable zoning code regulations. Indoor self-service storage uses are permitted by special permit in Commercial Center Building Types under the MX-2 zoning classification and retail uses are principally permitted uses in Commercial Center Building Types in the MX-2 zone. The proposed building design complies with all applicable dimensional requirements for Commercial Center Building Types in the MX-2 zoning district and no variances are required for the Project.

Further, the Project furthers the objectives outlined in the Zoning Code for the MX-2 zoning district. Section 2.10.2.D provides that the MX-2 zone is intended for mixed-use development in areas where residents and visitors may access multiple uses. The Project proposes mixed-use

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<sup>3</sup> City of Bridgeport Master Plan (2019), p.9, 17 & 23 (hereinafter "Master Plan").

<sup>4</sup> Master Plan, p.19.

<sup>5</sup> Master Plan, p. \_\_. Goal 2.1, 1

<sup>6</sup> Master Plan, p.52-53.





July 28, 2022  
Page -4-

development in a neighborhood corridor that includes several retail spaces to serve residents and visitors. As such, the Project complies with all applicable zoning regulations.

*The proposed special permit use and accompanying site plan will not impair future development of the surrounding area[.] Section 11.50.6.A.3.*

The proposed self-storage facility and retail uses will not impair future development of the surrounding area. In fact, the proposed street-level retail spaces will promote pedestrian-oriented redevelopment in the neighborhood, provide an amenity to the surrounding corridor and support future development in this corridor. The proposed mix of uses will allow for economic development and employment opportunities in the surrounding area. Therefore, the Project will not impair future development of the surrounding area.

*The proposed special permit use permit will not be detrimental to existing development in the surrounding area because of its height, scale, design, or method of operation[.] Section 11.50.6.A.4.*

The Project will not have a detrimental impact to existing development in the surrounding area. As previously discussed herein, the proposed building will fully comply with height, scale and design requirements for Commercial Center Type Buildings in the Zoning Code.

Operation of the proposed self-storage facility will not be detrimental to the existing development in the neighborhood. The proposed self-storage facility will operate from approximately 9:00 AM to 6:00 PM daily with limited secure access afterhours for select customers. The building will be managed by three employee each day. The facility will employ keypad security entry and restrict access to unauthorized persons. Overall, the self-storage facility is a very low intensity commercial use with minimal traffic, no generation of students or population growth, very little consumption or water or the production of waste and generally no significant impacts to the surrounding neighborhood.

*The proposal includes adequate safeguards to protect adjacent property and the neighborhood in general from any potential adverse impacts[.] Section 11.50.6.A.5.*

The Project includes adequate safeguards to protect adjacent properties and the neighborhood from potential adverse impacts. The Premises is already fully developed with four (4) buildings and significant impervious surface area. The proposed redevelopment will include only one (1) building and result in a significant decrease in impervious area and the installation of new stormwater management infrastructure where none currently exists today.

Additionally, new landscaping and plantings are proposed to improve the waterfront buffer area along the Rooster River and reduce stormwater runoff contaminants. As previously discussed herein, the proposed self-storage facility will use keypad security to restrict access to the building



July 28, 2022  
Page -5-

and the facility will operate from approximately 9:00 AM to 6:00 PM daily with limited secure access afterhours for select customers. As such, it is respectfully submitted that the Project includes adequate safeguards to protect adjacent property and the neighborhood from potential adverse impacts.

*The proposed use is not likely to cause a depreciation in the value of nearby properties[.]* Section 11.50.6.A.6.

The proposed self-storage and retail uses will allow for a marked improvement in both environmental conditions and the visual appearance of the Premises. The Premises is currently utilized for both indoor and outdoor storage of construction and contractor vehicles and equipment and includes three accessory buildings. In contrast, the Applicant's facility will not include any outdoor storage and proposes to remove all accessory buildings. Therefore, the Project will result in an improvement to the visual appearance of the Premises by removing outdoor storage of construction equipment.

Additionally, the Applicant proposes to significantly reduce the impervious area onsite and install new landscaping and native plantings to promote infiltration of stormwater runoff, contribute to soil stabilization and enhance wildlife habitat. Moreover, the proposed retail spaces will enhance the value of nearby properties by offering street-level amenities to serve the surrounding neighborhood. Accordingly, for the reasons previously stated, the Project will not cause a depreciation in the value of nearby properties.

*Environmental impacts to Long Island Sound will be appropriately mitigated.*  
Section 11.50.6.A.7.

The Premises is over one (1) mile from Long Island Sound and is located within the wetland setback for the adjacent Rooster River. As previously discussed herein, the Project proposes the restoration and protection of waterfront areas along the Rooster River.<sup>7</sup> The Project will substantially reduce impervious surface onsite by approximately 1.96 acres and install new stormwater management infrastructure. New native plantings will be installed along the riparian edge of the Rooster River to promote infiltration of stormwater runoff and contribute to soil stabilization. Therefore, the Project will not have any negative environmental impacts to Long Island Sound.

#### IV. Conclusion

The Applicant is proposing a mixed-use redevelopment that significantly improves existing conditions on the Premises and complies with all applicable special permit standards. The proposed plans reveal a carefully considered design with substantial landscaping and stormwater

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<sup>7</sup> Master Plan, p.52-53.



July 28, 2022  
Page -6-

improvements. The Project will have no negative impacts to adjacent properties or the surrounding neighborhood.

For the reasons set forth above, it is respectfully submitted that granting the requested special permit for the proposed self-storage facility is consistent with the objectives and standards in the Zoning Code and Master Plan and granting of the special permit is warranted.

In support of this Application, enclosed please find fifteen (15) copies of the following materials:

Exhibit A: P&Z Application Form and Letter of Authorization from Owner of the Premises;  
Exhibit B: Zoning Amendment Approval; and  
Exhibit C: 100' Radius List for Property Owner's.

Also enclosed please find fifteen (15) full-size sets of the following drawings:

- Site Plans prepared by VHB, Inc., dated April 28, 2022 and last revised July 28, 2022;
- Architectural Plans prepared by SGW Architecture & Design, Ltd., dated January 28, 2022 and last revised July 28, 2022.

The Applicant looks forward to appearing before the P&Z at the August 29<sup>th</sup> meeting. Should the Agency or City Staff have any questions or comments in the interim, please do not hesitate to contact me. Thank you for your continued consideration in this matter.

Very truly yours,

*Anthony B. Gioffre III*

Anthony B. Gioffre III

Enclosures

cc: Paul Boucher, Assistant Zoning Official  
William Coleman, Deputy Director of Planning and Economic Development  
Safeguard Storage Properties, LLC  
VHB, Inc.  
SGW Architecture & Design, Ltd.  
Kristen Motel, Esq.



445 Hamilton Avenue, 14th Floor  
White Plains, New York 10601  
T 914 761 1300  
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Anthony B. Gioffre III  
[agioffre@cuddyfeder.com](mailto:agioffre@cuddyfeder.com)

July 28, 2022

**BY HAND DELIVERY**

Chair Melville T. Riley, Jr  
And Members of the Planning & Zoning Commission  
City of Bridgeport  
City Hall  
45 Lyon Terrace  
Bridgeport, CT 06604

Re: Safeguard Properties II, LLC c/o Safeguard Storage Properties, LLC  
Special Permit Application for Indoor Self-Service Storage Use  
Premises: 2710, 2720 and 2668 North Avenue, Bridgeport, Connecticut  
(MBLU Nos. 32/1301/1/B, 32/1301/1/A & 33/1301/2)

Dear Chair Riley and Members of the Planning and Zoning Commission:

This Application and enclosed materials are respectfully submitted on behalf of Safeguard Properties II, LLC (“Safeguard” or the “Applicant”), contract vendee of the captioned Premises, in furtherance of its proposal to construct a new self-storage building with three street-level and pedestrian oriented retail tenant spaces on the Premises located at 2710, 2720 and 2668 North Avenue. The Applicant is a wholly owned entity of Safeguard Storage Properties, LLC (“Safeguard”), a national company with many existing storage facilities along the east coast, including multiple locations in nearby Westchester County, New York.

I. The Premises

The Premises consists of three (3) adjacent tax parcels, comprising a total of approximately 2.66 acres and situated on the northern side of North Avenue. The parcels are classified within the MX-2 Zoning District.<sup>1</sup>

The Premises is currently improved with a 2-story building comprised of office space that is occupied by multiple tenants and three smaller accessory buildings used for contractor and construction storage. Several tenants utilize portions of the existing paved parking area for outdoor storage of construction vehicles and equipment.

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<sup>1</sup> The Applicant’s petition to re-zone the property located at 2668 North Avenue from the NX-3 Zoning District to the MX-2 Zoning District was granted on July 27, 2022, and the Applicant intends to merge all lots into one parcel.



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The Premises is located within the wetland setback for the Rooster River, which runs along the northwest property line.<sup>2</sup>

## II. The Proposed Indoor Self-Service Storage Building

The Applicant proposes to demolish all structures on the Premises and construct a new 3-story self-service indoor storage facility with three (3) retail tenant spaces along the North Avenue façade (the “Project”). The footprint of the proposed building is approximately 39,604 square feet.

Section 3.30.9 of Zone Bridgeport permits Indoor Self-Service Storage uses within Commercial Center Building Types by Special Permit from the Planning and Zoning Commission in accordance with the special permit standards provided for in Section 11.50. Section 3.30.9 provides that retail stores within Commercial Center Building Types are principally permitted uses within the MX-2 Zoning District.

As demonstrated on the enclosed Site Drawings prepared by VHB, Inc., dated April 28, 2022 and last revised July 28, 2022 (“Site Drawings”), the proposed redevelopment will reduce impervious surface in the wetland setback by approximately 1.96 acres. The Project also proposes new trees and landscaping along the riparian edge of the Rooster River waterfront and side lot lines, which currently are improved as paved parking areas. Additionally, stormwater management and water quality improvements are also proposed within the setback area and will provide considerable benefits to the setback area.

## III. Special Permit Request for the Indoor Self-Service Storage Facility

Pursuant to Sections 3.30.9 and 11.50 of the Zoning Code, the Applicant seeks a special permit for the construction of a new indoor self-service storage building. A special permit use is permitted as of right when the applicant demonstrates compliance with the applicable standards. See Mobil Oil Corp. v. Zoning Commission, 30 Conn. App. 816, 819 (1993).

It is respectfully submitted that the proposed self-storage facility meets the following requirements provided in Zoning Code Section 11.50.6.A:

*The proposed special permit use and accompanying site plan are consistent with and implement the objectives and policies of the master plan of conservation and development[.] Section 11.50.6.A.1.*

The City of Bridgeport Master Plan of Conservation and Development (“Master Plan”) encourages mixed use redevelopment of underutilized properties to bring economic development, employment opportunities and additional resources to the residents of Bridgeport and

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<sup>2</sup> A Wetlands Permit was granted for the Project by the Inland Wetlands and Watercourses Agency on July 25, 2022.



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surrounding communities.<sup>3</sup> Additionally, the Master Plan encourages street level retail to promote pedestrian-oriented design.<sup>4</sup>

The Applicant's Project promotes those objectives by proposing a mixed-use redevelopment that includes an indoor self-storage facility and three (3) street-level retail spaces to serve the adjacent residential populations, compliment the surrounding area and support the economy.

The Master Plan also articulates the goal of reducing the tax burden on residents by attracting new businesses.<sup>5</sup> The Applicant's Project will support several retail businesses and increase commercial activity around a neighborhood corridor. The proposed mix of uses will allow for economic development, employment opportunities and additional resources to the residents of Bridgeport.

The Master Plan encourages the restoration and protection of waterfront areas along the Rooster River<sup>6</sup>. The Premises currently consists largely of impervious area with minimal landscaping. The Project will substantially reduce impervious surface onsite by approximately 1.96 acres and will install new stormwater management infrastructure where none currently exists today. New native plantings along the riparian edge of the Rooster River are proposed to reduce stormwater runoff contaminants and improve the waterfront buffer area.

Therefore, it is respectfully submitted that the Project furthers the objectives and policies of the City's Master Plan.

*The proposed special permit use and accompanying site plan complies with all applicable zoning code regulations[.] Section 11.50.6.A.2.*

The proposed self-storage facility and retail spaces will comply with all applicable zoning code regulations. Indoor self-service storage uses are permitted by special permit in Commercial Center Building Types under the MX-2 zoning classification and retail uses are principally permitted uses in Commercial Center Building Types in the MX-2 zone. The proposed building design complies with all applicable dimensional requirements for Commercial Center Building Types in the MX-2 zoning district and no variances are required for the Project.

Further, the Project furthers the objectives outlined in the Zoning Code for the MX-2 zoning district. Section 2.10.2.D provides that the MX-2 zone is intended for mixed-use development in areas where residents and visitors may access multiple uses. The Project proposes mixed-use

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<sup>3</sup> City of Bridgeport Master Plan (2019), p.9, 17 & 23 (hereinafter "Master Plan").

<sup>4</sup> Master Plan, p.19.

<sup>5</sup> Master Plan, p. \_\_. Goal 2.1, 1

<sup>6</sup> Master Plan, p.52-53.



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development in a neighborhood corridor that includes several retail spaces to serve residents and visitors. As such, the Project complies with all applicable zoning regulations.

*The proposed special permit use and accompanying site plan will not impair future development of the surrounding area[.] Section 11.50.6.A.3.*

The proposed self-storage facility and retail uses will not impair future development of the surrounding area. In fact, the proposed street-level retail spaces will promote pedestrian-oriented redevelopment in the neighborhood, provide an amenity to the surrounding corridor and support future development in this corridor. The proposed mix of uses will allow for economic development and employment opportunities in the surrounding area. Therefore, the Project will not impair future development of the surrounding area.

*The proposed special permit use permit will not be detrimental to existing development in the surrounding area because of its height, scale, design, or method of operation[.] Section 11.50.6.A.4.*

The Project will not have a detrimental impact to existing development in the surrounding area. As previously discussed herein, the proposed building will fully comply with height, scale and design requirements for Commercial Center Type Buildings in the Zoning Code.

Operation of the proposed self-storage facility will not be detrimental to the existing development in the neighborhood. The proposed self-storage facility will operate from approximately 9:00 AM to 6:00 PM daily with limited secure access afterhours for select customers. The building will be managed by three employee each day. The facility will employ keypad security entry and restrict access to unauthorized persons. Overall, the self-storage facility is a very low intensity commercial use with minimal traffic, no generation of students or population growth, very little consumption or water or the production of waste and generally no significant impacts to the surrounding neighborhood.

*The proposal includes adequate safeguards to protect adjacent property and the neighborhood in general from any potential adverse impacts[.] Section 11.50.6.A.5.*

The Project includes adequate safeguards to protect adjacent properties and the neighborhood from potential adverse impacts. The Premises is already fully developed with four (4) buildings and significant impervious surface area. The proposed redevelopment will include only one (1) building and result in a significant decrease in impervious area and the installation of new stormwater management infrastructure where none currently exists today.

Additionally, new landscaping and plantings are proposed to improve the waterfront buffer area along the Rooster River and reduce stormwater runoff contaminants. As previously discussed herein, the proposed self-storage facility will use keypad security to restrict access to the building



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and the facility will operate from approximately 9:00 AM to 6:00 PM daily with limited secure access afterhours for select customers. As such, it is respectfully submitted that the Project includes adequate safeguards to protect adjacent property and the neighborhood from potential adverse impacts.

*The proposed use is not likely to cause a depreciation in the value of nearby properties[.]* Section 11.50.6.A.6.

The proposed self-storage and retail uses will allow for a marked improvement in both environmental conditions and the visual appearance of the Premises. The Premises is currently utilized for both indoor and outdoor storage of construction and contractor vehicles and equipment and includes three accessory buildings. In contrast, the Applicant's facility will not include any outdoor storage and proposes to remove all accessory buildings. Therefore, the Project will result in an improvement to the visual appearance of the Premises by removing outdoor storage of construction equipment.

Additionally, the Applicant proposes to significantly reduce the impervious area onsite and install new landscaping and native plantings to promote infiltration of stormwater runoff, contribute to soil stabilization and enhance wildlife habitat. Moreover, the proposed retail spaces will enhance the value of nearby properties by offering street-level amenities to serve the surrounding neighborhood. Accordingly, for the reasons previously stated, the Project will not cause a depreciation in the value of nearby properties.

*Environmental impacts to Long Island Sound will be appropriately mitigated.*  
Section 11.50.6.A.7.

The Premises is over one (1) mile from Long Island Sound and is located within the wetland setback for the adjacent Rooster River. As previously discussed herein, the Project proposes the restoration and protection of waterfront areas along the Rooster River.<sup>7</sup> The Project will substantially reduce impervious surface onsite by approximately 1.96 acres and install new stormwater management infrastructure. New native plantings will be installed along the riparian edge of the Rooster River to promote infiltration of stormwater runoff and contribute to soil stabilization. Therefore, the Project will not have any negative environmental impacts to Long Island Sound.

#### IV. Conclusion

The Applicant is proposing a mixed-use redevelopment that significantly improves existing conditions on the Premises and complies with all applicable special permit standards. The proposed plans reveal a carefully considered design with substantial landscaping and stormwater

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<sup>7</sup> Master Plan, p.52-53.





July 28, 2022  
Page -6-

improvements. The Project will have no negative impacts to adjacent properties or the surrounding neighborhood.

For the reasons set forth above, it is respectfully submitted that granting the requested special permit for the proposed self-storage facility is consistent with the objectives and standards in the Zoning Code and Master Plan and granting of the special permit is warranted.

In support of this Application, enclosed please find fifteen (15) copies of the following materials:

Exhibit A: P&Z Application Form and Letter of Authorization from Owner of the Premises;  
Exhibit B: Zoning Amendment Approval; and  
Exhibit C: 100' Radius List for Property Owner's.

Also enclosed please find fifteen (15) full-size sets of the following drawings:

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- Architectural Plans prepared by SGW Architecture & Design, Ltd., dated January 28, 2022 and last revised July 28, 2022.

The Applicant looks forward to appearing before the P&Z at the August 29<sup>th</sup> meeting. Should the Agency or City Staff have any questions or comments in the interim, please do not hesitate to contact me. Thank you for your continued consideration in this matter.

Very truly yours,

*Anthony B. Gioffre III*

Anthony B. Gioffre III

Enclosures

cc: Paul Boucher, Assistant Zoning Official  
William Coleman, Deputy Director of Planning and Economic Development  
Safeguard Storage Properties, LLC  
VHB, Inc.  
SGW Architecture & Design, Ltd.  
Kristen Motel, Esq.

# EXHIBIT A



CITY OF BRIDGEPORT

File No. \_\_\_\_\_

PLANNING & ZONING COMMISSION APPLICATION

- 1. NAME OF APPLICANT: Safeguard Properties II, LLC
2. Is the Applicant's name Trustee of Record? Yes No X
3. Address of Property: 2710/2720/2668 North Avenue, Bridgeport, CT 06604
4. Assessor's Map Information: Block No. 32/1301/1/B, 33/1301/1/2 and 32/1301/1/A Lot No.
5. Amendments to Zoning Regulations: (indicate) Article: See attached. Section:
6. Description of Property (Metes & Bounds): See attached survey
7. Existing Zone Classification: MX2
8. Zone Classification requested:
9. Describe Proposed Development of Property: Demolish existing buildings and construct a new 3-story indoor self-service storage facility with 3 street-level spaces for retail tenants, install new stormwater infrastructure and landscaping.

Approval(s) requested: Special Permit for indoor self-service storage use within a commercial center building type

Signature: [Handwritten Signature] Date: 7/28/22
Print Name: Stanley Bonilla, SR. VP of Development

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature:
Print Name:

Mailing Address: Safeguard Self Storage, 1522 Old Country Road, Plainview, NY 11803
Phone: 631-539-0200 Cell: Fax: 631-539-0206
E-mail Address: sbonilla@safeguardit.com

\$ Fee received Date: Clerk:

THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

- Completed & Signed Application Form A-2 Site Survey Building Floor Plans
Completed Site / Landscape Plan Drainage Plan Building Elevations
Written Statement of Development and Use Property Owner's List Fee
Cert. of Incorporation & Organization and First Report (Corporations & LLC's)

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

See attached LOA
Print Owner's Name Owner's Signature Date
Print Owner's Name Owner's Signature Date

**LETTER OF AUTHORIZATION**

This Letter of Authorization, dated this 25 day of April, 2022, provides written authorization for SAFEGUARD PROPERTIES II, LLC and its affiliates, its agents or representatives, to apply for and execute any necessary State and City of Bridgeport petitions, applications, permits or any other approvals, including, but not limited to, the filing of applications for re-zoning, lot merger, inland wetlands permit, site plan and special exception approvals, all of which are necessary for purposes of constructing, operating and maintaining a self-storage facility at the real property with addresses of 2710/2720/2688 North Avenue, Bridgeport, Connecticut 06604 (MBLU: 32/1301/1/A; 32/1301/1/B; 33/1301/2) and owned by 2710 North Associates ("Owner").

A copy of this letter shall be regarded as having the same effect as the original.

OWNER: 2710 North Associates

By: David Pallack

NAME: DAVID PALLACK

TITLE: duly authorized agent  
Gen Partner

# EXHIBIT B

**CITY OF BRIDGEPORT  
Planning & Zoning Commission  
DECISION NOTICE**

The Planning & Zoning Commission of the City of Bridgeport held a public hearing on Monday, July 25, 2022 and reconvened on Wednesday, July 27, 2022, 45 Lyon Terrace, Bridgeport CT as to the following:

**C-1 (22-02) 3115, 3129, 3135 Fairfield Ave., 704 Courtland Ave, 30 Clarkson St.** – Petition of 3115 Fairfield Avenue, LLC – **APPROVED WITH CONDITIONS**

**C-2 (22-03) 543-545, 547, 549, 557 Ellsworth St.** – Petition of 547 Ellsworth NavCapMan, LLC – **APPROVED WITH CONDITIONS**

**D-1 (22-21) Allen St. (Block 507 Lot 14)** – Petition of Outdoor Media, Inc – **APPROVED**

**(22-20) 88-92 Howard Ave.** – Petition of MAT Construction, LLC – **APPROVED WITH CONDITIONS**

**(22-22) 451-589, 567 Seaview Ave.** – Petition of Barnum Landing, LLC/Barnum Landing II, LLC – **APPROVED WITH CONDITIONS**

**(22-23) 39 Penfield Pl.** – Petition of Damien Breier – **APPROVED**

**(22-29) 335, 355, 363, 387 Warren St.** – Petition of Myung Jin, Inc. – **APPROVED**

**(22-30) 1596 Boston Ave., 450 & 491 Mill Hill Ave, 423 Ridgefield Ave.** – Petition of St. Ambrose Corporation – **APPROVED WITH CONDITIONS, effective 08/15/2022**

**(22-28) 8-24 Referral** – Petition of Office of Planning & Economic Development (OPED) – **DEFERRED to 08/29/22**

**C-3 (22-14) 141 North Ave., 196, 218, 226, 234 Island Brook Ave.** – Petition of 141 N Ave, LLC – **APPROVED**

**C-4 (22-16) Text Amendment** – Petition of Office of Planning & Economic Development (OPED) – **APPROVED, effective 08/15/2022**

**(22-24) 150 Washington Terr.** – Petition of Tonin Kimca – **CONTINUED to 08/29/22**

**(22-25) 2668 North Ave.** – Petition of Safeguard Properties II, LLC – **APPROVED, effective 08/15/2022**

**(22-26) 100 (aka 120) Henry St.** – Petition of The United Illuminating Company – **APPROVED WITH CONDITIONS**

**(22-27) 1136-1160 Main St.** – Petition of Berlinetta Brewing – **DEFERRED to 08/29/22**

**(22-31) 155 Pond St. (Rear Lots C, D, E, F) – Petition of Giacobbe Construction, LLC –  
APPROVED WITH CONDITIONS**

MELVILLE T. RILEY, JR., ACTING CHAIRMAN

# EXHIBIT C



100' Property Owner List						
MBLU	OWNER	CO OWNER	SITE ADDRESS	CITY	STATE	ZIP
32/ 1301/ 1/B	2710 NORTH ASSOCIATES		2710 NORTH AV	BRIDGEPORT	CT	06604
33/ 1301/ 2	2710 NORTH ASSOCIATES		2668 NORTH AV	BRIDGEPORT	CT	06604
25/ 1244/ 13	MT GROVE CEMETERY ASSOCIATION		2535 NORTH AV	BRIDGEPORT	CT	06604
32/ 1301/ 1/A	2710 NORTH ASSOCIATES		2720 NORTH AV	BRIDGEPORT	CT	06604
32/ 1301/ 37	POWER TEST REALTY COMPANY	C/O GETTY REALTY CORP	2750 NORTH AV	BRIDGEPORT	CT	06604
32/ 1301/ 36	2766 NORTH AVENUE ASSOCIATES		2766 NORTH AV	BRIDGEPORT	CT	06604
33/ 1301/3/K 101	POINDEXTER RAMEL		2660 NORTH AV #101	BRIDGEPORT	CT	06604
33/ 1301/3/K 102	PHILLIPS DESMOND		2660 NORTH AV #102	BRIDGEPORT	CT	06604
33/ 1301/3/K 103	ROSSO JENNIFER		2660 NORTH AV #103	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 104	QUINN BETH		2660 NORTH AV #104	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 105	JURADO RAUL A C		2660 NORTH AV #105	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 106	GAINES TAKEEMA		2660 NORTH AV #106	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 107	SINGLETON CANDIA		2660 NORTH AV #107	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 108	CRUZ ANGEL		2660 NORTH AV #108	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 109	EDWARDS LOUISA		2660 NORTH AV #109	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 110	DEVEAUX TANEKA		2660 NORTH AV #110	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 111	ACOSTA GINA MARIA		2660 NORTH AV #111	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 112	MORVAY KRISTIN A		2660 NORTH AV #112	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 113	RUMERY DONALD S & MARLENE M	(SURV OF THEM)	2660 NORTH AV #113	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 114	GOOD FOR THREE LLC		2660 NORTH AV #114	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 115	ROPER TASHA R	ROVITTA PAUL	2660 NORTH AV #115	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 116	RIVERWALK II LLC		2660 NORTH AV #116	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 117	LOAIZA RAFAEL MARTIN	LOAIZA EDNA	2660 NORTH AV #117	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 118	RUMERY DONALD & MARLENE		2660 NORTH AV #118	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 201	GALEANO FABIAN		2660 NORTH AV #201	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 202	LI CHUN ET AL		2660 NORTH AV #202	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 203	GEPPERT JON M		2660 NORTH AV #203	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 204	BROWN GLENNARD & MALIKA		2660 NORTH AV #204	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 205	GEONEY CLARE		2660 NORTH AV #205	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 206	HERRERA ISBEL	EZEQUIEL MITRE GARCIA	2660 NORTH AV #206	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 207	LAKE MARK A JR		2660 NORTH AV #207	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 208	LUNGO CHRISTOPHER		2660 NORTH AV #208	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 209	MILLER MEGAN		2660 NORTH AV #209	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 210	ROGERS SHAQUISHA		2660 NORTH AV #210	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 211	RIVERA VERONICA		2660 NORTH AV #211	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 212	SALDANA ANTHONY		2660 NORTH AV #212	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 213	SMITH KENNETH & JOYCE		2660 NORTH AV #213	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 214	HUDSON LAURA & ALANA		2660 NORTH AV #214	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 215	EASTMOND STEPHANY		2660 NORTH AV #215	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 216	ALFARO MARVIN		2660 NORTH AV #216	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 217	FAIRCLOTH RUSSELL TYLER		2660 NORTH AV #217	BRIDGEPORT	CT	06604

33/ 1301/ 3/K 218	STANROD SHIRLEY		2660 NORTH AV #218	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 219	MCFADDEN SHARON		2660 NORTH AV #219	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 220	HUSSEY KAREN E & JOSEPH E JR		2660 NORTH AV #220	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 221	ZONDORAK SERENA ET AL	(SURVIVOR OF THEM)	2660 NORTH AV #221	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 222	WALKER JASON		2660 NORTH AV #222	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 223	STOKES-BURDEN IRIS & TYRIS BURDEN SR		2660 NORTH AV #223	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 224	KIM GUNSOO	SEUNGMIN CHEON	2660 NORTH AV #224	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 225	BOVELL TRISHA	JOHN B HILTON	2660 NORTH AV #225	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 226	BANKS DEAZ L & JACQUELINE C		2660 NORTH AV #226	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 227	RIVERWALK II LLC		2660 NORTH AV #227	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 228	ROCHELEAU TASHA		2660 NORTH AV #228	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 229	RIVERWALK II LLC		2660 NORTH AV #229	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 230	HARRINGTON RICHARD A ET AL		2660 NORTH AV #230	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 231	DICKERSON ANTHONY E		2660 NORTH AV #231	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 232	PETERSON CARRIE R		2660 NORTH AV #232	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 233	HENRY MICHELLE C M		2660 NORTH AV #233	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 234	RIVERWALK II LLC		2660 NORTH AV #234	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 235	PHILP L CASSANDRA		2660 NORTH AV #235	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 236	PENA ANA D		2660 NORTH AV #236	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 237	SMALL TRUMAN D JR		2660 NORTH AV #237	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 238	RIVERWALK II LLC		2660 NORTH AV #238	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 239	SINGH AKSHDEEP		2660 NORTH AV #239	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 240	SMITH CIARA DANIELLE		2660 NORTH AV #240	BRIDGEPORT	CT	06604





**Zoning Data**  
2710 North Ave, Bridgeport CT 06604  
3/2/2022

City of Bridgeport Zoning Ordinance

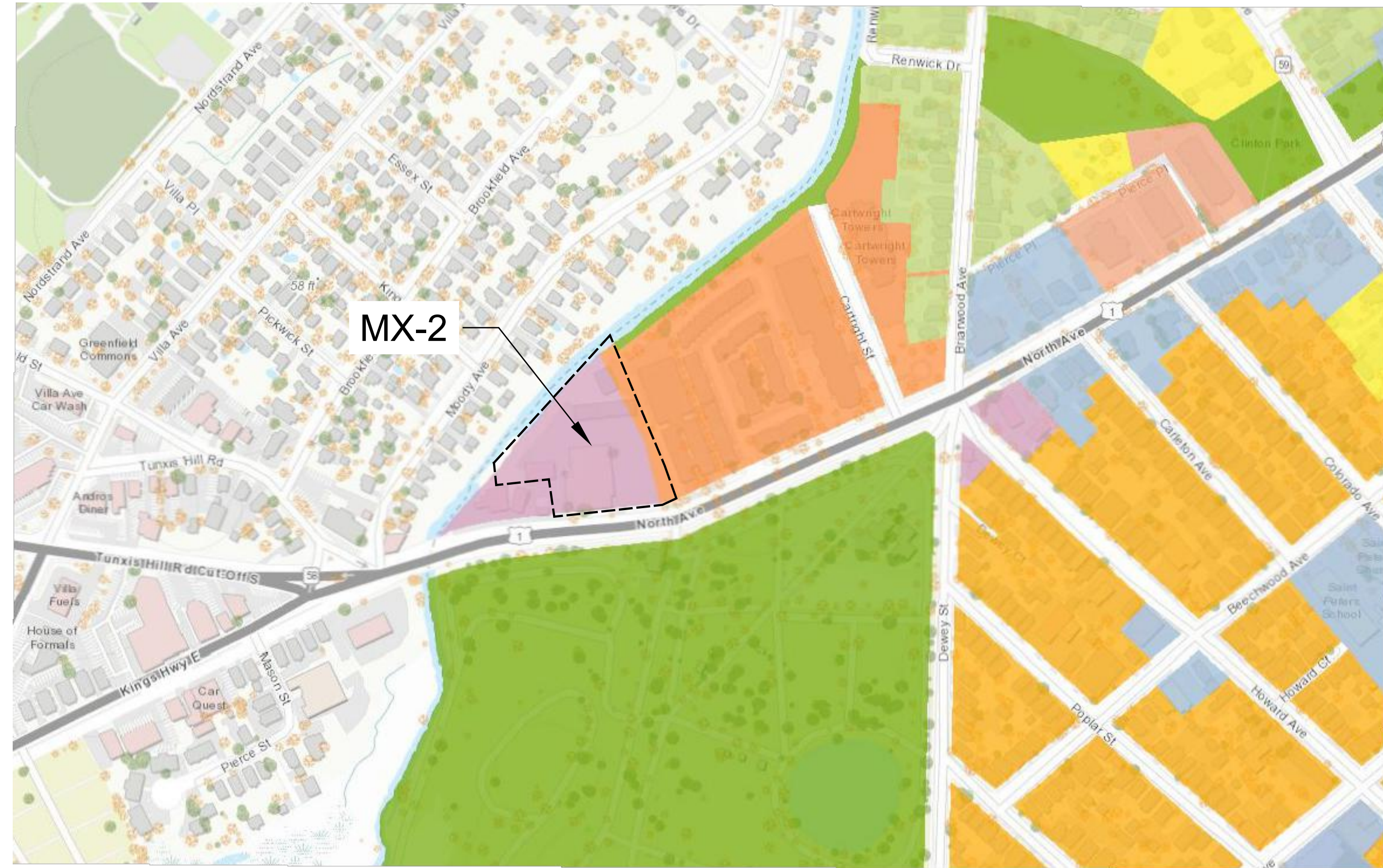
BULK & DENSITY	EXISTING ZONING	VARIANCES	PROPOSED PROJECT SCHEME B
Lot Area [SF]	21,019		21,019
Zoning District	NX-3		NX-3
Maximum Lot Coverage [%]	80%		Actual Lot Coverage[%] 43%
Maximum Lot Coverage [SF]	16,815.2		Actual Lot Coverage[Sf] 9,111.0



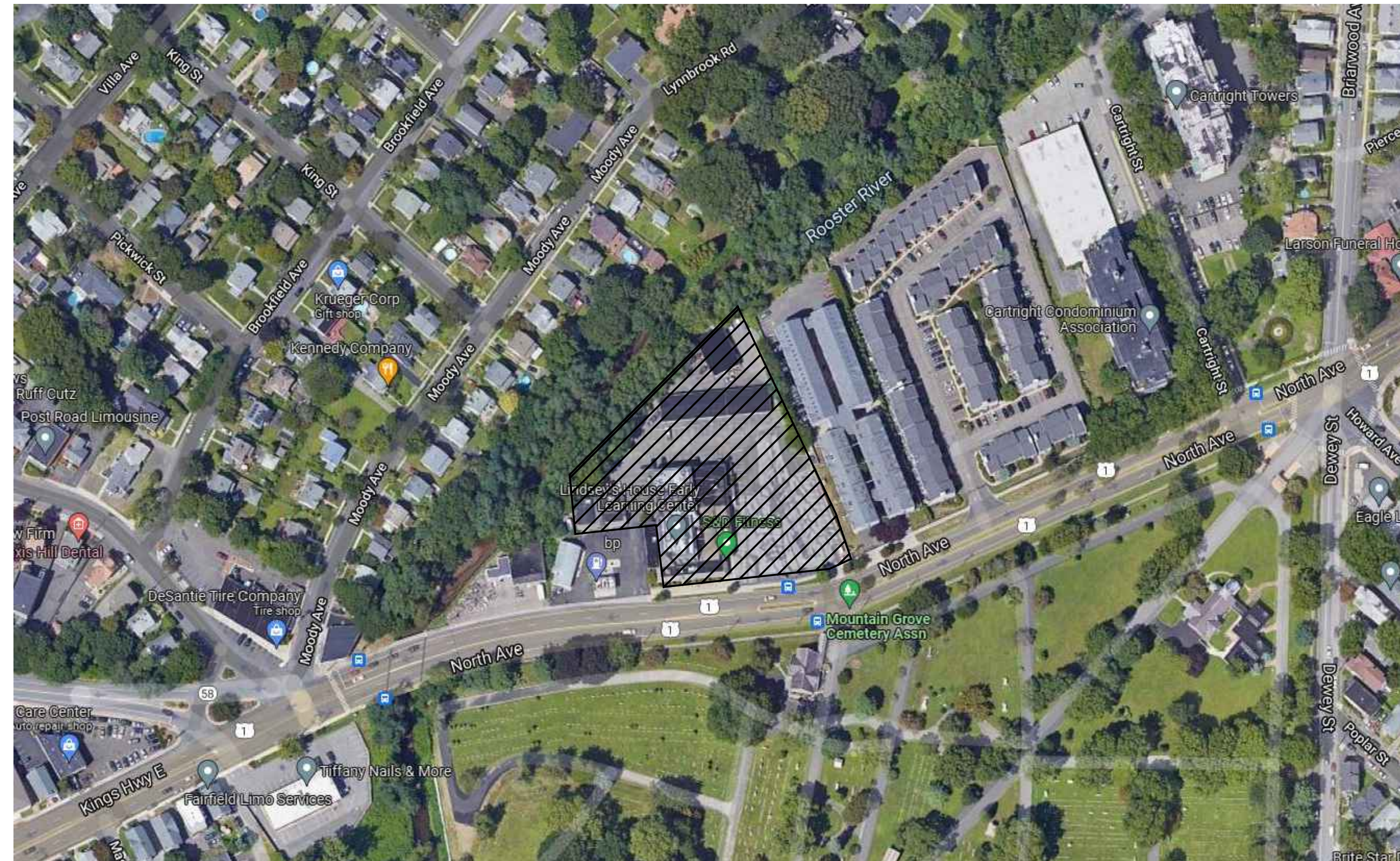
**Zoning Data**  
2710 North Ave, Bridgeport CT 06604  
6/28/2022

City of Bridgeport Zoning Ordinance

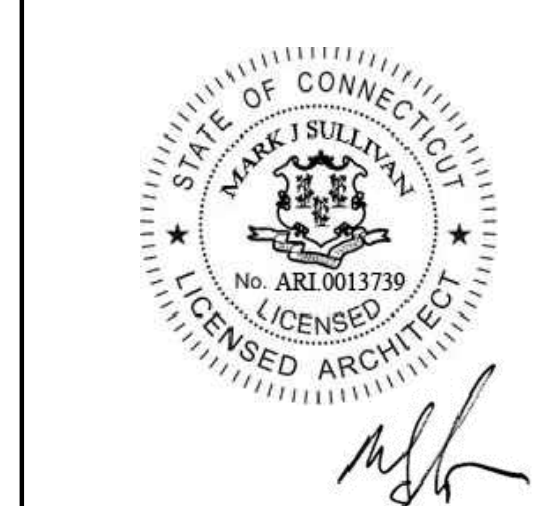
BULK & DENSITY	EXISTING ZONING	VARIANCES	PROPOSED PROJECT SCHEME B
Lot Area [SF]	91,476		91,476
Zoning District	MX-2		MX-2
Use Group	General services	Special Permit	Self-service Storage, Indoor
Maximum Lot Coverage [%]	80%		Actual Lot Coverage[%] 70%
Maximum Lot Coverage [SF]	73,180.8		Actual Lot Coverage[Sf] 64,159.0
Lot Frontage	304.79		Lot Frontage 304.79
<b>YARDS/HEIGHT</b>			
Required Yards [ft]	Front 5'-0" Min. 20'-0" Max. Side [Minimum One Side] 5'-0" Rear 5'-0" Min.		Proposed 5'-0" Proposed 50'-11" Proposed 64'-7"
Maximum Building Height [ft]	15'-0 Min. @N-zone 3 Stories		Proposed 3 Stories
<b>COMMERCIAL PARKING/LOADING</b>			
Required Off Street Parking (Self Storage)	No Minimum		Proposed 34 Stalls
Required Off Street Parking (Retail Sales)	4.5 per 1,000 sf 19 Required		Proposed 2.0
Required Accessible Parking Spaces	1 per 25 spaces 1 - 15,000 sf		Proposed 2.0
Required Off Street Loading	2- 50,000 sf		Proposed N/A
Required Bicycle Parking	N/A		Proposed 2.0
Required Site Access	1 Access per 120 ft frontage		Proposed 2.0
<b>LANDSCAPING</b>			
Site Landscape	Grass All Unpaved Areas Plant Beds Required for areas over 2,000sf		Proposed See plan Proposed See plan
Tree Requirements	Street 1 per 40' of street frontage Site Parking Islands		Proposed 7.0 Proposed 3.0
Signs	Size Not to exceed 60'-0" SF Quantity N/A Location Side or rear wall Height N/A		TBD TBD TBD
<b>OTHER STANDARDS</b>			
Commercial Building Design	Primary Street(s) 60% min. applicable Ground Story Transparency (Primary) 75% min. Transparency (Primary) 18% min. Transparency (Non-Primary) 15% min. Building Entrance(s) 1 per 60ft of primary and main parking lot facades		Proposed 60.0% Proposed Proposed Proposed 6.0
Flood Zone Area	AE		AE



**2 ZONING AREA MAP**  
SCALE: N.T.S.



**1 AREA SITE PLAN**  
SCALE: 1" = 100'



NO	DATE	ISSUE DESCRIPTION
4	07/28/22	CITY OF BRIDGEPORT - SUBMISSION
3	04/27/22	CITY OF BRIDGEPORT - SUBMISSION
2	03/07/22	CITY OF BRIDGEPORT - URBAN DESIGN REVIEW
1	01/28/22	CITY OF BRIDGEPORT - URBAN DESIGN REVIEW

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QC BY: XX DRAWN BY: XX

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Expiration Date: April 30, 2023

**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

ZONING CODE MATRIX & AREA SITE PLAN

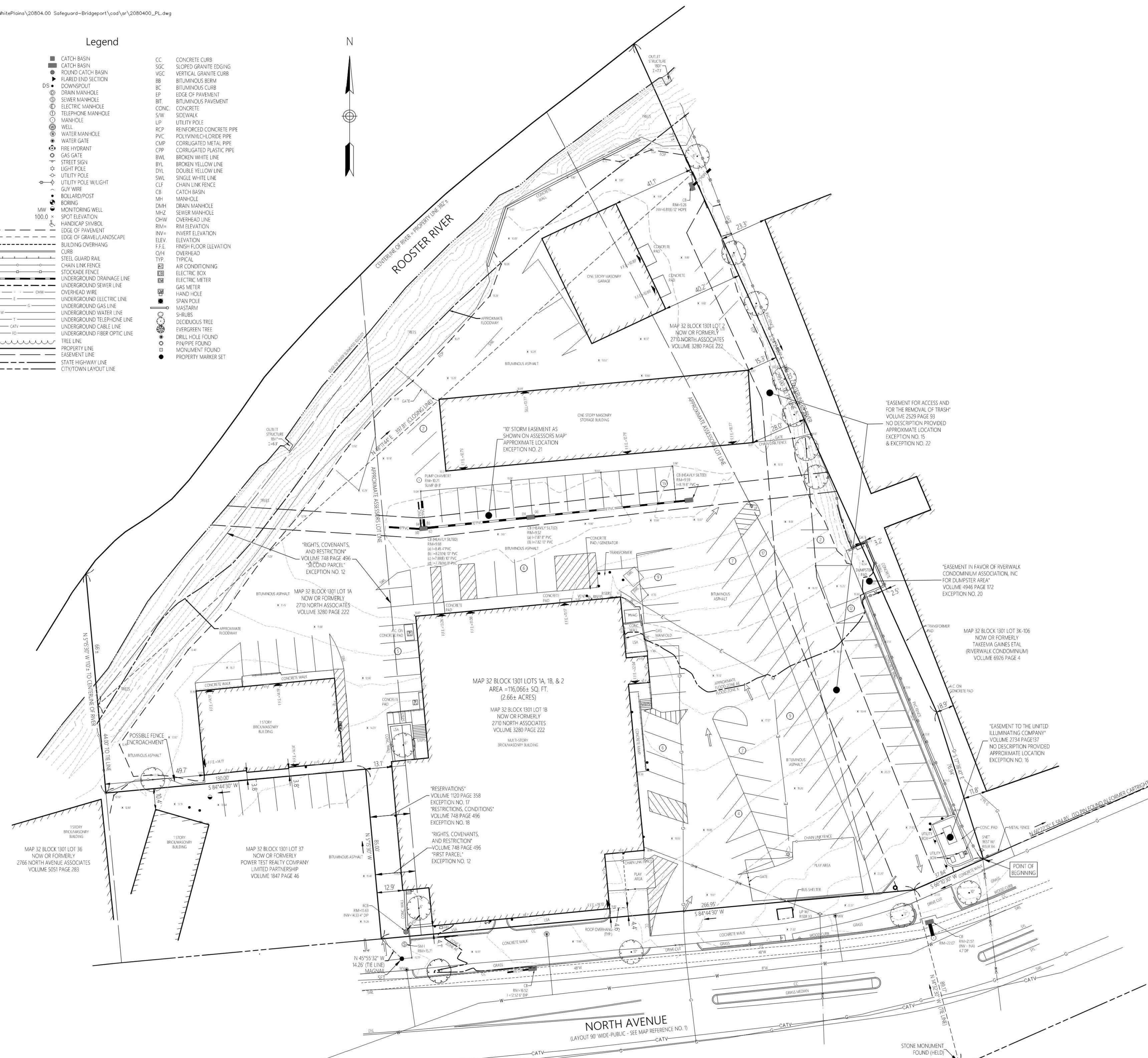
**G0-01**

NORTH

Legend

- Legend items including Catch Basin, Round Catch Basin, Labeled In-Sector, Downspout, Drain Manhole, Sewer Manhole, Electric Manhole, Telephone Manhole, Manhole, Well, Water Manhole, Fire Hydrant, Gas Gate, Street Sign, Light Pole, Utility Pole, Utility Pole W/ Light, GUY WIRE, BOLLARD/POST, BORING, MONITORING WELL, SPOT ELEVATION, HANDICAP SYMBOL, EDGE OF GRAVEL/LANDSCAPE, BUILDING OVERHANG CURB, STEEL GUARD RAIL, CHAIN LINK FENCE, STOCKADE FENCE, UNDERGROUND DRAINAGE LINE, UNDERGROUND SEWER LINE, OVERHEAD WIRE, UNDERGROUND GAS LINE, UNDERGROUND WATER LINE, UNDERGROUND TELEPHONE LINE, UNDERGROUND CABLE LINE, UNDERGROUND FIBER OPTIC LINE, TREE LINE, PROPERTY LINE, EASEMENT LINE, STATE HIGHWAY WAY, CITY/TOWN LAYOUT LINE.

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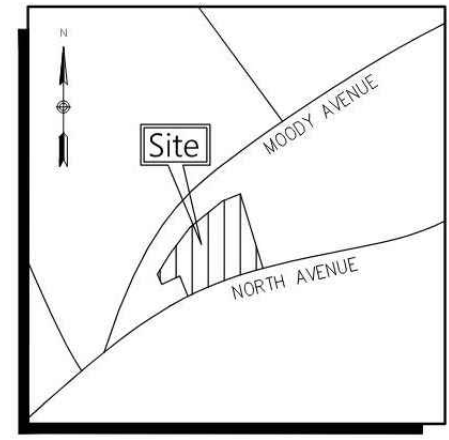


Survey Parcel Description

BEGINNING AT A POINT ON THE NORTH SIDE OF NORTH AVENUE, SAID POINT ALSO BEING THE SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF RIVERWALK CONDOMINIUM AND THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY 2710 NORTH ASSOCIATES. THENCE S 66° 10' 30" W ALONG THE NORTHERLY SIDE OF NORTH AVENUE A DISTANCE OF 37.84' TO A POINT; THENCE S 84° 44' 30" W ALONG THE NORTHERLY SIDE OF NORTH AVENUE A DISTANCE OF 266.95' TO A POINT; THENCE N 5° 15' 30" W BOUNDED WESTERLY BY LAND NOW OR FORMERLY POWER TEST REALTY COMPANY LIMITED PARTNERSHIP A DISTANCE OF 85.00' TO A POINT; THENCE S 84° 44' 30" W BOUNDED SOUTHERLY BY LAND NOW OR FORMERLY POWER TEST REALTY COMPANY LIMITED PARTNERSHIP A DISTANCE OF 130.00' TO A POINT; THENCE N 5° 15' 30" W BOUNDED WESTERLY BY LAND NOW OR FORMERLY OF 2786 NORTH AVENUE ASSOCIATES A DISTANCE OF 44.00' TO A POINT; THENCE N 5° 15' 30" W BOUNDED WESTERLY BY LAND NOW OR FORMERLY OF 2786 NORTH AVENUE ASSOCIATES A DISTANCE OF 66 MORE OR LESS TO A POINT IN THE CENTER LINE OF ROOSTER RIVER; THENCE GENERALLY NORTHEASTERLY ALONG THE CENTER LINE OF ROOSTER RIVER A DISTANCE OF 382' MORE OR LESS TO A POINT; THENCE S 24° 24' 30" E BOUNDED EASTERLY BY LAND NOW OR FORMERLY OF RIVERWALK CONDOMINIUM A DISTANCE OF 71' MORE OR LESS TO A POINT; THENCE S 24° 24' 30" E BOUNDED EASTERLY BY LAND NOW OR FORMERLY OF RIVERWALK CONDOMINIUM A DISTANCE OF 76.94' TO THE POINT OF BEGINNING, CONTAINING APPROXIMATELY 2.66 ACRES.



101 Walnut Street  
PO Box 9151  
Watertown, MA 02471  
617.924.1770



Title Reference

- REFERENCE IS MADE TO FIRST AMERICAN TITLE INSURANCE COMPANY FILE NUMBER CT-5483252. COMMITMENT DATE: JULY 8, 2021. SCHEDULE B PART 2 EXCEPTIONS 1-2. NOT SURVEY RELATED. 3. EASEMENTS DEPICTED ON THE SURVEY. 4-11. NOT SURVEY RELATED. 12. "RIGHTS, COVENANTS AND RESTRICTIONS" VOLUME 748 PAGE 496 (FOR A PERIOD OF 50 YEARS) DEPICTED ON THE SURVEY AND VOLUME 1259 PAGE 505. 13. "CHANNEL LINES AS ESTABLISHED FOR ROOSTER RIVER" NOT SURVEY RELATED. 14. NOT SURVEY RELATED. 15. "EASEMENT" VOLUME 2529 PAGE 93 DEPICTED ON THE SURVEY. 16. "EASEMENT TO UNITED ILLUMINATING" VOLUME 2734 PAGE 137 APPROXIMATE LOCATION DEPICTED ON THE SURVEY. 17. "RESERVATIONS" VOLUME 1120 PAGE 358 DEPICTED ON THE SURVEY. 18. "RESTRICTIONS" VOLUME 748 PAGE 496 DEPICTED ON THE SURVEY. 19. "FLOWAGE RIGHTS" VOLUME 366 PAGE 137 NO DESCRIPTION UNABLE TO BE PLOTTED. 20. "EASEMENT IN FAVOR OF RIVERWALK CONDOMINIUM" VOLUME 4946 PAGE 172 DEPICTED ON THE SURVEY. 21. "10' STORM SEWER EASEMENT AS SHOWN ON ASSESSORS MAP" DEPICTED ON THE SURVEY. 22. "20' ACCESS EASEMENT AS SHOWN ON ASSESSORS MAP" DEPICTED ON THE SURVEY. 23. "CHAIN OF TITLE" NOT SURVEY RELATED.

Statement of Encroachment

- 1. POSSIBLE FENCE ENCROACHMENT AT THE SOUTHWESTERLY CORNER OF THE PROPERTY.

TO: 2710 NORTH ASSOCIATES AND FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2-5, 7(a), 7(b)(1), 8-9, 11, 13, AND 14 OF TABLE A THEREOF. THE FIELD WORK WAS CONDUCTED IN OCTOBER, 2021.

DATE OF MAP: OCTOBER 27, 2021.

THIS SURVEY AND MAP HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. AMENDED OCTOBER 26, 2018.

THIS IS A PROPERTY SURVEY CONFORMING TO A HORIZONTAL CLASS A-2 ACCURACY AND A TOPOGRAPHIC SURVEY CONFORMING TO A TOPOGRAPHICAL ACCURACY STANDARD CLASS 1-2. THE BOUNDARY DETERMINATION IS A DEPENDANT RESURVEY.

TO MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON. THIS PLAN IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.

10/27/2021  
CHRISTOPHER C. DANFORTH, L.S. #70118 DATE

General Notes

- 1. THE PROPERTY MARKERS DEPICTED ON THIS PLAN ARE BASED UPON AN ACTUAL FIELD SURVEY CONDUCTED BY VHB IN OCTOBER 2021. 2. THE EXISTING CONDITIONS DEPICTED ON THIS PLAN ARE BASED UPON AN ACTUAL ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY VHB IN OCTOBER 2021. 3. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES DEPICTED ON THIS PLAN ARE BASED ON FIELD OBSERVATIONS AND INFORMATION OF RECORD. THEY ARE NOT WARRANTED TO BE EXACTLY LOCATED NOR IS IT WARRANTED THAT ALL UNDERGROUND UTILITIES OR OTHER STRUCTURES ARE DEPICTED ON THIS PLAN. 4. HORIZONTAL DATUM IS BASED ON CONNECTICUT STATE PLANE COORDINATE SYSTEM, NAD 83. ELEVATIONS DEPICTED ON THIS PLAN REFER TO THE NAVD OF 1988.



For Review  
10/27/2021 8:04:52 PM

Map 32 Block 1301  
Lots 1A, 1B & 2  
2668, 2710 & 2720 North Avenue  
Bridgeport, Connecticut

Table with columns: No., Revision, Date, Appr'd.

ALTA/NSPS  
Land Title Survey  
Property Survey  
& Topographic Survey

Sv-1  
1 of 1  
20804.00

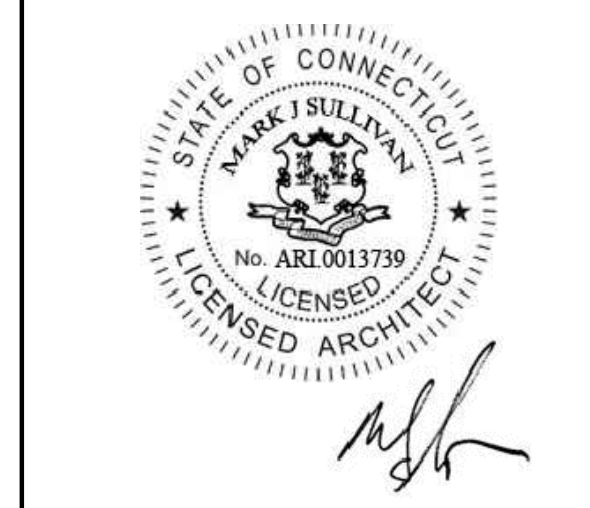


Table with columns: NO, DATE, ISSUE DESCRIPTION.

