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
- ☐ Fee
- ■ Written Statement of Development Use
- ■ Completed Site Plan Existing site plan included. No changes will be made to site.
- ☐ Drainage Plan n/a
- ■ Building Floor Plans
- ■ Property Owner's List
- ■ Cert. of Corporation/Org. of First Report
- ■ A-2 Site Survey
- ■ Building Elevations n/a, exterior photos will suffice
- ☐ Other Evidence/Testimonial Information
- ☐ 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
- ☐ 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

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.

n/a ☐ 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 applicant 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 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.

n/a ☐ Building and site section drawings to show relationship of proposed development to existing adjacent streets and buildings.

n/a ☐ 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.

n/a ☐ Copies of any pertinent actions by the Zoning Board of Appeals or a Historic District Commission.

n/a ☐ Drainage reports, traffic studies, environmental impact studies and/or real estate studies.

n/a ☐ State Department of Energy & Environmental Protection (DEEP) or Coastal Area Management (CAM) reports.

n/a ☐ 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:

n/a ☐ 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.

n/a ☐ Models of proposed building(s).

n/a ☐ 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 Applicant and shall be the responsibility of the staff.**

CITY OF BRIDGEPORT

File No. _____

PLANNING & ZONING COMMISSION
APPLICATION

1. **NAME OF APPLICANT:** Charles Kwon
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: 51 Boston Avenue, Bridgeport, CT 06610 (aka 35 Boston Ave #49, building 3)
   (number) (street) (state) (zip code)
4. Assessor's Map Information: Block No. 60/2001/7/B Lot No. 7B
5. Amendments to Zoning Regulations: (indicate) Article: _____ Section: _____
   (Attach copies of Amendment)
6. Description of Property (Metes & Bounds): _____
7. Existing Zone Classification: OR-G
8. Zone Classification requested: Commercial - Fast Food with indoor seating
9. Describe Proposed Development of Property: Tenant finish out of an existing shell building
   Work includes new walls, finishes, restrooms, mechanical equipment, and plumbing/electrical rough-ins for new equipment. There will be no exterior work.

Approval(s) requested: Change of use to Fast Food with indoor seating

Signature: Charles Kwon **Date:** 1/14/2021

Print Name: Charles Kwon

If signed by Agent, state capacity (Lawyer, Developer, etc.) **Signature:** _____

Print Name: _____

Mailing Address: 78 Grasslands Circle Mt. Sinai, NY 11766

Phone: 516-902-7800 Cell: _____ Fax: _____

E-mail Address: chaskwon@yahoo.com

$ _____ Fee received **Date:** _____ **Clerk:** _____

THIS APPLICATION MUST BE SUBMITTED IN PERSON AND WITH COMPLETED CHECKLIST

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

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

Print Owner's Name	Owner's Signature	Date
BELLAV ASSOCIATES GARY LAVIN, PARTNER		1/8/21

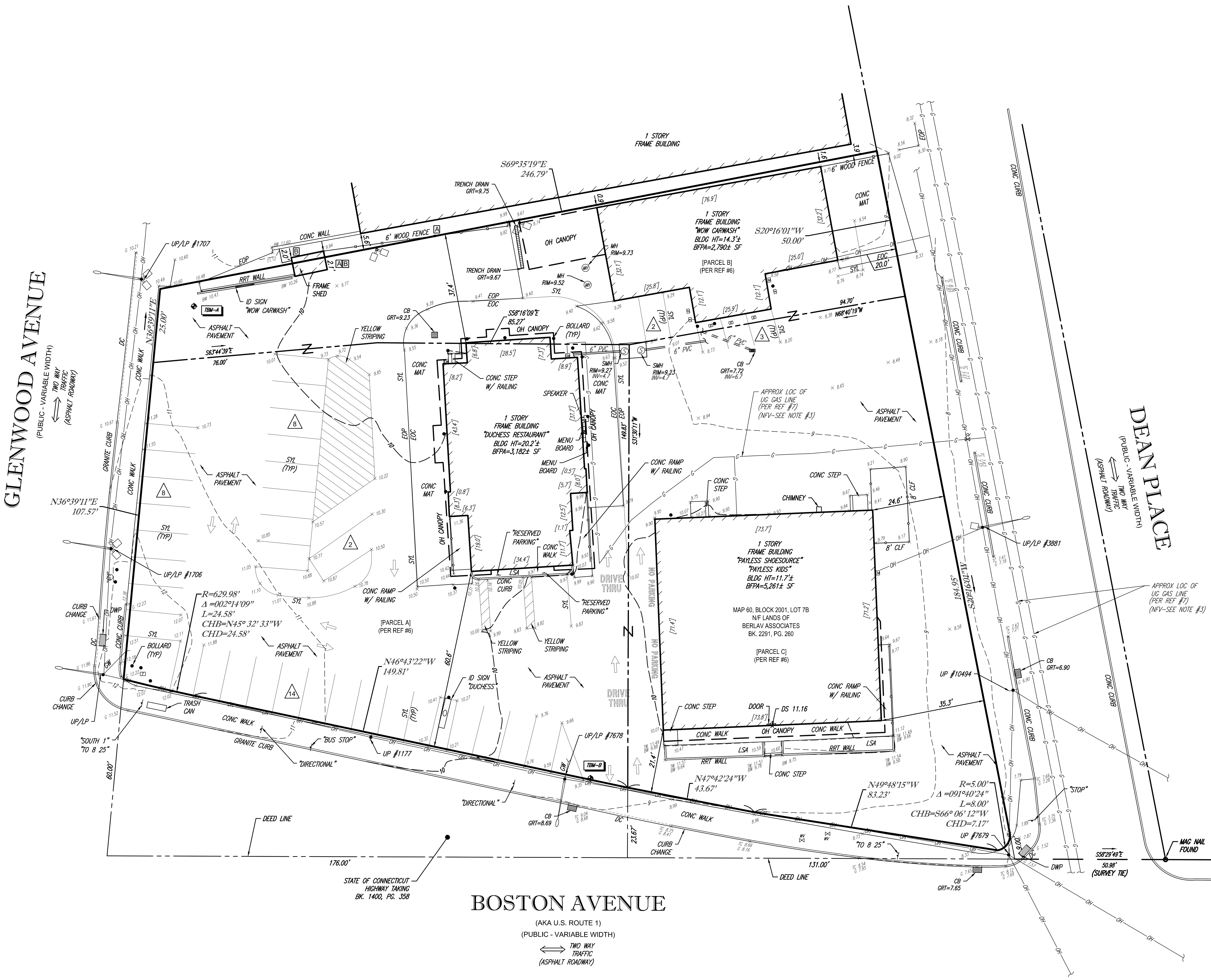
WILKUS ARCHITECTS

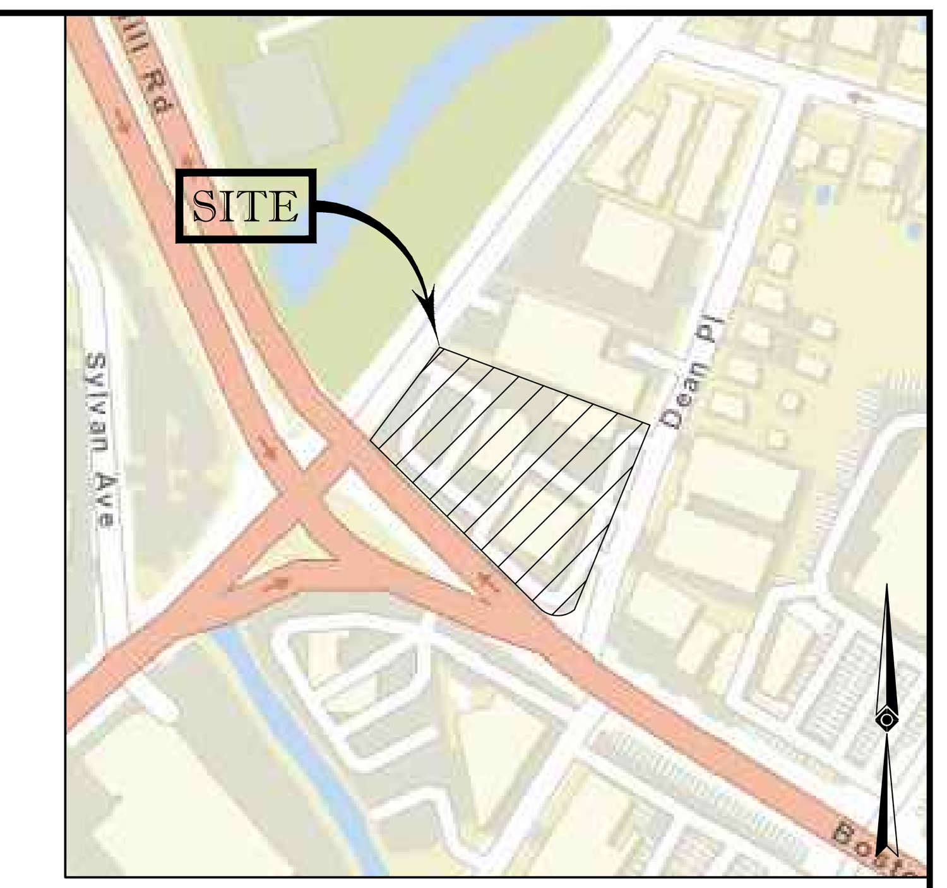
Wingstop – 51 Boston Ave

Statement of Development Use

Space is a former Payless Shoes. The building is being divided into 2 spaces, one is yet to be determined, the other is to be a Wingstop restaurant. It will be a tenant finish out of the existing space. Work will include new walls, finishes, restrooms, mechanical equipment, and plumbing/electrical rough-ins for new equipment. There will be no exterior work, and the site will not be altered in any way.

Thank you,
Jim Sultany
Wilkus Architects
952.941.8660





LOCUS MAP
© 2013 ESRI WORLD STREET MAPS
NOT TO SCALE

LEGEND

124 / 125	EXISTING CONTOUR
× 123.45	EXISTING SPOT ELEVATION
× TC 123.45	EXISTING TOP OF CURB ELEVATION
× G 122.95	EXISTING GUTTER ELEVATION
× TW 123.45	EXISTING TOP OF WALL ELEVATION
× BW 122.95	EXISTING BOTTOM OF WALL ELEVATION
× FF 123.45	EXISTING FINISHED FLOOR ELEVATION
× DS 123.45	EXISTING DOOR SILL ELEVATION
	HYDRANT
WV	WATER VALVE
GV	GAS VALVE
GM	GAS METER
EM	ELECTRIC METER
OH	OVERHEAD WIRES
G	APPROX. LOC. UNDERGROUND GAS LINE
UP #	UTILITY POLE
UPLP #	UTILITY POLE/LIGHT POLE
GW	GUY WIRE
	AREA LIGHT
V	VACUUM
	SIGN
	BOLLARD
	PAINTED ARROWS
CLF	CHAIN LINK FENCE
DC	DEPRESSED CURB
EOC	EDGE OF CONCRETE
EOP	EDGE OF PAVEMENT
LSA	LANDSCAPED AREA
RRT WALL	RAILROAD TIE WALL
(TYP)	TYPICAL
S SMH	SANITARY/SEWER MANHOLE
MH	UNKNOWN MANHOLE
CB	CATCH BASIN OR INLET
FLOW ==>	FLOW DIRECTION
10	PARKING SPACE COUNT

NOTES:

1. THIS IS A BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED IN ACCORDANCE WITH THE STANDARDS OF A CLASS A-2 AND T-2 SURVEY AS DEFINED IN THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTION 20-300B, EFFECTIVE DATE JUNE 21, 1996. THIS SURVEY IS ALSO PREPARED IN ACCORDANCE WITH THE MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT, ADOPTED ON SEPTEMBER 26, 1996, BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS INC., THE BOUNDARY LINES SHOWN HEREON ARE BASED UPON A FIRST SURVEY OF THE SUBJECT PROPERTY.

   PROPERTY KNOWN AS LOT 7B AS SHOWN ON THE CITY OF BRIDGEPORT, FAIRFIELD COUNTY, STATE OF CONNECTICUT; MAP NO. 60.

2. AREA = 50,681 SQUARE FEET OR 1.163 ACRES

3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS-BUILT PLANS AND UTILITY MARKOUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.

4. THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.

5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.

6. BY GRAPHIC PLOTTING ONLY PROPERTY IS LOCATED IN FLOOD HAZARD ZONE AE (AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD; BASE FLOOD ELEVATIONS DETERMINED; ELEVATION = 15' (NAVD88)) PER REF. #2 & #3.

7. ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), BASED ON GPS OBSERVATIONS UTILIZING THE KEYSTONE VRS NETWORK (KEYNETGPS) TAKEN AT THE TIME OF THE FIELD SURVEY.

   TEMPORARY BENCH MARKS SET:
   TBM-A: MAG NAIL SET IN ASPHALT PAVEMENT ON EASTERLY SIDE OF GLENWOOD AVENUE.
   ELEVATION = 10.37'

   TBM-B: MAG NAIL SET IN ASPHALT PAVEMENT ON NORTHERLY SIDE OF BOSTON AVENUE.
   ELEVATION = 9.48'

   PRIOR TO CONSTRUCTION IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE BENCHMARKS ILLUSTRATED ON THIS SKETCH HAVE NOT BEEN DISTURBED AND THEIR ELEVATIONS HAVE BEEN CONFIRMED. ANY CONFLICTS MUST BE REPORTED PRIOR TO CONSTRUCTION.

8. THE OFFSETS SHOWN ARE NOT TO BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ADDITION, ETC.

9. THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.

REFERENCES:

1. THE TAX ASSESSOR'S MAP OF BRIDGEPORT, FAIRFIELD COUNTY, MAP #60.
2. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS) PANEL 433 OF 626," MAP NUMBER 09001C0433G, MAP REVISED: JULY 8, 2013.
3. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS) PANEL 429 OF 626," MAP NUMBER 09001C0429G, MAP REVISED: JULY 8, 2013.
4. MAP ENTITLED "TITLE SURVEY OF PROPERTY IN BRIDGERPORT, CONN., FOR BROWNELL REALTY CO., INC.," PREPARED BY A.D. FULLER, DATED NOVEMBER 18, 1929. RECORDED WITH THE BRIDGEPORT TOWN CLERK'S OFFICE AS PLAN BOOK 11, PLAN 55.
5. MAP ENTITLED "TITLE SURVEY OF PROPERTY IN BRIDGEPORT, CONN., FOR BROWNEL REALTY CO. INC.," PREPARED BY A.D. FULLER, DATED MARCH 26, 1930. RECORDED WITH THE BRIDGEPORT TOWN CLERK'S OFFICE AS PLAN BOOK 11, PLAN 73.
6. MAP ENTITLED "SUBDIVISION OF PROPERTY IN BRIDGEPORT, CT., PREPARED FOR MARY MARACZI," PREPARED BY FULLER & CO., INC., DATED JANUARY 4, 1964. RECORDED WITH THE BRIDGEPORT TOWN CLERK'S OFFICE AS PLAN BOOK 29, PLAN 4.
7. UNDERGROUND GAS FACILITY MAPPING PROVIDED BY SOUTHERN CONNECTICUT GAS COMPANY.
8. MAP ENTITLED "MAP SHOWING EASEMENT FROM JOHN H. STEENECK II 2006 TRUST, BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION, IMPROVEMENTS TO U.S. ROUTE 1," PREPARED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION, DATED AUGUST 17, 2009.
9. MAP ENTITLED "TOWN OF BRIDGEPORT SHOWING LAND TO BE ACQUIRED FROM MARY MARACZI BY THE STATE OF CONNECTICUT," PREPARED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION, DATED MARCH, 1968. RECORDED WITH THE BRIDGEPORT TOWN CLERK'S OFFICE AS PLAN BOOK 34, PLAN 3.

TABLE OF APPARENT ENCROACHMENTS

A 6' WOOD FENCE OVER PROP LINE 2.1'

B WOOD SHED OVER PROP LINE 2.0' - 2.1'

NOTE: THESE ARE THE POSSIBLE ENCROACHMENTS OBSERVED DURING THE FIELD SURVEY. THERE MAY BE OTHERS NOT RECOGNIZED BY THE SURVEYOR.

THE STATE OF CONNECTICUT REQUIRES NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE.

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

THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS.

NOT A VALID ORIGINAL DOCUMENT UNLESS EMBOSSED WITH RAISED IMPRESSION OR STAMPED WITH A BLUE INK SEAL

2-15-2021
DATE

CHARLES E. LENT, PLS
CONNECTICUT PROFESSIONAL LAND SURVEYOR #70226

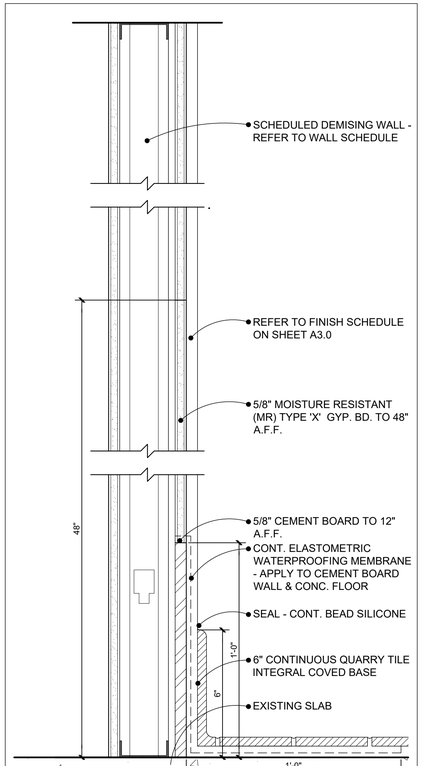
BOUNDARY, TOPOGRAPHIC & UTILITY SURVEY
BOHLER ENGINEERING

51 BOSTON AVENUE
MAP 60, BLOCK 2001, LOT 7B
CITY OF BRIDGEPORT, FAIRFIELD COUNTY
STATE OF CONNECTICUT

FIELD DATE	FIELD BOOK NO.	FIELD BOOK PG.	FIELD CREW	DRAWN:
1-28-2021	20-17 MA	95	B.S.B.	R.J.K.

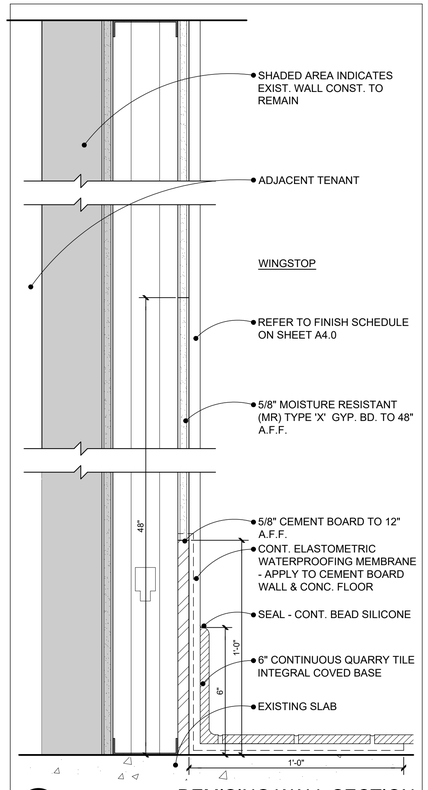
CONTROL POINT ASSOCIATES, INC.
352 TURNPIKE ROAD
SOUTHBOROUGH, MA 01772
508.948.3000 - 508.948.3003 FAX
ALBANY, NY 518-217-5010
CHALFONT, PA 215-712-9800
HAUPPAUGE, NY 631-580-2645
MANHATTAN, NY 646-780-0411
MT LAUREL, NJ 609-857-2099
WARREN, NJ 908-668-0099

REVIEWED:	APPROVED:	DATE	SCALE	FILE NO.	DWG. NO.
C.E.L.	C.E.L.	2-15-2021	1"=20'	03-210018	1 OF 1



2 A1.0 TYPICAL SHEATHING MODIFICATION

3" = 1'-0"



3 A1.0 DEMISING WALL SECTION

3" = 1'-0"

WALL LEGEND

EXIST. WALLS, OR PARTITIONS

NEW PARTITIONS

NEW KNEE WALLS

WALL TYPES

WALL #1 — V.I.F.

1. EXISTING WALL TO REMAIN (WALL CONSTRUCTION VARIES)
FIELD VERIFY EXIST. CONDITIONS & REPAIR AS REQUIRED

* REFER TO 2/A1.0 FOR SHEATHING MODIFICATION WITH WATERPROOFING @ ALL WET AREAS

WALL #2 — 4 7/8"

2. 5/8" TYPE 'X' GYP. BD.
3 5/8" 25 GA. MTL. STUDS (DIETRICH, ICC/ESR 2457) @ 24" O.C.
5/8" TYPE 'X' GYP. BD.

* BRACE TO STRUCTURE PER DETAIL 1/A6.0
* REFER TO 2/A1.0 FOR SHEATHING MODIFICATION WITH WATERPROOFING @ ALL WET AREAS

WALL #3 — V.I.F., 6 5/8"

3. EXISTING WALL TO REMAIN (WALL CONSTRUCTION VARIES)
FIELD VERIFY EXIST. CONDITIONS & REPAIR AS REQUIRED

ADD 6" 20 GA. MTL. STUDS (DIETRICH, ICC/ESR 2457) @ 16" O.C.
ADD 5/8" TYPE 'X' GYP. BD.

* EXTEND 6" ABOVE CEILING
* REFER TO 3/A1.0 FOR SHEATHING MODIFICATION WITH WATERPROOFING @ ALL WET AREAS

WALL #4 — 4 1/4"

4. EXISTING WALL TO REMAIN (WALL CONSTRUCTION VARIES)
FIELD VERIFY EXIST. CONDITIONS & REPAIR AS REQUIRED

3 5/8" 20 GA. MTL. STUDS (DIETRICH, ICC/ESR 2457) @ 16" O.C.
5/8" TYPE 'X' GYP. BD.

* REFER TO 3/A1.0 FOR SHEATHING MODIFICATION WITH WATERPROOFING
* CONSTRUCT WALL FULL HEIGHT TO ROOF DECK - REFER TO STRUCT. DWGS. FOR BRACING

WALL #5 — 7 1/4"

5. 5/8" TYPE 'X' GYP. BD.
6" 20 GA. MTL. STUDS (DIETRICH, ICC/ESR 2457) @ 16" O.C.
5/8" TYPE 'X' GYP. BD.

* REFER TO 2/A1.0 FOR SHEATHING MODIFICATION WITH WATERPROOFING
* CONSTRUCT WALL FULL HEIGHT TO ROOF DECK - REFER TO STRUCT. DWGS. FOR BRACING

WALL #6 — 7 1/4", 6 5/8"

6. 5/8" TYPE 'X' GYP. BD.
6" 20 GA. MTL. STUDS (DIETRICH, ICC/ESR 2457) @ 16" O.C.
5/8" TYPE 'X' GYP. BD.

* CONSTRUCT WALL FULL HEIGHT TO ROOF DECK - REFER TO STRUCT. DWGS. FOR BRACING

ADD 6" 20 GA. MTL. STUDS (DIETRICH, ICC/ESR 2457) @ 16" O.C.
ADD 5/8" TYPE 'X' GYP. BD.

* EXTEND 6" ABOVE CEILING
* REFER TO 2/A1.0 FOR SHEATHING MODIFICATION WITH WATERPROOFING @ ALL WET AREAS

- PROVIDE MOISTURE RESISTANT GYP. BD. AT WET AREAS
- INSTALL GYP. BD. CONTROL JOINTS AS NEEDED TO PREVENT CRACKING
- PROVIDE FINISHES PER ROOM FINISH SCHEDULE ON SHEET A4.0

FLOOR PLAN LEGEND

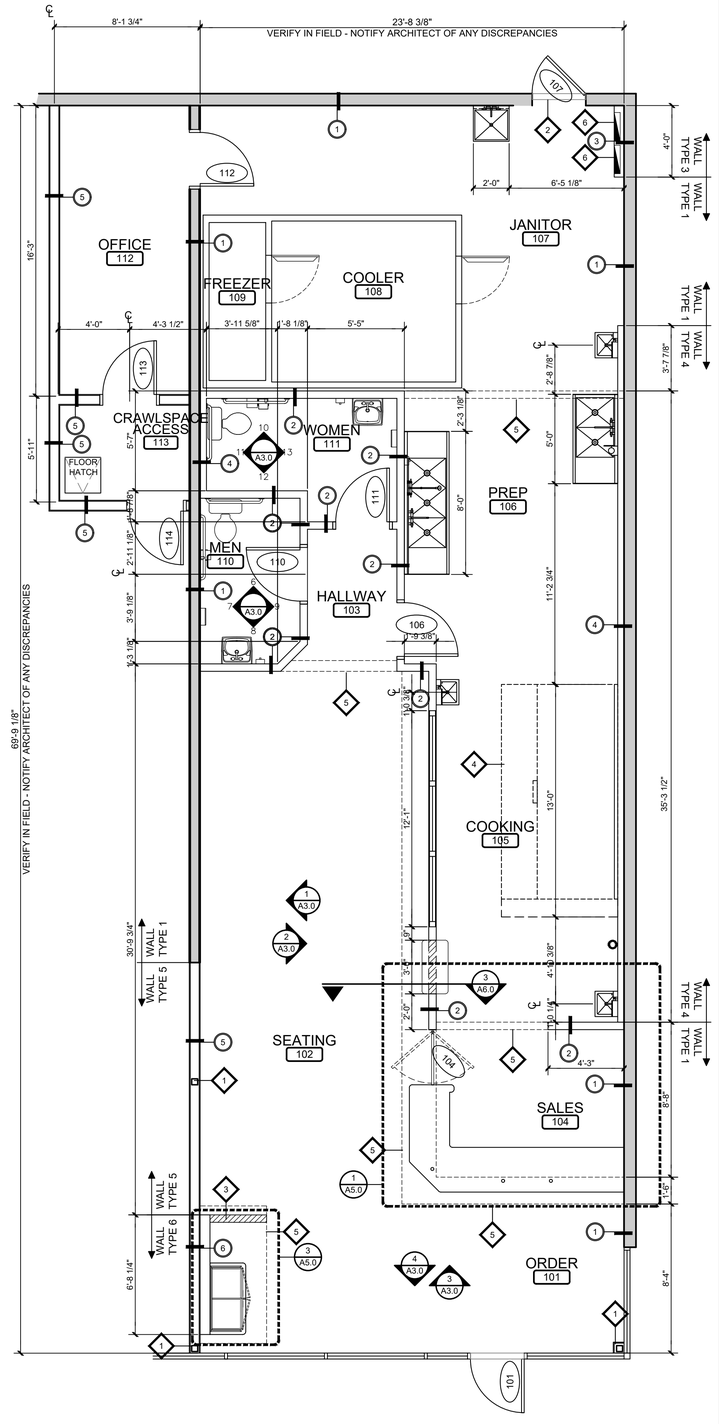
1. EXIST. COLUMN TO REMAIN - PROTECT DURING CONSTRUCTION. WRAP COLUMN WITH STUD FURRING AND GYP. BD. APPLY FINISHES MATCHING ADJACENT WALL.
2. EXIST. THRESHOLD TO REMAIN - VERIFY 1/2" LIP MAXIMUM AND BEVELED SIDES THAT SLOPE 1:2 MAXIMUM - REPLACE AS NEEDED.
3. KNEE WALL - REFER TO MILLWORK DETAIL 2/A5.0 FOR ADDITIONAL INFORMATION.
4. DASHED LINE INDICATES EXHAUST HOOD - REFER TO REFLECTED CEILING PLAN ON SHEET A2.0 FOR ADDITIONAL INFORMATION.
5. DASHED LINE INDICATES SOFFIT / HEADER ABOVE - REFER TO REFLECTED CEILING PLAN ON SHEET A2.0.
6. ELECTRICAL PANEL LOCATION - PROVIDE A 30" X 36" CLEAR FLOOR SPACE IN FRONT OF PANEL(S) - REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.

FLOOR PLAN NOTES

1. REFER TO SHEET EQ1 FOR SEATING, AND EQUIPMENT LAYOUT AND SHEET EQ2 FOR EQUIPMENT ELEVATIONS.

2. DIMENSIONS ARE TO THE FINISH FACE OF SHEATHING.

3. VERIFY DEMISING WALLS ARE FULL HEIGHT TO DECK - NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.



NOTE:
REFER TO A0.0 FOR GENERAL NOTES AND NOTES TO BIDDERS

TRUE NORTH

PLAN NORTH

1 A1.0 ARCHITECTURAL FLOOR PLAN

1/4" = 1'-0"

CONSULTANT:
WILKUS ARCHITECTS
15 Ninth Avenue North, Hopkins, MN 55343
Phone: 952.941.8680/ www.wilkusarch.com

CLIENT:
WINGSTOP
15505 WRIGHT BROTHERS DRIVE
ADDISON, TX 75001
TELEPHONE: (972) 686-6500
FAX: (972) 686-6502

PROJECT INFORMATION:

WINGSTOP
STORE NUMBER: GL#Y004
51 BOSTON AVENUE
BRIDGEPORT, CT 06610

SEAL:
STATE OF CONNECTICUT · MICHAEL J. WILKUS · NO. 7727 · LICENSED ARCHITECT

MICHAEL J. WILKUS, ARCHITECT
LICENSE NUMBER: 7727
EXPIRATION DATE: 07/31/2021

10/19/2020
DATE

PROJECT NO.: 2020-0258
DRAWN BY: XXX
CHECKED BY: JSS

ISSUE:	DATE:
PERMIT & BID SET	10/19/2020

REVISION:	DATE:

PROJECT LOCATION:
BRIDGEPORT, CT

SHEET NUMBER / TITLE:
A1.0
ARCHITECTURAL FLOOR PLAN

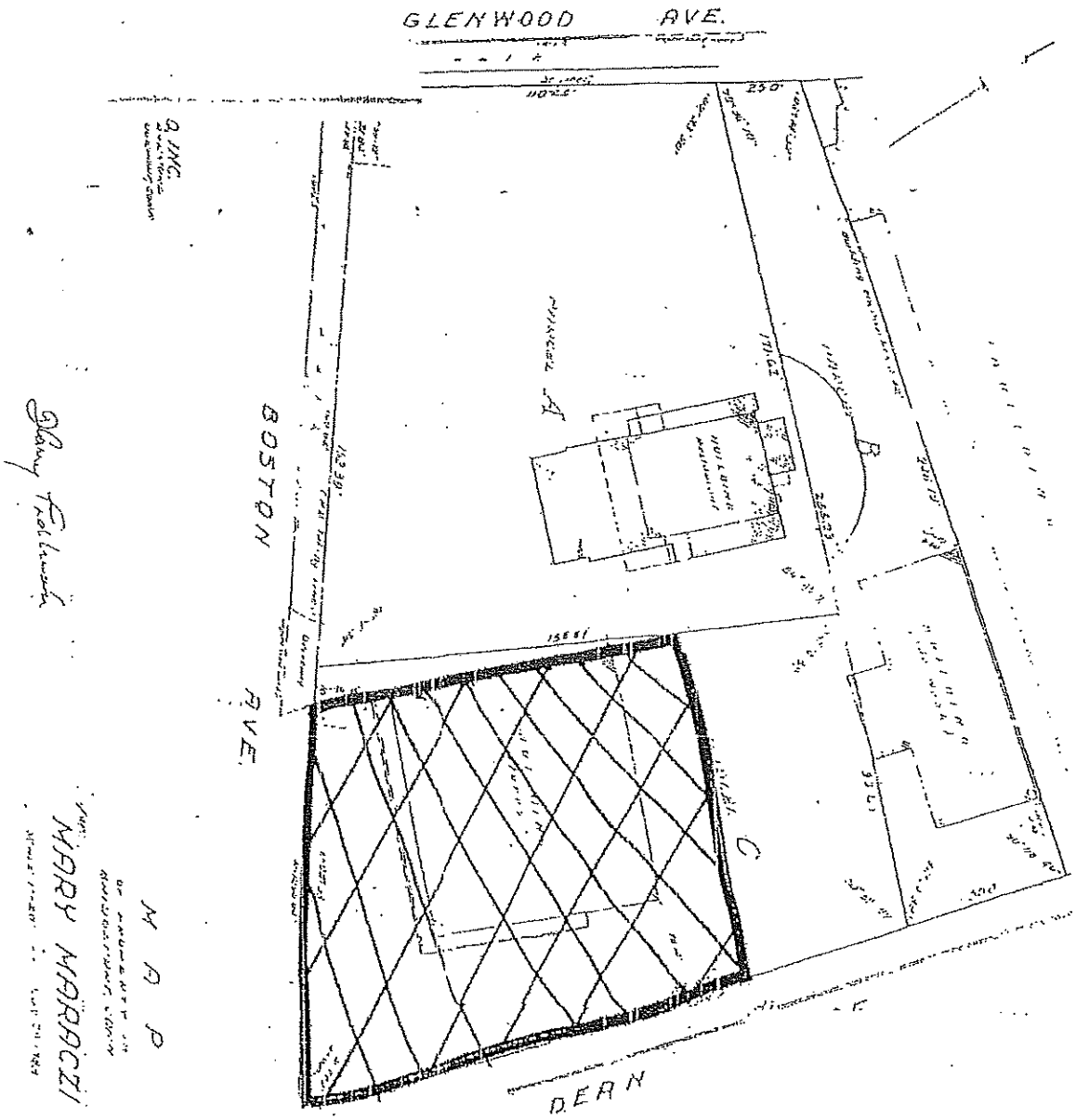


EXHIBIT A

EQUIP. LEGEND & AREA OF RESPONSIBILITY

ITEM	DESCRIPTION	MODEL	NSF	SUPPLIER		INSTALLATION		COORD./SUPERVISED BY CONTRACTOR	REMARKS
				OWNER	CONT.	OWNER	CONT.		
01	SINGLE GLASS DOOR MERCHANDISER	RM-26	X	X	-	-	X	-	115 VOLTS, 4.7 AMPS / WITH CASTORS / NOTE 09
02	PASS-THRU COUNTER	CUSTOM	-	X	-	-	X	-	-
03	SANDWICH/SALAD UNIT	SR48A-8	X	X	-	-	X	-	115 VOLTS, 11.8 AMPS / WITH INTEGRAL SHELVING #38 / NOTE 09
04	1-DR. REACH-IN REFRIGERATOR	CR1S-FS	X	X	-	-	X	-	115 VOLTS, 4.0 AMPS / WITH CASTORS / NOTE 09
05	48" WOODEN BENCH	CUSTOM	N/A	X	-	X	-	-	-
06	HOOD FIRE ANSUL SUPPRESSION SYSTEM	CUSTOM	N/A	X	-	X	-	X	REF. TO HOOD DRAWINGS FIRE SUPPRESSION PERMITTED/ INSTALLED BY CAPTIVE AIRE
07	S.S. 3-COMPARTMENT SINK, 96"L.	CUSTOM	X	X	-	-	X	-	WITH (2) 18" DRAIN BOARDS, (2) 8" SIDE SPLASHES. VERIFY W/ LOCAL JURISDICTIONS FOR DRAIN BOARD & BOWL SIZE.
08	MOP SERVICE BASIN	MSB-2424	X	-	X	-	X	-	WITH BUILT-IN ANTI SIPHON DEVICE
09	S.S. WORK TABLE 30"D. x 36"L.	CUSTOM	X	X	-	-	X	-	WITH DRAWER / WITH INTEGRAL SHELVING #38 / WITH CASTORS
10	S.S. WORK TABLE 30"D. x 96"L.	CUSTOM	X	X	-	-	X	-	WITH UNDERSHELF / WITH INTEGRAL SHELVING #38
11	S.S. WORK TABLE 30"D. x 18"L.	CUSTOM	X	X	-	-	X	-	24" TALL
12	HAND SINK W/ SIDE SPLASH (R & L)	7-PS-66	X	X	-	-	X	-	WITH (2) 8" HIGH SIDE SPLASHES
12B	HAND SINK W/ SIDE SPLASH (R & L)	PBHS-W-KVMB-SSP-X	X	X	-	-	X	-	WITH (2) 8" HIGH SIDE SPLASHES
13	POTATO SLICER	300 SERIES	X	X	-	-	X	-	WITH SHOVEL LEVER
14	ICE MACH. W/ STORAGE BIN	CIM0530HA-SP	X	X	-	-	X	-	115 VOLTS, 11 AMPS / S.B. MODEL: B55 / WITH 6" HIGH LEGS
14A	ICE MACH. FILTER	CUSTOM	X	X	-	-	X	X	SUPPLIED BY EQUIPMENT VENDOR
15	TANKLESS WATERHEATER	1991-DV	X	-	X	-	X	-	REFER TO PLUMBING PLANS FOR SPECIFICATIONS
16	SWING GATE	CUSTOM	-	X	-	-	X	-	-
17	NOT USED	-	-	-	-	-	-	-	-
18	SOLSTICE SUPREME GAS FRYER	SSH75	X	X	-	-	X	-	105,000 BTU, 75 LBS (OIL CAPACITY) / WITH 6" CASTORS
19	NOT USED	-	-	-	-	-	-	-	-
20	COOKING & HOLDING TIMER	U160DKB7503	X	X	-	-	X	-	-
21	SOLSTICE SUPREME FILTER	SFSH75	X	X	-	-	X	-	120 VOLTS, 6.2 AMPS / ITEM IS AN INTEGRAL PART OF THE FRYERS
22	STEAM TABLE PAN RACK & COVER	1509/PRC 12	X	X	-	X	-	X	QUANTITY: 02 / NOT INDICATED ON PLAN
23	NOT USED	-	-	-	-	-	-	-	-
24	NOT USED	-	-	-	-	-	-	-	-
25	NOT USED	-	-	-	-	-	-	-	-
26A	30" x 42" TABLE & BASE	CUSTOM	N/A	X	-	-	X	-	-
26B	ACCESSIBLE 30" x 42" TABLE & BASE	CUSTOM	N/A	X	-	-	X	-	-
27	WOOD CHAIR	6305P	N/A	X	-	-	X	-	-
28	TEA DISPENSER	BIB	X	X	-	X	-	X	120 VOLTS, 60HZ, 25-125 PSI
28A	NOT USED	-	-	-	-	-	-	-	-
29	SLIM-JIM TRASH RECEPTACLE	8323G4	X	X	-	-	X	-	-
30	SANITARY NAPKIN RECEPTACLE	1102	X	X	-	-	X	-	-
31	TRASH RECEPTACLE	MODEL VARIES	X	X	-	-	X	-	-
32	BEVERAGE / CONDIMENTS COUNTER	CUSTOM	N/A	X	-	-	X	-	PROVIDED OWNER AND INSTALLED BY CONTRACTOR
33	SHORTENING SHUTTLE	SS-611-T	X	X	-	-	X	-	ITEM NUMBER NOT INDICATED ON EQUIPMENT PLAN
34	FREESTYLE DISPENSER	COCA COLA	X	X	-	X	-	X	115 VOLTS, 20 AMPS / GROUNDED DUPLEX OUTLET
34A	FREESTYLE DISPENSER FILTER	COCA COLA	X	X	-	X	-	X	PROVIDED BY COCA COLA
35	CARBONATOR	N/A	N/A	X	-	X	-	X	SUPPLIED BY COCA COLA PRODUCTS
36	BIB FLEX RACK SYSTEM	44239	X	X	-	X	-	X	WITH 6" HIGH LEGS
37	CO2 SYSTEM	CARBO-MIZER 450	N/A	X	-	X	-	X	-
38	SOLID SHELVES	CUSTOM	X	X	-	-	X	-	2 ROWS INTEGRAL W/ #03 & 10 REFER TO EQ.2 FOR HEIGHT
39	DRY STORAGE SHELVING	EG01.00	X	X	-	-	X	-	REFER TO EQUIPMENT PLAN FOR SIZES AND NUMBER OF TIERS
40	DUNNAGE RACK (PRODUCE STAND)	DR362012	X	X	-	-	X	-	-
41	SCULLERY SHELVING (2 ROWS)	EG01.00	X	X	-	-	X	-	2 ROWS OF 18" x 48" (TOP), 2 ROWS OF 18" x 36" (BOTTOM)
42	12'-0" TYPE 1 EXHAUST HOOD	NO SERIES	X	X	-	-	X	-	NOTES 05, 06, 07 - VERIFY TYPE, SIZE & SERIES AGAINST HOOD DRAWINGS
43	S.S. WORK TABLE 48" (FRY TABLE)	CUSTOM	X	X	-	-	X	-	-
44	BROOM & MOP RACK	40731	X	X	-	-	X	-	-
45	FIRE EXTINGUISHER	REFER NOTE 03	N/A	-	X	-	X	-	CLASS: K (AT HOOD), CLASS: 2A10BC (STANDARD)
46	POINT-OF-SALE SYSTEM	RZ-X750	N/A	X	-	X	-	X	-
47	SMARTRACK 12U WALL-MOUNT RACK	SRW9U	X	X	-	X	-	X	NOTE 11
48	POINT-OF-SALE EQUIPMENT	-	N/A	X	-	X	-	X	WALL MOUNTED MANAGER STATION
49	SAFE & STAND	P060413-03	N/A	X	-	-	X	X	MOUNTED ON BASE AS REQUIRED / COORDINATE TYPE WITH OWNER
50	STEREO (AMP.) RECEIVER	MODEL VARIES	N/A	X	-	X	-	X	PROVIDED AND INSTALLED BY OWNER
51	SATELLITE RECEIVER	MODEL VARIES	N/A	X	-	X	-	X	PROVIDED AND INSTALLED BY OWNER
52	LOW WALL CAP	CUSTOM	N/A	-	-	-	-	-	PROVIDED OWNER AND INSTALLED BY CONTRACTOR
53	1/2 PAN X 4"	#5124	N/A	X	-	-	X	-	-
54	POS COUNTER	CUSTOM	N/A	X	-	-	X	-	PROVIDED OWNER AND INSTALLED BY CONTRACTOR
55	POS SHROUD	CUSTOM	N/A	-	-	-	-	-	PROVIDED OWNER AND INSTALLED BY CONTRACTOR
56	STAINLESS STEEL FLEX HOSE	CUSTOM	X	X	-	-	X	-	-
57	EXTERIOR BUILDING SIGNAGE 'WINGSTOP'	CUSTOM	N/A	X	-	X	-	X	PROVIDED AND INSTALLED BY THE SIGN VENDOR.
58	T.V., WALL BRACKET & STAND	MODEL VARIES	N/A	X	-	-	X	-	-
59A	HAND SOAP DISPENSER	S4025	N/A	X	-	-	X	-	-
59B	HAND SANITIZER DISPENSER	S4025	N/A	X	-	-	X	-	-
60A	ELECTRIC HAND DRYER	M17ACS-UL	N/A	X	-	-	X	-	-
60B	PAPER TOWEL DISPENSER	T1290WS	N/A	X	-	-	X	-	-
61	S.S. FRAMED MIRROR	B-165-2436	N/A	-	X	-	X	-	SIZE: 24" x 36", WITH S.S. CHANNEL FRAME
62	36" x 1 1/2" GRAB BAR	B-6106	N/A	-	X	-	X	-	-
63	42" x 1 1/2" GRAB BAR	B-6106	N/A	-	X	-	X	X	-
64	TOILET PAPER DISPENSER	8735020	N/A	X	-	-	X	X	-
65	GREASE INTERCEPTOR	MODEL VARIES	N/A	-	X	-	X	-	REFER PLUMBING DRAWINGS FOR SPECIFICATIONS
66	NOT USED	-	-	-	-	-	X	-	-
67	WALL MOUNTED MIXING FAUCET	CUSTOM	X	X	-	-	X	-	-
68	WIRE WALL SHELVING	METRO	X	X	-	-	X	-	REFER TO EQ1 FOR SIZE
69	COOLER DUNNAGE RACK	DR362012	X	X	-	-	X	-	REFER TO EQUIPMENT PLAN FOR SIZES & MOUNTING HEIGHTS
70	COOLER SHELVING	EG01.00	X	X	-	-	X	-	5 TIERS HIGH, REFER TO EQUIPMENT PLAN FOR SIZES
71	WALK-IN COOLER	CUSTOM	X	X	-	-	X	-	NOTE 09 / WSPROTO-1
72	STOREFRONT VINYL GRAPHICS	CUSTOM	N/A	X	-	X	-	X	-
73	KNIFE HOLDER	2918P	X	X	-	-	X	-	-
74	TO-GO RACK	CUSTOM	X	X	-	-	X	-	18x36, 4 TIER WITH SOLID SHELVES AND 6" CASTERS
75	TICKET RAIL		X	X	-	-	X	-	-
76	HIGH CHAIR	CHH-104	N/A	X	-	-	X	-	-
77	S.S. 2-COMPARTMENT SINK, 60"L.	CUSTOM	X	X	-	-	X	-	WITH (1) 18" DRAIN BOARDS, (2) 8" SIDE SPLASHES WITH OPTIONAL LID COVERS. VERIFY W/ LOCAL JURISDICTIONS FOR DRAIN BOARD & BOWL SIZE.
78	DRY STORAGE WIRE SHELVING	EG01.00	X	X	-	-	X	-	REFER TO EQUIPMENT PLAN FOR SIZES
79	COMMERCIAL MOP BUCKET	7580-88	N/A	X	-	-	X	-	ITEM NOT INDICATED ON EQUIPMENT PLAN
80A	24" OFFICE BAR STOOL	4202P	N/A	X	-	-	X	-	-
80B	NOT USED	-	-	-	-	-	-	-	-
81	CONDIMENT DISPENSER	CUSTOM	X	X	-	-	X	-	-
82	PAPER TOWEL HOLDER	CUSTOM	X	X	-	-	X	-	1" DIA. X 10" LONG PRETHREADED GALV. METAL PIPE, W/ 1" CAP AND 1" FLANGE
83	ICE MACHINE FOR FREESTYLE COKE	CIM0520A	X	X	-	X	-	X	115V, SINGLE PHASE, 11.0 AMPS
84	REACH-IN FREEZER	CF1S-FS	X	X	-	-	X	-	115 VOLTS, 9.0 AMPS / WITH CASTORS / NOTE 09
85	S.S. WORK TABLE 30"W. x 26"D X 30" H	CUSTOM	X	X	-	-	X	-	WITH UNDERSHELF
86	S.S. STAND	SK2731U	X	X	-	-	X	-	OVEN STAND WITH WHEELS
87	CONVECTION OVEN	E31D4	X	X	-	-	X	-	208V, 14 AMPS / NEMA 6-15P CORDSET FITTED / NOTE 10
88	NOT USED	-	-	-	-	-	-	-	-
89	NOT USED	-	-	-	-	-	-	-	-
90	NOT USED	-	-	-	-	-	-	-	-
91	VERTICAL GRAB BAR	B-6106	N/A	-	X	-	X	-	-
92	MANAGER'S DESK	CUSTOM	X	X	X	-	X	-	COORDINATE WITH EQUIPMENT MANUFACTURER
93	NOT USED	-	-	-	-	-	-	-	-
94	NOT USED	-	-	-	-	-	-	-	-
95	NOT USED	-	-	-	-	-	-	-	-
96	NOT USED	-	-	-	-	-	-	-	-
97	NACHO CHEESE DISPENSER	GEHLS	N/A	X	-	X	-	-	PROVIDED BY CHEESE DISPENSER COMPANY
98	STAINLESS STEEL CORNER GUARD		N/A	-	X	-	X	-	-
99	STAINLESS STEEL END CAP		N/A	-	X	-	X	-	-
100	FREEZER SHELVING	EG01.00	X	X	-	-	X	-	FF1836G 4 TIERS HIGH, FG063G POSTS
101	DARPRO COOKING OIL COLLECTION	B.O.S.S.	X	X	-	-	X	-	-

EQUIPMENT LEGEND NOTES:

1. FLAT PANEL TV DISPLAY WALL MOUNTING BRACKET & MONITOR BRAND SELECTION TO BE DETERMINED BY OWNER. CONTRACTOR TO COORDINATE ITEM #58 WITH OWNER FOR INSTALLATION.

2. THE OWNER SHALL PROVIDE WALL MOUNTED DECOR ITEMS. THESE ITEMS ARE TO BE INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL COORDINATE AND SCHEDULE THE DELIVERY AND INSTALLATION OF ALL DECOR ITEMS WITH THE OWNER. REFER TO A3.1

3. THE CONTRACTOR SHALL VERIFY WITH ALL LOCAL AGENCIES QUANTITY AND LOCATION OF ALL FIRE EXTINGUISHERS.

4. ALL KITCHEN EQUIPMENT SHALL MEET THE REQUIREMENTS OF THE NATIONAL SANITATION FOUNDATION (NSF).

5. THE EXHAUST HOOD, EXHAUST FAN, EXHAUST DUCT, EXHAUST DUCT FIRE WRAP AND MAKE-UP AIR FAN SHALL BE SUPPLIED BY THE OWNER AND INSTALLED BY THE CONTRACTOR. THE MAKE-UP AIR DUCT SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR.

6. THE EXHAUST HOOD FIRE SUPPRESSION SYSTEM SHALL BE SUPPLIED AND INSTALLED BY THE OWNER. THE CONTRACTOR SHALL SUPPLY AND INSTALL THE EMERGENCY GAS SHUT-OFF VALVE

7. THE CONTRACTOR SHALL COORDINATE AND SCHEDULE THE DELIVERY OF ALL KITCHEN EQUIPMENT WITH THE EQUIPMENT VENDOR.

8. THE CONTRACTOR SHALL MAKE ALL FINAL ELECTRICAL CONNECTIONS REQUIRED FOR THE OWNER PROVIDED SIGNAGE.

9. ALL SPECIFIED REFRIGERATION UNITS SHALL BE SELF-CONTAINED AND SELF EVAPORATING.

10. NO GREASE LADEN FOODS SHALL BE PREPARED IN THE CONVECTION OVEN (ITEM #87), IT IS USED FOR BAKING ROLLS ONLY.

11. CONTACT SMARTRACK 9U WALL-MOUNT RACK SUPPLIER FOR ADDITIONAL INFORMATION: CHRIS IANNUZZI OF IT SAVVY (630) 396-6315

EQUIP. PLAN NOTES

1. ALL SWITCHES, COVER PLATES, AND PLUGS SHALL BE 'WHITE'

2. TELEPHONE SERVICE SHALL BE (3) THREE LINES OF SERVICE AS FOLLOWS:
   A. LINE 1 SHALL BE PRIMARY TELEPHONE LINE.
   B. LINE 2 SHALL BE FOR ROLL-OVER TELEPHONE LINE AND FAX LINE.
   C. LINE 3 SHALL BE FAX AND DATA LINE.

3. THE GENERAL CONTRACTOR SHALL PROVIDE THE MOUNTING OF TRANSFORMERS AND FINAL ELECTRICAL CONNECTION OF THE OWNER PROVIDED AND INSTALLED INTERIOR AND EXTERIOR BUILDING SIGNAGE. ALL SIGNS SHALL BE ON INDIVIDUAL CIRCUITS WITH DEDICATED GROUNDS.

4. THE FLOOR SINK UNDER THE 3-COMPARTMENT SINK IS USED FOR THE PLUMBING HOSE BIB.

5. COOKING AREA PROTECTION SYSTEM SHALL BE SUBMITTED FOR PLAN REVIEW UNDER A SEPARATE PLAN CHECK AND PERMIT

NOTE: EXTERIOR SIGNAGE SHALL BE SUBMITTED UNDER A SEPARATE PLAN CHECK REVIEW AND PERMIT PROCESS.

EQUIP. PLAN LEGEND

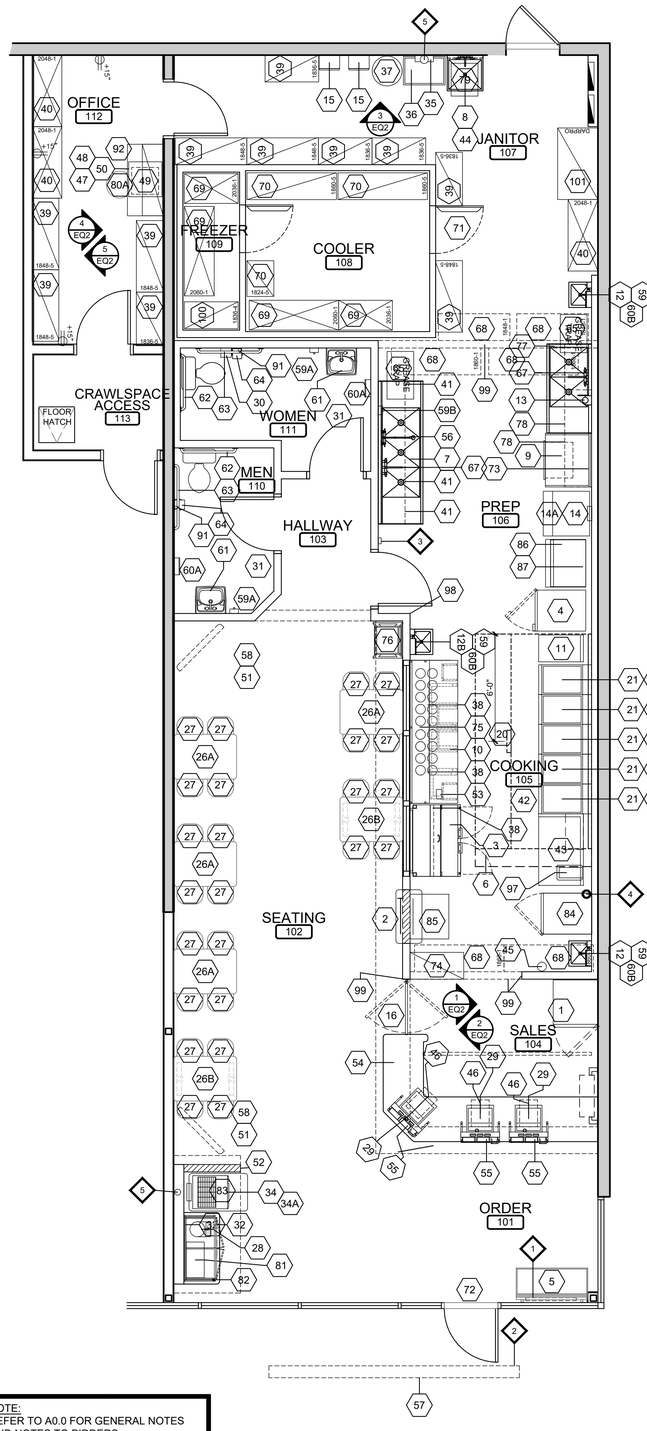
1. PROVIDE DEDICATED CIRCUIT AND GROUND 12'-0" A.F.F. ABOVE SOFFIT FOR LED SIGNS - TYPICAL - REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION
2. PROVIDE DEDICATED CIRCUIT AND GROUND WITH CIRCUIT TIMER FOR EXTERIOR BUILDING SIGN - TYPICAL - VERIFY LOCATION WITH SIGN VENDOR - REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION
3. REMOTE ANSUL PULL STATION - VERIFY LOCATION WITH LOCAL FIRE MARSHAL
4. GAS SERVICE CONNECTION - REFER TO MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION
5. 6" P.V.C. BEVERAGE CONDUIT RUN IN CEILING WITH 6" 90's AND 6" P.V.C. IN PARTITIONS - REFER TO DETAIL 7/EQ2 FOR ADD. INFO.

WALK-IN COOLER/FREEZER SPECIFICATIONS

COMPONENT	DESCRIPTION
INSULATION:	FOAMED IN-PLACE U.L. LISTED, CLASS 1 URETHANE FOAM INSULATION WITH A FLAME SPREAD RATING OF LESS THAN 25, AND SMOKE DENSITY OF LESS THAN 450 - WGEB TESTED IN ACCORDANCE TO A.S.T.M. E84 (U.L. 723)
FLOOR:	FLOOR, WALL, AND CEILING PANELS: 4" THICK HIGH DENSITY PRE-FABRICATED FRAME - N.S.F. COVED, STEP-UP @ FREEZER FLOOR ONLY
FINISH:	INTERIOR: 26 GA. STUCCO EMBOSSED GALVALUM EXTERIOR: 26 GA. STUCCO EMBOSSED GALVALUM FLOOR FINISH: #10 SMOOTH ALUMINUM
DOORS:	(1) 34" x 78" FLUSH-IN FITTING COOLER DOOR (1) 30" x 72" FLUSH-IN FITTING FREEZER DOOR

1. INSTALLATION INSTRUCTIONS FOR THE WALK-IN COOLER/FREEZER SHALL BE ON THE JOBSITE FOR THE LOCAL BUILDING OFFICIAL

2. PROVIDE CP 25WB+ FIRE BARRIER SEALANT CAULK OR FB-3000 W/T FIRE BARRIER SEALANT FOR ANY PENETRATIONS INTO THE INSULATED PANELS



NOTE:
REFER TO A0.0 FOR GENERAL NOTES AND NOTES TO BIDDERS

TRUE NORTH

PLAN NORTH

EQUIPMENT PLAN

1/4" = 1'-0"

CONSULTANT:

WILKUS ARCHITECTS

15 Ninth Aveune North, Hopkins, MN 55343
Phone: 952.941.8650/ www.wilkusarch.com

CLIENT:

WING·STOP

15505 WRIGHT BROTHERS DRIVE
ADDISON, TX 75001
TELEPHONE: (972) 686-6500
FAX: (972) 686-6502

PROJECT INFORMATION:

WING·STOP
STORE NUMBER: GL#Y004
51 BOSTON AVENUE
BRIDGEPORT, CT 06610

SEAL:

STATE OF CONNECTICUT · MICHAEL J. WILKUS · NO. 7727 · LICENSED ARCHITECT

MICHAEL J. WILKUS, ARCHITECT
LICENSE NUMBER: 7727
EXPIRATION DATE: 07/31/2021

10/19/2020
DATE

PROJECT NO.: 2020-0258
DRAWN BY: XXX
CHECKED BY: JSS

ISSUE:	DATE:
PERMIT & BID SET	10/19/2020

REVISION:	DATE:

PROJECT LOCATION:
BRIDGEPORT, CT

SHEET NUMBER / TITLE:
EQ1
EQUIPMENT PLAN

WILKUS ARCHITECTS

Wingstop – 51 Boston Ave

Property Owners' List

Address: 46 Glenwood Ave
Owner: Sally Gettler LLC
628B Onondaga Lane
Stratford, CT 06614

Address: 10 Dean Place
Owner: 10 Dean Place LLC
75 Parkway
Fairfield, CT 06824

Address: 42 Dean Place
Owner: 42 Dean Place LLC
15 Daniel Court
Westport, CT 06880

Address: 62 Dean Place
Owner: Wheeler, Roger & Dorothy
62 Dean Place
Bridgeport, CT 06610

Address: 70 Dean Place
Owner: Pescatore, Anna
70 Dean Place
Bridgeport, CT 06610

Address: 56 Boston Ave
Owner: David D Pollack Assoc, LLC
1559 Post Road
Fairfield, CT 06824

Address: 10 Boston Ave
Owner: 10 Boston Ave LLC
43 North Avenue
Bridgeport, CT 06606

IRS DEPARTMENT OF THE TREASURY
INTERNAL REVENUE SERVICE
CINCINNATI OH 45999-0023

Date of this notice: 06-12-2020

Employer Identification Number:
85-1403938

Form: SS-4

Number of this notice: CP 575 A

For assistance you may call us at:
1-800-829-4933

IF YOU WRITE, ATTACH THE
STUB AT THE END OF THIS NOTICE.

SHAKETHATWING CT INC
WINGSTOP
% ALAN SHEARER
333 TYLER AVE
GROTON, CT 06340

WE ASSIGNED YOU AN EMPLOYER IDENTIFICATION NUMBER

Thank you for applying for an Employer Identification Number (EIN). We assigned you EIN 85-1403938. This EIN will identify you, your business accounts, tax returns, and documents, even if you have no employees. Please keep this notice in your permanent records.

When filing tax documents, payments, and related correspondence, it is very important that you use your EIN and complete name and address exactly as shown above. Any variation may cause a delay in processing, result in incorrect information in your account, or even cause you to be assigned more than one EIN. If the information is not correct as shown above, please make the correction using the attached tear off stub and return it to us.

Based on the information received from you or your representative, you must file the following form(s) by the date(s) shown.

Form 941	04/30/2021
Form 940	01/31/2022
Form 1120	04/15/2021

If you have questions about the form(s) or the due date(s) shown, you can call us at the phone number or write to us at the address shown at the top of this notice. If you need help in determining your annual accounting period (tax year), see Publication 538, *Accounting Periods and Methods*.

We assigned you a tax classification based on information obtained from you or your representative. It is not a legal determination of your tax classification, and is not binding on the IRS. If you want a legal determination of your tax classification, you may request a private letter ruling from the IRS under the guidelines in Revenue Procedure 2004-1, 2004-1 I.R.B. 1 (or superseding Revenue Procedure for the year at issue). Note: Certain tax classification elections can be requested by filing Form 8832, *Entity Classification Election*. See Form 8832 and its instructions for additional information.

IMPORTANT INFORMATION FOR S CORPORATION ELECTION:

If you intend to elect to file your return as a small business corporation, an election to file a Form 1120-S must be made within certain timeframes and the corporation must meet certain tests. All of this information is included in the instructions for Form 2553, *Election by a Small Business Corporation*.

IRS.gov

EIN Assistant

Your Progress: 1. Identity ✓ 2. Authenticate ✓ 3. Addresses ✓ 4. Details ✓ 5. EIN Confirmation

Summary of your information

Please review the information you are about to submit. If any of the information below is incorrect, you will need to start a new application.

Click the "Submit" button at the bottom of the page to receive your EIN.

Help Topics

- What is Form 1128?
- What is Form 8716?

Organization Type: S Corporation

S Corporation Information

Legal name:	**SHAKETHATWING CT INC**
Trade name/Doing business as:	**WINGSTOP**
County:	**NEW LONDON**
State/Territory:	**CT**
Date Corporation started or acquired:	**APRIL 2020**
Closing month of accounting year:	**DECEMBER** (The closing month of the accounting year is defaulted to December due to your organization type. To change your closing month of accounting year, complete Form 1128 / Form 8716.)
State/Territory where articles of organization are (or will be) filed:	**NY**

Addresses

Physical Location:	**333 TYLER AVE GROTON CT 06340**
Phone Number:	516-902-7800
Mail directed to:	**ALAN SHEARER**

Responsible Party

Name:	**CHARLES KWON**
SSN/ITIN:	**XXX-XX-5818**

Employee Information

Date wages or annuities will be paid:	**MARCH 2021**
Number of agricultural employees:	**0**
Number of other employees:	**5**
Tax Liability of $1000 or less during calendar year:	**NO**

Principal Business Activity

What your business/organization does:	**FOOD SERVICE**
Principal products/services:	**RETAIL FAST FOOD**

Additional S Corporation Information

Owns a 55,000 pounds or greater highway motor vehicle:	**NO**
Involves gambling/wagering:	**NO**
Involves alcohol, tobacco or firearms:	**YES**
Files Form 720 (Quarterly Federal Excise Tax Return):	**NO**
Has employees who receive Forms W-2:	**YES**
Reason for Applying:	**STARTED A NEW BUSINESS**


Payless Kids
Payless ShoeSource
Payless ShoeSource
Duchess


ShoeSource


Payless Kids
Payless ShoeSource
DROP OFF SERVICE


4X4


NO
PARKING


Payless Kids
Payless Kids
AVAILABLE
-203-
744.7777

File No. _____

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

1. **NAME OF PETITIONER:** Hawley Avenue Associates, LLC
2. Is the Petitioner'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: 70 Hawley Avenue & 95 Ezra Street, Bridgeport, CT 06606
   (number) (street) (state) (zip code)
4. Assessor's Map Information: Block No. 59/2125 Lot No. 21/25
5. Amendments to Zoning Regulations: (indicate) Article: _____ Section: _____
   (Attach copies of Amendment)
6. Description of Property (Metes & Bounds): 100.01' x 165.04' x 100.01' x 165.04'
7. Existing Zone Classification: OR-G
8. Zone Classification requested: N/A
9. Describe Proposed Development of Property: Vehicle repair facility within existing industrial building

Approval(s) requested: Special Permit and Site Plan Review

Signature: _____ **Date**: 10/30/2020

Print Name: _____

If signed by Agent, state capacity (Lawyer, Developer, etc.) **Signature:** _____

Print Name: _____

Mailing Address: c/o Chris Russo, Russo & Rizio, LLC, 10 Sasco Hill Rd, 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 PETITION 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

Hawley Avenue Associates, LLC		10/30/2020
Print Owner's Name	Owner's Signature	Date
Print Owner's Name	Owner's Signature	Date

Rev. 6/18/2016

Russo & Rizio, LLC
ATTORNEYS AT LAW

Colin B. Connor
Elizabeth A. Falkoff*
Robert G. Golger
Michael C. Jankovsky
David K. Kurata
Katherine M. Macol
Leah M. Parisi
William M. Petroccio*
Raymond Rizio*
Christopher B. Russo
Robert D. Russo
John J. Ryan
Vanessa R. Wambolt
(*Also Admitted in NY)

November 16, 2020

Dennis Buckley
Zoning Administrator
Zoning Department
45 Lyon Terrace
Bridgeport, CT 066044

Re: Special Permit and Site Plan Review – 70 Hawley Avenue and 95 Ezra Street

Dear Mr. Buckley:

Please accept the following narrative and enclosed application materials as part of the application for Special Permit and site plan review under the Bridgeport Zoning Regulations (the "Regulations"), for the property located at 70 Hawley Avenue and 95 Ezra Street (the "Site"), as detailed below.

Narrative

The Petitioner requests approval of a special permit and site plan review under the Regulations for a vehicle repair facility to convert the interior of an existing commercial building to a self-storage facility with accessory retail sales on the Site.

The Site has frontages on Hawley Avenue and Ezra Street and the Petitioner has submitted a concurrent petition to locate the entire Site, which is currently split-zoned, into the OR-G Zone. It is located in a commercial/industrial section of Hawley Avenue. In fact, a vehicle repair facility already exists at the corner of Hawley Avenue and Lindley Street only a couple properties from the Site. A warehouse is also located directly across the street from the Site. The Site itself contains an existing industrial/commercial building, which was built in 1960.

Under Section 6-3-1 of the Regulations, it is clear that the OR-G Zone is intended for non-residential uses, which "allows a full range of retail and service businesses with a large local or city-wide market." This is the appropriate zone for this commercial/industrial area, which extends from Hawley Avenue south to the Routes 8/25 Connector. This area is not the main retail corridor of Main Street and East Main Street, but it is in an area easily accessible to locals and City residents. It is also the appropriate zone for the existing building.

1 Post Road
Fairfield, CT 06824

Tel 203-255-9928
Fax 203-255-6618

The Petitioner proposes to locate a vehicle repair facility within the one-story 8,540 SF commercial/industrial building. The submitted site plan contains off-street parking spaces along its frontage on Hawley Avenue and in its rear parking area. The Petitioner will not place any vehicles for repair along the frontage in the Site, but either within the building or in a screened rear parking area. The Petitioner does not propose any changes to the exterior of the building. The street elevation of the existing building contain a multitude of windows along its Hawley Avenue frontage.

Within the building, Four (4) car lifts will be used to service vehicles with an additional large open work area and loading area for vehicles about to be repaired. Therefore, the vehicle repair work will be located entirely within the building eliminating any possible negative impact on the surrounding neighborhood. In addition, the Hawley Avenue frontage and main entrance will feature the main offices and a waiting area for those customers waiting for quick repairs.

The proposed use is an appropriate use of the existing building. The Site has contained the existing commercial/industrial building since 1960 in an area of Hawley Avenue that has been dominated by similar uses, including another vehicle repair facility in close proximity to the Site. The building will have four (4) car lifts within the building as well as a loading area along with a screened rear parking area to ensure vehicles for repair will not be visible from Hawley Avenue. A front parking area will be available for customers. The Site easily satisfies the off-street parking requirements under the Regulations. A vehicle repair facility is a Special Permit use in the OR-G zone and fits the Site and neighborhood.

For the reasons stated above, the Petitioner respectfully requests approval of its Petition for Special Permit and Site Plan Review under the Regulations.

Sincerely,

Christopher B Russo

Christopher Russo

LIST OF PROPERTY OWNERS WITHIN 100' OF 70 HAWLEY AVE & 95 EZRA ST

PROPERTY ADDRESS	OWNER NAME	MAILING ADDRESS	CITY	STATE	ZIP CODE
115 EZRA ST	VALLEJO JUAN	115 EZRA ST	BRIDGEPORT	CT	06606
35 HAWLEY AV	MAKHRAZ PIERRE	35 HAWLEY AVE	BRIDGEPORT	CT	06606
65 HAWLEY AV	HAWLEY AVENUE ASSOCIATES LLC	375 MOUNTAIN GROVE	BRIDGEPORT	CT	06605
70 HAWLEY AV	HAWLEY AVENUE ASSOCIATES LLC	375 MOUNTAIN GROVE	BRIDGEPORT	CT	06605
852 LINDLEY ST #854	PAULO CIPRIANO & BERNADETTE PAULO	852 LINDLEY ST	BRIDGEPORT	CT	06606
840 LINDLEY ST #842	PAL ROZA MARIA	840 LINDLEY ST	BRIDGEPORT	CT	06606
130 EZRA ST	BRIDGEPORT EDUCATION CITY OF	45 LYON TERRACE	BRIDGEPORT	CT	06604
820 LINDLEY ST #822	ACA RAUL CUAHUIZO ET AL	820 LINDLEY ST	BRIDGEPORT	CT	06606
105 EZRA ST	JOBE EBRIMA S	105 EZRA STREET	BRIDGEPORT	CT	06606
876 LINDLEY ST #880	876 LS COMPANY LLC	81 TRANQUILITY DR	EASTON	CT	06612
872 LINDLEY ST #874	FEQUIERE FRANCKLIN & ANN MARIE JACINTHE	872-874 LINDLEY ST	BRIDGEPORT	CT	06606
810 LINDLEY ST #812	CECUNJANIN SUKRIJA	53 WILLOUGHBY RD	SHELTON	CT	06484
862 LINDLEY ST #864	THENOR MARY M	520 EAST 52ND ST	BROOKLYN	NY	11203
95 EZRA ST	HAWLEY AVENUE ASSOCIATES LLC	375 MOUNTAIN GROVE	BRIDGEPORT	CT	06605
125 EZRA ST	ROBERTS MIKE ET AL	8021 ROSWELL RD, APT A	SANDY SPRINGS	GA	30350
884 LINDLEY ST #888	COSTA ANGELA	24 HOPEWELL WOODS RD	REDDING	CT	06896-1725

Business Inquiry

Business Details

Business Name:	HAWLEY AVENUE ASSOCIATES, LLC	Citizenship/State Inc:	Domestic/CT
Business ID:	0693383	Last Report Filed Year:	2020
Business Address:	375 MOUNTAIN GROVE ST, BRIDGEPORT, CT, 06605, USA	Business Type:	Domestic Limited Liability Company
Mailing Address:	375 MOUNTAIN GROVE ST, BRIDGEPORT, CT, 06605, USA	Business Status:	Active
Date Inc/Registration:	Oct 15, 2001		
Annual Report Due Date:	03/31/2021		
NAICS Code:	Real Estate and Rental and Leasing (53)	NAICS Sub Code:	Lessors of Nonresidential Buildings (except Miniwarehouses) (531120)

Principals Details

Name/Title	Business Address	Residence Address
SCOTT POLATSEK SOLE MEMBER	375 MOUNTAIN GROVE ST, BRIDGEPORT, CT, 06605	41 ELEVEN O'CLOCK RD, FAIRFIELD, CT, 06824

Agent Summary

Agent Name	CHARLES POLASTEK
Agent Business Address	25 FOREST PARKWAY, SHELTON, CT, 06484, USA
Agent Residence Address	15 MORNING GLORY DRIVE, EASTON, CT, 06612, USA
Agent Mailing Address	25 FOREST PARKWAY, SHELTON, CT, 06484, USA

JULIANO ASSOCIATES, LLC
405 MAIN STREET (YALESVILLE)
WALLINGFORD, CONNECTICUT
Voice 203-265-1489 Fax 203-949-1523

19th Century Service

21st Century Technology

Project: 20-115
Name: Polatsek

Connecticut Grid System
(NAD 83)

0' 20' 40' 60'

100' Notification Line

n/f
City of Bridgeport
#130 Ezra Street
Mblu: 59/2126/1
Volume 582, Page 320

n/f
Pierre Makhraz
#35 Hawley Avenue
Mblu: 59/2129/18
Volume 7589, Page 276

Ezra Street

UI #7304

Zone: RA
Zone: OR-G

UI #10531

UI #11319

UI #612

Iron Pin Recovered
Base of Pin HELD

S 27°18'07" E 50.00'

S 27°18'07" E 115.04'

#95 Ezra Street

89°17" HELD
Map Reference

n/f
Mike Roberts, ET AL
#125 Ezra Street
Mblu: 59/2125/28
Volume 5959, Page 307

n/f
Juan Vallejo
#115 Ezra Street
Mblu: 59/2125/27
Volume 5825, Page 242

n/f
Ebrima S. Jobe
#105 Ezra Street
Mblu: 59/2125/26
Volume 8488, Page 273

N 63°24'53" E 100.01'

5,000± Sq. Ft.
(0.11± Acres)

Shipping
Containers

S 63°24'53" E 100.01'

#70 Hawley Avenue

11,504± Sq. Ft.
(0.26± Acres)

Zone: RA
Zone: OR-G

S 63°24'53" W 100.01'

n/f
Hawley Avenue Associates LLC
#65 Hawley Avenue
Mblu: 59/2129/17
Volume 4736, Page 164

UI #812

Hawley Avenue

Zone: RA
Zone: R-BB

N 27°18'07" W 50.00'

N 27°18'07" W 115.04'

UI #9489

Zone: R-BB
Zone: OR-G

100.01' HELD

n/f
Angela Costa
#884 Lindley Street
Mblu: 59/2125/15
Volume 3220, Page 134

n/f
Victor & Martha Guillen
#876 Lindley Street
Mblu: 59/2125/16
Volume 5931, Page 176

n/f
Francklin Fequiere &
Anne Marie Jacinthe
#872 Lindley Street
Mblu: 59/2125/17
Volume 7890, Page 124

n/f
Mary M. Thenor
#862 Lindley Street
Mblu: 59/2125/18
Volume 9754, Page 248

n/f
Cipriano & Bernadette
Paulo
#852 Lindley Street
Mblu: 59/2125/19Volume
1542, Page 692

n/f
Roza Maria Pal
#840 Lindley Street
Mblu: 59/2125/20
Volume 3362, Page 34

90°43" HELD
Map Reference

n/f
Jersson Penafiel
#820 Lindley Street
Mblu: 59/2129/1
Volume 5113, Page 226

n/f
Mayra S. Flores ET AL
#810 Lindley Street
Mblu: 59/2129/2
Volume 5151, Page 77

Magnetic reading
in driveway

413.18' Measured Iron Pin to Intersection

Iron Pin Recovered
Base of Pin HELD

Magnetic reading
in driveway

SNET #7184

Zone: RA
Zone: OR-G

Lindley Street

SURVEYOR'S NOTES:

1. THIS SURVEY AND MAP HAVE BEEN PREPARED PURSUANT TO THE REGULATIONS DEFINED IN THE STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THRU 20-300b-20, AS AMENDED OCTOBER 26, 2018.
2. THE TYPE OF SURVEY PERFORMED IS A PROPERTY SURVEY AND IS INTENDED TO DEPICT BOUNDARIES, EASEMENTS, RIGHTS AND PRINCIPAL IMPROVEMENTS (ONLY) ON AND ADJACENT TO THE PROPERTY.
3. THE BOUNDARY DETERMINATION CATEGORY IS A RESURVEY OF BLOCK C LOTS 11 THROUGH 13 AS DEPICTED ON THE MAP REFERENCE.
4. THIS SURVEY CONFORMS TO A HORIZONTAL ACCURACY STANDARD OF CLASS A-2.
5. BEARINGS AND COORDINATES ARE BASED UPON THE CONNECTICUT GRID SYSTEM NORTH AMERICAN DATUM OF 1983.
6. THE PROPERTY DESIGNATED AS #70 HAWLEY AVENUE IS LOCATED WITHIN AN OR-G (OFFICE/RETAIL GENERAL) ZONING DISTRICT AND A RA (RESIDENTIAL – A SINGLE FAMILY) ZONING DISTRICT.* THE PROPERTY DESIGNATED AS #95 EZRA STREET IS LOCATED IN A RESIDENTIAL (RA) ZONING DISTRICT.
7. THE AREA OF #70 HAWLEY AVENUE IS 11,504± SQUARE FEET (0.26± ACRES). THE AREA OF #95 EZRA STREET IS 5,000± SQUARE FEET (0.11± ACRES). THE COMBINED PROPERTY AREA IS 16,504± SQUARE FEET (0.37± ACRES).
8. REFERENCE IS MADE TO THE FOLLOWING MAP(S):

   MAP A OF ANSON HAWLEY EST., BRIDGEPORT, CONN., DATE: OCTOBER 1896. SCALE: 1" = 100'. MAP PREPARED BY SCOFIELD & STARR, SURVEYORS. SAID MAP ON FILE (MAP #48) IN THE BRIDGEPORT TOWN CLERK'S OFFICE.
9. THE PROPERTIES ARE SUBJECT/PRIVILEGED TO: RIGHTS, RESTRICTIONS, ENCUMBRANCES, COVENANTS, EASEMENTS, ETC. AS THE RECORD MAY APPEAR.
10. THIS BOUNDARY OPINION WAS MADE AND SURVEY MAP PREPARED FROM INFORMATION CONTAINED IN DEEDS AND MAPS OF RECORD, ALONG WITH PHYSICAL EVIDENCE LOCATED DURING THE FIELD SURVEY.
11. THE PURPOSE OF THIS SURVEY AND MAP IS FOR THE SOLE PURPOSE OF REQUESTING A ZONE CHANGE FOR #95 EZRA STREET AND A PORTION OF #70 HAWLEY AVENUE.

* THE FIELD CARD FOR #70 HAWLEY AVENUE NOTES THE PROPERTY IS IN AN ILI ZONING DISTRICT, HOWEVER, ACCORDING TO THE CITY OF BRIDGEPORT ONLINE ZONING MAP #70 HAWLEY AVENUE IS LOCATED IN BOTH AN OR-G (OFFICE/RETAIL GENERAL) AND RA (RESIDENTIAL). ZONES DEPICTED BASED UPON THE ZONING MAP.

TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

David W. Juliano PELS #08033
Christopher S. Juliano PELS #19725

NOT VALID WITHOUT

ORIGINAL SEAL AND SIGNATURE

DATE	DESCRIPTION
	REVISIONS

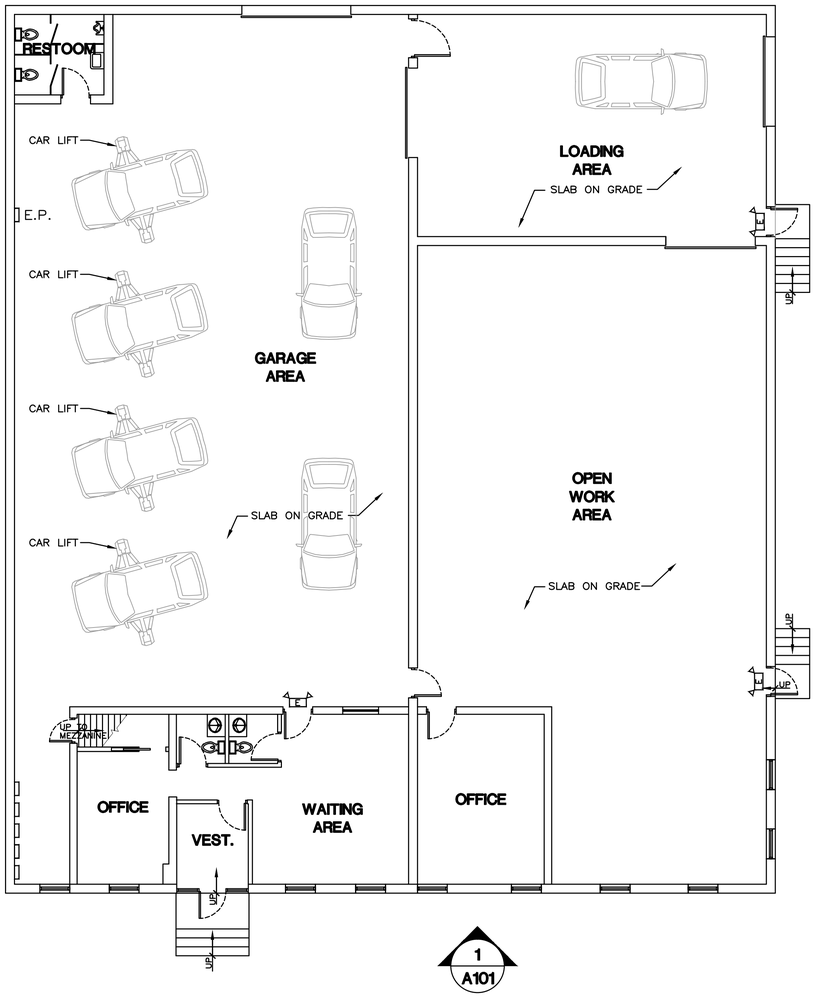
JULIANO 1973 2020 ASSOCIATES

Engineers & Surveyors
405 Main Street (Yalesville)
Wallingford, Connecticut
(203) 265-1489

Property Survey
Land of
Hawley Avenue Associates, LLC
#70 Hawley Avenue &
#95 Ezra Street
Bridgeport, Connecticut

Drawn: JHARVEY	Date: 02/28/20	Scale: 1" = 20'
Designed: CJULIANO		
Checked: MNISKI	Project no.: 20-115	Sheet: 1 of 1
Released: CJULIANO		Revision : 0

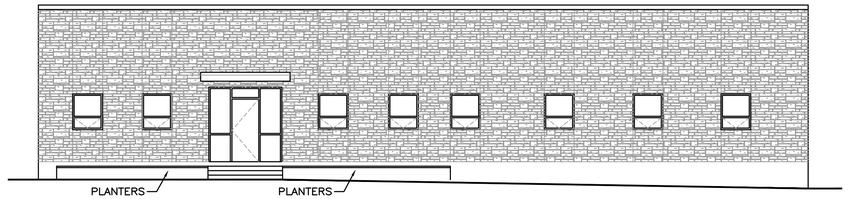
M:\SUBMITTED\2020\115002-1-0.DWG 3/4/2020 1:51 PM CJ



EXISTING FLOOR PLAN

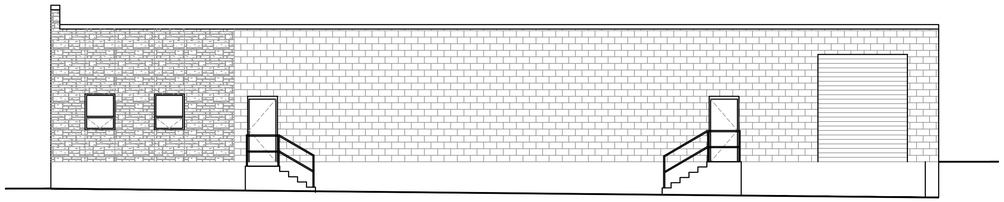
SCALE: 1/8" = 1'-0"

8,540 S.F.+/-



EXISTING FRONT ELEVATION (HAWLEY AVNEUE)

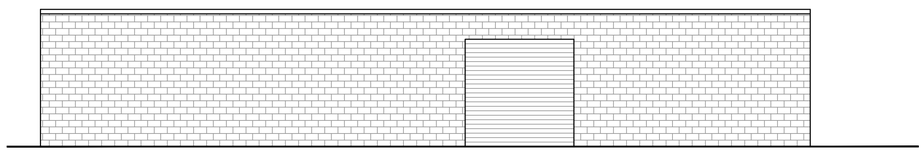
SCALE: 1/8" = 1'-0"



EXISTING RIGHT SIDE ELEVATION (EZRA STREET)

2 / A-101

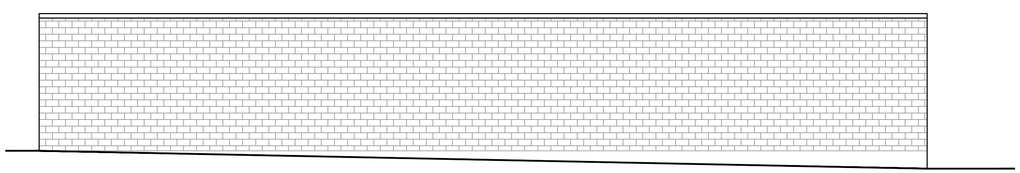
SCALE: 1/8" = 1'-0"



EXISTING REAR ELEVATION

3 / A-101

SCALE: 1/8" = 1'-0"



EXISTING LEFT SIDE ELEVATION

4 / A-101

SCALE: 1/8" = 1'-0"

ROSE •TISO & CO. LLC.
ARCHITECTS • SURVEYORS • ENGINEERS

WWW.ROSETISO.COM
35 BRENTWOOD AVENUE, FAIRFIELD, CT 06825
TEL: (203)610-6262 • FAX: (203)610-6404

REVISIONS			
NO.	BY	DATE	DESCRIPTION

PROJECT TITLE

AS-BUILT PLAN & ELEVATIONS

70 HAWLEY AVENUE
& 95 EZRA STREET
BRIDGEPORT, CT 06606

Prepared For:

HAWLEY AVENUE ASSOCIATES, LLC

SHEET TITLE

EXISTING FLOOR PLAN AND EXTERIOR ELEVATIONS

DESIGNED BY: MS	SCALE: AS NOTED
DRAWN BY: MS	DATE: 10-30-2020
CHECKED BY: PMR	PROJECT NUMBER: 2539
CAD FILE: R:/2539/ARCH	

SEAL	SHEET NUMBER
	A-101

File No. _____

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

1. **NAME OF PETITIONER:** LandTech
2. Is the Petitioner'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: 145 (number) Anchorage Drive, Bridgeport (street) CT (state) 06605 (zip code)
4. Assessor's Map Information: Block No. 116 Lot No. 20
5. Amendments to Zoning Regulations: (indicate) Article: _____ Section: _____
   (Attach copies of Amendment)
6. Description of Property (Metes & Bounds): 145 Anchorage Drive, Bridgeport, CT
7. Existing Zone Classification: RAA
8. Zone Classification requested: Not Applicable
9. Describe Proposed Development of Property: Removal of boulder shoreline wall and construction of living shoreline style protection consisting of vegetated slope and protective boulders.

Approval(s) requested: Coastal Site Plan Review

Signature: _____ **Date:** February 23, 2021

Print Name: Thomas Ryder

If signed by Agent, state capacity (Lawyer, Developer, etc.) **Signature:** _____

Print Name: Thomas Ryder, Consultant/Authorized agent

Mailing Address: LandTech 518 Riverside Avenue, Westport, CT 06880

Phone: 203-454-2110 Cell: _____ Fax: 203-454-4971

E-mail Address: tryder@landtechconsult.com

$ _____ Fee received **Date:** _____ **Clerk:** _____

THIS PETITION 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

Print Owner's Name	Owner's Signature	Date
See agent authorization letter		

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
- ☑ Fee
- ☑ Written Statement of Development Use
- ☑ Completed Site Plan
- ☐ Drainage Plan
- ☐ Building Floor Plans
- ☑ Property Owner's List
- ☐ Cert. of Corporation/Org. of First Report
- ☑ A-2 Site Survey
- ☐ Building Elevations
- ☐ Other Evidence/Testimonial Information
- ☑ 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
- ☐ 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 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.**

February 23, 2021

Dennis Buckley
Zoning Administrator
Zoning Department
City Hall
45 Lyon Terrace
Bridgeport, CT 06604

Subject: Coastal Site Plan Review Application for 145 Anchorage Drive, Bridgeport, CT

Dear Mr. Buckley,

I authorize Thomas Ryder of LandTech to act as agent on behalf of Green Power Ventures, LLC, the owner of the above-referenced property, in the preparation and submission of applications to the Planning and Zoning Commission, for the property at 145 Anchorage Drive in Bridgeport, CT

Very truly yours,

Green Power Ventures, LLC

Thomas G. Beaumonte, CFO

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 and submit it with the appropriate plans to appropriate **municipal agency**.

Section I: Applicant Identification

Applicant: LandTech Date: February 23, 2021

Address: 518 Riverside Avenue, Westport, CT Phone: 203-454-2110

Project Address or Location: 145 Anchorage Drive, Bridgeport, CT

Interest in Property: ☐ fee simple ☐ option ☐ lessee ☐ easement

☑ other (specify) Authorized Agent

List primary contact for correspondence if other than applicant:

Name: _____

Address: _____

City/Town: _____ State: _____ Zip Code: _____

Business Phone: _____

e-mail: _____

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:

- [x] 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: 145 Anchorage Drive

   City or Town: Bridgeport, CT
2. Is project or activity proposed at a waterfront site (includes tidal wetlands frontage)? [x] YES [ ] NO
3. Name of on-site, adjacent or downstream coastal, tidal or navigable waters, if applicable:
   Black Rock Harbor (mouth of Cedar Creek with Long Island Sound)
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:
   The property is in an RAA zone.
   The property is in an RAA Zone. The subject property is a narrow undeveloped parcel that contains a boulder seawall. The seawall is the subject of this application.
5. Indicate the area of the project site: 0.11± (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.
   - [x] 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):

The project is limited to removing a violation sea wall installed by a previous owner and constructing a vegetated slope with protective boulders as part of a living shoreline. The site is currently undeveloped so no site clearing is needed. The project relocates boulders from a stacked wall to the beach area so no change in impervious cover is proposed. The work will either be done in late spring/ early summer or late summer/early fall. The project is expected to take two to three weeks to complete. A summary of the methods to construct the living shoreline is presented in the Written Statement of Development Use.

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):

The project is for shoreline stabilization which does not require stormwater management.

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	X	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):

See attached sheet

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:

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

The project does not involve any coastal uses except for General Development. The project is consistent with Coastal Use policies for General Development as it does not significantly disrupt the natural environment, it restores and preserves the coastal resources and it provides protection of coastal resources while minimizing conflicts and disruption of economic development.

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 Aapplicable≅ 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**:

1. Identify the adverse impact categories below that apply to the proposed project or activity. The Aapplicable≅ 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

2. 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.)*:

The project does not contain water-dependant uses. The property is private and does not provide public access.

*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):

No adverse impacts have been identified.

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):

No adverse impacts remain.

145 Anchorage Drive, Bridgeport, CT - Coastal Site Plan Review

Part III Text

Cobble Beach - A cobble beach is located waterward of the tidal wetlands and is exposed at low tide. The cobble beach is in good condition. The project is compliant with applicable policies as the project does not propose any coastal structures [CGS section 22a-92(b)(1)(K) nor does it alter the erosion/sedimentation patterns of the shoreline [CGS section 22a-92(b)(2)(C)].

Coastal Hazard Area – This property is within a VE15 zone (Firmette 09001CO438G). The entire property is located below elevation 15 and is therefore within the Coastal Hazard Area. The project proposes to remove the portion of the stone wall that is within the State's jurisdiction and create a vegetated slope with waterward protective boulders within the Coastal Hazard Area. The project is consistent with applicable policies as it: 1) promotes non-structural solutions to minimize erosion [CGS section 22a-92(b)(2)(F)] and [CGS section 22a-92(b)(2)(J)], 2) it does not alter the natural water circulation patterns or the freshwater/salt water exchange relationship through the installation of drainage or flood control structures [CGS section 22a-92(c)(2)(B)] and, 3) it does not increase the risk of coastal flooding [CGS section 22a-3(15)(B)].

Estuarine Embayments - An estuarine embayment is a body of water that is protected from large wave forces but still has an open connection to the Sound. Estuarine embayments also have diluted salinity due to the presence of freshwater sources. The property abuts Black Rock Harbor near the mouth of the Cedar River. These tidal waters receive both saline and fresh water. These waters are in good condition providing habitat for wildlife, shorebirds, and finfish as well as somewhat protected areas for docking boats. The project is consistent with applicable policies as it does not impact sustained biological productivity, marine populations, or any circulation or drainage patterns within the river [CGS section 22a-92(c)(2)(A)] nor does it increase pollution in the river [CGS section 22a-422, as referenced by CGS section 22a-92(a)(2)].

Tidal Wetlands – Tidal wetlands are located on the adjacent property to the north but are outside of the project area and will not be impacted by this project. The project is consistent with applicable policies as the project does not negatively impact the adjacent tidal wetlands [CGS section 22a-28 as referenced by CGS section 22a-92(a)(2)] nor does it propose any filling of tidal wetlands or nearshore waters [CGS section 22a-929(c)(1)(B)].

145 Anchorage Drive
Bridgeport, CT

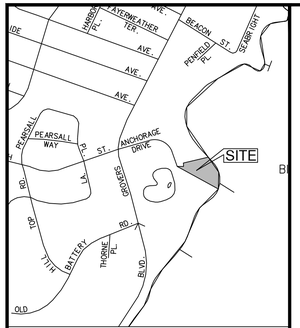
Written Statement of Development Use

The property is currently undeveloped. The property consists of a narrow 0.11± acre parcel with a boulder and masonry wall along the shoreline.

The stacked boulder wall was constructed by a previous owner without obtaining authorization from the DEEP. The DEEP issued a Notice of Non Compliance to the current owner requiring that a portion of the wall be removed. This application is to remove that portion of the boulder stacked wall and construct a living shoreline style protection to reduce erosion. The proposed design consists of a vegetated slope with shoreline protective boulders to dissipate wave energy.

The construction uses an appropriately sized excavator situated on land to remove the top row of boulders from the wall in the area shown on the site plan and relocate them to the cobble beach to create the waterward most row of boulders. A small front loader may be needed to push the boulders into final position during low tide. Next, also during low tide, the lower boulders from the wall will be relocated to create the landward row of boulders on the beach as shown on the site plan. Then immediately after placing the boulders, a turbidity curtain or reinforced silt fencing will be placed along the base of the proposed slope. Next, any remaining boulders not placed on the beach will be removed during low tide. Some of the soil which is landward of the former wall location will be removed to achieve the slope shown on the site plans. Next the coir wrap and specified soil will be installed in lifts until all lifts have been installed. The last step is to plant the shoreline with selected species noted on the plans. Of these tasks, all but the waterward row of boulders are within the City's jurisdiction.

The DEEP has restricted the season so that no boulder relocation work can be conducted between July 1 and August 31. The work is expected to take two to three weeks to complete.



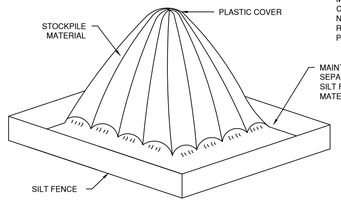
LOCATION MAP
(NTS)

GENERAL NOTES

1. LOT LINE & TOPOGRAPHIC INFORMATION FOR 145 ANCHORAGE DRIVE TAKEN FROM ZONING LOCATION AND TOPOGRAPHIC SURVEY PREPARED BY WILLIAM W. SEYMOUR & ASSOCIATES, P.C. DATED MAY 15, 2018 REVISED TO FEBRUARY 5, 2019.
2. DATUM: NAVD 1988

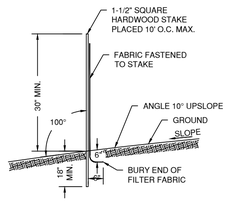
GENERAL EROSION AND SEDIMENT CONTROL NOTES

1. LAND DISTURBANCE WILL BE KEPT TO A MINIMUM; RESTABILIZATION WILL BE SCHEDULED AS SOON AS POSSIBLE.
2. SILT FENCE WILL BE INSTALLED ALONG THE TOE OF ALL CRITICAL CUT AND FILL SLOPES, SOIL STOCKPILE AREAS, AND IN THOSE AREAS SHOWN ON THE PLAN.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE STATE OF CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, 2002.
4. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED PRIOR TO LAND DISTURBANCE WHENEVER POSSIBLE.
5. ALL TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE PROPERLY MAINTAINED UNTIL STABILIZATION HAS BEEN ACHIEVED.
6. ADDITIONAL CONTROL MEASURES WILL BE INSTALLED DURING THE CONSTRUCTION PERIOD IF NECESSARY OR REQUIRED. A MINIMUM OF 50 FEET OF SILT FENCE SHALL BE STORED AT THE SITE FOR EMERGENCY USE.
7. ANY EXCAVATIONS THAT MUST BE DEWATERED WILL BE PUMPED INTO AN ACTIVE DRAINAGE SYSTEM OR DISPERSED IN AN UNDISTURBED FIELD AREA. THE INLETS OF ALL PUMPS ARE TO BE FLOATED A MINIMUM OF 24 INCHES OFF THE BOTTOM OF THE EXCAVATION.
8. WATER AND CALCIUM CHLORIDE SHALL BE APPLIED TO UNPAVED ACCESSWAYS TO PREVENT WIND GENERATED SEDIMENTS AND DUST.
9. DEBRIS AND OTHER WASTES RESULTING FROM EQUIPMENT MAINTENANCE AND CONSTRUCTION ACTIVITIES WILL NOT BE DISCARDED ON-SITE.
10. SEDIMENT REMOVED FROM CONTROL STRUCTURES WILL BE DISPOSED OF IN A MANNER WHICH IS CONSISTENT WITH INTENT OF THE PLAN.
11. SILT FENCES SHALL HAVE SEDIMENT REMOVED WHEN THE DEPTH OF THE SEDIMENT IS EQUAL TO ½ TO ⅔ THE HEIGHT OF THE FENCE. FENCES SHALL BE PROPERLY INSTALLED AND RIPPED FENCE OR BROKEN POSTS REPAIRED AS SOON AS PRACTICAL.
12. ANTI-TRACKING PADS AND GRAVEL CHECK DAMS SHALL BE REPLACED WHEN VOID SPACES ARE FULL OR STRUCTURES ARE BREACHED, AS APPLICABLE.
13. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED AND THE SOIL SURFACE STABILIZED WHEN CONSTRUCTION IS COMPLETE AND THE SOIL SURFACES ARE PERMANENTLY STABILIZED. STRUCTURAL COMPONENTS SHALL BE CLEANED OF ALL SEDIMENT UPON COMPLETION OF CONSTRUCTION.
14. THE OWNER IS ASSIGNED THE RESPONSIBILITY FOR IMPLEMENTING THIS EROSION AND SEDIMENT CONTROL PLAN. THIS RESPONSIBILITY INCLUDES INSTALLATION AND MAINTENANCE OF CONTROL MEASURES. INFORMING ALL PARTIES ENGAGED ON THE CONSTRUCTION SITE OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN, NOTIFYING THE PLANNING AND ZONING COMMISSION OF ANY TRANSFER OF THIS RESPONSIBILITY, AND FOR CONVEYING A COPY OF THE EROSION AND SEDIMENT PLAN IF AND WHEN THE TITLE OF LAND IS TRANSFERRED.



NOTE:
STOCKPILE SHALL BE COVERED ENTIRELY BY AN ANCHORED PLASTIC COVER OR SEEDED

STOCKPILE DETAIL
(NTS)



GEOTEXTILE SILT FENCE
(NTS)

LEGEND

EXISTING SYMBOLS:

- Iron Pin (Found)
- Monument (Found)
- Manhole
- "C" Catch Basin
- Utility Pole
- Light Pole
- Water Gate
- Gas Valve
- Gas Meter
- (W) Existing Well

PROPOSED SYMBOLS:

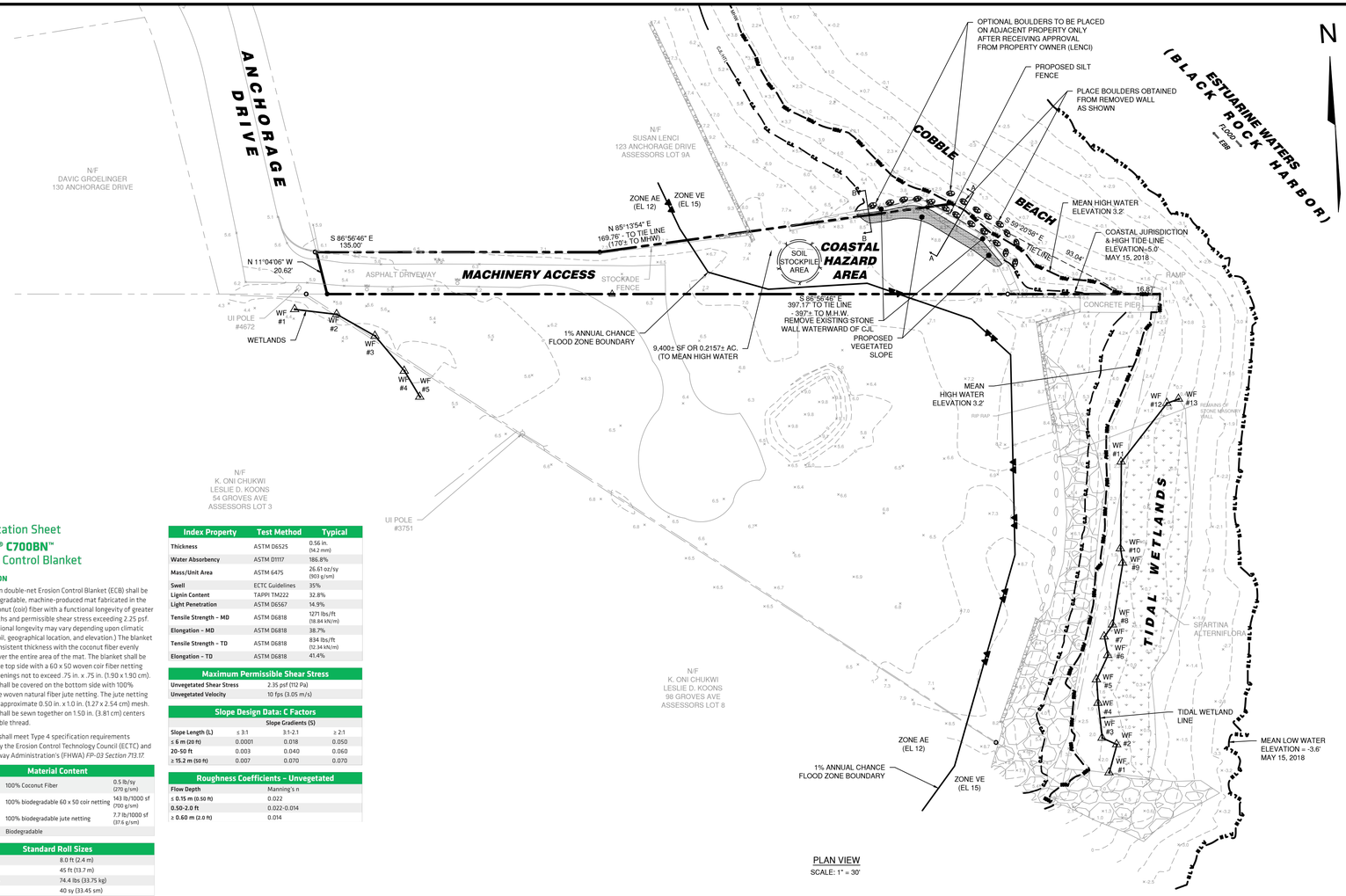
- (YD) Storm Yard Drain
- (MH) Storm Drain Manhole
- (CB) Catch Basin
- (SSMH) Sanitary Sewer Manhole
- P-1 Perc Test Hole Location & Number
- DTH-1 Deep Test Hole Location & Number
- (W) Proposed Well

EXISTING LINETYPES:

- Property Line
- S Sanitary Sewer Line
- E U/G Elec. Line
- W Water Line
- O/H Overhead Utilities
- T U/G Tele. Line
- E/T U/G Electric/Telephone Line
- Wood/Chain Link Fence
- Stone Ret. Wall
- 20 Contour
- WF#3 WF#4 Wetland Limit
- × 20.1 Spot Elevation
- Watercourse Limit
- D D Drainage Line
- Town/City Line
- 25 Year Flood Line
- 100 Year Flood Line
- FL FL FEMA Flood Line
- Floodway Boundary
- MHW MHW Mean High Water
- CJL CJL Coastal Jurisdiction Line

PROPOSED LINETYPES:

- S Sanitary Sewer
- E Electric Service
- W Water Service
- T U/G Telephone Service
- E/T Electric/Telephone Service
- Primary Septic
- Reserve Septic
- Retaining Wall
- 20 Contour (Major)
- 20.1 × Spot Elevation
- Silt Fence (GSF)
- Wood/Chain Link Fence
- Construction Fence
- Vegetative Buffer
- WF#3 WF#4 Wetland Limit (Flagged)



PLAN VIEW
SCALE: 1" = 30'

Specification Sheet
BioNet® C700BN™ Erosion Control Blanket

DESCRIPTION

The long-term double-net Erosion Control Blanket (ECB) shall be a 100% biodegradable, machine-produced mat fabricated in the U.S.A. of coconut (coir) fiber with a functional longevity of greater than 36 months and permissible shear stress exceeding 2.25 psf. (***NOTE:*** Functional longevity may vary depending upon climatic conditions, soil, geographical location, and elevation.) The blanket shall be of consistent thickness with the coconut fiber evenly distributed over the entire area of the mat. The blanket shall be covered on the top side with a 60 x 50 woven coir fiber netting with mesh openings not to exceed .75 in. x .75 in. (1.90 x 1.90 cm). The blanket shall be covered on the bottom side with 100% biodegradable woven natural fiber jute netting. The jute netting shall form an approximate 0.50 in. x 1.0 in. (1.27 x 2.54 cm) mesh. The blanket shall be sewn together on 1.50 in. (3.81 cm) centers with degradable thread.

The C700BN shall meet Type 4 specification requirements established by the Erosion Control Technology Council (ECTC) and Federal Highway Administration's (FHWA) *FP-03 Section 713.17.*

Material Content		
Matrix	100% Coconut Fiber	0.5 lb/sy (270 g/sm)
Netting	100% biodegradable 60 x 50 coir netting	143 lb/1000 sf (700 g/sm)
	100% biodegradable jute netting	7.7 lb/1000 sf (37.6 g/sm)
Thread	Biodegradable	

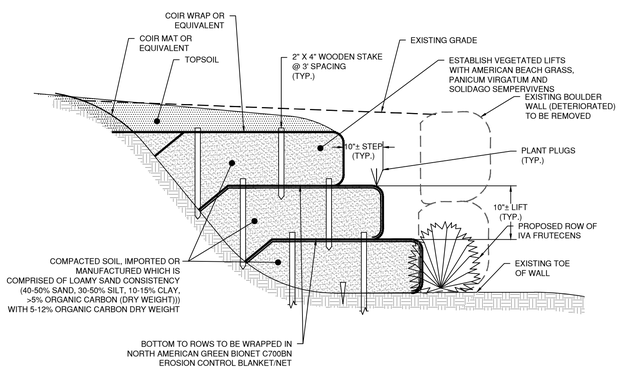
Standard Roll Sizes	
Width	8.0 ft (2.4 m)
Length	45 ft (13.7 m)
Weight ± 10%	74.4 lbs (33.75 kg)
Area	40 sy (33.45 sm)

Index Property	Test Method	Typical
Thickness	ASTM D6525	0.56 in. (14.2 mm)
Water Absorbency	ASTM D1117	186.8%
Mass/Unit Area	ASTM 6475	26.61 oz/sy (903 g/sm)
Swell	ECTC Guidelines	35%
Lignin Content	TAPPI TM222	32.8%
Light Penetration	ASTM D6567	14.9%
Tensile Strength – MD	ASTM D6818	1271 lbs/ft (18.84 kN/m)
Elongation – MD	ASTM D6818	38.7%
Tensile Strength – TD	ASTM D6818	834 lbs/ft (12.34 kN/m)
Elongation – TD	ASTM D6818	41.4%

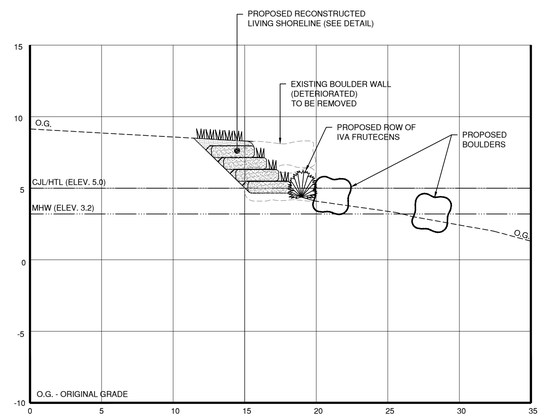
Maximum Permissible Shear Stress	
Unvegetated Shear Stress	2.35 psf (112 Pa)
Unvegetated Velocity	10 fps (3.05 m/s)

Slope Design Data: C Factors			
	Slope Gradients (S)		
Slope Length (L)	≤ 3:1	3:1-2:1	≥ 2:1
≤ 6 m (20 ft)	0.0001	0.018	0.050
20-50 ft	0.003	0.040	0.060
≥ 15.2 m (50 ft)	0.007	0.070	0.070

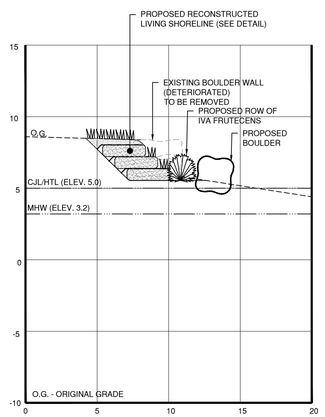
Roughness Coefficients - Unvegetated	
Flow Depth	Manning's n
≤ 0.15 m (0.50 ft)	0.022
0.50-2.0 ft	0.022-0.014
≥ 0.60 m (2.0 ft)	0.014



PROPOSED RECONSTRUCTED LIVING SHORELINE
(NTS)



PROPOSED SECTION A - A
SCALE: HORIZ. 1" = 5'
VERT. 1" = 5'



PROPOSED SECTION B - B
SCALE: HORIZ. 1" = 5'
VERT. 1" = 5'

NOT FOR CONSTRUCTION
FOR REVIEW AND APPROVAL
BY PUBLIC AGENCIES ONLY

SCALE IN FEET
0 30 60 90

LANDTECH
Civil Engineering • Site Planning
Environmental Science & Engineering
Land Development & Land Surveying
Permit Coordination & Management
Construction Management & Financing
518 Riverside Avenue • Westport, Connecticut 06880 • 203-454-2110 • info@landtechconsult.com

ISSUE	REVISION DATE

PREPARED FOR: GREEN POWER VENTURES , LLC
PROJECT LOCATION: 145 ANCHORAGE DRIVE BRIDGEPORT, CT
TITLE: SITE IMPROVEMENTS TO CORRECT AN EXISTING WALL VIOLATION CAM SITE PLAN

PROJECT No.	18117-01
SCALE 1" = 30'	DATE 2/10/2021
DRAWN BY: SM	CHECKED BY: TR

C-1

ZONING LOCATION SURVEY – PROPOSED CONDITIONS
141 ANCHORAGE DRIVE
PREPARED FOR

141 ANCHORAGE, LLC

BRIDGEPORT, CONNECTICUT

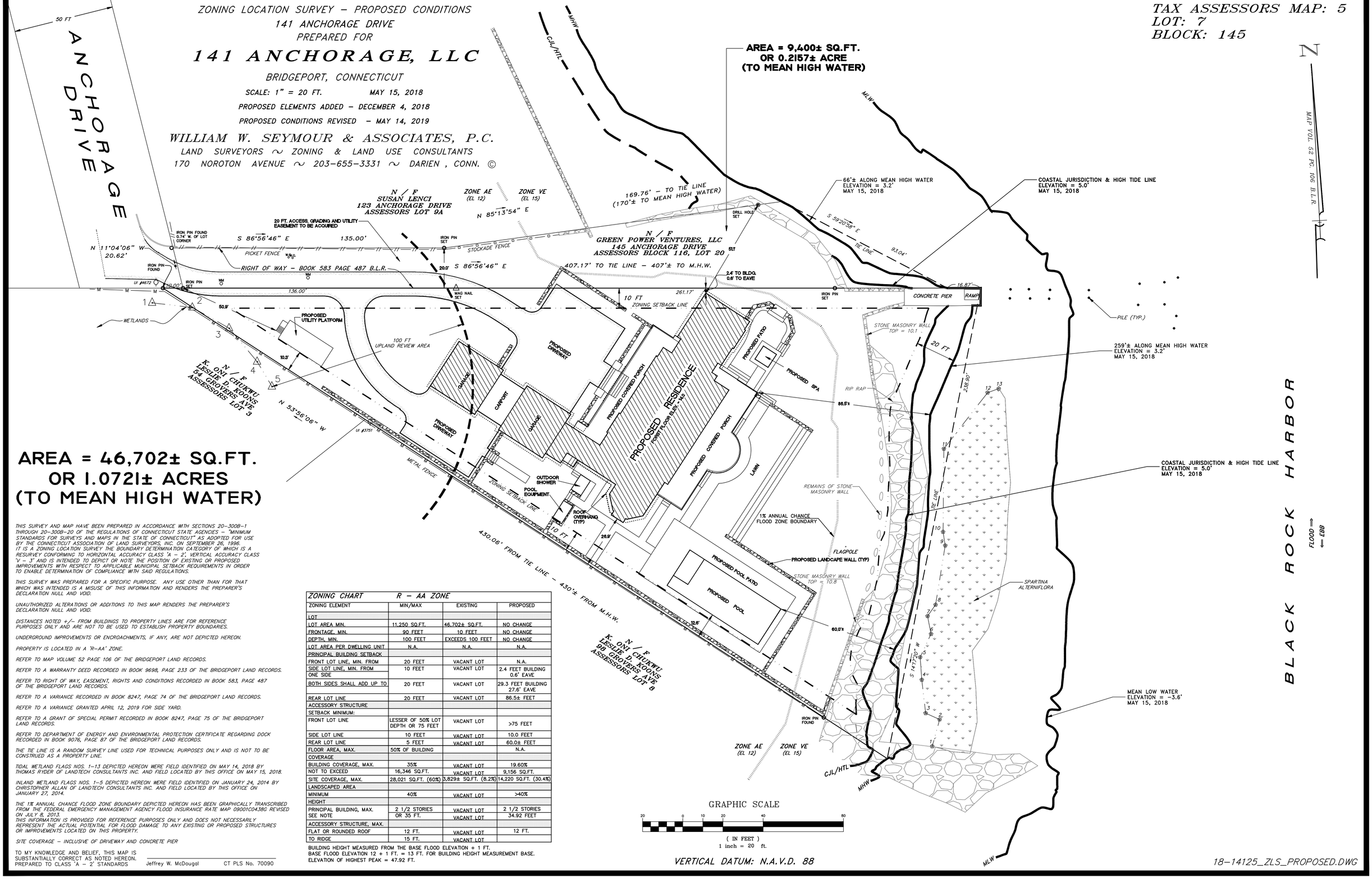
SCALE: 1" = 20 FT. MAY 15, 2018

PROPOSED ELEMENTS ADDED – DECEMBER 4, 2018

PROPOSED CONDITIONS REVISED – MAY 14, 2019

WILLIAM W. SEYMOUR & ASSOCIATES, P.C.
LAND SURVEYORS ~ ZONING & LAND USE CONSULTANTS
170 NOROTON AVENUE ~ 203-655-3331 ~ DARIEN , CONN. ©

TAX ASSESSORS MAP: 5
LOT: 7
BLOCK: 145



AREA = 46,702± SQ.FT. OR 1.0721± ACRES (TO MEAN HIGH WATER)

THIS SURVEY AND MAP HAVE BEEN PREPARED IN ACCORDANCE WITH SECTIONS 20-300B-1 THROUGH 20-300B-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES – "MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED FOR USE BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996. IT IS A ZONING LOCATION SURVEY THE BOUNDARY DETERMINATION CATEGORY OF WHICH IS A RESURVEY CONFORMING TO HORIZONTAL ACCURACY CLASS 'A – 2' VERTICAL ACCURACY CLASS 'V – 3' AND IS INTENDED TO DEPICT OR NOTE THE POSITION OF EXISTING OR PROPOSED IMPROVEMENTS WITH RESPECT TO APPLICABLE MUNICIPAL SETBACK REQUIREMENTS IN ORDER TO ENABLE DETERMINATION OF COMPLIANCE WITH SAID REGULATIONS.

THIS SURVEY WAS PREPARED FOR A SPECIFIC PURPOSE. ANY USE OTHER THAN FOR THAT WHICH WAS INTENDED IS A MISUSE OF THIS INFORMATION AND RENDERS THE PREPARER'S DECLARATION NULL AND VOID.

UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS MAP RENDERS THE PREPARER'S DECLARATION NULL AND VOID.

DISTANCES NOTED +/– FROM BUILDINGS TO PROPERTY LINES ARE FOR REFERENCE PURPOSES ONLY AND ARE NOT TO BE USED TO ESTABLISH PROPERTY BOUNDARIES.

UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS, IF ANY, ARE NOT DEPICTED HEREON.

PROPERTY IS LOCATED IN A 'R–AA' ZONE.

REFER TO MAP VOLUME 52 PAGE 106 OF THE BRIDGEPORT LAND RECORDS.

REFER TO A WARRANTY DEED RECORDED IN BOOK 9698, PAGE 233 OF THE BRIDGEPORT LAND RECORDS.

REFER TO RIGHT OF WAY, EASEMENT, RIGHTS AND CONDITIONS RECORDED IN BOOK 583, PAGE 487 OF THE BRIDGEPORT LAND RECORDS.

REFER TO A VARIANCE RECORDED IN BOOK 8247, PAGE 74 OF THE BRIDGEPORT LAND RECORDS.

REFER TO A VARIANCE GRANTED APRIL 12, 2019 FOR SIDE YARD.

REFER TO A GRANT OF SPECIAL PERMIT RECORDED IN BOOK 8247, PAGE 75 OF THE BRIDGEPORT LAND RECORDS.

REFER TO DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION CERTIFICATE REGARDING DOCK RECORDED IN BOOK 9076, PAGE 87 OF THE BRIDGEPORT LAND RECORDS.

THE TIE LINE IS A RANDOM SURVEY LINE USED FOR TECHNICAL PURPOSES ONLY AND IS NOT TO BE CONSTRUED AS A PROPERTY LINE.

TIDAL WETLAND FLAGS NOS. 1–13 DEPICTED HEREON WERE FIELD IDENTIFIED ON MAY 14, 2018 BY THOMAS RYDER OF LANDTECH CONSULTANTS INC. AND FIELD LOCATED BY THIS OFFICE ON MAY 15, 2018.

INLAND WETLAND FLAGS NOS. 1–5 DEPICTED HEREON WERE FIELD IDENTIFIED ON JANUARY 24, 2014 BY CHRISTOPHER ALLAN OF LANDTECH CONSULTANTS INC. AND FIELD LOCATED BY THIS OFFICE ON JANUARY 27, 2014.

THE 1% ANNUAL CHANCE FLOOD ZONE BOUNDARY DEPICTED HEREON HAS BEEN GRAPHICALLY TRANSCRIBED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP 09001C0438G REVISED ON JULY 8, 2013.
THIS INFORMATION IS PROVIDED FOR REFERENCE PURPOSES ONLY AND DOES NOT NECESSARILY REPRESENT THE ACTUAL POTENTIAL FOR FLOOD DAMAGE TO ANY EXISTING OR PROPOSED STRUCTURES OR IMPROVEMENTS LOCATED ON THIS PROPERTY.