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QC BY: XX BY: XX



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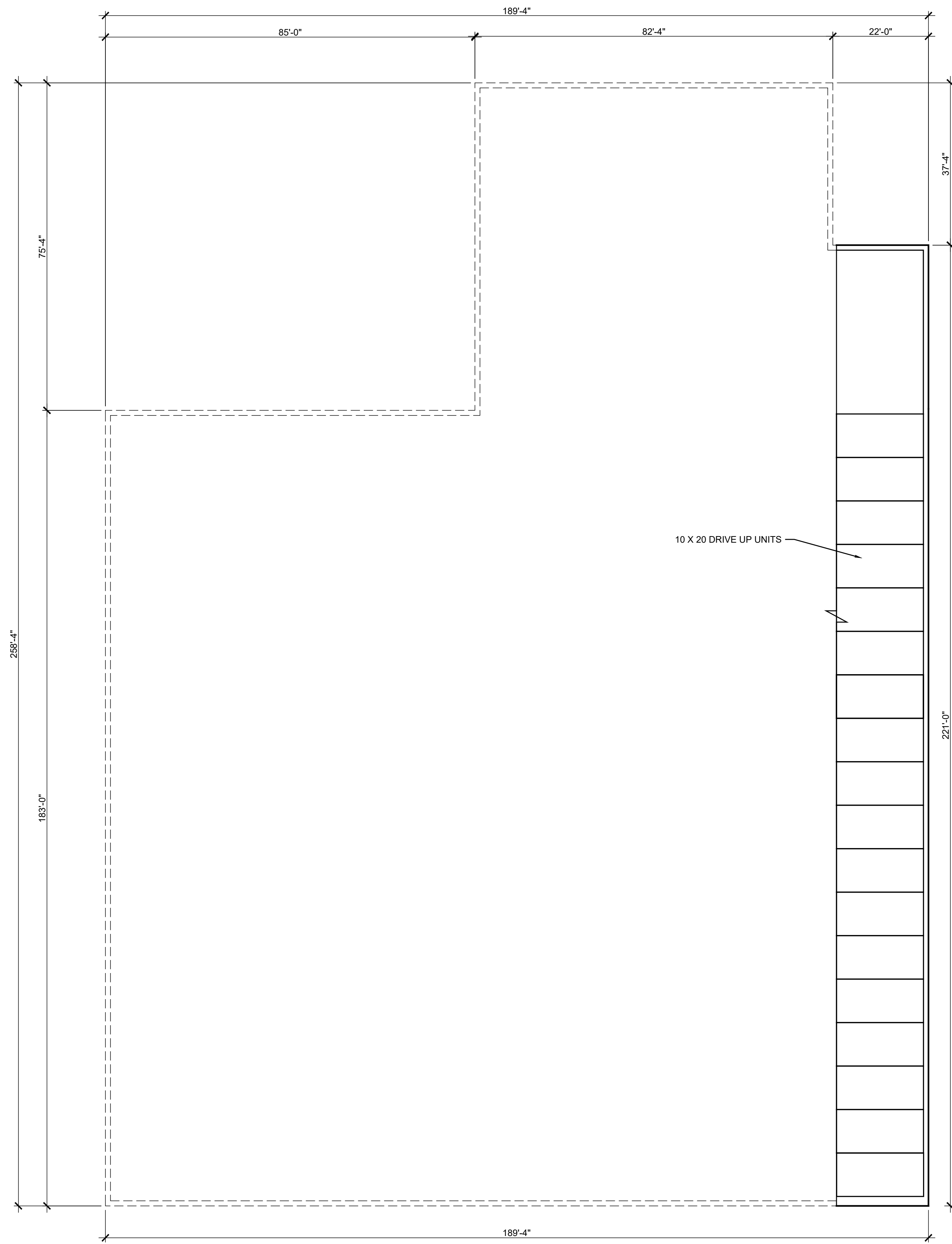
2710  
NORTH AVENUE

BRIDGEPORT, CONNECTICUT

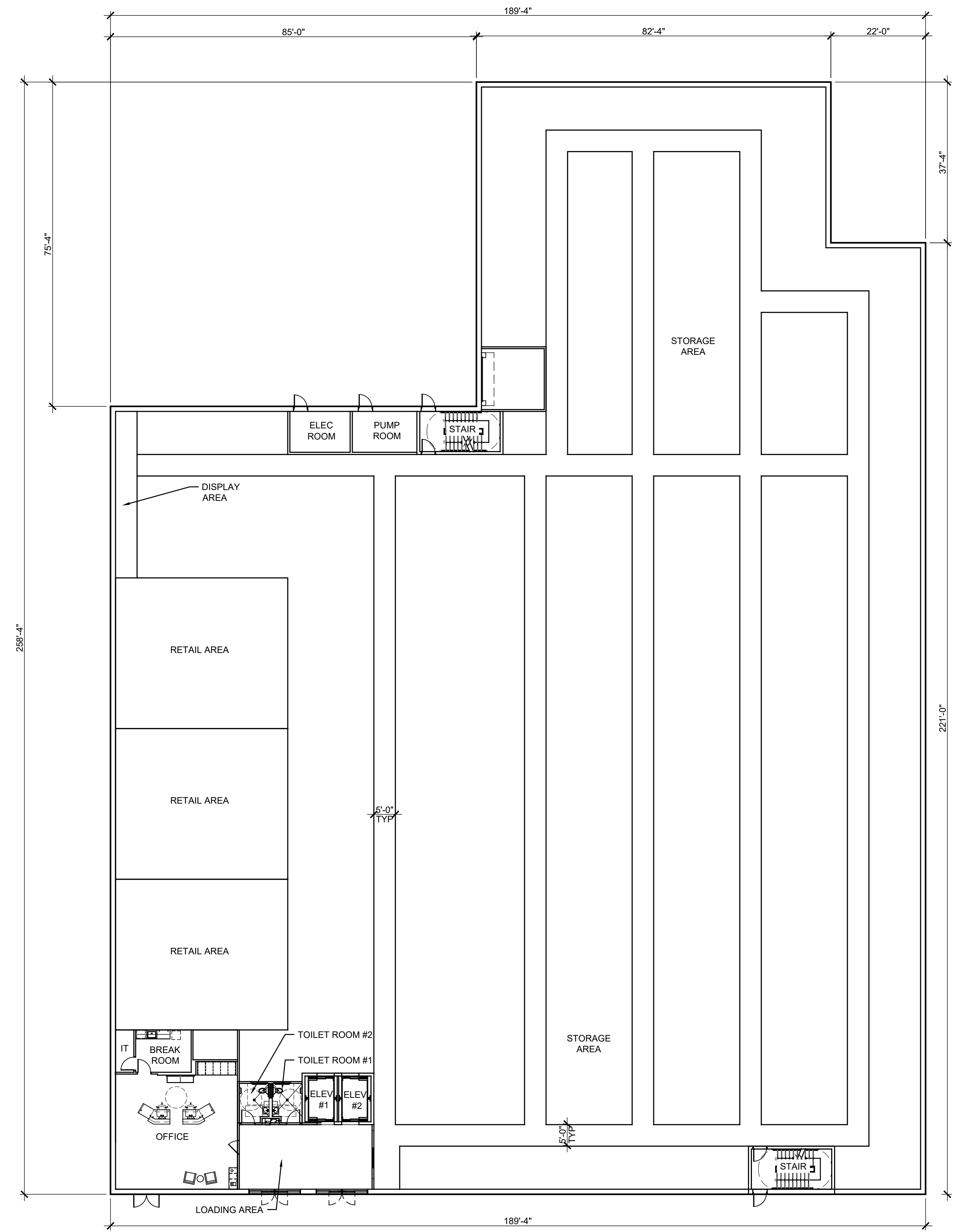
SURVEY

A0-00  
NORTH

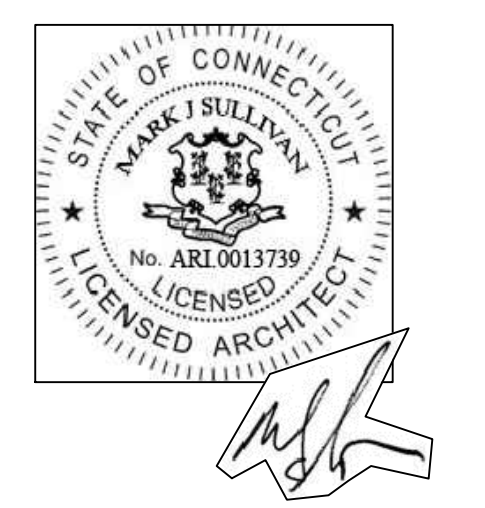
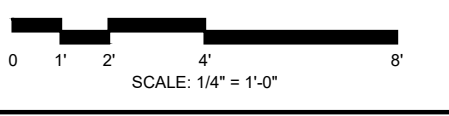




**2 PARTIAL CELLAR PLAN**  
SCALE: 1/16" = 1'-0"



**1 FIRST FLOOR PLAN**  
SCALE: 1/16" = 1'-0"



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QC BY: XX BY: XX

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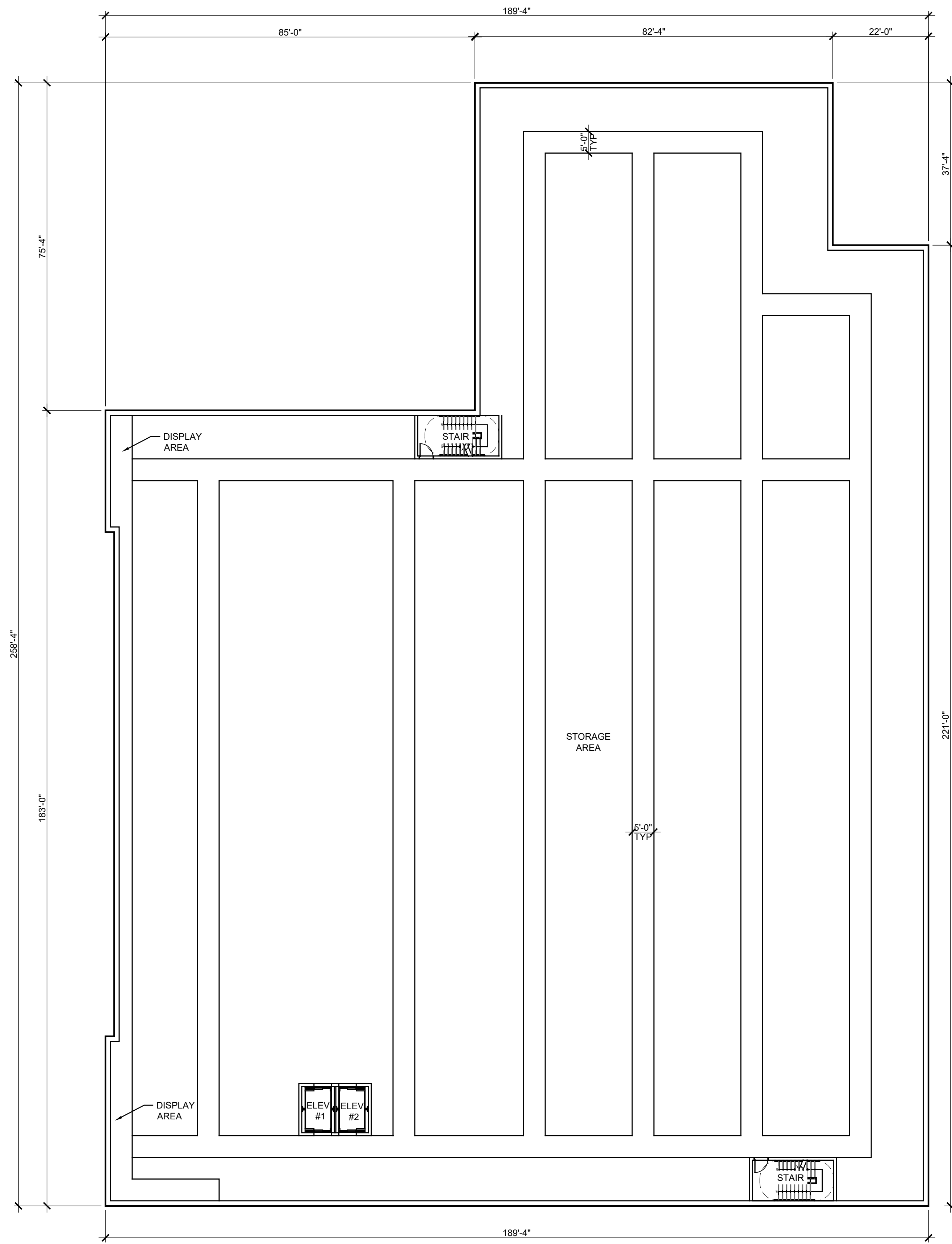
**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

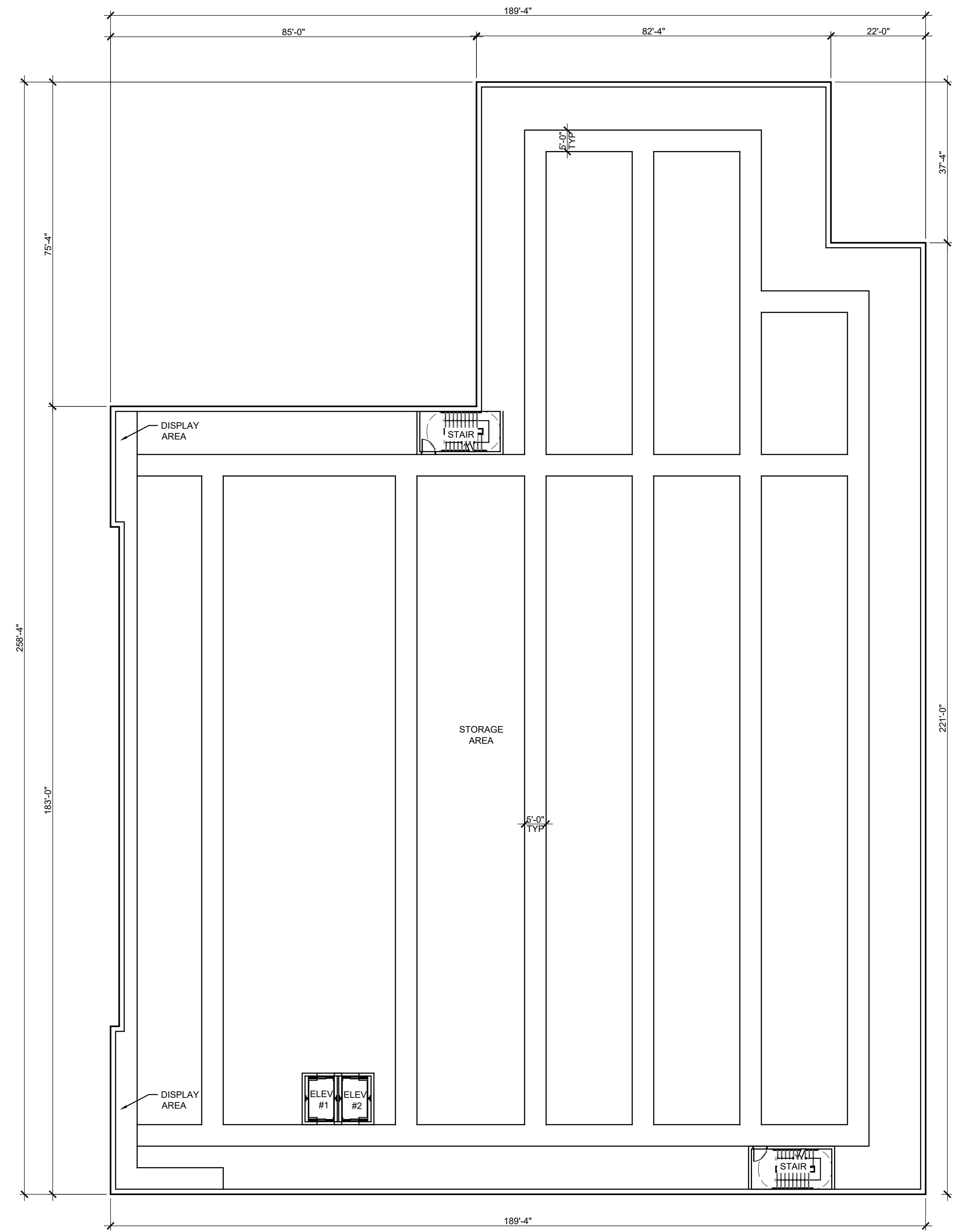
FIRST FLOOR PLAN AND PARTIAL CELLAR PLAN



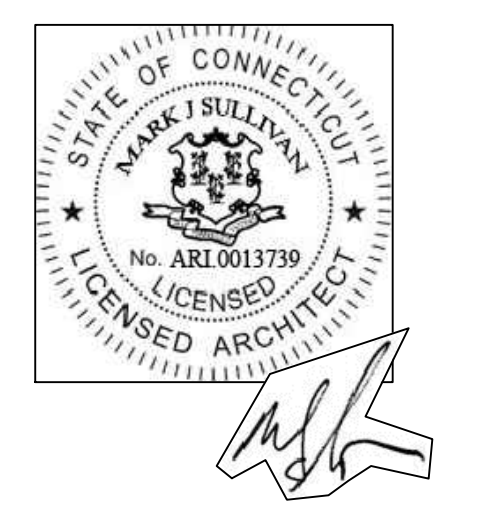
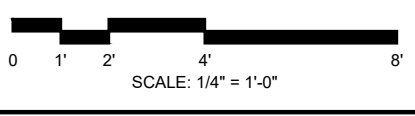
**A1-01**



**2** THIRD FLOOR PLAN  
SCALE: 1/16" = 1'-0"



**1** SECOND FLOOR PLAN  
SCALE: 1/16" = 1'-0"



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**2710  
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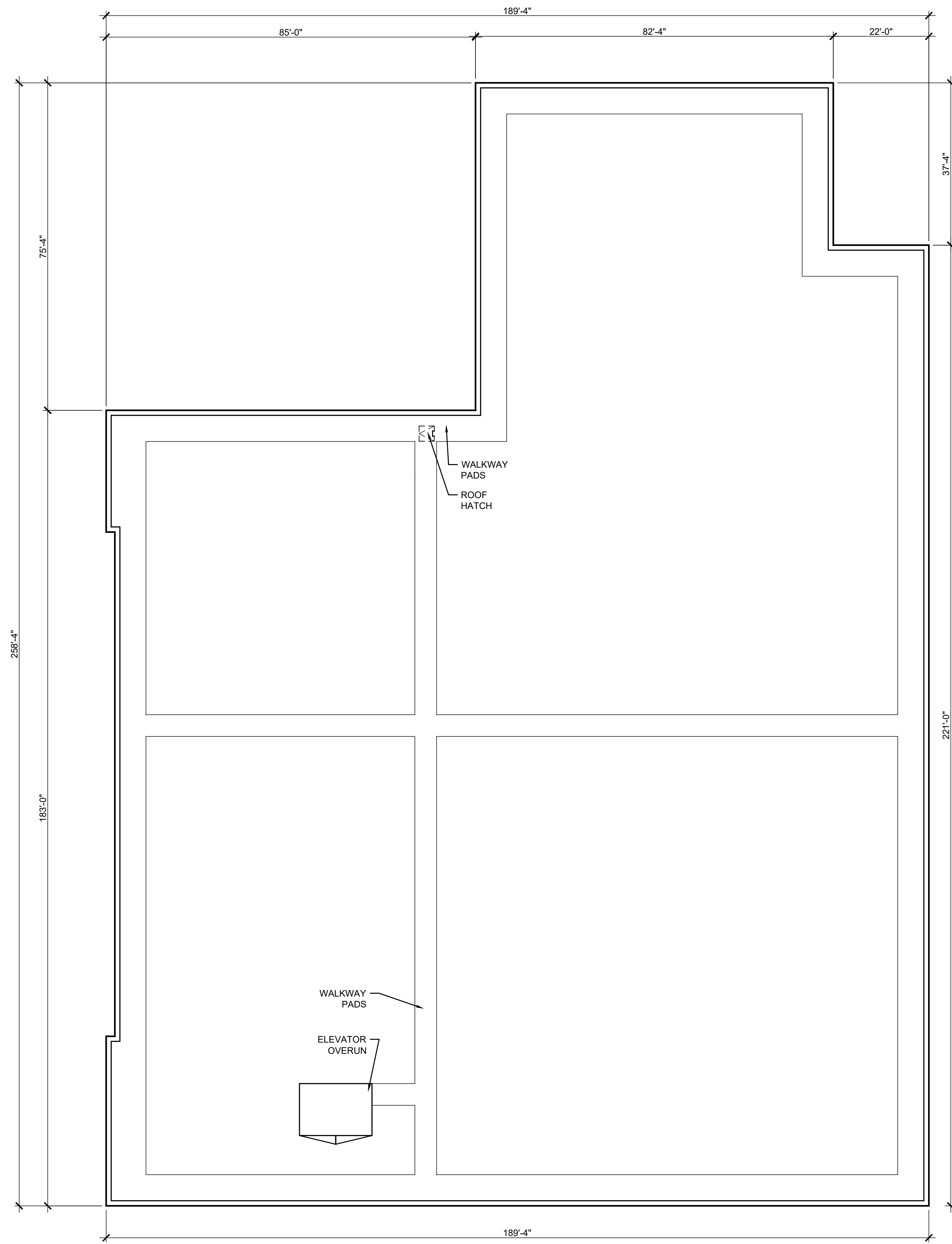
BRIDGEPORT, CONNECTICUT

SECOND AND THIRD  
FLOOR PLAN

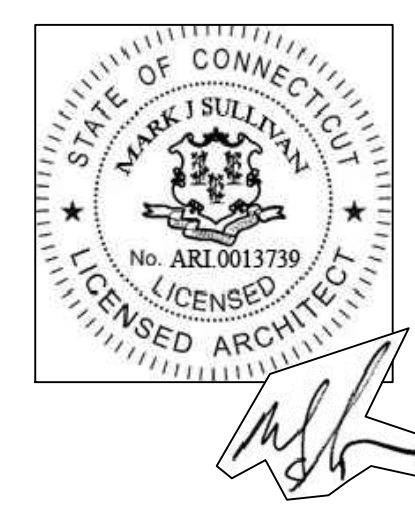
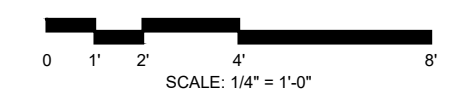


**A1-02**





**1 ROOF PLAN**  
SCALE: 1/16" = 1'-0"



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BRIDGEPORT, CONNECTICUT

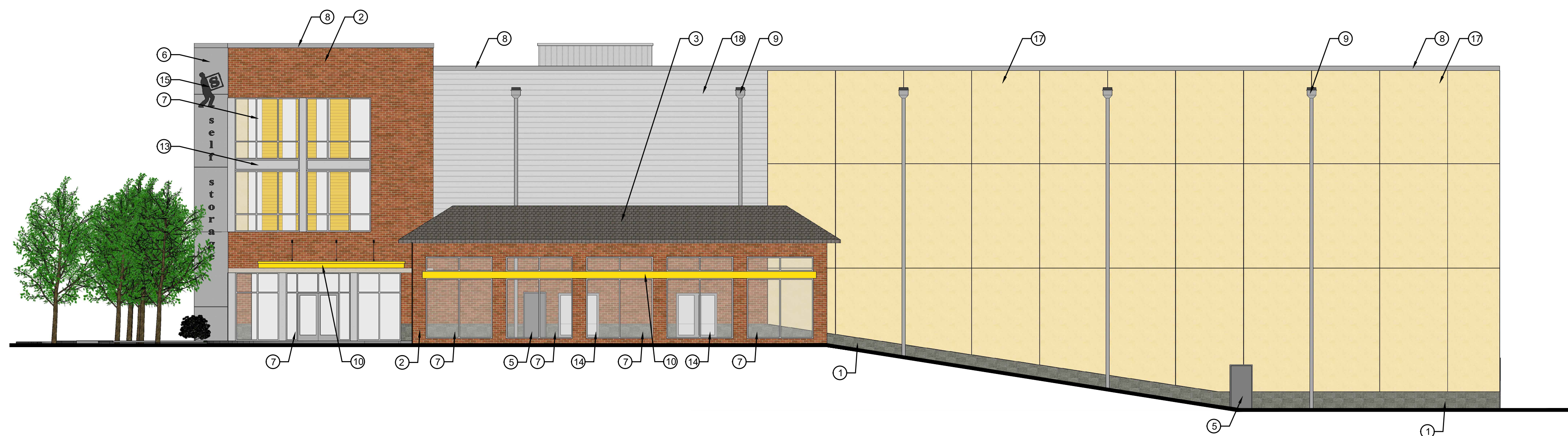
ROOF PLAN



**A1-03**



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



**1 EAST ELEVATION**  
SCALE: 3/32" = 1'-0"

- KEY NOTE MATERIAL LEGEND**  
NOTE: KEYED NOTES BELOW APPLY TO MULTIPLE SHEETS AND MAY NOT BE APPLICABLE TO THIS SHEET
- ① RENAISSANCE STONE BASE
  - ② UTILITY BRICK  
- COLOR: GLEN GERY WALNUT VELOUR
  - ③ SHINGLES  
- COLOR: ENGLISH GRAY
  - ④ RENAISSANCE STONE BAND
  - ⑤ METAL DOOR AND FRAME  
- COLOR TO MATCH BENJAMIN MOORE 'GULL WING GRAY', #2314-50
  - ⑥ ARCHITECTURAL SMOOTH METAL PANEL  
- COLOR: SILVER METALLIC
  - ⑦ STOREFRONT WINDOW SYSTEM  
- COLOR: CLEAR ANODIZED FINISH
  - ⑧ PRE-FINISHED ALUMINUM COPING  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑨ PRE-FINISHED ALUMINUM DOWNSPOUTS  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑩ PAINTED METAL CANOPY  
- COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑪ ROLL UP DOORS  
- COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑫ METAL TRIM  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑬ BRAKE METAL SPANDREL  
- COLOR TO MATCH STOREFRONT
  - ⑭ STANLEY SLIDING DOOR  
- COLOR: CLEAR ANODIZED FINISH
  - ⑮ SIGNAGE
  - ⑯ SIDING  
- COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑰ EFIS - 310 ESSENCE FINE SAND  
- COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑱ SIDING  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642

**COLOR LEGEND**

	PAVESTONE SHERWIN WILLIAMS SW 7642
	UTILITY BRICK GLEN-GARY WALNUT VELOUR
	GULL WING GRAY BENJAMIN MOORE 2314-50
	CLEAR ANODIZED FINISH
	CONFIDENT YELLOW SHERWIN WILLIAMS SW 6911
	LANTERN LIGHT SHERWIN WILLIAMS SW 6687

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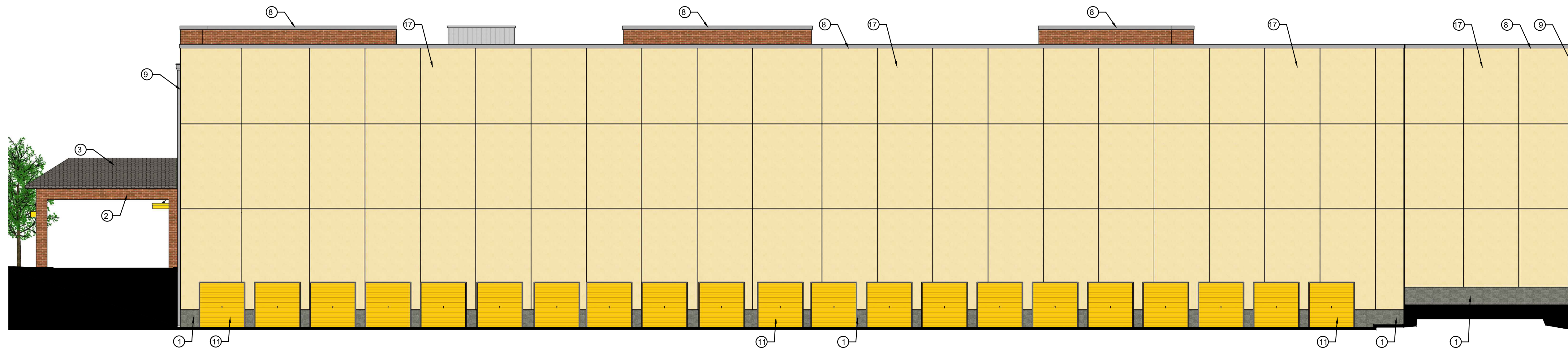
PROFESSIONAL DESIGN FIRM  
License Number: 184-001505  
Expiration Date: April 30, 2023

**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

ELEVATIONS

A2-01

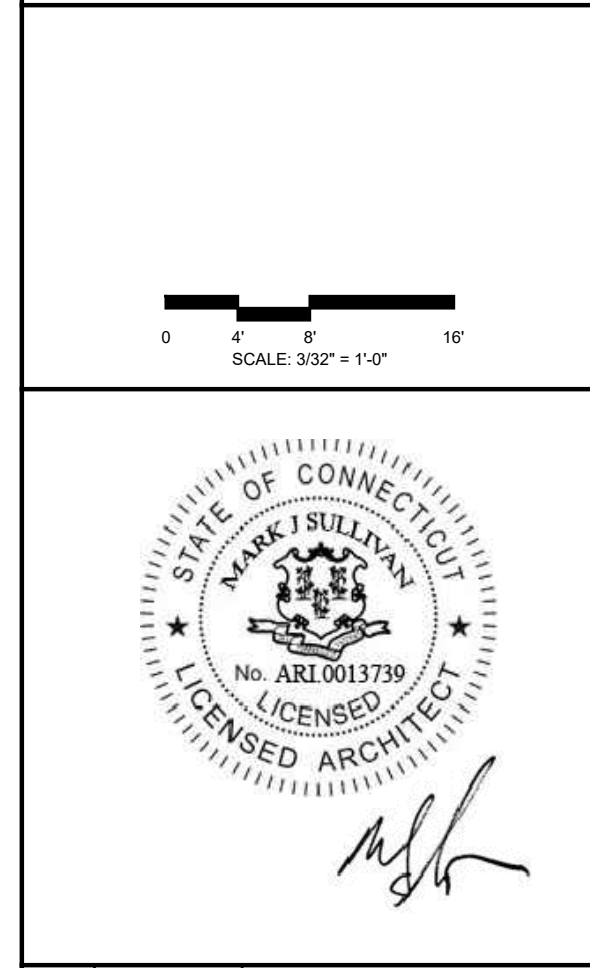
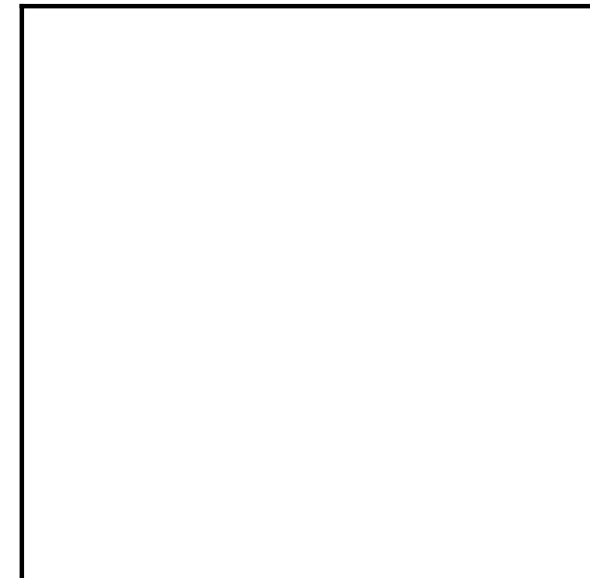


**2 SOUTH ELEVATION**  
SCALE: 3/32" = 1'-0"

- KEY NOTE MATERIAL LEGEND**  
NOTE: KEYED NOTES BELOW APPLY TO MULTIPLE SHEETS AND MAY NOT BE APPLICABLE TO THIS SHEET
- ① RENAISSANCE STONE BASE
  - ② UTILITY BRICK - COLOR: GLEN GERY WALNUT VELOUR
  - ③ SHINGLES - COLOR: ENGLISH GRAY
  - ④ RENAISSANCE STONE BAND
  - ⑤ METAL DOOR AND FRAME - COLOR TO MATCH BENJAMIN MOORE 'GULL WING GRAY', #2314-50
  - ⑥ ARCHITECTURAL SMOOTH METAL PANEL - COLOR: SILVER METALLIC
  - ⑦ STOREFRONT WINDOW SYSTEM - COLOR: CLEAR ANODIZED FINISH
  - ⑧ PRE-FINISHED ALUMINUM COPING - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑨ PRE-FINISHED ALUMINUM DOWNSPOUTS - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑩ PAINTED METAL CANOPY - COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑪ ROLL UP DOORS - COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑫ METAL TRIM - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑬ BRAKE METAL SPANDREL - COLOR TO MATCH STOREFRONT
  - ⑭ STANLEY SLIDING DOOR - COLOR: CLEAR ANODIZED FINISH
  - ⑮ SIGNAGE
  - ⑯ SIDING - COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑰ EFIS - 310 ESSENCE FINE SAND - COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑱ SIDING - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642

**COLOR LEGEND**

	PAVESTONE SHERWIN WILLIAMS SW 7642
	UTILITY BRICK GLEN-GARY WALNUT VELOUR
	GULL WING GRAY BENJAMIN MOORE 2314-50
	CLEAR ANODIZED FINISH
	CONFIDENT YELLOW SHERWIN WILLIAMS SW 6911
	LANTERN LIGHT SHERWIN WILLIAMS SW 6687



NO	DATE	ISSUE DESCRIPTION
4	07/28/22	CITY OF BRIDGEPORT - SUBMISSION
3	04/27/22	CITY OF BRIDGEPORT - SUBMISSION
2	03/07/22	CITY OF BRIDGEPORT - URBAN DESIGN REVIEW
1	01/28/22	CITY OF BRIDGEPORT - URBAN DESIGN REVIEW

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX	P.M.: XX
QC BY: XX	DRAWN BY: XX



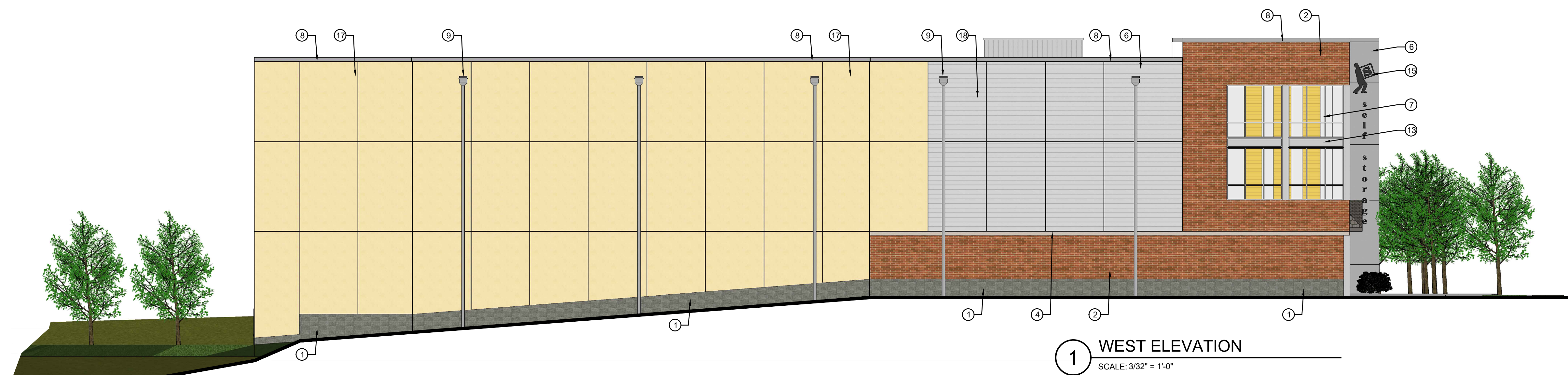
444 N MICHIGAN AVE  
SUITE 1850  
CHICAGO, IL 60611  
Ph 312.988.7412  
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**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

ELEVATIONS



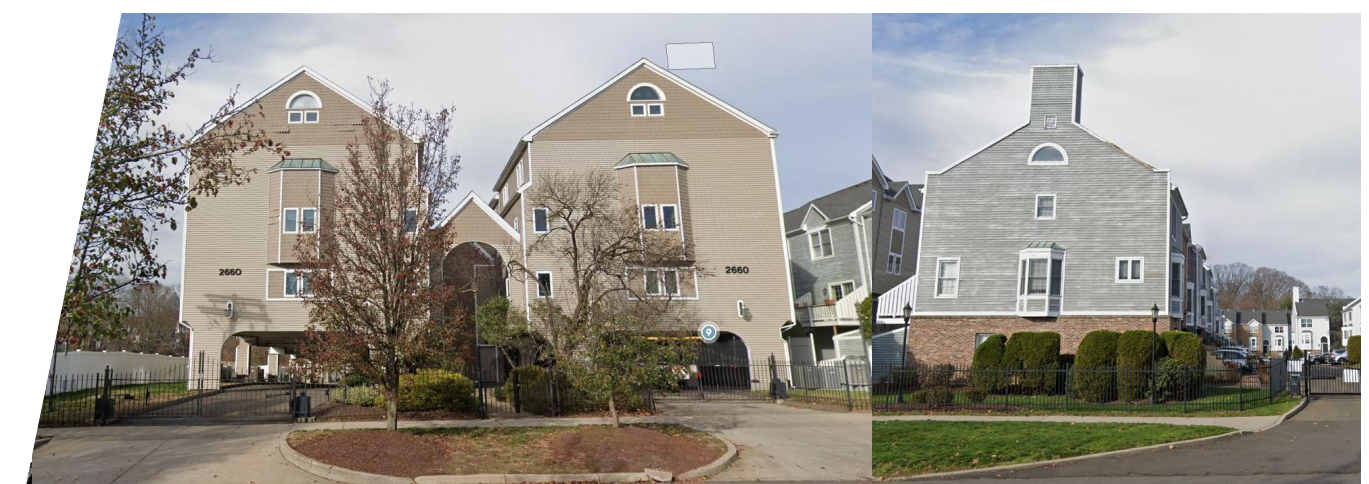
**1 WEST ELEVATION**  
SCALE: 3/32" = 1'-0"



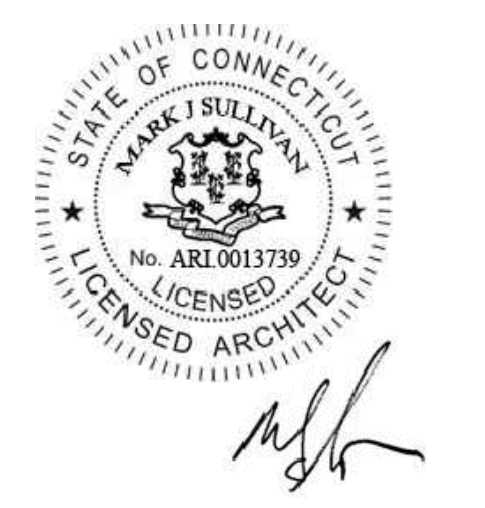
**3** LOOKING EAST ON NORTH AVENUE  
SCALE: N.T.S.



**2** LOOKING WEST ON NORTH AVENUE  
SCALE: N.T.S.



**1** STREET ELEVATIONS  
SCALE: N.T.S.



NO	DATE	ISSUE DESCRIPTION
4	07/28/22	CITY OF BRIDGEPORT - SUBMISSION
3	04/27/22	CITY OF BRIDGEPORT - SUBMISSION
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PRINCIPAL: XX P.M.: XX  
DRAWN: XX  
QC BY: XX BY: XX



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**2710  
NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

ELEVATIONS



NO	DATE	ISSUE DESCRIPTION
4	07/28/22	CITY OF BRIDGEPORT - SUBMISSION
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THESE DRAWINGS MAY HAVE BEEN REPRODUCED AT A SIZE DIFFERENT FROM ORIGINALLY DRAWN. OWNER AND ARCHITECT ASSUME NO RESPONSIBILITY FOR USE OF INCORRECT SCALE.

CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX P.M. XX  
 QC BY: XX DRAWN BY: XX



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 SUITE 1850  
 CHICAGO, IL 60611  
 Ph 312.988.7412  
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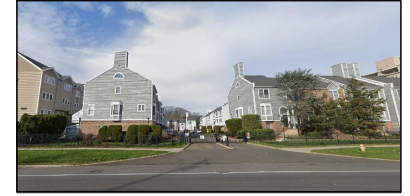
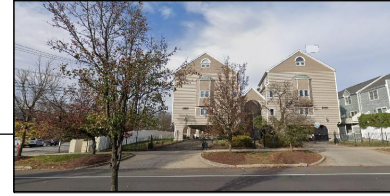
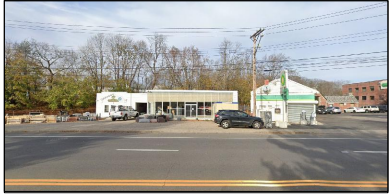
PROFESSIONAL DESIGN FIRM  
 License Number: 184-001505  
 Expiration Date: April 30, 2023

2710  
 NORTH AVENUE

BRIDGEPORT, CONNECTICUT

RENDERING

A2-04



8 2765 NORTH AVE  
SCALE: NTS

7 2750 NORTH AVE  
SCALE: NTS

6 2660 NORTH AVE  
SCALE: NTS

5 2612 NORTH AVE  
SCALE: NTS

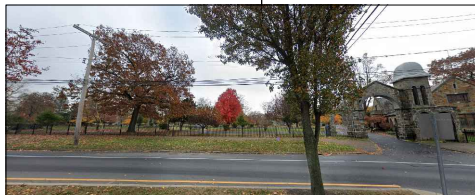
TO LEFT

TO RIGHT



4 2710 NORTH AVE - PROJECT SITE  
SCALE: NTS

ACROSS STREET



3 2767 NORTH AVE  
SCALE: NTS

2 2766 NORTH AVE  
SCALE: NTS

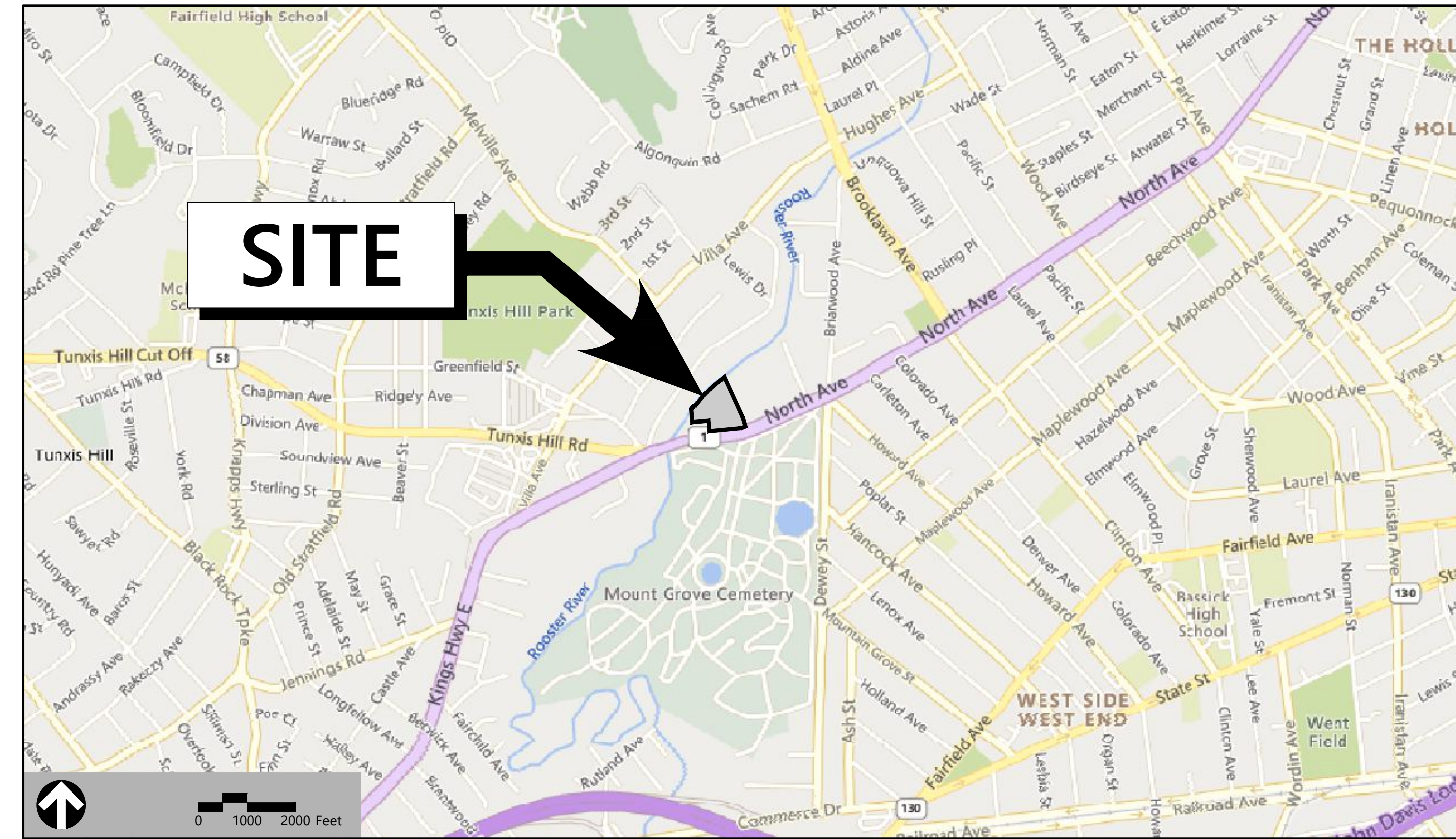
1 2765 NORTH AVE  
SCALE: NTS

# Site Plans

Issued for     Permitting  
 Date Issued    April 28, 2022  
 Latest Issue    July 28, 2022

## New Safeguard Self Storage

2710 North Avenue  
 Bridgeport, Connecticut



Engineering, Surveying,  
 Landscape Architecture  
 and Geology, PC  
 50 Main Street  
 Suite 360  
 White Plains, NY 10606  
 914.467.6600

**Architect**  
 SGW Architecture & Design  
 79 Madison Avenue  
 8th Floor  
 New York, NY 10016  
 312.758.0360

### Owner

2710 North Associates  
 2710 North Avenue  
 Bridgeport, CT 06604

### Applicant

Safeguard Properties II, LLC  
 1522 Old Country Road  
 Plainview, NY 11803

### Assessor's Map:

Map 32 Block 1301 Lots 1A, 1B, & 2

### Sheet Index

No.	Drawing Title	Latest Issue
C1.01	Legend and General Notes	July 28, 2022
C2.01	Layout and Materials Plan	July 28, 2022
C3.01	Grading and Drainage Plan	July 28, 2022
C4.01	Utility Plan	July 28, 2022
C5.01	Erosion and Sediment Control Plan	July 28, 2022
C6.01	Site Details 1	July 28, 2022
C6.02	Site Details 2	July 28, 2022
C6.03	Site Details 3	July 28, 2022
L1.01	Planting Plan	July 28, 2022
L2.01	Planting Details	July 28, 2022

### Reference Drawings

No.	Drawing Title	Latest Issue
Sv-1	ALTA/NSPS, Land Title Survey, Property Survey & Topographic Survey	October 27, 2021





Engineering, Surveying, Landscape Architecture and Geology, PC
50 Main Street
Suite 360
White Plains, NY 10606
914.467.6600

Legend

Legend table with columns: Exist., Prop., Description, Exist., Prop., Description. Includes symbols for property lines, easements, curbs, manholes, fences, and guardrails.

Match Line
See Sheet C1.01

Abbreviations

Abbreviations table with columns: General, Description. Lists abbreviations for materials like concrete, steel, and various site features like catch basins and manholes.

Notes

- General
1. CONTRACTOR SHALL NOTIFY "CALL BEFORE YOU DIG, INC." (811 OR 1-800-922-4455) AT LEAST 72 HOURS BEFORE EXCAVATING.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
...
10. ALL DRAINAGE AND SANITARY STRUCTURE INTERIOR DIAMETERS (4" MIN) SHALL BE DETERMINED BY THE MANUFACTURER BASED ON THE PIPE CONFIGURATIONS SHOWN ON THESE PLANS AND LOCAL MUNICIPAL STANDARDS.

Layout and Materials

- 1. DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, AND CENTER LINE OF PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
2. CURB RADII ARE 5 FEET UNLESS OTHERWISE NOTED.
3. CURBING SHALL BE CONCRETE CURB (CC) WITHIN THE SITE UNLESS OTHERWISE INDICATED ON THE PLANS.
...
6. PRIOR TO START OF CONSTRUCTION, CONTRACTOR SHALL VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLETS TO ASSURE PROPER TRANSITIONS BETWEEN EXISTING AND PROPOSED FACILITIES.

Demolition

- 1. CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING MANMADE SURFACE FEATURES WITHIN THE LIMIT OF WORK INCLUDING BUILDINGS, STRUCTURES, PAVEMENTS, SLABS, CURBING, FENCES, UTILITY POLES, SIGNS, ETC. UNLESS INDICATED OTHERWISE ON THE DRAWINGS. REMOVE AND DISPOSE OF EXISTING UTILITIES, FOUNDATIONS AND UNSUITABLE MATERIAL BENEATH AND FOR A DISTANCE OF 10 FEET BEYOND THE PROPOSED BUILDING FOOTPRINT INCLUDING EXTERIOR COLUMNS.
2. EXISTING UTILITIES SHALL BE TERMINATED, UNLESS OTHERWISE NOTED, IN CONFORMANCE WITH LOCAL, STATE AND INDIVIDUAL UTILITY COMPANY STANDARD SPECIFICATIONS AND DETAILS. THE CONTRACTOR SHALL COORDINATE UTILITY SERVICE DISCONNECTS WITH THE UTILITY REPRESENTATIVES.
...
5. UNLESS OTHERWISE SPECIFICALLY PROVIDED ON THE PLANS OR IN THE SPECIFICATIONS, THE ENGINEER HAS NOT PREPARED DESIGNS FOR AND SHALL HAVE NO RESPONSIBILITY FOR THE PRESENCE OF DISCOVERY, REMOVAL, ABATEMENT OR DISPOSAL OF HAZARDOUS MATERIALS, TOXIC WASTES OR POLLUTANTS AT THE PROJECT SITE.

Erosion Control

- 1. PRIOR TO STARTING ANY OTHER WORK ON THE SITE, THE CONTRACTOR SHALL NOTIFY APPROPRIATE AGENCIES AND SHALL INSTALL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS IDENTIFIED IN FEDERAL, STATE, AND LOCAL APPROVAL DOCUMENTS PERTAINING TO THIS PROJECT.
2. CONTRACTOR SHALL INSPECT AND MAINTAIN EROSION CONTROL MEASURES ON A WEEKLY BASIS (MINIMUM) OR AS REQUIRED PER THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE CONTRACTOR SHALL ADDRESS DEFICIENCIES AND MAINTENANCE ITEMS WITHIN TWENTY-FOUR HOURS OF INSPECTION. CONTRACTOR SHALL PROPERLY DISPOSE OF SEDIMENT SUCH THAT IT DOES NOT ENCUMBER OTHER DRAINAGE STRUCTURES AND PROTECTED AREAS.
...
5. UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER, CONTRACTOR SHALL REMOVE AND DISPOSE OF EROSION CONTROL MEASURES AND CLEAN SEDIMENT AND DEBRIS FROM ENTIRE DRAINAGE AND SEWER SYSTEMS.

Existing Conditions Information

- 1. BASE PLAN: THE PROPERTY LINES SHOWN WERE DETERMINED BY AN ACTUAL FIELD SURVEY CONDUCTED BY VHB, AND FROM PLANS OF RECORD. THE TOPOGRAPHY AND PHYSICAL FEATURES ARE BASED ON AN ACTUAL FIELD SURVEY PERFORMED ON THE GROUND BY VHB, DURING OCTOBER 2021.
2. TOPOGRAPHY: ELEVATIONS ARE BASED ON NAVD88.
3. GEOTECHNICAL DATA INCLUDING TEST PIT AND BORING LOCATIONS AND ELEVATIONS WERE OBTAINED FROM TBD.

Document Use

- 1. THESE PLANS AND CORRESPONDING CADD DOCUMENTS ARE INSTRUMENTS OF PROFESSIONAL SERVICE, AND SHALL NOT BE USED, IN WHOLE OR IN PART, FOR ANY PURPOSE OTHER THAN FOR WHICH IT WAS CREATED WITHOUT THE EXPRESSED, WRITTEN CONSENT OF VHB. ANY UNAUTHORIZED USE, REUSE, MODIFICATION OR ALTERATION, INCLUDING AUTOMATED CONVERSION OF THIS DOCUMENT SHALL BE AT THE USER'S SOLE RISK WITHOUT LIABILITY OR LEGAL EXPOSURE TO VHB.
2. CONTRACTOR SHALL NOT RELY SOLELY ON ELECTRONIC VERSIONS OF PLANS, SPECIFICATIONS, AND DATA FILES THAT ARE OBTAINED FROM THE DESIGNERS, BUT SHALL VERIFY LOCATION OF PROJECT FEATURES IN ACCORDANCE WITH THE PAPER COPIES OF THE PLANS AND SPECIFICATIONS THAT ARE SUPPLIED AS PART OF THE CONTRACT DOCUMENTS.
...
3. SYMBOLS AND LEGENDS OF PROJECT FEATURES ARE GRAPHIC REPRESENTATIONS AND ARE NOT NECESSARILY SCALED TO THEIR ACTUAL DIMENSIONS OR LOCATIONS ON THE DRAWINGS. THE CONTRACTOR SHALL REFER TO THE DETAIL SHEET DIMENSIONS, MANUFACTURERS' LITERATURE, SHOP DRAWINGS AND FIELD MEASUREMENTS OF SUPPLIED PRODUCTS FOR LAYOUT OF THE PROJECT FEATURES.

New Safeguard Self Storage

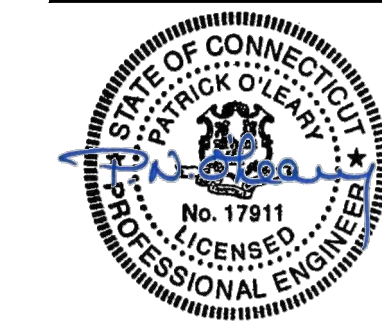
2710 North Avenue
Bridgeport, Connecticut

Revision table with columns: No., Revision, Date, Apprd. Includes entries for PERMITTING and CITY COMMENTS.

Designed by: JML Checked by: PNO
Issued for: Permitted Date: April 28, 2022

Not Approved for Construction

Legend, Abbreviations and General Notes
Drawing Title
Drawing Number
C1.00
Sheet 1 of 10



Sheet 1 of 10





Engineering, Surveying,  
Landscape Architecture  
and Geology, PC  
50 Main Street  
Suite 360  
White Plains, NY 10606  
914.467.6600

### Zoning Summary Chart

Existing Zoning District(S):	Mixed-Use Centers (MX2), Neighborhood Mix 2 (NX2)
Proposed Zoning District(S):	Mixed-Use Centers (MX2) <sup>1</sup>
Proposed Building Type(S):	Commercial Center
Proposed Use(S):	Retail, Self-Service Storage <sup>2</sup>
Zoning Regulation Requirements	Required*      Provided
LOT AREA	-                      2.66 Acres
PRIMARY STREETWALL	62% Min.            62.1%
PRIMARY STREET BUILD-TO-ZONE	5 Min. / 20 Feet Max.    5 Feet
SIDE SETBACK	5 Feet Min. <sup>3</sup> 12.98 Feet
REAR SETBACK	5 Feet Min.            58.39 Feet
SITE COVERAGE	80% Max.            64.7%
DRIVEWAY ACCESS WIDTH	30 Feet <sup>4</sup> 30 Feet
SURFACE PARKING LOCATION	Rear Yard, Internal Yard, Side Yard        Rear Yard, Limited Side Yard
PARKING SIDE/REAR SETBACK	5 Feet Min.            7.98 Feet
HEIGHT	1 Story Min. / 3 Story Max.            3 Stories
GROUND STORY HEIGHT	12 Feet Min. / 14 Feet Max.            12.00 Feet
UPPER STORY HEIGHT	9 Feet Min. / 14 Feet Max.            10.67 Feet

\* Zoning regulation requirements as specified in 'Bridgeport Zoning Regulations' dated November 29, 2021.  
<sup>1</sup> LOT 2 IS CURRENTLY ZONED NEIGHBORHOOD MIX 2 (NX2) AND IS PROPOSED TO BE CHANGED TO MIXED-USE CENTERS (MX2).  
<sup>2</sup> SPECIAL PERMIT REQUIRED FOR SELF-SERVICE STORAGE FACILITY USE.  
<sup>3</sup> 5 FEET MIN. WHEN ADJACENT TO OTHER BUILDING TYPE.  
<sup>4</sup> PER THE ENGINEERING DEPARTMENT IN LIEU OF TWO CURB CUTS AT 22 FEET PER ZONING CODE, ONE CURB CUT AT 30 FEET IS ALLOWED. DRIVEWAY WIDTH MEASURED AT SIDEWALK.

### Parking Summary Chart

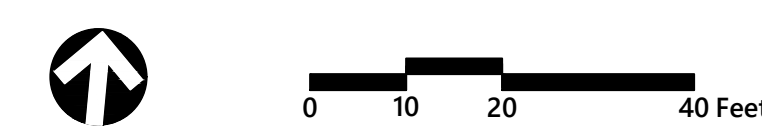
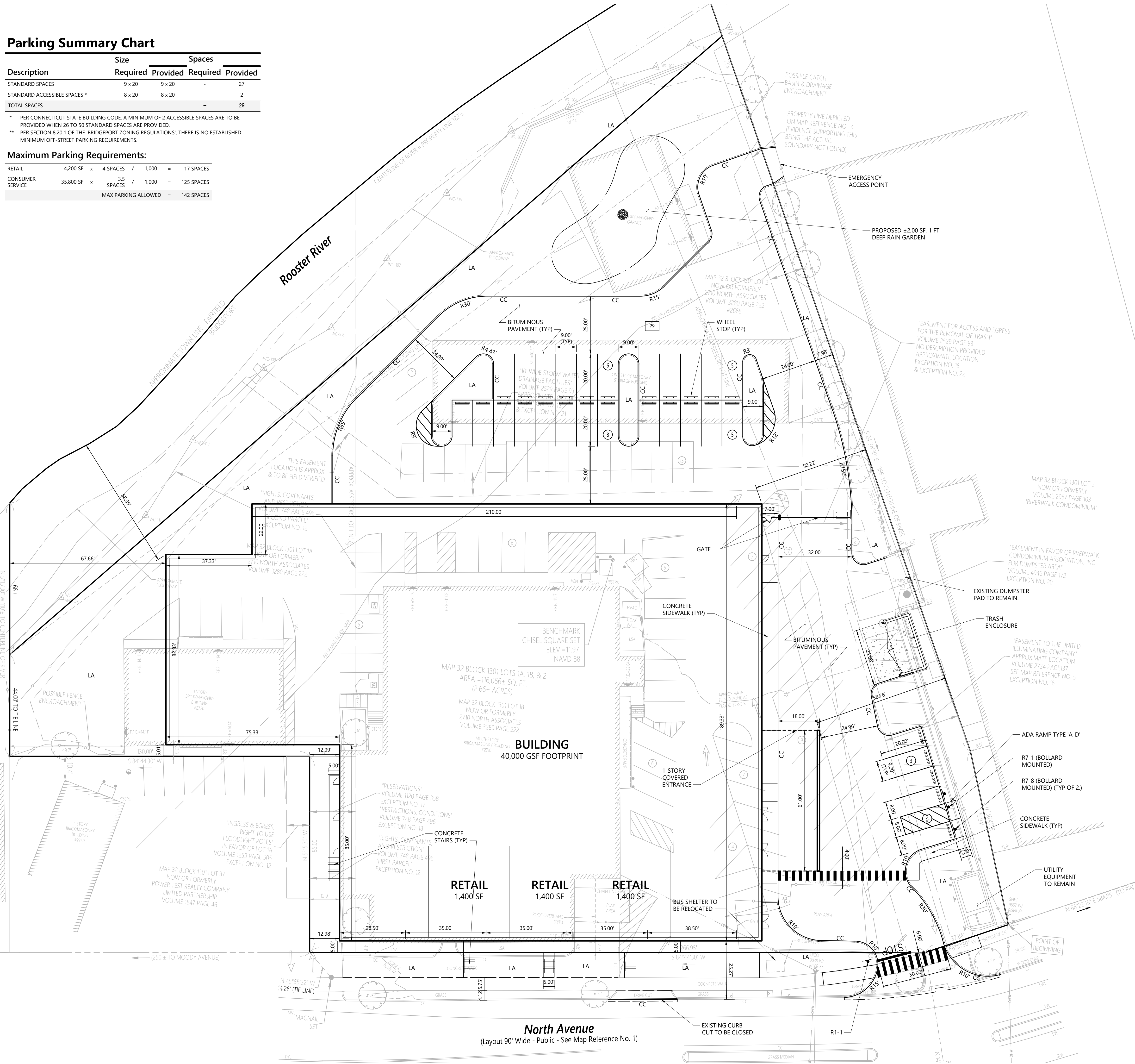
Description	Size		Spaces	
	Required	Provided	Required	Provided
STANDARD SPACES	9 x 20	9 x 20	-	27
STANDARD ACCESSIBLE SPACES *	8 x 20	8 x 20	-	2
TOTAL SPACES				29

### Maximum Parking Requirements:

RETAIL	4,200 SF	x	4 SPACES / 1,000	=	17 SPACES
CONSUMER SERVICE	35,800 SF	x	3.5 SPACES / 1,000	=	125 SPACES
			MAX. PARKING ALLOWED	=	142 SPACES

### Sign Summary

M.U.T.C.D. Number	Specification Width	Specification Height	Desc.
R1-1	30"	30"	
R7-1	12"	18"	
R7-8	12"	18"	



**New Safeguard Self Storage**  
 2710 North Avenue  
 Bridgeport, Connecticut

No.	Revision	Date	App'd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

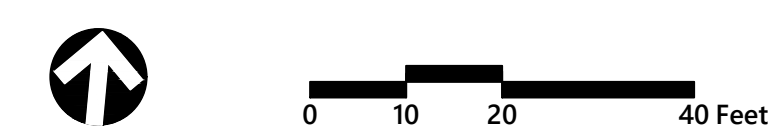
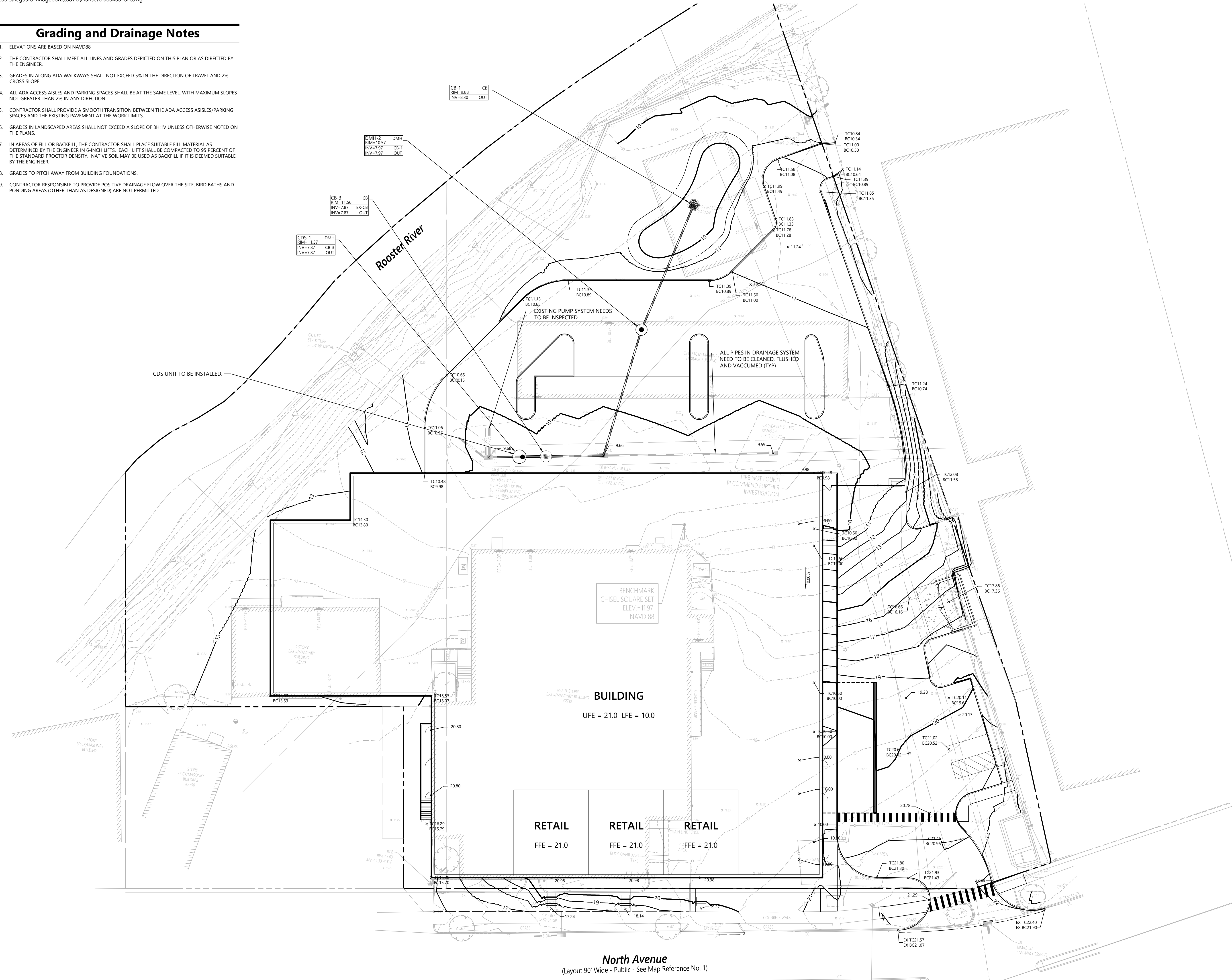
Designed by: JML      Checked by: PNO  
 Issued for: Permitting      Date: April 28, 2022

Not Approved for Construction  
 Drawing Title: **Layout and Material Plan**  
 Drawing Number: C2.01

Sheet 2 of 10  
 Project Number: 20804.00

### Grading and Drainage Notes

- ELEVATIONS ARE BASED ON NAVD88
- THE CONTRACTOR SHALL MEET ALL LINES AND GRADES DEPICTED ON THIS PLAN OR AS DIRECTED BY THE ENGINEER.
- GRADES IN ALONG ADA WALKWAYS SHALL NOT EXCEED 5% IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
- ALL ADA ACCESS AISLES AND PARKING SPACES SHALL BE AT THE SAME LEVEL, WITH MAXIMUM SLOPES NOT GREATER THAN 2% IN ANY DIRECTION.
- CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION BETWEEN THE ADA ACCESS AISLES/PARKING SPACES AND THE EXISTING PAVEMENT AT THE WORK LIMITS.
- GRADES IN LANDSCAPED AREAS SHALL NOT EXCEED A SLOPE OF 3H:1V UNLESS OTHERWISE NOTED ON THE PLANS.
- IN AREAS OF FILL OR BACKFILL, THE CONTRACTOR SHALL PLACE SUITABLE FILL MATERIAL AS DETERMINED BY THE ENGINEER IN 6-INCH LIFTS. EACH LIFT SHALL BE COMPACTED TO 95 PERCENT OF THE STANDARD PROCTOR DENSITY. NATIVE SOIL MAY BE USED AS BACKFILL IF IT IS DEEMED SUITABLE BY THE ENGINEER.
- GRADES TO PITCH AWAY FROM BUILDING FOUNDATIONS.
- CONTRACTOR RESPONSIBLE TO PROVIDE POSITIVE DRAINAGE FLOW OVER THE SITE. BIRD BATHS AND PONDING AREAS (OTHER THAN AS DESIGNED) ARE NOT PERMITTED.




**New Safeguard Self Storage**  
2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	App'd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: \_\_\_\_\_ Checked by: \_\_\_\_\_  
Issued for: **Permitting** Date: **April 28, 2022**

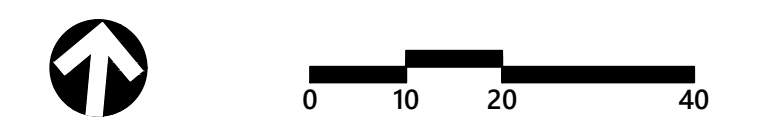
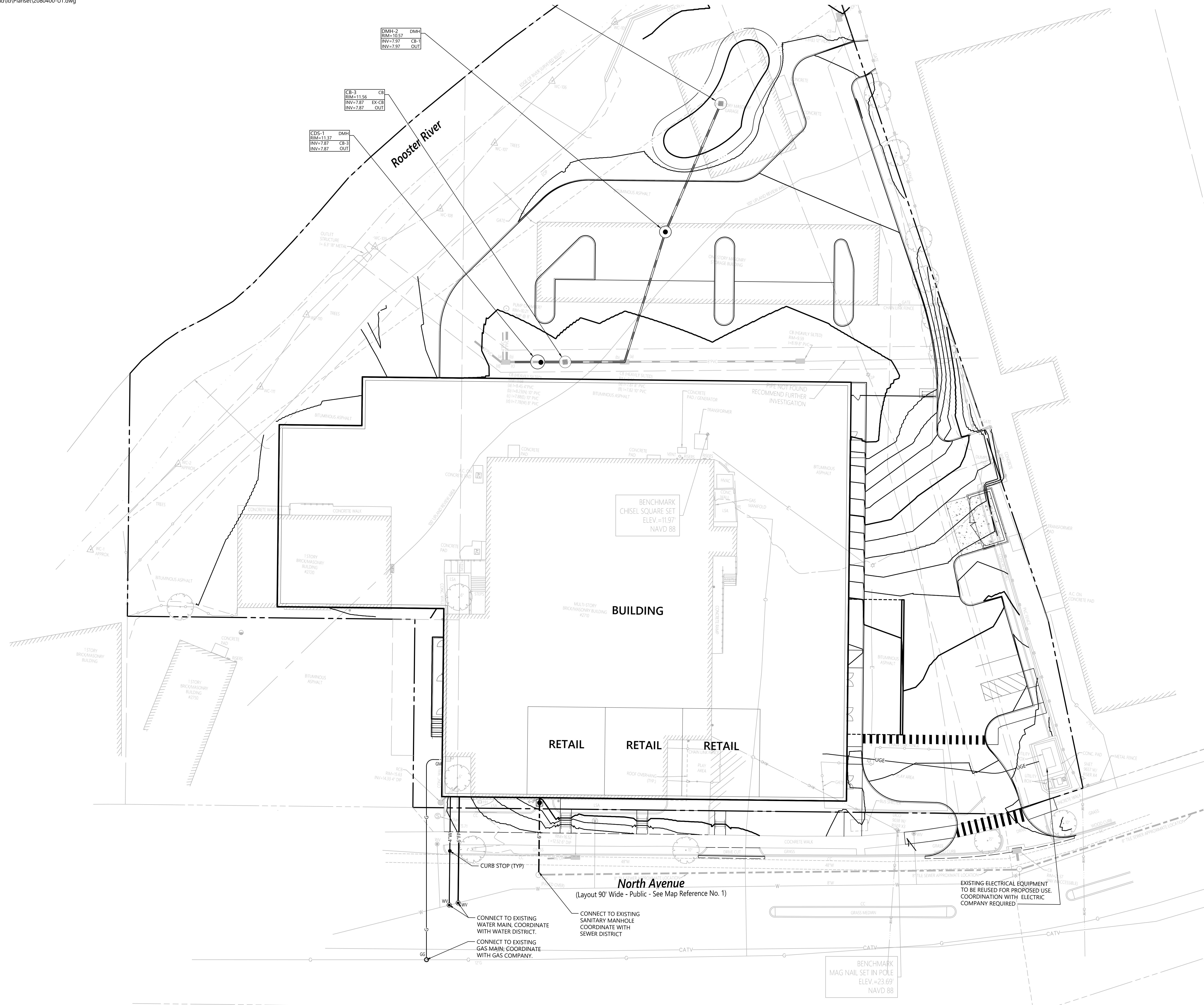
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Drawing Title: **Grading and Drainage Plan**



Drawing Number  
**C3.01**

Saved Saturday, July 2, 2022 12:24:48 PM. ILEGOFF Plotted Thursday, July 28, 2022 9:50:57 AM. Julien Le Goff

**North Avenue**  
(Layout 90' Wide - Public - See Map Reference No. 1)



### New Safeguard Self Storage

2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appvd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: **JML** Checked by: **PNO**  
 Issued for: **Permitting** Date: **April 28, 2022**

Not Approved for Construction  
 Drawing Title: **Utility Plan**



Drawing Number  
**C4.01**  
 Sheet **4** of **10**

### Temporary Erosion and Sedimentation Control Maintenance (throughout construction):

THE SITE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING EACH CONTROL SHOWN ON THE SEDIMENTATION AND EROSION CONTROL PLAN.

PRIOR TO STARTING ANY OTHER WORK ON THE SITE, THE CONTRACTOR SHALL NOTIFY APPROPRIATE AGENCIES AND SHALL INSTALL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS IDENTIFIED IN FEDERAL, STATE, AND LOCAL APPROVAL DOCUMENTS PERTAINING TO THIS PROJECT.

THE SITE CONTRACTOR WILL INSPECT ALL SEDIMENT AND EROSION CONTROL STRUCTURES AT LEAST ONCE A WEEK AND WITHIN 24 HOURS OF A RAINFALL EVENT TO DETERMINE THE CONDITIONS OF THE BASINS DURING CONSTRUCTION, IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). CLEAN OUT SEDIMENT BASINS WHEN ACCUMULATION REACHES 12". SEDIMENT LEVELS SHALL BE MARKED WITHIN THE SEDIMENT STORAGE AREA BY STAKES. DO NOT ALLOW ACCUMULATED SEDIMENTS TO FLUSH INTO WETLAND AREAS.

SILT SHALL BE REMOVED FROM BEHIND BARRIERS IF GREATER THAN 6-INCHES DEEP OR AS NEEDED.

DAMAGED OR DETERIORATED ITEMS WILL BE REPAIRED IMMEDIATELY AFTER IDENTIFICATION.

THE UNDERSIDE OF STRAW BALES SHOULD BE KEPT IN CLOSE CONTACT WITH THE EARTH AND RESET AS NECESSARY.

SEDIMENT THAT IS COLLECTED IN STRUCTURES SHALL BE DISPOSED OF PROPERLY AND COVERED IF STORED ON-SITE.

EROSION CONTROL STRUCTURES SHALL REMAIN IN PLACE UNTIL ALL DISTURBED EARTH HAS BEEN SECURELY STABILIZED. AFTER REMOVAL OF STRUCTURES, DISTURBED AREAS SHALL BE REGRADED AND STABILIZED AS SOON AS PRACTICAL.

MAINTAIN THE CONSTRUCTION ENTRANCE IN A CONDITION WHICH WILL PREVENT TRACKING AND WASHING OF SEDIMENTS ONTO PAVED SURFACES.

CONTRACTOR SHALL PERFORM CONSTRUCTION SEQUENCING SUCH THAT EARTH MATERIALS ARE EXPOSED FOR A MINIMUM OF TIME BEFORE THEY ARE COVERED, SEED, OR OTHERWISE STABILIZED TO PREVENT EROSION.

### Site Sediment and Erosion Narrative:

THE PROPOSED PROJECT CONSISTS OF CONSTRUCTING 4 RESIDENTIAL BUILDINGS AND A CLUBHOUSE, WITH ASSOCIATED PARKING, AMENITIES, DRIVEWAYS AND UNDERGROUND UTILITIES.

THE APPROXIMATELY ±8.4 ACRE SITE WILL BE DEVELOPED IN A SINGLE PHASE PROJECT, APPROXIMATELY ±7.1 ACRES WILL BE DISTURBED DURING CONSTRUCTION.

TO CONTROL SEDIMENT EROSION DURING EARTH FILLING OPERATIONS, THE CONTRACTOR SHALL EMPLOY TECHNIQUES OUTLINED IN THE CONSTRUCTION SEQUENCE AND EROSION CONTROL NOTES TO ENSURE THAT EROSION DOES NOT OCCUR AND THAT SEDIMENT IS NOT TRANSPORTED OFF.

THE EARTHWORK IS PLANNED TO START MAY 2023 AND ANTICIPATED TO BE COMPLETED SEPTEMBER 2023.

THE EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.

REFER TO THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND DRAINAGE/STORMWATER MANAGEMENT REPORT FOR MORE INFORMATION.

### Construction Sequence:

1. THE SITE CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT SEDIMENTATION SHALL NOT AFFECT ROADS/HIGHWAYS AND THEIR DRAINAGE SYSTEM, NEIGHBORING PROPERTIES, AND REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT. PRIOR TO CONSTRUCTION, THE APPLICANT SHALL PROVIDE THE CITY OF SHELTON WITH THE NAME FOR THE 24 HOUR CONTACT.
2. CONTRACTOR SHALL ADHERE TO CONNECTICUT GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
3. FLAG THE LIMITS OF CONSTRUCTION NECESSARY TO FACILITATE THE PRE-CONSTRUCTION MEETING.
4. HOLD PRE-CONSTRUCTION MEETING. (REMEMBER TO CALL "CALL BEFORE YOU DIG, INC." 1-800-922-4455 OR 811).
5. NOTIFY THE CITY OF SHELTON AGENT, ZONING ENFORCEMENT OFFICER AND ENGINEERING DEPARTMENT, 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.
6. INSTALL STABILIZED VEHICLE CONSTRUCTION EXIT.
7. INSTALL AND STABILIZE SPINE ROAD FOR USE DURING CONSTRUCTION.
8. PRIOR TO INSTALLING SURFACE WATER CONTROLS, SUCH AS TEMPORARY DIVERSION SWALES, INSPECT EXISTING CONDITIONS TO ENSURE DISCHARGE CONDITIONS ARE STABLE. IF NOT STABLE, REVIEW DISCHARGE LOCATIONS WITH THE DESIGN ENGINEER AND IMPLEMENT ADDITIONAL STABILIZATION MEASURES PRIOR TO INSTALLING SURFACE WATER CONTROLS.
9. INSTALL EROSION AND SEDIMENT CONTROLS IN ACCORDANCE WITH THE ERS PLAN FOR THE SITE INCLUDING SILT FENCE BARRIERS AND SILT SACKS.
10. COMPLETE DEMOLITION, CLEARING AND GRUBBING.
11. WORK ALONG THE WETLAND EDGES SHALL BE COMPLETED DURING DRY PERIODS OF THE YEAR.
12. ESTABLISH ROUGH GRADE ON THE SITE.
13. CONSTRUCT BUILDING AND UNDERGROUND UTILITIES. INSTALL SILT SACK SEDIMENT TRAPS IN ALL NEW CATCH BASINS.
14. INSTALL PAVEMENT BASE & FIRST COURSE OF BITUMINOUS CONCRETE.
15. INSTALL LANDSCAPING & LOAM AND SEED ALL DISTURBED AREAS.
16. AFTER SITE IS STABILIZED REMOVE TEMPORARY EROSION AND SEDIMENT CONTROLS.
17. LOAM AND SEED ALL DISTURBED AREAS.
18. WHEN ALL OTHER WORK HAS BEEN COMPLETED, REPAIR AND SWEEP ALL PAVED AREAS FOR THE FINAL COURSE OF PAVING. INSPECT THE DRAINAGE SYSTEM AND CLEAN AS NEEDED.
19. INSTALL FINAL COURSE OF PAVEMENT.
20. UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER, CONTRACTOR SHALL REMOVE AND DISPOSE OF EROSION CONTROL MEASURES AND CLEAN SEDIMENT AND DEBRIS FROM ENTIRE DRAINAGE AND SEWER SYSTEMS.

### Erosion & Sediment Control Techniques:

THE FOLLOWING EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.

#### SILT FENCING

IN AREAS WHERE HIGH RUNOFF VELOCITIES OR HIGH SEDIMENT LOADS ARE EXPECTED, STRAW BALE BARRIERS WILL BE BACKED UP WITH SILT FENCING. THIS SEMI-PERMEABLE BARRIER MADE OF A SYNTHETIC POROUS FABRIC WILL PROVIDE ADDITIONAL PROTECTION. THE SILT FENCES AND STRAW BALE BARRIER WILL BE REPLACED AS DETERMINED BY PERIODIC FIELD INSPECTIONS.

#### STRAW BALE BARRIERS

STRAW BALE BARRIERS WILL BE PLACED TO TRAP SEDIMENT TRANSPORTED BY RUNOFF BEFORE IT REACHES THE DRAINAGE SYSTEM OR LEAVES THE CONSTRUCTION SITE. BALES WILL BE SET AT LEAST FOUR INCHES INTO THE EXISTING GROUND TO MINIMIZE UNDERCUTTING BY RUNOFF.

#### CATCH BASIN PROTECTION

NEWLY CONSTRUCTED AND EXISTING CATCH BASINS WILL BE PROTECTED WITH SILT SACKS THROUGHOUT CONSTRUCTION.

#### GRAVEL AND CONSTRUCTION ENTRANCE/EXIT

A TEMPORARY CRUSHED-STONE CONSTRUCTION ENTRANCE/EXIT WILL BE CONSTRUCTED. A CROSS SLOPE WILL BE PLACED IN THE ENTRANCE TO DIRECT RUNOFF TO THE SEDIMENT TRAP.

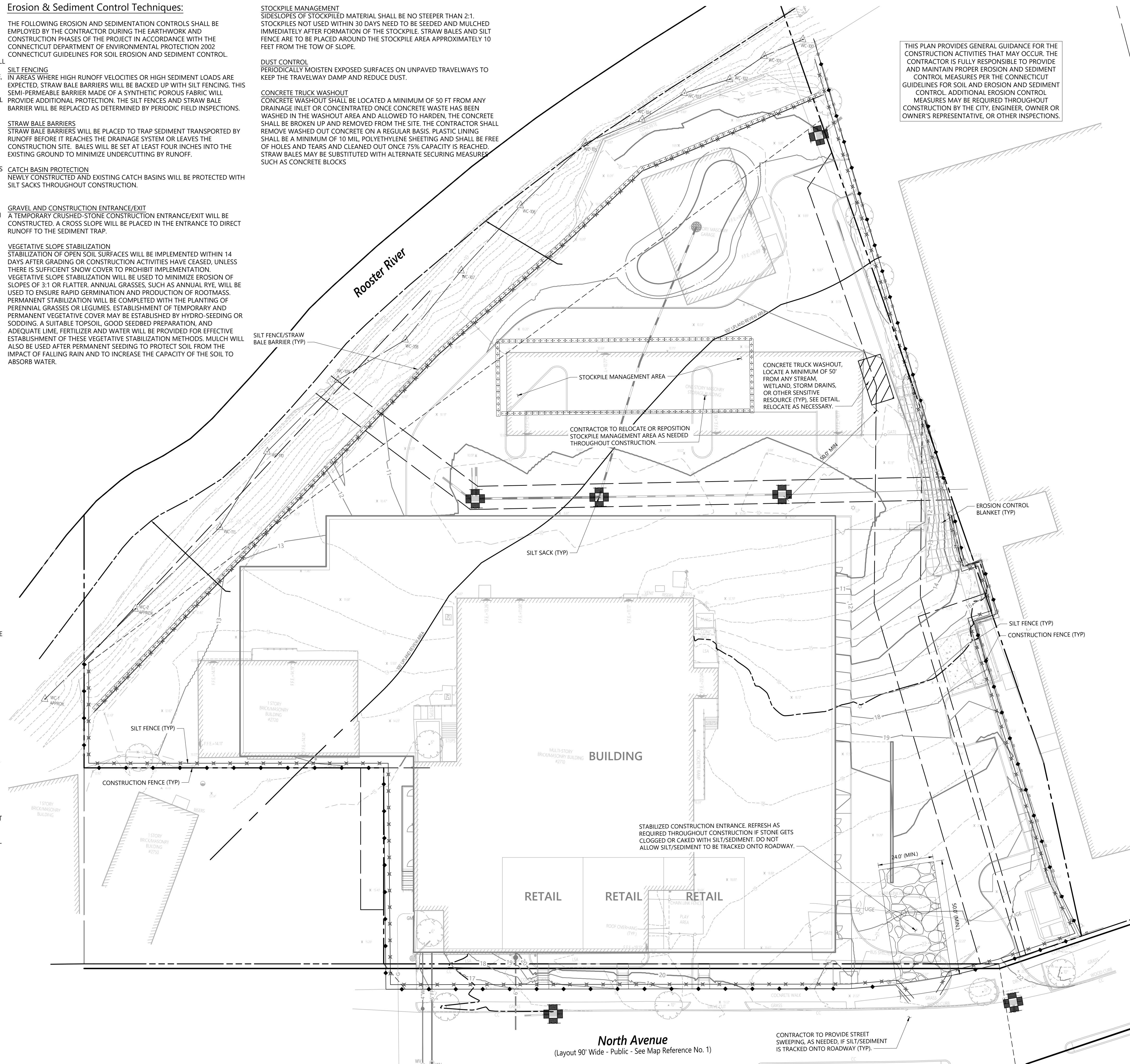
#### VEGETATIVE SLOPE STABILIZATION

STABILIZATION OF OPEN SOIL SURFACES WILL BE IMPLEMENTED WITHIN 14 DAYS AFTER GRADING OR CONSTRUCTION ACTIVITIES HAVE CEASED, UNLESS THERE IS SUFFICIENT SNOW COVER TO PROHIBIT IMPLEMENTATION. VEGETATIVE SLOPE STABILIZATION WILL BE USED TO MINIMIZE EROSION OF SLOPES OF 3:1 OR FLATTER. ANNUAL GRASSES, SUCH AS ANNUAL RYE, WILL BE USED TO ENSURE RAPID GERMINATION AND PRODUCTION OF ROOTMASS. PERMANENT STABILIZATION WILL BE COMPLETED WITH THE PLANTING OF PERENNIAL GRASSES OR LEGUMES. ESTABLISHMENT OF TEMPORARY AND PERMANENT VEGETATIVE COVER MAY BE ESTABLISHED BY HYDRO-SEEDING OR SODDING. A SUITABLE TOPSOIL, GOOD SEEDBED PREPARATION, AND ADEQUATE LIME, FERTILIZER AND WATER WILL BE PROVIDED FOR EFFECTIVE ESTABLISHMENT OF THESE VEGETATIVE STABILIZATION METHODS. MULCH WILL ALSO BE USED AFTER PERMANENT SEEDING TO PROTECT SOIL FROM THE IMPACT OF FALLING RAIN AND TO INCREASE THE CAPACITY OF THE SOIL TO ABSORB WATER.

**STOCKPILE MANAGEMENT**  
SIDESLOPES OF STOCKPILED MATERIAL SHALL BE NO STEEPER THAN 2:1. STOCKPILES NOT USED WITHIN 30 DAYS NEED TO BE SEED AND MULCHED IMMEDIATELY AFTER FORMATION OF THE STOCKPILE. STRAW BALES AND SILT FENCE ARE TO BE PLACED AROUND THE STOCKPILE AREA APPROXIMATELY 10 FEET FROM THE TOW OF SLOPE.

**DUST CONTROL**  
PERIODICALLY MOISTEN EXPOSED SURFACES ON UNPAVED TRAVELWAYS TO KEEP THE TRAVELWAY DAMP AND REDUCE DUST.

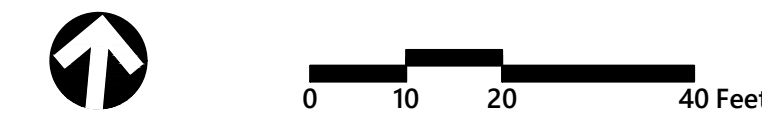
**CONCRETE TRUCK WASHOUT**  
CONCRETE WASHOUT SHALL BE LOCATED A MINIMUM OF 50 FT FROM ANY DRAINAGE INLET OR CONCENTRATED ONCE CONCRETE WASTE HAS BEEN WASHED IN THE WASHOUT AREA AND ALLOWED TO HARDEN, THE CONCRETE SHALL BE BROKEN UP AND REMOVED FROM THE SITE. THE CONTRACTOR SHALL REMOVE WASHED OUT CONCRETE ON A REGULAR BASIS. PLASTIC LINING SHALL BE A MINIMUM OF 10 MIL. POLYETHYLENE SHEETING AND SHALL BE FREE OF HOLES AND TEARS AND CLEANED OUT ONCE 75% CAPACITY IS REACHED. STRAW BALES MAY BE SUBSTITUTED WITH ALTERNATE SECURING MEASURES SUCH AS CONCRETE BLOCKS



THIS PLAN PROVIDES GENERAL GUIDANCE FOR THE CONSTRUCTION ACTIVITIES THAT MAY OCCUR. THE CONTRACTOR IS FULLY RESPONSIBLE TO PROVIDE AND MAINTAIN PROPER EROSION AND SEDIMENT CONTROL MEASURES PER THE CONNECTICUT GUIDELINES FOR SOIL AND EROSION AND SEDIMENT CONTROL. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED THROUGHOUT CONSTRUCTION BY THE CITY, ENGINEER, OWNER OR OWNER'S REPRESENTATIVE, OR OTHER INSPECTIONS.



Engineering, Surveying, Landscape Architecture and Geology, PC  
50 Main Street  
Suite 360  
White Plains, NY 10606  
914.467.6600



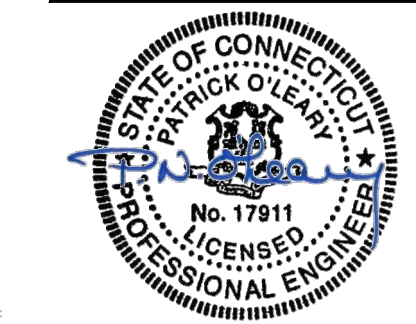
## New Safeguard Self Storage

2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appr'd.
1	PERMITTING	06/09/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: JML  
Checked by: PNO  
Issued for: Permitting  
Date: April 28, 2022

Not Approved for Construction  
Drawing Title: Erosion and Sediment Control Plan  
Drawing Number: C5.01

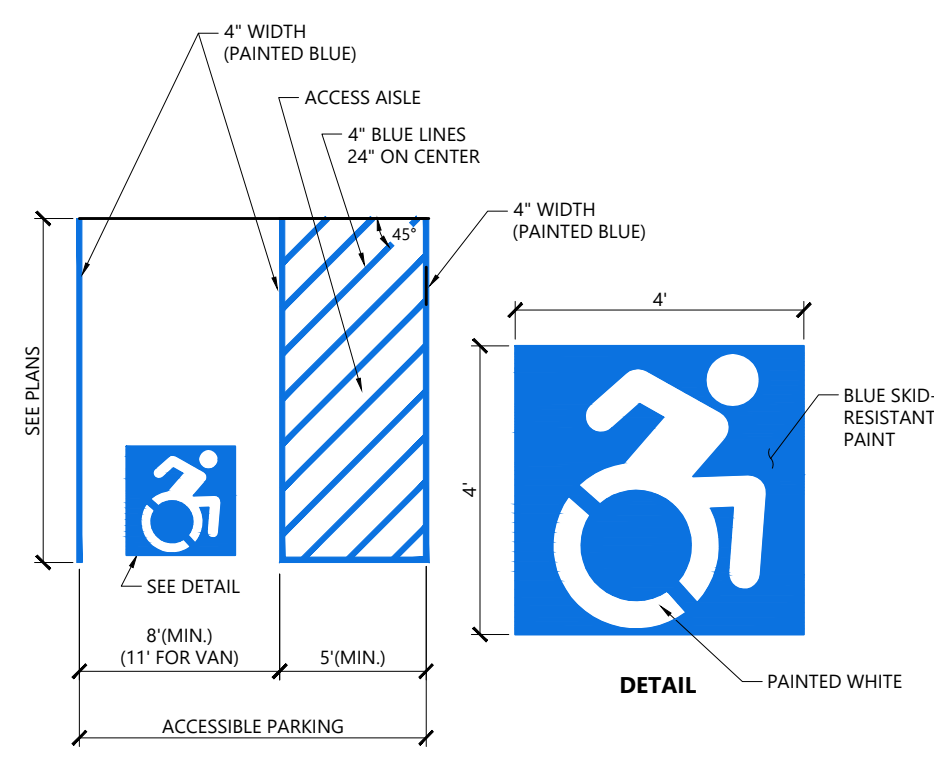


Sheet 5 of 10

Project Number: 20804.00



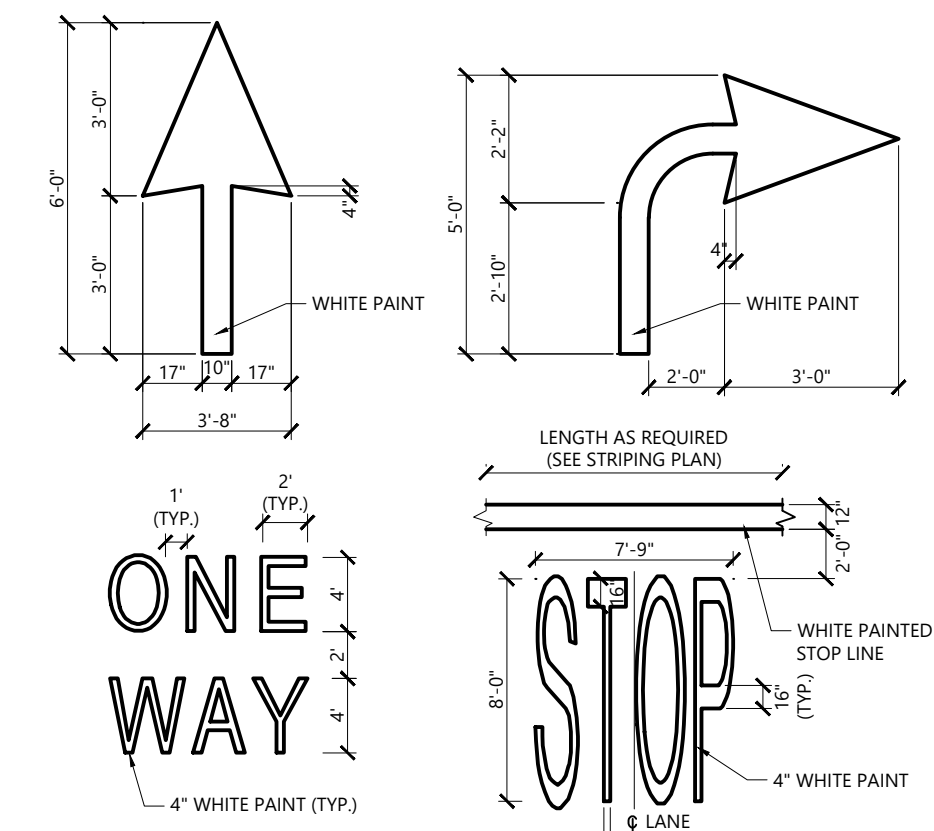
Engineering, Surveying,  
Landscape Architecture  
and Geology, PC  
50 Main Street  
Suite 360  
White Plains, NY 10606  
914.467.6600



**NOTES**

1. ALL DIMENSIONS TO EDGES OF 4" PAVEMENT STRIPING.
2. 8' STALL WIDTH REFERS TO 8' CLEAR BETWEEN INSIDE EDGES OF PAVEMENT MARKINGS.
3. ALL SLOPES THROUGHOUT THE ACCESSIBLE PARKING AND AISLE AREAS SHALL NOT EXCEED 1.5%.
4. THE ACCESSIBLE SYMBOL DEPICTED ABOVE DOES NOT COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND IS SHOWN FOR COMPLIANCE WITH STATE AND LOCAL REGULATIONS ONLY.

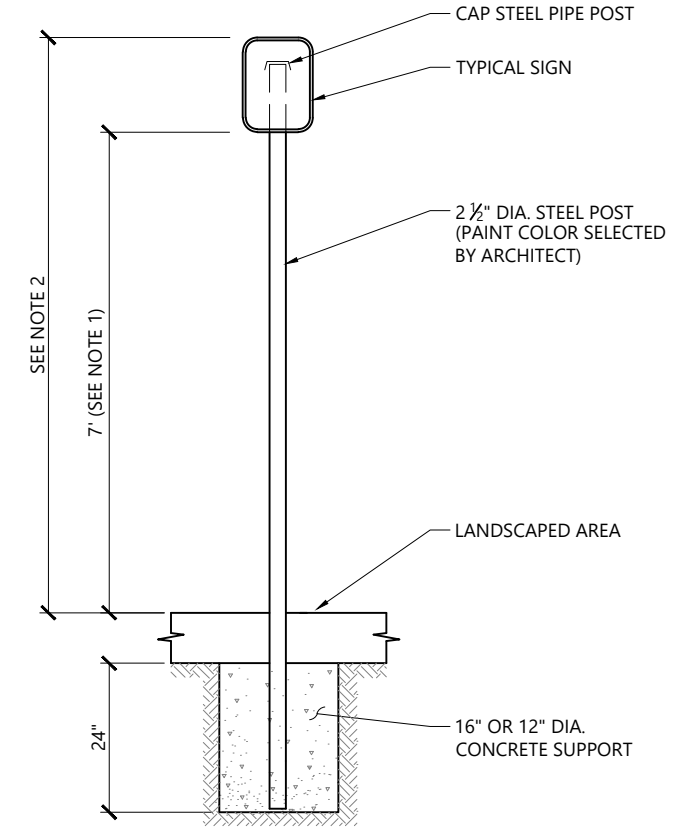
**Accessible Parking Space** 12/19  
N.T.S. Source: VHB LD\_552D



**NOTES**

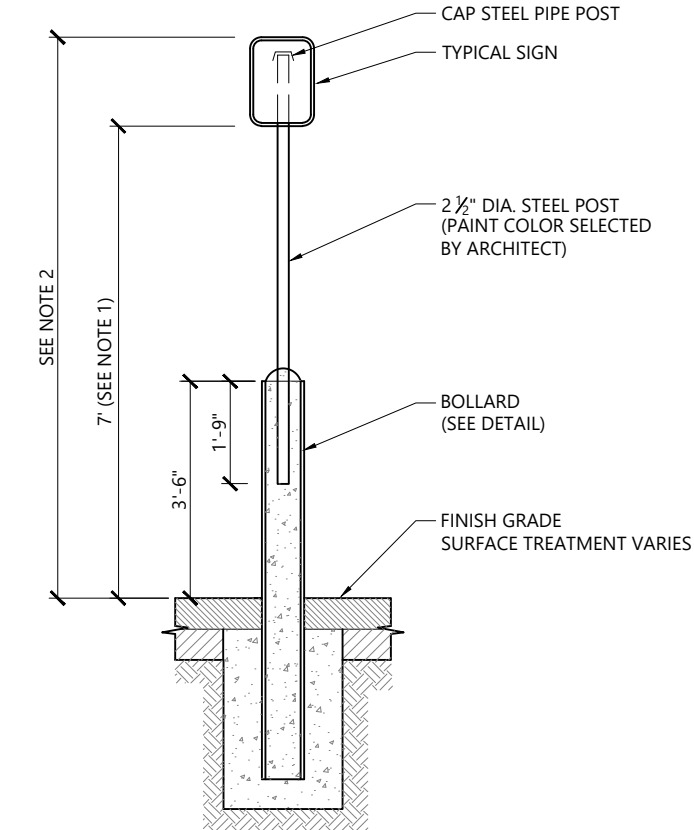
1. PAVEMENT MARKINGS TO BE INSTALLED FOR ON SITE WORK IN LOCATIONS SHOWN.

**Painted Pavement Markings - On Site** 1/16  
N.T.S. Source: VHB LD\_554



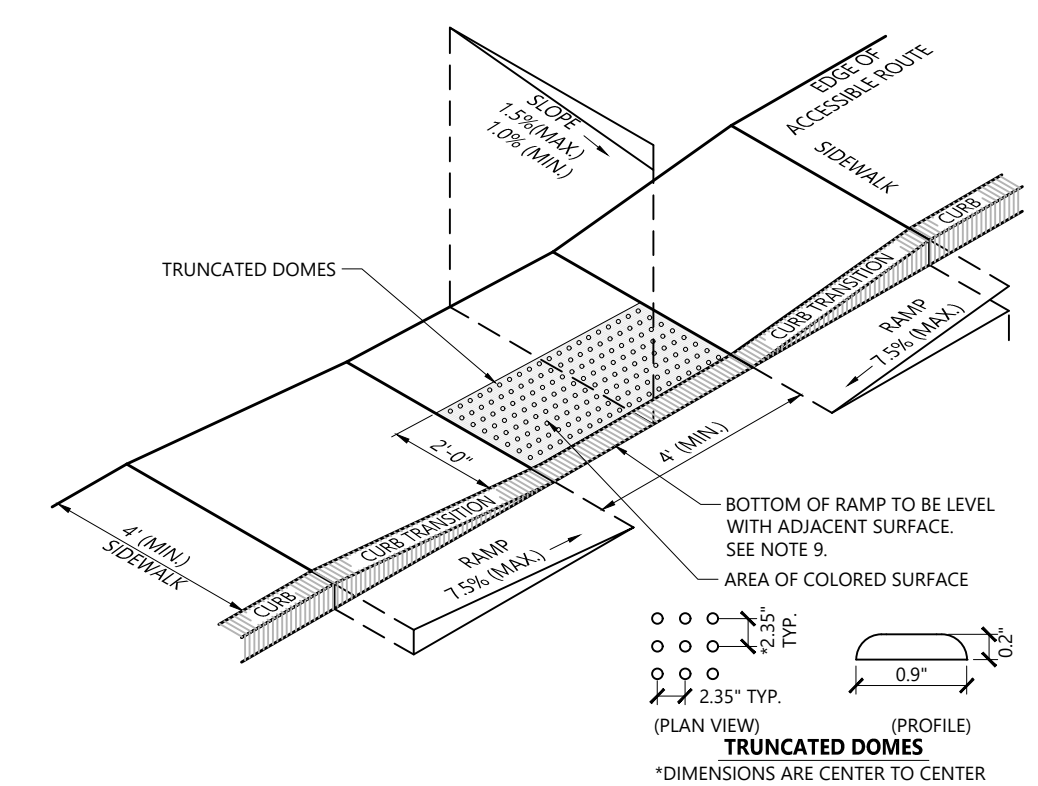
1. THIS DIMENSION SHALL BE A MINIMUM OF 5' FOR ACCESSIBLE SIGNAGE.
2. THIS DIMENSION SHALL BE A MAXIMUM OF 8' FOR ACCESSIBLE SIGNAGE.

**Sign Post - Type 'A'** 3/19  
N.T.S. Source: VHB LD\_701



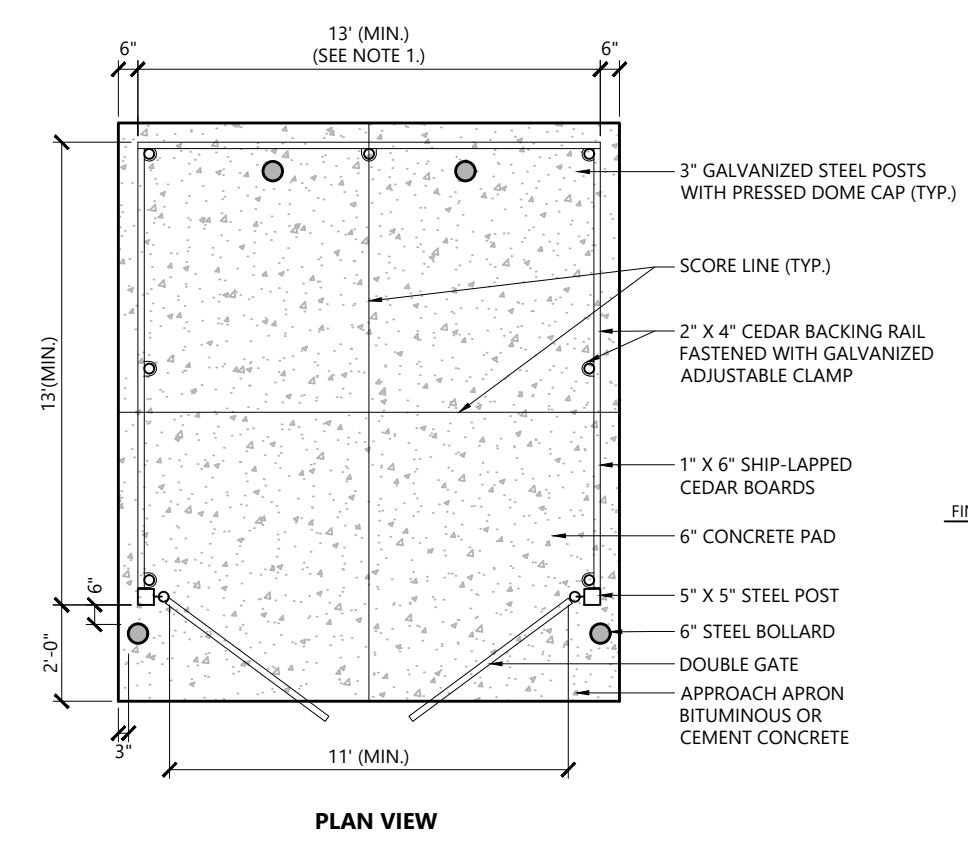
1. THIS DIMENSION SHALL BE A MINIMUM OF 5' FOR ACCESSIBLE SIGNAGE.
2. THIS DIMENSION SHALL BE A MAXIMUM OF 8' FOR ACCESSIBLE SIGNAGE.

**Bollard Mounted Sign** 2/20  
N.T.S. Source: VHB LD\_703



- NOTES**
1. THE MAXIMUM ALLOWABLE SIDEWALK AND CURB RAMP CROSS SLOPES SHALL BE 1.5 (1% MIN.).
  2. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE EXCLUDING CURB RAMP SHALL BE 5%.
  3. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE AT CURB RAMP SHALL BE 7.5%.
  4. A MINIMUM OF 3 FEET CLEAR SHALL BE MAINTAINED AT ANY PERMANENT OBSTACLE IN ACCESSIBLE ROUTE (I.E. HYDRANTS, UTILITY POLES, TREE WELLS, SIGNS, ETC.).
  5. CURB TREATMENT VARIES, SEE PLANS FOR CURB TYPE.
  6. RAMP, CURB, AND ADJACENT PAVEMENTS SHALL BE GRADED TO PREVENT PONDING.
  7. SEE TYPICAL SIDEWALK SECTION FOR RAMP CONSTRUCTION.
  8. WHERE ACCESSIBLE ROUTES ARE LESS THAN 5' IN WIDTH (EXCLUDING CURBING) A 5' x 5' PASSING AREA SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200 FEET.
  9. ELIMINATE CURBING AT RAMP (OTHER THAN VERTICAL CURBING, WHICH SHALL BE SET FLUSH) WHERE IT ABUTS ROADWAY.
  10. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
  11. DETECTABLE WARNINGS SHALL BE INSTALLED PERPENDICULAR TO ACCESSIBLE ROUTE.

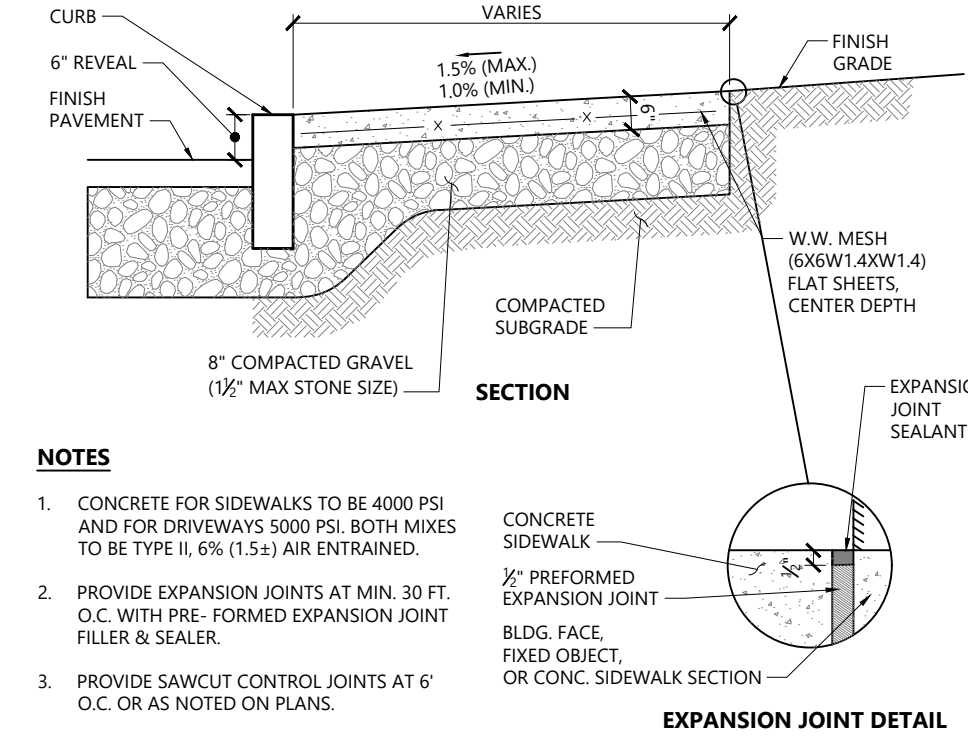
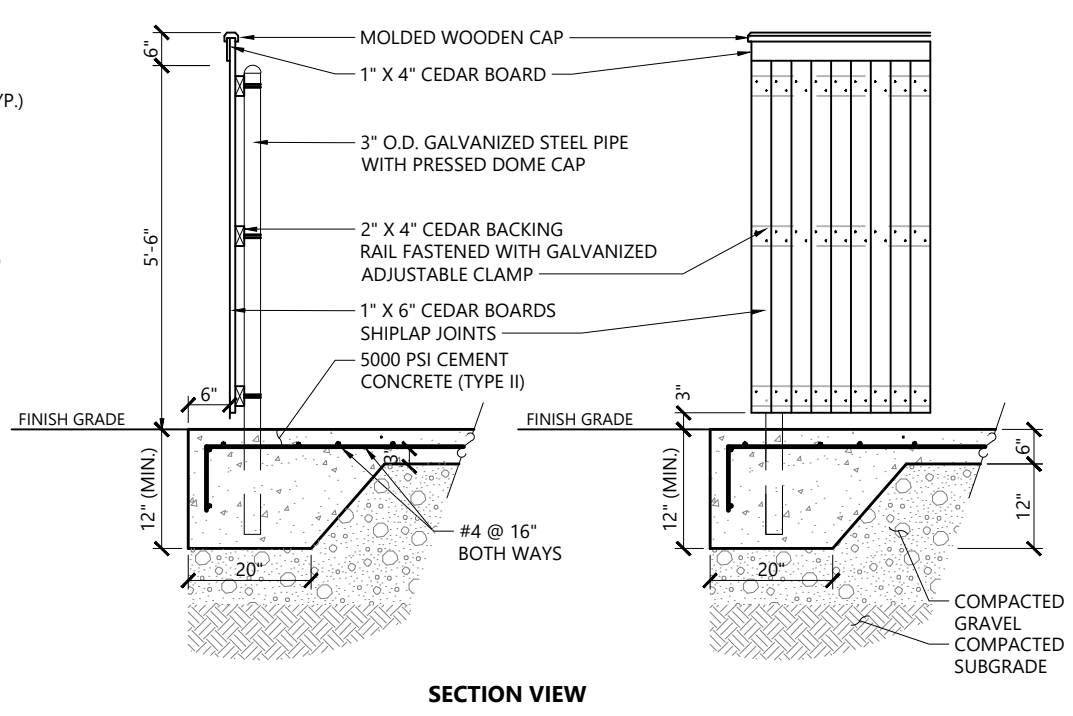
**Accessible Curb Ramp (ACR) Type 'A-D'** 12/20  
N.T.S. Source: VHB LD\_500



**NOTES**

1. DUMPSTER PAD DIMENSIONS SHOWN AS MINIMUM. REFER TO PLAN FOR ACTUAL DIMENSION.
2. PAD DESIGNED FOR 6 YARD DUMPSTER.

**Dumpster Pad w/ Enclosure** 1/20  
N.T.S. Source: VHB LD\_713

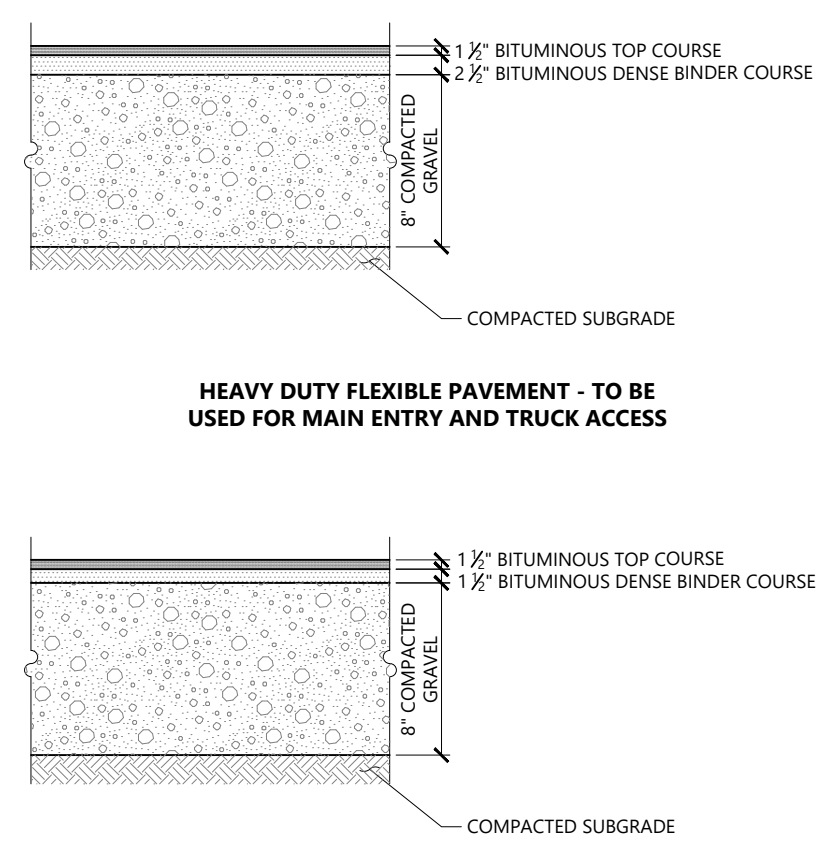


**NOTES**

1. CONCRETE FOR SIDEWALKS TO BE 4000 PSI AND FOR DRIVEWAYS 5000 PSI. BOTH MIXES TO BE TYPE II, 6% (1.5%) AIR ENTRAINMENT.
2. PROVIDE EXPANSION JOINTS AT MIN. 30 FT. O.C. WITH PRE-FORMED EXPANSION JOINT FILLER & SEALER.
3. PROVIDE SAWCUT CONTROL JOINTS AT 6' O.C. OR AS NOTED ON PLANS.
4. PROVIDE MEDIUM BROOM FINISH IN DIRECTION PERPENDICULAR TO CURB.
5. ALL EXPOSED CONCRETE SURFACES SHALL BE SEALED WITH A SILANE-SILOXANE PRODUCT.

**Concrete Sidewalk** 3/20  
N.T.S. Source: VHB LD\_420

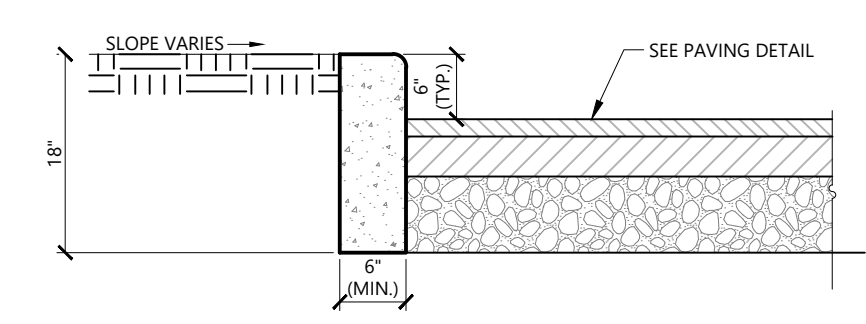
**Concrete Sidewalk in Landscape Area** 3/21  
N.T.S. Source: VHB LD\_426



**NOTES**

- REFER TO THE 'PRELIMINARY GEOTECHNICAL STUDY FOR PROPOSED APARTMENT BUILDINGS, RIVER ROAD (ROUTE 110), SHELTON, CT' PREPARED BY WELI GEOTECHNICAL, P.C., DATED JANUARY 24, 2022. FOR ADDITIONAL INFORMATION REGARDING PAVEMENT SECTIONS.
- PAVEMENT SECTIONS ARE SUBJECT TO CHANGE AND WILL BE BASED ON THE RESULTS OF FURTHER GEOTECHNICAL INVESTIGATIONS.

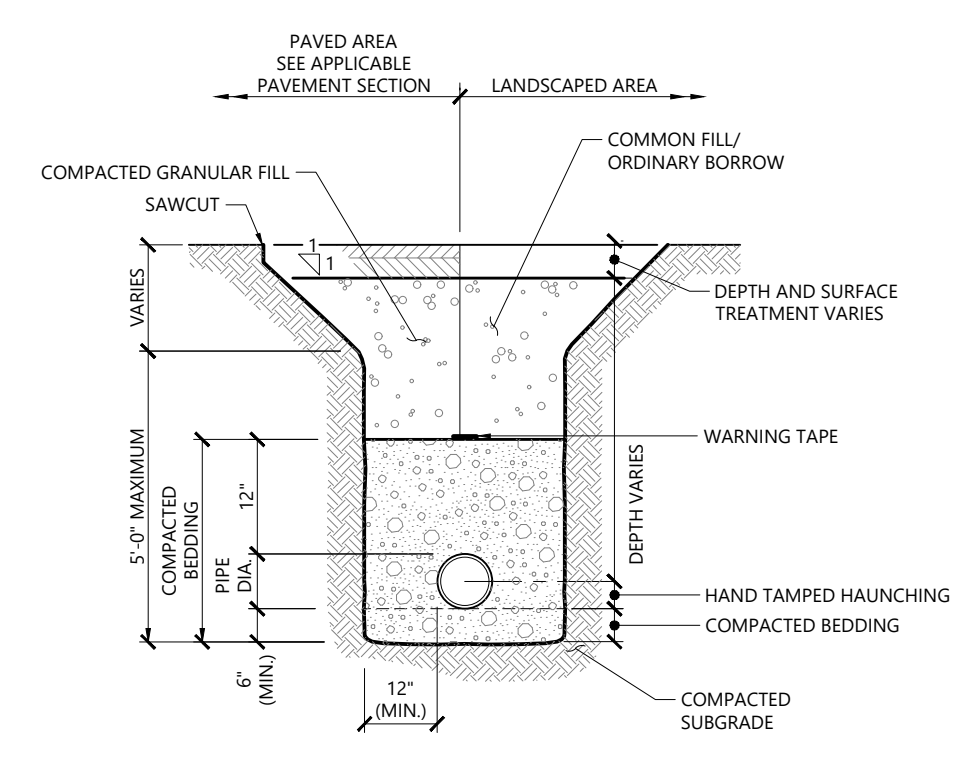
**Bituminous Concrete Pavement Sections** 11/19  
N.T.S. Source: VHB LD\_430



**NOTES**

1. THE CONCRETE PLACED UNDER THIS ITEM FOR CONVENTIONALLY FORMED CURB SHALL BE CLASS A.
2. THE CONCRETE CURB SHALL BE CAST IN PLACE IN SECTIONS APPROXIMATELY 20 FEET LONG AND PROVISION MADE AT EACH JOINT FOR EXPANSION OF 1/4 INCH EXPANSION JOINTS: 1/2 INCH IN THICKNESS SHALL BE INSTALLED IN THE CURB AT THE SIDE OF DRAINAGE STRUCTURES OR CASTINGS, AT EACH SIDE OF DRIVEWAY CURB CUTS AND BETWEEN SIDEWALK OR OTHER ABUTTING STRUCTURES.

**Concrete Curb Detail (On-Site)** 1/16  
N.T.S. Source: VHB



**NOTES**

1. WHERE UTILITY TRENCHES ARE CONSTRUCTED THROUGH DETENTION BASIN BERMS OR OTHER SUCH SPECIAL SECTIONS, PLACE TRENCH BACKFILL WITH MATERIALS SIMILAR TO THE SPECIAL SECTION REQUIREMENTS.
2. USE METALLIC TRACING/WARNING TAPE OVER ALL PIPES.
3. COMPACTED GRANULAR FILL MAY CONSIST OF GRAVEL, CRUSHED STONE, SAND, OR OTHER MATERIAL AS APPROVED BY ENGINEER.