SITE COVERAGE – INCLUSIVE OF DRIVEWAY AND CONCRETE PIER

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON. PREPARED TO CLASS 'A – 2' STANDARDS

Jeffrey W. McDougal CT PLS No. 70090

ZONING CHART	R – AA ZONE		
ZONING ELEMENT	MIN/MAX	EXISTING	PROPOSED
LOT			
LOT AREA MIN.	11,250 SQ.FT.	46,702± SQ.FT.	NO CHANGE
FRONTAGE, MIN.	90 FEET	10 FEET	NO CHANGE
DEPTH, MIN.	100 FEET	EXCEEDS 100 FEET	NO CHANGE
LOT AREA PER DWELLING UNIT	N.A.	N.A.	N.A.
PRINCIPAL BUILDING SETBACK			
FRONT LOT LINE, MIN. FROM ONE SIDE	20 FEET 10 FEET	VACANT LOT VACANT LOT	N.A. 2.4 FEET BUILDING 0.6' EAVE
BOTH SIDES SHALL ADD UP TO	20 FEET	VACANT LOT	29.3 FEET BUILDING 27.6' EAVE
REAR LOT LINE	20 FEET	VACANT LOT	86.5± FEET
ACCESSORY STRUCTURE			
SETBACK MINIMUM:			
FRONT LOT LINE	LESSER OF 50% LOT DEPTH OR 75 FEET	VACANT LOT	>75 FEET
SIDE LOT LINE	10 FEET	VACANT LOT	10.0 FEET
REAR LOT LINE	5 FEET	VACANT LOT	60.0± FEET
FLOOR AREA, MAX.	50% OF BUILDING		N.A.
COVERAGE			
BUILDING COVERAGE, MAX.	35%	VACANT LOT	19.60%
NOT TO EXCEED	16,346 SQ.FT.	VACANT LOT	9,156 SQ.FT.
SITE COVERAGE, MAX.	28,021 SQ.FT. (60%)	3,829± SQ.FT. (8.2%)	14,220 SQ.FT. (30.4%)
LANDSCAPED AREA			
MINIMUM	40%	VACANT LOT	>40%
HEIGHT			
PRINCIPAL BUILDING, MAX. SEE NOTE	2 1/2 STORIES OR 35 FT.	VACANT LOT VACANT LOT	2 1/2 STORIES 34.92 FEET
ACCESSORY STRUCTURE, MAX.			
FLAT OR ROUNDED ROOF	12 FT.	VACANT LOT	12 FT.
TO RIDGE	15 FT.	VACANT LOT	

BUILDING HEIGHT MEASURED FROM THE BASE FLOOD ELEVATION + 1 FT.
BASE FLOOD ELEVATION 12 + 1 FT. = 13 FT. FOR BUILDING HEIGHT MEASUREMENT BASE.
ELEVATION OF HIGHEST PEAK = 47.92 FT.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

VERTICAL DATUM: N.A.V.D. 88

18–14125_ZLS_PROPOSED.DWG

Property Owners located wihin 100 feet of 145 Anchorage Drive

Property Address	Owner Name	Mailing Address	City	State	Zip Code
123 Anchorage Drive	Lenci, Susan	123 Anchorage Drive	Bridgeport	CT	06605
130 Anchorage Drive	Groelinger, David	130 Anchorage Drive	Bridgeport	CT	06605
54 (aka 100) Grovers Ave.	Chukwu K Oni	98 Govers Ave.	Bridgeport	CT	06605
141 Anchorage Drive	141 Anchorage LLC	932 Mill Hill Rd	Southport	CT	06890
98 Grovers Ave.	Chukwu K Oni	98 Govers Ave.	Bridgeport	CT	06605

File No. _____

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

1. **NAME OF PETITIONER:** Giacobbe Construction, LLC
2. Is the Petitioner'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: 155 Pond Street #REAR
   (number) (street) (state) (zip code)
4. Assessor's Map Information: Block No. 67/2444 Lot No. 9/Z
5. Amendments to Zoning Regulations: (indicate) Article: _____ Section: _____
   (Attach copies of Amendment)
6. Description of Property (Metes & Bounds): 147.78' x 100.02' x 187.65' x 25.90' x 65.43' x 47.13' x 131.38' x 58.02' x 120.35' x 9.00' x 48.56' x 113.20' x 111.00'
7. Existing Zone Classification: R-A
8. Zone Classification requested: R-C
9. Describe Proposed Development of Property: To construct a multi-family residential dwelling containing 24 residential dwelling units with associated off-street parking and site improvements in the R-C Zone.

Approval(s) requested: Zone Change, Special Permit and Site Plan Review

Signature: _____ **Date**: 12/28/2020

Print Name: _____

If signed by Agent, state capacity (Lawyer, Developer, etc.) **Signature:** _____

Print Name: _____

Mailing Address: c/o Chris Russo, Russo & Rizio, LLC, 10 Sasco Hill Road, Fairfield, CT 06824

Phone: 203-528-0590 Cell: 203-520-4603 Fax: _____

E-mail Address: Chris@russorizio.com

$ _____ Fee received **Date**: _____ **Clerk**: _____

THIS PETITION 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

Giacobbe Construction LLC		12/28/2020
Print Owner's Name	Owner's Signature	Date
Print Owner's Name	Owner's Signature	Date

Rev. 6/18/2016

Russo & Rizio, LLC
ATTORNEYS AT LAW

Colin B. Connor
Elizabeth A. Falkoff*
Robert G. Golger
David K. Kurata
Katherine M. Macol
Leah M. Parisi
William M. Petroccio*
Raymond Rizio*
Christopher B. Russo
Robert D. Russo
John J. Ryan
Vanessa R. Wambolt
(*Also Admitted in NY)

December 28, 2020

Dennis Buckley
Zoning Administrator
Zoning Department
45 Lyon Terrace, Room 210
Bridgeport, CT 06604

Re: Petition for Zone Change, Special Permit and Site Plan Review – 155 Pond St #Rear

Dear Mr. Buckley:

Please accept the following narrative and enclosed application materials as part of an application for the property located at 155 Pond St #Rear (the "Site") for a Zone Change, Special Permit and Site Plan Review approval to construct a single multi-family dwelling containing Twenty-four (24) residential dwelling units with associated site improvements on a vacant lot in the proposed R-C Zone.

Narrative

The Petitioner requests a zone change under Section 14-9 of the Zoning Regulations of the City of Bridgeport (the "Regulations") for the Site from the R-A Zone to the proposed R-C Zone. The Site is located in a neighborhood with a mix of multi-family dwellings on the border of the R-A to R-B Zone. The Site itself is a vacant lot that is significantly oversized for even the proposed R-C Zone with significant buffering. It contains 67,563 SF of lot area. It is an extremely large Site with almost 7.5x the required lot area of an R-C Zone. The Site is located off the main roads, Pond St. and Summit St., but it has access at the end of Infield Street. The Site has plenty of area for buffering neighboring properties. Such buffering and the Site's size make it an ideal location for a residential multi-family dwelling. To its immediate south lies the Ukranian Orthodox Church and then Park Cemetery. Another vacant parcel lies to the Site's immediate north, Infield Street lies to its west, and Slawson Street and Island Brook borders its eastern property line. So, in addition to the significant buffering available on the Site, the Site is also buffered around its borders. Such buffering and the Site's lot area make it an ideal location for a residential multi-family dwelling.

10 Sasco Hill Road
Fairfield, CT 06824
Tel 203-255-9928
Fax 203-255-6618

The proposed change in zone from R-A to R-C is appropriate as it satisfies the purpose of the R-C Zone under Section 5-4 of the Regulations, which specifically states that it is "designed and intended to provide residential neighborhoods with a safe and vital residential character by promoting a maximum variety of housing types, including multifamily structures." As described above, the Site contains the necessary buffer to protect the surrounding neighborhood while providing a different housing type for this residential neighborhood fulfilling the intent of the Regulations. The Site is the perfect location to allow higher residential densities. Zoning has frequently located the R-C Zone within the R-A Zone in close proximity to Main Street, where Pond Street also lies. The R-C Zone is located at 194 Beechmont Avenue, 30 & 45 Stevens Street, 112 Quarry Street, 175 Bretton Street, 446 Goldenrod Avenue, 150 Anton Street, 50 Greenhouse Road, and 368 Anton Drive surrounded by the R-A Zone on oversized parcels. None of those properties provide the buffering available to the Site.

The Petitioner also requests a Special Permit and Site Plan Review under Sections 14-4 and 14-2 of the Zoning Regulations of the City of Bridgeport (the "Regulations") to construct a single multi-family dwelling containing Twenty-four (24) residential dwelling units. The Site is located on Infield Street. The Petition is fully conforming to the R-C Zone Regulations and requires no variances.

The Site is currently a vacant lot. The Petitioner proposes to significantly enhance the Site with landscaping, off-street parking and drainage systems built to current standards. Access to the Site is proposed through a single driveway at the dead end of Infield Street. The parking area will contain Thirty-nine (39) off-street parking spaces in conformity with the Regulations. The landscaped area will still be Sixty-eight percent (68%) of the Site's lot area, which is more than double the zoning standard. The dwelling will be oriented towards Infield Street. It will comply with setbacks and exceed them greatly in relation to existing dwellings on the opposite side of Slawson Street and Island Brook.

The dwelling will be sit between Twelve (12) two-bedroom dwelling units and Twelve (12) one-bedroom dwelling units. Each dwelling unit will contain a full kitchen, living and dining room and a full bath. A laundry will be located on the ground floor. The residential floors will be located on the Three (3) stories above the ground parking floor.

Special Permit and Site Plan Review Standards

The Petition satisfies all Special Permit and Site Plan Review standards under Section 14-4 and 14-2 of the Regulations as the proposed improvements will develop a vacant and overgrown property with a proposed multi-family dwelling use. The proposed use is in

conformity with the neighborhood and the Regulations by constructing a different housing type to offer Bridgeport residents and is similar to other large properties in proximity to Main Street, which are located in the R-C Zone, but surrounded by the R-A Zone. The Petition proposes Twenty-four (24) dwelling units with a density of Two thousand eight hundred and fifteen square feet (2,815 SF) of lot area per dwelling unit in excess of the requirements of the Regulations.

The Petition satisfies the intent of the Regulations and Master Plan of Conservation and Development by developing a vacant and overgrown vacant lot and creating new housing stock to an area that has an extensive aging housing stock. It will not impair the future development of the surrounding area, but instead spur development in the surrounding area by removing blight from a vacant lot in the midst of a residential neighborhood and creating new, quality housing stock for City residents. The project fully conforms to the standards of the Regulations. The Petition includes extensive landscaping and setbacks well in excess of the zoning standards to separate and contain the proposed use. The Site will adequately park the proposed use, so it will have no impact on the abutting properties. The proposed use will not depreciate nearby property values, but rather, enhance them by developing a vacant and overgrown lot in this neighborhood.

For the reasons stated above, the Petitioner respectfully requests approval of the application for Special Permit and Site Plan Review.

Sincerely,

Christopher Russo

Business Inquiry

Business Details

Business Name:	**GIACOBBE CONSTRUCTION LLC**	Citizenship/State Inc:	**Domestic/CT**
Business ID:	**0592293**	Last Report Filed Year:	**2020**
Business Address:	**23 ROCKY RIDGE DRIVE, TRUMBULL, CT, 06611, USA**	Business Type:	**Domestic Limited Liability Company**
Mailing Address:	**23 ROCKY RIDGE DRIVE, TRUMBULL, CT, 06611, USA**	Business Status:	**Active**
Date Inc/Registration:	**May 11, 1998**		
Annual Report Due Date:	**03/31/2021**		
NAICS Code:	**Construction (23)**	NAICS Sub Code:	**New Single-Family Housing Construction (except For-Sale Builders) (236115)**

Principals Details

Name/Title	Business Address	Residence Address
JOSEPH GIACOBBE MEMBER	23 ROCKY RIDGE DRIVE, TRUMBULL, CT, 06611, USA	23 ROCKY RIDGE DRIVE, TRUMBULL, CT, 06611, USA

Agent Summary

Agent Name	**JOSEPH GIACOBBE**
Agent Business Address	**23 ROCKY RIDGE DRIVE, TRUMBULL, CT, 06611, USA**
Agent Residence Address	**23 ROCKY RIDGE DRIVE, TRUMBULL, CT, 06611, USA**
Agent Mailing Address	**23 ROCKY RIDGE DRIVE, TRUMBULL, CT, 06611, USA**

PROPERTIES WITHIN 100' OF 155 POND ST #REAR

LOCATION	OWNER NAME	MAILING ADDRESS	CITY	STATE	ZIP CODE
205 POND ST #207	JERRY A BUTLER	205 POND ST #207	BRIDGEPORT	CT	06606
107 POND ST	LTS PROPERTIES LLC	107 POND ST	BRIDGEPORT	CT	06606
117 POND ST	CHANG SIRODENNE T	883 JUDSON PL	STRATFORD	CT	06615
49 INFIELD ST	SZYMANSKI ELAINE	600 BOND ST	BRIDGEPORT	CT	06610
15 OAKWOOD ST	UKRAINIAN ORTHODOX CHURCH OF	15 OAKWOOD ST	BRIDGEPORT	CT	06606
115 POND ST	LEWIS NONA	20 TIMBER RIDGE RD	STRATFORD	CT	06615
135 POND ST	RESTO MARIE L & JASMINE RESTO	135 POND ST	BRIDGEPORT	CT	06606
155 POND ST	COUNTS MINDY	155 POND ST	BRIDGEPORT	CT	06606
39 INFIELD ST	WILSON VERNETTE	39 INFIELD ST	BRIDGEPORT	CT	06606
29 INFIELD ST	PRO TECH HOME LLC	640 SHELTON RD	TRUMBULL	CT	06611
145 POND ST	BRIDGEPORT REAL ESTATE LLC	122 ASYLUM ST	BRIDGEPORT	CT	06610
175 POND ST	SIMPLICE DJENANN	175 POND ST	BRIDGEPORT	CT	06606
19 INFIELD ST	PRO TECH HOME LLC	640 SHELTON RD	TRUMBULL	CT	06611
137 POND ST	BARKLEY TANYA	137 POND ST	BRIDGEPORT	CT	06606
197 POND ST	ISIDORO ANTONIO	267 SPRING HILL RD	MONROE	CT	06468
195 POND ST	BROWN IVA L	195 POND ST	BRIDGEPORT	CT	06606
155 POND ST #REAR	GIACOBBE CONSTRUCTION, LLC	90 ARDEN RD	TRUMBULL	CT	06611
177 POND ST	BEAUVAIS RACHELLE	177 POND ST	BRIDGEPORT	CT	06606
64 SLAWSON ST #66	SANTOS ARNALDO F	64 SLAWSON ST	BRIDGEPORT	CT	06606
147 POND ST	CHERY MIRELLE & ANTENOR	147 POND ST	BRIDGEPORT	CT	06604

MILONE & MACBROOM — Now part of SLR

December 8, 2020

Mr. Joe Giacobbe
Giacobbe Construction, LLC
23 Rocky Ridge Drive
Trumbull, CT 06611

RE: Traffic Engineering Services
Proposed Residential Development
155 Pond Street
Bridgeport, Connecticut
MMI #17406.00001

Dear Mr. Giacobbe:

At your request, we have undertaken this study to evaluate the traffic impact associated with the proposed residential development to be located at 155 Pond Street in Bridgeport, Connecticut. The site is currently vacant. Site access is to be provided via a new site driveway at the end of Infield Street in the western portion of the parcel. The work comprising the study consisted of a number of tasks including field reconnaissance, data collection, review of roadway and traffic conditions, estimation of site-development-generated traffic volumes, and assessment of future traffic operations at and near to the site. **Figure 1** shows the site location and surrounding roadway network.

EXISTING CONDITIONS

The key intersection analyzed as part of this study is Summit Street at Infield Street, which is an unsignalized two-way stop.

Summit Street runs approximately east/west with one travel lane in each direction; there are sidewalks along both sides of Summit Street. The speed limit is 25 miles per hour (mph). **Infield Street** is a residential street that runs approximately north/south with one travel lane in each direction and on-street parking along both sides of the road. South of Summit Street, Infield Street ends in a cul-de-sac. At the intersection with Summit Street, Infield Street is stop controlled while traffic along Summit Street is free flowing. Sight lines from Infield Street onto Summit Street were reviewed and are sufficient.

Land use in this area of Bridgeport is primarily a mix of residential and commercial. Approximately 0.3 miles east of the proposed site, Summit Street provides access to the on- and off-ramps of CT-8 at exit 5.

Crash Data Summary

Data on traffic crashes near the site for the recent 3-year period of March 1, 2017, through February 29, 2020 (pre-COVID-19), was obtained via the Connecticut Crash Data Repository. This data is summarized in Table 1 by location, crash severity, and collision type.

TABLE 1
Crash Data Summary

LOCATION:	CRASH SEVERITY					TYPE OF COLLISION				
	SERIOUS INJURY	SUSPECTED MINOR INJURY	POSSIBLE INJURY	PROPERTY DAMAGE ONLY	TOTAL	ANGLE	FIXED-OBJECT	FRONT-TO-REAR	SIDESWIPE, OPPOSITE DIRECTION	TOTAL
Summit Street at Infield Street		1	1	1	**3**	1	1	1		**3**
Along Infield Street				1	**1**				1	**1**
TOTAL	**0**	**1**	**1**	**2**	**4**	**1**	**1**	**1**	**1**	**4**

Source: University of Connecticut Crash Data Repository from March 1, 2017 to February 29, 2020

A total of four crashes were reported for the study area during this period. Two of the four crashes resulted in property damage only. No crashes resulted in serious injury. There do not appear to be any unusual trends in the crash data for this area.

Crash history following the COVID-19 outbreak was separately investigated for the study area. No crashes were reported during this period.

Existing Traffic Volumes

Traffic counts were conducted at the study intersection on Tuesday, November 16, 2020, during the morning and afternoon peak periods. The peak hours were found to be 7:45 a.m. to 8:45 a.m. and 4:30 p.m. to 5:30 p.m. for the weekday morning and afternoon, respectively. **Figure 2** shows the existing peak-hour traffic volumes.

To account for the COVID-19 pandemic and its overall effect on traffic patterns, these volumes were then adjusted based on review of the Connecticut Department of Transportation (CTDOT) nearby continuous count data from 2019. Based on this comparison, the 2020 turning movement counts were increased by 15% during the morning peak hour (the 2020 afternoon peak-hour volumes were consistent with the 2019 data); **Figure 2** shows the adjusted peak-hour traffic volumes.

PROPOSED DEVELOPMENT

The site is located at 155 Pond Street and is currently undeveloped. The proposed residential development will comprise of three floors and will have 24 units total. Site access will be provided via a new driveway, which will connect to the cul-de-sac at the end of Infield Street.

SITE-GENERATED TRAFFIC

Site-generated peak-hour vehicle trips from the proposed 24-unit residential development were estimated using statistical data published by the Institute of Transportation Engineers (ITE).[1] ITE Land Use Code (LUC) #221, multifamily housing (mid-rise) was used to estimate the site-generated traffic for the proposed development during the study peak hours; these traffic estimates can be seen in Table 2.

TABLE 2
Site Development Traffic Estimates

LAND USE	ITE LAND USE #	NUMBER OF VEHICLE TRIPS					
		WEEKDAY MORNING PEAK HOUR			WEEKDAY AFTERNOON PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing, Mid-Rise (24 units)	221	2	7	9	6	5	11

Trip Generation, 10th Edition. Institute of Transportation Engineers, 2017

The geographic distribution of the site-generated traffic was estimated based on review of the roadway traffic patterns in the vicinity of the site and Journey-to-Work census data. It is estimated that approximately 25% of the site traffic will be oriented to/from the west toward Main Street via Summit Street and 75% to/from the east toward the Route 8 ramps via Summit Street. **Figure 3** shows the estimated site-generated traffic that is routed through the study intersections based on this distribution for the weekday morning and afternoon peak hours.

FUTURE TRAFFIC VOLUMES

Future roadway traffic volumes were estimated both with and without the proposed residential development in place in order to determine possible traffic impacts. This proposed development is anticipated to open in year 2022.

The background traffic scenario is reflective of future conditions before the new development is built, and was estimated by expanding the baseline traffic volumes to the estimated opening year of 2022 using an annual growth rate of 0.6%, per input from CTDOT. Correspondence with the City of Bridgeport and CTDOT finds that there are currently no other upcoming developments in the area that might contribute to future traffic volumes near the site. The resultant estimated 2022 volumes reflect conditions just before the proposed development would open and can be seen on **Figure 3** as the background traffic volumes.

The combined traffic scenario is reflective of future conditions after the proposed residential development is built and opened, and was estimated by adding the estimated new traffic generated by the residential

[1] *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017

development to the future background traffic. The resultant estimated 2022 future combined traffic volumes are shown on **Figure 3**.

Intersection Capacity Analysis

The future background and combined traffic scenarios were evaluated by means of capacity analysis techniques. These analyses were used to determine the quality of operations at the study intersections, and a comparison of background versus combined traffic operations allows for a determination of possible traffic impacts from the proposed development. The quality of operations is measured and expressed as a level of service (LOS). LOS is defined as a measure of inconvenience that motorists experience. The levels are expressed with letter designations of A through F. In urban areas, LOS D or better during peak hours is considered acceptable. Table 3 summarizes the results of the capacity analysis.

TABLE 3
Capacity Analysis Summary

MOVEMENTS	WEEKDAY MORNING PEAK HOUR		WEEKDAY AFTERNOON PEAK HOUR	
	BACKGROUND	COMBINED	BACKGROUND	COMBINED
Unsignalized				
Summit Street at Infield Street				
Northbound Left/Through/Right	B	B	B	B
Southbound Left/Through/Right	C	C	C	C

As can be seen, traffic conditions are expected to be good at LOS C or better during both the background and combined scenarios for both peak hours. No traffic mitigation is necessary as part of this development.

SUMMARY

This study was conducted to assess the transportation implications of the proposed residential development to be located at 155 Pond Street in Bridgeport, Connecticut. To determine a profile of existing conditions, detailed field reconnaissance and data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed development were developed based on industry statistical data, and intersection capacity analyses were performed, comparing existing and future conditions adjacent to the site. Analysis of the estimated traffic added to the study intersections from the proposed residential development finds that the additional traffic can be accommodated with little to no perceptible impact. All movements are expected to operate at LOS B or C, and there is no change in LOS between the background and combined conditions for any movements at the study intersections.

We hope this report is useful to you and the City of Bridgeport. If you have any questions or need anything further, please do not hesitate to contact either of the undersigned.

Very truly yours,

MILONE & MACBROOM, INC.

David G. Sullivan, PE, Associate
Manager of Traffic & Transportation Planning

Neil C. Olinski, MS, PTP
Lead Transportation Planner

Enclosures

17406.00001-d420-ltr

155 POND STREET
BRIDGEPORT, CONNECTICUT

SITE LOCATION MAP

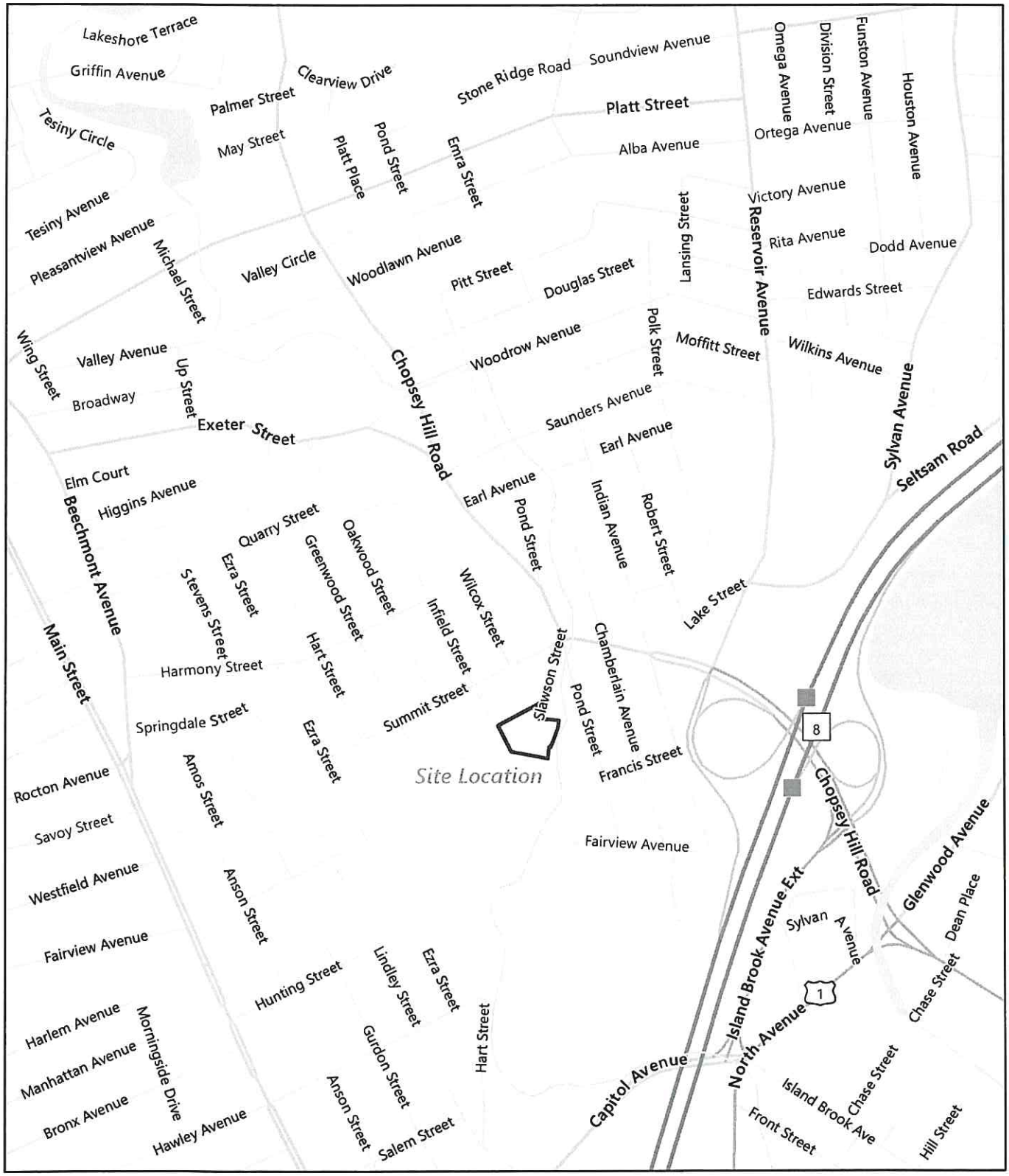


FIGURE 1

MILONE & MACBROOM

155 POND STREET
BRIDGEPORT, CONNECTICUT

EXISTING AND ADJUSTED
TRAFFIC VOLUMES

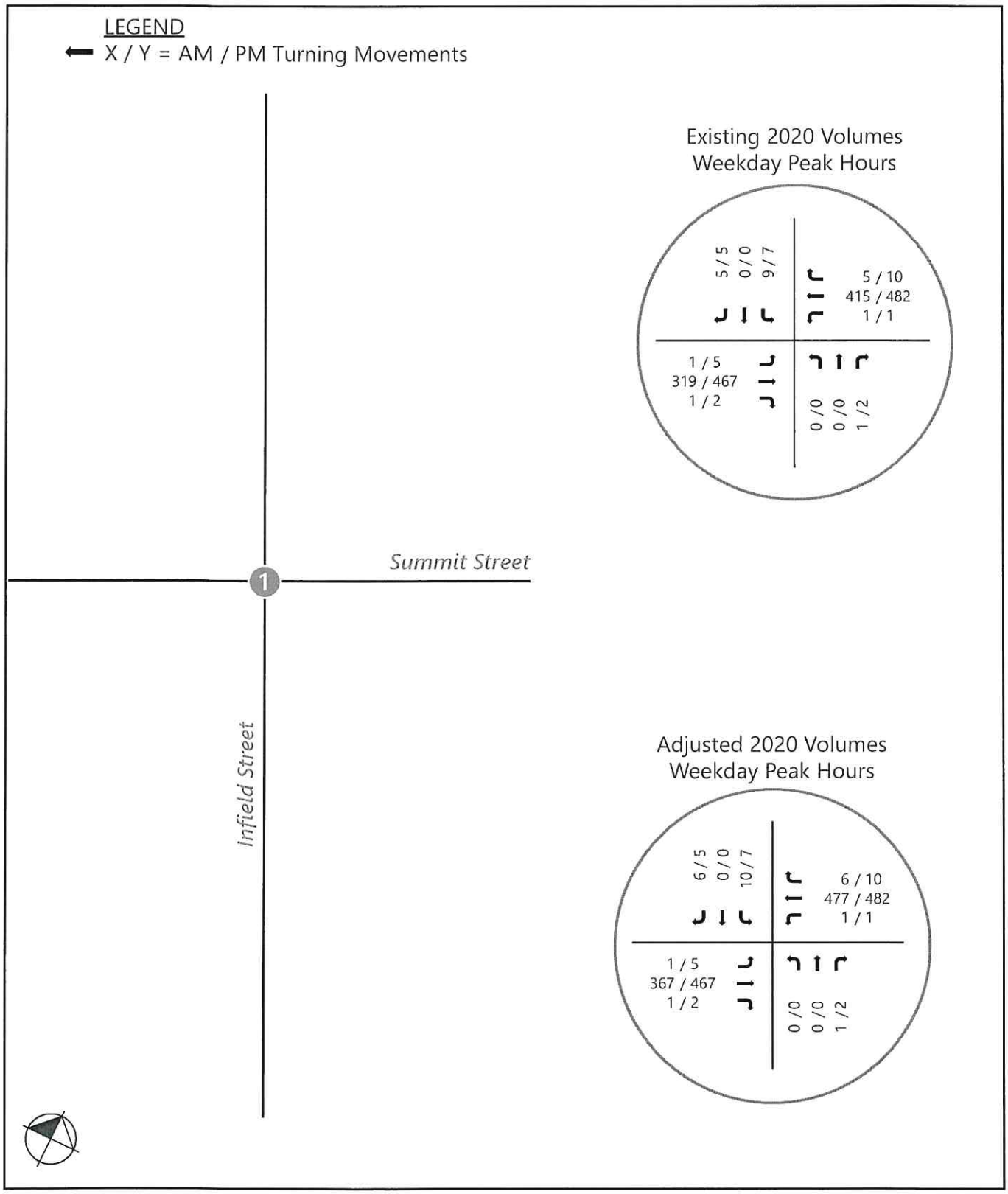


FIGURE 2

MILONE & MACBROOM

155 POND STREET
BRIDGEPORT, CONNECTICUT

SITE-GENERATED, BACKGROUND, AND
COMBINED TRAFFIC VOLUMES

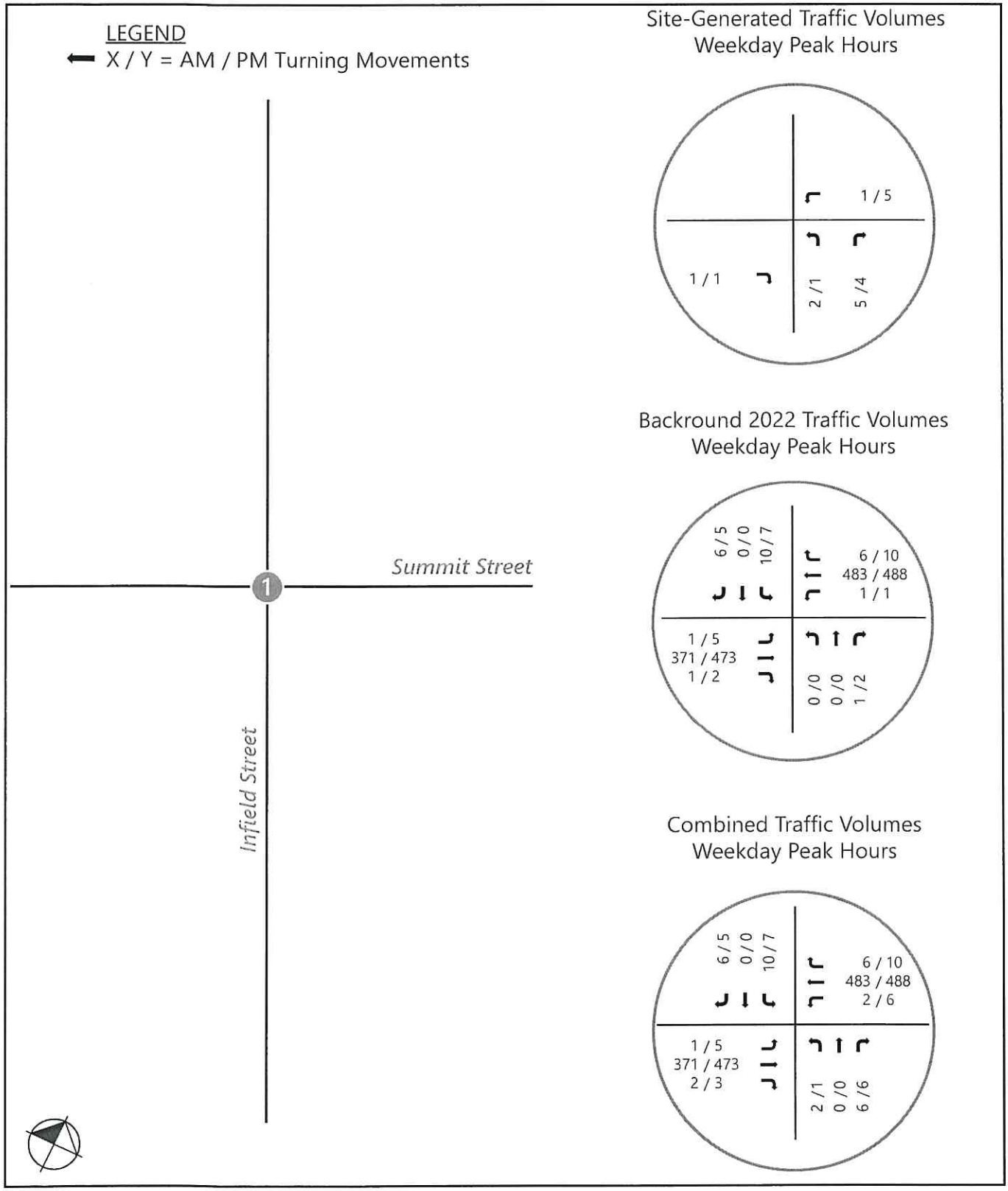


FIGURE 3

MILONE & MACBROOM

APPENDIX

LEVEL OF SERVICE

FOR TWO-WAY

STOP SIGN CONTROLLED INTERSECTIONS

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

LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS[1]	**CONTROL DELAY (s/veh)**
A	**≤ 10**
B	**> 10 AND ≤ 15**
C	**> 15 AND ≤ 25**
D	**> 25 AND ≤ 35**
E	**> 35 AND ≤ 50**
F	**> 50**

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

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

HCS7 Two-Way Stop-Control Report

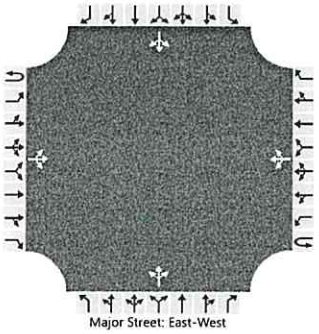
General Information

Analyst	FMF
Agency/Co.	MMI
Date Performed	11/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Background AM Peak Hour

Site Information

Intersection	Infield St at Summit St
Jurisdiction	
East/West Street	Summit St
North/South Street	Infield St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	371	1		1	483	6		0	0	1		10	0	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				1					1				18	
Capacity, c (veh/h)		1026				1145					641				303	
v/c Ratio		0.00				0.00					0.00				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.2	
Control Delay (s/veh)		8.5				8.1					10.6				17.6	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)	0.0				0.0				10.6				17.6			
Approach LOS									B				C			

HCS7 Two-Way Stop-Control Report

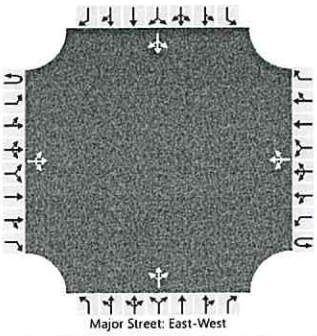
General Information

Analyst	FMF
Agency/Co.	MMI
Date Performed	11/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Combined AM Peak Hour

Site Information

Intersection	Infield St at Summit St
Jurisdiction	
East/West Street	Summit St
North/South Street	Infield St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	371	2		2	483	6		2	0	6		10	0	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				2					9				18	
Capacity, c (veh/h)		1026				1144					447				298	
v/c Ratio		0.00				0.00					0.02				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.2	
Control Delay (s/veh)		8.5				8.2					13.2				17.8	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)	0.0				0.1				13.2				17.8			
Approach LOS									B				C			

HCS7 Two-Way Stop-Control Report

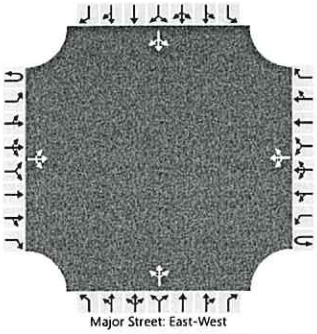
General Information

Analyst	FMF
Agency/Co.	MMI
Date Performed	11/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Background PM Peak Hour

Site Information

Intersection	Infield St at Summit St
Jurisdiction	
East/West Street	Summit St
North/South Street	Infield St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	473	2		1	488	10		0	0	2		7	0	5
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				1					2				14	
Capacity, c (veh/h)		1001				1024					541				251	
v/c Ratio		0.01				0.00					0.00				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.2	
Control Delay (s/veh)		8.6				8.5					11.7				20.2	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)		0.2				0.0				11.7				20.2		
Approach LOS										B				C		

HCS7 Two-Way Stop-Control Report

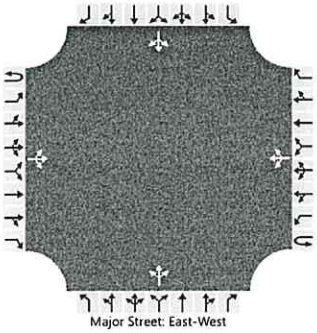
General Information

Analyst	FMF
Agency/Co.	MMI
Date Performed	11/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Combined PM Peak Hour

Site Information

Intersection	Infield St at Summit St
Jurisdiction	
East/West Street	Summit St
North/South Street	Infield St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	473	3		6	488	10		1	0	6		7	0	5
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
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Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				7					8				14	
Capacity, c (veh/h)		1001				1023					417				243	
v/c Ratio		0.01				0.01					0.02				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.2	
Control Delay (s/veh)		8.6				8.5					13.8				20.7	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)	0.2				0.2				13.8				20.7			
Approach LOS									B				C			

DEVELOPMENT STANDARDS	ZONE: R-A (EXISTING)	ZONE: R-C (PROPOSED)	EXISTING CONDITIONS	PROPOSED CONDITIONS
LOT AREA, MINIMUM	9,000	9,000	67,563± SF	67,563± SF
FRONTAGE, MINIMUM	60 FT.	60 FT.	147.78'	147.78'
DEPTH, MINIMUM	100 FT.	N.A.	N/A	N/A
LOT AREA PER DWELLING UNIT, MINIMUM	N.A.	2,700 SF.	N/A	23 (25 ALLOWED)
PRINCIPAL BUILDING SETBACK				
FRONT LOT LINE, MINIMUM FROM	20 FT.	15 FT. or PREVAILING	N/A	26.0'
SIDE LOT LINE, MINIMUM FROM				
ONE SIDE	6 FT.	10 FT. MIN. or		
BOTH SIDES	20 FT.	40% BLD. HEIGHT	N/A	15.8'
REAR LOT LINE, MINIMUM	20% / 20 FT.	20%/50 FT. (LESSER)	N/A	N/A
ACCESSORY STRUCTURE				
SETBACK MINIMUM:				
FRONT LOT LINE	50% / 75 FT.	50%/75 FT. (LESSER)	N/A	N/A
SIDE LOT LINE	3 FT.	3 FT.	N/A	N/A
REAR LOT LINE	3 FT.	3 FT.	N/A	N/A
FLOOR AREA MAXIMUM	50% OF 1ST FLOOR		N/A	N/A
COVERAGE				
BUILDING COVERAGE, MAXIMUM	40%	60%	N/A	12.0%
SITE COVERAGE, MAXIMUM	60%	70%	2.3%	32.0%
LANDSCAPE AREA				
MINIMUM	40%	30%	97.7%	68.0%
HEIGHT				
PRINCIPAL BUILDING, MAXIMUM				
MID-POINT OF HIGHEST ROOF	28 FT.	N/A	N/A	N/A
TO RIDGE	35 FT.	4 STORY or 45'	N/A	39.0'
ACCESSORY STRUCTURE, MAXIMUM				
FLAT/ ROUNDED ROOF	12 FT.	12 FT.	N/A	N/A
TO RIDGE	15 FT.	15 FT.	N/A	N/A

GENERAL NOTES:

1. This Map has been prepared pursuant to the Regulation of Connecticut State Agencies Section 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. on Sept. 26, 1996.