**Utility Trench** 11/19  
N.T.S. Source: VHB LD\_300

**New Safeguard Self Storage**

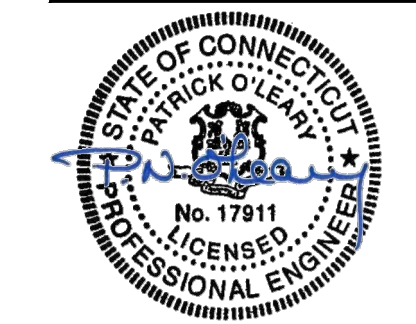
2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appr.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: \_\_\_\_\_ Checked by: \_\_\_\_\_  
Issued for: \_\_\_\_\_ Date: April 28, 2022  
**Permitting**

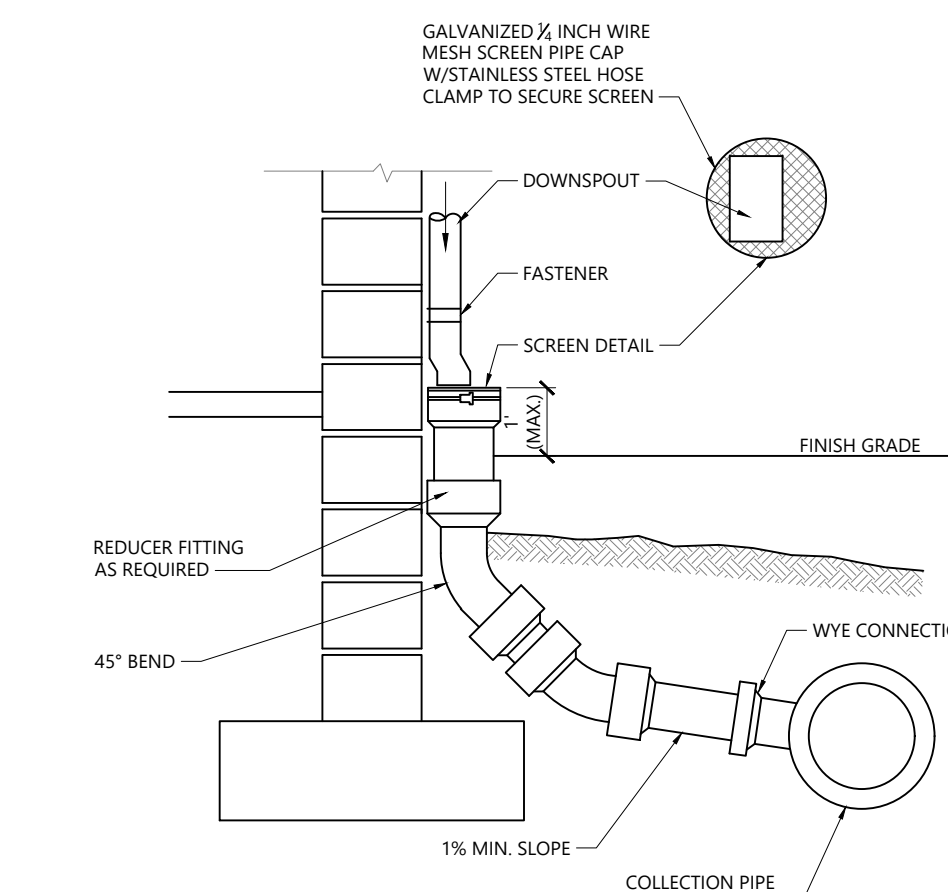
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Drawing Title  
**Site Details 1**

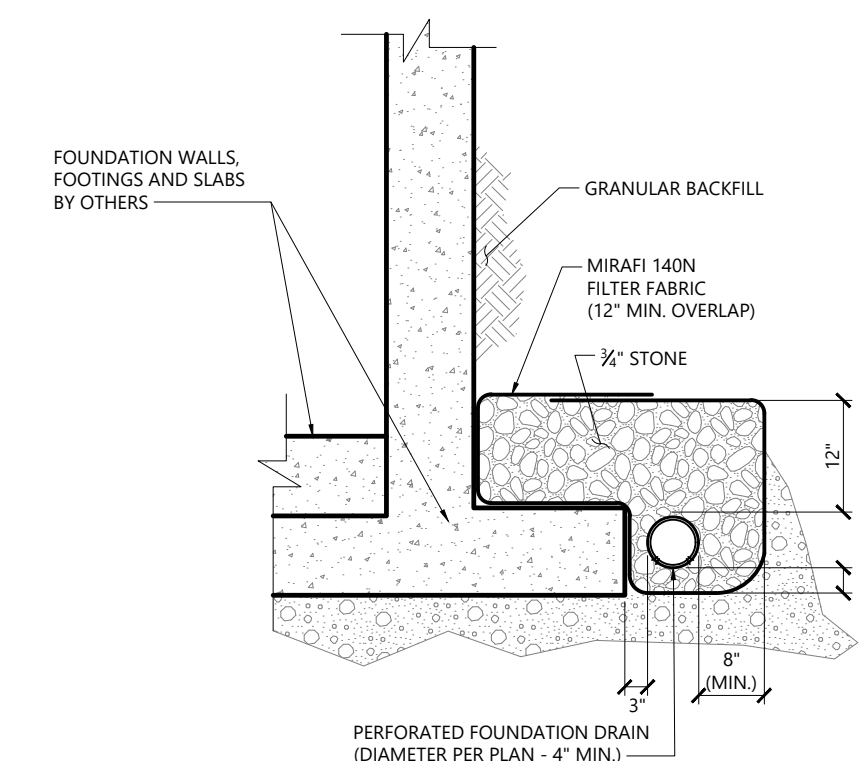


Drawing Number  
**C6.01**  
Sheet 6 of 10

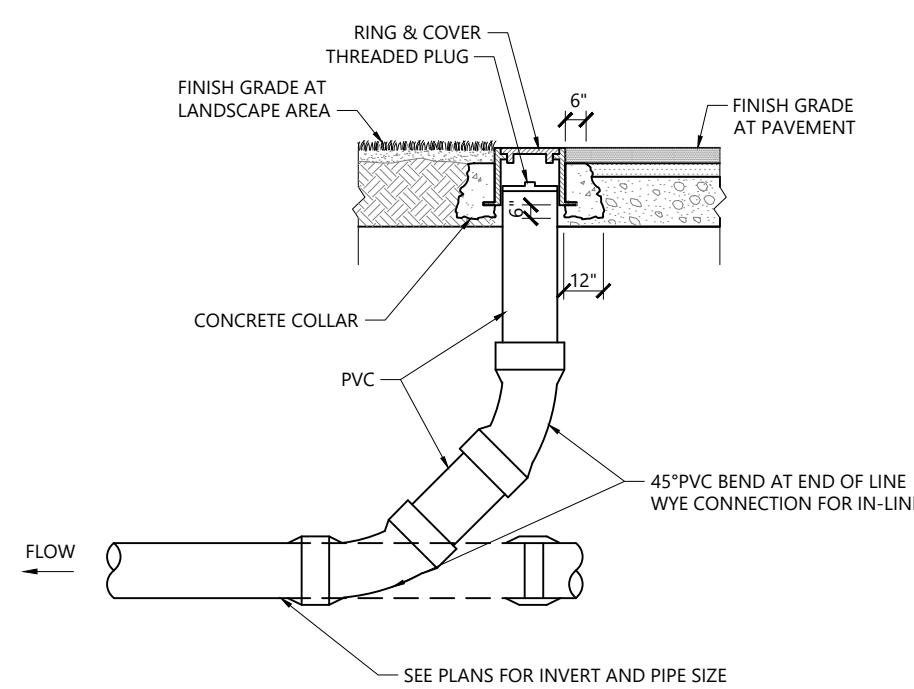
Project Number  
20804.00



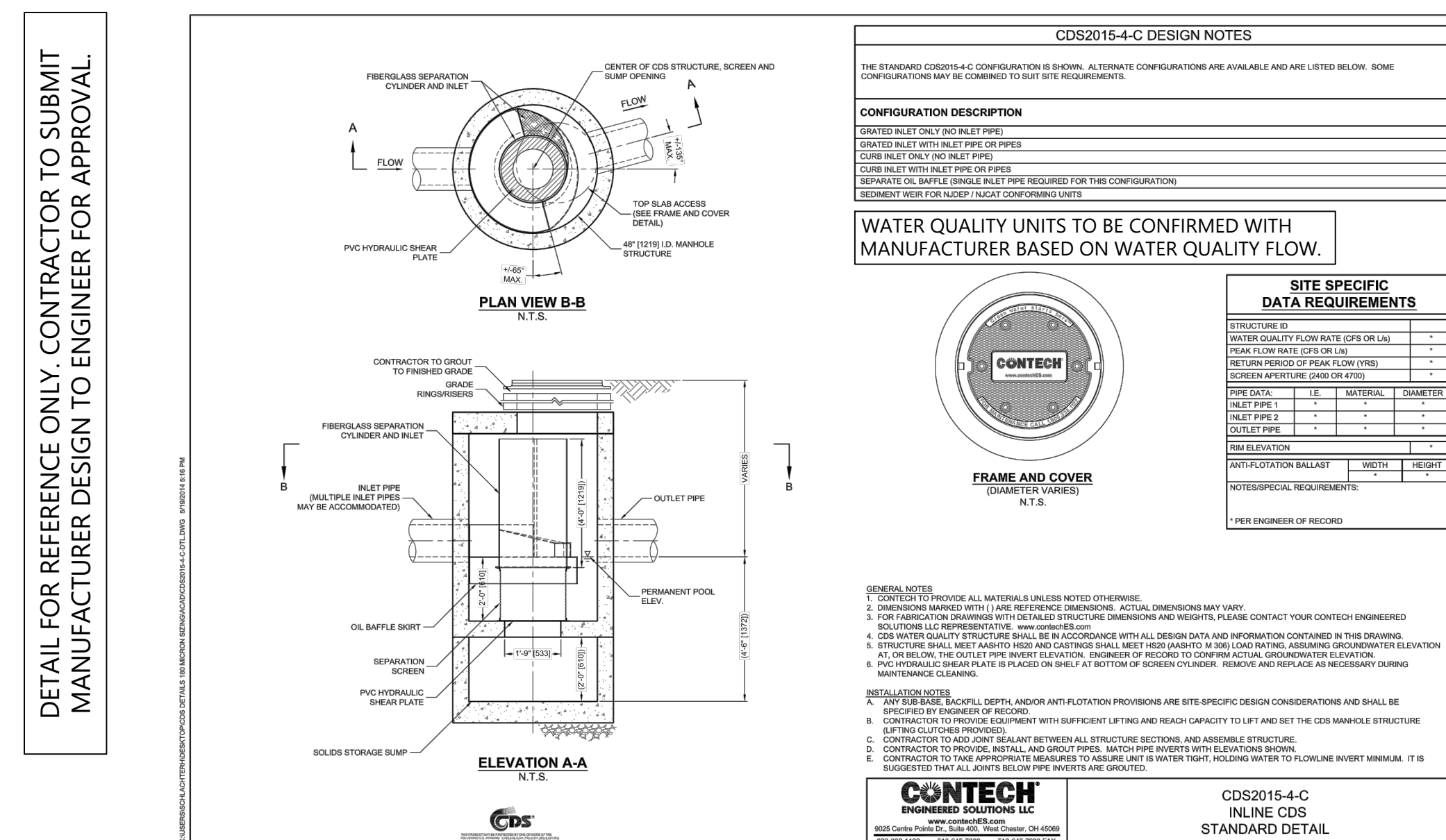
**Downspout Rain Leader** 1/16  
 N.T.S. Source: VHB LD\_195



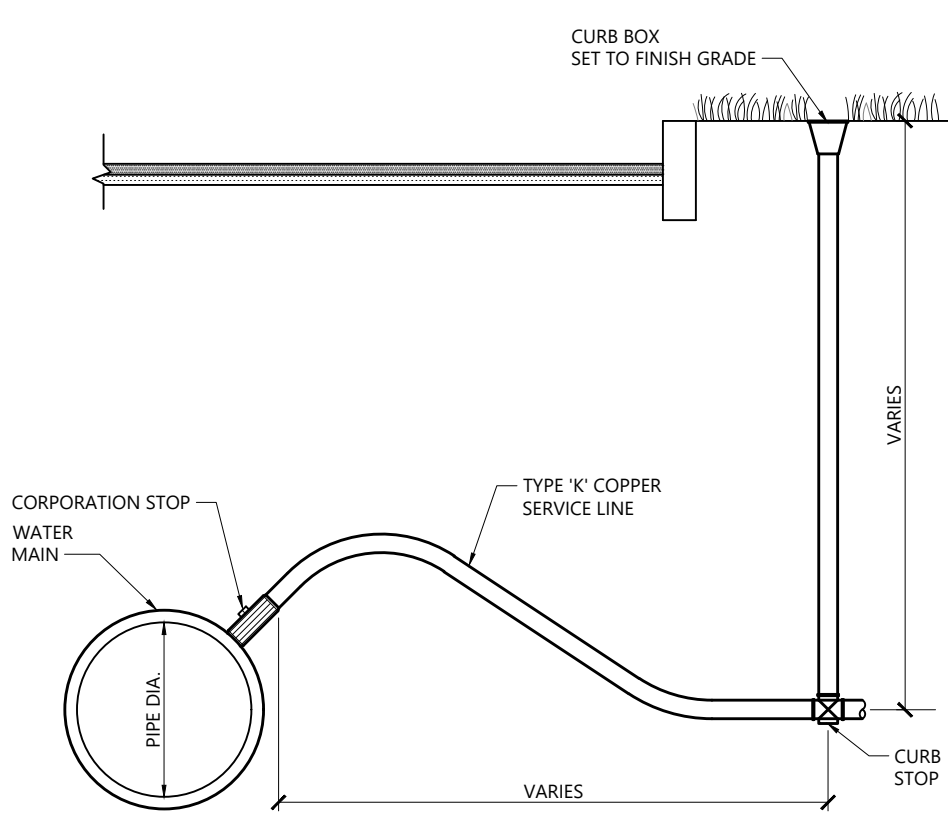
**Foundation Drain** 1/16  
 N.T.S. Source: VHB LD\_196



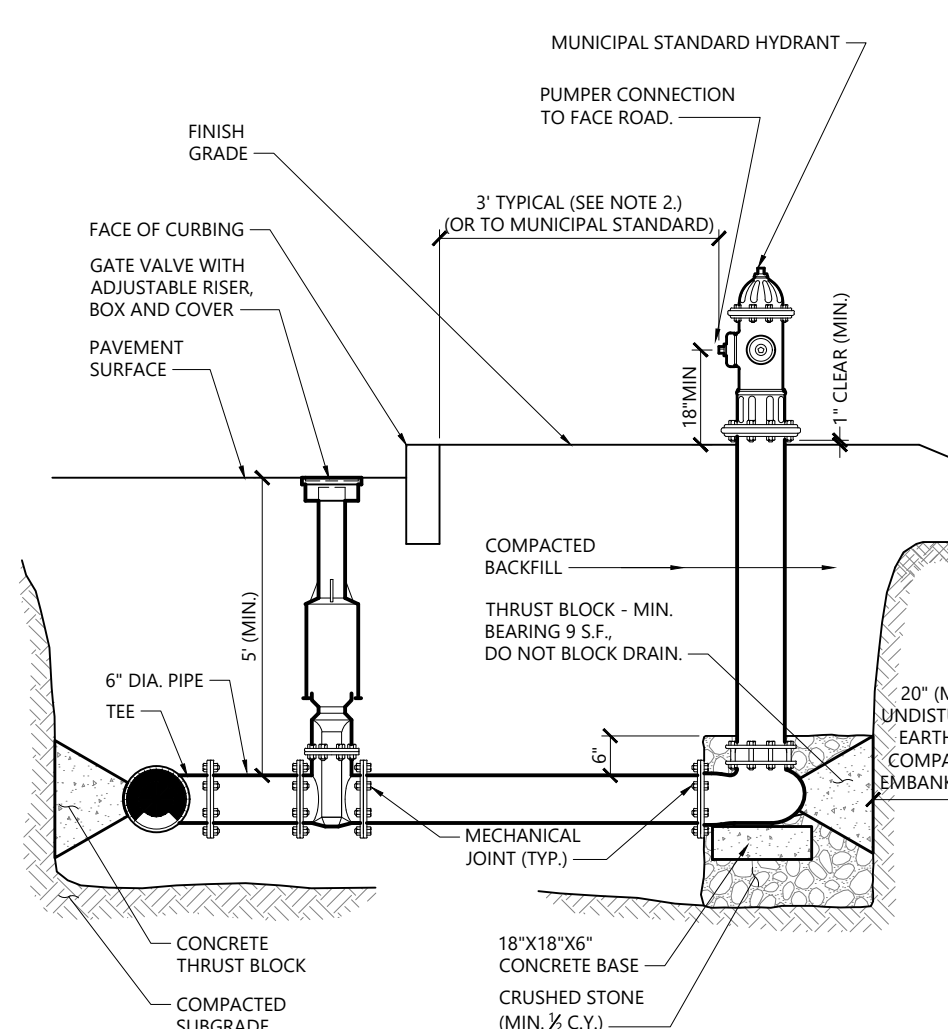
**Cleanout (CO)** 12/19  
 N.T.S. Source: VHB LD\_303



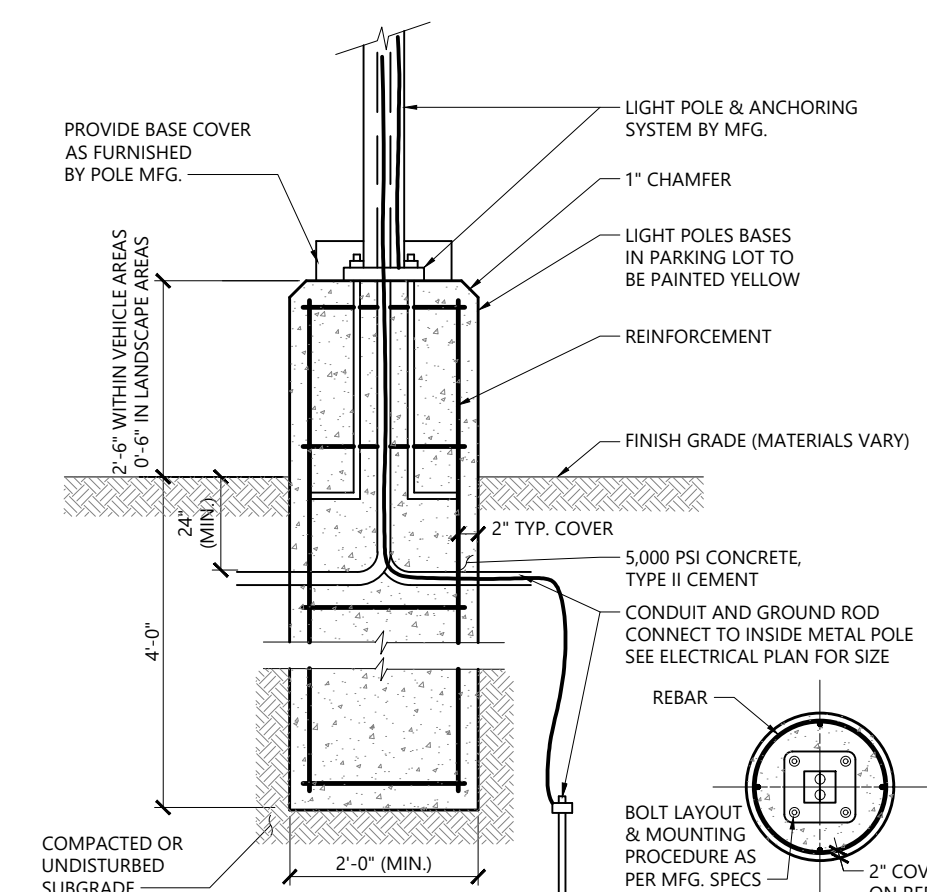
**CDS2015-4-C** 1/16  
 N.T.S. Source: Contech LD\_304



**Corporation/Curb Stop with Box** 1/16  
 N.T.S. Source: VHB LD\_256



**Hydrant Construction** 12/19  
 N.T.S. Source: VHB LD\_250



**Light Pole Foundation Detail (Up to 15' Pole)** 12/19  
 N.T.S. Source: VHB LD\_310A

**New Safeguard Self Storage**

2710 North Avenue  
 Bridgeport, Connecticut

No.	Revision	Date	Appr.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: \_\_\_\_\_ Checked by: \_\_\_\_\_  
 Issued for: \_\_\_\_\_ Date: \_\_\_\_\_  
**Permitting** April 28, 2022

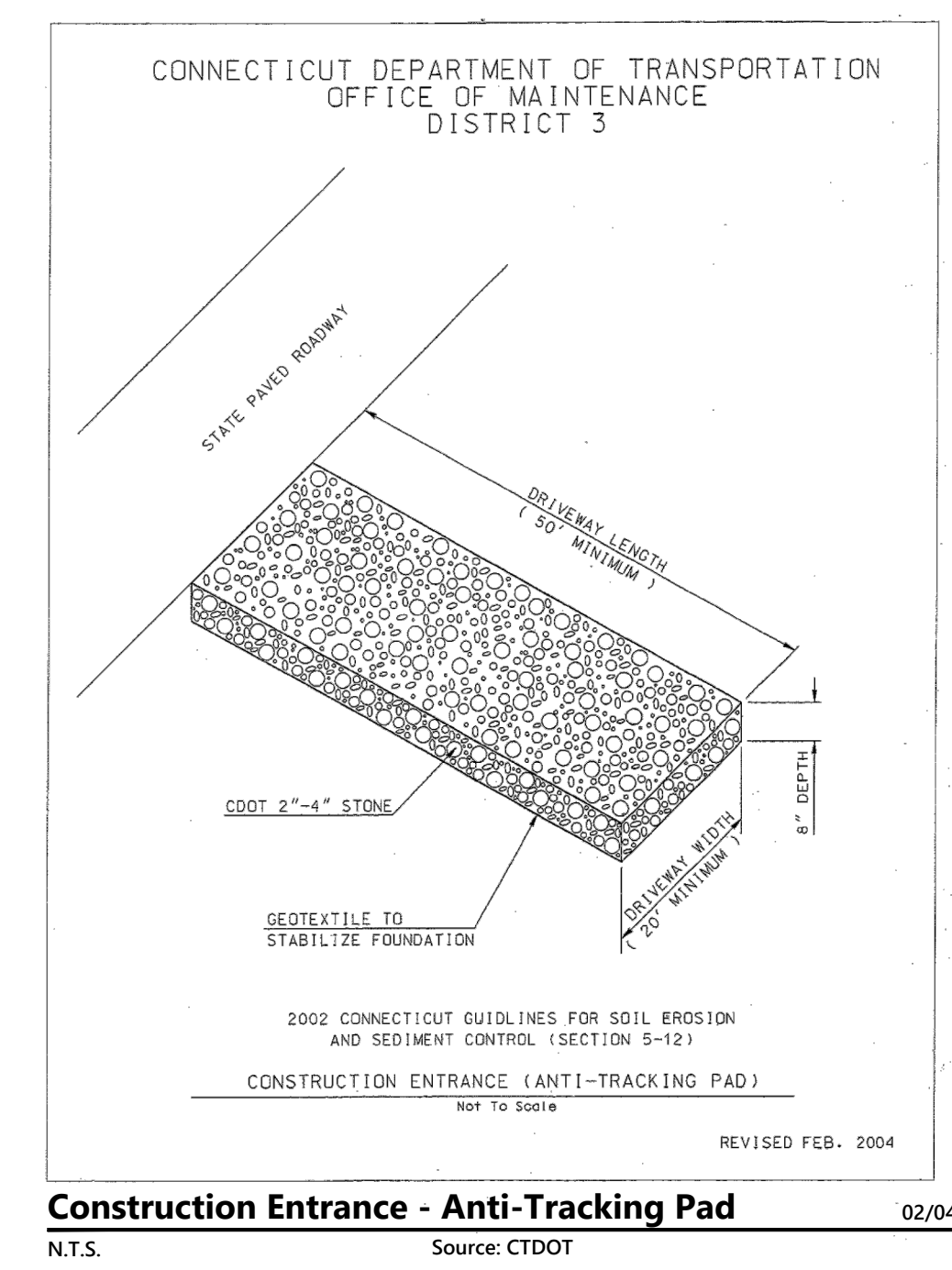
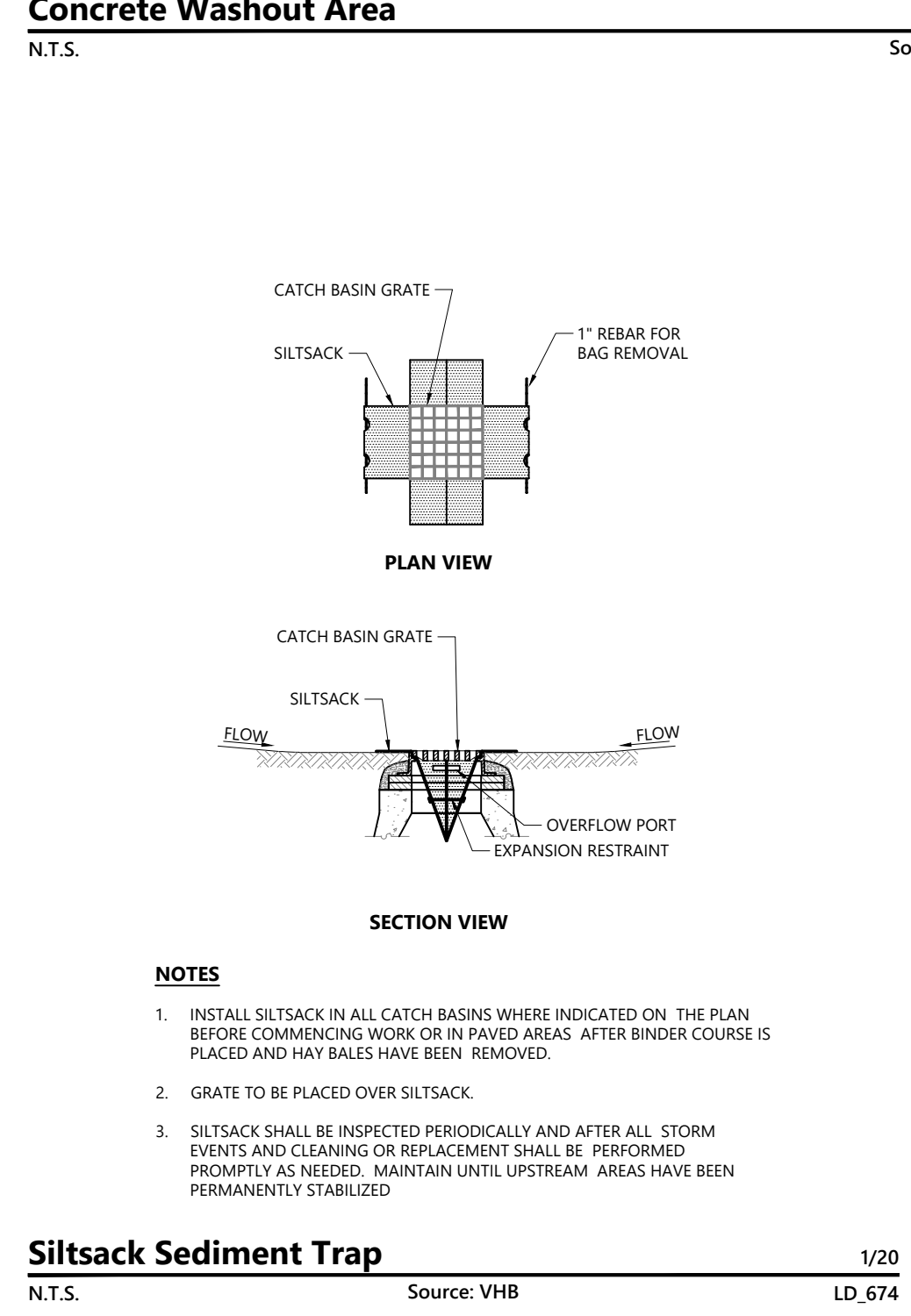
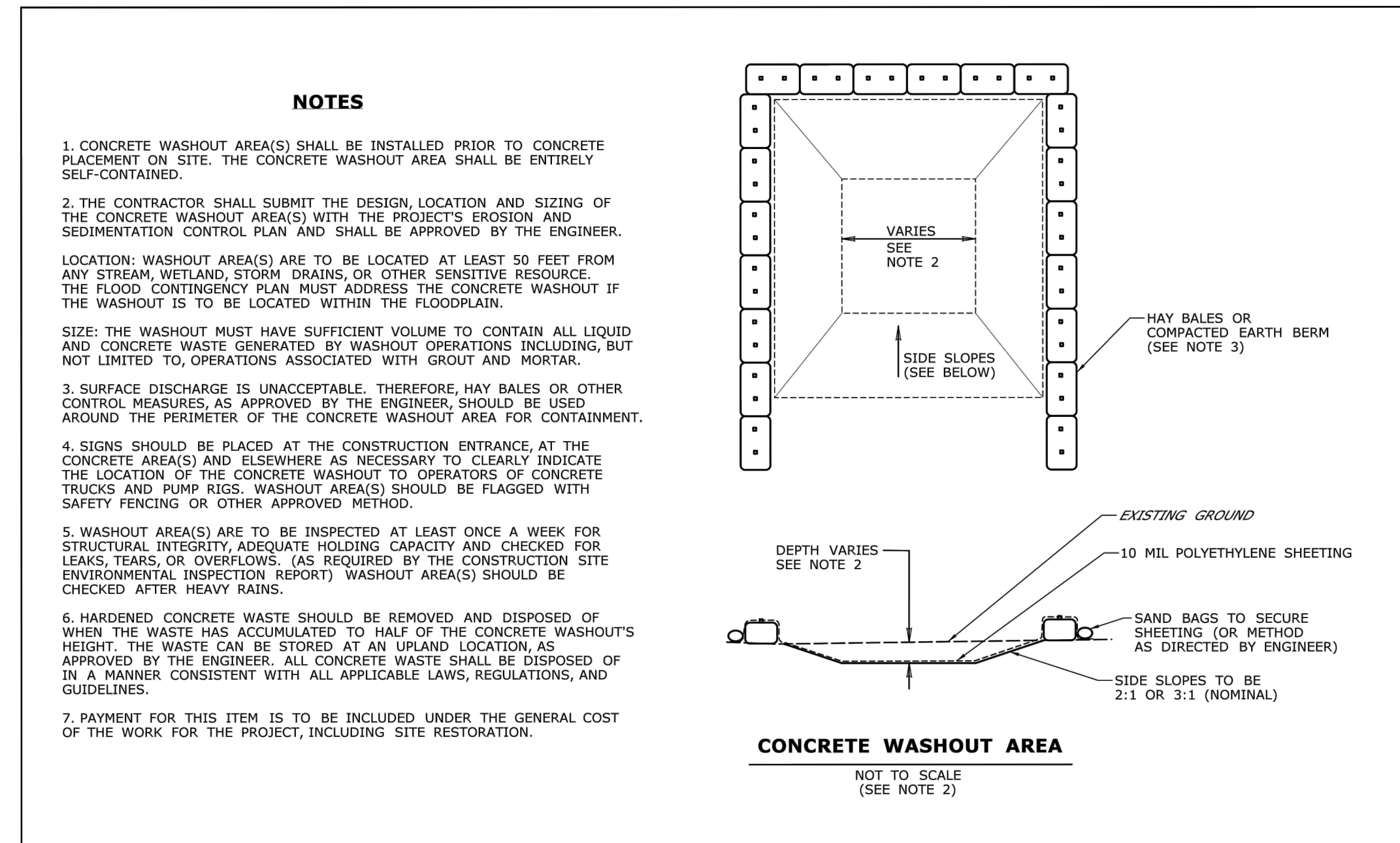
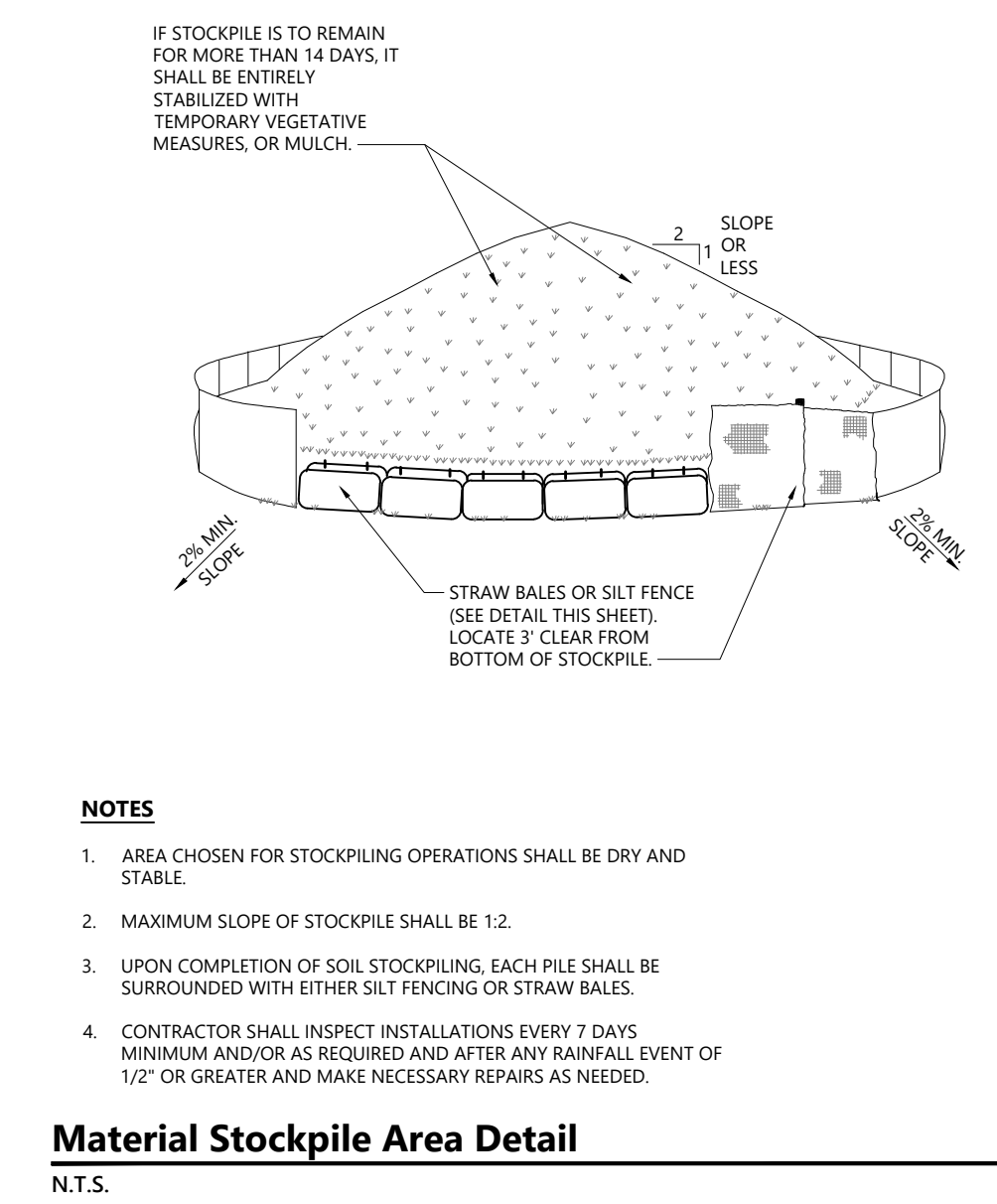
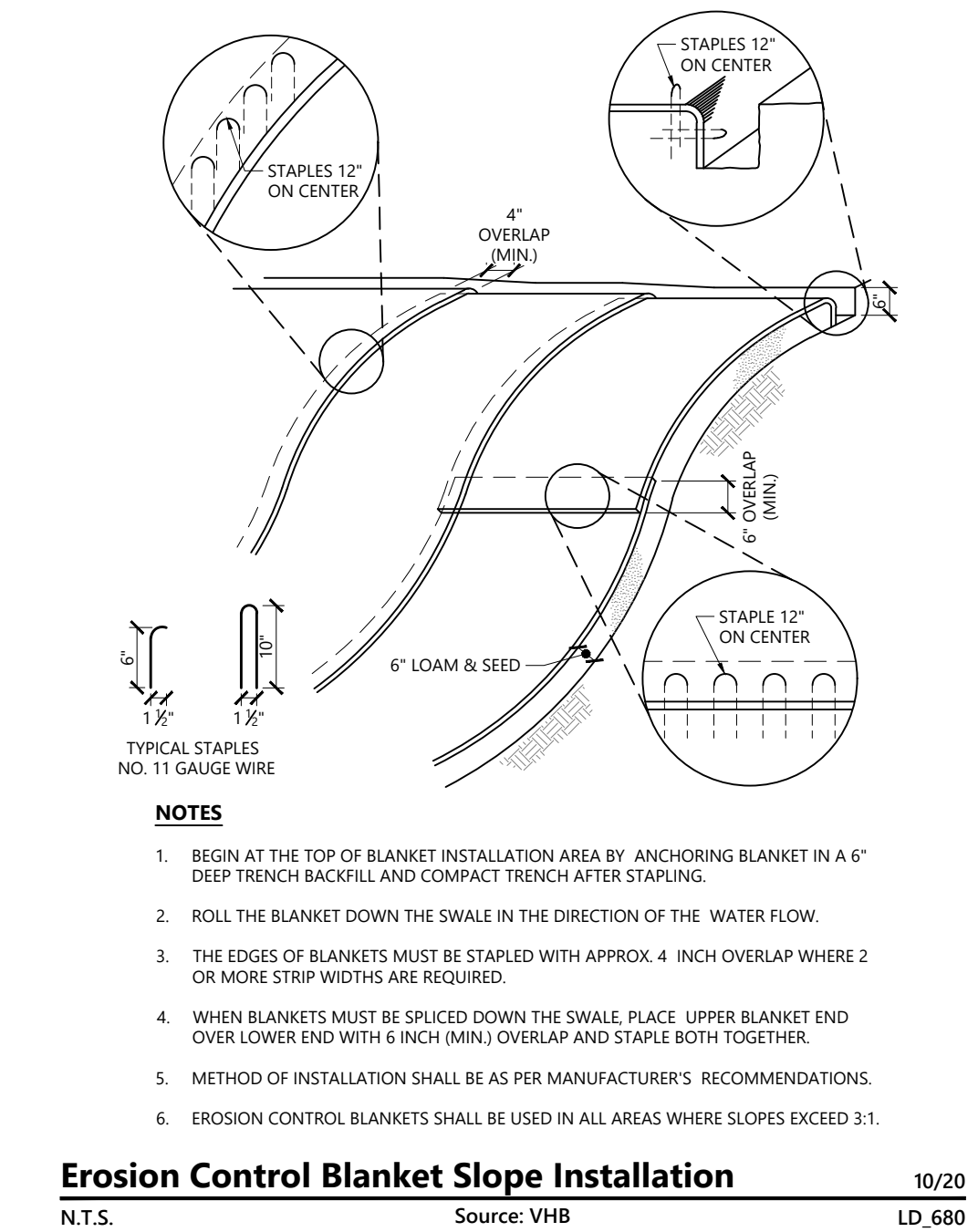
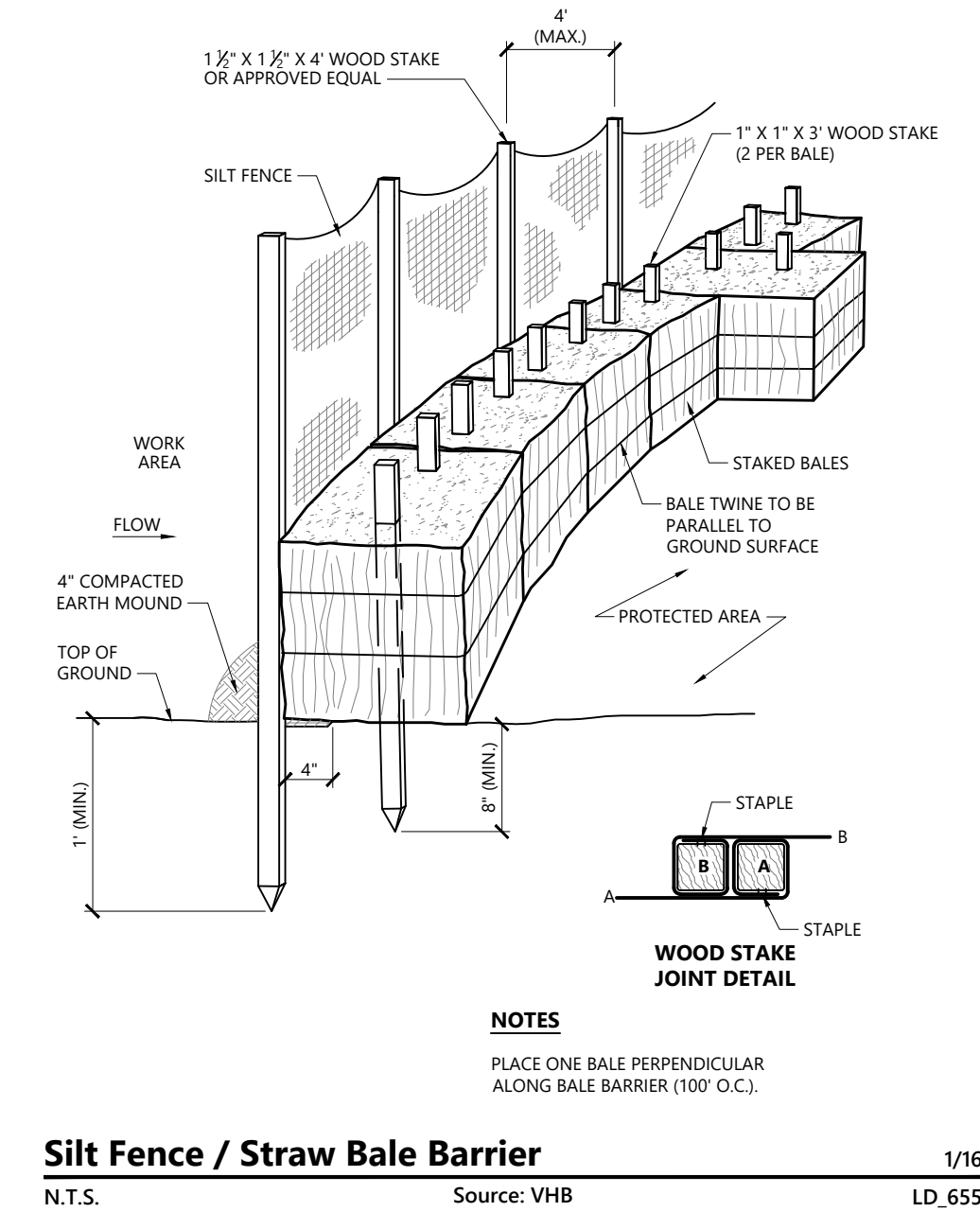
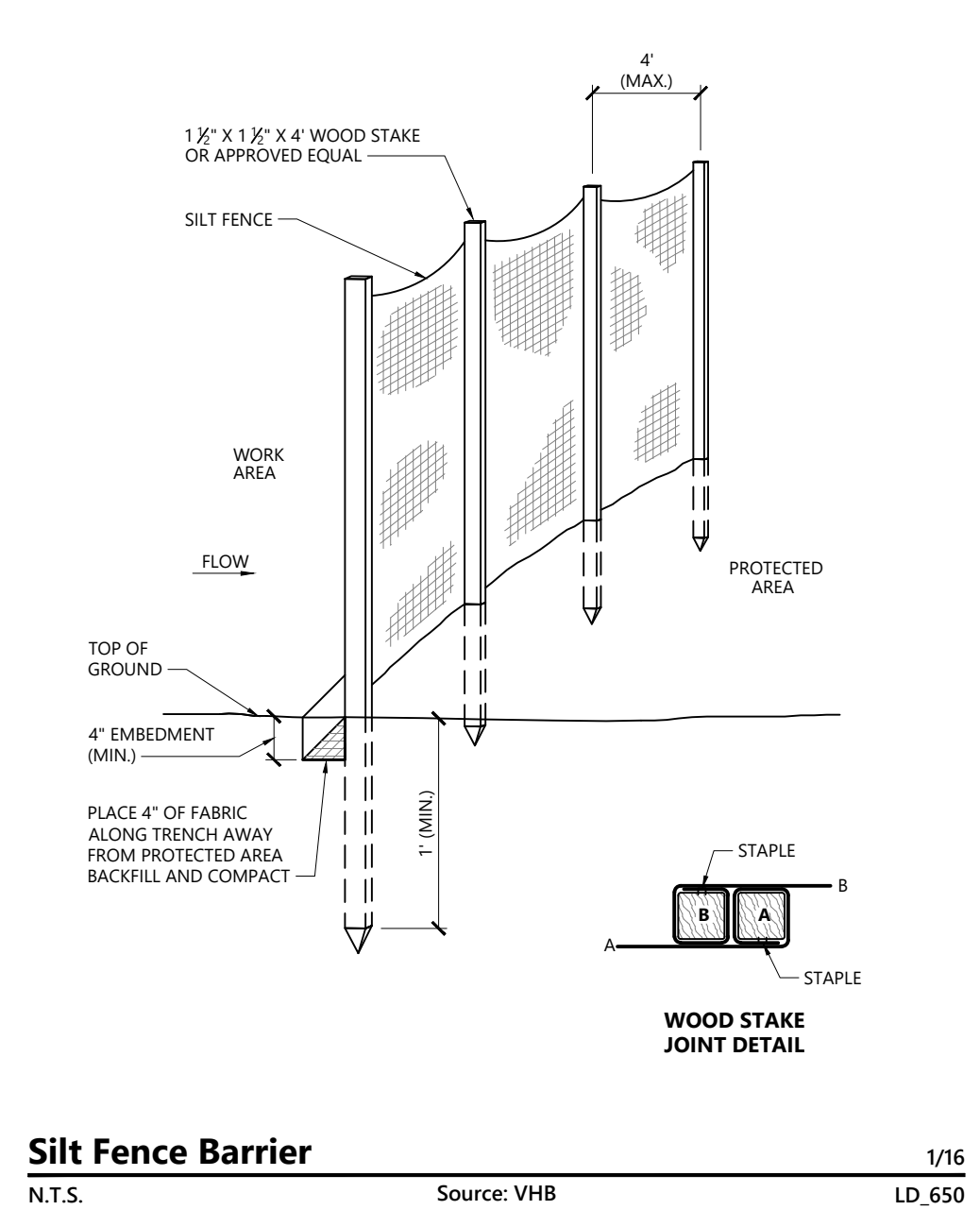
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**C6.02**

Sheet 7 of 10

Project Number: 20804.00



**New Safeguard Self Storage**  
2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appr'd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

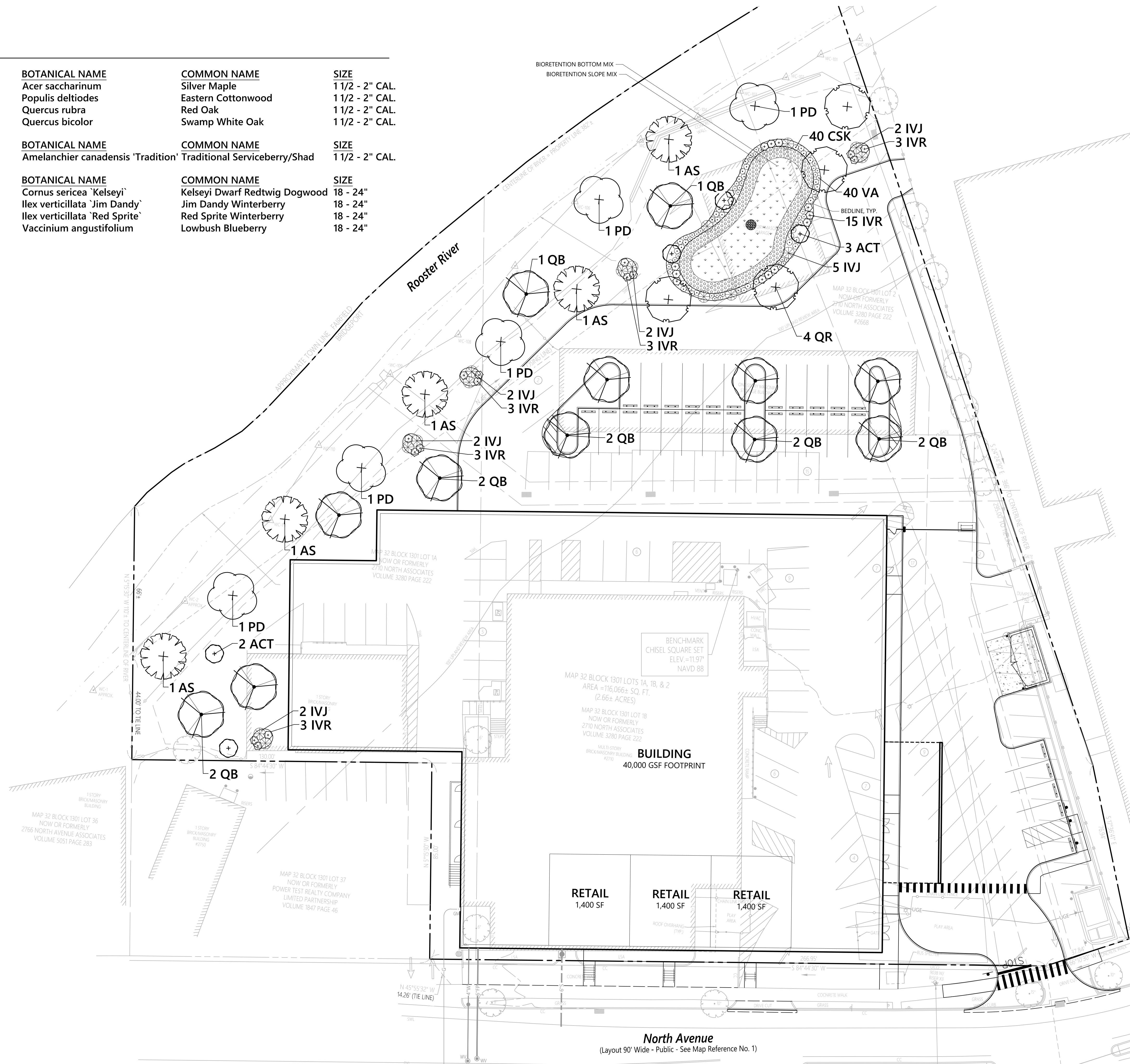
Designed by: \_\_\_\_\_ Checked by: \_\_\_\_\_  
Issued for: \_\_\_\_\_ Date: \_\_\_\_\_  
**Permitting** April 28, 2022

Not Approved for Construction  
Drawing Title: **Site Details 3**  
Drawing Number: \_\_\_\_\_  
Sheet **C6.03** of 10  
Project Number: 20804.00

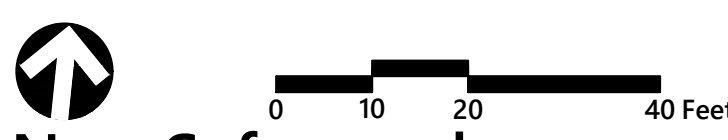


**PLANT SCHEDULE**

SHADE TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
AS	5	Acer saccharinum	Silver Maple	1 1/2 - 2" CAL.
PD	5	Populus deltoides	Eastern Cottonwood	1 1/2 - 2" CAL.
QR	4	Quercus rubra	Red Oak	1 1/2 - 2" CAL.
QB	12	Quercus bicolor	Swamp White Oak	1 1/2 - 2" CAL.
ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
ACT	5	Amelanchier canadensis 'Tradition'	Traditional Serviceberry/Shad	1 1/2 - 2" CAL.
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
CSK	40	Cornus sericea 'Kelseyi'	Kelseyi Dwarf Redtwig Dogwood	18 - 24"
IVJ	15	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	18 - 24"
IVR	30	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	18 - 24"
VA	40	Vaccinium angustifolium	Lowbush Blueberry	18 - 24"



**vhb**  
 Engineering, Surveying,  
 Landscape Architecture  
 and Geology, PC  
 50 Main Street  
 Suite 360  
 White Plains, NY 10606  
 914.467.6600

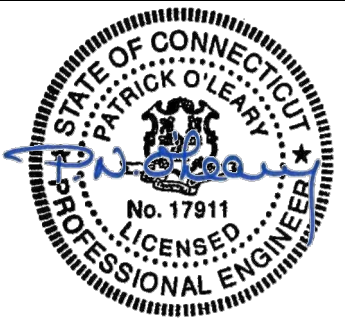


**New Safeguard Self Storage**  
 2710 North Avenue  
 Bridgeport, Connecticut

No.	Revision	Date	App'd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: **JML** Checked by: **PNO**  
 Issued for: **Permitting** Date: **April 28, 2022**

**Not Approved for Construction**  
 Drawing Title: **Planting Plan**  
 Drawing Number: **L1.01**



**L1.01**

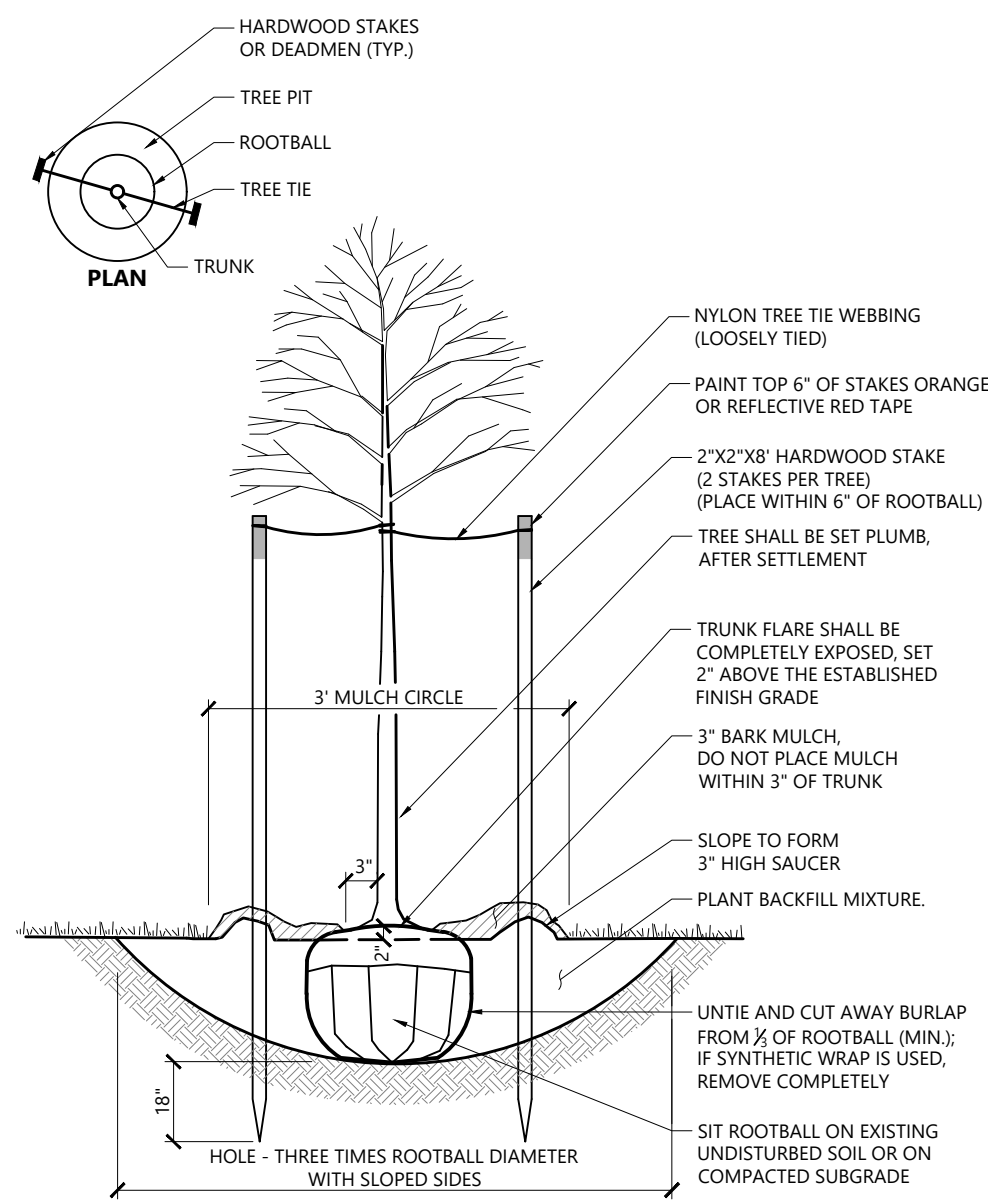
Sheet 9 of 10

Project Number: 20804.00

Saved Wednesday, July 27, 2022 1:36:55 PM ALEGOFF Plotted Thursday, July 28, 2022 10:21:18 AM Julien Le Goff

**North Avenue**  
 (Layout 90' Wide - Public - See Map Reference No. 1)





**Tree Planting (For Trees Under 4" Caliper)** 9/21  
 N.T.S. Source: VHB LD\_602

**Planting Notes**

- ALL PROPOSED PLANTING LOCATIONS SHALL BE STAKED AS SHOWN ON THE PLANS FOR FIELD REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL BELOW GRADE AND ABOVE GROUND UTILITIES AND NOTIFY OWNERS REPRESENTATIVE OF CONFLICTS.
- NO PLANT MATERIALS SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA. CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE OF ANY CONFLICT.
- A 3-INCH DEEP MULCH PER SPECIFICATION SHALL BE INSTALLED UNDER ALL TREES AND SHRUBS, AND IN ALL PLANTING BEDS, UNLESS OTHERWISE INDICATED ON THE PLANS, OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
- ALL PLANTING BACKFILL SOILS SHALL RECEIVE CERTIFIED WEED-FREE FULLY COMPOSTED LEAF MOLD SOIL AMENDMENT AT A RATE OF 33% (1 PART COMPOST TO 2 PARTS PLANTING SOIL). SUBMIT COMPOST CERTIFICATION & PRODUCT DATA PRIOR TO ORDERING FOR APPROVAL.
- ALL TREES SHALL BE BALLED AND BURLAPPED, UNLESS OTHERWISE NOTED IN THE DRAWINGS OR SPECIFICATION, OR APPROVED BY THE OWNER'S REPRESENTATIVE.
- FINAL QUANTITY FOR EACH PLANT TYPE SHALL BE AS GRAPHICALLY SHOWN ON THE PLAN. THIS NUMBER SHALL TAKE PRECEDENCE IN CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLANT LIST AND ON THE PLAN. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLANT LIST AND PLANT LABELS PRIOR TO BIDDING.
- ANY PROPOSED PLANT SUBSTITUTIONS MUST BE REVIEWED BY LANDSCAPE ARCHITECT AND APPROVED IN WRITING BY THE OWNER'S REPRESENTATIVE.
- ALL PLANT MATERIALS INSTALLED SHALL MEET THE LATEST SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" PUBLISHED BY AMERICAN HORT AND CONTRACT DOCUMENTS.
- ALL PLANT MATERIALS SHALL BE GUARANTEED FOR TWO YEARS FOLLOWING DATE OF FINAL ACCEPTANCE. DEAD PLANTS, AND PLANTS LESS THAN 75% ALIVE SHALL BE REPLACED.
- AREAS DESIGNATED "TOPSOIL & SEED" SHALL RECEIVE MINIMUM 6" OF TOPSOIL AND SPECIFIED SEED MIX. LAWNS OVER 2:1 SLOPE SHALL BE PROTECTED WITH EROSION CONTROL FABRIC, SUBMIT PRODUCT DATA FOR APPROVAL.
- ALL DISTURBED AREAS NOT OTHERWISE NOTED ON CONTRACT DOCUMENTS SHALL BE TOPSOIL AND SEEDED OR MULCHED AS DIRECTED BY OWNER'S REPRESENTATIVE.
- THIS PLAN IS INTENDED FOR PLANTING PURPOSES. REFER TO SITE / CIVIL DRAWINGS FOR ALL OTHER SITE CONSTRUCTION INFORMATION.
- ALL SPECIFIED PLANT MATERIAL IS SUBJECT TO INSPECTION AND APPROVAL BY THE LANDSCAPE ARCHITECT AT BOTH THE NURSERY AND JOBSITE PRIOR TO INSTALLATION
- CAREFULLY DISRUPT CIRCLING ROOTS FROM ALL CONTAINER-GROWN PLANTS, EXCEPT PLUGS, VIA TOOL SCARIFICATION OR BY HAND.
- ALL B&B MATERIALS (I.E. BURLAP, TWINE, ETC) SHALL BE ALL BIO-DEGRADABLE MATERIALS.
- ALL PLANTINGS SHALL RECEIVE BIOSTIMULANT (MYCORRHIZAL FUNGI) AS PER MANUFACTURER'S RECOMMENDED RATES. SUBMIT PRODUCT DATA FOR APPROVAL PRIOR TO ORDERING.
- CONTRACTOR SHALL MAINTAIN (I.E. WEEDING, MULCHING, WATERING, CUT BEDS, REPLACEMENTS, ETC) ALL LANDSCAPE PLANTS AND AREAS WITHIN CONTRACT LIMITS DURING SPRING, SUMMER, AND FALL UNTIL EXPIRATION OF GUARANTEE PERIOD.
- LANDSCAPE CONTRACTOR SHALL SUBMIT LETTER OF AGREEMENT TO THE PROPERTY OWNER ACKNOWLEDGING AND AGREEING TO FULFILLING THE SPECIFIED CONTRACTED GUARANTEE PERIOD AND MAINTENANCE AT NO-ADDITIONAL COST TO THE OWNER. SUBMIT LETTER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
- CONTRACTOR SHALL REMOVE ALL TREE STAKING AND GUYING MATERIALS PRIOR TO THE EXPIRATION OF THE PLANT WARRANTY PERIOD, OR 1 YEAR FROM THE DATE OF INSTALLATION, WHICHEVER COMES FIRST.

**Irrigation Notes**

- CONTRACTOR SHALL PROVIDE COMPLETE IRRIGATION SYSTEM DESIGN AND INSTALLATION FOR PLANTINGS AND LAWN AREAS. DESIGN SHALL BE CERTIFIED BY A PROFESSIONAL LANDSCAPE ARCHITECT, ENGINEER, OR CERTIFIED IRRIGATION DESIGNER. DESIGN PLANS SHALL BE SUBMITTED TO OWNER'S REPRESENTATIVE FOR APPROVAL.
- ALL LAWN AREAS SHALL BE ZONED SEPARATELY FROM PLANTING (MULCH) BEDS AREAS.
- CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, AND EQUIPMENT FOR THE COMPLETE INSTALLATION OF THE IRRIGATION SYSTEM.
- ALL IRRIGATION PIPING SHALL BE PVC, SUBMIT PIPE SIZES AND TYPES FOR APPROVAL.
- CONTRACTOR SHALL PROVIDE DRAWINGS, MATERIAL SPECIFICATIONS, SCHEMATICS, AND OTHER LITERATURE AS MAY BE REQUIRED, FOR ALL CONDUIT, CONTROLS, TIMERS, VALVES, SPRINKLER HEADS, CONNECTORS, WIRING, RAIN GAUGE, ETC. TO THE OWNER'S CONSTRUCTION MANAGER FOR APPROVAL PRIOR TO INSTALLATION.
- IRRIGATION CONTROLLER SHALL BE AN EPA WATERSENSE-LABELED WEATHER-BASED IRRIGATION CONTROLLER.
- CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH THE GENERAL CONTRACTOR AND SUB CONTRACTORS.
- (INSIDE BUILDING) BACKFLOW PREVENTER AND METER IS REQUIRED. IT SHALL BE IN CONFORMANCE WITH STATE AND MUNICIPAL REQUIREMENTS.  
  
(OUTSIDE BUILDING) BACKFLOW PREVENTER AND METER IS REQUIRED. IT SHALL BE IN CONFORMANCE WITH STATE AND MUNICIPAL REQUIREMENTS. LOCATE THIS EQUIPMENT IN A LOCKABLE "HOT BOX".
- (INSIDE BUILDING) IRRIGATION CONTROL PANEL, BACKFLOW PREVENTER AND METER SHALL BE LOCATED IN THE BUILDING MECHANICAL ROOM. COORDINATE WITH THE GENERAL CONTRACTOR.  
  
(OUTSIDE BUILDING) IRRIGATION CONTROL PANEL SHALL BE LOCATED IN A LOCKABLE CABINET DESIGNED TO HOUSE THE CONTROL PANEL.
- SITE CONTRACTOR SHALL PROVIDE 4" SCHEDULE 40 PVC SLEEVES & PVC CAPS, BOTH ENDS, UNDER PAVEMENT TO PROVIDE ACCESS FOR IRRIGATION LINES TO ALL IRRIGATED AREAS.
- IRRIGATION CONTRACTOR SHALL DEMONSTRATE FULL FUNCTIONALITY AND ADEQUATE WATERING OF PLANTINGS TO OWNER AND LANDSCAPE CONTRACTOR. SUBMIT WRITTEN SIGN-OFF FROM LANDSCAPE CONTRACTOR TO LANDSCAPE ARCHITECT FOR APPROVAL.

**Tree Protection**

- EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY CONSTRUCTION FENCE. ERECT FENCE AT EDGE OF THE TREE DRIPLINE PRIOR TO START OF CONSTRUCTION.
- CONTRACTOR SHALL NOT OPERATE VEHICLES WITHIN THE TREE PROTECTION AREA. CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS, OR DISPOSE OF ANY WASTE MATERIALS, WITHIN THE TREE PROTECTION AREA.
- DAMAGE TO EXISTING TREES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY A CERTIFIED ARBORIST AT THE CONTRACTOR'S EXPENSE.
- NO UNAUTHORIZED TREE REMOVALS, UNLESS AS SPECIFIED ON CONTRACT DOCUMENTS, APPROVED BY LOCAL MUNICIPALITIES, AND LANDSCAPE ARCHITECT.

**Edge of Woods Clearing**

- EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY EROSION CONTROL FENCE AND HAY BALE BARRIER. ERECT BARRIER AT EDGE OF THE EARTHWORK CUT LINE PRIOR TO TREE CLEARING. LAY OUT THIS LINE BY FIELD SURVEY.

**Wetland/Landscape Notes:**

- LANDSCAPE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE LOCATION OF THE LOCAL, STATE AND/OR FEDERALLY-REGULATED WETLAND ADJACENT AREA, PRIOR TO COMMENCING WORK.
- NO LANDSCAPE PLANTINGS, MATERIAL STOCKPILING, FERTILIZATION, CLEARING, OR DISTURBANCE OF THE REGULATED WETLAND AREAS SHALL BE PERMITTED.
- ALL LANDSCAPE OPERATIONS SHALL COMPLY WITH THE CONDITIONS OF THE WETLAND PERMITS.



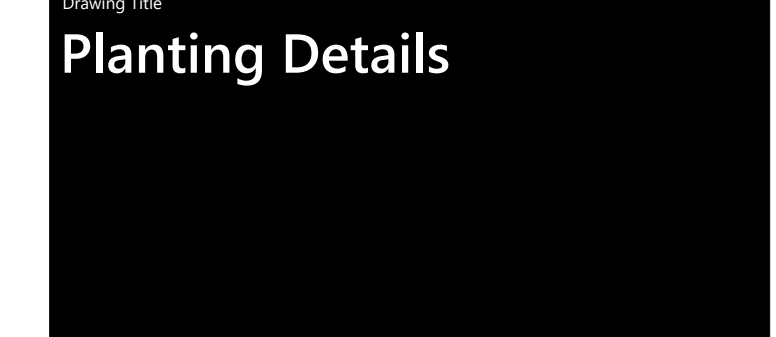
**New Safeguard Self Storage**

2710 North Avenue  
 Bridgeport, Connecticut

No.	Revision	Date	Appvd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by	JML	Checked by	PNO
Issued for	Permitting	Date	April 28, 2022

Not Approved for Construction



Drawing Number  
**L2.01**  
 Sheet 10 of 10



CITY OF BRIDGEPORT

File No. \_\_\_\_\_

PLANNING & ZONING COMMISSION APPLICATION

- 1. NAME OF APPLICANT: Safeguard Properties II, LLC
2. Is the Applicant's name Trustee of Record? Yes No X
3. Address of Property: 2710/2720/2668 North Avenue, Bridgeport, CT 06604
4. Assessor's Map Information: Block No. 32/1301/1/B, 33/1301/1/2 and 32/1301/1/A Lot No.
5. Amendments to Zoning Regulations: (indicate) Article: See attached. Section:
6. Description of Property (Metes & Bounds): See attached survey
7. Existing Zone Classification: MX2
8. Zone Classification requested:
9. Describe Proposed Development of Property: Demolish existing buildings and construct a new 3-story indoor self-service storage facility with 3 street-level spaces for retail tenants, install new stormwater infrastructure and landscaping.
Approval(s) requested: Special Permit for indoor self-service storage use within a commercial center building type

Signature: [Handwritten Signature] Date: 7/28/22
Print Name: Stanley Bonilla, SR. VP of Development

If signed by Agent, state capacity (Lawyer, Developer, etc.) Signature:
Print Name:

Mailing Address: Safeguard Self Storage, 1522 Old Country Road, Plainview, NY 11803
Phone: 631-539-0200 Cell: Fax: 631-539-0206
E-mail Address: sbonilla@safeguardit.com

\$ Fee received Date: Clerk:

THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

- Completed & Signed Application Form A-2 Site Survey Building Floor Plans
Completed Site / Landscape Plan Drainage Plan Building Elevations
Written Statement of Development and Use Property Owner's List Fee
Cert. of Incorporation & Organization and First Report (Corporations & LLC's)

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

See attached LOA
Print Owner's Name Owner's Signature Date
Print Owner's Name Owner's Signature Date

**LETTER OF AUTHORIZATION**

This Letter of Authorization, dated this 25 day of April, 2022, provides written authorization for SAFEGUARD PROPERTIES II, LLC and its affiliates, its agents or representatives, to apply for and execute any necessary State and City of Bridgeport petitions, applications, permits or any other approvals, including, but not limited to, the filing of applications for re-zoning, lot merger, inland wetlands permit, site plan and special exception approvals, all of which are necessary for purposes of constructing, operating and maintaining a self-storage facility at the real property with addresses of 2710/2720/2688 North Avenue, Bridgeport, Connecticut 06604 (MBLU: 32/1301/1/A; 32/1301/1/B; 33/1301/2) and owned by 2710 North Associates ("Owner").

A copy of this letter shall be regarded as having the same effect as the original.

OWNER: 2710 North Associates

By: David Pallack

NAME: DAVID PALLACK

TITLE: duly authorized agent  
Gen Partner

100' Property Owner List						
MBLU	OWNER	CO OWNER	SITE ADDRESS	CITY	STATE	ZIP
32/ 1301/ 1/B	2710 NORTH ASSOCIATES		2710 NORTH AV	BRIDGEPORT	CT	06604
33/ 1301/ 2	2710 NORTH ASSOCIATES		2668 NORTH AV	BRIDGEPORT	CT	06604
25/ 1244/ 13	MT GROVE CEMETERY ASSOCIATION		2535 NORTH AV	BRIDGEPORT	CT	06604
32/ 1301/ 1/A	2710 NORTH ASSOCIATES		2720 NORTH AV	BRIDGEPORT	CT	06604
32/ 1301/ 37	POWER TEST REALTY COMPANY	C/O GETTY REALTY CORP	2750 NORTH AV	BRIDGEPORT	CT	06604
32/ 1301/ 36	2766 NORTH AVENUE ASSOCIATES		2766 NORTH AV	BRIDGEPORT	CT	06604
33/ 1301/3/K 101	POINDEXTER RAMEL		2660 NORTH AV #101	BRIDGEPORT	CT	06604
33/ 1301/3/K 102	PHILLIPS DESMOND		2660 NORTH AV #102	BRIDGEPORT	CT	06604
33/ 1301/3/K 103	ROSSO JENNIFER		2660 NORTH AV #103	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 104	QUINN BETH		2660 NORTH AV #104	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 105	JURADO RAUL A C		2660 NORTH AV #105	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 106	GAINES TAKEEMA		2660 NORTH AV #106	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 107	SINGLETON CANDIA		2660 NORTH AV #107	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 108	CRUZ ANGEL		2660 NORTH AV #108	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 109	EDWARDS LOUISA		2660 NORTH AV #109	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 110	DEVEAUX TANEKA		2660 NORTH AV #110	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 111	ACOSTA GINA MARIA		2660 NORTH AV #111	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 112	MORVAY KRISTIN A		2660 NORTH AV #112	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 113	RUMERY DONALD S & MARLENE M	(SURV OF THEM)	2660 NORTH AV #113	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 114	GOOD FOR THREE LLC		2660 NORTH AV #114	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 115	ROPER TASHA R	ROVITTA PAUL	2660 NORTH AV #115	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 116	RIVERWALK II LLC		2660 NORTH AV #116	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 117	LOAIZA RAFAEL MARTIN	LOAIZA EDNA	2660 NORTH AV #117	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 118	RUMERY DONALD & MARLENE		2660 NORTH AV #118	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 201	GALEANO FABIAN		2660 NORTH AV #201	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 202	LI CHUN ET AL		2660 NORTH AV #202	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 203	GEPPERT JON M		2660 NORTH AV #203	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 204	BROWN GLENNARD & MALIKA		2660 NORTH AV #204	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 205	GEONEY CLARE		2660 NORTH AV #205	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 206	HERRERA ISBEL	EZEQUIEL MITRE GARCIA	2660 NORTH AV #206	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 207	LAKE MARK A JR		2660 NORTH AV #207	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 208	LUNGO CHRISTOPHER		2660 NORTH AV #208	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 209	MILLER MEGAN		2660 NORTH AV #209	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 210	ROGERS SHAQUISHA		2660 NORTH AV #210	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 211	RIVERA VERONICA		2660 NORTH AV #211	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 212	SALDANA ANTHONY		2660 NORTH AV #212	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 213	SMITH KENNETH & JOYCE		2660 NORTH AV #213	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 214	HUDSON LAURA & ALANA		2660 NORTH AV #214	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 215	EASTMOND STEPHANY		2660 NORTH AV #215	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 216	ALFARO MARVIN		2660 NORTH AV #216	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 217	FAIRCLOTH RUSSELL TYLER		2660 NORTH AV #217	BRIDGEPORT	CT	06604

33/ 1301/ 3/K 218	STANROD SHIRLEY		2660 NORTH AV #218	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 219	MCFADDEN SHARON		2660 NORTH AV #219	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 220	HUSSEY KAREN E & JOSEPH E JR		2660 NORTH AV #220	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 221	ZONDORAK SERENA ET AL	(SURVIVOR OF THEM)	2660 NORTH AV #221	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 222	WALKER JASON		2660 NORTH AV #222	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 223	STOKES-BURDEN IRIS & TYRIS BURDEN SR		2660 NORTH AV #223	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 224	KIM GUNSOO	SEUNGMIN CHEON	2660 NORTH AV #224	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 225	BOVELL TRISHA	JOHN B HILTON	2660 NORTH AV #225	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 226	BANKS DEAZ L & JACQUELINE C		2660 NORTH AV #226	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 227	RIVERWALK II LLC		2660 NORTH AV #227	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 228	ROCHELEAU TASHA		2660 NORTH AV #228	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 229	RIVERWALK II LLC		2660 NORTH AV #229	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 230	HARRINGTON RICHARD A ET AL		2660 NORTH AV #230	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 231	DICKERSON ANTHONY E		2660 NORTH AV #231	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 232	PETERSON CARRIE R		2660 NORTH AV #232	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 233	HENRY MICHELLE C M		2660 NORTH AV #233	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 234	RIVERWALK II LLC		2660 NORTH AV #234	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 235	PHILP L CASSANDRA		2660 NORTH AV #235	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 236	PENA ANA D		2660 NORTH AV #236	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 237	SMALL TRUMAN D JR		2660 NORTH AV #237	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 238	RIVERWALK II LLC		2660 NORTH AV #238	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 239	SINGH AKSHDEEP		2660 NORTH AV #239	BRIDGEPORT	CT	06604
33/ 1301/ 3/K 240	SMITH CIARA DANIELLE		2660 NORTH AV #240	BRIDGEPORT	CT	06604

NEW 3-STORY CLIMATE  
CONTROLLED SELF-STORAGE  
FACILITY + PARTIAL CELLAR (S-1) W/  
ACCESSORY OFFICE (B)

AT

2710 NORTH AVENUE

BRIDGEPORT, CONNECTICUT, 06604

OWNER:



ARCHITECT:



ARCHITECTURE  
& DESIGN

ARCHITECT:  
SULLIVAN GOULETTE WILSON, LTD.  
444 N. MICHIGAN AVENUE - SUITE 1850  
CHICAGO, IL 60611  
TEL: (312) 988-7412  
www.sgwarch.com

CIVIL ENGINEER:  
VANASSE HANGEN BRUSTLIN, INC  
101 WALNUT STREET  
P.O. BOX 9151  
WATERTOWN, MA 02471  
TEL: (860) 807-4301

OWNER/ DEVELOPER:  
SAFEGUARD SELF STORAGE  
1522 OLD COUNTRY ROAD  
PLAINVIEW, NEW YORK 11803  
TEL: (631) 539-0200

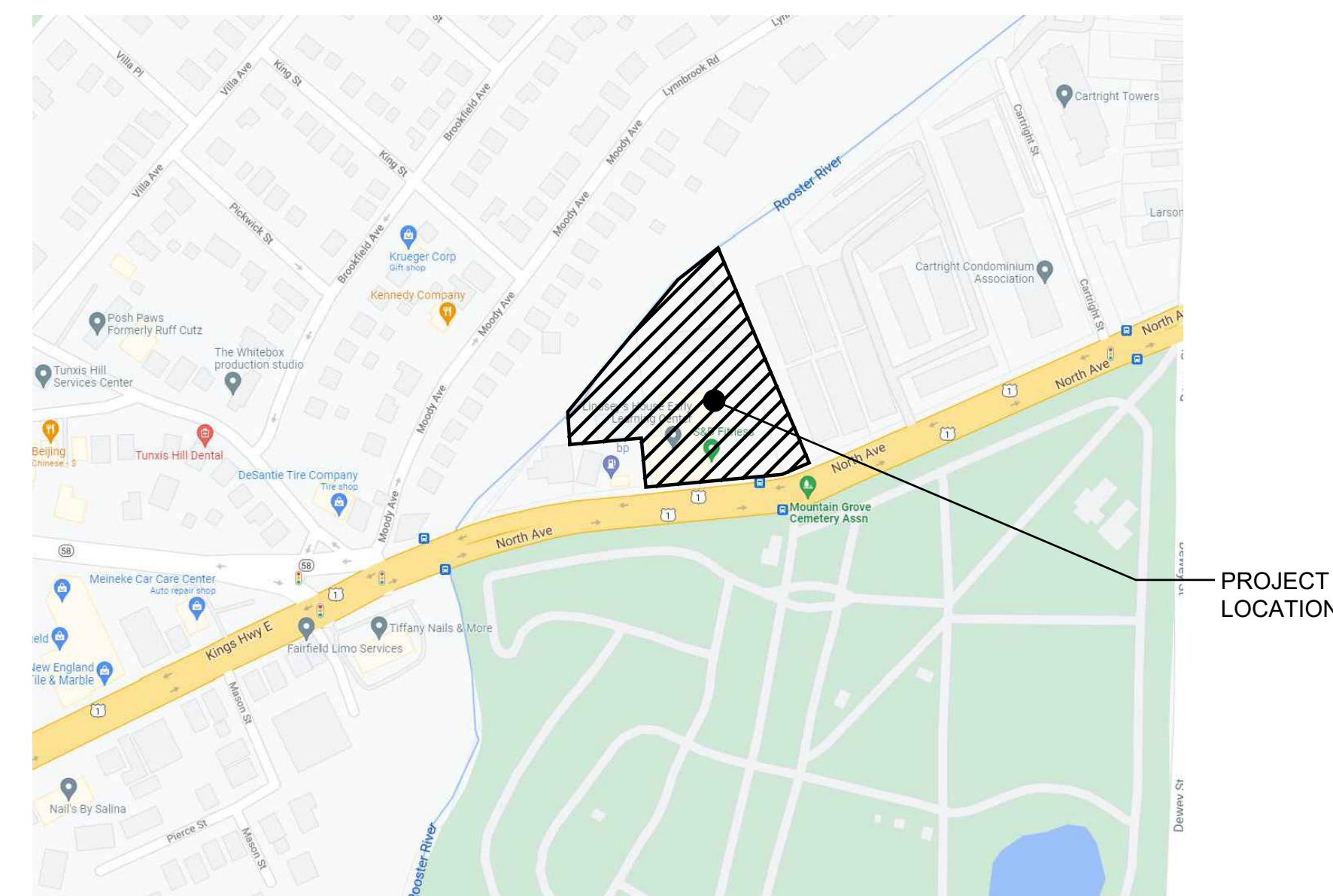
ABBREVIATIONS

ALT	ALTERNATE	ELECT	ELECTRICAL	MULL	MULLION
AC	AIR CONDITIONING	EL	ELEVATION	NIC	NOT IN CONTRACT
AF	ABOVE FINISHED FLOOR	EJ	EXPANSION JOINT	NTS	NOT TO SCALE
AL	ALUMINUM	EP	EPOXY PAINT	OC	ON CENTER
ARF	ABOVE RAISED FLOOR	EQ	EQUAL	OFCI	OWNER FURNISHED, CONTRACTOR TO INSTALL
AT	ACOUSTIC TILE	EXIST	EXISTING	OPP	OPOSITE
BD	BOARD	EXP	EXPOSED	PNT	PAINT
BLD	BUILDING	EXT	EXTERIOR	PR	PAIR
BLKG	BLOCKING	EWC	ELECTRIC WATER COOLER	PLAM	PLASTIC LAMINATE
BO	BOTTOM OF	FEC	FIRE EXTINGUISHER CABINET	PL	PLATE
BR	BRUSHED	FHC	FIRE HOSE CABINET	QT	QUARRY TILE
BRG	BEARING	FN	FINISH	RAD	RADIUS
CA	CLEAR ANODIZED	FD	FLOOR DRAIN	R	RISER
CAB	CABINET	FLR	FLOOR	RH	RIGHT HAND
CPT	CARPET	FOM	FACE OF MASONRY TO FACE OF MASONRY	REQ'D	REQUIRED
CL	CENTERLINE	FTG	FOOTING	RO	ROUGH OPENING
CLG	CEILING	GA	GUAGE	SANDBLAST	SB
CJ	CONTROL JOINT	GALV	GALVANIZED	SC	SOLID CORE
CMU	CONC. MASONRY UNIT	GB	GYPSPUM BOARD	SCHED	SCHEDULE
CONC	CONCRETE	GL	GLASS	SM	SHEET METAL
CONT	CONTINUOUS	HDWD	HARDWOOD	SHT	SHEET
CI	CAST IRON	HDWR	HARDWARE	SIM	SIMILAR
CO	CLEAN OUT	HM	HOLLOW METAL	SS	STAINLESS STEEL
CW	COLD WATER	HR	HOUR	STD	STANDARD
CP	CEMENT PLASTER	HT	HEIGHT	THK	THICK
CT	CERAMIC TILE	HW	HOT WATER	TRANS	TRANSPARENT
DF	DRINKING FOUNTAIN	INT	INTERIOR	T	TREAD
DIA	DIAMETER	INSUL	INSULATION	TO	TOP OF
DIM	DIMENSION	JT	JOINT	T & G	TONGUE AND GROOVE
DN	DOWN	LC	LIGHTWEIGHT CONC.	TYP	TYPICAL
DS	DOWNSPOUT	LAM	LAMINATED	UNO	UNLESS NOTED OTHERWISE
DET	DETAIL	LAV	LAVATORY	VCT	VINYL COMPOSITION TILE
DW	DRY WALL	LH	LEFT HAND	VIF	VERIFY IN FIELD
DWG	DRAWING	MFR	MANUFACTURER	VD	WOOD
EA	EACH	MO	MASONRY OPENING	WP	WALL PHONE
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM	MWK	MILLWORK	WWF	WELDED WIRE FABRIC
		MTL	METAL		

LEGEND

	ROOM NAME/NUMBER TAG		RCP ELEVATION TAG		GLASS (ELEV.)
	ELEVATION TAG/ MARK		SMOKE DETECTOR		GLASS (SECT.)
	DRAWING REVISION TAG		CARBON MONOXIDE DETECTOR		MORTAR, GROUT, THINSET OR CEMENT
	NOTE TAG		NEW PARTITION - SEE PLANS FOR TYPE		GYPSPUM BOARD
	DOOR TAG (See A5-# series dwgs)		EXISTING CONSTRUCTION TO BE REMOVED		METAL LATH & PLASTER
	WINDOW TAG (See A5-# series dwgs)		EXISTING N.I.C.		PLYWOOD
	WALL TYPE (See A4-# series dwgs)		STEEL		QUARRY TILE OR CERAMIC TILE
	DETAIL # DETAIL TAG		EXISTING CONSTRUCTION TO REMAIN		RIGID INSULATION
	DWG #		ACOUSTIC TILE		STEEL
	ELEVATION # INTERIOR ELEVATION TAG		ALUMINUM		TERRAZZO
	ELEVATION # EXTERIOR ELEVATION TAG		BATT. INSUL. OR SOUND ATTN. BLANKET		WOOD STYLE
	SECTION # SECTION TAG		BRICK (PLAN & SECTION)		WOOD-ROUGH OR FRAMING
	SECTION #		BRICK (ELEV.)		2 x 2 LAY-IN ACOUSTICAL TILE CEILING
	SECTION #		CONCRETE		GYP. BD. CLG./SOFFT
	SECTION #		CONCRETE MASONRY UNIT (C.M.U.)		
	SECTION #		EXISTING DOOR TO REMAIN		

LOCATION MAP



DRAWING INDEX

DWG#	DESCRIPTION	CITY OF BRIDGEPORT SUBMISSION ISSUED: 07/28/22	CITY OF BRIDGEPORT SUBMISSION ISSUED: 04/27/22	CITY OF BRIDGEPORT SUBMISSION ISSUED: 03/07/22	CITY OF BRIDGEPORT SUBMISSION ISSUED: 01/28/22
<b>GENERAL</b>					
G0-00	TITLE SHEET & DRAWING INDEX	•	•	•	•
G0-01	ZONING DATA & AREA SITEPLAN	•	•	•	•
<b>CIVIL</b>					
<b>LANDSCAPE</b>					
<b>ARCHITECTURAL</b>					
A0-00	SURVEY	•	•	•	•
A0-01	SITE PLAN	•	•	•	•
A1-01	FIRST FLOOR PLAN AND PARTIAL CELLAR PLAN	•	•	•	•
A1-02	SECOND AND THRD FLOOR PLAN	•	•	•	•
A1-03	ROOF PLAN	•	•	•	•
A2-01	NORTH & EAST BUILDING ELEVATIONS	•	•	•	•
A2-02	SOUTH & WEST BUILDING ELEVATIONS	•	•	•	•
A2-03	BUILDING PERSPECTIVES AND "STREET ELEVATION"	•	•	•	•
A2-04	RENDERING	•	•	•	•
A2-05	SITE PHOTOGRAPHS	•	•	•	•

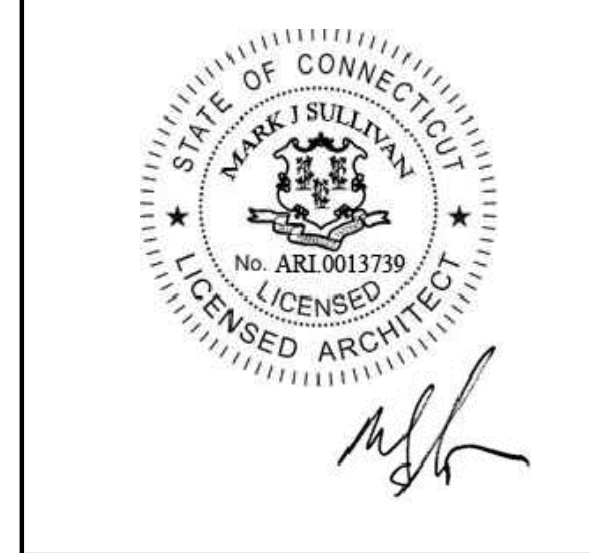
LICENSED ARCHITECT OF RECORD  
STATEMENT:  
I hereby certify that these plans have been prepared under my direction, and to the best of my knowledge and beliefs conform to the:  
CITY OF BRIDGEPORT, CONNECTICUT  
Building Codes and Ordinances.

Date: \_\_\_\_\_

X Registration Number: 000000 Expires: \_\_\_\_\_  
Enhanced Self-Certification Training: #200305531

Affix Professional Seal Here

THESE DRAWINGS COMPLY WITH:  
THE CURRENT EDITION OF THE  
BRIDGEPORT ZONING ORDINANCE



4	07/28/22	CITY OF BRIDGEPORT - SUBMISSION
3	04/27/22	CITY OF BRIDGEPORT - SUBMISSION
2	03/07/22	CITY OF BRIDGEPORT - URBAN DESIGN REVIEW
1	01/28/22	CITY OF BRIDGEPORT - URBAN DESIGN REVIEW
NO	DATE	ISSUE DESCRIPTION

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PRINCIPAL: XX	P.M. DRAWN: XX
QC BY: XX	BY: XX



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2710  
NORTH AVENUE

BRIDGEPORT, CONNECTICUT

TITLE SHEET & DRAWING INDEX

NORTH

G0-00



**Zoning Data**  
2710 North Ave, Bridgeport CT 06604  
3/2/2022

City of Bridgeport Zoning Ordinance

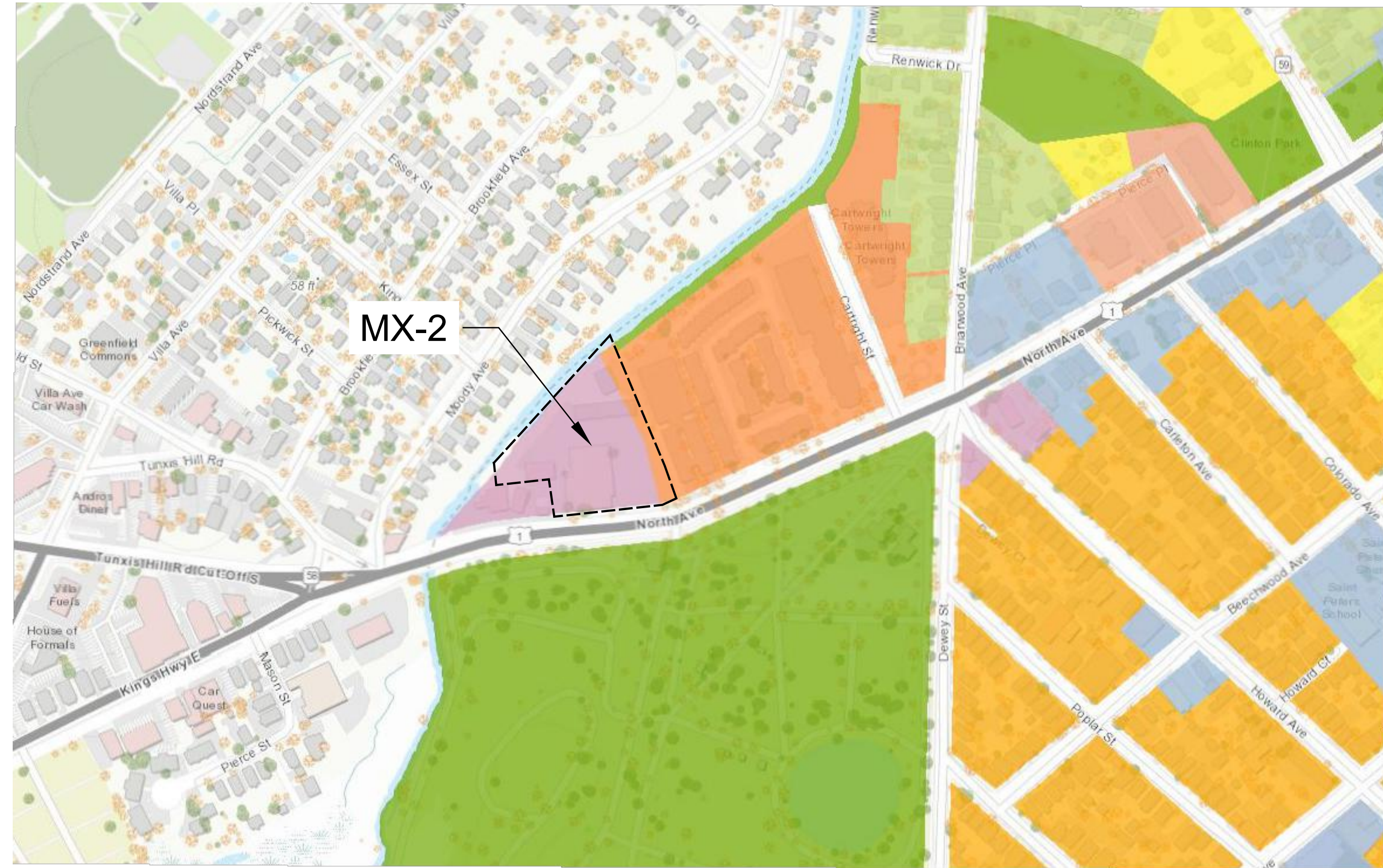
BULK & DENSITY	EXISTING ZONING	VARIANCES	PROPOSED PROJECT SCHEME B
Lot Area [SF]	21,019		21,019
Zoning District	NX-3		NX-3
Maximum Lot Coverage [%]	80%		Actual Lot Coverage[%] 43%
Maximum Lot Coverage [SF]	16,815.2		Actual Lot Coverage[Sf] 9,111.0



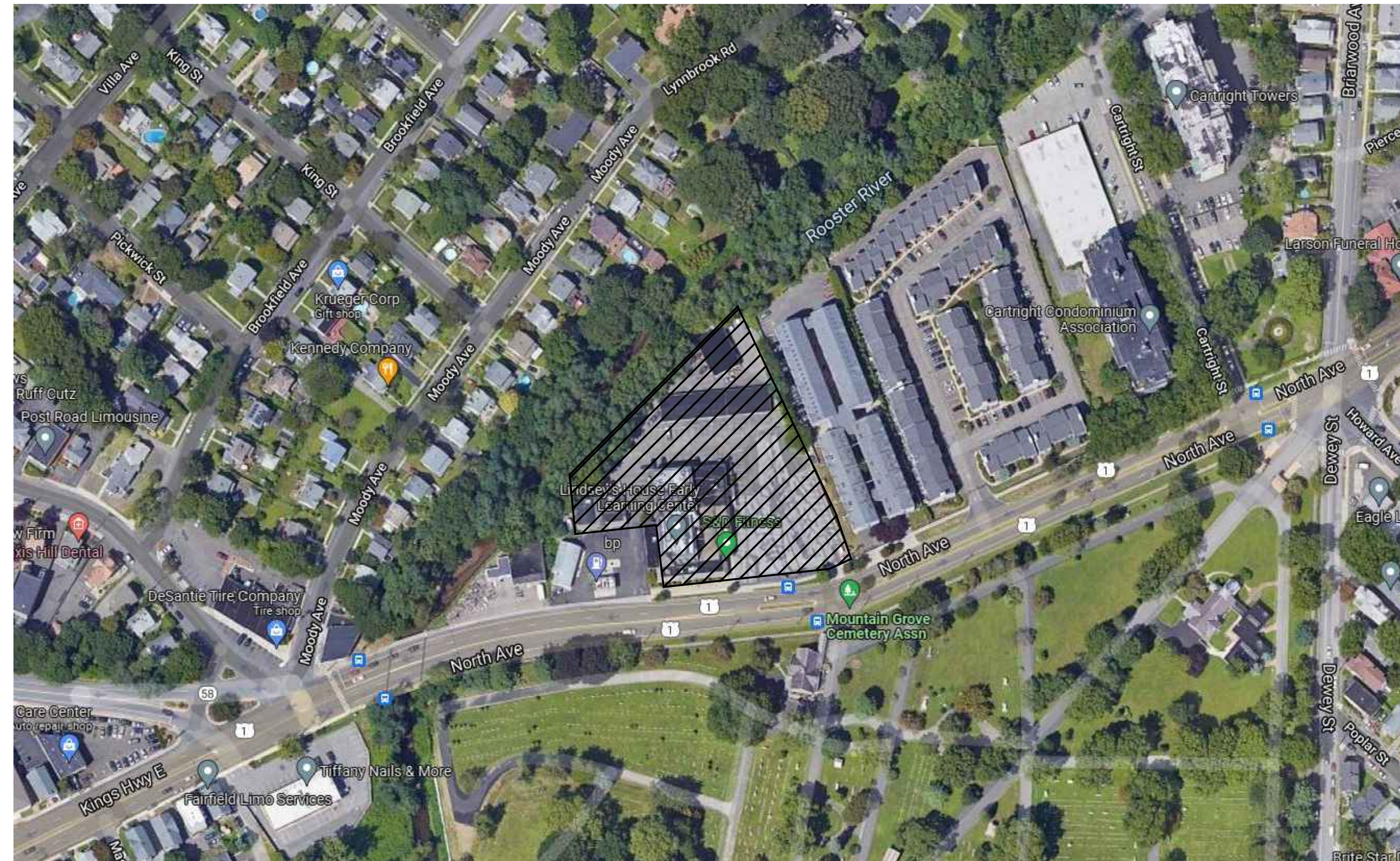
**Zoning Data**  
2710 North Ave, Bridgeport CT 06604  
6/28/2022

City of Bridgeport Zoning Ordinance

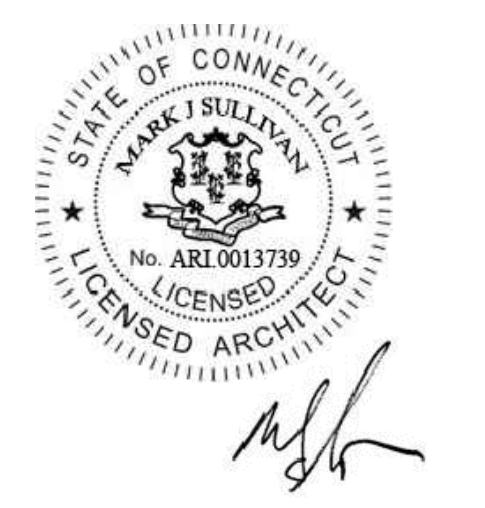
BULK & DENSITY	EXISTING ZONING	VARIANCES	PROPOSED PROJECT SCHEME B
Lot Area [SF]	91,476		91,476
Zoning District	MX-2		MX-2
Use Group	General services	Special Permit	Self-service Storage, Indoor
Maximum Lot Coverage [%]	80%		Actual Lot Coverage[%] 70%
Maximum Lot Coverage [SF]	73,180.8		Actual Lot Coverage[Sf] 64,159.0
Lot Frontage	304.79		Lot Frontage 304.79
<b>YARDS/HEIGHT</b>			
Required Yards [ft]	Front 5'-0" Min. 20'-0" Max. Side [Minimum One Side] 5'-0" Rear 5'-0" Min.		Proposed 5'-0" 50'-11" 64'-7"
Maximum Building Height [ft]	15'-0 Min. @N-zone 3 Stories		Proposed 3 Stories
<b>COMMERCIAL PARKING/LOADING</b>			
Required Off Street Parking (Self Storage)	No Minimum		Proposed 34 Stalls
Required Off Street Parking (Retail Sales)	4.5 per 1,000 sf 19 Required		Proposed 2.0
Required Accessible Parking Spaces	1 per 25 spaces 1 - 15,000 sf		Proposed 2.0
Required Off Street Loading	2- 50,000 sf		Proposed N/A
Required Bicycle Parking	N/A		Proposed 2.0
Required Site Access	1 Access per 120 ft frontage		Proposed 2.0
<b>LANDSCAPING</b>			
Site Landscape	Grass All Unpaved Areas Plant Beds Required for areas over 2,000sf		Proposed See plan Proposed See plan
Tree Requirements	Street 1 per 40' of street frontage Site Parking Islands		Proposed 7.0 Proposed 3.0
Signs	Size Not to exceed 60'-0" SF Quantity N/A Location Side or rear wall Height N/A		TBD TBD TBD
<b>OTHER STANDARDS</b>			
Commercial Building Design	Primary Street(s) 60% min. applicable Ground Story Transparency (Primary) 75% min. Transparency (Primary) 18% min. Transparency (Non-Primary) 15% min. Building Entrance(s) 1 per 60ft of primary and main parking lot facades		Proposed 60.0% Proposed Proposed Proposed 6.0
Flood Zone Area	AE		AE



**2 ZONING AREA MAP**  
SCALE: N.T.S.



**1 AREA SITE PLAN**  
SCALE: 1" = 100'



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PRINCIPAL: XX P.M. XX  
QC BY: XX DRAWN BY: XX

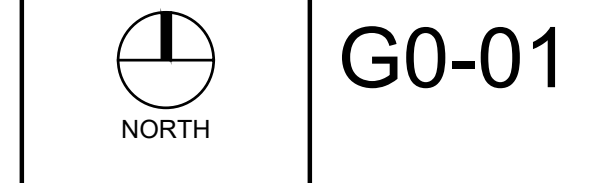
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**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

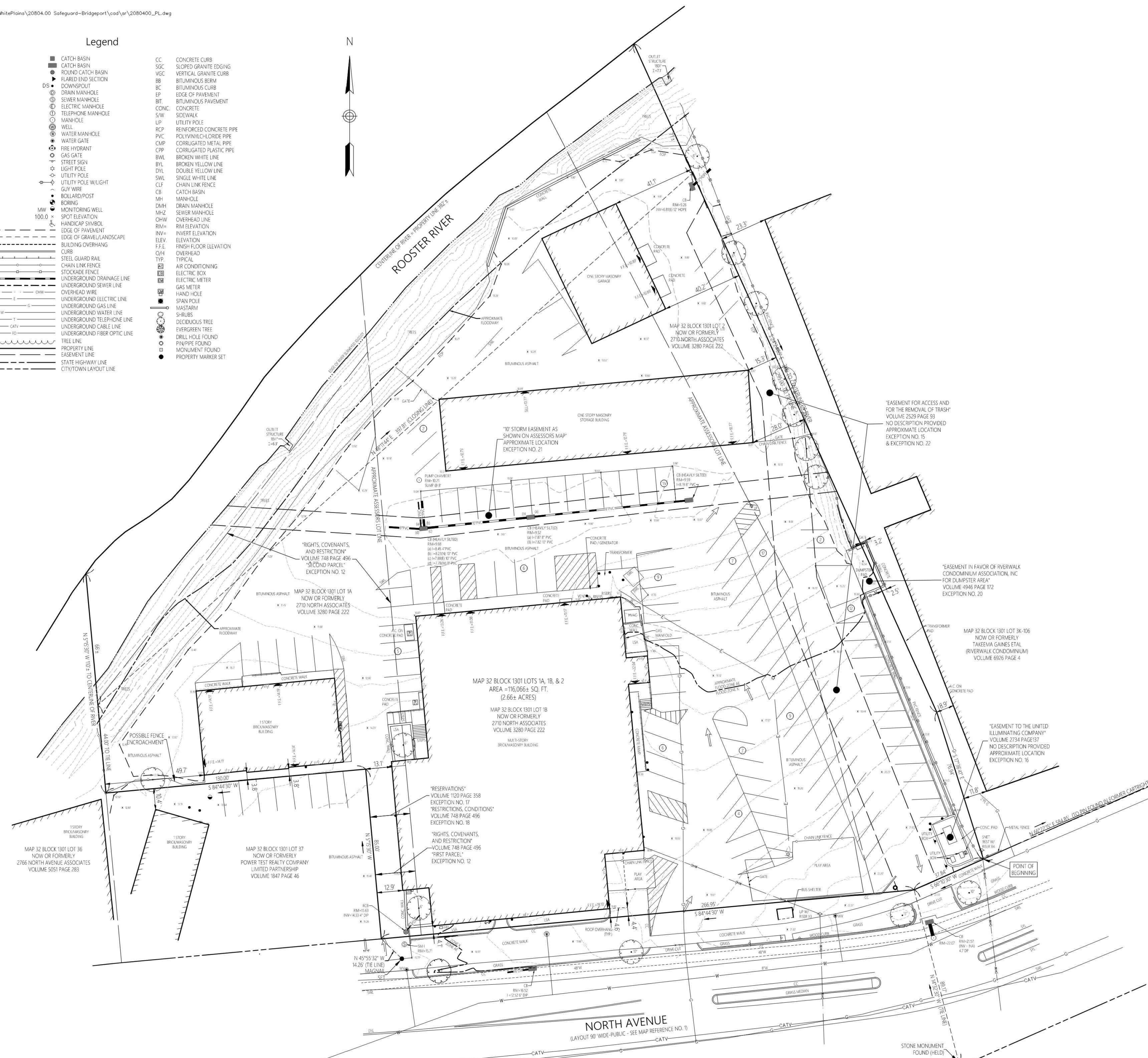
ZONING CODE MATRIX & AREA SITE PLAN



Legend

- Legend items including Catch Basin, Round Catch Basin, Labeled In-Sector, Downspout, Drain Manhole, Sewer Manhole, Electric Manhole, Telephone Manhole, Manhole, Well, Water Manhole, Fire Hydrant, Gas Gate, Street Sign, Light Pole, Utility Pole, Utility Pole W/ Light, GUY WIRE, BOLLARD/POST, BORING, MONITORING WELL, SPOT ELEVATION, HANDICAP SYMBOL, EDGE OF GRAVEL/LANDSCAPE, BUILDING OVERHANG CURB, STEEL GUARD RAIL, CHAIN LINK FENCE, STOCKADE FENCE, UNDERGROUND DRAINAGE LINE, UNDERGROUND SEWER LINE, OVERHEAD WIRE, UNDERGROUND GAS LINE, UNDERGROUND WATER LINE, UNDERGROUND TELEPHONE LINE, UNDERGROUND CABLE LINE, UNDERGROUND FIBER OPTIC LINE, TREE LINE, PROPERTY LINE, EASEMENT LINE, STATE HIGHWAY WAY, CITY/TOWN LAYOUT LINE.

N

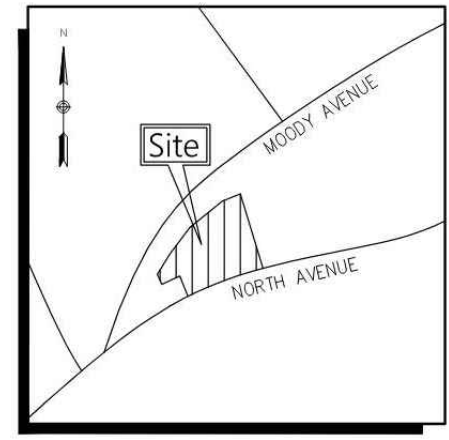


Survey Parcel Description

BEGINNING AT A POINT ON THE NORTH SIDE OF NORTH AVENUE, SAID POINT ALSO BEING THE SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF RIVERWALK CONDOMINIUM AND THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY 2710 NORTH ASSOCIATES. THENCE S 66° 10' 30" W ALONG THE NORTHERLY SIDE OF NORTH AVENUE A DISTANCE OF 37.84' TO A POINT; THENCE S 84° 44' 30" W ALONG THE NORTHERLY SIDE OF NORTH AVENUE A DISTANCE OF 206.90' TO A POINT; THENCE N 5° 15' 30" W BOUNDED WESTERLY BY LAND NOW OR FORMERLY POWER TEST REALTY COMPANY LIMITED PARTNERSHIP A DISTANCE OF 85.00' TO A POINT; THENCE S 84° 44' 30" W BOUNDED SOUTHERLY BY LAND NOW OR FORMERLY POWER TEST REALTY COMPANY LIMITED PARTNERSHIP A DISTANCE OF 130.00' TO A POINT; THENCE N 5° 15' 30" W BOUNDED WESTERLY BY LAND NOW OR FORMERLY OF 2768 NORTH AVENUE ASSOCIATES A DISTANCE OF 44.00' TO A POINT; THENCE N 5° 15' 30" W BOUNDED WESTERLY BY LAND NOW OR FORMERLY OF 2768 NORTH AVENUE ASSOCIATES A DISTANCE OF 66 MORE OR LESS TO A POINT IN THE CENTER LINE OF ROOSTER RIVER; THENCE GENERALLY NORTHEASTERLY ALONG THE CENTER LINE OF ROOSTER RIVER A DISTANCE OF 382' MORE OR LESS TO A POINT; THENCE S 24° 24' 30" E BOUNDED EASTERLY BY LAND NOW OR FORMERLY OF RIVERWALK CONDOMINIUM A DISTANCE OF 71' MORE OR LESS TO A POINT; THENCE S 24° 24' 30" E BOUNDED EASTERLY BY LAND NOW OR FORMERLY OF RIVERWALK CONDOMINIUM A DISTANCE OF 76.94' TO THE POINT OF BEGINNING, CONTAINING APPROXIMATELY 2.66 ACRES.



101 Walnut Street  
PO Box 9151  
Watertown, MA 02471  
617.924.1770



Title Reference

- REFERENCE IS MADE TO FIRST AMERICAN TITLE INSURANCE COMPANY FILE NUMBER CT-5483252. COMMITMENT DATE: JULY 8, 2021. SCHEDULE B PART 2 EXCEPTIONS 1-2. NOT SURVEY RELATED. 3. EASEMENTS DEPICTED ON THE SURVEY. 4-11. NOT SURVEY RELATED. 12. "RIGHTS, COVENANTS AND RESTRICTIONS" VOLUME 748 PAGE 496 (FOR A PERIOD OF 50 YEARS) DEPICTED ON THE SURVEY AND VOLUME 1259 PAGE 505. 13. "CHANNEL LINES AS ESTABLISHED FOR ROOSTER RIVER" NOT SURVEY RELATED. 14. NOT SURVEY RELATED. 15. "EASEMENT" VOLUME 2529 PAGE 93 DEPICTED ON THE SURVEY. 16. "EASEMENT TO UNITED ILLUMINATING" VOLUME 2734 PAGE 137 APPROXIMATE LOCATION DEPICTED ON THE SURVEY. 17. "RESERVATIONS" VOLUME 1120 PAGE 358 DEPICTED ON THE SURVEY. 18. "RESTRICTIONS" VOLUME 748 PAGE 496 DEPICTED ON THE SURVEY. 19. "FLOWAGE RIGHTS" VOLUME 366 PAGE 137 NO DESCRIPTION UNABLE TO BE PLOTTED. 20. "EASEMENT IN FAVOR OF RIVERWALK CONDOMINIUM" VOLUME 4946 PAGE 172 DEPICTED ON THE SURVEY. 21. "10' STORM SEWER EASEMENT AS SHOWN ON ASSESSORS MAP" DEPICTED ON THE SURVEY. 22. "20' ACCESS EASEMENT AS SHOWN ON ASSESSORS MAP" DEPICTED ON THE SURVEY. 23. "CHAIN OF TITLE" NOT SURVEY RELATED.

Statement of Encroachment

- 1. POSSIBLE FENCE ENCROACHMENT AT THE SOUTHWESTERLY CORNER OF THE PROPERTY.

TO: 2710 NORTH ASSOCIATES AND FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2-5, 7(a), 7(b)(1), 8-9, 11, 13, AND 14 OF TABLE A THEREOF. THE FIELD WORK WAS CONDUCTED IN OCTOBER, 2021.

DATE OF MAP: OCTOBER 27, 2021.

THIS SURVEY AND MAP HAS BEEN PREPARED PURSUANT TO THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. AMENDED OCTOBER 26, 2018.

THIS IS A PROPERTY SURVEY CONFORMING TO A HORIZONTAL CLASS A-2 ACCURACY AND A TOPOGRAPHIC SURVEY CONFORMING TO A TOPOGRAPHICAL ACCURACY STANDARD CLASS 1-2. THE BOUNDARY DETERMINATION IS A DEPENDANT RESURVEY.

TO MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON. THIS PLAN IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.

Map 32 Block 1301  
Lots 1A, 1B & 2  
2668, 2710 & 2720 North Avenue  
Bridgeport, Connecticut

Table with columns: Name, Date, Amount. Includes a signature line for the surveyor.

ALTA/NSPS  
Land Title Survey  
Property Survey  
& Topographic Survey

Sv-1  
Sheet 1 of 1  
Project Number 20804.00

General Notes

- 1. THE PROPERTY MARKERS DEPICTED ON THIS PLAN ARE BASED UPON AN ACTUAL FIELD SURVEY CONDUCTED BY VHB IN OCTOBER 2021. 2. THE EXISTING CONDITIONS DEPICTED ON THIS PLAN ARE BASED UPON AN ACTUAL ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY VHB IN OCTOBER 2021. 3. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES DEPICTED ON THIS PLAN ARE BASED ON FIELD OBSERVATIONS AND INFORMATION OF RECORD. THEY ARE NOT WARRANTED TO BE EXACTLY LOCATED NOR IS IT WARRANTED THAT ALL UNDERGROUND UTILITIES OR OTHER STRUCTURES ARE DEPICTED ON THIS PLAN. 4. HORIZONTAL DATUM IS BASED ON CONNECTICUT STATE PLANE COORDINATE SYSTEM, NAD 83. ELEVATIONS DEPICTED ON THIS PLAN REFER TO THE NAVD OF 1988.



For Review  
10/27/2021 8:04:52 PM

10/27/2021  
CHRISTOPHER C. DANFORTH, L.S. #70118 DATE

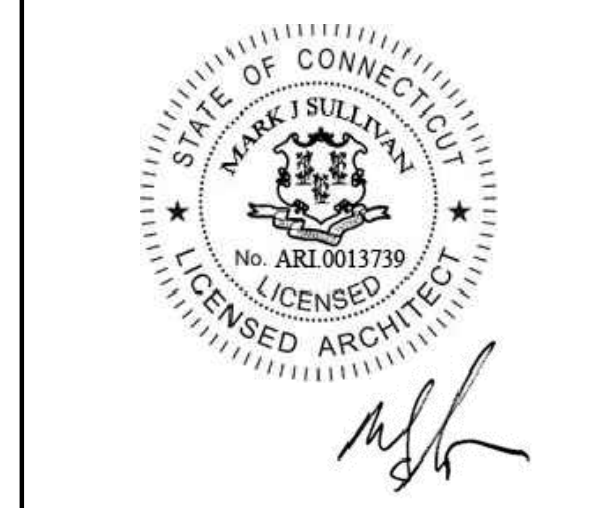


Table with columns: NO, DATE, ISSUE DESCRIPTION. Shows revision history for the drawing.