2. This Survey conforms to Class A-2.

3. The Type of survey performed is a Limited Property / Boundary Survey, and is intended to be Existing Building Location Survey.

4. Boundary determination is based upon a Dependent Resurvey (see MAP REFERENCES and Record Deeds.)

5. North Arrow is based on State Plane Coordinates (NAD 83.)

6. This map is NOT VALID without a LIVE SIGNATURE and EMBOSSED SEAL.

7. This map is NOT VALID if altered or used by any party other than the one depicted in title block of this map.

8. Property Lines Established According to Record Deeds as exist.

9. Physical Features Such as Stone Walls, Wire Fences, Monuments, Iron Pins or Pipes, Etc. taken under consideration to establish current deed lines.

10. Underground Utility, Structure and facility Locations depicted and noted hereon have been compiled, in part, from record mapping supplied by the respective utility companies or government agencies, from parole testimony and from other sources. These Locations must be considered as approximate in nature. Additionally, other such features may exist on the site, the existence of which are unknown to this firm. The size, Location and existence of all such features must be field determined and verified by the appropriate authorities prior to construction. CALL BEFORE YOU DIG 1-800-922-4455.

11. Lot served by town sewer system and public water supply.

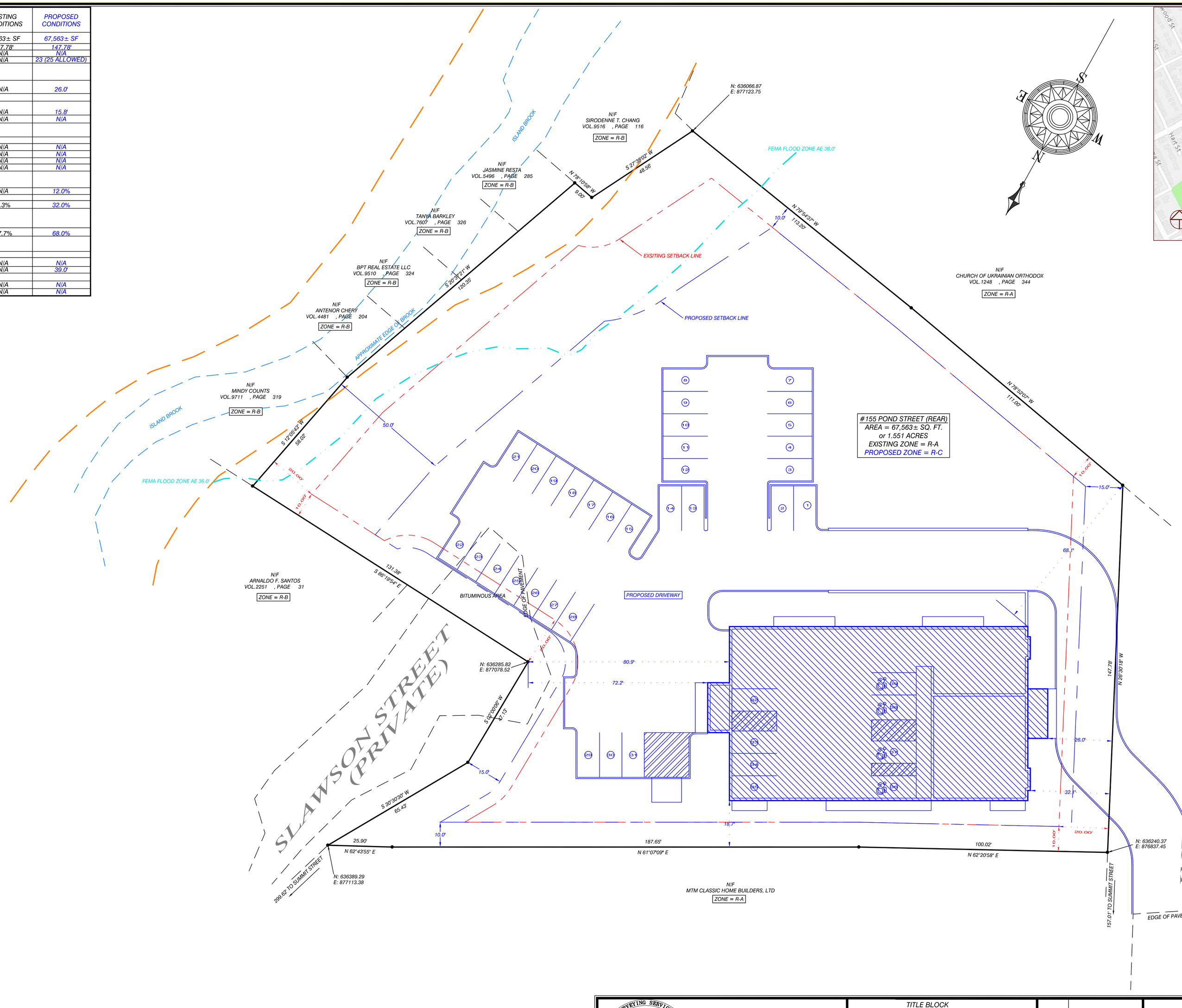
12. Subject Property in Flood Zone AE (EL. 36.0') as per Flood Insurance Rate Map # 09001C0429G Panel 429 of 626 Dated July 8, 2013.

13. Elevations based on N.A.V.D. 1988.

14. Bench Mark Provided by The Bridgeport Engineering Department.

MAP REFERENCES:

1. SUBDIVISION MAP OF PROPERTY LOCATED AT 48 INFIELD STREET BRIDGEPORT, CONNECTICUT PREPARED FOR MTM CLASSIC HOME BUILDERS, LTD PREPARED BY PEREIRA ENGINEERING, LLC DATED JANUARY 26, 2018. SCALE 1"=30'
2. PIN SHEETS 6488, 6584, 24-10,2435, 2436,2437,2438
3. VOL. 50 PG. 212



LAND SURVEYING SERVICES, LLC
135 FAIRCHILD AVENUE
FAIRFIELD, CONNECTICUT 06825
TEL. (203) 522-4177
FAX. (203) 615-0123
EMAIL: info@nealjain.com

RES KK | SKT JL | PL NJ | MAP JL | DWG: 20284

TITLE BLOCK

ASSESSORS MAP # 67/2444 PARCEL # 9/Z — ZONE: R-A
APPLICANT: SAME AS OWNER

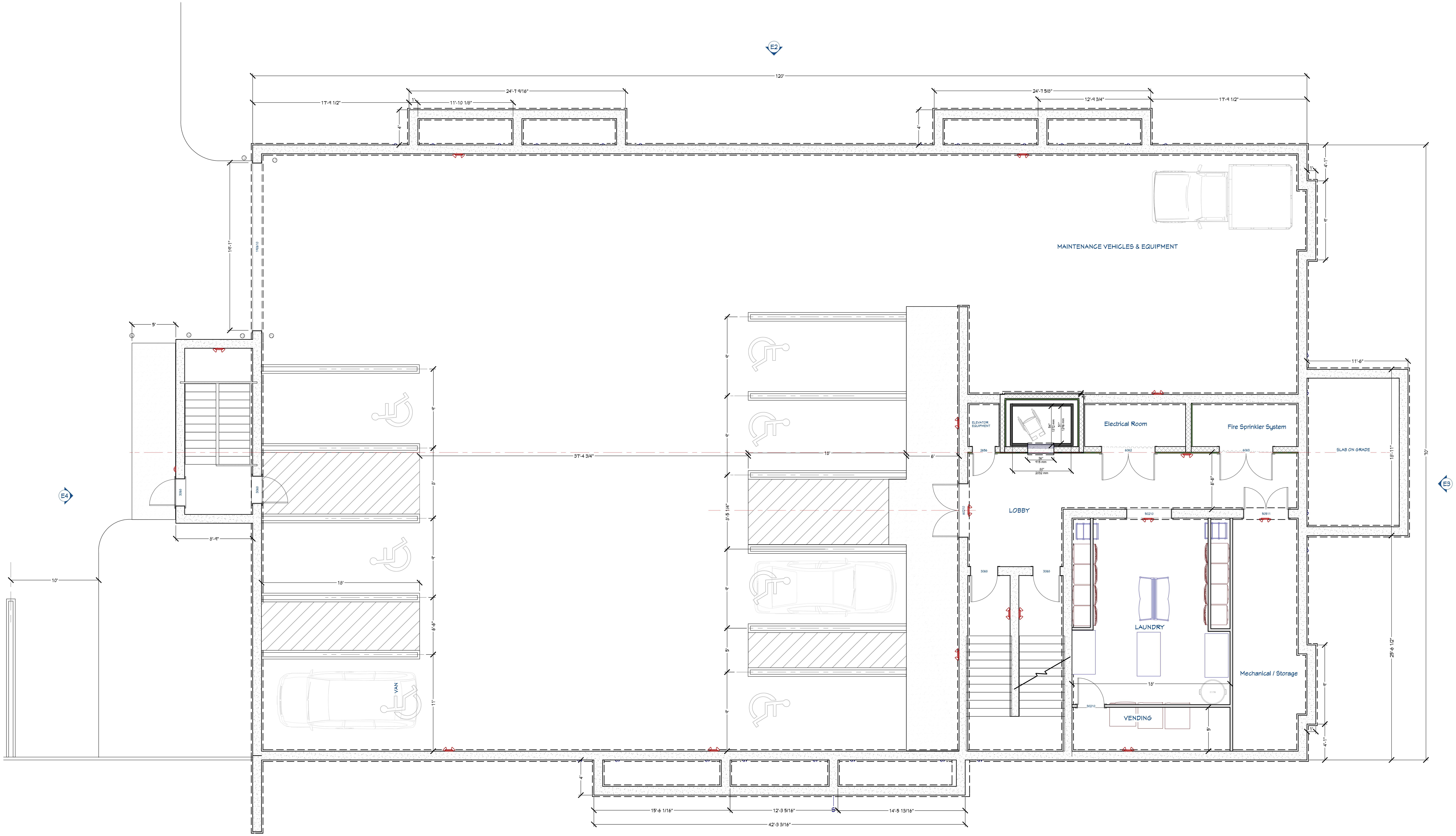
DESCRIPTIVE TITLE: ZONE CHANGE MAP
To the best of my knowledge and belief this map is substantially correct as noted hereon

NEAL K. JAIN L.S. # 18139

DATE:	DESCRIPTION
	REVISIONS

ZONE CHANGE MAP
PREPARED FOR
GIACOBBE CONSTRUCTION LLC
155 POND STREET #REAR, BRIDGEPORT, CONNECTICUT

20 0 20 40
SCALE: 1"= 20'
DATE: DEC. 18, 2020

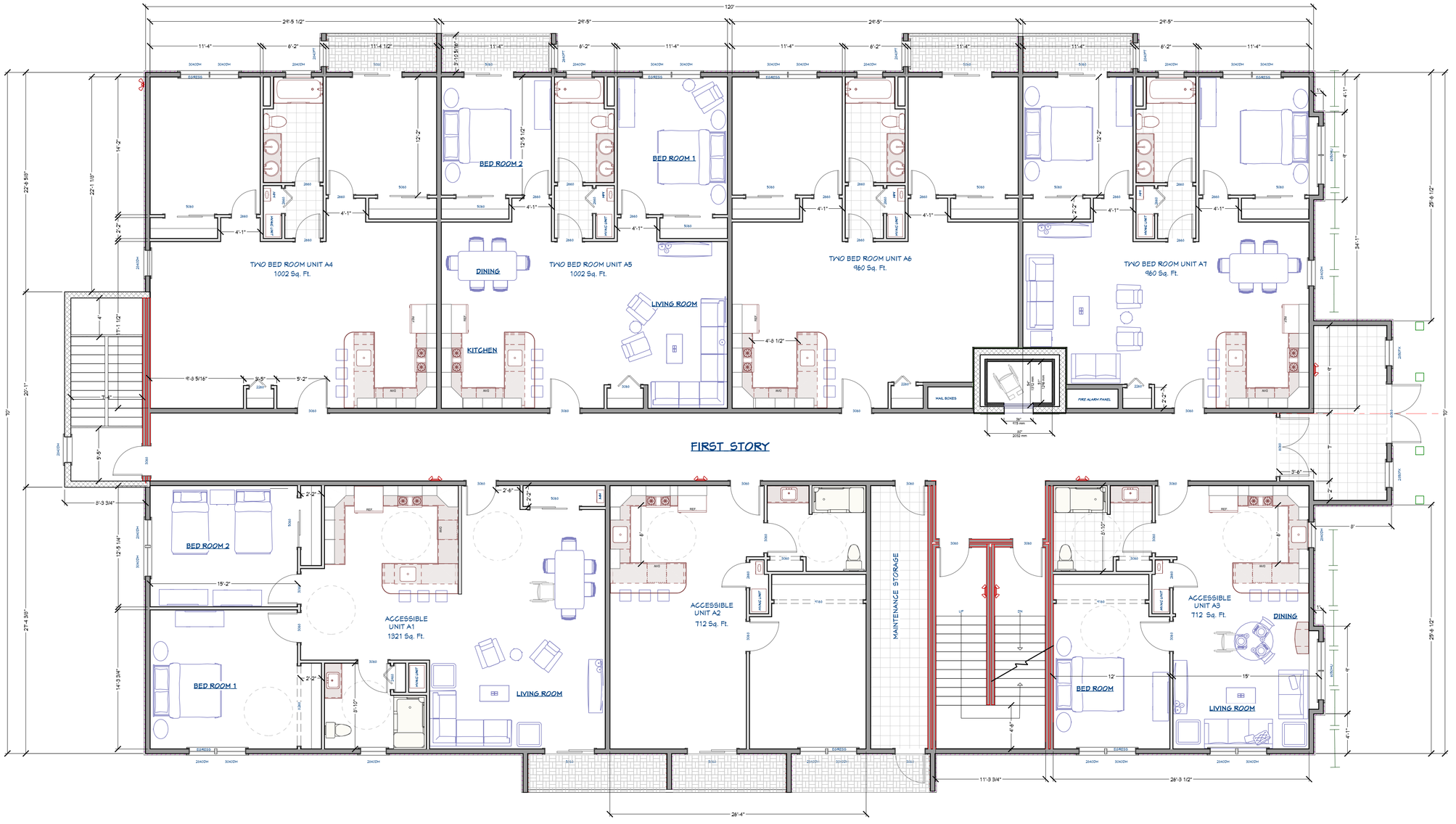


GARAGE FLOOR PLAN

PROPOSED APARTMENT BUILDING

DATE:

SCALE: 3/16" = 1' - 0"



UL Des U336 — 2 HR, FIRE RATED WALL

2" x 6" — 1 HR, FIRE RATED WALL

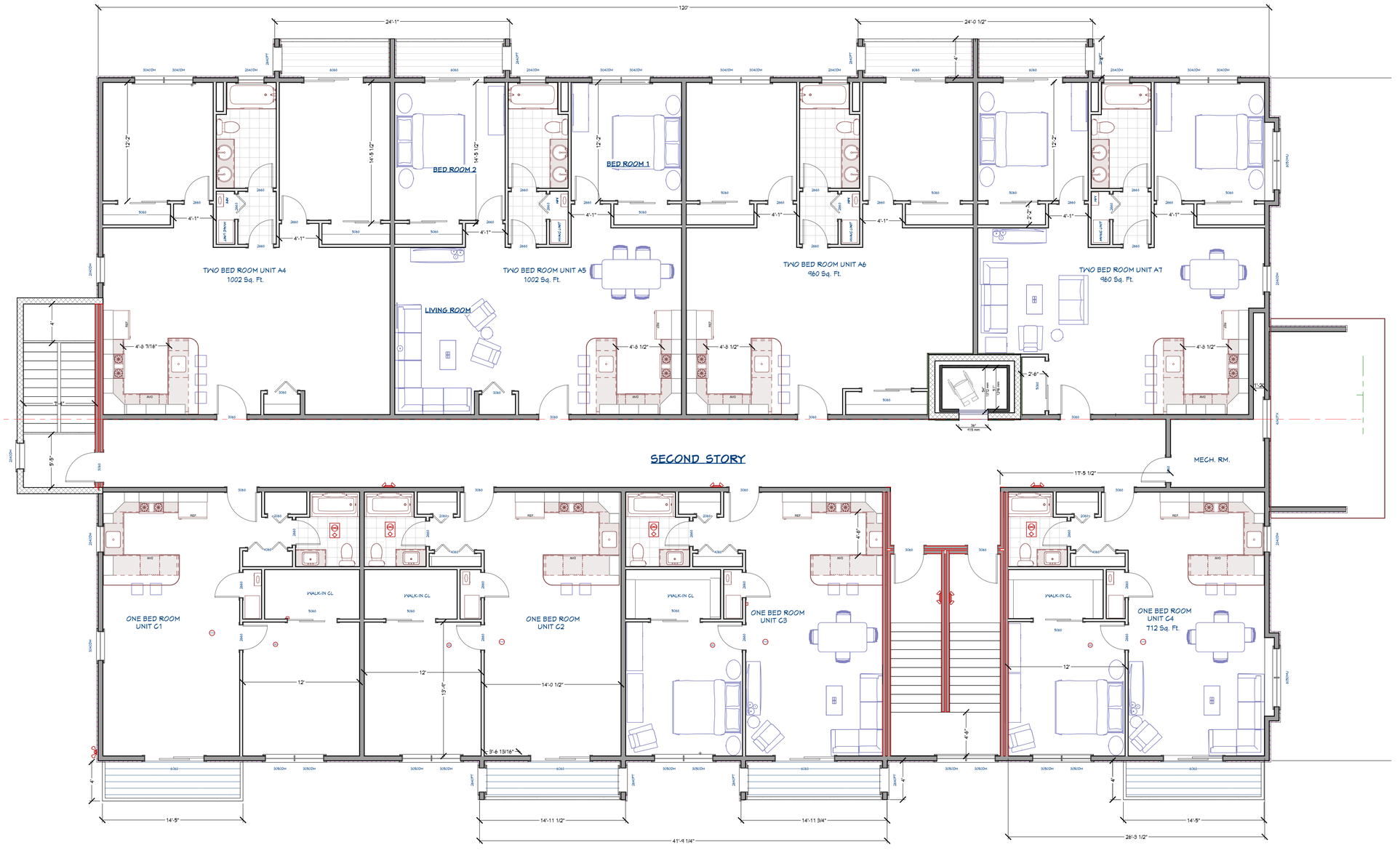
2" x 4" — 1 HR, FIRE RATED WALL

PROPOSED FIRST FLOOR PLAN

PROPOSED APARTMENT BUILDING

DATE:

SCALE: 3/16" = 1' - 0"

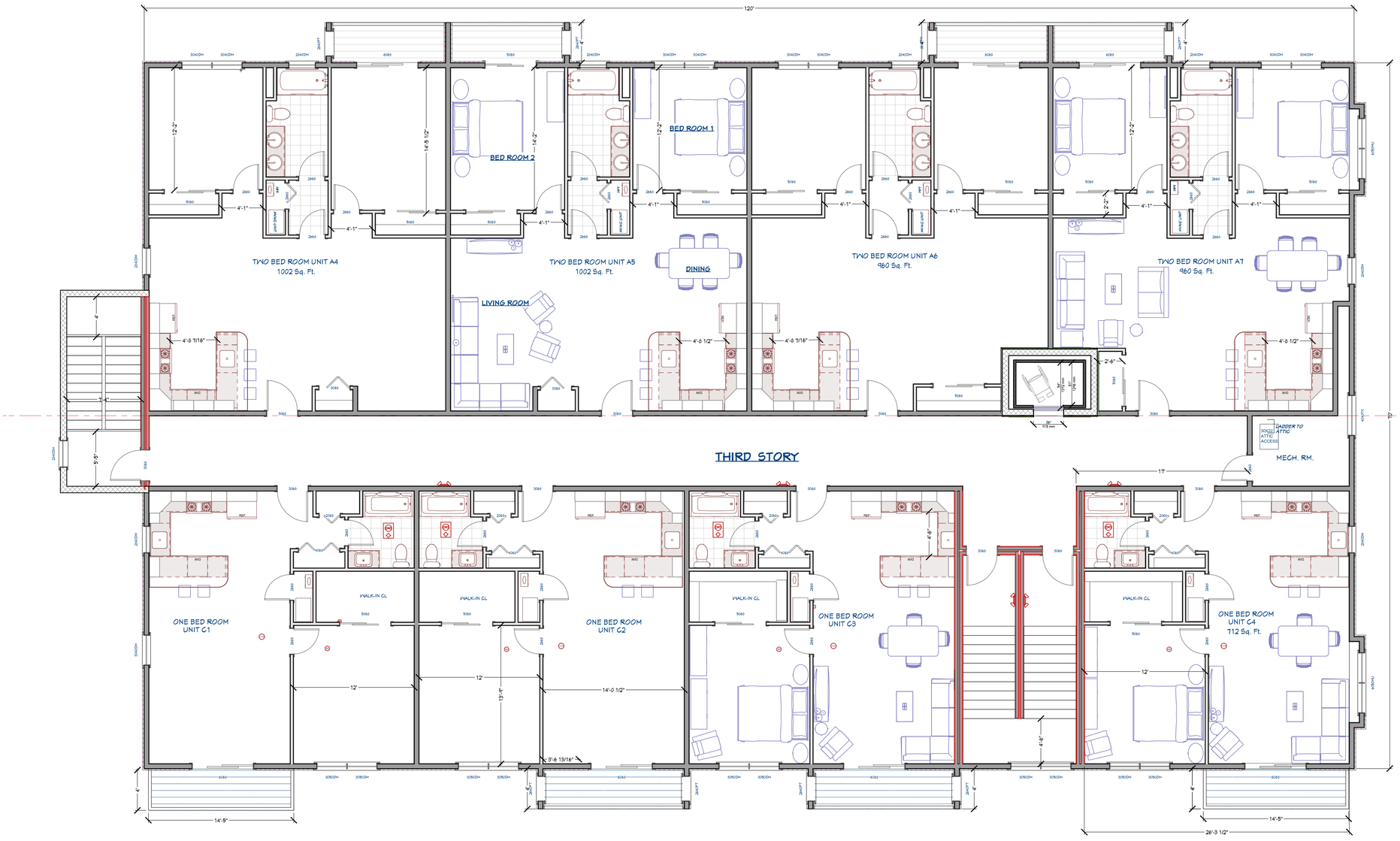


PROPOSED SECOND FLOOR PLAN

PROPOSED APARTMENT BUILDING

DATE:

SCALE: 3/16" = 1' - 0"

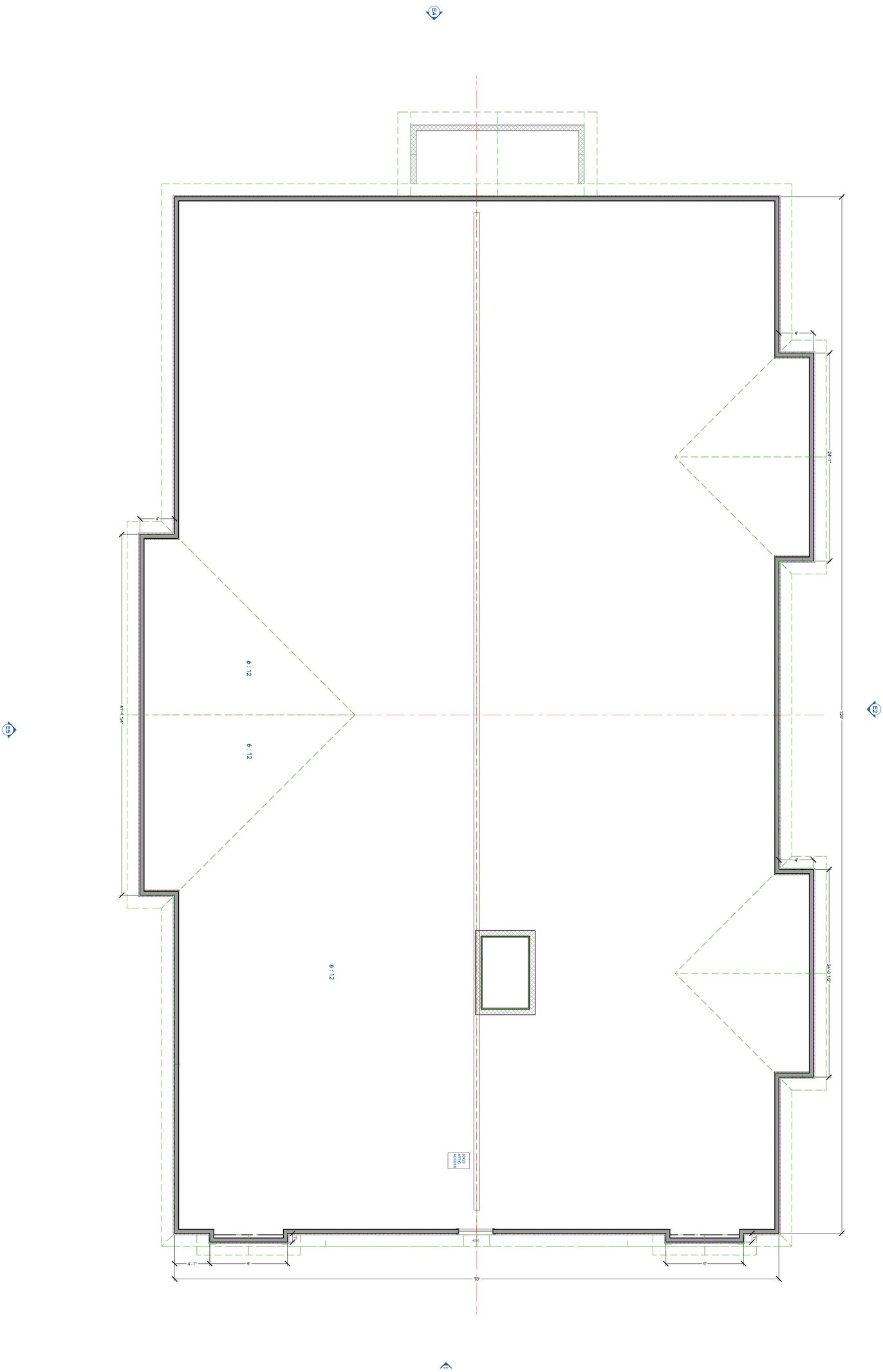


PROPOSED THIRD FLOOR PLAN

PROPOSED APARTMENT BUILDING

DATE:

SCALE: 3/16" = 1' - 0"



PROPOSED APARTMENT BUILDING

Elevation 4

Elevation 3

PROPOSED APARTMENT BUILDING

DATE:

SCALE:

Elevation 2

PROPOSED APARTMENT BUILDING

DATE:

SCALE: 3/16" = 1' - 0"

Elevation 5

PROPOSED APARTMENT BUILDING

DATE:

SCALE:

CITY OF BRIDGEPORT

File No. _____

PLANNING & ZONING COMMISSION
APPLICATION

1. **NAME OF APPLICANT:** HAN Capital
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: 225 Boston Avenue, Bridgeport, CT 06610
   (number) (street) (state) (zip code)
4. Assessor's Map Information: Block No. 2002 Lot No. 17
5. Amendments to Zoning Regulations: (indicate) Article: Zone Development Standards Section: _____
   (Attach copies of Amendment)
6. Description of Property (Metes & Bounds): n/a
7. Existing Zone Classification: n/a
8. Zone Classification requested: n/a
9. Describe Proposed Development of Property: To amend the Zone Development Standards to allow self-service storage facilities in the Or-G Zone

Approval(s) requested: Amendment to the Bridgeport Zoning Regulations

Signature: _____ **Date**: _____

Print Name: _____

If signed by Agent, state capacity (Lawyer, Developer, etc.) **Signature:** Patricia C. Sullivan

Print Name: Patricia C. Sullivan

Mailing Address: Atty for the Applicant, Cohen & Wolf, PC, 1115 Broad St., Bpt., CT 06604

Phone: 203-337-4124 Cell: 203-414-6455 Fax: 203-337-5524

E-mail Address: psullivan@cohenandwolf.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
- □ A-2 Site Survey
- □ Drainage Plan
- □ Property Owner's List
- □ Building Floor Plans
- □ Building Elevations
- □ Fee
- □ Cert. of Incorporation & Organization and First Report (Corporations & LLC's)

PROPERTY OWNER'S ENDORSEMENT OF APPLICATION

Print Owner's Name	Owner's Signature	Date
Print Owner's Name	Owner's Signature	Date

Rev. 6/18/2016

COHEN and WOLF P.C.
ATTORNEYS AT LAW

PATRICIA C. SULLIVAN

Please Reply To Bridgeport
Writer's Direct Dial: (203) 337-4124
E-Mail: psullivan@cohenandwolf.com

December 15, 2020

Dennis Buckley
Zoning Administrator
Zoning Department
45 Lyon Terrace
Bridgeport, Connecticut 06604

Re: Text Amendment to Zone Development Standards for Non Residential Zone Table 2.A of the Bridgeport Zoning Regulations

Dear Mr. Buckley:

Please accept the following narrative and attached materials as part of the application to amend the Bridgeport Zoning Regulations to allow Self-Service Storage Facilities in the OR-G Zone.

Proposed Text Amendment

Change Zone Development Standards for Non Residential Zone Table 2.A to permit Self-Service Storage Facilities in the OR-G Zone

Narrative

Under the Bridgeport Zoning Regulations "Self-Service Storage Facilities" are currently categorized as Warehouse and Freight Handling, as set forth under Table 6 Section 6.35 of the Zoning Regulations. Existing Self-Service Storage Facilities in the OR-G Zone are nonconforming. Any further development of existing facilities or any new facilities would require a variance. The Self-Service Storage Facility use is compatible with the uses already permitted in the OR-G zone.

HAN Capital, a national company that develops and invests in self-storage facilities, is under contract to purchase the Budget Storage facility at 225 Boston Ave in Bridgeport. The use is currently nonconforming in the zone. This would be HAN Capital's first investment in Connecticut. They currently have Self-Service Storage Facilities in six other states. Their investment depends on their ability to upgrade and expand the Self-Service Storage Facility.

I am attaching a letter from HAN Capital along with a snapshot of their plans and pictures that show the location of the property and its existing condition. We shared this information, in a Concept Review session, with the Land Use and Economic Development Offices in Bridgeport. We are trying to move forward quickly to try to secure the necessary approvals to move this investment forward. If Self-Service Storage were a permitted use throughout the OR-G zone it would greatly improve the viability of these types of facilities and provide the incentive for upgrading and expanding these facilities. If HAN Capital is unable to secure the necessary approvals to move this investment forward, they may decide not to move forward with investing in Bridgeport.

Passage of the proposed amendment would make the Self-Service Storage Facility use, which already exists in the OR-G zone, conforming. That conformity will make upgrades and expansions possible and encourage investment.

The Applicant respectfully requests that the Commission amend the Zone Development Standards for Non Residential Zone Table 2.A of the Bridgeport Zoning Regulations to permit Self-Service Storage Facilities in the OR-G Zone.

Sincerely,

Patricia C. Sullivan

PCS:rpr

2417 W. Lawrence Ave. Chicago, IL 60625
p: (872) 208-7614 f: (773) 966-2528
e: management@hancapitalgroup.com

HAN CAPITAL

November 23, 2020

To the Members of the Conceptual Urban Design Review Committee:

My name is John Cooper and I am one of the owners of HAN Capital. My company recently entered into a purchase agreement to acquire a self-storage facility located at 225 Boston Ave. We have been in the storage industry for a dozen years and we own and operate 27 storage facilities across 6 states, including New York and Pennsylvania. We are excited to expand into Connecticut!

This particular facility will require a significant financial investment and will benefit from new management. Currently, it is only half full and in need of major repairs. Specifically, we plan on investing over $150,000 into a new roof, as well as making a sizable investment to modernize the elevator, amongst other things.

Along with the upgrades we will be making to the building, we would like to add additional self-storage capacity behind the facility. The property fronts on Boston Avenue with a long vacant tail in the rear, approximately 60 feet wide and 400 feet long. We realize that the property is in an OR-G zone and self-storage is not currently a permitted use in the zone. Ideally, for us, the regulations would be changed to make self-storage a permitted use in the zone. Otherwise our planned additional self-storage units would require a variance and the resulting development would be legal, but nonconforming.

Currently the land in the rear is unused, overgrown with weeds coming through the broken pavement and walls full of graffiti. The unique long and narrow dimensions of the area, along with its hidden location behind the building, make it hard to find any good use for the land. Since the property is already used for storage, it makes perfect sense to continue the use into the back with a row of drive-up storage units on both sides, with a lane through the middle. This would give the back part of the property an attractive appearance, make it productive and enhance its value.

We have successfully completed over half a dozen similar builds of drive-up storage on vacant land in Indiana and Illinois. We are hopeful to have all necessary applications filed by the end of 2020, so that we can secure approvals early in 2021. We would appreciate the scheduling of our meeting with the City to discuss this project as soon as possible. Please let us know if you need any additional information. We look forward to meeting with you.

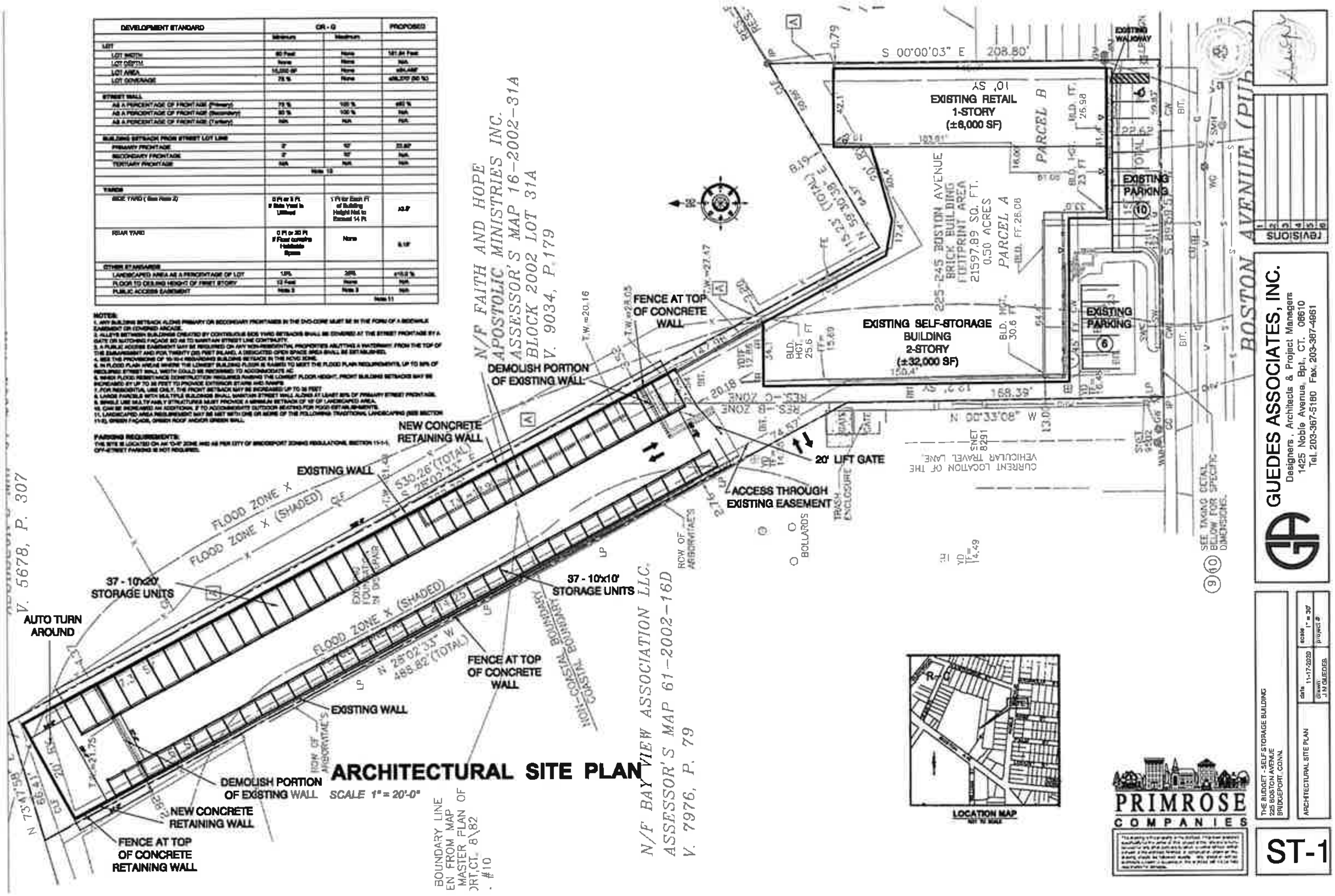
Thank you,

John

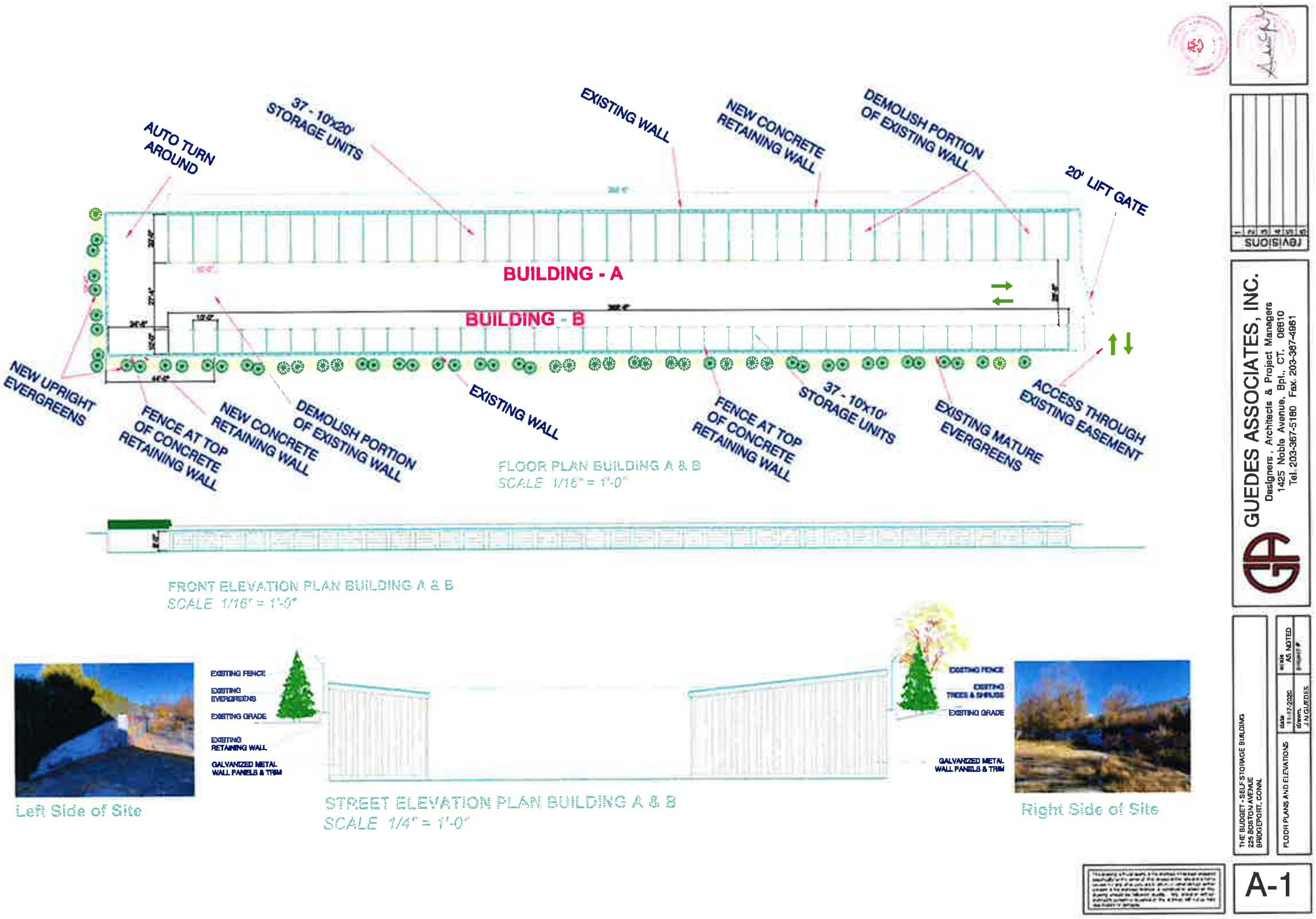
DEVELOPMENT STANDARD	OR - G		PROPOSED
	Minimum	Maximum	
LOT			
LOT WIDTH	50 Feet	None	[illegible]
LOT DEPTH	None	None	N/A
LOT AREA	[illegible]	None	[illegible]
LOT COVERAGE	75 %	None	[illegible]
STREET WALL			
AS A PERCENTAGE OF FRONTAGE (Primary)	75 %	100 %	[illegible]
AS A PERCENTAGE OF FRONTAGE (Secondary)	50 %	100 %	N/A
AS A PERCENTAGE OF FRONTAGE (Tertiary)	N/A	N/A	N/A
BUILDING SETBACK FROM STREET LOT LINE			
PRIMARY FRONTAGE	0'	10'	[illegible]
SECONDARY FRONTAGE	0'	10'	N/A
TERTIARY FRONTAGE	N/A	N/A	N/A
	Note 10		
YARDS			
SIDE YARD (See Note 2)	0 Ft or 5 Ft if Side Yard is Utilized	1 Ft for Each Ft of Building Height Not to Exceed 14 Ft	[illegible]
REAR YARD	0 Ft or 20 Ft if Floor contains Habitable Space	None	[illegible]
OTHER STANDARDS			
LANDSCAPED AREA AS A PERCENTAGE OF LOT	10%	25%	[illegible]
FLOOR TO CEILING HEIGHT OF FIRST STORY	12 Feet	None	N/A
PUBLIC ACCESS EASEMENT	Note 3	Note 3	N/A
			Note 11