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QC BY: XX BY: XX



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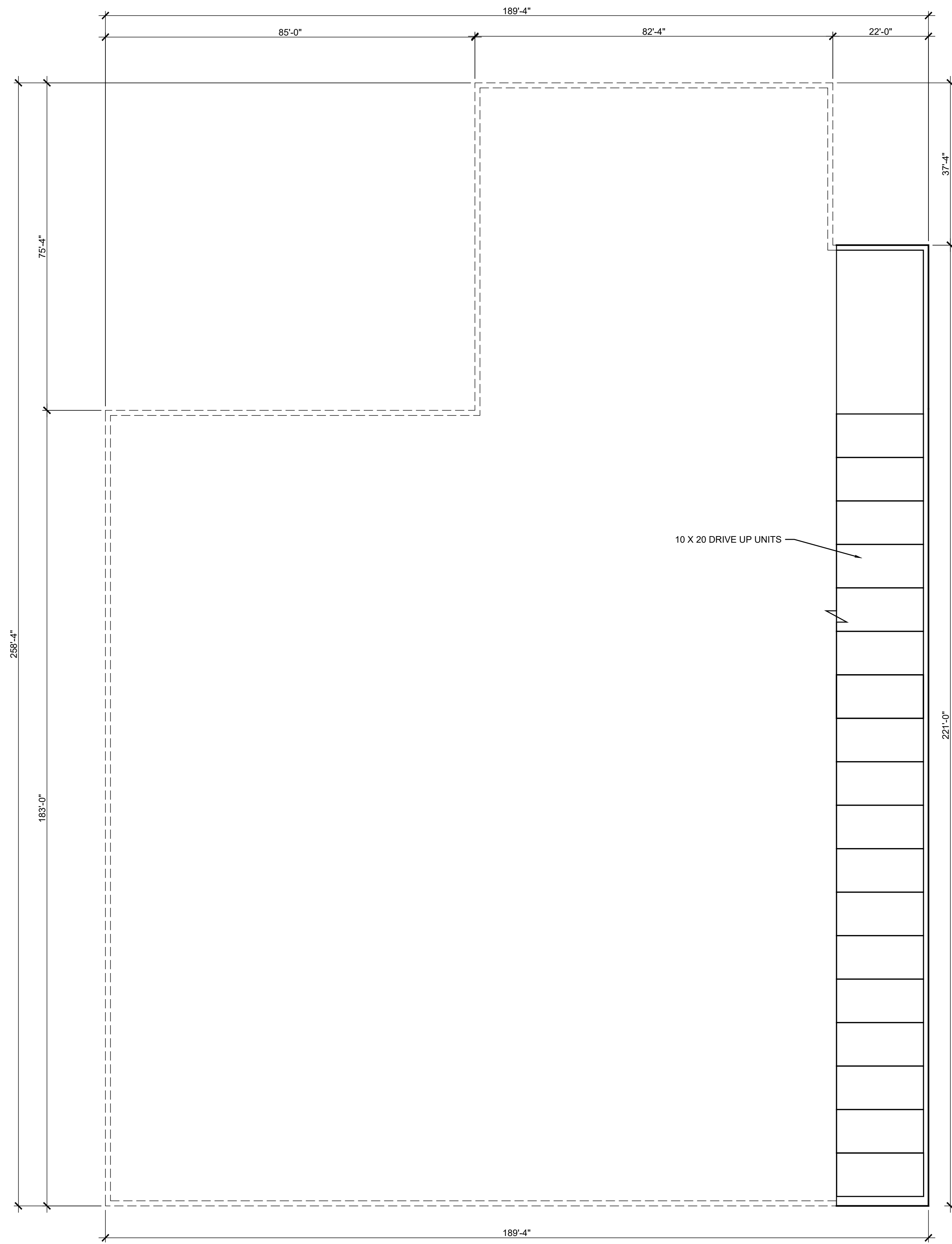
BRIDGEPORT, CONNECTICUT

SURVEY

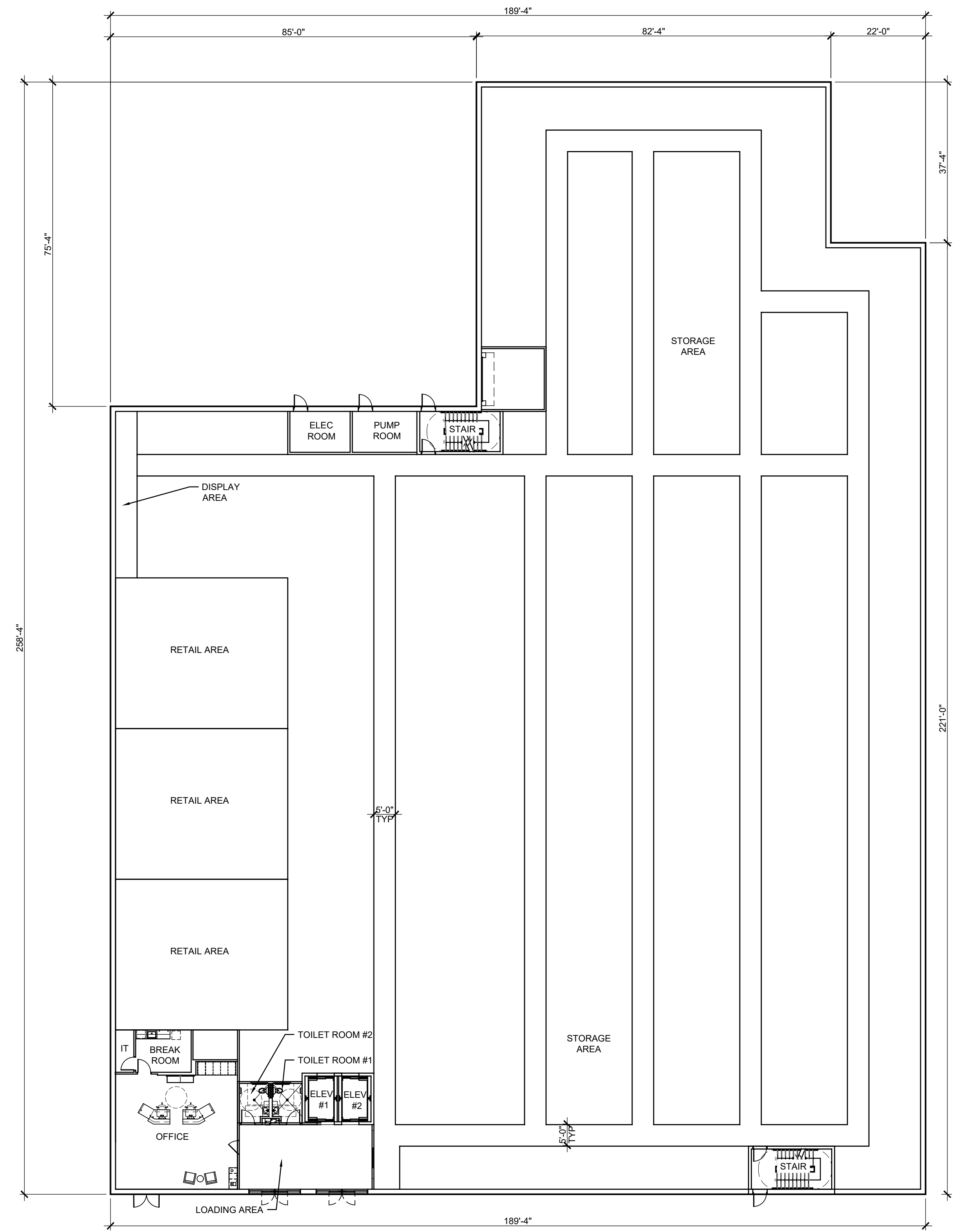
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NORTH



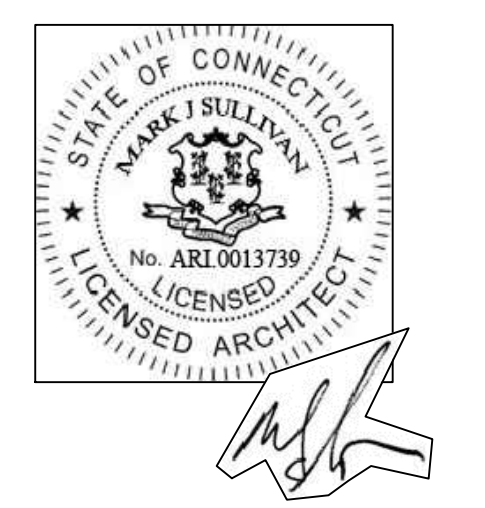
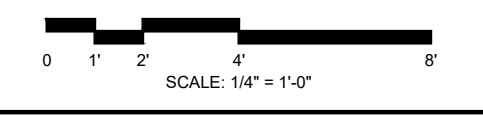




**2 PARTIAL CELLAR PLAN**  
SCALE: 1/16" = 1'-0"



**1 FIRST FLOOR PLAN**  
SCALE: 1/16" = 1'-0"



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QC BY: XX BY: XX



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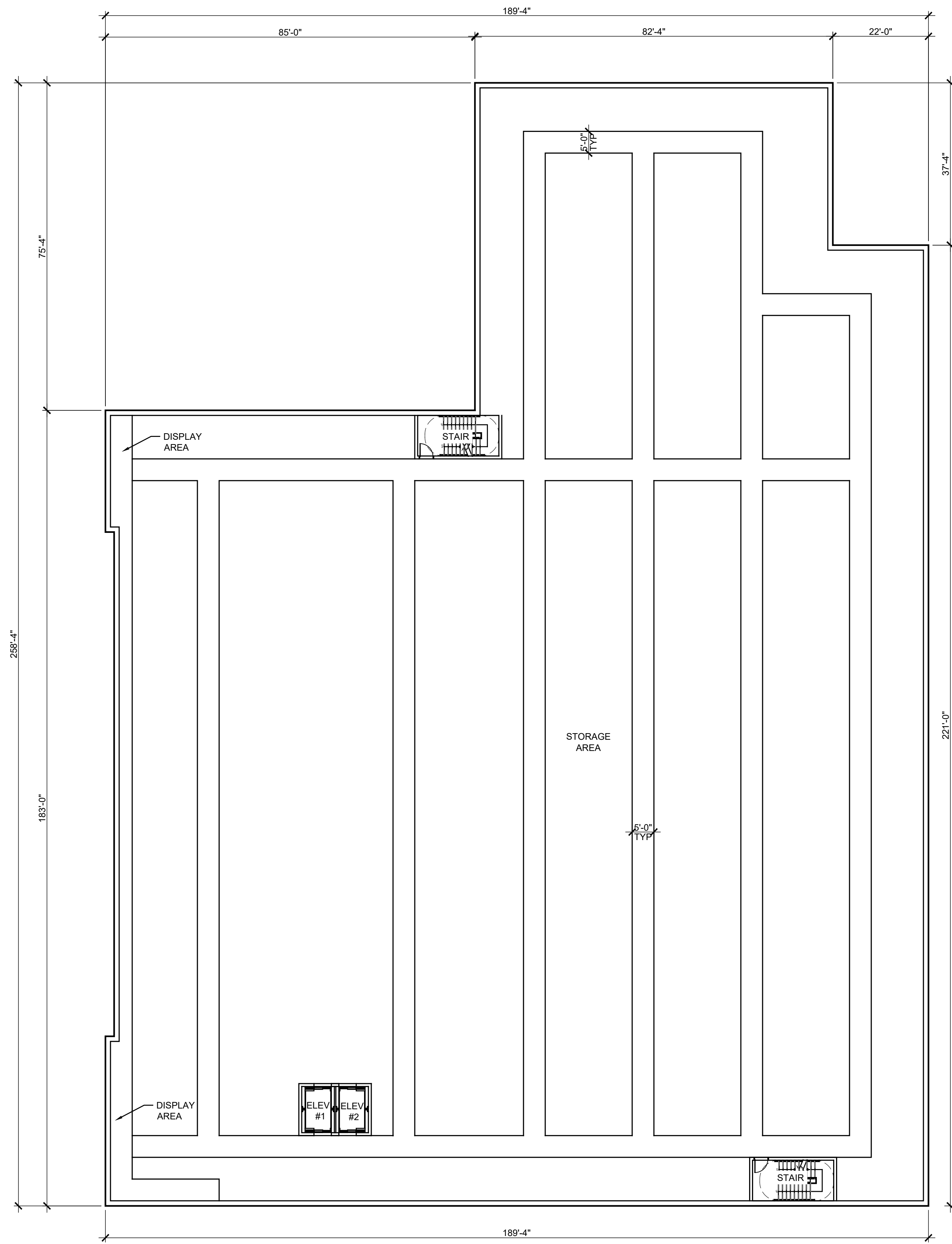
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BRIDGEPORT, CONNECTICUT

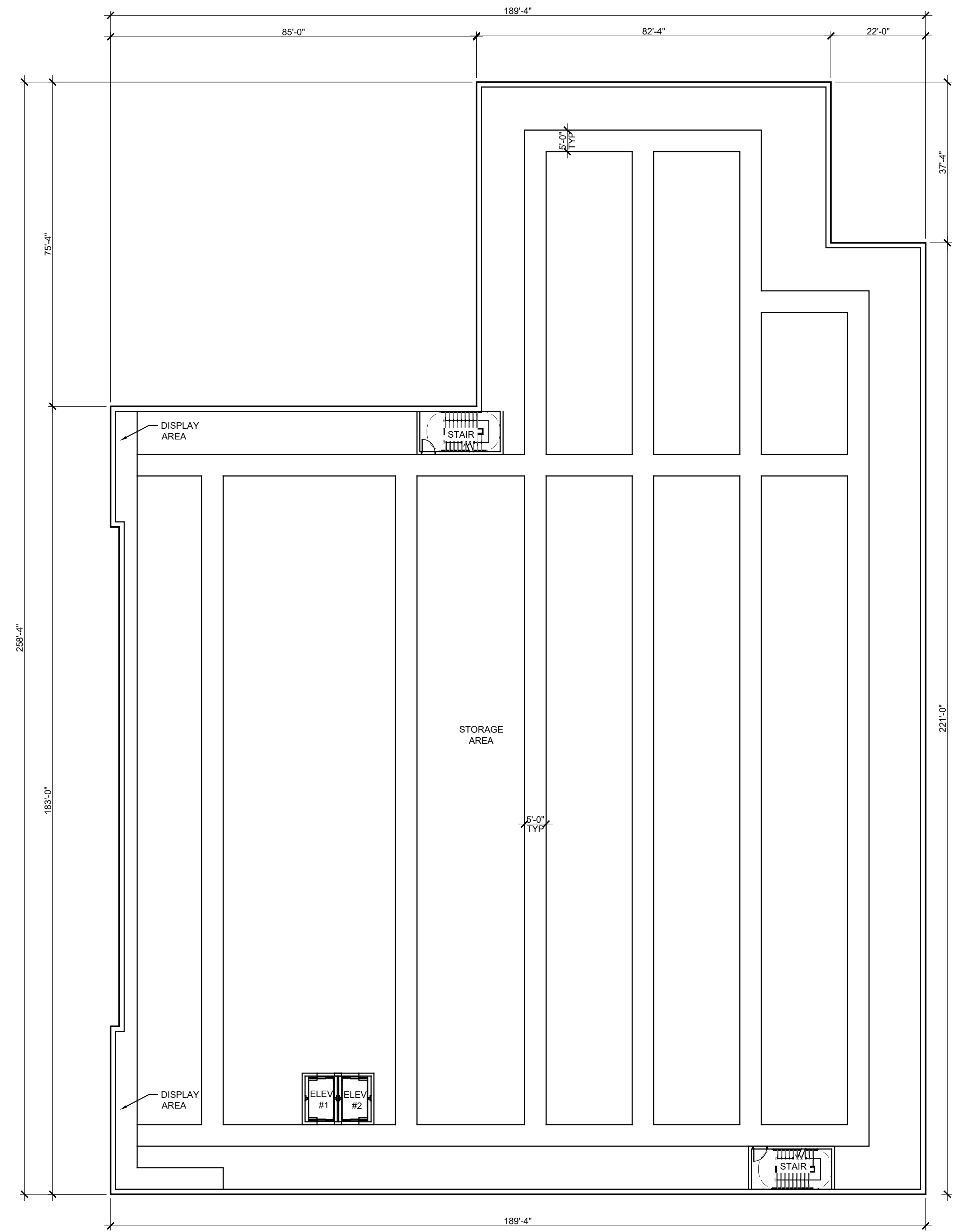
FIRST FLOOR PLAN AND PARTIAL CELLAR PLAN



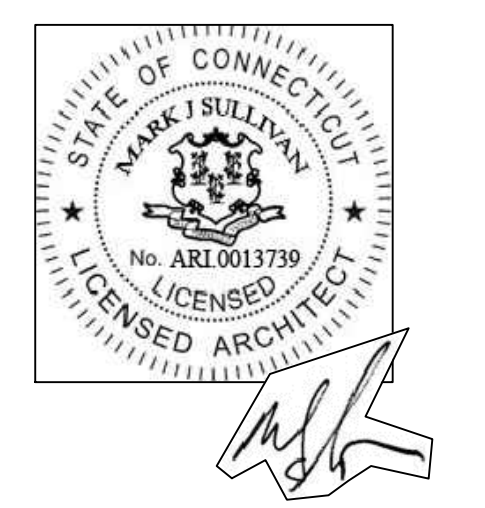
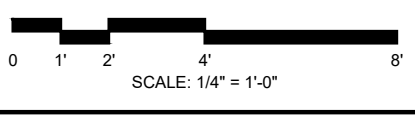
**A1-01**



**2** THIRD FLOOR PLAN  
SCALE: 1/16" = 1'-0"



**1** SECOND FLOOR PLAN  
SCALE: 1/16" = 1'-0"



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DRAWN: XX  
QC BY: XX BY: XX



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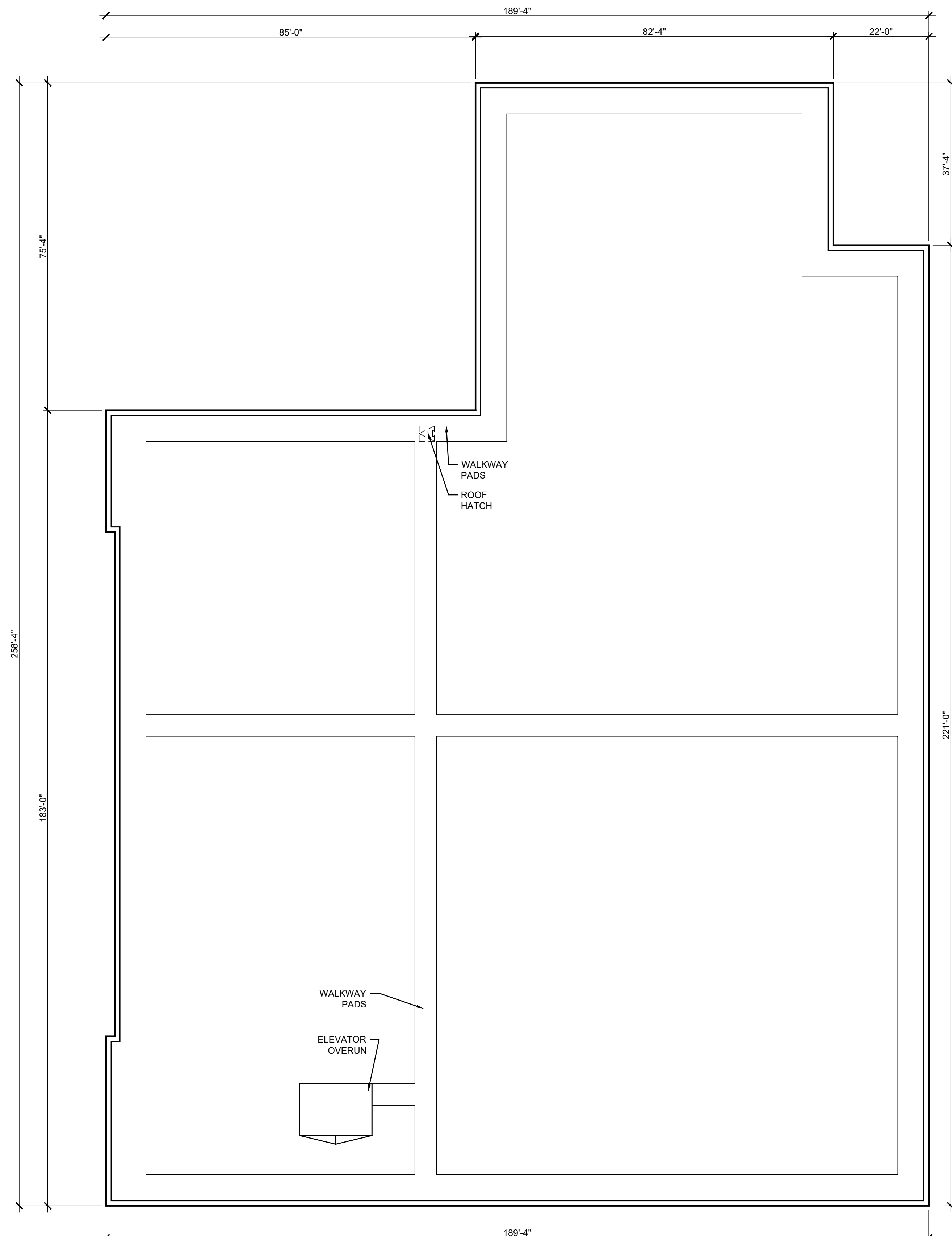
**2710  
NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

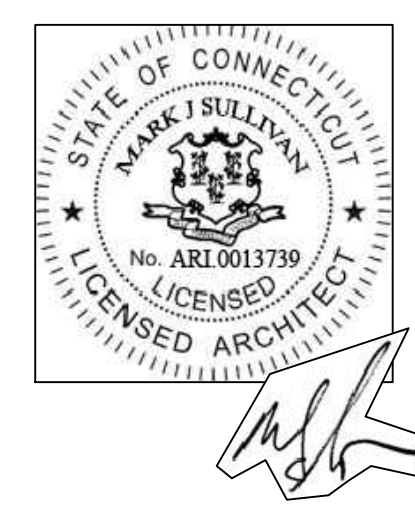
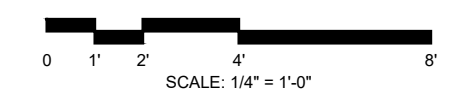
SECOND AND THIRD FLOOR PLAN



**A1-02**



**1 ROOF PLAN**  
SCALE: 1/16" = 1'-0"



NO	DATE	ISSUE DESCRIPTION
4	07/28/22	CITY OF BRIDGEPORT - SUBMISSION
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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX P.M.: XX  
DRAWN: XX  
QC BY: XX BY: XX



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SUITE 1850  
CHICAGO, IL 60611  
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License Number: 184-001505  
Expiration Date: April 30, 2023

**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

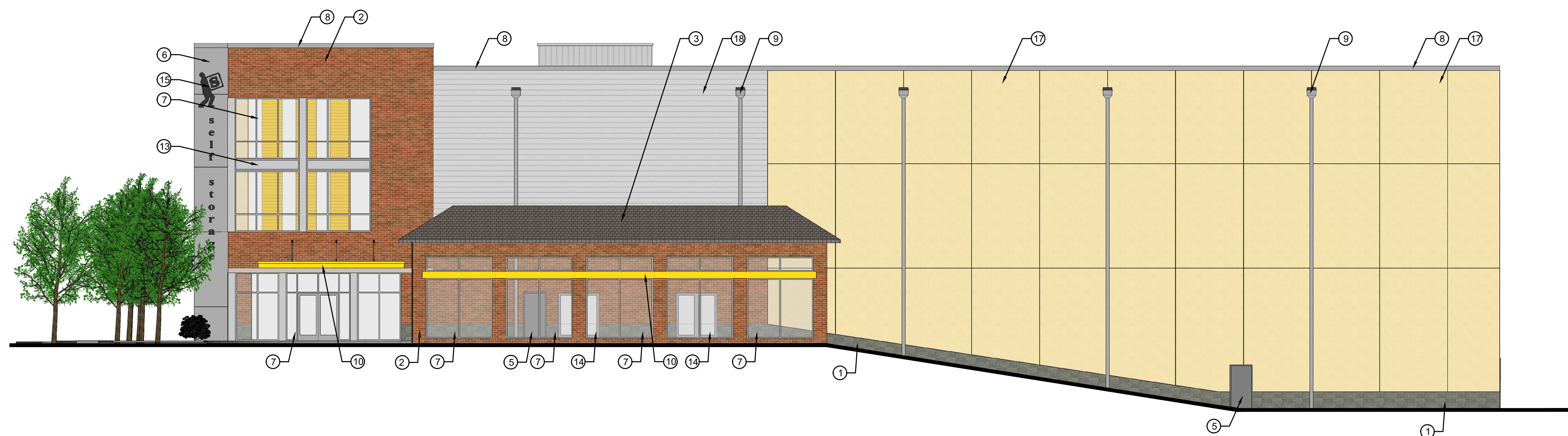
ROOF PLAN



**A1-03**



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



**1 EAST ELEVATION**  
SCALE: 3/32" = 1'-0"

- KEY NOTE MATERIAL LEGEND**  
NOTE: KEYED NOTES BELOW APPLY TO MULTIPLE SHEETS AND MAY NOT BE APPLICABLE TO THIS SHEET
- ① RENAISSANCE STONE BASE
  - ② UTILITY BRICK  
- COLOR: GLEN GERY WALNUT VELOUR
  - ③ SHINGLES  
- COLOR: ENGLISH GRAY
  - ④ RENAISSANCE STONE BAND
  - ⑤ METAL DOOR AND FRAME  
- COLOR TO MATCH BENJAMIN MOORE 'GULL WING GRAY', #2314-50
  - ⑥ ARCHITECTURAL SMOOTH METAL PANEL  
- COLOR: SILVER METALLIC
  - ⑦ STOREFRONT WINDOW SYSTEM  
- COLOR: CLEAR ANODIZED FINISH
  - ⑧ PRE-FINISHED ALUMINUM COPING  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑨ PRE-FINISHED ALUMINUM DOWNSPOUTS  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑩ PAINTED METAL CANOPY  
- COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑪ ROLL UP DOORS  
- COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑫ METAL TRIM  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑬ BRAKE METAL SPANDREL  
- COLOR TO MATCH STOREFRONT
  - ⑭ STANLEY SLIDING DOOR  
- COLOR: CLEAR ANODIZED FINISH
  - ⑮ SIGNAGE
  - ⑯ SIDING  
- COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑰ EFIS - 310 ESSENCE FINE SAND  
- COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑱ SIDING  
- COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642

**COLOR LEGEND**

	PAVESTONE SHERWIN WILLIAMS SW 7642
	UTILITY BRICK GLEN-GARY WALNUT VELOUR
	GULL WING GRAY BENJAMIN MOORE 2314-50
	CLEAR ANODIZED FINISH
	CONFIDENT YELLOW SHERWIN WILLIAMS SW 6911
	LANTERN LIGHT SHERWIN WILLIAMS SW 6687

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QC BY: XX	DRAWN BY: XX

**SGW ARCHITECTURE & DESIGN**

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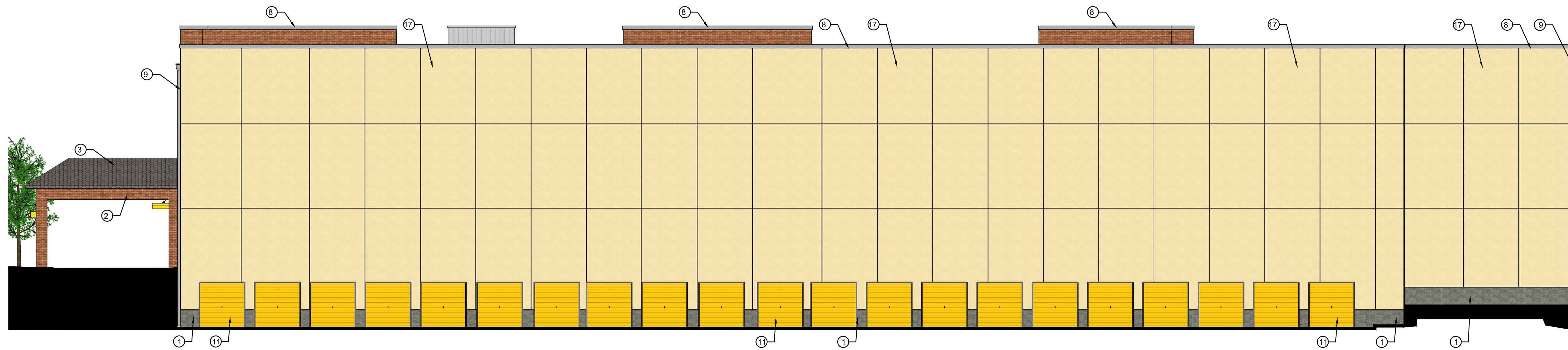
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**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

ELEVATIONS

**A2-01**

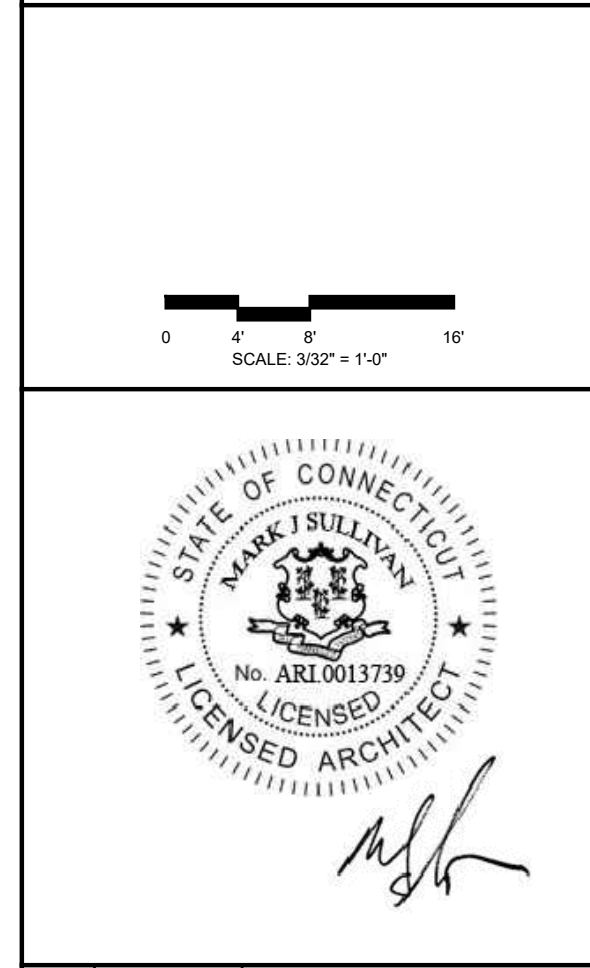
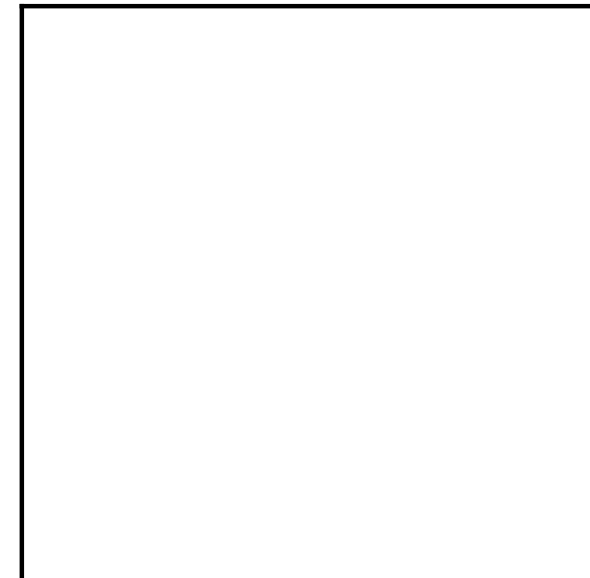


**2 SOUTH ELEVATION**  
SCALE: 3/32" = 1'-0"

- KEY NOTE MATERIAL LEGEND**  
NOTE: KEYED NOTES BELOW APPLY TO MULTIPLE SHEETS AND MAY NOT BE APPLICABLE TO THIS SHEET
- ① RENAISSANCE STONE BASE
  - ② UTILITY BRICK - COLOR: GLEN GERY WALNUT VELOUR
  - ③ SHINGLES - COLOR: ENGLISH GRAY
  - ④ RENAISSANCE STONE BAND
  - ⑤ METAL DOOR AND FRAME - COLOR TO MATCH BENJAMIN MOORE 'GULL WING GRAY', #2314-50
  - ⑥ ARCHITECTURAL SMOOTH METAL PANEL - COLOR: SILVER METALLIC
  - ⑦ STOREFRONT WINDOW SYSTEM - COLOR: CLEAR ANODIZED FINISH
  - ⑧ PRE-FINISHED ALUMINUM COPING - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑨ PRE-FINISHED ALUMINUM DOWNSPOUTS - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑩ PAINTED METAL CANOPY - COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑪ ROLL UP DOORS - COLOR TO MATCH SHERWIN WILLIAMS 'CONFIDENT YELLOW', SW 6911
  - ⑫ METAL TRIM - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642
  - ⑬ BRAKE METAL SPANDREL - COLOR TO MATCH STOREFRONT
  - ⑭ STANLEY SLIDING DOOR - COLOR: CLEAR ANODIZED FINISH
  - ⑮ SIGNAGE
  - ⑯ SIDING - COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑰ EFIS - 310 ESSENCE FINE SAND - COLOR TO MATCH SHERWIN WILLIAMS 'LANTERN LIGHT', SW 6687
  - ⑱ SIDING - COLOR TO MATCH SHERWIN WILLIAMS 'PAVESTONE', SW 7642

**COLOR LEGEND**

	PAVESTONE SHERWIN WILLIAMS SW 7642
	UTILITY BRICK GLEN-GARY WALNUT VELOUR
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	CLEAR ANODIZED FINISH
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PRINCIPAL: XX	P.M. DRAWN: XX
QC BY: XX	BY: XX



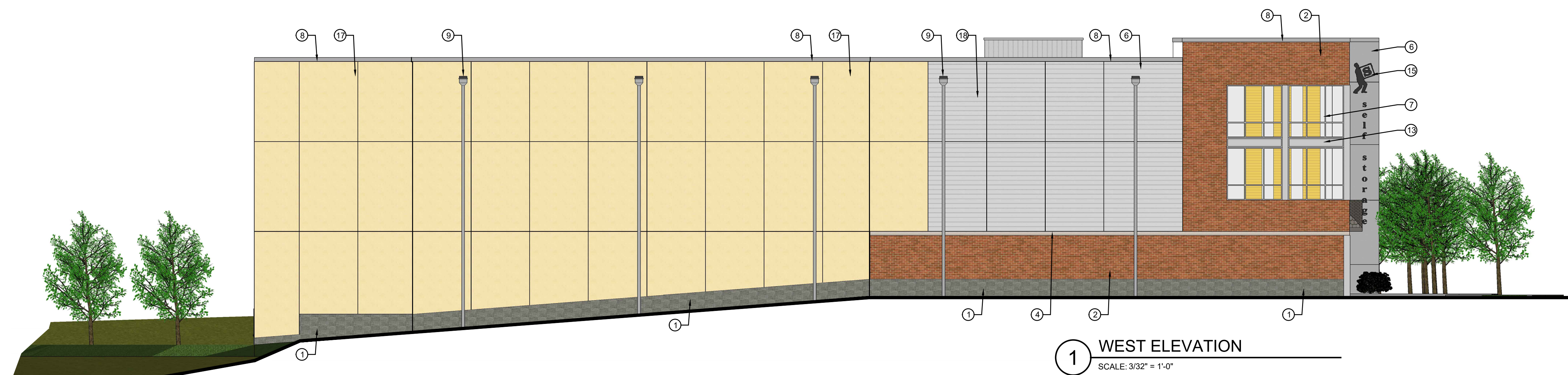
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**2710 NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

ELEVATIONS



**1 WEST ELEVATION**  
SCALE: 3/32" = 1'-0"



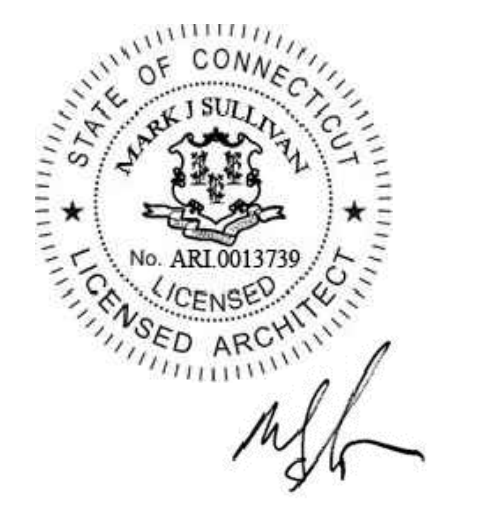
**3** LOOKING EAST ON NORTH AVENUE  
SCALE: N.T.S.



**2** LOOKING WEST ON NORTH AVENUE  
SCALE: N.T.S.



**1** STREET ELEVATIONS  
SCALE: N.T.S.



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**2710  
NORTH AVENUE**

BRIDGEPORT, CONNECTICUT

ELEVATIONS



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2710  
 NORTH AVENUE

BRIDGEPORT, CONNECTICUT

RENDERING

A2-04

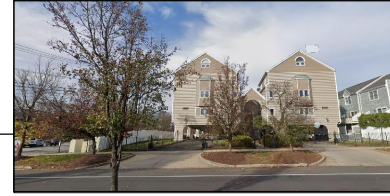




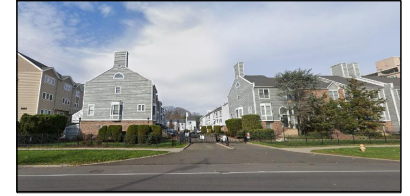
8 2765 NORTH AVE  
SCALE: NTS



7 2750 NORTH AVE  
SCALE: NTS



6 2660 NORTH AVE  
SCALE: NTS



5 2612 NORTH AVE  
SCALE: NTS

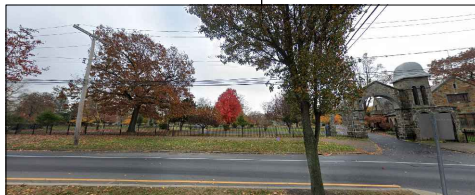
TO LEFT

TO RIGHT



4 2710 NORTH AVE - PROJECT SITE  
SCALE: NTS

ACROSS STREET



3 2767 NORTH AVE  
SCALE: NTS



2 2766 NORTH AVE  
SCALE: NTS



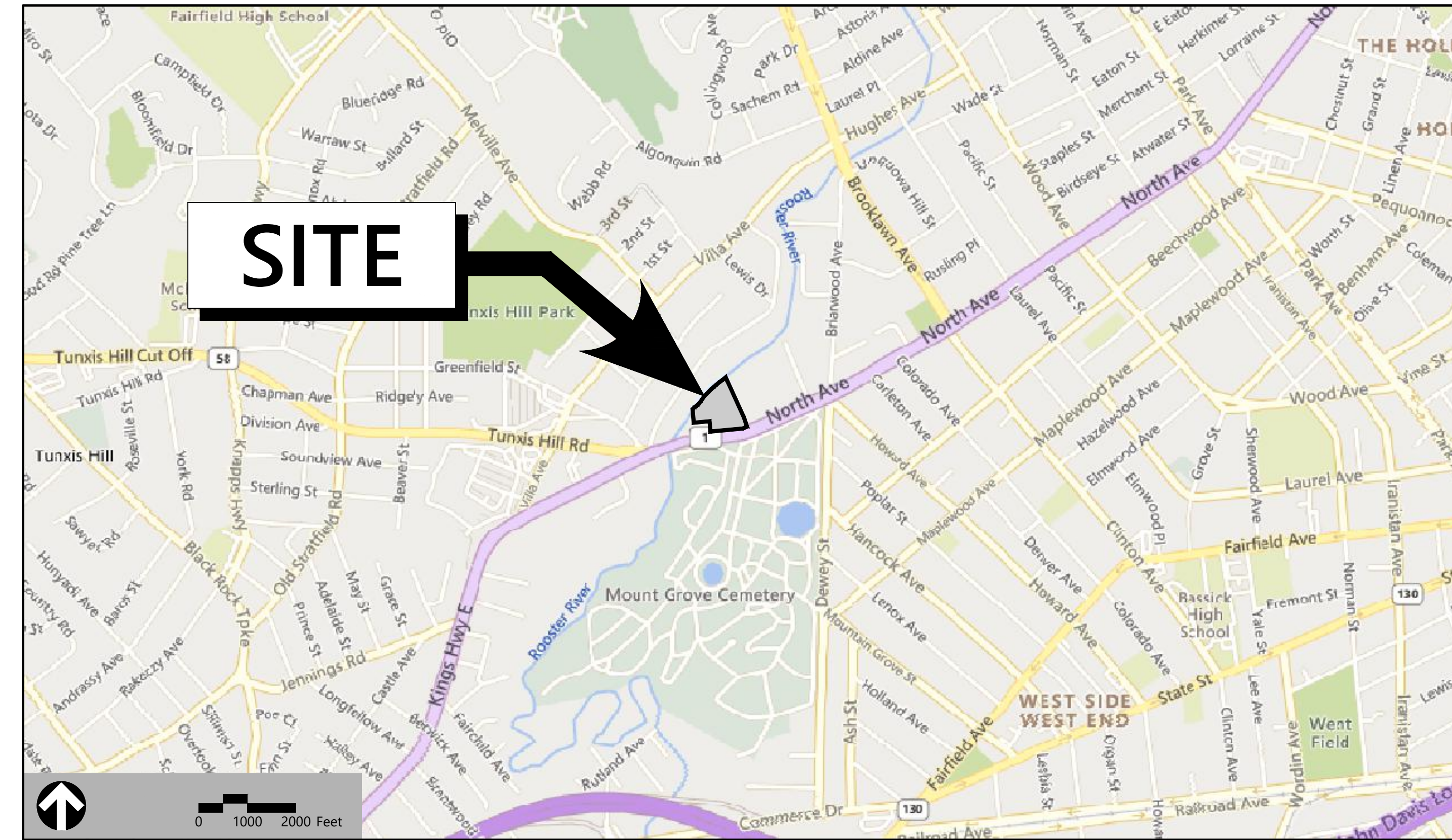
1 2765 NORTH AVE  
SCALE: NTS

# Site Plans

Issued for Permitting  
 Date Issued April 28, 2022  
 Latest Issue July 28, 2022

## New Safeguard Self Storage

2710 North Avenue  
 Bridgeport, Connecticut



Engineering, Surveying,  
 Landscape Architecture  
 and Geology, PC  
 50 Main Street  
 Suite 360  
 White Plains, NY 10606  
 914.467.6600

**Architect**  
 SGW Architecture & Design  
 79 Madison Avenue  
 8th Floor  
 New York, NY 10016  
 312.758.0360

### Owner

2710 North Associates  
 2710 North Avenue  
 Bridgeport, CT 06604

### Applicant

Safeguard Properties II, LLC  
 1522 Old Country Road  
 Plainview, NY 11803

### Assessor's Map:

Map 32 Block 1301 Lots 1A, 1B, & 2

### Sheet Index

No.	Drawing Title	Latest Issue
C1.01	Legend and General Notes	July 28, 2022
C2.01	Layout and Materials Plan	July 28, 2022
C3.01	Grading and Drainage Plan	July 28, 2022
C4.01	Utility Plan	July 28, 2022
C5.01	Erosion and Sediment Control Plan	July 28, 2022
C6.01	Site Details 1	July 28, 2022
C6.02	Site Details 2	July 28, 2022
C6.03	Site Details 3	July 28, 2022
L1.01	Planting Plan	July 28, 2022
L2.01	Planting Details	July 28, 2022

### Reference Drawings

No.	Drawing Title	Latest Issue
Sv-1	ALTA/NSPS, Land Title Survey, Property Survey & Topographic Survey	October 27, 2021





Engineering, Surveying, Landscape Architecture and Geology, PC  
50 Main Street  
Suite 360  
White Plains, NY 10606  
914.467.6600

Legend

Table with columns: Exist., Prop., and descriptions for various site features like PROPERTY LINE, CONCRETE, BITUMINOUS CURB, etc.

Match Line See Sheet C1.01

Abbreviations

Table with columns: General and descriptions for abbreviations like ABAN, ACR, ADJ, APPROX, BIT, BS, BWLL, CONC, DYCL, EL, ELEV, EX, FDN, FFE, GRAN, GTD, LA, LOD, MAX, MIN, NIC, NTS, PERF, PROP, REM, RET, R&D, R&R, SWEL, SWLL, TS, TYP, CB, CMP, CO, DCB, DMH, CIP, COND, DIP, FES, FM, F&G, F&C, GI, GT, HDPE, HH, HW, HYD, INV, I=, LP, MES, PIV, PWV, PVC, RCP, R=, RIM=, SMH, TSV, UG, UP.

Notes

- General
1. CONTRACTOR SHALL NOTIFY "CALL BEFORE YOU DIG, INC." (811 OR 1-800-922-4455) AT LEAST 72 HOURS BEFORE EXCAVATING.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
3. ACCESSIBLE ROUTES, PARKING SPACES, RAMP, SIDEWALKS AND WALKWAYS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE FEDERAL AMERICANS WITH DISABILITIES ACT AND WITH STATE AND LOCAL LAWS AND REGULATIONS (WHICHEVER ARE MORE RESTRICTIVE).
4. AREAS DISTURBED DURING CONSTRUCTION AND NOT RESTORED WITH IMPERVIOUS SURFACES (BUILDINGS, PAVEMENTS, WALKS, ETC.) SHALL RECEIVE 6 INCHES LOAM AND SEED.
5. WITHIN THE LIMITS OF THE BUILDING FOOTPRINT, THE SITE CONTRACTOR SHALL PERFORM EARTHWORK OPERATIONS REQUIRED UP TO SUBGRADE ELEVATIONS.
6. WORK WITHIN THE LOCAL RIGHTS-OF-WAY SHALL CONFORM TO LOCAL MUNICIPAL STANDARDS. WORK WITHIN STATE RIGHTS-OF-WAY SHALL CONFORM TO THE LATEST EDITION OF THE STATE HIGHWAY DEPARTMENTS STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
7. UPON AWARD OF CONTRACT, CONTRACTOR SHALL MAKE NECESSARY CONSTRUCTION NOTIFICATIONS AND APPLY FOR, AND OBTAIN NECESSARY PERMITS, PAY FEES, AND POST BONDS ASSOCIATED WITH THE WORK INDICATED ON THE DRAWINGS, IN THE SPECIFICATIONS, AND IN THE CONTRACT DOCUMENTS. DO NOT CLOSE OR OBSTRUCT ROADWAYS, SIDEWALKS, AND FIRE HYDRANTS, WITHOUT APPROPRIATE PERMITS.
8. TRAFFIC SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
9. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
10. IN THE EVENT THAT SUSPECTED CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL OLFACATORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECT MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE OWNER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
11. CONTRACTOR SHALL PREVENT DUST, SEDIMENT, AND DEBRIS FROM EXITING THE SITE AND SHALL BE RESPONSIBLE FOR CLEANUP, REPAIRS AND CORRECTIVE ACTION IF SUCH OCCURS.
12. DAMAGE RESULTING FROM CONSTRUCTION LOADS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
13. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.
14. THIS PROJECT DOES NOT DISTURB MORE THAN FIVE ACRES OF LAND AND THEREFORE DOES NOT REQUIRE A CITIES PERMIT FOR THE GENERAL PERMIT OF DISCHARGE OF STORMWATER AND DEWATERING WASTEWATER FROM CONSTRUCTION ACTIVITIES.
Utilities
1. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR ITS REPRESENTATIVE(S) HAVE NOT INDEPENDENTLY VERIFIED THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND, SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN THE PUBLIC RIGHTS OF WAY.
2. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE OWNER'S REPRESENTATIVE FOR THE RESOLUTION OF THE CONFLICT AND CONTRACTOR'S FAILURE TO NOTIFY PRIOR TO PERFORMING ADDITIONAL WORK RELEASES OWNER FROM OBLIGATIONS FOR ADDITIONAL PAYMENTS WHICH OTHERWISE MAY BE WARRANTED TO RESOLVE THE CONFLICT.
3. SET CATCH BASIN RIMS, AND INVERTS OF SEWERS, DRAINS, AND DITCHES IN ACCORDANCE WITH ELEVATIONS ON THE GRADING AND UTILITY PLANS.
4. RIM ELEVATIONS FOR DRAIN AND SEWER MANHOLES, WATER VALVE COVERS, GAS GATES, ELECTRIC AND TELEPHONE PULL BOXES, AND MANHOLES, AND OTHER SUCH ITEMS, ARE APPROXIMATE AND SHALL BE SET/RESET AS FOLLOWS:
A. PAVEMENTS AND CONCRETE SURFACES: FLUSH
B. ALL SURFACES ALONG ACCESSIBLE ROUTES: FLUSH
C. LANDSCAPE, LOAM AND SEED, AND OTHER EARTH SURFACE AREAS: ONE INCH ABOVE SURROUNDING AREA AND TAPER EARTH TO THE RIM ELEVATION.
5. THE LOCATION, SIZE, DEPTH, AND SPECIFICATIONS FOR CONSTRUCTION OF PROPOSED PRIVATE UTILITY SERVICES SHALL BE INSTALLED ACCORDING TO THE REQUIREMENTS PROVIDED BY, AND APPROVED BY, THE RESPECTIVE UTILITY COMPANY (GAS, TELEPHONE, ELECTRIC, FIRE ALARM, ETC.). FINAL DESIGN LOADS AND LOCATIONS TO BE COORDINATED WITH OWNER AND ARCHITECT.
6. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR AND SHALL BE RESPONSIBLE FOR PAYING FEES FOR POLE RELOCATION AND FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE, FIRE ALARM, AND ANY OTHER PRIVATE UTILITIES, WHETHER WORK IS PERFORMED BY CONTRACTOR OR BY THE UTILITIES COMPANY.
7. UTILITY PIPE MATERIALS SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLAN:
A. WATER PIPES SHALL BE DUCTILE IRON, CLASS 52, MANUFACTURED AND INSTALLED IN ACCORDANCE WITH AWWA C151, AWWA C111, AWWA C104, AND AWWA C600, LATEST REVISIONS FOR GREATER THAN 2 INCH DIAMETER AND TYPE K COPPER MANUFACTURED AND INSTALLED IN CONFORMANCE WITH ASTM 888, IN ACCORDANCE WITH AWWA C800, LATEST REVISION FOR 2 INCH DIAMETER AND LESS.
B. SANITARY SEWER PIPES SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 SEWER PIPE
C. STORM DRAINAGE PIPES SHALL BE HIGH DENSITY POLYETHYLENE (HDPE) SMOOTH INTERIOR.
D. PIPE INSTALLATION AND MATERIALS SHALL COMPLY WITH THE STATE PLUMBING CODE WHERE APPLICABLE. CONTRACTOR SHALL COORDINATE WITH LOCAL PLUMBING INSPECTOR PRIOR TO BEGINNING WORK.
8. CONTRACTOR SHALL COORDINATE WITH ELECTRICAL CONTRACTOR AND SHALL FURNISH EXCAVATION, INSTALLATION, AND BACKFILL OF ELECTRICAL FURNISHED SITEWORK RELATED ITEMS SUCH AS PULL BOXES, CONDUITS, DUCT BANKS, LIGHT POLE BASES, AND CONCRETE PADS. SITE CONTRACTOR SHALL FURNISH CONCRETE ENCASUREMENT OF DUCT BANKS IF REQUIRED BY THE UTILITY COMPANY AND AS INDICATED ON THE DRAWINGS.
9. CONTRACTOR SHALL EXCAVATE AND BACKFILL TRENCHES FOR GAS IN ACCORDANCE WITH GAS COMPANY'S REQUIREMENTS.
10. ALL DRAINAGE AND SANITARY STRUCTURE INTERIOR DIAMETERS (4" MIN) SHALL BE DETERMINED BY THE MANUFACTURER BASED ON THE PIPE CONFIGURATIONS SHOWN ON THESE PLANS AND LOCAL MUNICIPAL STANDARDS. FOR MANHOLES THAT ARE 20 FEET IN DEPTH AND GREATER, THE MINIMUM DIAMETER SHALL BE 5 FEET.

Layout and Materials

- 1. DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, AND CENTER LINE OF PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
2. CURB RADII ARE 5 FEET UNLESS OTHERWISE NOTED.
3. CURBING SHALL BE CONCRETE CURB (CC) WITHIN THE SITE UNLESS OTHERWISE INDICATED ON THE PLANS.
4. SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND DETAILS CONTIGUOUS TO THE BUILDING, INCLUDING SIDEWALKS, RAMP, BUILDING ENTRANCES, STAIRWAYS, UTILITY PENETRATIONS, CONCRETE DOOR PADS, COMPACTOR PAD, LOADING DOCKS, BOLLARDS, ETC.
5. PROPOSED BOUNDS AND ANY EXISTING PROPERTY LINE MONUMENTATION DISTURBED DURING CONSTRUCTION SHALL BE SET OR RESET BY A PROFESSIONAL LAND SURVEYOR.
6. PRIOR TO START OF CONSTRUCTION, CONTRACTOR SHALL VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLETS TO ASSURE PROPER TRANSITIONS BETWEEN EXISTING AND PROPOSED FACILITIES.

Demolition

- 1. CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING MANMADE SURFACE FEATURES WITHIN THE LIMIT OF WORK INCLUDING BUILDINGS, STRUCTURES, PAVEMENTS, SLABS, CURBING, FENCES, UTILITY POLES, SIGNS, ETC. UNLESS INDICATED OTHERWISE ON THE DRAWINGS. REMOVE AND DISPOSE OF EXISTING UTILITIES, FOUNDATIONS AND UNSUITABLE MATERIAL BENEATH AND FOR A DISTANCE OF 10 FEET BEYOND THE PROPOSED BUILDING FOOTPRINT INCLUDING EXTERIOR COLUMNS.
2. EXISTING UTILITIES SHALL BE TERMINATED, UNLESS OTHERWISE NOTED, IN CONFORMANCE WITH LOCAL, STATE AND INDIVIDUAL UTILITY COMPANY STANDARD SPECIFICATIONS AND DETAILS. THE CONTRACTOR SHALL COORDINATE UTILITY SERVICE DISCONNECTS WITH THE UTILITY REPRESENTATIVES.
3. CONTRACTOR SHALL DISPOSE OF DEMOLITION DEBRIS IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS, ORDINANCES AND STATUTES.
4. THE DEMOLITION LIMITS DEPICTED IN THE PLANS IS INTENDED TO AID THE CONTRACTOR DURING THE BIDDING AND CONSTRUCTION PROCESS AND IS NOT INTENDED TO DEPICT EACH AND EVERY ELEMENT OF DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE DETAILED SCOPE OF DEMOLITION BEFORE SUBMITTING ITS BID/PROPOSAL TO PERFORM THE WORK AND SHALL MAKE NO CLAIMS AND SEEK NO ADDITIONAL COMPENSATION FOR CHANGED CONDITIONS OR UNFORESEEN OR LATENT SITE CONDITIONS RELATED TO ANY CONDITIONS DISCOVERED DURING EXECUTION OF THE WORK.
5. UNLESS OTHERWISE SPECIFICALLY PROVIDED ON THE PLANS OR IN THE SPECIFICATIONS, THE ENGINEER HAS NOT PREPARED DESIGNS FOR AND SHALL HAVE NO RESPONSIBILITY FOR THE PRESENCE, DISCOVERY, REMOVAL, ABATEMENT OR DISPOSAL OF HAZARDOUS MATERIALS, TOXIC WASTES OR POLLUTANTS AT THE PROJECT SITE. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY CLAIMS OF LOSS, DAMAGE, EXPENSE, DELAY, INJURY OR DEATH ARISING FROM THE PRESENCE OF HAZARDOUS MATERIAL AND CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER FROM ANY CLAIMS MADE IN CONNECTION THEREWITH. MOREOVER, THE ENGINEER SHALL HAVE NO ADMINISTRATIVE OBLIGATIONS OF ANY TYPE WITH REGARD TO ANY CONTRACTOR AMENDMENT INVOLVING THE ISSUES OF PRESENCE, DISCOVERY, REMOVAL, ABATEMENT OR DISPOSAL OF ASBESTOS OR OTHER HAZARDOUS MATERIALS.

Erosion Control

- 1. PRIOR TO STARTING ANY OTHER WORK ON THE SITE, THE CONTRACTOR SHALL NOTIFY APPROPRIATE AGENCIES AND SHALL INSTALL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS IDENTIFIED IN FEDERAL, STATE, AND LOCAL APPROVAL DOCUMENTS PERTAINING TO THIS PROJECT.
2. CONTRACTOR SHALL INSPECT AND MAINTAIN EROSION CONTROL MEASURES ON A WEEKLY BASIS (MINIMUM) OR AS REQUIRED PER THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE CONTRACTOR SHALL ADDRESS DEFICIENCIES AND MAINTENANCE ITEMS WITHIN TWENTY-FOUR HOURS OF INSPECTION. CONTRACTOR SHALL PROPERLY DISPOSE OF SEDIMENT SUCH THAT IT DOES NOT ENCUMBER OTHER DRAINAGE STRUCTURES AND PROTECTED AREAS.
3. CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT SEDIMENTATION SHALL NOT AFFECT REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT.
4. CONTRACTOR SHALL PERFORM CONSTRUCTION SEQUENCING SUCH THAT EARTH MATERIALS ARE EXPOSED FOR A MINIMUM OF TIME BEFORE THEY ARE COVERED, SEEDED, OR OTHERWISE STABILIZED TO PREVENT EROSION.
5. UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER, CONTRACTOR SHALL REMOVE AND DISPOSE OF EROSION CONTROL MEASURES AND CLEAN SEDIMENT AND DEBRIS FROM ENTIRE DRAINAGE AND SEWER SYSTEMS.

Existing Conditions Information

- 1. BASE PLAN: THE PROPERTY LINES SHOWN WERE DETERMINED BY AN ACTUAL FIELD SURVEY CONDUCTED BY VHB, AND FROM PLANS OF RECORD. THE TOPOGRAPHY AND PHYSICAL FEATURES ARE BASED ON AN ACTUAL FIELD SURVEY PERFORMED ON THE GROUND BY VHB, DURING OCTOBER 2021.
2. TOPOGRAPHY: ELEVATIONS ARE BASED ON NAVD88.
3. GEOTECHNICAL DATA INCLUDING TEST PIT AND BORING LOCATIONS AND ELEVATIONS WERE OBTAINED FROM TBD.

Document Use

- 1. THESE PLANS AND CORRESPONDING CADD DOCUMENTS ARE INSTRUMENTS OF PROFESSIONAL SERVICE, AND SHALL NOT BE USED, IN WHOLE OR IN PART, FOR ANY PURPOSE OTHER THAN FOR WHICH IT WAS CREATED WITHOUT THE EXPRESSED, WRITTEN CONSENT OF VHB. ANY UNAUTHORIZED USE, REUSE, MODIFICATION OR ALTERATION, INCLUDING AUTOMATED CONVERSION OF THIS DOCUMENT SHALL BE AT THE USER'S SOLE RISK WITHOUT LIABILITY OR LEGAL EXPOSURE TO VHB.
2. CONTRACTOR SHALL NOT RELY SOLELY ON ELECTRONIC VERSIONS OF PLANS, SPECIFICATIONS, AND DATA FILES THAT ARE OBTAINED FROM THE DESIGNERS, BUT SHALL VERIFY LOCATION OF PROJECT FEATURES IN ACCORDANCE WITH THE PAPER COPIES OF THE PLANS AND SPECIFICATIONS THAT ARE SUPPLIED AS PART OF THE CONTRACT DOCUMENTS.
3. SYMBOLS AND LEGENDS OF PROJECT FEATURES ARE GRAPHIC REPRESENTATIONS AND ARE NOT NECESSARILY SCALED TO THEIR ACTUAL DIMENSIONS OR LOCATIONS ON THE DRAWINGS. THE CONTRACTOR SHALL REFER TO THE DETAIL SHEET DIMENSIONS, MANUFACTURERS' LITERATURE, SHOP DRAWINGS AND FIELD MEASUREMENTS OF SUPPLIED PRODUCTS FOR LAYOUT OF THE PROJECT FEATURES.

New Safeguard Self Storage

2710 North Avenue Bridgeport, Connecticut

Table with columns: No., Revision, Date, Apprd. containing revision history for PERMITTING and CITY COMMENTS.

Designed by JML Checked by PNO

Permitting April 28, 2022

Not Approved for Construction

Legend, Abbreviations and General Notes



C1.00 Sheet of 10



Engineering, Surveying,  
Landscape Architecture  
and Geology, PC  
50 Main Street  
Suite 360  
White Plains, NY 10606  
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### Zoning Summary Chart

Existing Zoning District(S):	Mixed-Use Centers (MX2), Neighborhood Mix 2 (NX2)
Proposed Zoning District(S):	Mixed-Use Centers (MX2) <sup>1</sup>
Proposed Building Type(S):	Commercial Center
Proposed Use(S):	Retail, Self-Service Storage <sup>2</sup>
Zoning Regulation Requirements	Required*      Provided
LOT AREA	-                      2.66 Acres
PRIMARY STREETWALL	62% Min.            62.1%
PRIMARY STREET BUILD-TO-ZONE	5 Min. / 20 Feet Max.    5 Feet
SIDE SETBACK	5 Feet Min. <sup>3</sup> 12.98 Feet
REAR SETBACK	5 Feet Min.            58.39 Feet
SITE COVERAGE	80% Max.            64.7%
DRIVEWAY ACCESS WIDTH	30 Feet <sup>4</sup> 30 Feet
SURFACE PARKING LOCATION	Rear Yard, Internal Yard, Side Yard        Rear Yard, Limited Side Yard
PARKING SIDE/REAR SETBACK	5 Feet Min.            7.98 Feet
HEIGHT	1 Story Min. / 3 Story Max.            3 Stories
GROUND STORY HEIGHT	12 Feet Min. / 14 Feet Max.            12.00 Feet
UPPER STORY HEIGHT	9 Feet Min. / 14 Feet Max.            10.67 Feet

\* Zoning regulation requirements as specified in 'Bridgeport Zoning Regulations' dated November 29, 2021.  
<sup>1</sup> LOT 2 IS CURRENTLY ZONED NEIGHBORHOOD MIX 2 (NX2) AND IS PROPOSED TO BE CHANGED TO MIXED-USE CENTERS (MX2).  
<sup>2</sup> SPECIAL PERMIT REQUIRED FOR SELF-SERVICE STORAGE FACILITY USE.  
<sup>3</sup> 5 FEET MIN. WHEN ADJACENT TO OTHER BUILDING TYPE.  
<sup>4</sup> PER THE ENGINEERING DEPARTMENT IN LIEU OF TWO CURB CUTS AT 22 FEET PER ZONING CODE, ONE CURB CUT AT 30 FEET IS ALLOWED. DRIVEWAY WIDTH MEASURED AT SIDEWALK.

### Parking Summary Chart

Description	Size		Spaces	
	Required	Provided	Required	Provided
STANDARD SPACES	9 x 20	9 x 20	-	27
STANDARD ACCESSIBLE SPACES *	8 x 20	8 x 20	-	2
TOTAL SPACES				29

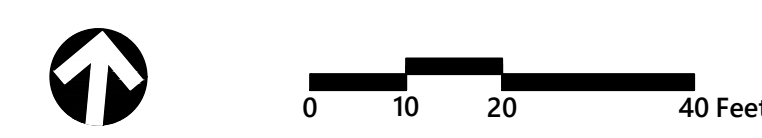
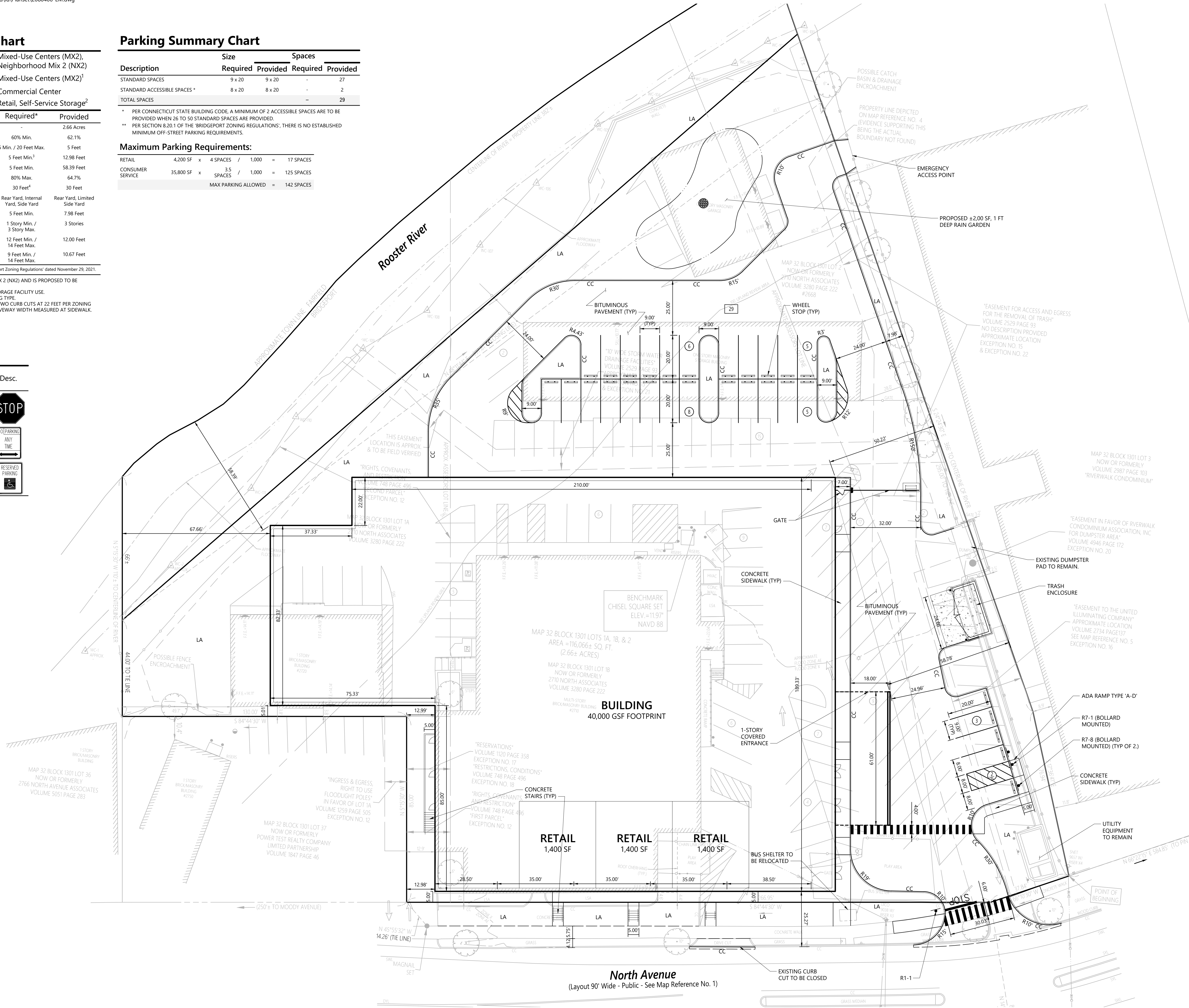
\* PER CONNECTICUT STATE BUILDING CODE, A MINIMUM OF 2 ACCESSIBLE SPACES ARE TO BE PROVIDED WHEN 26 TO 50 STANDARD SPACES ARE PROVIDED.  
 \*\* PER SECTION 8.20.1 OF THE 'BRIDGEPORT ZONING REGULATIONS', THERE IS NO ESTABLISHED MINIMUM OFF-STREET PARKING REQUIREMENTS.

### Maximum Parking Requirements:

RETAIL	4,200 SF	x	4 SPACES / 1,000	=	17 SPACES
CONSUMER SERVICE	35,800 SF	x	3.5 SPACES / 1,000	=	125 SPACES
			MAX. PARKING ALLOWED	=	142 SPACES

### Sign Summary

M.U.T.C.D. Number	Specification Width	Specification Height	Desc.
R1-1	30"	30"	
R7-1	12"	18"	
R7-8	12"	18"	



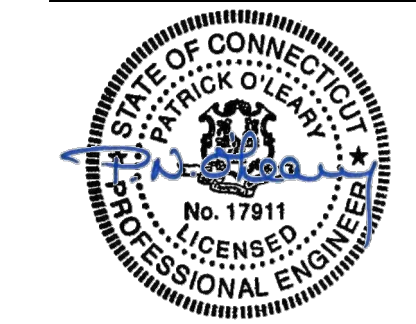
## New Safeguard Self Storage

2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appr.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: JML      Checked by: PNO  
 Issued for:                      Date: April 28, 2022

Not Approved for Construction  
 Drawing Title: **Layout and Material Plan**  
 Drawing Number: **C2.01**



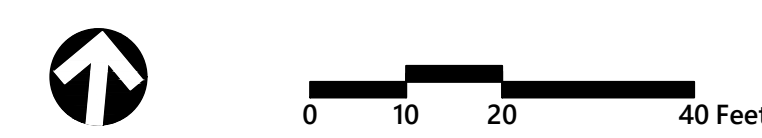
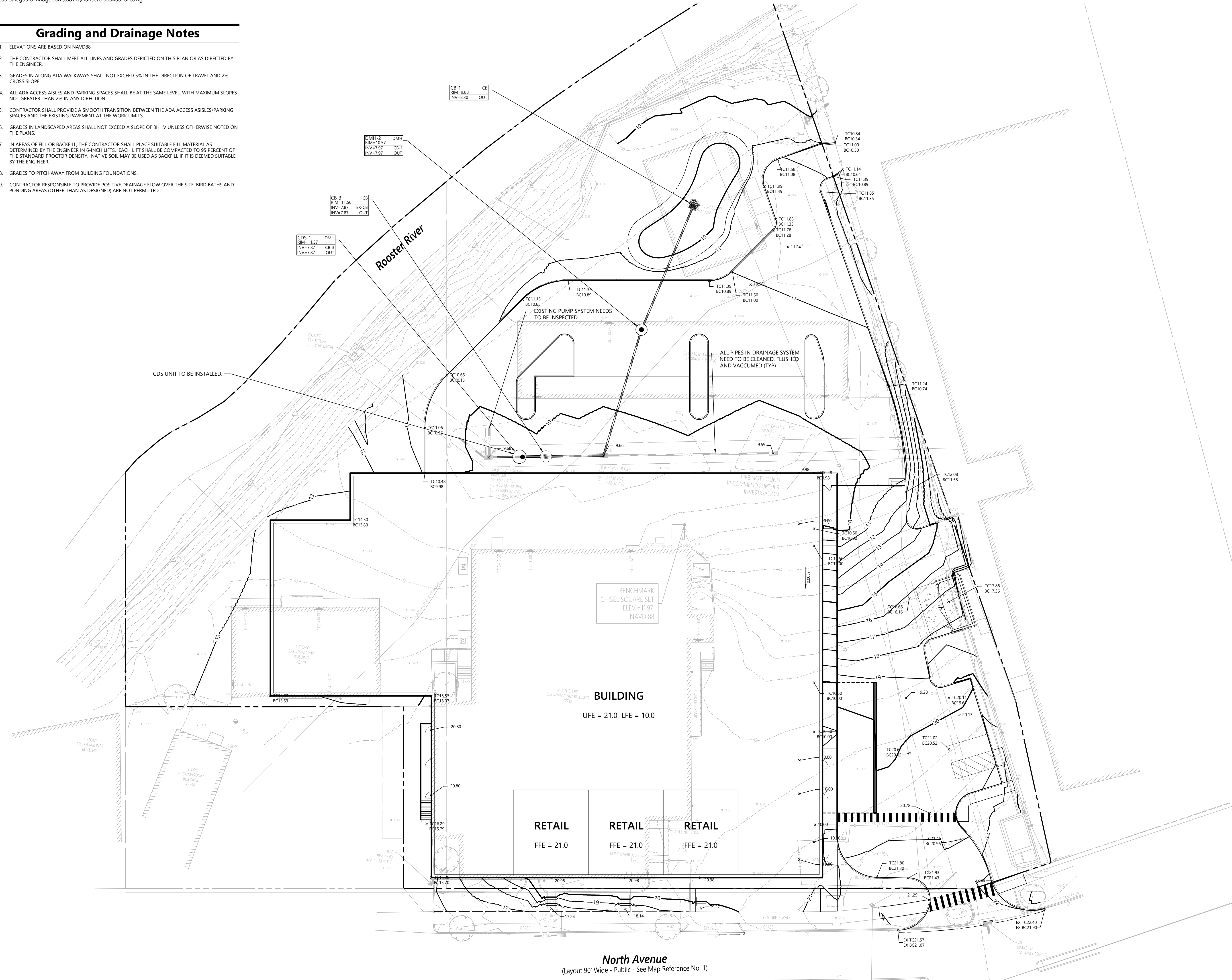
Sheet **C2.01** of 2

### Grading and Drainage Notes

- ELEVATIONS ARE BASED ON NAVD88
- THE CONTRACTOR SHALL MEET ALL LINES AND GRADES DEPICTED ON THIS PLAN OR AS DIRECTED BY THE ENGINEER.
- GRADES IN ALONG ADA WALKWAYS SHALL NOT EXCEED 5% IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
- ALL ADA ACCESS AISLES AND PARKING SPACES SHALL BE AT THE SAME LEVEL, WITH MAXIMUM SLOPES NOT GREATER THAN 2% IN ANY DIRECTION.
- CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION BETWEEN THE ADA ACCESS AISLES/PARKING SPACES AND THE EXISTING PAVEMENT AT THE WORK LIMITS.
- GRADES IN LANDSCAPED AREAS SHALL NOT EXCEED A SLOPE OF 3H:1V UNLESS OTHERWISE NOTED ON THE PLANS.
- IN AREAS OF FILL OR BACKFILL, THE CONTRACTOR SHALL PLACE SUITABLE FILL MATERIAL AS DETERMINED BY THE ENGINEER IN 6-INCH LIFTS. EACH LIFT SHALL BE COMPACTED TO 95 PERCENT OF THE STANDARD PROCTOR DENSITY. NATIVE SOIL MAY BE USED AS BACKFILL IF IT IS DEEMED SUITABLE BY THE ENGINEER.
- GRADES TO PITCH AWAY FROM BUILDING FOUNDATIONS.
- CONTRACTOR RESPONSIBLE TO PROVIDE POSITIVE DRAINAGE FLOW OVER THE SITE. BIRD BATHS AND PONDING AREAS (OTHER THAN AS DESIGNED) ARE NOT PERMITTED.



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 and Geology, PC  
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 914.467.6600



**New Safeguard Self Storage**  
 2710 North Avenue  
 Bridgeport, Connecticut

No.	Revision	Date	App'd.
1	PERMITTING	06/30/2022	
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Designed by: \_\_\_\_\_ Checked by: \_\_\_\_\_  
 Issued for: **Permitting** Date: **April 28, 2022**

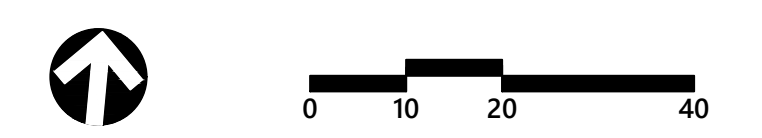
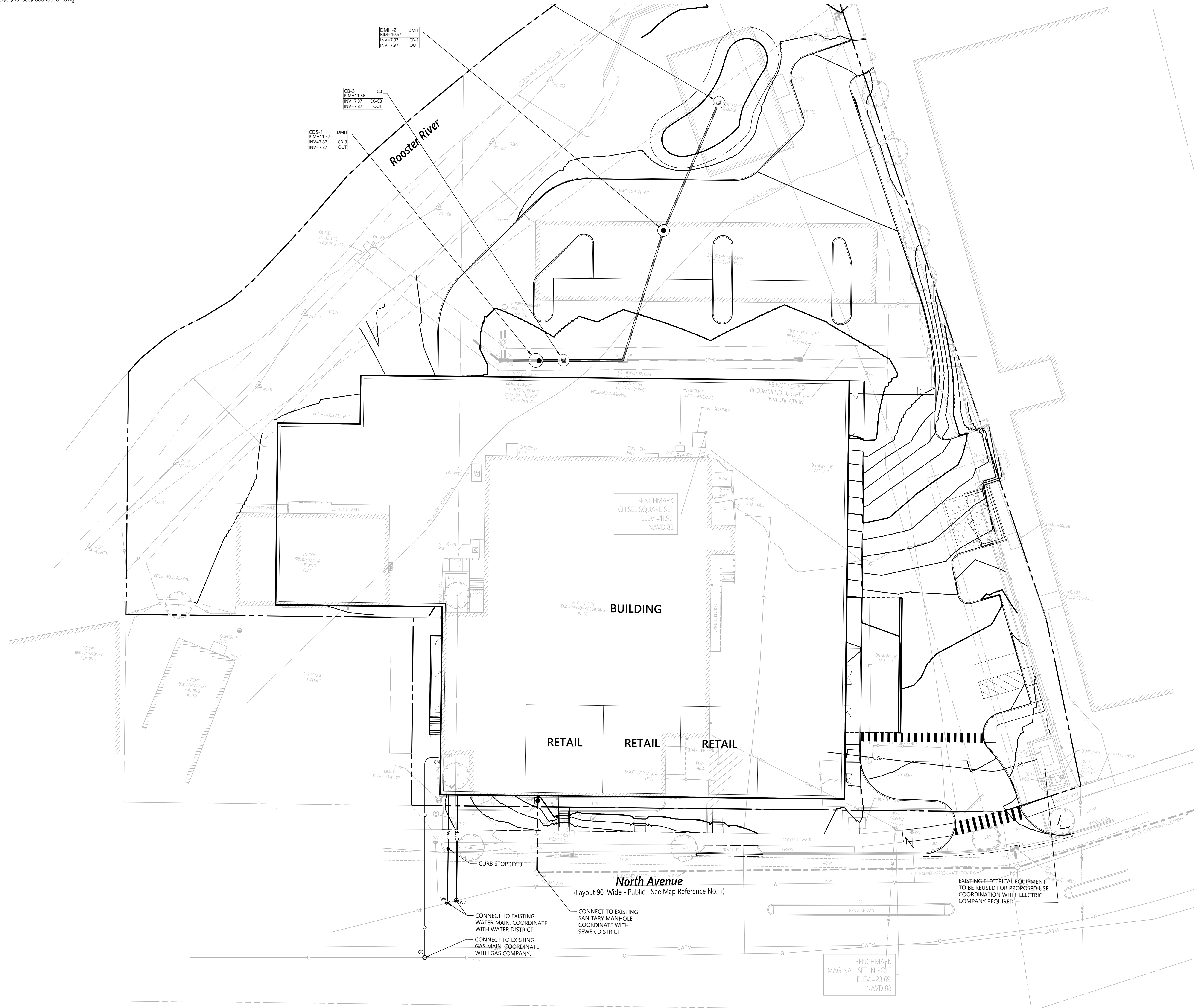
Not Approved for Construction  
**Grading and Drainage Plan**



Drawing Number  
**C3.01**  
 Sheet 3 of 10

**North Avenue**  
 (Layout 90' Wide - Public - See Map Reference No. 1)

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### New Safeguard Self Storage

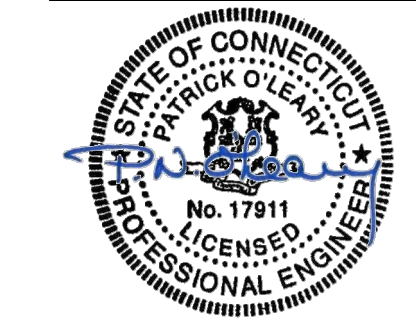
2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appvd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by **JML** Checked by **PNO**  
Issued for **Permitting** Date **April 28, 2022**

Not Approved for Construction

Utility Plan



Sheet **C4.01** of 10

Saved Saturday, July 2, 2022, 12:27:10 PM. JLEGOFF Plotted Thursday, July 28, 2022, 9:56:36 AM. Julien Le Goff

### Temporary Erosion and Sedimentation Control Maintenance (throughout construction):

THE SITE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING EACH CONTROL SHOWN ON THE SEDIMENTATION AND EROSION CONTROL PLAN.

PRIOR TO STARTING ANY OTHER WORK ON THE SITE, THE CONTRACTOR SHALL NOTIFY APPROPRIATE AGENCIES AND SHALL INSTALL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS IDENTIFIED IN FEDERAL, STATE, AND LOCAL APPROVAL DOCUMENTS PERTAINING TO THIS PROJECT.

THE SITE CONTRACTOR WILL INSPECT ALL SEDIMENT AND EROSION CONTROL STRUCTURES AT LEAST ONCE A WEEK AND WITHIN 24 HOURS OF A RAINFALL EVENT TO DETERMINE THE CONDITIONS OF THE BASINS DURING CONSTRUCTION, IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). CLEAN OUT SEDIMENT BASINS WHEN ACCUMULATION REACHES 12". SEDIMENT LEVELS SHALL BE MARKED WITHIN THE SEDIMENT STORAGE AREA BY STAKES. DO NOT ALLOW ACCUMULATED SEDIMENTS TO FLUSH INTO WETLAND AREAS.

SILT SHALL BE REMOVED FROM BEHIND BARRIERS IF GREATER THAN 6-INCHES DEEP OR AS NEEDED.

DAMAGED OR DETERIORATED ITEMS WILL BE REPAIRED IMMEDIATELY AFTER IDENTIFICATION.

THE UNDERSIDE OF STRAW BALES SHOULD BE KEPT IN CLOSE CONTACT WITH THE EARTH AND RESET AS NECESSARY.

SEDIMENT THAT IS COLLECTED IN STRUCTURES SHALL BE DISPOSED OF PROPERLY AND COVERED IF STORED ON-SITE.

EROSION CONTROL STRUCTURES SHALL REMAIN IN PLACE UNTIL ALL DISTURBED EARTH HAS BEEN SECURELY STABILIZED. AFTER REMOVAL OF STRUCTURES, DISTURBED AREAS SHALL BE REGRADED AND STABILIZED AS SOON AS PRACTICAL.

MAINTAIN THE CONSTRUCTION ENTRANCE IN A CONDITION WHICH WILL PREVENT TRACKING AND WASHING OF SEDIMENTS ONTO PAVED SURFACES.

CONTRACTOR SHALL PERFORM CONSTRUCTION SEQUENCING SUCH THAT EARTH MATERIALS ARE EXPOSED FOR A MINIMUM OF TIME BEFORE THEY ARE COVERED, SEEDED, OR OTHERWISE STABILIZED TO PREVENT EROSION.

### Site Sediment and Erosion Narrative:

THE PROPOSED PROJECT CONSISTS OF CONSTRUCTING 4 RESIDENTIAL BUILDINGS AND A CLUBHOUSE, WITH ASSOCIATED PARKING, AMENITIES, DRIVEWAYS AND UNDERGROUND UTILITIES.

THE APPROXIMATELY ±8.4 ACRE SITE WILL BE DEVELOPED IN A SINGLE PHASE PROJECT, APPROXIMATELY ±7.1 ACRES WILL BE DISTURBED DURING CONSTRUCTION.

TO CONTROL SEDIMENT EROSION DURING EARTH FILLING OPERATIONS, THE CONTRACTOR SHALL EMPLOY TECHNIQUES OUTLINED IN THE CONSTRUCTION SEQUENCE AND EROSION CONTROL NOTES TO ENSURE THAT EROSION DOES NOT OCCUR AND THAT SEDIMENT IS NOT TRANSPORTED OFF.

THE EARTHWORK IS PLANNED TO START MAY 2023 AND ANTICIPATED TO BE COMPLETED SEPTEMBER 2023.

THE EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.

REFER TO THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND DRAINAGE/STORMWATER MANAGEMENT REPORT FOR MORE INFORMATION.

### Construction Sequence:

1. THE SITE CONTRACTOR SHALL BE FULLY RESPONSIBLE TO CONTROL CONSTRUCTION SUCH THAT SEDIMENTATION SHALL NOT AFFECT ROADS/HIGHWAYS AND THEIR DRAINAGE SYSTEM, NEIGHBORING PROPERTIES, AND REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND, OR DIRECT DEPOSIT. PRIOR TO CONSTRUCTION, THE APPLICANT SHALL PROVIDE THE CITY OF SHELTON WITH THE NAME FOR THE 24 HOUR CONTACT.
2. CONTRACTOR SHALL ADHERE TO CONNECTICUT GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
3. FLAG THE LIMITS OF CONSTRUCTION NECESSARY TO FACILITATE THE PRE-CONSTRUCTION MEETING.
4. HOLD PRE-CONSTRUCTION MEETING. (REMEMBER TO CALL "CALL BEFORE YOU DIG, INC." 1-800-922-4455 OR 811).
5. NOTIFY THE CITY OF SHELTON AGENT, ZONING ENFORCEMENT OFFICER AND ENGINEERING DEPARTMENT, 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.
6. INSTALL STABILIZED VEHICLE CONSTRUCTION EXIT.
7. INSTALL AND STABILIZE SPINE ROAD FOR USE DURING CONSTRUCTION.
8. PRIOR TO INSTALLING SURFACE WATER CONTROLS, SUCH AS TEMPORARY DIVERSION SWALES, INSPECT EXISTING CONDITIONS TO ENSURE DISCHARGE CONDITIONS ARE STABLE. IF NOT STABLE, REVIEW DISCHARGE LOCATIONS WITH THE DESIGN ENGINEER AND IMPLEMENT ADDITIONAL STABILIZATION MEASURES PRIOR TO INSTALLING SURFACE WATER CONTROLS.
9. INSTALL EROSION AND SEDIMENT CONTROLS IN ACCORDANCE WITH THE ERS PLAN FOR THE SITE INCLUDING SILT FENCE BARRIERS AND SILT SACKS.
10. COMPLETE DEMOLITION, CLEARING AND GRUBBING.
11. WORK ALONG THE WETLAND EDGES SHALL BE COMPLETED DURING DRY PERIODS OF THE YEAR.
12. ESTABLISH ROUGH GRADE ON THE SITE.
13. CONSTRUCT BUILDING AND UNDERGROUND UTILITIES. INSTALL SILT SACK SEDIMENT TRAPS IN ALL NEW CATCH BASINS.
14. INSTALL PAVEMENT BASE & FIRST COURSE OF BITUMINOUS CONCRETE.
15. INSTALL LANDSCAPING & LOAM AND SEED ALL DISTURBED AREAS.
16. AFTER SITE IS STABILIZED REMOVE TEMPORARY EROSION AND SEDIMENT CONTROLS.
17. LOAM AND SEED ALL DISTURBED AREAS.
18. WHEN ALL OTHER WORK HAS BEEN COMPLETED, REPAIR AND SWEEP ALL PAVED AREAS FOR THE FINAL COURSE OF PAVING. INSPECT THE DRAINAGE SYSTEM AND CLEAN AS NEEDED.
19. INSTALL FINAL COURSE OF PAVEMENT.
20. UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF PERMANENT GROUND COVER, CONTRACTOR SHALL REMOVE AND DISPOSE OF EROSION CONTROL MEASURES AND CLEAN SEDIMENT AND DEBRIS FROM ENTIRE DRAINAGE AND SEWER SYSTEMS.

### Erosion & Sediment Control Techniques:

THE FOLLOWING EROSION AND SEDIMENTATION CONTROLS SHALL BE EMPLOYED BY THE CONTRACTOR DURING THE EARTHWORK AND CONSTRUCTION PHASES OF THE PROJECT IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.

#### SILT FENCING

IN AREAS WHERE HIGH RUNOFF VELOCITIES OR HIGH SEDIMENT LOADS ARE EXPECTED, STRAW BALE BARRIERS WILL BE BACKED UP WITH SILT FENCING. THIS SEMI-PERMEABLE BARRIER MADE OF A SYNTHETIC POROUS FABRIC WILL PROVIDE ADDITIONAL PROTECTION. THE SILT FENCES AND STRAW BALE BARRIER WILL BE REPLACED AS DETERMINED BY PERIODIC FIELD INSPECTIONS.

#### STRAW BALE BARRIERS

STRAW BALE BARRIERS WILL BE PLACED TO TRAP SEDIMENT TRANSPORTED BY RUNOFF BEFORE IT REACHES THE DRAINAGE SYSTEM OR LEAVES THE CONSTRUCTION SITE. BALES WILL BE SET AT LEAST FOUR INCHES INTO THE EXISTING GROUND TO MINIMIZE UNDERCUTTING BY RUNOFF.

#### CATCH BASIN PROTECTION

NEWLY CONSTRUCTED AND EXISTING CATCH BASINS WILL BE PROTECTED WITH SILT SACKS THROUGHOUT CONSTRUCTION.

#### GRAVEL AND CONSTRUCTION ENTRANCE/EXIT

A TEMPORARY CRUSHED-STONE CONSTRUCTION ENTRANCE/EXIT WILL BE CONSTRUCTED. A CROSS SLOPE WILL BE PLACED IN THE ENTRANCE TO DIRECT RUNOFF TO THE SEDIMENT TRAP.

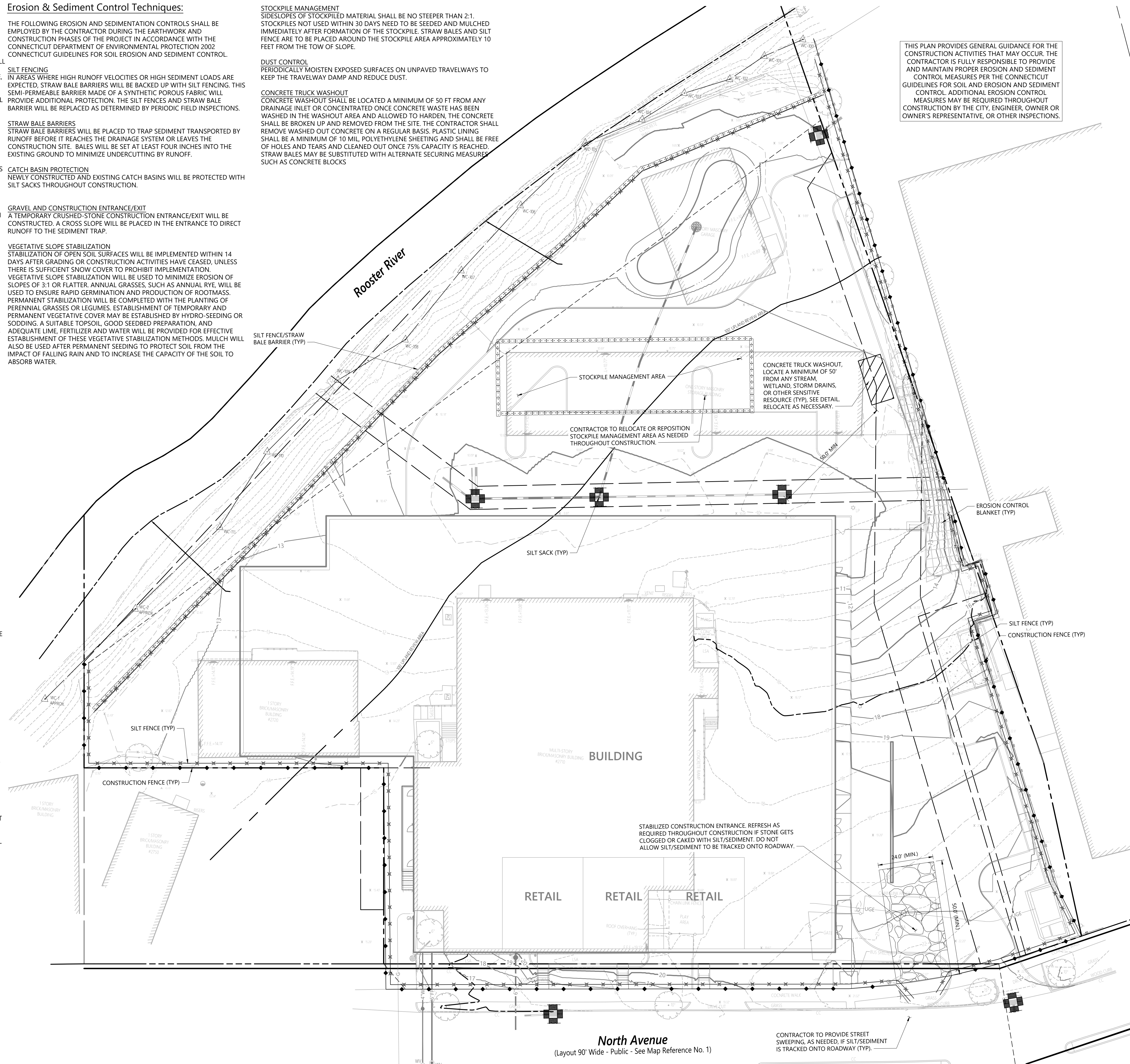
#### VEGETATIVE SLOPE STABILIZATION

STABILIZATION OF OPEN SOIL SURFACES WILL BE IMPLEMENTED WITHIN 14 DAYS AFTER GRADING OR CONSTRUCTION ACTIVITIES HAVE CEASED, UNLESS THERE IS SUFFICIENT SNOW COVER TO PROHIBIT IMPLEMENTATION. VEGETATIVE SLOPE STABILIZATION WILL BE USED TO MINIMIZE EROSION OF SLOPES OF 3:1 OR FLATTER. ANNUAL GRASSES, SUCH AS ANNUAL RYE, WILL BE USED TO ENSURE RAPID GERMINATION AND PRODUCTION OF ROOTMASS. PERMANENT STABILIZATION WILL BE COMPLETED WITH THE PLANTING OF PERENNIAL GRASSES OR LEGUMES. ESTABLISHMENT OF TEMPORARY AND PERMANENT VEGETATIVE COVER MAY BE ESTABLISHED BY HYDRO-SEEDING OR SODDING. A SUITABLE TOPSOIL, GOOD SEEDBED PREPARATION, AND ADEQUATE LIME, FERTILIZER AND WATER WILL BE PROVIDED FOR EFFECTIVE ESTABLISHMENT OF THESE VEGETATIVE STABILIZATION METHODS. MULCH WILL ALSO BE USED AFTER PERMANENT SEEDING TO PROTECT SOIL FROM THE IMPACT OF FALLING RAIN AND TO INCREASE THE CAPACITY OF THE SOIL TO ABSORB WATER.

**STOCKPILE MANAGEMENT**  
SIDESLOPES OF STOCKPILED MATERIAL SHALL BE NO STEEPER THAN 2:1. STOCKPILES NOT USED WITHIN 30 DAYS NEED TO BE SEEDED AND MULCHED IMMEDIATELY AFTER FORMATION OF THE STOCKPILE. STRAW BALES AND SILT FENCE ARE TO BE PLACED AROUND THE STOCKPILE AREA APPROXIMATELY 10 FEET FROM THE TOW OF SLOPE.

**DUST CONTROL**  
PERIODICALLY MOISTEN EXPOSED SURFACES ON UNPAVED TRAVELWAYS TO KEEP THE TRAVELWAY DAMP AND REDUCE DUST.

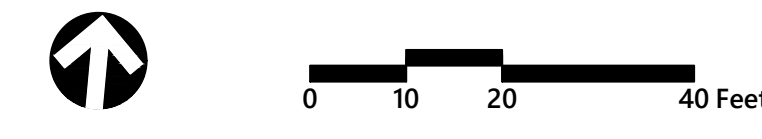
**CONCRETE TRUCK WASHOUT**  
CONCRETE WASHOUT SHALL BE LOCATED A MINIMUM OF 50 FT FROM ANY DRAINAGE INLET OR CONCENTRATED ONCE CONCRETE WASTE HAS BEEN WASHED IN THE WASHOUT AREA AND ALLOWED TO HARDEN, THE CONCRETE SHALL BE BROKEN UP AND REMOVED FROM THE SITE. THE CONTRACTOR SHALL REMOVE WASHED OUT CONCRETE ON A REGULAR BASIS. PLASTIC LINING SHALL BE A MINIMUM OF 10 MIL. POLYETHYLENE SHEETING AND SHALL BE FREE OF HOLES AND TEARS AND CLEANED OUT ONCE 75% CAPACITY IS REACHED. STRAW BALES MAY BE SUBSTITUTED WITH ALTERNATE SECURING MEASURES SUCH AS CONCRETE BLOCKS



THIS PLAN PROVIDES GENERAL GUIDANCE FOR THE CONSTRUCTION ACTIVITIES THAT MAY OCCUR. THE CONTRACTOR IS FULLY RESPONSIBLE TO PROVIDE AND MAINTAIN PROPER EROSION AND SEDIMENT CONTROL MEASURES PER THE CONNECTICUT GUIDELINES FOR SOIL AND EROSION AND SEDIMENT CONTROL. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED THROUGHOUT CONSTRUCTION BY THE CITY, ENGINEER, OWNER OR OWNER'S REPRESENTATIVE, OR OTHER INSPECTIONS.



Engineering, Surveying, Landscape Architecture and Geology, PC  
50 Main Street  
Suite 360  
White Plains, NY 10606  
914.467.6600



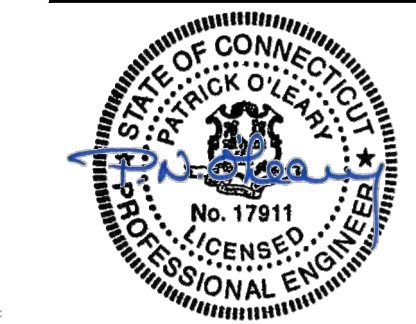
### New Safeguard Self Storage

2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appr.
1	PERMITTING	06/09/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: JML  
Checked by: PNO  
Issued for: Permitting  
Date: April 28, 2022

Not Approved for Construction  
Drawing Title: Erosion and Sediment Control Plan  
Drawing Number: C5.01

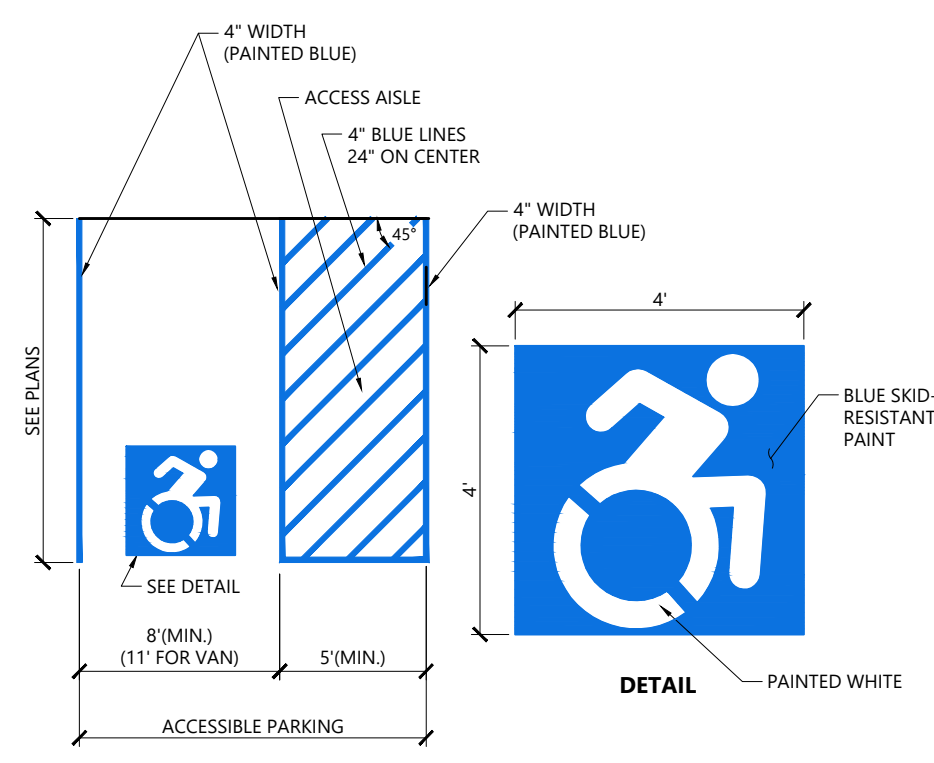


Sheet 5 of 10

Project Number: 20804.00



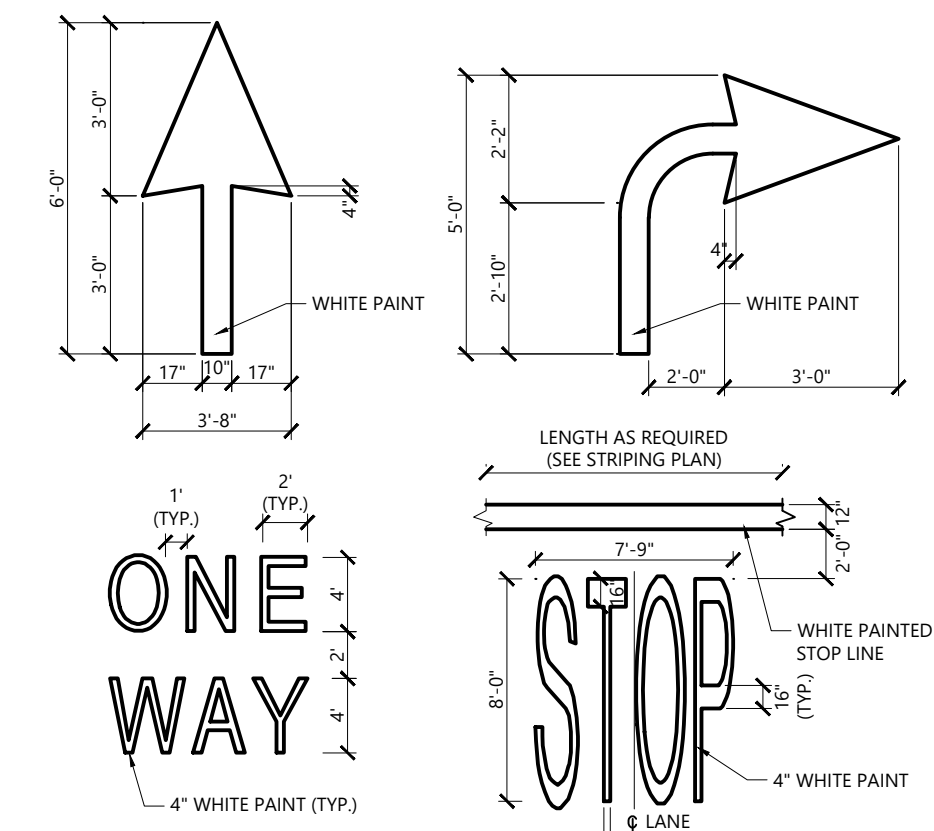
Engineering, Surveying,  
Landscape Architecture  
and Geology, PC  
50 Main Street  
Suite 360  
White Plains, NY 10606  
914.467.6600



**NOTES**

1. ALL DIMENSIONS TO EDGES OF 4" PAVEMENT STRIPING.
2. 8' STALL WIDTH REFERS TO 8' CLEAR BETWEEN INSIDE EDGES OF PAVEMENT MARKINGS.
3. ALL SLOPES THROUGHOUT THE ACCESSIBLE PARKING AND AISLE AREAS SHALL NOT EXCEED 1.5%.
4. THE ACCESSIBLE SYMBOL DEPICTED ABOVE DOES NOT COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND IS SHOWN FOR COMPLIANCE WITH STATE AND LOCAL REGULATIONS ONLY.

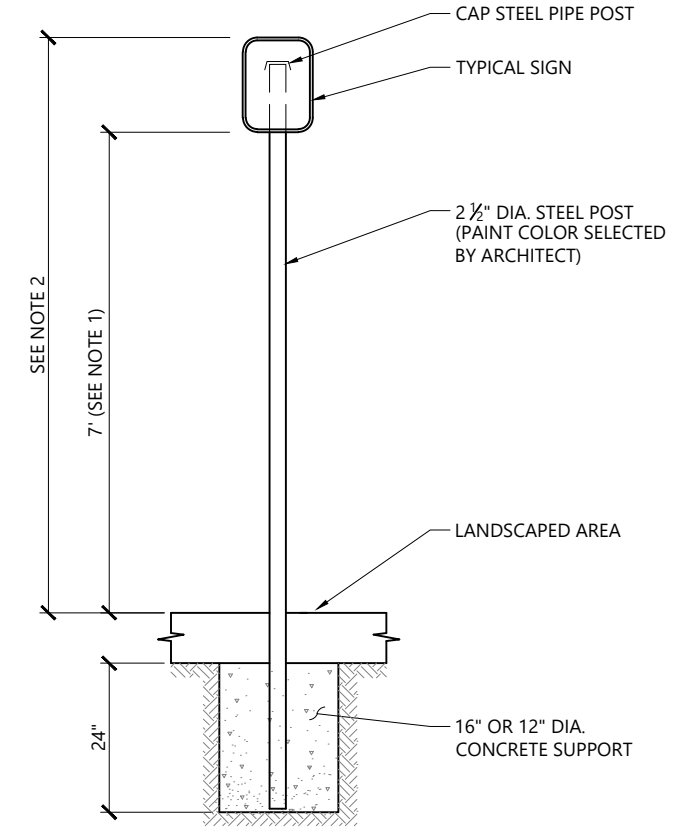
**Accessible Parking Space** 12/19  
N.T.S. Source: VHB LD\_552D



**NOTES**

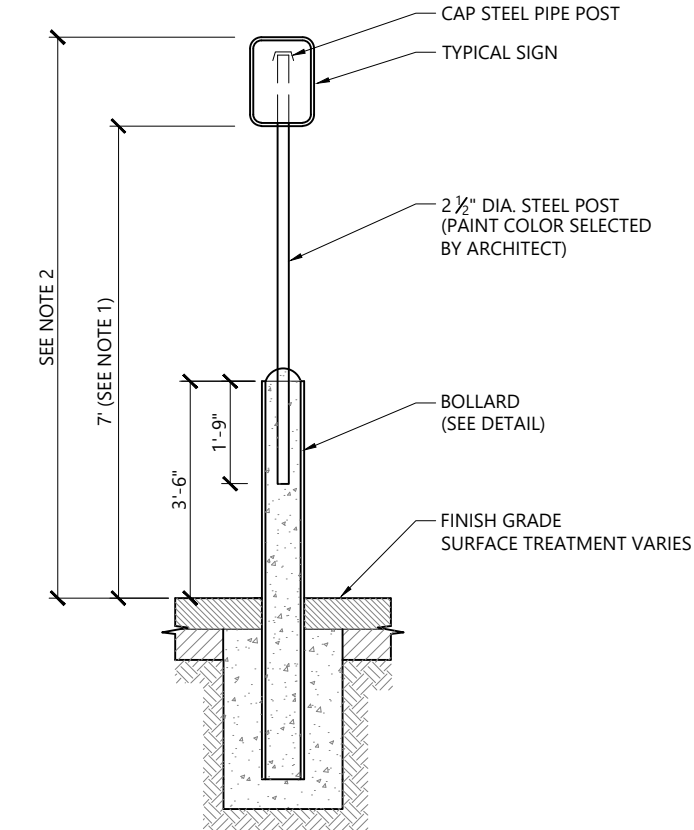
1. PAVEMENT MARKINGS TO BE INSTALLED FOR ON SITE WORK IN LOCATIONS SHOWN.

**Painted Pavement Markings - On Site** 1/16  
N.T.S. Source: VHB LD\_554



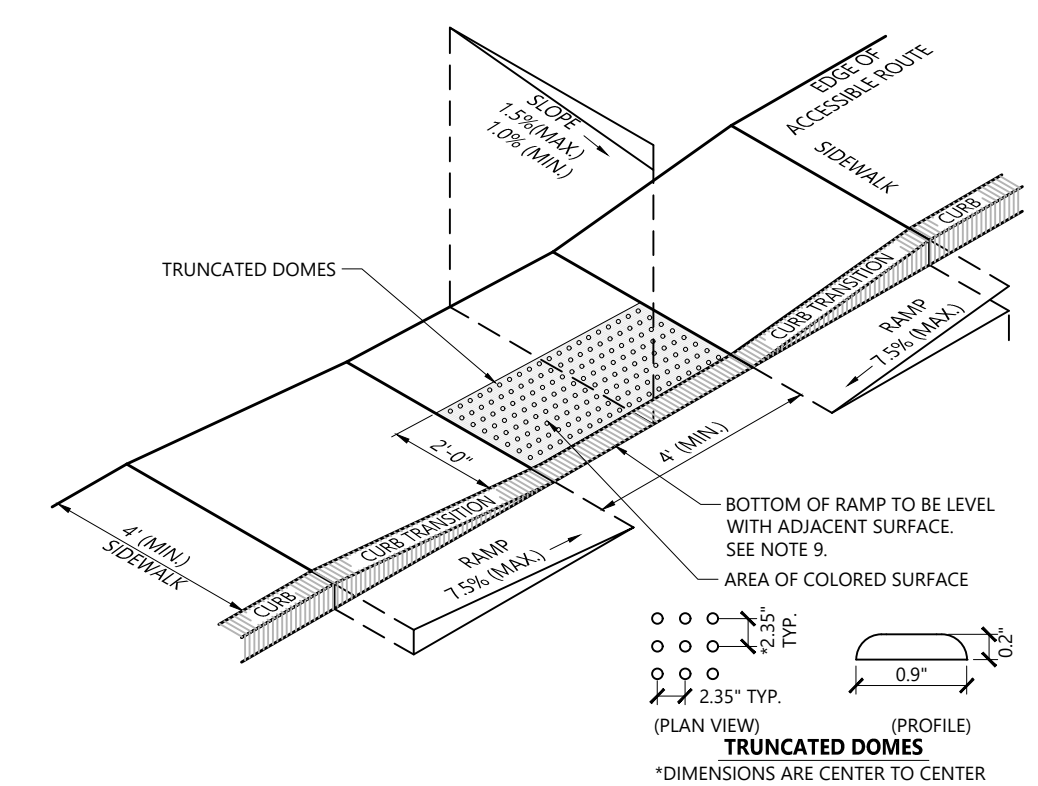
1. THIS DIMENSION SHALL BE A MINIMUM OF 5' FOR ACCESSIBLE SIGNAGE.
2. THIS DIMENSION SHALL BE A MAXIMUM OF 8' FOR ACCESSIBLE SIGNAGE.

**Sign Post - Type 'A'** 3/19  
N.T.S. Source: VHB LD\_701



1. THIS DIMENSION SHALL BE A MINIMUM OF 5' FOR ACCESSIBLE SIGNAGE.
2. THIS DIMENSION SHALL BE A MAXIMUM OF 8' FOR ACCESSIBLE SIGNAGE.

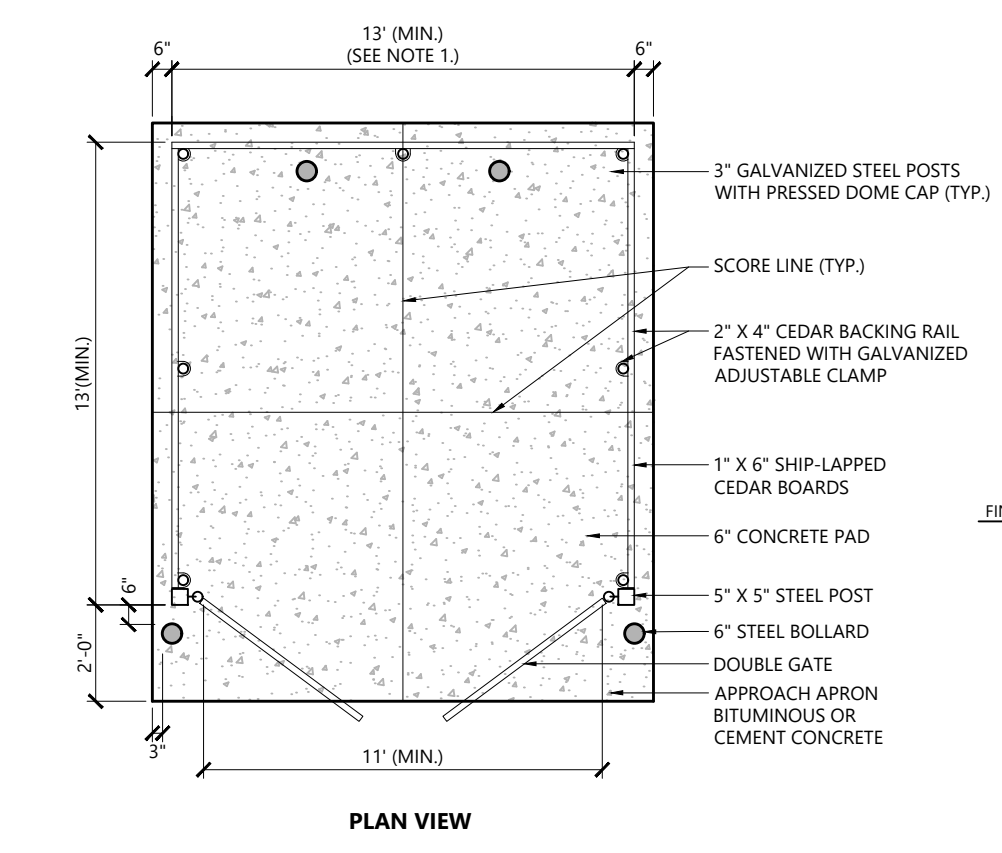
**Bollard Mounted Sign** 2/20  
N.T.S. Source: VHB LD\_703



**NOTES**

1. THE MAXIMUM ALLOWABLE SIDEWALK AND CURB RAMP CROSS SLOPES SHALL BE 1.5 (1% MIN.).
2. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE EXCLUDING CURB RAMP SHALL BE 5%.
3. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE AT CURB RAMP SHALL BE 7.5%.
4. A MINIMUM OF 3 FEET CLEAR SHALL BE MAINTAINED AT ANY PERMANENT OBSTACLE IN ACCESSIBLE ROUTE (I.E. HYDRANTS, UTILITY POLES, TREE WELLS, SIGNS, ETC.).
5. CURB TREATMENT VARIES. SEE PLANS FOR CURB TYPE.
6. RAMP, CURB, AND ADJACENT PAVEMENTS SHALL BE GRADED TO PREVENT PONDING.
7. SEE TYPICAL SIDEWALK SECTION FOR RAMP CONSTRUCTION.
8. WHERE ACCESSIBLE ROUTES ARE LESS THAN 5' IN WIDTH (EXCLUDING CURBING) A 5' x 5' PASSING AREA SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200 FEET.
9. ELIMINATE CURBING AT RAMP (OTHER THAN VERTICAL CURBING, WHICH SHALL BE SET FLUSH) WHERE IT ABUTS ROADWAY.
10. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
11. DETECTABLE WARNINGS SHALL BE INSTALLED PERPENDICULAR TO ACCESSIBLE ROUTE.

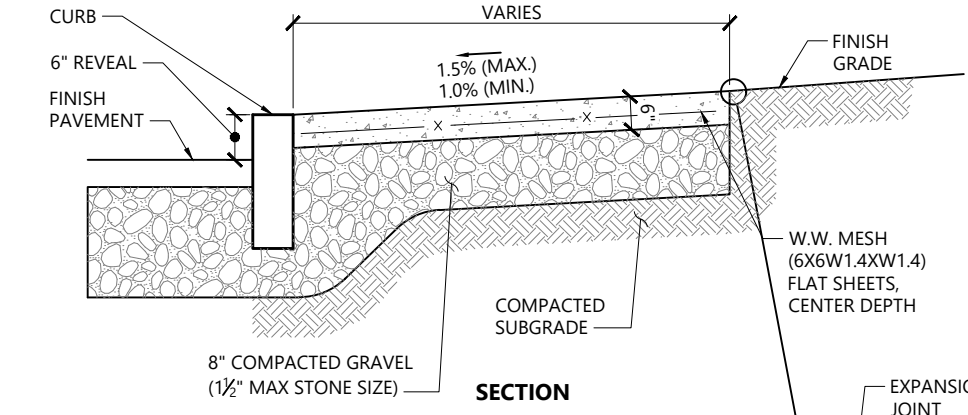
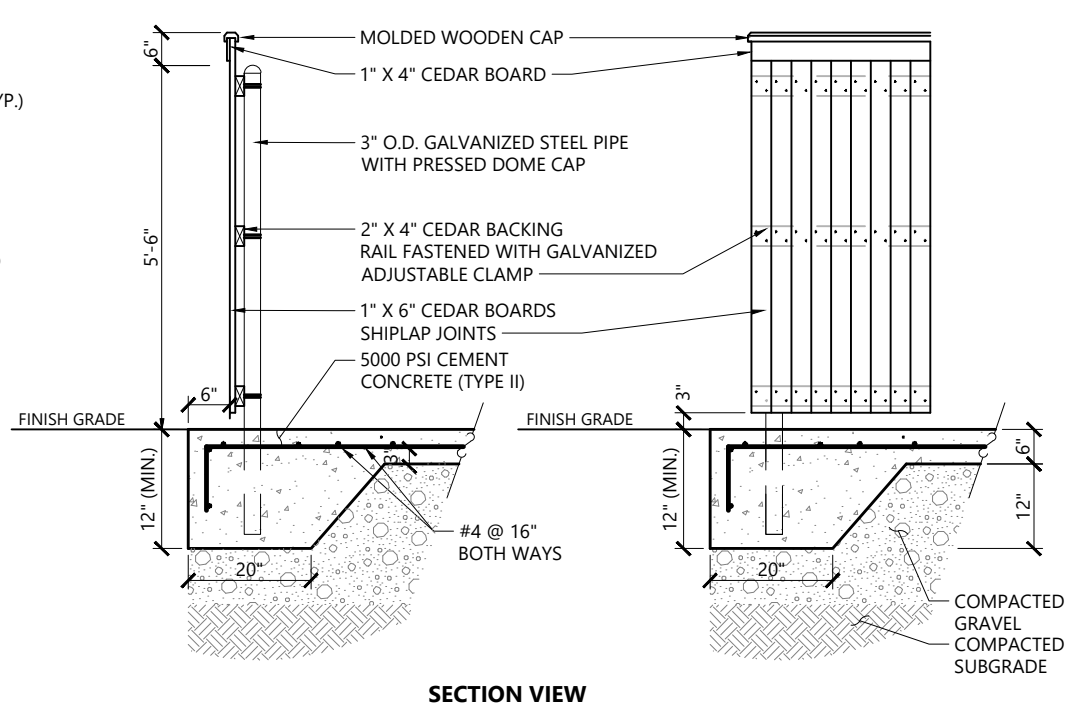
**Accessible Curb Ramp (ACR) Type 'A-D'** 12/20  
N.T.S. Source: VHB LD\_500



**NOTES**

1. DUMPSTER PAD DIMENSIONS SHOWN AS MINIMUM. REFER TO PLAN FOR ACTUAL DIMENSION.
2. PAD DESIGNED FOR 6 YARD DUMPSTER.

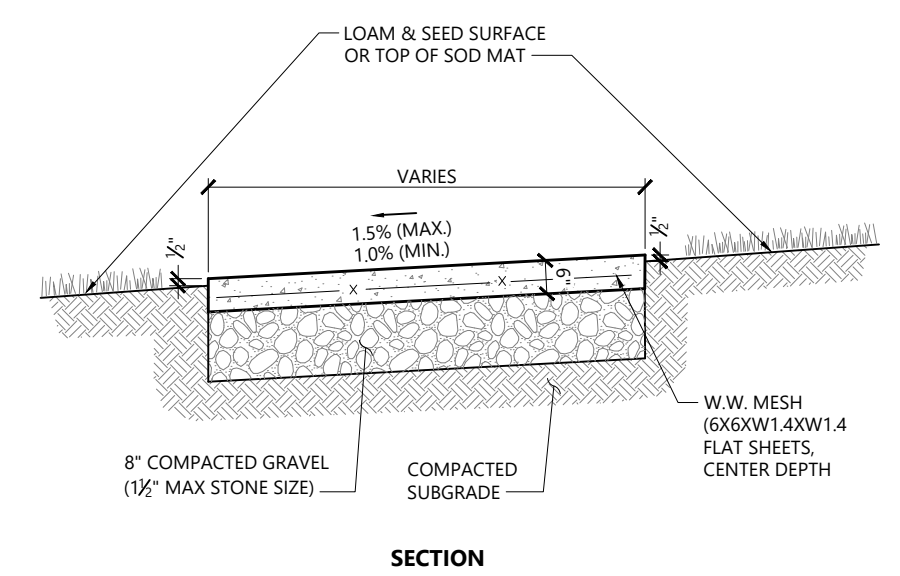
**Dumpster Pad w/ Enclosure** 1/20  
N.T.S. Source: VHB LD\_713



**NOTES**

1. CONCRETE FOR SIDEWALKS TO BE 4000 PSI AND FOR DRIVEWAYS 5000 PSI. BOTH MIXES TO BE TYPE II, 6% (1.5%) AIR ENTRAINMENT.
2. PROVIDE EXPANSION JOINTS AT MIN. 30 FT. O.C. WITH PRE-FORMED EXPANSION JOINT FILLER & SEALER.
3. PROVIDE SAWCUT CONTROL JOINTS AT 6' O.C. OR AS NOTED ON PLANS.
4. PROVIDE MEDIUM BROOM FINISH IN DIRECTION PERPENDICULAR TO CURB.
5. ALL EXPOSED CONCRETE SURFACES SHALL BE SEALED WITH A SILANE-SILOXANE PRODUCT.