NOTES:
1. ANY BUILDING SETBACK ALONG PRIMARY OR SECONDARY FRONTAGES IN THE DVD-CORE MUST BE IN THE FORM OF A SIDEWALK EASEMENT OR COVERED ARCADE.
2. ALLEYS BETWEEN BUILDINGS CREATED BY CONTIGUOUS SIDE YARD SETBACKS SHALL BE COVERED AT THE STREET FRONTAGE BY A GATE OR MATCHING FAÇADE SO AS TO MAINTAIN STREET LINE CONTINUITY.
3. A PUBLIC ACCESS EASEMENT MAY BE REQUIRED ON ANY NON-RESIDENTIAL PROPERTIES ABUTTING A WATERWAY. FROM THE TOP OF THE EMBANKMENT AND FOR TWENTY (20) FEET INLAND, A DEDICATED OPEN SPACE AREA SHALL BE ESTABLISHED.
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]

PARKING REQUIREMENTS:
[illegible]



ARCHITECTURAL SITE PLAN
SCALE 1" = 20'-0"

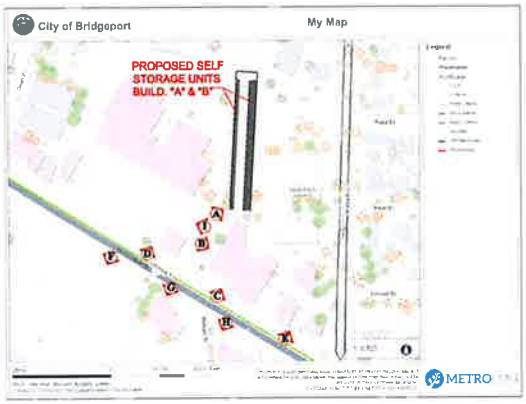

AUTO TURN AROUND
37 - 10'x20' STORAGE UNITS
EXISTING WALL
NEW CONCRETE RETAINING WALL
DEMOLISH PORTION OF EXISTING WALL
20' LIFT GATE
BUILDING - A
BUILDING - B
NEW UPRIGHT EVERGREENS
FENCE AT TOP OF CONCRETE RETAINING WALL
NEW CONCRETE RETAINING WALL
DEMOLISH PORTION OF EXISTING WALL
EXISTING WALL
FENCE AT TOP OF CONCRETE RETAINING WALL
37 - 10x10' STORAGE UNITS
EXISTING MATURE EVERGREENS
ACCESS THROUGH EXISTING EASEMENT
FLOOR PLAN BUILDING A & B
SCALE 1/16" = 1'-0"
FRONT ELEVATION PLAN BUILDING A & B
SCALE 1/16" = 1'-0"
EXISTING FENCE
EXISTING EVERGREENS
EXISTING GRADE
EXISTING RETAINING WALL
GALVANIZED METAL WALL PANELS & TRIM
Left Side of Site
STREET ELEVATION PLAN BUILDING A & B
SCALE 1/4" = 1'-0"
EXISTING FENCE
EXISTING TREES & SHRUBS
EXISTING GRADE
GALVANIZED METAL WALL PANELS & TRIM
Right Side of Site
REVISIONS
GUEDES ASSOCIATES, INC.
Designers, Architects & Project Managers
1425 Noble Avenue, Bpt., CT. 06610
Tel. 203-367-5180 Fax. 203-367-4961
THE BUDGET - SELF STORAGE BUILDING
BRIDGEPORT, CONN.
FLOOR PLANS AND ELEVATIONS
AS NOTED
A-1

VIEW "A"

VIEW "B"

VIEW "C"

VIEW "I"



VIEW "D"

VIEW "E"

VIEW "H"

VIEW "G"

VIEW "F"

GUEDES ASSOCIATES, INC.
Designers, Architects & Project Managers
1425 Noble Avenue, Bpt., CT. 06610
Tel. 203-367-5160 Fax. 203-367-4861

THE BUDGET SELF STORAGE BUILDING
225 BOSTON AVENUE
BRIDGEPORT, CONN.

NEIGHBORING PHOTOS AND AERIAL SITE PLAN

A-2

File No. _____

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

1. NAME OF PETITIONER: New Power Bridgeport, LLC
2. Is the Petitioner'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: 600 (598) Iranistan Ave
   (number) (street) (state) (zip code)
4. Assessor's Map Information: Block No. 400 Lot No. 8
5. Amendments to Zoning Regulations: (indicate) Article: N/A Section: _____
   (Attach copies of Amendment)
6. Description of Property (Metes & Bounds): 136.13 x 376.49 x 330.75 - Irregular shaped lot (0.51 acres)
7. Existing Zone Classification: MU-LI
8. Zone Classification requested: N/A
9. Describe Proposed Development of Property: Fuel Cell Distribution Site

Approval(s) requested: Coastal Area Site Plan Review

Signature: J. Scott Guilmartin **Date:** 3/4/21

Print Name: J. Scott Guilmartin

If signed by Agent, state capacity (Lawyer, Developer, etc.) **Signature:** _____

Print Name: _____

Mailing Address: 130 North Park Ave, Easton CT 06612

Phone: _____ Cell: 860-250-6232 Fax: _____

E-mail Address: sguilmartin@nupowerllc.net

$ 240.00 Fee received **Date:** 3/4/21 **Clerk:** _____

THIS PETITION 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

Print Owner's Name	Owner's Signature	Date
720 South, LLC		3/4/21
Print Owner's Name	Owner's Signature	Date

Rev. 6/18/2016

J SCOTT GUILMARTIN JR
759 HALE ST
SUFFIELD, CT 06078

5568
51-7010/2111
158

3/3/21
Date

CHECK ARMOR

Pay to the Order of City of Bridgeport $240.00

Two hundred fourty ——— Dollars

Photo Safe Deposit® Details on back

WebsterBank
WebsterOnline.com

For Coastal site plan fee J Scott Guilmartin

⑆211170101⑆10 0015356949⑈ 5568

ANCHOR
a Barton&Loguidice company

February 25, 2021

Mr. Dennis Buckley
Zoning Administrator
Zoning Department, City Hall
45 Lyon Terrace, Room 210
Bridgeport, CT 06604

Re: Nupower Bridgeport FC LLC
600 Iranistan Avenue, Bridgeport

Dear Mr. Buckley,

Enclosed are fourteen (14) copies of an *Application Form Municipal Coastal Site Plan Review For Projects Located Fully or Partially Within the Coastal Boundary,* along with supporting documents submitted on behalf of Nupower Bridgeport FC LLC for its fuel cell project at 600 Iranistan Avenue, Bridgeport. A check for $ 305.00 payable to the City is also enclosed.

Nupower Bridgeport FC LLC has an option to lease 600 Iranistan Avenue, Bridgeport from its current owner 720 South LLC.

Please contact me or Scott Guilmartin of Nupower Bridgeport FC LLC should you wish to discuss this project.

Sincerely,

Mark M. Zessin

Mark M. Zessin, P.E.
President

cc: Scott Guilmartin, Nupower Bridgeport FC LLC

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: Nupower Bridgeport FC LLC Date: 2/25/21

Address: 130 North Park Ave. Easton, CT 06612 Phone: Scott Guilmartin, 860-250-6232

Project Address or Location: 600 Iranistan Avenue, Bridgeport

Interest in Property: Γ fee simple ☒ option Γ lessee Γ easement

Γ other (specify)

List primary contact for correspondence if other than applicant:

Name: Mark M. Zessin, P.E, Senior Vice President, Barton and Loguidice, LLC

Address: 41 Sequin Drive

City/Town: Glastonbury State: CT Zip Code: 06033

Business Phone: 860-633-8770

e-mail: mzessin@bartonandloguidice.com

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

Γ Coastal resources on and contiguous to the site Not Applicable

Γ 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) Not Applicable

☒ Soil erosion and sediment controls

☒ Stormwater treatment practices

Γ 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: Not Applicable

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

Part I: Site Information

1. Street Address or Geographical Description: 600 Iranistan Avenue

   City or Town: Bridgeport
2. Is project or activity proposed at a waterfront site (includes tidal wetlands frontage)? Γ YES ☒ NO
3. Name of on-site, adjacent or downstream coastal, tidal or navigable waters, if applicable:
   Not 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:
   The property is a triangular shaped parcel. The northern side of the parcel is abuts the Metro North Railroad, owned by the State of Connecticut. The southeastern side of the parcel abuts the Interstate I-95 R.O.W. nearest the southbound lane, owned by State of Connecticut. The southwestern side of the parcel abuts Iranistan Avenue, owned by the City of Bridgeport, across Iranistan Avenue is an Industrially used site with an existing building and an existing Billboard
5. Indicate the area of the project site: 0.51 acres 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):
   - Γ 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 Not Applicable
   - Γ 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. Not Applicable
   - Γ 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. Not Applicable
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):

The existing one-half acre parcel at 600 Iranistan Ave is vacant. The site is generally flat. Fill will be placed to raise the grade of the site 2 ± feet. The Facility will consist of a 3 ½ story steel and concrete structure.The proposed installation consists of twenty one (21) 460KW Model 400 FuelCells manufactured by Doosan Fuel Cell America, Inc. in South Windsor, Connecticut (SeeAttachment #4 for Model 400 Data Sheets). The overall dimension of the individual Fuel Cellsis eight feet four inches wide by twenty-seven feet four inches long by nine feet eleven inches tall. The proposed facility will be a distributed generation resource.

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):

The first inch of runoff from the site will be retained on site and will be directed to an infiltration system as shown on the plan. The infiltration system consists of a series of 48" deep galleys.

As the water will infiltrate on site, there will not be an increase in runoff.

total suspended solids from the site will be retained within the galleys and will periodically be cleaned out.

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):

No resources within the influence of project.

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):

No resources within the influence of project.

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 Aapplicable≅ 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**:

1. Identify the adverse impact categories below that apply to the proposed project or activity. The Aapplicable≅ 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

2. 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.)*:

Not Applicable

*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):

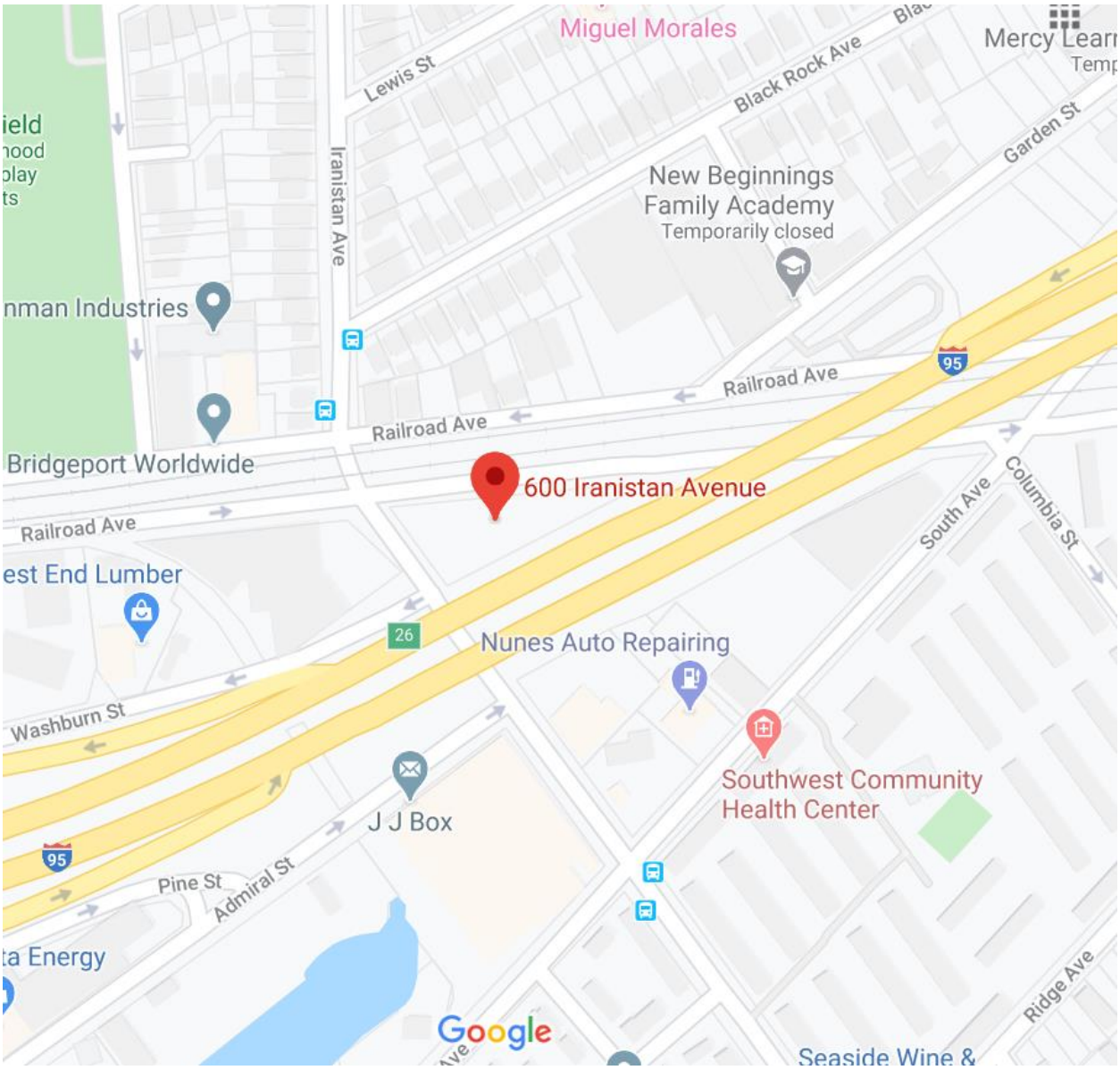
No resources within the influence of project, as such mitigation is not required.

Part IX: Remaining Adverse Impacts

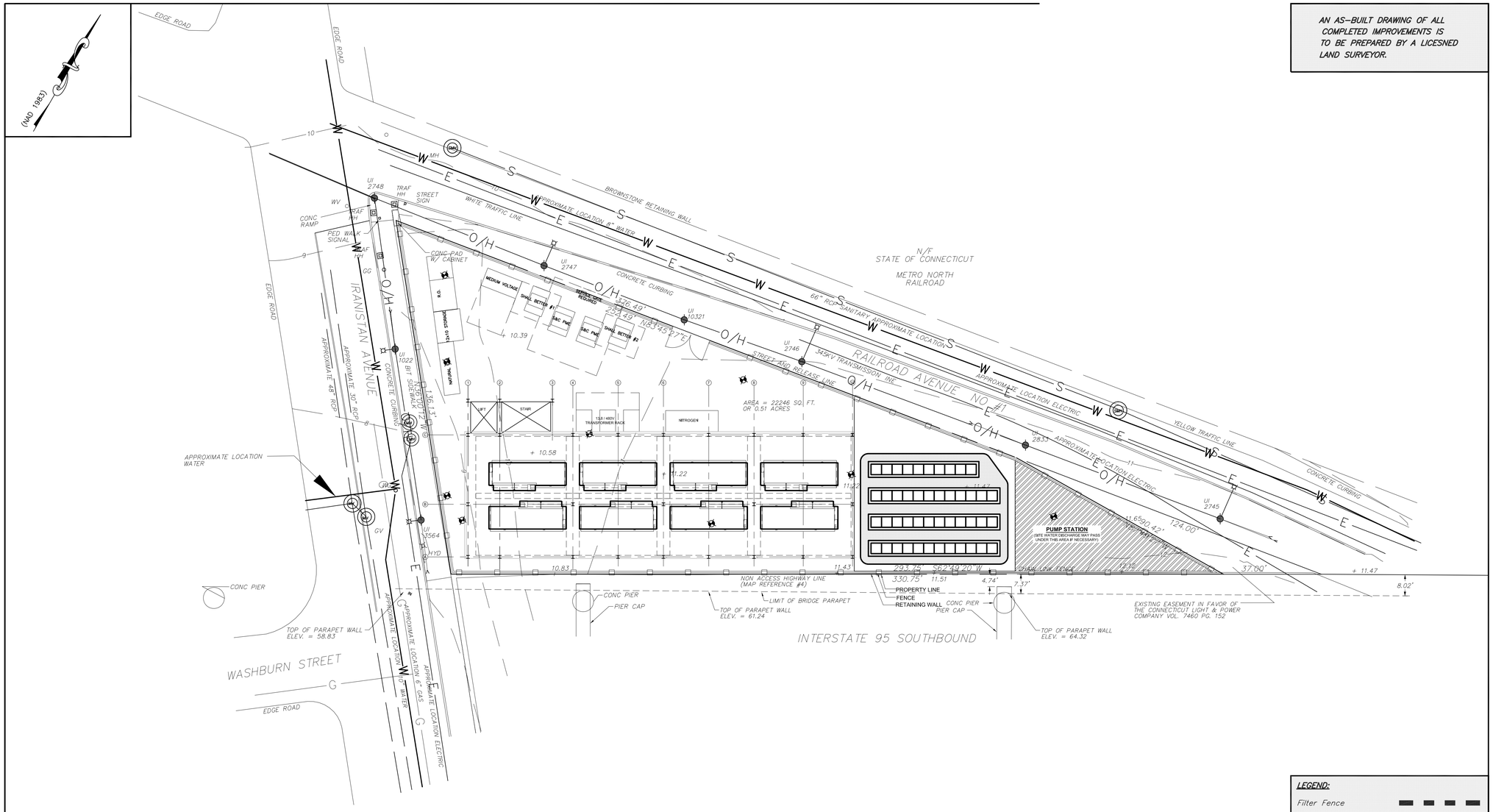
Explain why any remaining adverse impacts resulting from the proposed activity or use have not been mitigated and why the project as proposed is consistent with the Connecticut Coastal Management Act (attach additional pages if necessary):

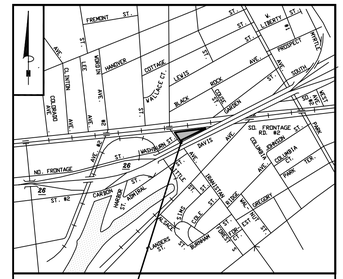
Not Applicable as no adverse impacts.

Attachment #1



AN AS-BUILT DRAWING OF ALL COMPLETED IMPROVEMENTS IS TO BE PREPARED BY A LICESNED LAND SURVEYOR.





Location Map

CBYD / DEMOLITION NOTES

1. Contractor is to notify "Call Before You Dig" prior to any on-site construction activities.
2. The Contractor is responsible for legally disposing of all construction debris associated with the razing of on-site structures.

STAKEOUT NOTE

The location of all the improvements shown hereon shall be staked as directed by the design engineer. A licensed land surveyor shall perform the stakeout. All house & septic components shall be staked prior to construction. Proper off-set distances shall be provided in-order for the Contractor to install the improvements shall be adhered to.

EROSION CONTROL NOTE

All erosion control measures shown hereon shall be install as directed / required by Design Engineer. More erosion control measures maybe required depending on site conditions during construction. All erosion control measures shown on this plan are to be installed only as warranted.

PROJECT REQUIREMENTS

1. Design Engineer to review and monitor all phases of storm drainage system construction / installation.
2. A mandatory pre-construction meeting with the Contractor and Design Engineer is required prior to the commencement of any on-site activities.

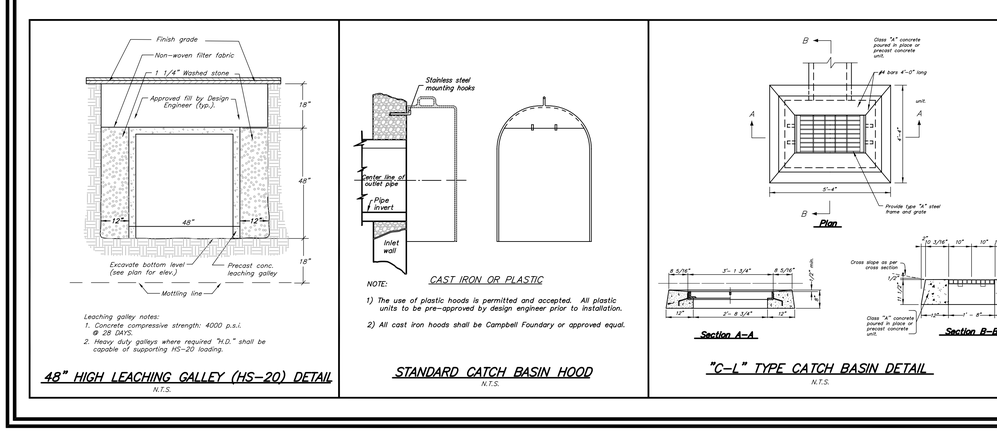
GENERAL NOTES:

1. Map Ref.: Survey information shown hereon is based on a field survey by Anchor Engineering Services Inc., 41 Sequin Dr., Glastonbury, CT 06033.
2. All utilities shown are approximate and based upon actual field locations where visible. Notify Call Before You Dig prior to any on-site activities (1-800-922-4455).

LEGEND:

Filter Fence

Staked Haybales



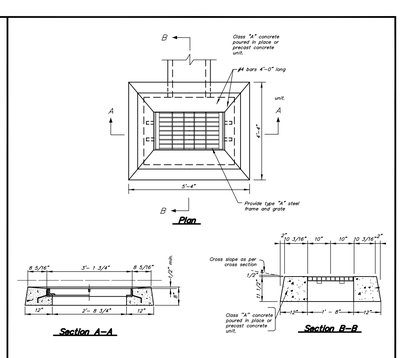
Leaching galley notes:
1. Concrete compressive strength: 4000 p.s.i. @ 28 DAYS.
2. Heavy duty galleys where required "H.D." shall be capable of supporting HS-20 loading.

48" HIGH LEACHING GALLEY (HS-20) DETAIL
N.T.S.

NOTE:
1) The use of plastic hoods is permitted and accepted. All plastic units to be pre-approved by design engineer prior to installation.
2) All cast iron hoods shall be Campbell Foundary or approved equal.

CAST IRON OR PLASTIC

STANDARD CATCH BASIN HOOD
N.T.S.



"C-L" TYPE CATCH BASIN DETAIL
N.T.S.

STORM DRAINAGE SYSTEM CALLOUTS:

CONTRACTOR REVIEW NOTE

The Contractor is to review and verify all applicable Code installation requirements. Any discrepancies (pipe slopes, inverts, setbacks, computations, etc.) shall be brought to the design engineers attention immediately.

NO.	DATE	REVISIONS

Michael P. Harkin P.E. #22625

STATE OF CONNECTICUT MICHAEL P. HARKIN 22625 REGISTERED PROFESSIONAL ENGINEER

STORM DRAINAGE PLAN

"BRIDGEPORT 9.66MW FUEL CELL"

600 Iranistan Ave., Bpt, CT

Prepared For

ICDS
Innovative Construction & Design Solutions, LLC
419A Whitfield Street
Guilford, CT 06437
Phone:(203) 453-8596
Email: info@icdsllc.com

DRAWING SCALE: 1"=20'
0 10 20 40

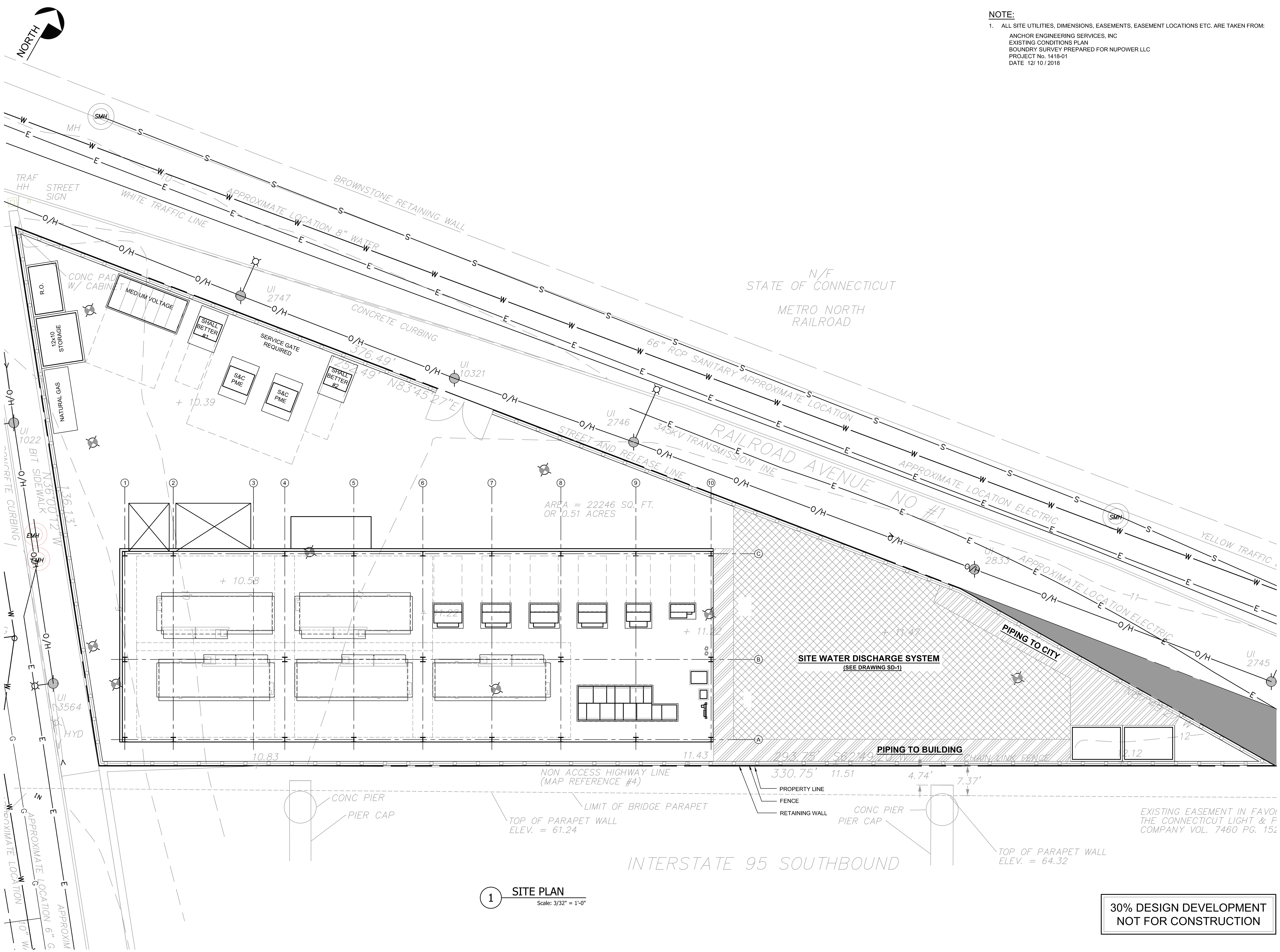
HARKIN ENGINEERING, LLC
CIVIL ENGINEERING CONSULTING
78 Wolf Hollow Lane - Killingworth, CT 06419 - Tel. (860) 663-4248

JOB NO.	DRAWN BY:	DATE:	SHEET NO.
20-67	M.P.H.	12/10/20	SD-1

NOTE:

1. ALL SITE UTILITIES, DIMENSIONS, EASEMENTS, EASEMENT LOCATIONS ETC. ARE TAKEN FROM:

ANCHOR ENGINEERING SERVICES, INC
EXISTING CONDITIONS PLAN
BOUNDRY SURVEY PREPARED FOR NUPOWER LLC
PROJECT No. 1418-01
DATE 12/ 10 / 2018



NORTH
N/F
STATE OF CONNECTICUT
METRO NORTH
RAILROAD
BROWNSTONE RETAINING WALL
APPROXIMATE LOCATION 8" WATER
WHITE TRAFFIC LINE
CONCRETE CURBING
66" RCP SANITARY APPROXIMATE LOCATION
345KV TRANSMISSION LINE
RAILROAD AVENUE NO #1
STREET AND RELEASE LINE
APPROXIMATE LOCATION ELECTRIC
YELLOW TRAFFIC
CONC PAD W/ CABINET
MEDIUM VOLTAGE
SHALL BETTER #1
SHALL BETTER #2
SERVICE GATE REQUIRED
S&C PME
R.O.
12x10 STORAGE
NATURAL GAS
376.49'
N83°45'27"E
AREA = 22246 SQ. FT. OR 0.51 ACRES
SITE WATER DISCHARGE SYSTEM
(SEE DRAWING SD-1)
PIPING TO CITY
PIPING TO BUILDING
CHAIN LINK FENCE
330.75'
NON ACCESS HIGHWAY LINE (MAP REFERENCE #4)
LIMIT OF BRIDGE PARAPET
PROPERTY LINE
FENCE
RETAINING WALL
CONC PIER
PIER CAP
TOP OF PARAPET WALL ELEV. = 61.24
TOP OF PARAPET WALL ELEV. = 64.32
INTERSTATE 95 SOUTHBOUND
EXISTING EASEMENT IN FAVO
THE CONNECTICUT LIGHT & P
COMPANY VOL. 7460 PG. 152
BIT SIDEWALK
CONCRETE CURBING

1 SITE PLAN
Scale: 3/32" = 1'-0"

30% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

Rev.	Date	Description
A	12/31/20	30% DESIGN DEVELOPEMENT

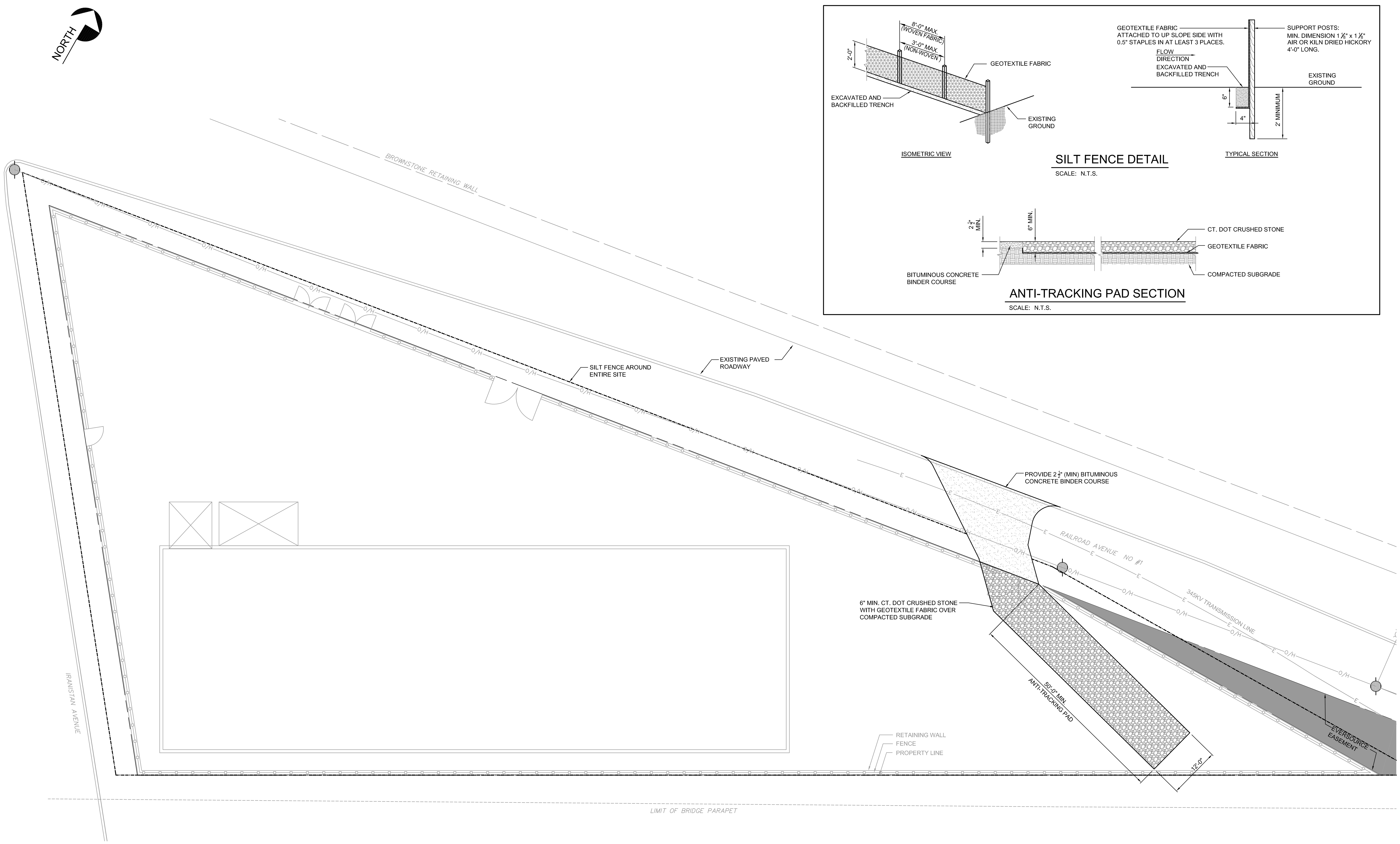
ICDS
Innovative Construction & Design Solutions, LLC
419A Whitfield Street
Guilford, CT 06437
Phone:(203) 453-4596
Email: info@icdsllc.com

BRIDGEPORT 9.66MW FUEL CELL
600 IRANISTAN AVE. BPT., CT

SITE PLAN

Project No.:	Drawn By: KFH
Date: 12/31/20	Design By: KFH
Scale: AS NOTED	Check By: DSF

Drawing No.:
SP1.0



1 EROSION CONTROL PLAN

Scale: 3/32" = 1'-0"

30% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

Rev.	Date	Description
C	02/09/21	FOR FIELD USED

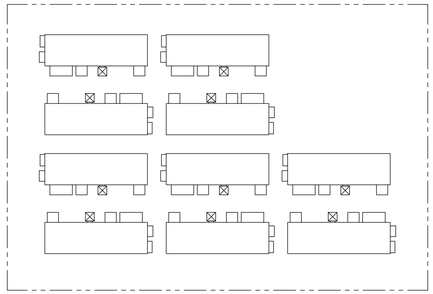
ICDS
Innovative Construction & Design Solutions, LLC
419A Whitfield Street
Guilford, CT 06437
Phone:(203) 453-4596
Email: info@icdsllc.com

BRIDGEPORT 9.66MW FUEL CELL
600 IRANISTAN AVE. BPT., CT

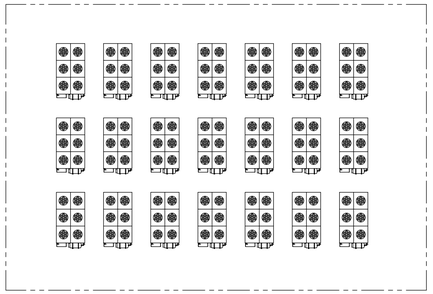
EROSION CONTROL PLAN

Project No.:	Drawn By: KFH
Date: 02/09/21	Design By: DSF
Scale: AS NOTED	Check By: CAB

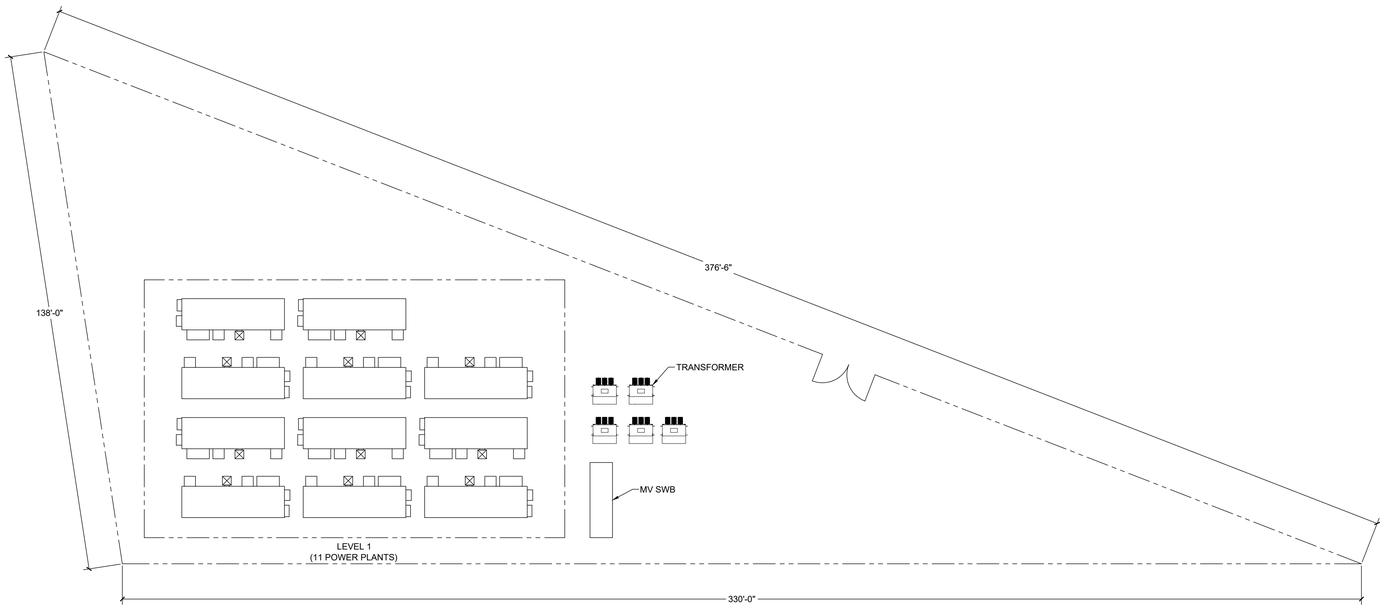
Drawing No.: EC1.0



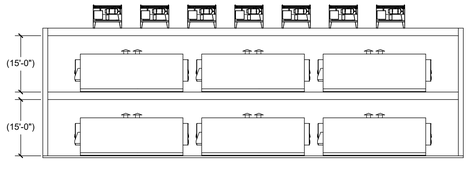
LEVEL 2
(10 POWER PLANTS)



LEVEL 3 (ROOF)
(21 COOLING MODULES)



LEVEL 1
(11 POWER PLANTS)



ELEVATION VIEW

PRELIMINARY
UNCONTROLLED

DOOSAN

THESE DRAWINGS ARE PROVIDED BY DOOSAN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.