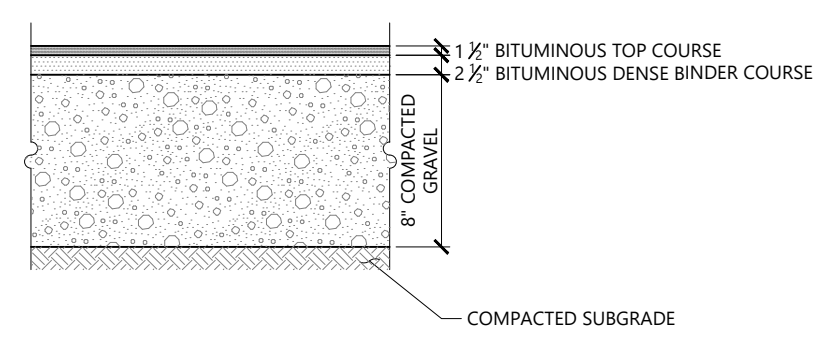
**Concrete Sidewalk** 3/20  
N.T.S. Source: VHB LD\_420



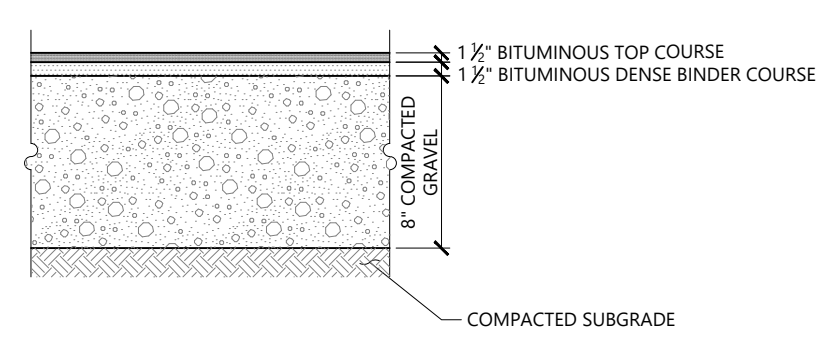
**NOTES**

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3. PROVIDE SAWCUT CONTROL JOINTS AT 6' O.C. OR AS NOTED ON PLANS.
4. PROVIDE MEDIUM BROOM FINISH IN DIRECTION PERPENDICULAR TO CURB.
5. ALL EXPOSED CONCRETE SURFACES SHALL BE SEALED WITH A SILANE-SILOXANE PRODUCT.

**Concrete Sidewalk in Landscape Area** 3/21  
N.T.S. Source: VHB LD\_426



**HEAVY DUTY FLEXIBLE PAVEMENT - TO BE USED FOR MAIN ENTRY AND TRUCK ACCESS**

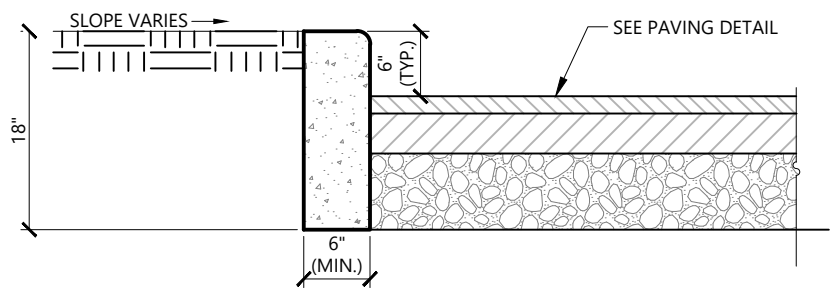


**STANDARD DUTY FLEXIBLE PAVEMENT - TO BE USED FOR PASSENGER CAR PARKING AREAS**

**NOTES**

- REFER TO THE 'PRELIMINARY GEOTECHNICAL STUDY FOR PROPOSED APARTMENT BUILDINGS, RIVER ROAD (ROUTE 110), SHELTON, CT' PREPARED BY WELI GEOTECHNICAL, P.C., DATED JANUARY 24, 2022. FOR ADDITIONAL INFORMATION REGARDING PAVEMENT SECTIONS.
- PAVEMENT SECTIONS ARE SUBJECT TO CHANGE AND WILL BE BASED ON THE RESULTS OF FURTHER GEOTECHNICAL INVESTIGATIONS.

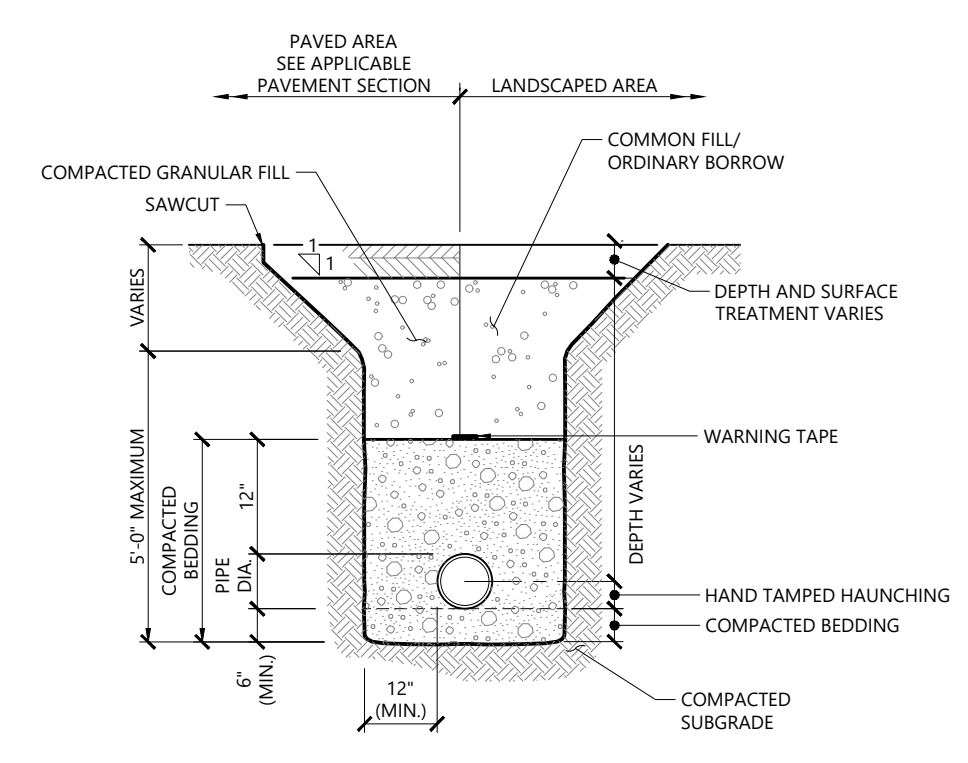
**Bituminous Concrete Pavement Sections** 11/19  
N.T.S. Source: VHB LD\_430



**NOTES**

1. THE CONCRETE PLACED UNDER THIS ITEM FOR CONVENTIONALLY FORMED CURB SHALL BE CLASS A.
2. THE CONCRETE CURB SHALL BE CAST IN PLACE IN SECTIONS APPROXIMATELY 20 FEET LONG AND PROVISION MADE AT EACH JOINT FOR EXPANSION OF 1/4 INCH. EXPANSION JOINTS: 1/2 INCH IN THICKNESS SHALL BE INSTALLED IN THE CURB AT THE SIDE OF DRAINAGE STRUCTURES OR CASTINGS, AT EACH SIDE OF DRIVEWAY CURB CUTS AND BETWEEN SIDEWALK OR OTHER ABUTTING STRUCTURES.

**Concrete Curb Detail (On-Site)** 1/16  
N.T.S. Source: VHB



**NOTES**

1. WHERE UTILITY TRENCHES ARE CONSTRUCTED THROUGH DETENTION BASIN BERMS OR OTHER SUCH SPECIAL SECTIONS, PLACE TRENCH BACKFILL WITH MATERIALS SIMILAR TO THE SPECIAL SECTION REQUIREMENTS.
2. USE METALLIC TRACING/WARNING TAPE OVER ALL PIPES.
3. COMPACTED GRANULAR FILL MAY CONSIST OF GRAVEL, CRUSHED STONE, SAND, OR OTHER MATERIAL AS APPROVED BY ENGINEER.

**Utility Trench** 11/19  
N.T.S. Source: VHB LD\_300

**New Safeguard Self Storage**

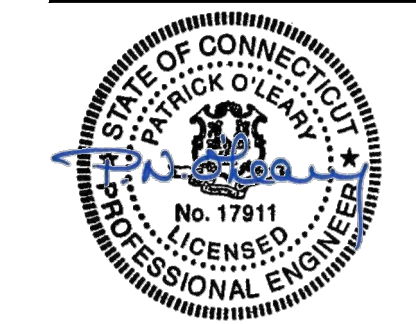
2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appr.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by: \_\_\_\_\_ Checked by: \_\_\_\_\_  
Issued for: \_\_\_\_\_ Date: \_\_\_\_\_  
**Permitting** April 28, 2022

**Not Approved for Construction**

Drawing Title  
**Site Details 1**



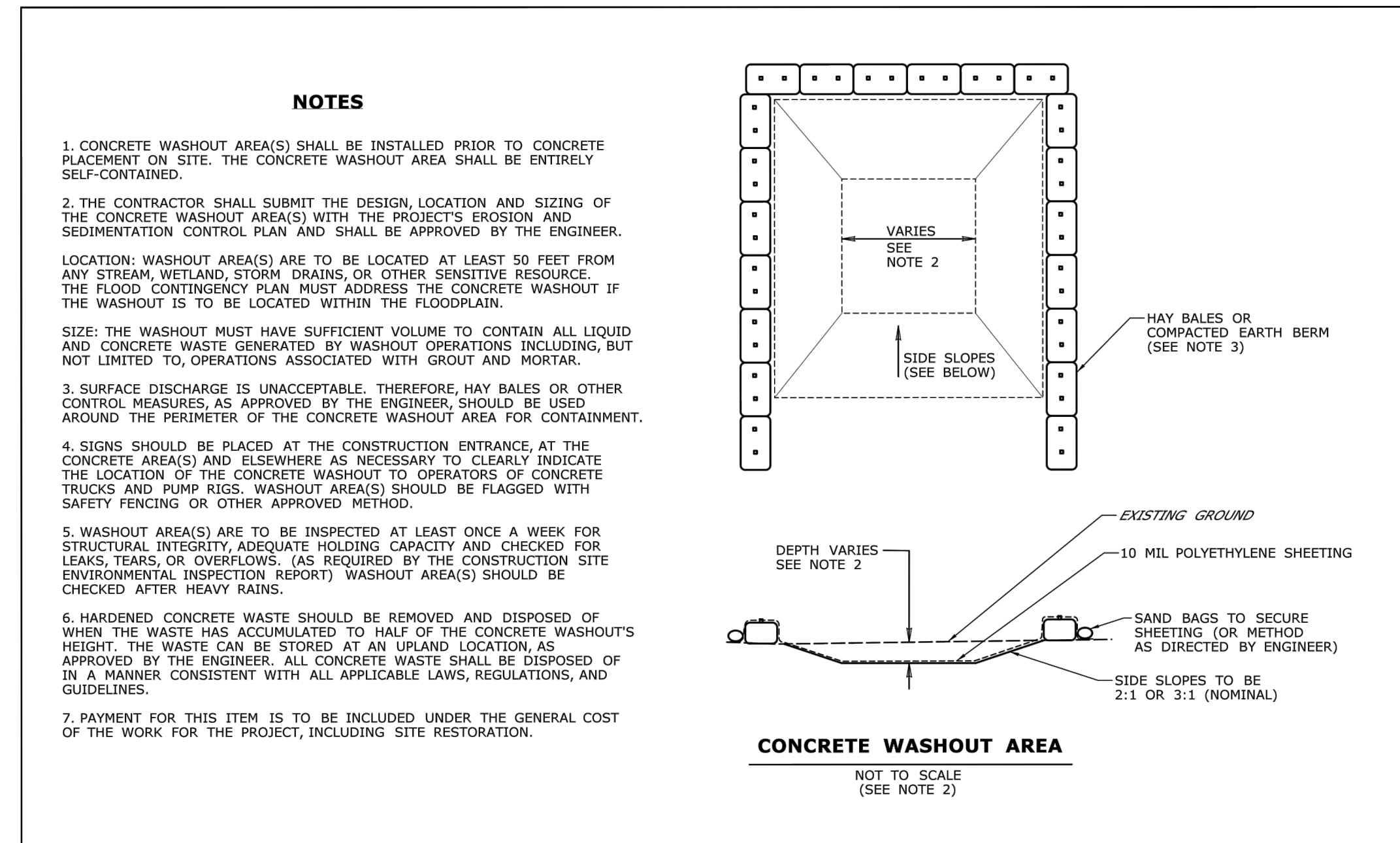
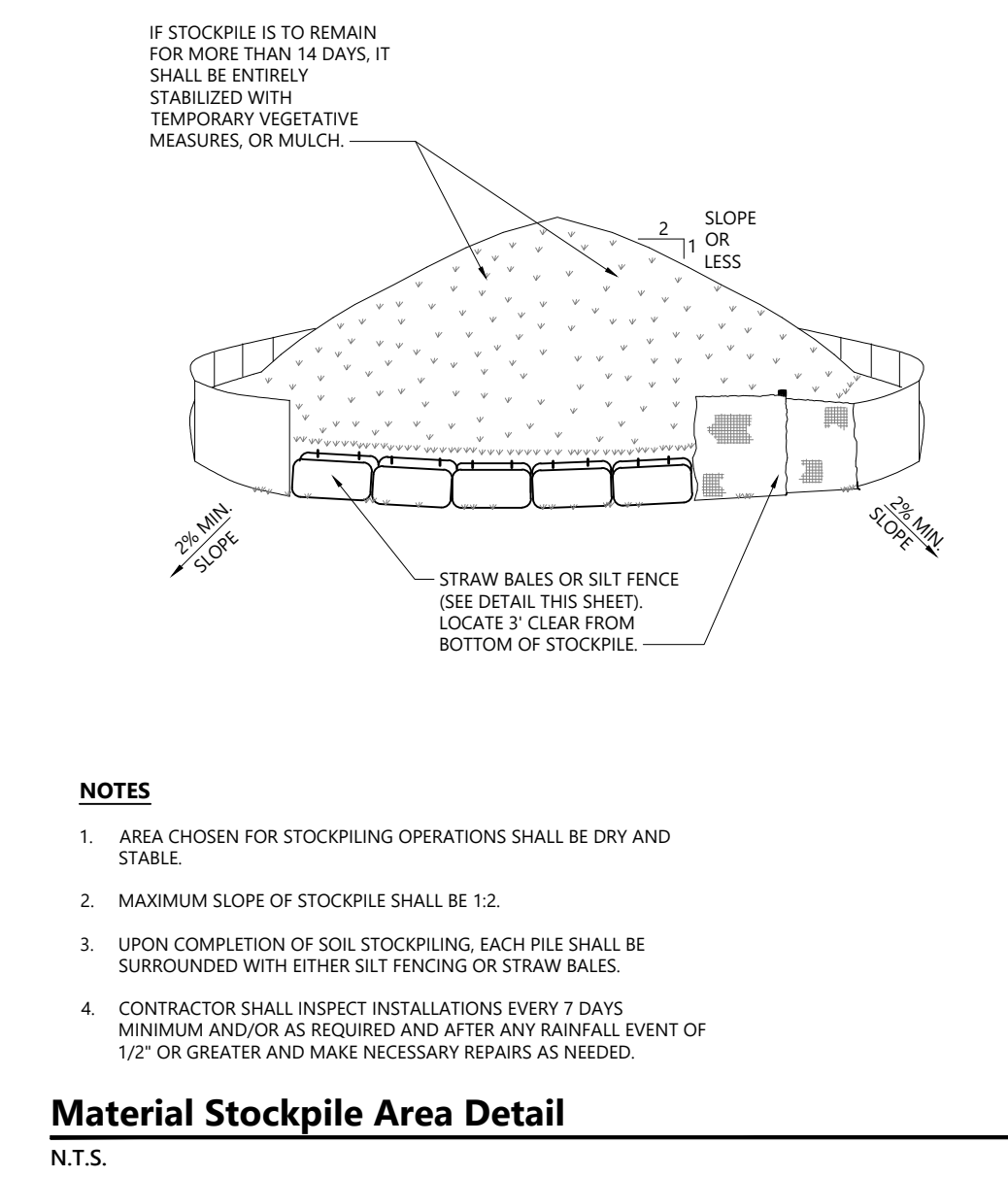
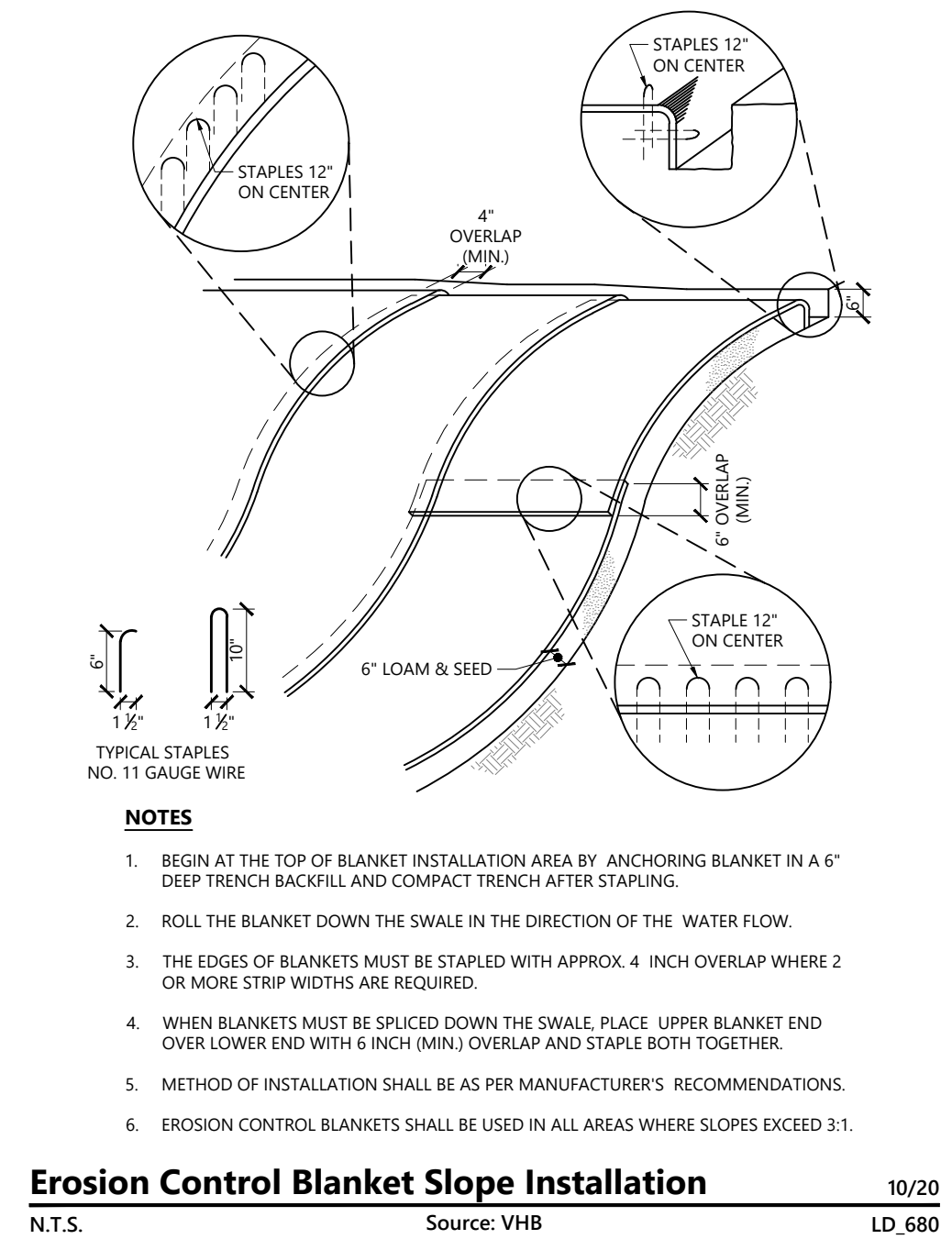
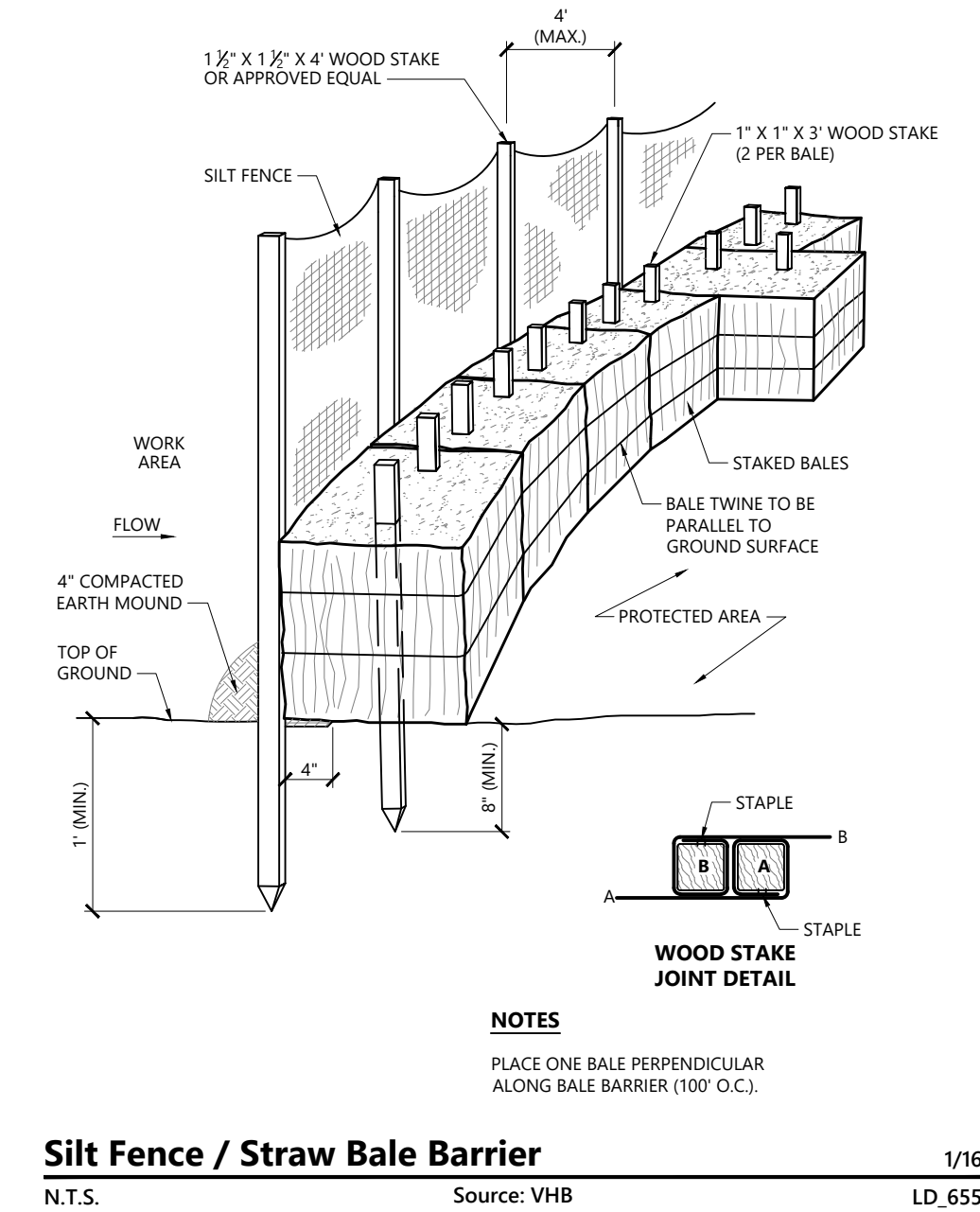
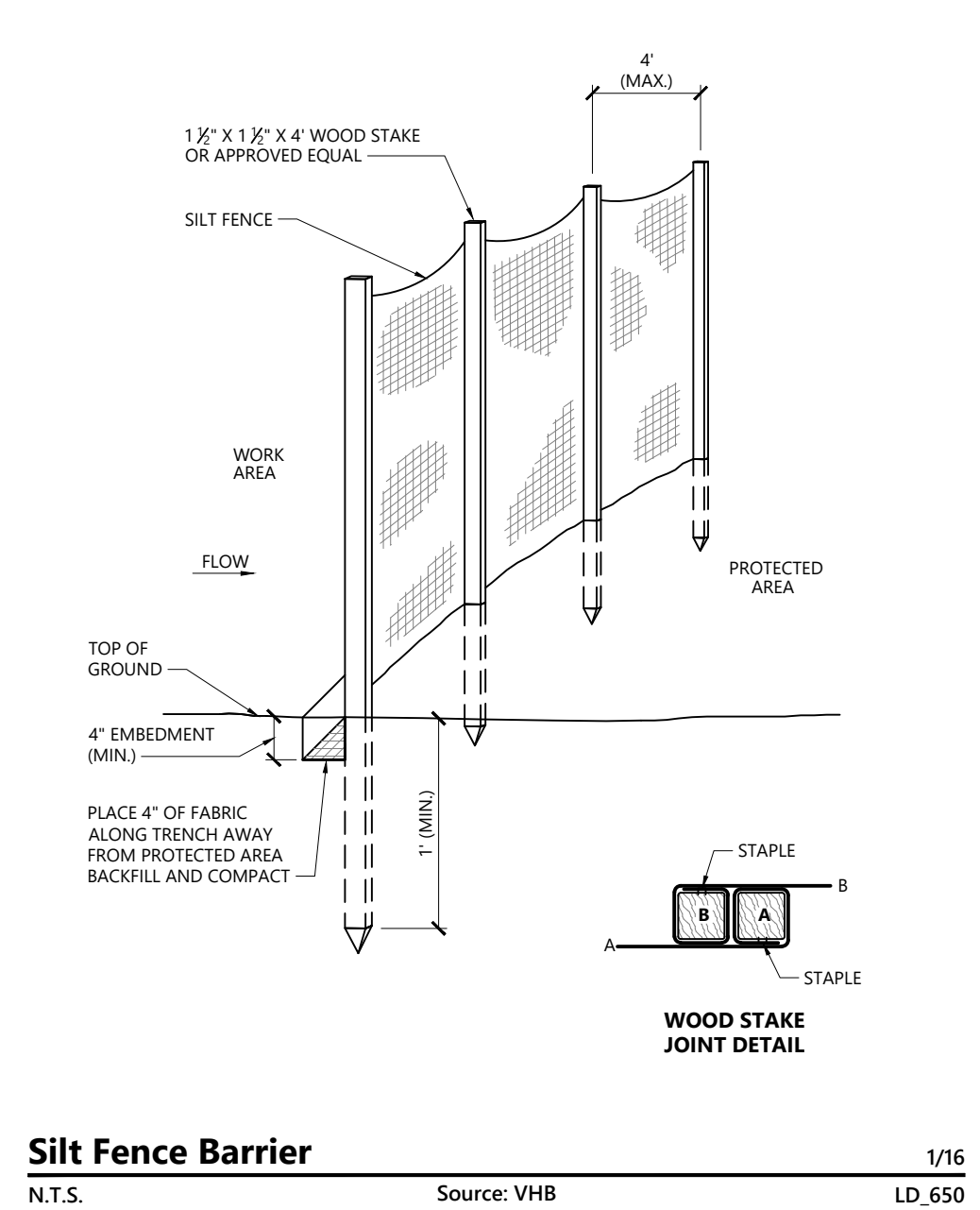
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**C6.01**

Sheet 6 of 10

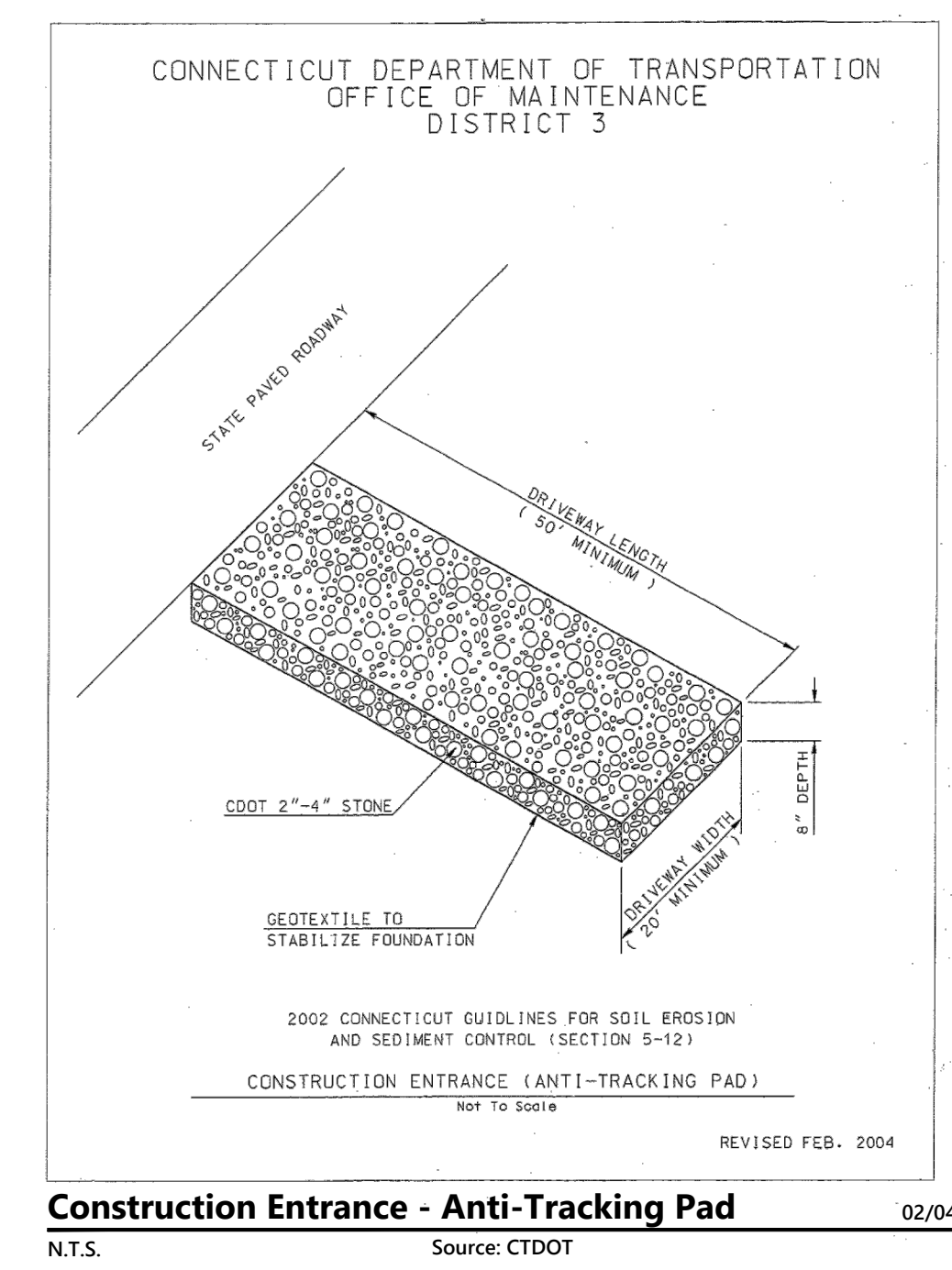
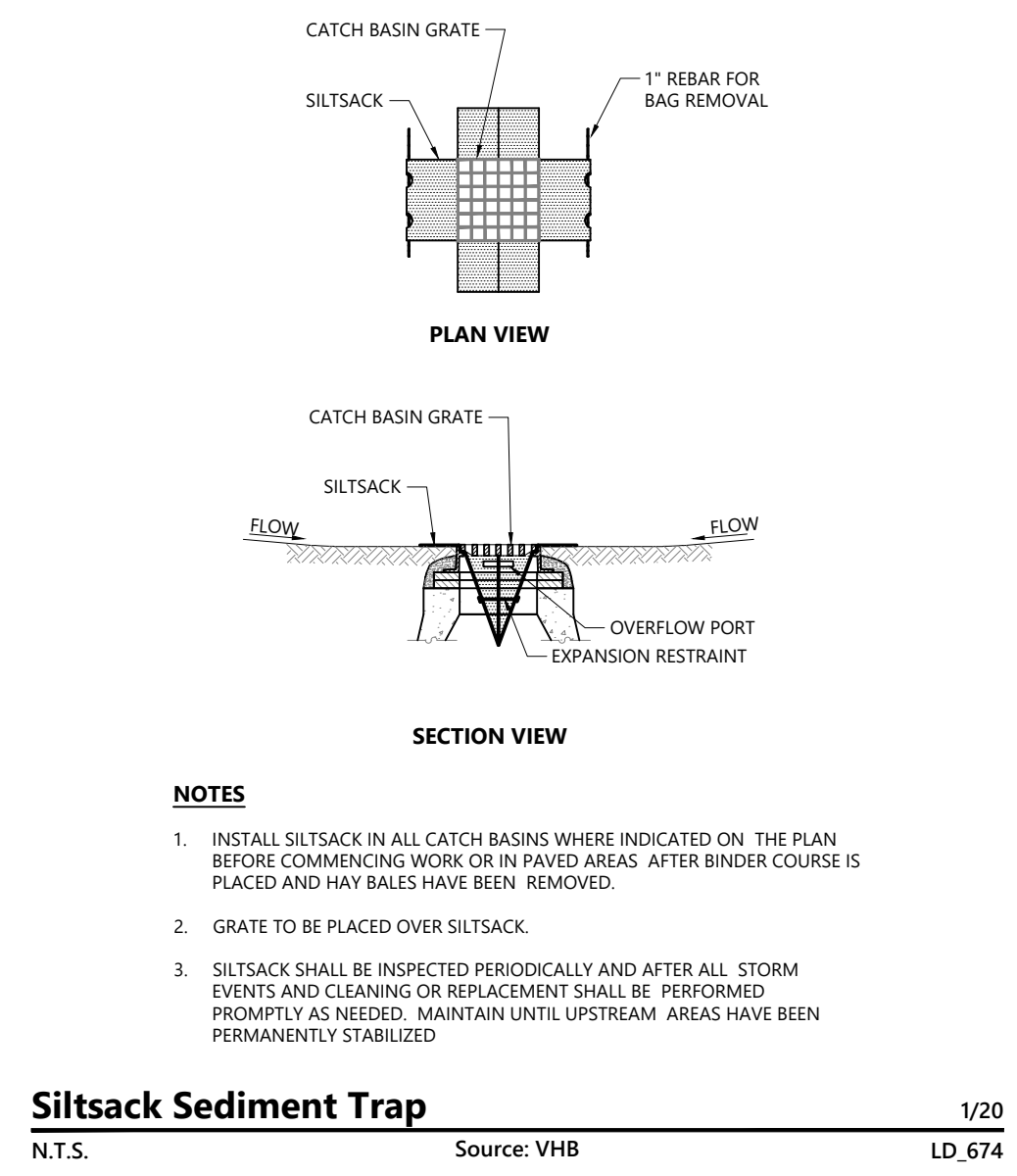
Project Number  
20804.00







**Concrete Washout Area**  
N.T.S. Source: CTDOT



**New Safeguard Self Storage**  
2710 North Avenue  
Bridgeport, Connecticut

No.	Revision	Date	Appr'd.
1	PERMITTING	06/30/2022	
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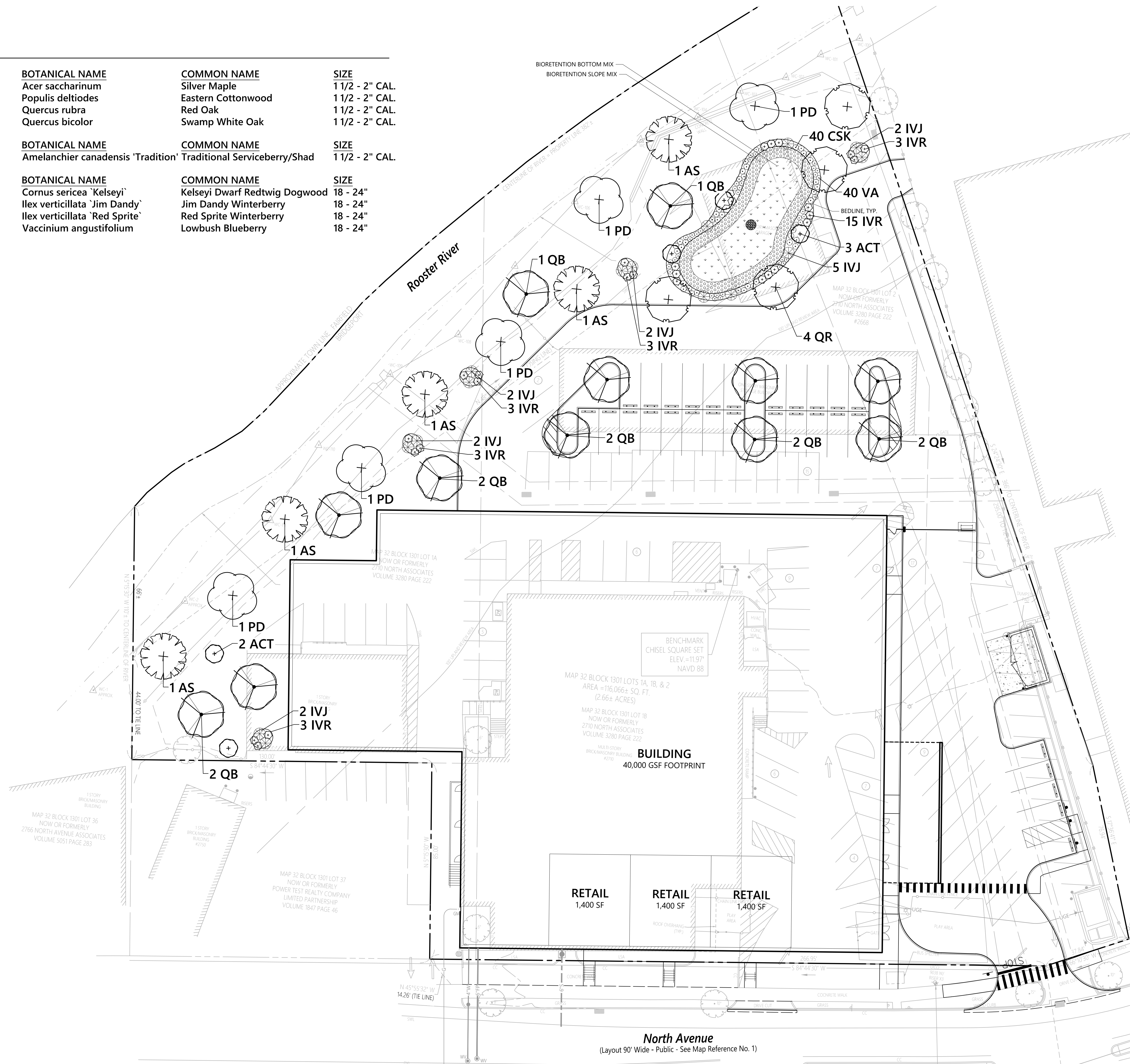
Designed by: \_\_\_\_\_ Checked by: \_\_\_\_\_  
Issued for: \_\_\_\_\_ Date: \_\_\_\_\_  
Permitting April 28, 2022

Not Approved for Construction  
Drawing Title: **Site Details 3**  
Drawing Number: \_\_\_\_\_  
Sheet 8 of 10  
Project Number: 20804.00

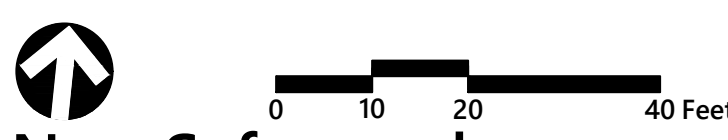


**PLANT SCHEDULE**

SHADE TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
AS	5	Acer saccharinum	Silver Maple	1 1/2 - 2" CAL.
PD	5	Populus deltoides	Eastern Cottonwood	1 1/2 - 2" CAL.
QR	4	Quercus rubra	Red Oak	1 1/2 - 2" CAL.
QB	12	Quercus bicolor	Swamp White Oak	1 1/2 - 2" CAL.
ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
ACT	5	Amelanchier canadensis 'Tradition'	Traditional Serviceberry/Shad	1 1/2 - 2" CAL.
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
CSK	40	Cornus sericea 'Kelseyi'	Kelseyi Dwarf Redtwig Dogwood	18 - 24"
IVJ	15	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	18 - 24"
IVR	30	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	18 - 24"
VA	40	Vaccinium angustifolium	Lowbush Blueberry	18 - 24"



**vhb**  
 Engineering, Surveying,  
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 and Geology, PC  
 50 Main Street  
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 White Plains, NY 10606  
 914.467.6600

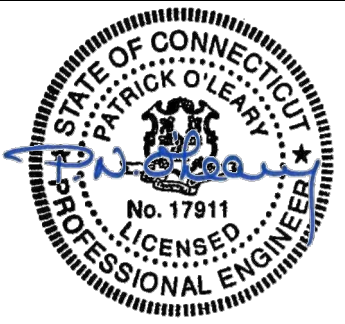


**New Safeguard Self Storage**  
 2710 North Avenue  
 Bridgeport, Connecticut

No.	Revision	Date	Appr.
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Designed by: **JML** Checked by: **PNO**  
 Issued for: **Permitting** Date: **April 28, 2022**

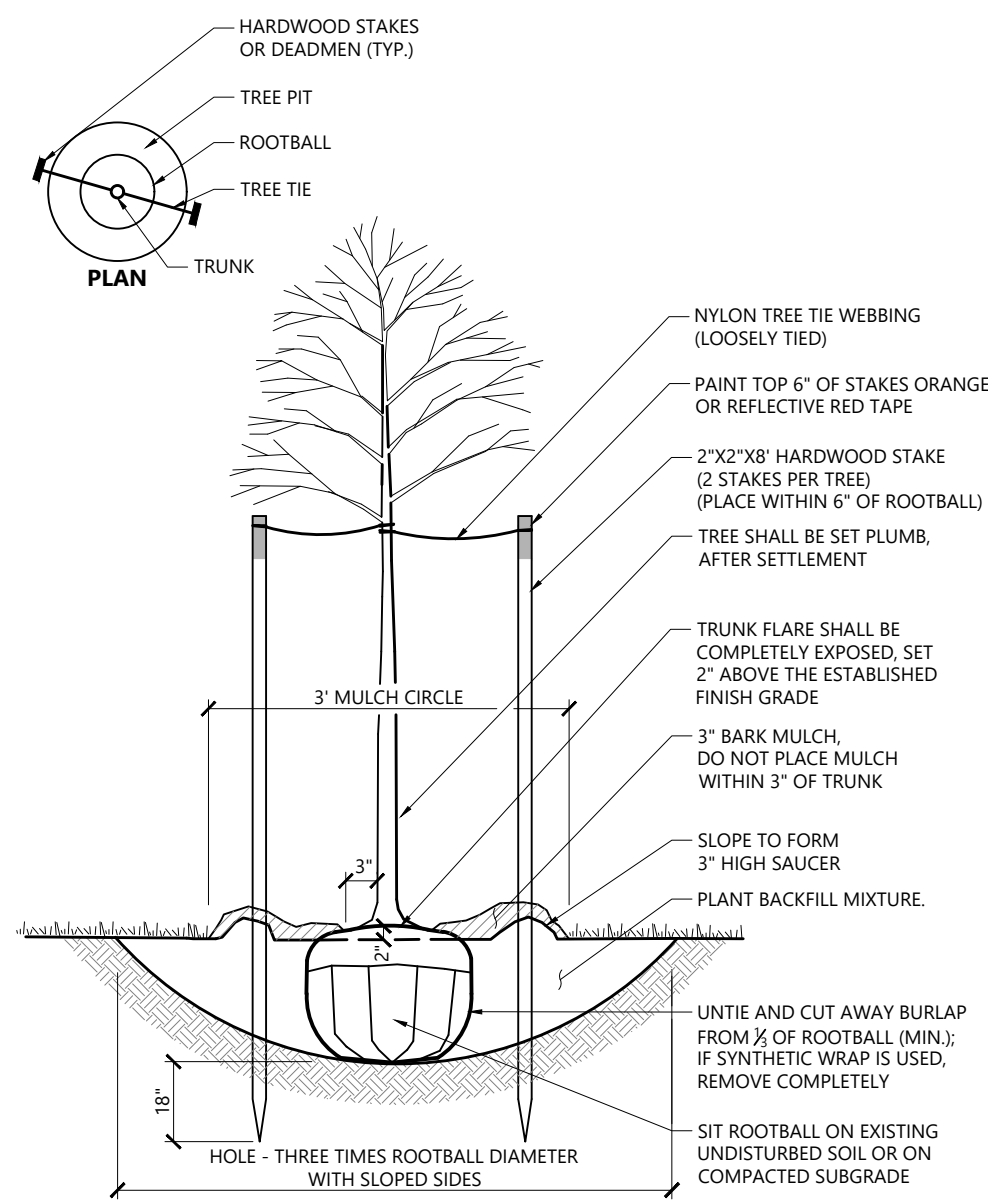
**Not Approved for Construction**  
 Drawing Title: **Planting Plan**



**L1.01**

Sheet 9 of 10

Project Number: 20804.00



**Tree Planting (For Trees Under 4" Caliper)** 9/21  
 N.T.S. Source: VHB LD\_602

**Planting Notes**

- ALL PROPOSED PLANTING LOCATIONS SHALL BE STAKED AS SHOWN ON THE PLANS FOR FIELD REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL BELOW GRADE AND ABOVE GROUND UTILITIES AND NOTIFY OWNERS REPRESENTATIVE OF CONFLICTS.
- NO PLANT MATERIALS SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA. CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE OF ANY CONFLICT.
- A 3-INCH DEEP MULCH PER SPECIFICATION SHALL BE INSTALLED UNDER ALL TREES AND SHRUBS, AND IN ALL PLANTING BEDS, UNLESS OTHERWISE INDICATED ON THE PLANS, OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
- ALL PLANTING BACKFILL SOILS SHALL RECEIVE CERTIFIED WEED-FREE FULLY COMPOSTED LEAF MOLD SOIL AMENDMENT AT A RATE OF 33% (1 PART COMPOST TO 2 PARTS PLANTING SOIL). SUBMIT COMPOST CERTIFICATION & PRODUCT DATA PRIOR TO ORDERING FOR APPROVAL.
- ALL TREES SHALL BE BALLED AND BURLAPPED, UNLESS OTHERWISE NOTED IN THE DRAWINGS OR SPECIFICATION, OR APPROVED BY THE OWNER'S REPRESENTATIVE.
- FINAL QUANTITY FOR EACH PLANT TYPE SHALL BE AS GRAPHICALLY SHOWN ON THE PLAN. THIS NUMBER SHALL TAKE PRECEDENCE IN CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLANT LIST AND ON THE PLAN. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLANT LIST AND PLANT LABELS PRIOR TO BIDDING.
- ANY PROPOSED PLANT SUBSTITUTIONS MUST BE REVIEWED BY LANDSCAPE ARCHITECT AND APPROVED IN WRITING BY THE OWNER'S REPRESENTATIVE.
- ALL PLANT MATERIALS INSTALLED SHALL MEET THE LATEST SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" PUBLISHED BY AMERICAN HORT AND CONTRACT DOCUMENTS.
- ALL PLANT MATERIALS SHALL BE GUARANTEED FOR TWO YEARS FOLLOWING DATE OF FINAL ACCEPTANCE. DEAD PLANTS, AND PLANTS LESS THAN 75% ALIVE SHALL BE REPLACED.
- AREAS DESIGNATED "TOPSOIL & SEED" SHALL RECEIVE MINIMUM 6" OF TOPSOIL AND SPECIFIED SEED MIX. LAWNS OVER 2:1 SLOPE SHALL BE PROTECTED WITH EROSION CONTROL FABRIC, SUBMIT PRODUCT DATA FOR APPROVAL.
- ALL DISTURBED AREAS NOT OTHERWISE NOTED ON CONTRACT DOCUMENTS SHALL BE TOPSOIL AND SEEDED OR MULCHED AS DIRECTED BY OWNER'S REPRESENTATIVE.
- THIS PLAN IS INTENDED FOR PLANTING PURPOSES. REFER TO SITE / CIVIL DRAWINGS FOR ALL OTHER SITE CONSTRUCTION INFORMATION.
- ALL SPECIFIED PLANT MATERIAL IS SUBJECT TO INSPECTION AND APPROVAL BY THE LANDSCAPE ARCHITECT AT BOTH THE NURSERY AND JOBSITE PRIOR TO INSTALLATION
- CAREFULLY DISRUPT CIRCLING ROOTS FROM ALL CONTAINER-GROWN PLANTS, EXCEPT PLUGS, VIA TOOL SCARIFICATION OR BY HAND.
- ALL B&B MATERIALS (I.E. BURLAP, TWINE, ETC) SHALL BE ALL BIO-DEGRADABLE MATERIALS.
- ALL PLANTINGS SHALL RECEIVE BIOSTIMULANT (MYCORRHIZAL FUNGI) AS PER MANUFACTURER'S RECOMMENDED RATES. SUBMIT PRODUCT DATA FOR APPROVAL PRIOR TO ORDERING.
- CONTRACTOR SHALL MAINTAIN (I.E. WEEDING, MULCHING, WATERING, CUT BEDS, REPLACEMENTS, ETC) ALL LANDSCAPE PLANTS AND AREAS WITHIN CONTRACT LIMITS DURING SPRING, SUMMER, AND FALL UNTIL EXPIRATION OF GUARANTEE PERIOD.
- LANDSCAPE CONTRACTOR SHALL SUBMIT LETTER OF AGREEMENT TO THE PROPERTY OWNER ACKNOWLEDGING AND AGREEING TO FULFILLING THE SPECIFIED CONTRACTED GUARANTEE PERIOD AND MAINTENANCE AT NO-ADDITIONAL COST TO THE OWNER. SUBMIT LETTER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
- CONTRACTOR SHALL REMOVE ALL TREE STAKING AND GUYING MATERIALS PRIOR TO THE EXPIRATION OF THE PLANT WARRANTY PERIOD, OR 1 YEAR FROM THE DATE OF INSTALLATION, WHICHEVER COMES FIRST.

**Irrigation Notes**

- CONTRACTOR SHALL PROVIDE COMPLETE IRRIGATION SYSTEM DESIGN AND INSTALLATION FOR PLANTINGS AND LAWN AREAS. DESIGN SHALL BE CERTIFIED BY A PROFESSIONAL LANDSCAPE ARCHITECT, ENGINEER, OR CERTIFIED IRRIGATION DESIGNER. DESIGN PLANS SHALL BE SUBMITTED TO OWNER'S REPRESENTATIVE FOR APPROVAL.
- ALL LAWN AREAS SHALL BE ZONED SEPARATELY FROM PLANTING (MULCH) BEDS AREAS.
- CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, AND EQUIPMENT FOR THE COMPLETE INSTALLATION OF THE IRRIGATION SYSTEM.
- ALL IRRIGATION PIPING SHALL BE PVC, SUBMIT PIPE SIZES AND TYPES FOR APPROVAL.
- CONTRACTOR SHALL PROVIDE DRAWINGS, MATERIAL SPECIFICATIONS, SCHEMATICS, AND OTHER LITERATURE AS MAY BE REQUIRED, FOR ALL CONDUIT, CONTROLS, TIMERS, VALVES, SPRINKLER HEADS, CONNECTORS, WIRING, RAIN GAUGE, ETC. TO THE OWNER'S CONSTRUCTION MANAGER FOR APPROVAL PRIOR TO INSTALLATION.
- IRRIGATION CONTROLLER SHALL BE AN EPA WATERSENSE-LABELED WEATHER-BASED IRRIGATION CONTROLLER.
- CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH THE GENERAL CONTRACTOR AND SUB CONTRACTORS.
- (INSIDE BUILDING) BACKFLOW PREVENTER AND METER IS REQUIRED. IT SHALL BE IN CONFORMANCE WITH STATE AND MUNICIPAL REQUIREMENTS.  
  
(OUTSIDE BUILDING) BACKFLOW PREVENTER AND METER IS REQUIRED. IT SHALL BE IN CONFORMANCE WITH STATE AND MUNICIPAL REQUIREMENTS. LOCATE THIS EQUIPMENT IN A LOCKABLE "HOT BOX".
- (INSIDE BUILDING) IRRIGATION CONTROL PANEL, BACKFLOW PREVENTER AND METER SHALL BE LOCATED IN THE BUILDING MECHANICAL ROOM. COORDINATE WITH THE GENERAL CONTRACTOR.  
  
(OUTSIDE BUILDING) IRRIGATION CONTROL PANEL SHALL BE LOCATED IN A LOCKABLE CABINET DESIGNED TO HOUSE THE CONTROL PANEL.
- SITE CONTRACTOR SHALL PROVIDE 4" SCHEDULE 40 PVC SLEEVES & PVC CAPS, BOTH ENDS, UNDER PAVEMENT TO PROVIDE ACCESS FOR IRRIGATION LINES TO ALL IRRIGATED AREAS.
- IRRIGATION CONTRACTOR SHALL DEMONSTRATE FULL FUNCTIONALITY AND ADEQUATE WATERING OF PLANTINGS TO OWNER AND LANDSCAPE CONTRACTOR. SUBMIT WRITTEN SIGN-OFF FROM LANDSCAPE CONTRACTOR TO LANDSCAPE ARCHITECT FOR APPROVAL.

**Tree Protection**

- EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY CONSTRUCTION FENCE. ERECT FENCE AT EDGE OF THE TREE DRIPLINE PRIOR TO START OF CONSTRUCTION.
- CONTRACTOR SHALL NOT OPERATE VEHICLES WITHIN THE TREE PROTECTION AREA. CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS, OR DISPOSE OF ANY WASTE MATERIALS, WITHIN THE TREE PROTECTION AREA.
- DAMAGE TO EXISTING TREES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY A CERTIFIED ARBORIST AT THE CONTRACTOR'S EXPENSE.
- NO UNAUTHORIZED TREE REMOVALS, UNLESS AS SPECIFIED ON CONTRACT DOCUMENTS, APPROVED BY LOCAL MUNICIPALITIES, AND LANDSCAPE ARCHITECT.

**Edge of Woods Clearing**

- EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY EROSION CONTROL FENCE AND HAY BALE BARRIER. ERECT BARRIER AT EDGE OF THE EARTHWORK CUT LINE PRIOR TO TREE CLEARING. LAY OUT THIS LINE BY FIELD SURVEY.

**Wetland/Landscape Notes:**

- LANDSCAPE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE LOCATION OF THE LOCAL, STATE AND/OR FEDERALLY-REGULATED WETLAND ADJACENT AREA, PRIOR TO COMMENCING WORK.
- NO LANDSCAPE PLANTINGS, MATERIAL STOCKPILING, FERTILIZATION, CLEARING, OR DISTURBANCE OF THE REGULATED WETLAND AREAS SHALL BE PERMITTED.
- ALL LANDSCAPE OPERATIONS SHALL COMPLY WITH THE CONDITIONS OF THE WETLAND PERMITS.



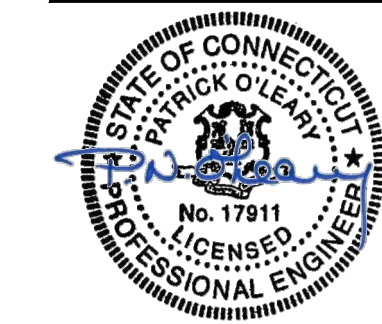
**New Safeguard Self Storage**

2710 North Avenue  
 Bridgeport, Connecticut

No.	Revision	Date	Appvd.
1	PERMITTING	06/30/2022	
2	CITY COMMENTS	07/28/2022	

Designed by	JML	Checked by	PNO
Issued for	Permitting	Date	April 28, 2022

Not Approved for Construction



Drawing Number  
**L2.01**  
 Sheet 10 of 10

**CITY OF BRIDGEPORT  
Planning & Zoning Commission  
DECISION NOTICE**

The Planning & Zoning Commission of the City of Bridgeport held a public hearing on Monday, July 25, 2022 and reconvened on Wednesday, July 27, 2022, 45 Lyon Terrace, Bridgeport CT as to the following:

**C-1 (22-02) 3115, 3129, 3135 Fairfield Ave., 704 Courtland Ave, 30 Clarkson St.** – Petition of 3115 Fairfield Avenue, LLC – **APPROVED WITH CONDITIONS**

**C-2 (22-03) 543-545, 547, 549, 557 Ellsworth St.** – Petition of 547 Ellsworth NavCapMan, LLC – **APPROVED WITH CONDITIONS**

**D-1 (22-21) Allen St. (Block 507 Lot 14)** – Petition of Outdoor Media, Inc – **APPROVED**

**(22-20) 88-92 Howard Ave.** – Petition of MAT Construction, LLC – **APPROVED WITH CONDITIONS**

**(22-22) 451-589, 567 Seaview Ave.** – Petition of Barnum Landing, LLC/Barnum Landing II, LLC – **APPROVED WITH CONDITIONS**

**(22-23) 39 Penfield Pl.** – Petition of Damien Breier – **APPROVED**

**(22-29) 335, 355, 363, 387 Warren St.** – Petition of Myung Jin, Inc. – **APPROVED**

**(22-30) 1596 Boston Ave., 450 & 491 Mill Hill Ave, 423 Ridgefield Ave.** – Petition of St. Ambrose Corporation – **APPROVED WITH CONDITIONS, effective 08/15/2022**

**(22-28) 8-24 Referral** – Petition of Office of Planning & Economic Development (OPED) – **DEFERRED to 08/29/22**

**C-3 (22-14) 141 North Ave., 196, 218, 226, 234 Island Brook Ave.** – Petition of 141 N Ave, LLC – **APPROVED**

**C-4 (22-16) Text Amendment** – Petition of Office of Planning & Economic Development (OPED) – **APPROVED, effective 08/15/2022**

**(22-24) 150 Washington Terr.** – Petition of Tonin Kimca – **CONTINUED to 08/29/22**

**(22-25) 2668 North Ave.** – Petition of Safeguard Properties II, LLC – **APPROVED, effective 08/15/2022**

**(22-26) 100 (aka 120) Henry St.** – Petition of The United Illuminating Company – **APPROVED WITH CONDITIONS**

**(22-27) 1136-1160 Main St.** – Petition of Berlinetta Brewing – **DEFERRED to 08/29/22**

**(22-31) 155 Pond St. (Rear Lots C, D, E, F) – Petition of Giacobbe Construction, LLC –  
APPROVED WITH CONDITIONS**

MELVILLE T. RILEY, JR., ACTING CHAIRMAN