CONTACT DOOSAN FOR THE LATEST REVISIONS BEFORE USING THESE DRAWINGS FOR DESIGN PURPOSES.

SITE–SPECIFIC CONSTRUCTION DRAWINGS MUST BE PREPARED BY THE ENGINEER OF RECORD. DOOSAN IS NOT RESPONSIBLE FOR THE ACCURACY OF CONSTRUCTION DRAWINGS, INCLUDING, BUT NOT LIMITED TO, THE DESIGN OF THE SYSTEMS THAT INTERFACE WITH DOOSAN'S EQUIPMENT.

NOT FOR CONSTRUCTION

REPRESENTATION OF MATERIAL ON THIS DRAWING DOES NOT INDICATE A RESPONSIBILITY OF DOOSAN TO SUPPLY THE EQUIPMENT. DOOSAN SCOPE OF SUPPLY IS DEFINED IN CUSTOMER CONTRACT DOCUMENTS.

MARK	DATE	DESCRIPTION
A	10–2–18	INITIAL RELEASE
ISSUE:		

ORIGINAL RELEASE:	
DRAWING NO:	FCL107418
DRAWING SCALE:	NONE
DRAWING REVISION:	A
CAGE CODE:	
DRAWN BY:	K. WOTTON
CHECKED BY:	W. BONOLA

SHEET TITLE

SITE LAYOUT, NEW POWER, BRIDGEPORT

1

SHEET 1 OF 1

MAP REFERENCES:

1. RIGHT OF WAY MAP TOWN OF BRIDGEPORT CONNECTICUT TURNPIKE FROM THE FAIRFIELD-BRIDGEPORT TOWN LINE EASTERLY TO THE BRIDGEPORT-STRATFORD TOWN LINE SCALE: 1" = 80'; DATED: AUGUST 19, 1974 LAST REVISED 11/88. BY: CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS. MAP NO. 15-03 SHEET 3 OF 9.
2. RIGHT OF WAY MAP TOWN OF BRIDGEPORT CONNECTICUT TURNPIKE FROM THE FAIRFIELD-BRIDGEPORT TOWN LINE EASTERLY TO THE BRIDGEPORT-STRATFORD TOWN LINE SCALE: 1" = 80'; DATED: AUGUST 19, 1974 BY: CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS. MAP NO. 15-03 SHEET 4 OF 9.
3. MAP SHOWING LAND OWNED BY ROBERTA LICHTENSTEIN, TRUSTEE RAILROAD & IRANISTAN AVENUES BRIDGEPORT, CONNECTICUT. SCALE : 1" = 20'; DATED: JAN. 1987 LAST REVISED AUG 1987. BY: NASCIMBENI & JAHNE SURVEYORS, P.C. MAP NO. M86-198.
4. COMPILATION PLAN TOWN OF BRIDGEPORT MAP SHOWING LAND RELEASED TO RAYMOND RIZIO, TRUSTEE INTERSTATE 95- CONNECTICUT TURNPIKE AT IRANISTAN AND RAILROAD AVENUE. SCALE: 1:500 METERS. DATED: OCT. 2004. BY: THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION.
5. COMPILATION PLAN SHOWING EASEMENT TO BE ACQUIRED FROM 720 SOUTH, LLC BY THE CONNECTICUT LIGHT & POWER COMPANY CITY OF BRIDGEPORT FAIRFIELD COUNTY CONNECTICUT. SCALE: 1" = 40'. DATED: MARCH 2007. BY: COLER & COLANTONIO.
6. TOWN OF BRIDGEPORT MAP SHOWING LAND RELEASED TO DONALD JENSEN, TRUSTEE. SCALE: 1" = 40'. DATED: MAY 1981. BY: THE STATE OF CONNECTICUT.
7. INTERSTATE 95 @ BRIDGE 00105A MNRR, SOUTH AVE & PARK AVE IN THE TOWN OF BRIDGEPORT PROJECT NO. 170-3250. SCALE: 1" = 40'; DATED: SEPT 2014. BY: STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION.

NOTES:

1. BEARINGS SHOWN BASED UPON MAP REFERENCE #1
2. FIELD SURVEY PERFORMED IN NOVEMBER 2018 AND APRIL 2020 BY ANCHOR ENGINEERING SERVICES, INC.
3. PARCEL AREA: 22,246 SQ. FT. OR 0.51 ACRES.
4. 17' RAILROAD SPUR AS DESCRIBED IN VOLUME 1163 PAGE 426 AND SHOWN ON MAP REFERENCE # 6 WAS RELEASED AND EXTINGUISHED IN VOLUME 2448 PAGE 245 OF THE BRIDGEPORT LAND RECORDS.
5. SIDEWALK AS SHOWN ON MAP REFERENCE #6 NO LONGER EXISTS ON SITE. EASEMENT AS DESCRIBED IN VOLUME 2436 PAGE 64 IS EXTINGUISHED.
6. AERIAL IMAGERY DEPICTED HEREON TAKEN FROM CT ECO.
7. UTILITY NOTE: UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON HAVE BEEN COMPILED, IN PART, FROM RECORD MAPPING SUPPLIED BY THE RESPECTIVE UTILITY COMPANIES OR GOVERNMENTAL AGENCIES, FROM PAROL TESTIMONY AND FROM OTHER SOURCES. THESE LOCATIONS MUST BE CONSIDERED AS APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXISTON THE SITE. THE EXISTENCE OF WHICH ARE UNKNOWN TO ANCHOR ENGINEERING SERVICES, INC., THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION. DIG SAFE 1-888-344-7233.

54 Washburn Street LLC
32 Washburn Street- Property Address
54 Washburn Street-Mailing Address
Bridgeport, CT 06605

PROPERTY DESCRIPTION:

BEGINNING AT A POINT IN THE EASTERLY STREETLINE OF IRANISTAN AVENUE SAID POINT BEING THE NORTHWESTERLY CORNER OF THE HEREIN DESCRIBED PARCEL, THENCE;

N 83-45-27 E A DISTANCE OF 376.49 FEET ALONG RAILROAD AVENUE NO #1 TO A POINT, THENCE;

S 62-49-20 W A DISTANCE OF 330.75 FEET ALONG LAND NOW OR FORMERLY STATE OF CONNECTICUT (INTERSTATE I-95) TO A POINT IN THE EASTERLY STREETLINE OF IRANISTAN AVENUE, THENCE;

N 36-00 12 W A DISTANCE OF 136.13 FEET ALONG THE EASTERLY STREETLINE OF IRANISTAN AVENUE TO THE POINT AND PLACE OF BEGINNING.

TITLE EXCEPTIONS:

STATED TO AFFECT 600 IRANISTAN AVENUE, AS LISTED IN FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT No. EH2000256FT, SCHEDULE B, PART II:

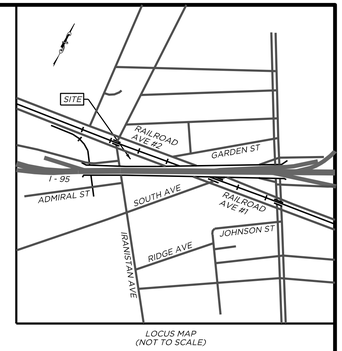
7 — 17' RAILROAD SPUR LINE EASEMENT AS CONTAINED IN DEED RECORDED VOLUME 1163 AT PAGE 426 OF THE BRIDGEPORT LAND RECORDS. (EXTINGUISHED IN VOLUME 2448 PAGE 245. SEE NOTE #4.)

8 — RESERVATION AND RIGHTS SET FORTH IN A QUIT CLAIM DEED DATED OCTOBER 7, 1987 FROM THE STATE OF CONNECTICUT AND RECORDED IN VOLUME 2436 AT PAGE 64 OF THE BRIDGEPORT LAND RECORDS. (INGRESS/EGRESS RIGHTS AS NOTED ON SURVEY. RAILROAD SPUR LINE EASEMENT EXTINGUISHED IN VOLUME 2448 PAGE 245. EXISTING SIDEWALK DEPICTED IN REFERENCED MAP NO LONGER EXISTS IN FIELD. SEE NOTES #4 & #5.)

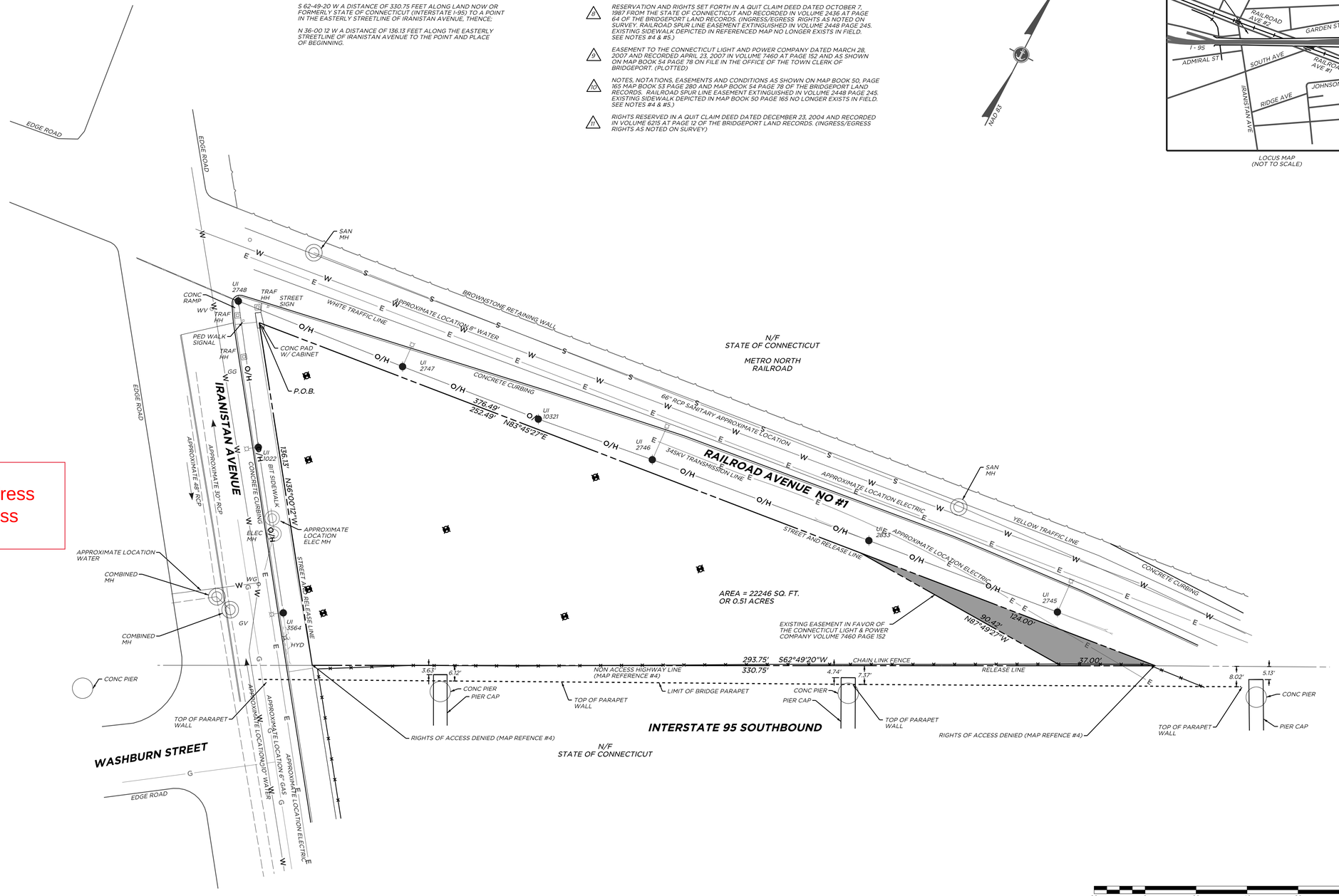
9 — EASEMENT TO THE CONNECTICUT LIGHT AND POWER COMPANY DATED MARCH 28, 2007 AND RECORDED APRIL 23, 2007 IN VOLUME 7460 AT PAGE 152 AND AS SHOWN ON MAP BOOK 54 PAGE 78 ON FILE IN THE OFFICE OF THE TOWN CLERK OF BRIDGEPORT. (PLOTTED)

10 — NOTES, NOTATIONS, EASEMENTS AND CONDITIONS AS SHOWN ON MAP BOOK 50, PAGE 165 MAP BOOK 53 PAGE 280 AND MAP BOOK 54 PAGE 78 OF THE BRIDGEPORT LAND RECORDS. RAILROAD SPUR LINE EASEMENT EXTINGUISHED IN VOLUME 2448 PAGE 245. EXISTING SIDEWALK DEPICTED IN MAP BOOK 50 PAGE 165 NO LONGER EXISTS IN FIELD. SEE NOTES #4 & #5.)

11 — RIGHTS RESERVED IN A QUIT CLAIM DEED DATED DECEMBER 23, 2004 AND RECORDED IN VOLUME 6215 AT PAGE 12 OF THE BRIDGEPORT LAND RECORDS. (INGRESS/EGRESS RIGHTS AS NOTED ON SURVEY)



LOCUS MAP
(NOT TO SCALE)



LEGEND

PROPERTY LINE	
CHAIN LINK FENCE	
WATER LINE	W
GAS LINE	G
ELECTRIC LINE	E
COMBINED SEWER	
SANITARY SEWER	S
OVERHEAD WIRES	O/H
UTILITY POLE	
UTILITY POLE WITH LIGHT	
MAJOR CONTOUR	10
MINOR CONTOUR	8
HANDHOLE	HH
WATER VALVE	WV OR WG
GAS GATE	GG OR GV
PEDESTRIAN SIGNAL	PED
GUY WIRE	
SPOT GRADE	+ 11.21
BORING	

20 0 20 40 60 80
SCALE: 1"=20'

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY,

THIS IS TO CERTIFY THAT THIS MAP AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 2, 4, 8, 11, 13 AND 15 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED IN NOVEMBER 2018 AND APRIL 2020.

TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

WILLIAM E. WERTZ, CT. L.S. #70067

ANY ORIGINAL OR DUPLICATE OF THIS MAP IS NOT VALID UNLESS IT BEARS THE EMBOSSED SEAL OF THE SURVEYOR WHOSE REGISTRATION APPEARS ABOVE NO OTHER CERTIFICATION OR WARRANTY IS EXPRESSED OR IMPLIED.

J:\1418\SURVEY\PLOT_SURVEY_Railroad_Ave_Bridgeport.dgn

ANCHOR ENGINEERING SERVICES, INC.
41 Sequin Drive
Glastonbury, CT 06033
Phone: (860) 633-8770
Fax: (860) 633-5971
www.anchorengr.com

Civil Engineering • Environmental Consulting • Land Surveying • Construction Management

PROJ. ENGINEER	ASF
PROJ. MANAGER	WEW
OFFICE REVIEW	WEW
REVISIONS	
SCALE:	1" = 20'

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

NuPOWER LLC

600 IRANISTAN AVENUE BRIDGEPORT, CT

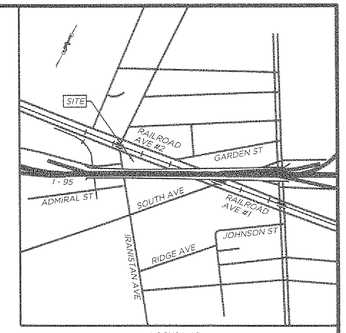
PROJECT	DATE	SHEET NO.	OF
1418-01	10/21/20	1	1

MAP REFERENCES:

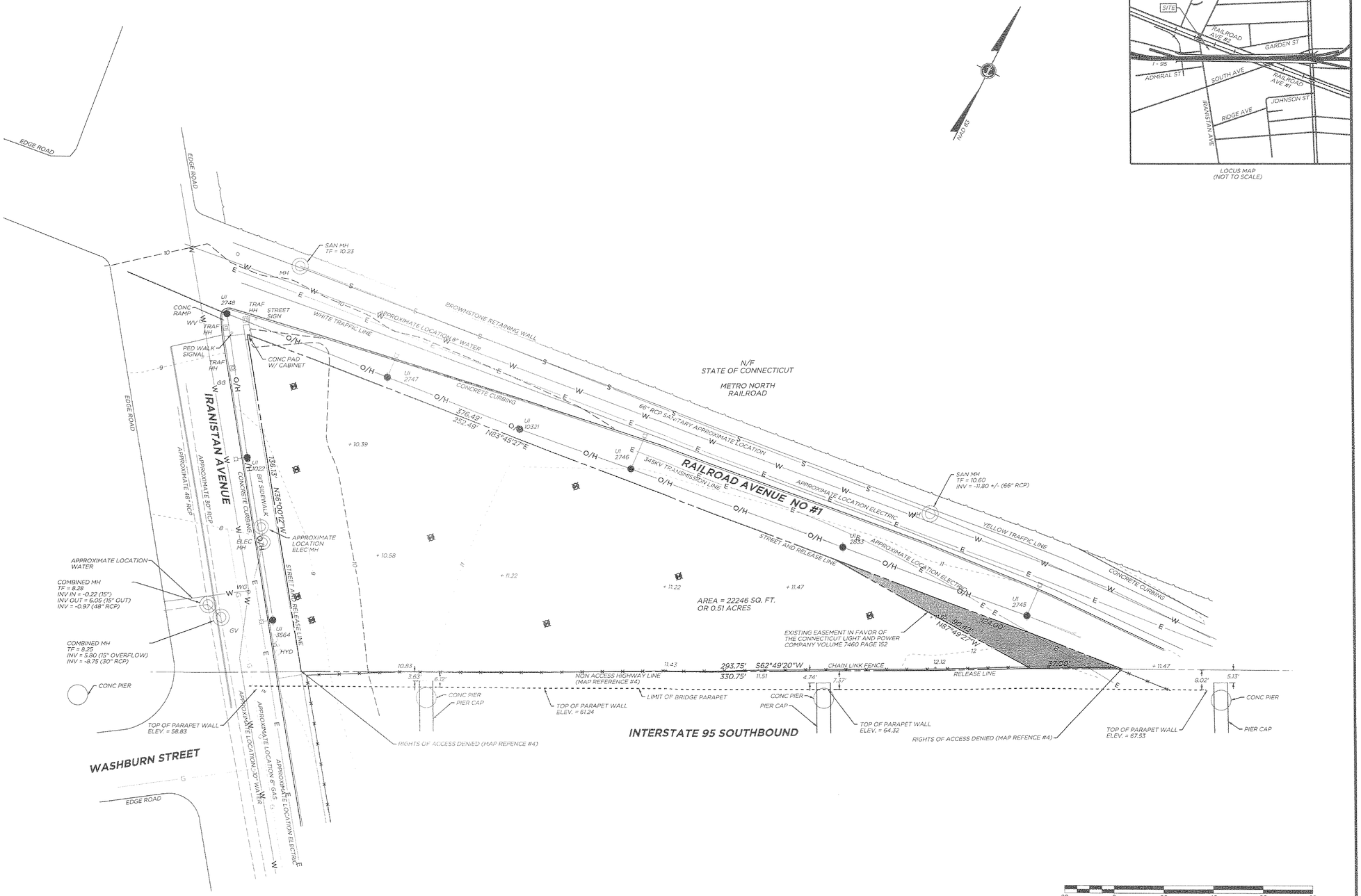
1. RIGHT OF WAY MAP TOWN OF BRIDGEPORT CONNECTICUT TURNPIKE FROM THE FAIRFIELD-BRIDGEPORT TOWN LINE EASTERLY TO THE BRIDGEPORT-STRATFORD TOWN LINE SCALE: 1" = 80'. DATED: AUGUST 19, 1974 LAST REVISED 11/88. BY: CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS. MAP NO. 15-03 SHEET 3 OF 9.
2. RIGHT OF WAY MAP TOWN OF BRIDGEPORT CONNECTICUT TURNPIKE FROM THE FAIRFIELD-BRIDGEPORT TOWN LINE EASTERLY TO THE BRIDGEPORT-STRATFORD TOWN LINE SCALE: 1" = 80'. DATED: AUGUST 19, 1974 BY: CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS. MAP NO. 15-03 SHEET 4 OF 9.
3. MAP SHOWING LAND OWNED BY ROBERTA LICHTENSTEIN, TRUSTEE RAILROAD & IRANISTAN AVENUES BRIDGEPORT, CONNECTICUT. SCALE : 1" = 20'. DATED: JAN. 1987 LAST REVISED AUG 1987. BY: NASCIMBENI & JAHNE SURVEYORS, P.C. MAP NO. M86-198.
4. COMPILATION PLAN TOWN OF BRIDGEPORT MAP SHOWING LAND RELEASED TO RAYMOND RIZIO, TRUSTEE INTERSTATE 95- CONNECTICUT TURNPIKE AT IRANISTAN AND RAILROAD AVENUE; SCALE: 1: 500 METERS. DATED: OCT. 2004. BY: THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION.
5. INTERSTATE 95 @ BRIDGE 00105A MNRR, SOUTH AVE & PARK AVE IN THE TOWN OF BRIDGEPORT PROJECT NO. 170-3250, SCALE: 1" = 40'. DATED: SEPT 2014. BY: STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION.

NOTES:

1. FIELD SURVEY WAS PERFORMED BY ANCHOR ENGINEERING SERVICES INC. NOVEMBER 2018.
2. HORIZONTAL DATUM BASED UPON MAP REFERENCE #1.
3. ELEVATIONS ARE BASED UPON NAVD 1988 OBTAINED VIA RTK GPS THROUGH SUPERIOR INSTRUMENT RTK NETWORK.
4. PARCEL IS IN ZONE AE (EL= 12)-SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD FLOOD INSURANCE RATE MAP FAIRFIELD COUNTY, CONNECTICUT PANEL 437 OF 626 MAP NUMBER 09001C0437G JULY 6, 2015.
5. SEWER MANHOLE INVERTS INACCESSIBLE DURING FIELD SURVEY. INFORMATION BASED UPON MAP REFERENCE #5.
6. UTILITY NOTE: UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON HAVE BEEN COMPILED, IN PART, FROM RECORD MAPPING SUPPLIED BY THE RESPECTIVE UTILITY COMPANIES OR GOVERNMENTAL AGENCIES, FROM PAROL TESTIMONY AND FROM OTHER SOURCES. THESE LOCATIONS MUST BE CONSIDERED AS APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXISTON THE SITE, THE EXISTENCE OF WHICH ARE UNKNOWN TO ANCHOR ENGINEERING SERVICES, INC. THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION. DIG SAFE 1-888-344-7233.



LOCUS MAP
(NOT TO SCALE)



SCALE: 1"=20'

REVISED 4/23/20: ADDED BRIDGE PARAPET AND BORING LOCATIONS

LEGEND

PROPERTY LINE	
CHAIN LINK FENCE	
WATER LINE	W
GAS LINE	G
ELECTRIC LINE	E
COMBINED SEWER	
SANITARY SEWER	S
OVERHEAD WIRES	O/H
UTILITY POLE	
UTILITY POLE WITH LIGHT	CL
MAJOR CONTOUR	10
MINOR CONTOUR	8
HANDHOLE	HH
WATER VALVE	WV OR WG
GAS GATE	GG OR GV
PEDESTRIAN SIGNAL	PED
GUY WIRE	
SPOT GRADE	+ 11.21
BORING	

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-"MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ENDORSED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS INC. IT IS AN EXISTING CONDITIONS PLAN, BOUNDARY DETERMINATION CATEGORY DEPENDANT RESURVEY, CONFORMING TO HORIZONTAL ACCURACY CLASS A-2 AND TOPOGRAPHIC ACCURACY CLASS T-2.

TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

WILLIAM E. WERTZ, CT. L.S. #70067

ANY ORIGINAL OR DUPLICATE OF THIS MAP IS NOT VALID UNLESS IT BEARS THE EMBOSSED SEAL OF THE SURVEYOR WHOSE REGISTRATION APPEARS ABOVE NO OTHER CERTIFICATION OR WARRANTY IS EXPRESSED OR IMPLIED.

J:\1418\SURVEY\PLOT_SURVEY_Railroad_Ave_Bridgeport.dgn

ANCHOR
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Glastonbury, CT 06033
Phone: (860) 633-8770
Fax: (860) 633-5971
www.barton1c.com
Civil Engineering • Environmental Consulting • Land Surveying • Construction Management

PROJ. ENGINEER	ASF
PROJ. MANAGER	WEW
OFFICE REVIEW	WEW
REVISIONS	
4/23/20	

SCALE: 1" = 20'

EXISTING CONDITIONS PLAN

BOUNDARY/TOPOGRAPHIC SURVEY

PREPARED FOR

NuPOWER LLC

RAILROAD & IRANISTAN AVENUES BRIDGEPORT, CT

PROJECT	DATE	SHEET NO.	OF
1418-01	12/10/18	1	1

ENGINEERING MEMORANDUM

To: Jon Urquidi, P.E.
City of Bridgeport / City Engineer

From: Kevin Solli, P.E. / Solli Engineering, LLC
Luke Mauro, P.E., PTOE / Solli Engineering, LLC

Subject: 4531-4577 Main Street – Engineering Memorandum
Bridgeport, Connecticut
Project #: 21100801

Date: 02/26/21
Revised 03/17/21

Solli Engineering (Solli) has prepared this Engineering Memorandum to summarize existing site conditions and proposed site improvements for the proposed coffee shop at 4531 Main Street, Bridgeport, Connecticut. The design has been completed in compliance with the City of Bridgeport Zoning Regulations, to the best extent practicable. Our site investigation and findings are summarized below.

EXISTING SITE CONDITIONS

SITE LOCATION

The subject site is located in the Brookside Center plaza at 4531 Main Street in the City of Bridgeport, Connecticut. The site totals approximately 13.71 acres and is currently improved with a 130,714± SF strip shopping center and associated parking. The property is located within the Office/Retail Regional (OR-R) Zone of the city.

The property is bound by commercial and a multi-family development to the north, Main Street to the east, commercial development to the south and residential development to the west. The property is bordered to the east by properties within the same zoning district (OR-R), while the multi-family development to the north is zoned R-C and the commercial development to the north is zoned MU-EM. The residential area to the west is zoned R-A. The property can be accessed off Main Street via (two) full-movement signalized site drives as well as an unsignalized, full-movement drive. For more information regarding the location of the site refer to the Site Location Map (Figure 1), in the supporting documents of this Memo.

SITE FEATURES

The site consists of approximately 9.61 acres of impervious area (roofs and paved parking areas) and approximately 3.56 acres of pervious area (landscape / lawn). The project site ranges in elevation from approximately 202 feet in the south up to approximately 215 feet in the northeast corner. Current site improvements include seventeen (17)

stormwater catch basins and five (5) manholes. Compensatory storage is provided to the rear of the existing strip center.

The existing shopping center is serviced by a public water lateral from Main Street, located to the east of the building and a sanitary sewer connection which originates from the main also located in Main Street. The building's natural gas service lateral also connects to a gas main located in Main Street. Existing electrical service comes from overhead lines connecting to utility poles located on the west side of the existing shopping center.

PROTECTION AREAS

According to FEMA Flood Insurance Rate Map, Map Number 09001C0427F, a portion of the project site is located within Zone AE, which is the 100-year floodplain, also known as the 1% annual chance floodplain.

PROPOSED SITE CONDITIONS

PROPOSED SITE IMPROVEMENTS

The project proposes to construct a 2,233± SF Starbucks coffee shop in the northeast corner of the shopping center's parking area, just south of the northern signalized driveway. The proposed coffee shop also includes a drive-through, which was designed in compliance with Section 12-5 of the City of Bridgeport Zoning Regulations to the greatest extent practical, with regard to the following items:

- The service areas and stacking lanes for the drive-through facility are setback more than five (5) feet from all lot lines, per Section 12-5a
- The principal building entrance and front building façade face the primary street frontage (Main Street) and sidewalk, per Section 12-5-1a.1
- The site layout has been revised based on conversations with city staff to locate the majority of parking to the rear and side of the building, per Section 12-5-1a.3
- The drive-through service lane provides vehicle stacking for a total of (8) vehicles prior to the pick-up window, per Section 12-5-1a.5
- Adequate lighting is provided on the building and within the parking lot for pedestrian and driver safety, per Section 12-5-1a.7
- The architecture of the building has been designed to comply with Section 12-5-1b to the greatest practical and meets the glazing requirements outlined in Section 12-5-1b.4

As described above, we have worked with city staff to move the building closer to Main Street to meet the intent of the building siting guidelines outlined in Section 12-5-1a of the zoning regulations. Based on conversations with the tenant, the final layout depicted on our site plans is acceptable for their operations, while a layout completely eliminating the drive aisle and parking between the street line and the front of the building was not acceptable. Additionally, the preferred layout from the city's perspective would cause issues in terms of ADA accessibility and the need for pedestrians to walk across the drive-through lane. Our final site plan layout is a balance between recommendations from city staff and the tenant's requirements.

The project proposes a total site disturbance of 0.98 ± acres to accommodate the various site improvements. The existing site driveways on Main Street will remain as part of the project. There will be two-way circulation around all sides of the building, with the entrance to the drive-through lane being located off of the site drive on the easterly side of the building. Several new landscaped islands will be added, and several existing islands will be removed to

improve site circulation. New on-site traffic signage is proposed throughout the site for improved safety. ADA parking spaces have been provided to accommodate current ADA regulations.

The project provides a total of 418 parking spaces on-site, which is subject to an Approved Parking Reduction of 169 Spaces Per Variance Recorded In Vol. 1683, Pg. 541, Dated December 29, 1982. The project also proposes to add one ADA ramp on the north side of the building to improve ADA building access. The project will also feature a series of new building mounted light fixtures to the replace the existing poles to be removed as shown on the Lighting Plan (See Sheet 2.71).

The project proposes a total site disturbance of 42,610 square feet to accommodate the various site improvements. The improvements propose to decrease the on-site impervious area by approximately 7,559 square feet (0.17 acres), compared to existing conditions. Due to the decrease of impervious area and maintenance of existing drainage patterns, the project should have a slight decrease in the rate of stormwater runoff in comparison to current conditions across all storm events.

To improve the quality of the stormwater discharged from the site, the project will include a hydrodynamic separator with grate top for the storm structure off the southeast corner of the patio and concrete staircase and hooded catch basins with two-foot sumps. These stormwater quality measures are intended to provide removal of suspended solids before connecting back into the Main Street stormwater system. To improve water quality, the proposed catch basin is to be fitted with a hooded outlet.

A proposed stormwater conveyance system, consisting of a series of pipes and catch basins, will collect the majority of the runoff from the proposed impervious areas. These areas include the proposed roof, driveways and parking fields. The system also includes underground compensatory storage chambers with an outlet control structure prior to connecting back into an existing catch basin leading to the existing underground culvert running south to north through the main existing parking. An analysis of the proposed/revised storm drainage conveyance system is provided in Appendix B and shows that the proposed conveyance system can accommodate the 50-year storm event without overtopping.

FLOODPLAIN COMPENSATORY STORAGE

The proposed development is located within the 100-year floodplain as shown on FEMA firmette map panel numbers 09001C0426F and 09001C0426F, included enclosed in Appendix A. The proposed finished floor elevation of the Starbucks building is 209.50 and positioned above the floodplain with 2.0 ft to 3.5 ft of freeboard. Filling in the floodplain will be required as part of the site work for this development, and as such, compensatory storage will be provided as required per local and FEMA regulations.

The existing floodplain within the limits of the project disturbance provides approximately 880 cubic yards, or 23,735 square feet, of floodplain storage. The proposed floodplain storage within the limits of development will be reduced to 13,286 cubic feet (492 cubic yards); therefore 10,449 cubic feet, or 387 cubic yards, of compensatory storage is proposed underground in the northern portion of the redeveloped parking area as part of this application.

Compensatory storage is proposed in the form of an underground detention system that consists of a series of interconnected plastic chambers surrounded by clean, crushed, angular stone. Overall the chambers and voids within the proposed surrounding and filled stone provide approximately 10,486 cubic feet of stormwater storage. The chambers are arch shaped with a base of 51 inches and a height of 30 inches. The rows of chambers are spaced 6 inches apart, filled with stone, rest on a 6-inch bed of crushed stone, and call for another 6 inches of stone above the chamber peaks. The systems are wrapped in a geotextile fabric to further protect surrounding soils from potential

sediment exposure. A 3-inch perforated underdrain pipe has been designed around the system to allow the system to fully drain, see detail sheet 3.03.

The inlet to the proposed compensatory storage system is proposed to be provided in a landscape island, just northwest of the proposed Starbucks building and drive thru. The top of frame will be set to elevation 208.90, so that the underground compensatory storage system is not activated until the flood waters reach this elevation. The floodplain elevation at the inlet to the compensatory storage system is approximately 209.10. The outlet from the underground compensatory storage system will connect into an existing catch basin which flows back into the underground drainage culvert under the parking lot.

SOIL EROSION AND SEDIMENT CONTROL MEASURES

The proposed plans for soil erosion and sediment control prepared for this project have been developed in accordance with the City of Bridgeport Storm Water Management Manual, last revised May 2019, and the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control, prepared by the Connecticut Council of Soil and Water Conservation in cooperation with the CTDEEP.

The soil erosion and sediment control measures that are proposed for this project include a stabilized construction entrance, silt sack inlet protection, dust control measures and filter sock protection.

SITE UTILITIES

WATER

An existing twelve (12) inch water main within Main Street provides water service for Brookside Shopping Center and will also be used to serve the proposed coffee shop. Water will be provided to the proposed building via a new lateral tapped from the existing water main in Main Street.

TELEPHONE & ELECTRIC

According to the provider, existing telecommunication and electrical service exist overhead on the subject property side of Main Street. Proposed telecommunication and electrical service will be pulled from an existing utility pole located along the Main Street sidewalk between the center non-signalized site drive and the northernmost property drive and run underground across the Main Street fronting parking area to the proposed transformer pad. From the transformer, electric service enters the building along the northern building wall. Refer to the Site Utility Plan for more detail regarding the layout of this proposed utility connection.

GAS

Gas service is provided by Southern Connecticut Gas. The coffee shop is proposed to be connected to an existing gas lateral currently running from Main Street which runs under the existing parking area south of the northernmost property drive. This lateral serves the existing commercial strip center to the west. Should this proposed connection to the existing lateral not be possible, a new lateral will be required from the main within Main Street. For more information regarding the layout of proposed gas line see the Grading, Drainage & Utility Plan, Sheet 2.21.

SANITARY SEWER/GREASE TRAP

The proposed Starbucks requires a grease trap interceptor from kitchen operations. To accommodate the proposed grease output from the kitchen, a 1,000-gallon holding tank is proposed off the north side of the proposed structure. The tank will be pumped out as needed based on operations of the facility. A separate permit from City of Bridgeport WPCA is required for this site component. Effluent from the grease trap will combine with sanitary sewer service from the restrooms and will connect to the existing sanitary main within Main Street.

SUPPORTING DOCUMENTS

PROPERTY INFORMATION
Property Record Card
List of Abutters

FIGURES
Figure 1 – Site Location Map
Figure 2 – FEMA Map

PROPOSED HYDRAULICS
Hydroflow Storm Sewers Reports

COMPENSATORY STORAGE CALCULATIONS
Existing floodplain storage calculations
Proposed floodplain storage calculations
Underground compensatory storage calculations/information

PLANS
Subcatchment Drainage Area Map (SA-1)
Civil Plan Set, entitled "Brookside Shopping Center" prepared by Solli Engineering, LLC on February 26th, 2021. (Under Separate Cover)

4531 MAIN ST #4575

Location	4531 MAIN ST #4575	**Mblu**	81/ 2509/ 61/E /
Acct#	R--0039200	**Owner**	BROOKSIDE (E&A) LLC
Assessment	$22,038,710	**Appraisal**	$31,483,870
PID	27344	**Building Count**	2

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2020	$19,648,870	$11,835,000	$31,483,870

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2020	$13,754,210	$8,284,500	$22,038,710

Owner of Record

Owner	BROOKSIDE (E&A) LLC	**Sale Price**	$0
Co-Owner		**Certificate**	
Address	P O BOX 528 1221 MAIN ST SUITE 1000 COLUMBIA , SC 29202	**Book & Page**	8110/0198
		Sale Date	10/21/2009
		Instrument	25

Ownership History

Ownership History					
Owner	**Sale Price**	**Certificate**	**Book & Page**	**Instrument**	**Sale Date**
BROOKSIDE (E&A) LLC	$0		8110/0198	25	10/21/2009
BROOKSIDE (E&A) LLC	$0		8095/0264	03	09/24/2009
E&A NORTHEAST LIMITED PARTNSHP	$21,323,673		3976/0340	UNKQ	08/26/1998
BROOKSIDE ASSOCIATES	$3,925,000		2192/0152		11/20/1986

Building Information

Building 1 : Section 1

Year Built:	2002
Living Area:	53,732
Replacement Cost:	$11,908,791

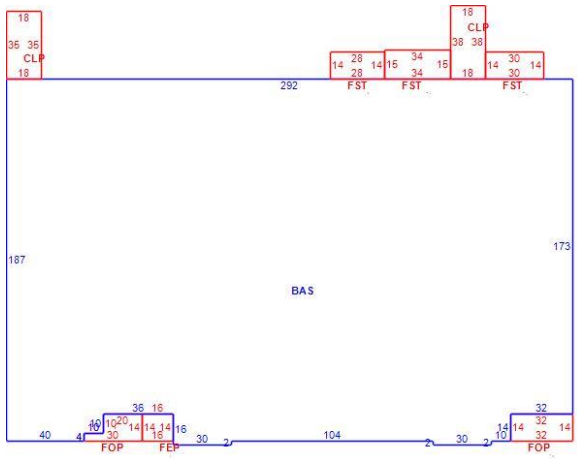
Building Percent Good: 89
Replacement Cost
Less Depreciation: $10,598,820

Building Attributes	
Field	**Description**
Style:	Supermarket
Model	Comm/Ind
Grade:	Very Good
Stories:	1
Occupancy:	1.00
Exterior Wall 1:	Concr/CinderBl
Exterior Wall 2:	Brick
Roof Struct:	Flat
Roof Cover:	Tar + Gravel
Interior Wall 1:	Drywall
Interior Wall 2:	
Interior Floor 1:	Average
Interior Floor 2:	
Heating Fuel:	Oil
Heating Type:	Forced Air
AC Type:	Central
Struct Class	
Bldg Use:	Retail
Ttl Rooms:	
Ttl Bedrms:	00
Ttl Baths:	0
Ttl Half Baths:	0
Ttl Xtra Fix:	0
1st Floor Use:	
Heat/AC:	Heat/Ac Pkgs
Frame Type:	Masonry
Baths/Plumbing:	Average
Ceiling/Wall:	Sus-Ceil & Wl
Rooms/Prtns:	Average
Wall Height:	16.00
% Comn Wall:	

Building Photo

(http://images.vgsi.com/photos2/BridgeportCTPhotos//\00\10\08\22.jpg)

Building Layout



(ParcelSketch.ashx?pid=27344&bid=27344)

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
BAS	First Floor	53,732	53,732
CLP	Loading Platform	1,314	0
FEP	Enclosed Porch	224	0
FOP	Open Porch	768	0
FST	Fin Utility Storage	1,322	0
		57,360	53,732

Building 2 : Section 1

Year Built: 1958
Living Area: 74,090
Replacement Cost: $9,691,743
Building Percent Good: 75

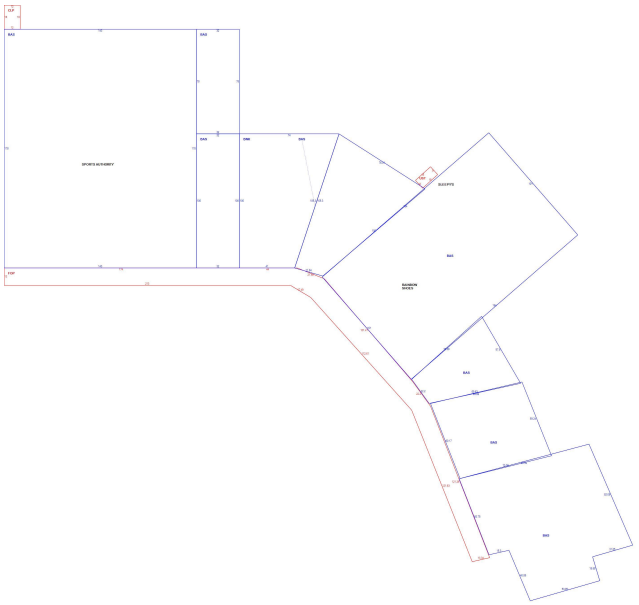
Replacement Cost
Less Depreciation: $7,268,810

Building Attributes : Bldg 2 of 2	
Field	**Description**
Style:	Plaza
Model	Comm/Ind
Grade:	Very Good
Stories:	1
Occupancy:	12.00
Exterior Wall 1:	Brick
Exterior Wall 2:	
Roof Struct:	Flat
Roof Cover:	Tar + Gravel
Interior Wall 1:	Drywall
Interior Wall 2:	
Interior Floor 1:	Carpet
Interior Floor 2:	Vinyl/Asphalt
Heating Fuel:	Oil
Heating Type:	Forced Air
AC Type:	Central
Struct Class	
Bldg Use:	Retail
Ttl Rooms:	
Ttl Bedrms:	00
Ttl Baths:	0
Ttl Half Baths:	0
Ttl Xtra Fix:	0
1st Floor Use:	
Heat/AC:	Heat/Ac Pkgs
Frame Type:	Masonry
Baths/Plumbing:	Average
Ceiling/Wall:	Sus-Ceil & Wl
Rooms/Prtns:	Average
Wall Height:	16.00
% Comn Wall:	

Building Photo

(http://images.vgsi.com/photos2/BridgeportCTPhotos//default.jpg)

Building Layout



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Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
BAS	First Floor	68,340	68,340
BNK	Bank Area	5,750	5,750
CLP	Loading Platform	216	0
FOP	Open Porch	6,582	0
UST	Unfinished Utility Storage	120	0
		81,008	74,090

Extra Features

Extra Features				Legend
Code	**Description**	**Size**	**Value**	**Bldg #**
CLR1	Cooler	930.00 SF	$25,660	1

VLT1	Vault-Avg	110.00 SF	$8,580	2
CLR2	Freezer	540.00 SF	$22,590	1
NDP	Night Dep Box	1.00 UNITS	$5,850	2
ATM	ATM	2.00 UNITS	$62,400	2
CLR1	Cooler	1980.00 SF	$54,630	1
MEZ2	Mezn Finished	680.00 SF	$18,760	1
MEZ3	Mezn Fin w/Partitns	1728.00 SF	$64,590	1
SPR1	Sprinklers-Wet	77164.00 SF	$162,040	2
ELV2	Pass	2.00 STOPS	$92,560	1
ELV2	Pass	2.00 STOPS	$92,560	1
VLT1	Vault-Avg	100.00 SF	$9,260	1
SPR1	Sprinklers-Wet	56140.00 SF	$139,900	1
NDP	Night Dep Box	1.00 UNITS	$6,940	1
LDL1	Load Levler	4.00 UNITS	$12,820	1

Land

Land Use

Use Code	217
Description	Retail
Zone	ORR
Neighborhood	M7
Alt Land Appr	No
Category	

Land Line Valuation

Size (Acres)	13.15
Frontage	0
Depth	0
Assessed Value	$8,284,500
Appraised Value	$11,835,000

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
SHD1	Shed	FR	Frame	280.00 SF	$2,350	2
PAV1	Paving Asph			335000.00 SF	$934,650	1
LT	Light	1	Single	9.00 UNITS	$22,600	1
LT	Light	4	Four	5.00 UNITS	$22,910	1
LT	Light	3	Triple	5.00 UNITS	$19,330	1
FN1	Fence, Chain	4	4 ft	26.00 LF	$260	1

Valuation History

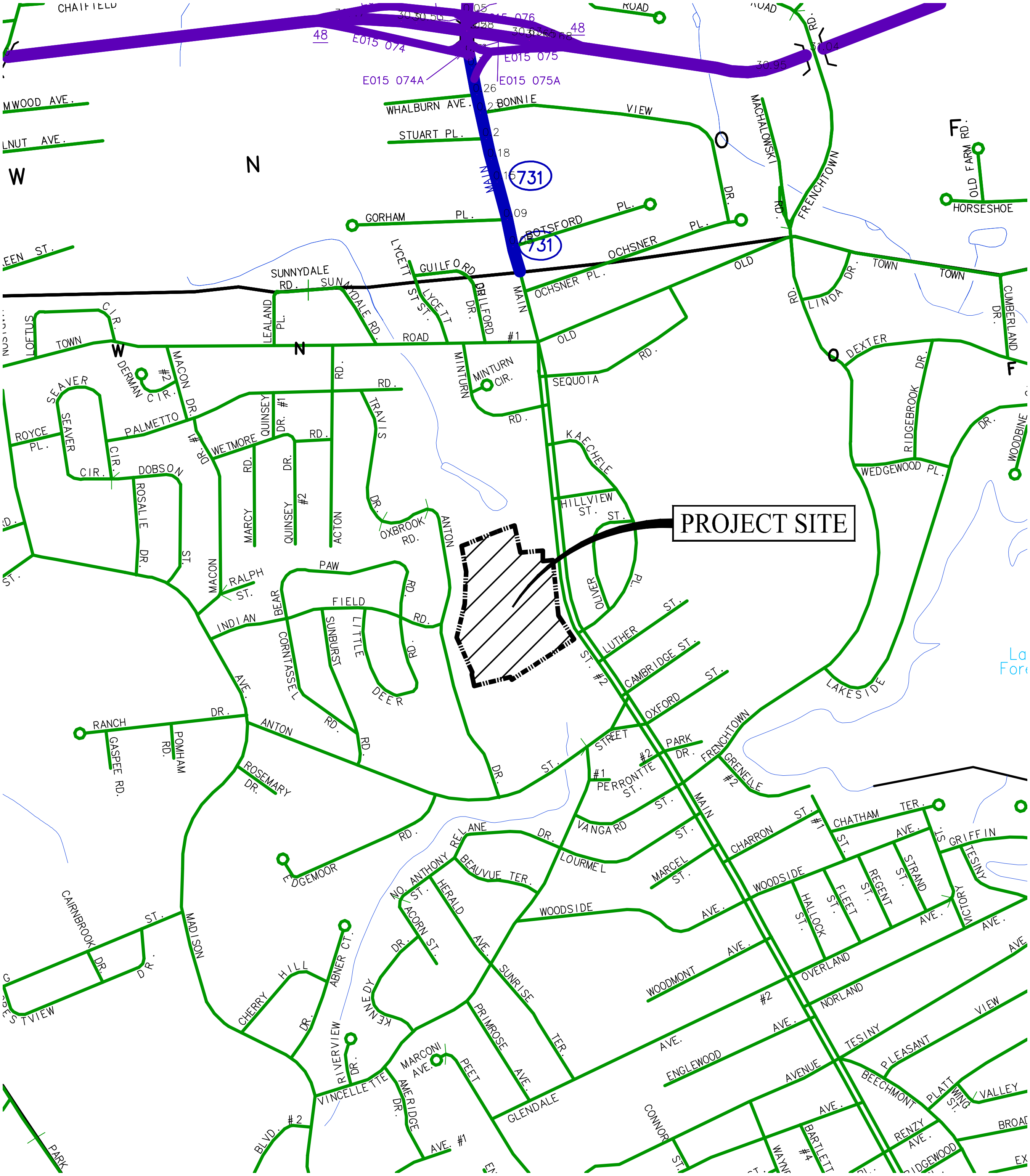
Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$12,695,585	$6,575,000	$19,270,585
2018	$12,695,585	$6,575,000	$19,270,585
2017	$12,695,585	$6,575,000	$19,270,585

Assessment

Valuation Year	Improvements	Land	Total
2019	$8,886,910	$4,602,500	$13,489,410
2018	$8,886,910	$4,602,500	$13,489,410
2017	$8,886,910	$4,602,500	$13,489,410

100' PROPERTY ABUTTERS TO 5431 MAIN ST, BRIDGEPORT CT 2/26/2021

Property W/I 100 FEET	OWNER OF RECORD	ADDRESS	CITY, STATE, ZIP
330 ANTON DR	BUFFONE ANTONIO P ET AL	000330 ANTON DR	BRIDGEPORT, CT 06606
236 ANTON DR	ARAUJO ANA B	000236 ANTON DR	BRIDGEPORT, CT 06606
4485 MAIN ST #4505	E&A NORTHEAST LIMITED PRTNSHP	1901 MAIN (900 NATINSBK ST	COLUMBIA, SC 29202
214 ANTON DR	ZAMELSKI SOPHIE E	000214 ANTON DR	BRIDGEPORT, CT 06606
368 ANTON DR #17	SANTANA PAUL & JACLYN	368 ANTON DRIVE #17	BRIDGEPORT, CT 06606
4580 MAIN ST	4600 MAIN STREET LLC	001425 NOBLE AVE	BRIDGEPORT, CT 06610
4570 MAIN ST	C/O KIMBALL GROUP	001425 NOBLE AVE	BRIDGEPORT, CT 06610
4675 MAIN ST	COMMERCE PARK ASSOCIATES LLC C/O KIMBALL GROUP	523 PEPPER ST	MONROE, CT 06468
12 ANTON CR	GARCIA FRANCES & SANTOS	000012 ANTON CIR	BRIDGEPORT, CT 06606
186 ANTON DR	CRUZ JOSE M & MARIA M	186 ANTON DR	BRIDGEPORT, CT 06606
4540 MAIN ST	FEIN KENNETH H	004540 MAIN ST	BRIDGEPORT, CT 06606
4556 MAIN ST	4600 MAIN STREET LLC	001425 NOBLE AVE	BRIDGEPORT, CT 06610
32 ANTON CR	RIVERA JESUS	2237 HUNTER AVE	BRONX, NY 10475
200 ANTON DR	LUONGO ANTHONY	200 ANTON DRIVE	BRIDGEPORT, CT 06606
300 ANTON DR	ZALDUMBIDE ELVIS & EVA M ZALDUMBIDE	000300 ANTON DR	BRIDGEPORT, CT 06606
310 ANTON DR	HRIBAR VALENTIN & ANA	310 ANTON DR	BRIDGEPORT, CT 06606
4500 MAIN ST	PRECI ANGELO	4500 MAIN ST	BRIDGEPORT, CT 06606
256 ANTON DR	CARVALHO DOMINGOS	000256 ANTON DR	BRIDGEPORT, CT 06606
4637 MAIN ST #01	PEREZ RAUL JR	20 TUCKAHUE ROAD	EASTON, CT 06612
4531 MAIN ST #4575	E&A NORTHEAST LIMITED PARTNSHP	1901 MAIN (900 NATIONSBNK ST	COLUMBIA, SC 29202
4610 MAIN ST	JAMES LILLIS (CONVERVATOR)	001137 SEAVIEW AVE	BRIDGEPORT, CT 06607
360 ANTON DR	SULLIVAN JESSIE L (RESPONDENT) JAMES LILLIS (CONVERVATOR)	6808 TOWLES ROAD	WILMINGTON, NC 28409
4590 MAIN ST	4600 MAIN STREET LLC	001425 NOBLE AVE	BRIDGEPORT, CT 06610
340 ANTON DR	MANTONE SUSAN L	000340 ANTON DR	BRIDGEPORT, CT 06606
4615 MAIN ST	4890 MAIN STREET LLC	004750 MAIN ST	BRIDGEPORT, CT 06606
4600 MAIN ST	4600 MAIN STREET	001425 NOBLE AVE	BRIDGEPORT, CT 06610
4514 MAIN ST #4518	VITALE PATRICK J JR &MARCELINEVITALE (SURV OF THEM)	29 POINT BEACH DR	MILFORD, CT 06460
280 ANTON DR	SALAS EDWARD F ET AL	000280 ANTON DR	BRIDGEPORT, CT 06606
4490 MAIN ST	THE ROSINGER LIMITED PARTNERSHIP	P.O. BOX 200	SOUTHPORT, CT 06890
176 ANTON DR	BRANCO DELFINA	000176 ANTON DR	BRIDGEPORT, CT 06606
2 ANTON CR	MARRAKECH INC	6 LUNAR DR	WOODBRIDGE, CT 06515



<u>NOTE</u>: BASE MAP INFORMATION TAKEN
FROM CTDOT TRU MAP 015

1000 0 500 1000

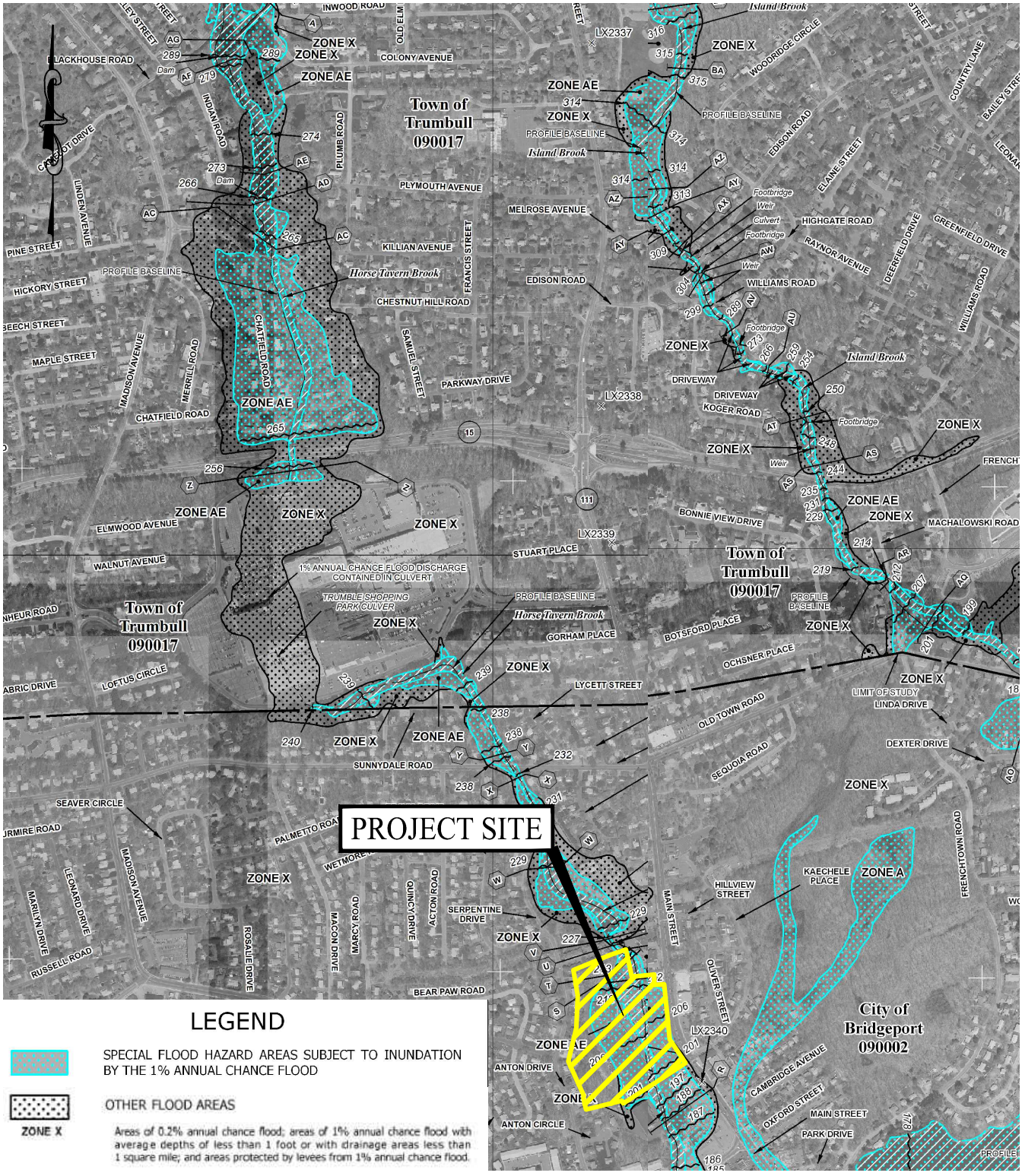
SOLLI ENGINEERING

501 Main Street, Monroe, CT 06468
T: (203) 880-5455 F: (203) 880-9695

SITE LOCATION MAP

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	02/26/2021
Scale:	1" = 1000'
Figure:	1



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

OTHER FLOOD AREAS

ZONE X

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

NOTE: BASE MAP INFORMATION TAKEN FROM MSC.FEMA.GOV, AREA NUMBER 09001C0426F & 09001C0427F

1,000 0 500 1,000

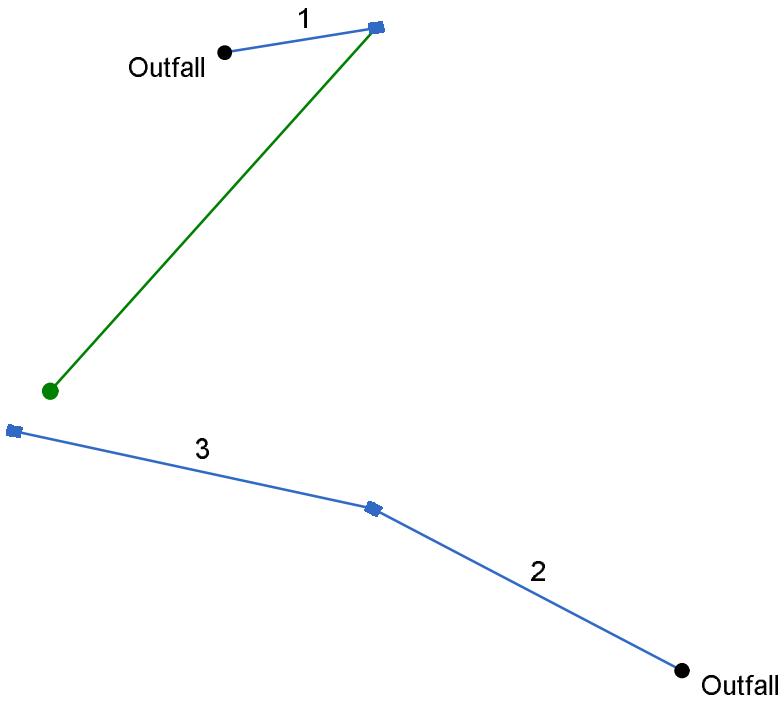
SOLLI ENGINEERING
501 Main Street, Monroe, CT 06468
T: (203) 880-5455 F: (203) 880-9695

FEMA SURVEY MAP

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	02/26/21
Scale:	1" = 1,000'
Figure:	2

Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Project File: Proposed Collection.stm	Number of lines: 3	Date: 3/17/2021

Storm Sewers v2020.00

Structure Report

Struct No.	Structure ID	Junction Type	Rim Elev (ft)	Structure			Line Out			Line In		
				Shape	Length (ft)	Width (ft)	Size (in)	Shape	Invert (ft)	Size (in)	Shape	Invert (ft)
1	Structure - (5)	Grate	208.70	Rect	4.00	3.00	12	Cir	204.00			
2	Structure - (2)	Combination	203.50	Rect	4.00	3.00	12	Cir	199.50	12	Cir	199.50
3	Structure - (3)	Combination	204.70	Rect	4.00	3.00	12	Cir	200.52			

Project File: Proposed Collection.stm | Number of Structures: 3 | Run Date: 3/17/2021

Storm Sewer Summary Report

Line No.	Line ID	Flow rate (cfs)	Line Size (in)	Line shape	Line length (ft)	Invert EL Dn (ft)	Invert EL Up (ft)	Line Slope (%)	HGL Down (ft)	HGL Up (ft)	Minor loss (ft)	HGL Junct (ft)	Dns Line No.	Junction Type
1	Pipe - (3)	2.56	12	Cir	42.612	203.78	204.00	0.516	204.46	204.84	0.20	205.05	End	Grate
2	Pipe - (1)	1.08	12	Cir	97.000	199.41	199.50	0.093	199.85	200.31	0.02	200.33	End	Combination
3	Pipe - (2)	3.56	12	Cir	102.000	199.50	200.52	1.000	200.33	201.33	0.42	201.75	2	Combination

Project File: Proposed Collection.stm

Number of lines: 3

Run Date: 3/17/2021

NOTES: Return period = 50 Yrs.

Storm Sewer Tabulation

Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	42.612	0.26	0.00	0.77	0.20	0.00	6.0	0.0	0.0	2.56	2.56	4.04	12	0.52	203.78	204.00	204.46	204.84	208.70	208.70	Pipe - (3)
2	End	97.000	0.27	0.00	0.88	0.24	0.00	6.0	0.0	0.0	1.08	1.08	2.44	12	0.09	199.41	199.50	199.85	200.31	203.50	203.50	Pipe - (1)
3	2	102.000	0.29	0.00	0.85	0.25	0.00	6.0	0.0	0.0	3.56	3.56	5.16	12	1.00	199.50	200.52	200.33	201.33	203.50	204.70	Pipe - (2)

Project File: Proposed Collection.stm | Number of lines: 3 | Run Date: 3/17/2021

NOTES:Intensity = 44.14 / (Inlet time + 3.60) ^ 0.69 ; Return period =Yrs. 50 ; Total flows limited to full flow capacities ; c = cir e = ellip b = box

NOAA Atlas 14, Volume 10, Version 3
Location name: Bridgeport, Connecticut, USA*
Latitude: 41.222°, Longitude: -73.2183°
Elevation: 209.29 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

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

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

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

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**4.27** (3.34-5.36)	**5.05** (3.95-6.36)	**6.34** (4.93-7.98)	**7.39** (5.72-9.37)	**8.86** (6.64-11.7)	**9.96** (7.31-13.4)	**11.1** (7.90-15.4)	**12.4** (8.35-17.5)	**14.2** (9.19-20.7)	**15.6** (9.89-23.2)
10-min	**3.02** (2.36-3.80)	**3.58** (2.80-4.50)	**4.49** (3.49-5.66)	**5.24** (4.06-6.65)	**6.28** (4.70-8.26)	**7.06** (5.17-9.46)	**7.87** (5.59-10.9)	**8.77** (5.92-12.4)	**10.0** (6.52-14.6)	**11.1** (7.01-16.4)
15-min	**2.37** (1.86-2.98)	**2.81** (2.19-3.53)	**3.52** (2.74-4.44)	**4.11** (3.18-5.21)	**4.92** (3.68-6.48)	**5.53** (4.05-7.42)	**6.17** (4.39-8.54)	**6.88** (4.64-9.72)	**7.88** (5.11-11.5)	**8.68** (5.50-12.9)
30-min	**1.65** (1.29-2.07)	**1.95** (1.53-2.46)	**2.45** (1.91-3.09)	**2.86** (2.22-3.63)	**3.43** (2.56-4.51)	**3.86** (2.82-5.17)	**4.30** (3.05-5.94)	**4.78** (3.23-6.75)	**5.45** (3.53-7.94)	**5.98** (3.78-8.87)
60-min	**1.06** (0.827-1.33)	**1.25** (0.979-1.58)	**1.57** (1.22-1.98)	**1.84** (1.42-2.33)	**2.20** (1.64-2.89)	**2.48** (1.81-3.31)	**2.76** (1.95-3.80)	**3.06** (2.07-4.32)	**3.48** (2.26-5.07)	**3.80** (2.41-5.65)
2-hr	**0.686** (0.540-0.856)	**0.817** (0.642-1.02)	**1.03** (0.808-1.29)	**1.21** (0.942-1.52)	**1.46** (1.10-1.90)	**1.64** (1.21-2.19)	**1.83** (1.31-2.52)	**2.05** (1.39-2.88)	**2.35** (1.53-3.41)	**2.60** (1.65-3.84)
3-hr	**0.527** (0.416-0.655)	**0.630** (0.497-0.785)	**0.799** (0.628-0.997)	**0.938** (0.734-1.18)	**1.13** (0.855-1.48)	**1.28** (0.944-1.70)	**1.43** (1.03-1.96)	**1.60** (1.09-2.24)	**1.85** (1.21-2.67)	**2.06** (1.31-3.02)
6-hr	**0.333** (0.265-0.411)	**0.400** (0.318-0.495)	**0.510** (0.404-0.633)	**0.602** (0.473-0.750)	**0.727** (0.553-0.944)	**0.821** (0.612-1.09)	**0.921** (0.666-1.26)	**1.04** (0.705-1.44)	**1.21** (0.788-1.73)	**1.35** (0.859-1.96)
12-hr	**0.204** (0.163-0.250)	**0.246** (0.197-0.303)	**0.316** (0.251-0.389)	**0.373** (0.295-0.462)	**0.452** (0.346-0.584)	**0.511** (0.383-0.673)	**0.574** (0.418-0.783)	**0.648** (0.443-0.895)	**0.758** (0.497-1.08)	**0.850** (0.544-1.23)
24-hr	**0.120** (0.096-0.146)	**0.146** (0.118-0.178)	**0.190** (0.152-0.232)	**0.226** (0.180-0.277)	**0.275** (0.212-0.353)	**0.312** (0.235-0.409)	**0.351** (0.258-0.478)	**0.399** (0.274-0.547)	**0.472** (0.310-0.667)	**0.534** (0.343-0.767)
2-day	**0.067** (0.054-0.081)	**0.083** (0.067-0.101)	**0.109** (0.088-0.133)	**0.131** (0.105-0.160)	**0.161** (0.125-0.206)	**0.183** (0.140-0.240)	**0.208** (0.154-0.283)	**0.238** (0.164-0.325)	**0.286** (0.189-0.401)	**0.327** (0.211-0.467)
3-day	**0.048** (0.039-0.058)	**0.060** (0.049-0.073)	**0.079** (0.064-0.096)	**0.095** (0.077-0.116)	**0.117** (0.091-0.150)	**0.133** (0.102-0.174)	**0.151** (0.113-0.205)	**0.174** (0.120-0.235)	**0.209** (0.138-0.292)	**0.240** (0.155-0.341)
4-day	**0.039** (0.032-0.047)	**0.048** (0.039-0.058)	**0.063** (0.051-0.077)	**0.076** (0.061-0.092)	**0.093** (0.073-0.119)	**0.106** (0.081-0.138)	**0.120** (0.090-0.163)	**0.138** (0.095-0.186)	**0.165** (0.110-0.231)	**0.190** (0.122-0.269)
7-day	**0.027** (0.022-0.032)	**0.032** (0.026-0.039)	**0.042** (0.034-0.050)	**0.050** (0.040-0.060)	**0.060** (0.047-0.076)	**0.068** (0.052-0.088)	**0.077** (0.057-0.103)	**0.087** (0.061-0.117)	**0.104** (0.069-0.143)	**0.117** (0.076-0.165)
10-day	**0.022** (0.018-0.026)	**0.026** (0.021-0.031)	**0.033** (0.027-0.039)	**0.038** (0.031-0.046)	**0.046** (0.036-0.058)	**0.052** (0.040-0.067)	**0.058** (0.043-0.077)	**0.066** (0.046-0.088)	**0.077** (0.051-0.106)	**0.086** (0.056-0.121)
20-day	**0.015** (0.013-0.018)	**0.018** (0.015-0.021)	**0.021** (0.018-0.025)	**0.024** (0.020-0.029)	**0.029** (0.023-0.036)	**0.032** (0.025-0.040)	**0.035** (0.026-0.046)	**0.039** (0.027-0.052)	**0.045** (0.030-0.061)	**0.049** (0.032-0.068)
30-day	**0.013** (0.011-0.015)	**0.014** (0.012-0.017)	**0.017** (0.014-0.020)	**0.019** (0.016-0.023)	**0.022** (0.018-0.027)	**0.025** (0.019-0.031)	**0.027** (0.020-0.035)	**0.029** (0.021-0.039)	**0.033** (0.022-0.045)	**0.035** (0.023-0.049)
45-day	**0.010** (0.009-0.012)	**0.012** (0.010-0.014)	**0.014** (0.011-0.016)	**0.015** (0.012-0.018)	**0.017** (0.014-0.021)	**0.019** (0.015-0.024)	**0.021** (0.015-0.026)	**0.022** (0.016-0.029)	**0.025** (0.017-0.033)	**0.026** (0.017-0.036)
60-day	**0.009** (0.008-0.011)	**0.010** (0.008-0.012)	**0.012** (0.010-0.014)	**0.013** (0.011-0.015)	**0.015** (0.012-0.018)	**0.016** (0.012-0.020)	**0.017** (0.013-0.022)	**0.018** (0.013-0.024)	**0.020** (0.014-0.027)	**0.021** (0.014-0.029)

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

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

Please refer to NOAA Atlas 14 document for more information.

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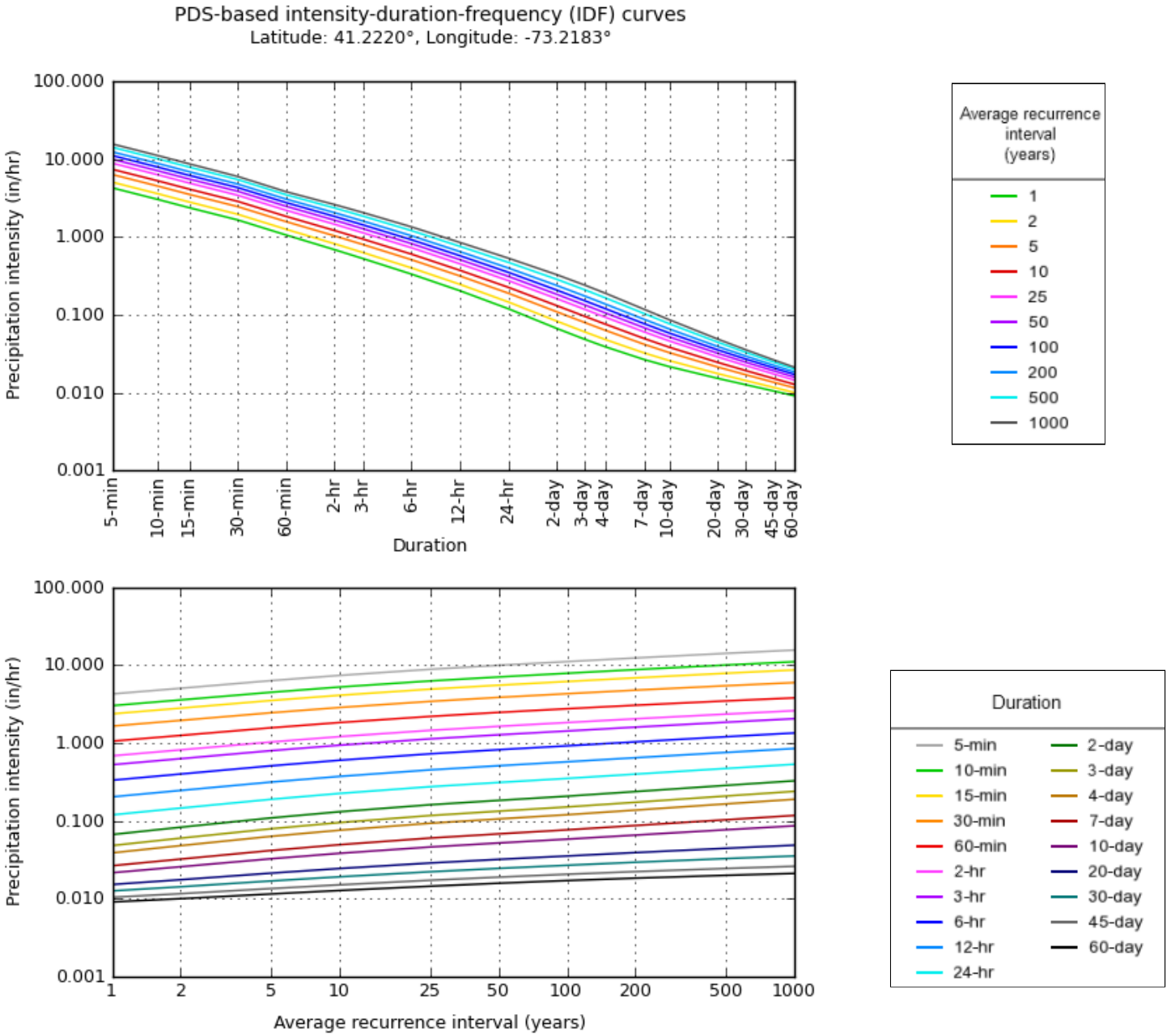
PF graphical



NOAA Atlas 14, Volume 10, Version 3

Created (GMT): Thu Mar 4 18:58:57 2021

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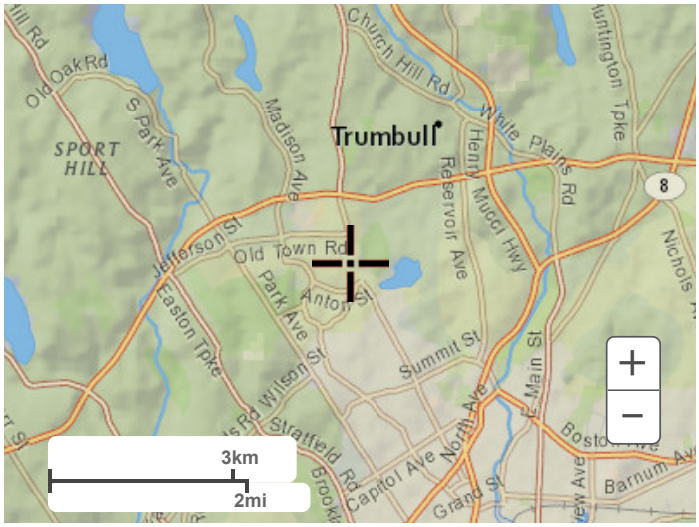
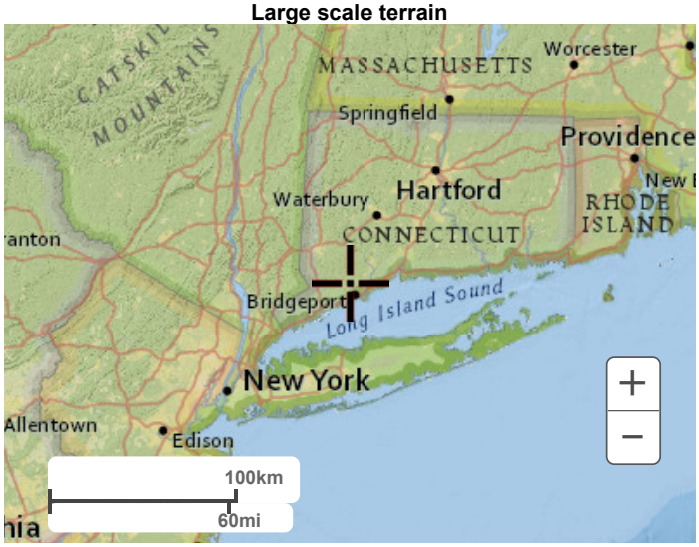
Maps & aerials

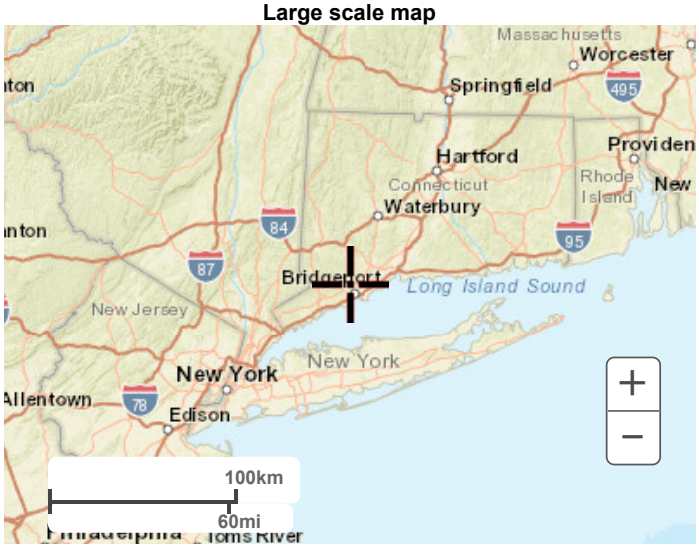
Small scale terrain



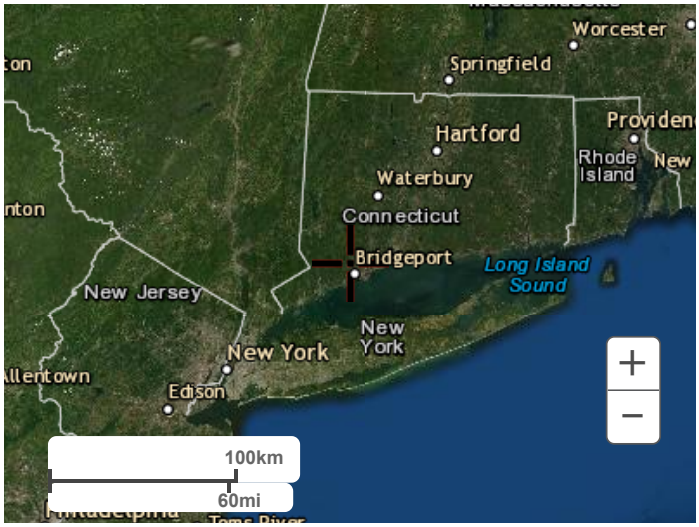
Large scale terrain



Large scale map



Large scale aerial



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

Disclaimer

Project **Edens** By **SWG** Date **03/04/21**

Location **4531 Main Street, Bridgeport CT** Checked _____ Date _____

Bold one: Present **Developed** **CB-1**

1. Runoff Coefficient ©

Soil Name and hydrologic group (Appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	C [1]			Area [x] acres [ ] mi^2 [ ] %	Product of C x area
	IMPERVIOUS	0.95			0.18	0.17
	PERVIOUS	0.35			0.08	0.03
						0.00
						0.00
						0.00
						0.00
						0.00
						0.00
1 Use only one C source per line				Totals =	0.26	0.20

CN (weighted) = $\frac{\text{total product}}{\text{total area}} = \frac{0.20}{0.26} =$ 0.77 Use C = 0.77

Project **Edens** By **SWG** Date **03/04/21**

Location **4531 Main Street, Bridgeport CT** Checked _____ Date _____

Bold one: Present **Developed** **CB-2**

1. Runoff Coefficient ©

Soil Name and hydrologic group (Appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	C [1]			Area [x] acres [ ] mi^2 [ ] %	Product of C x area
	IMPERVIOUS	0.95			0.24	0.23
	PERVIOUS	0.35			0.05	0.02
						0.00
						0.00
						0.00
						0.00
						0.00
						0.00
1 Use only one C source per line				Totals =	0.29	0.25

CN (weighted) = $\frac{\text{total product}}{\text{total area}} = \frac{0.25}{0.29} =$ 0.85 Use C = **0.85**

Project **Edens** By **SWG** Date **03/04/21**

Location **4531 Main Street, Bridgeport CT** Checked _____ Date _____

Bold one: Present **Developed** **CB-3**

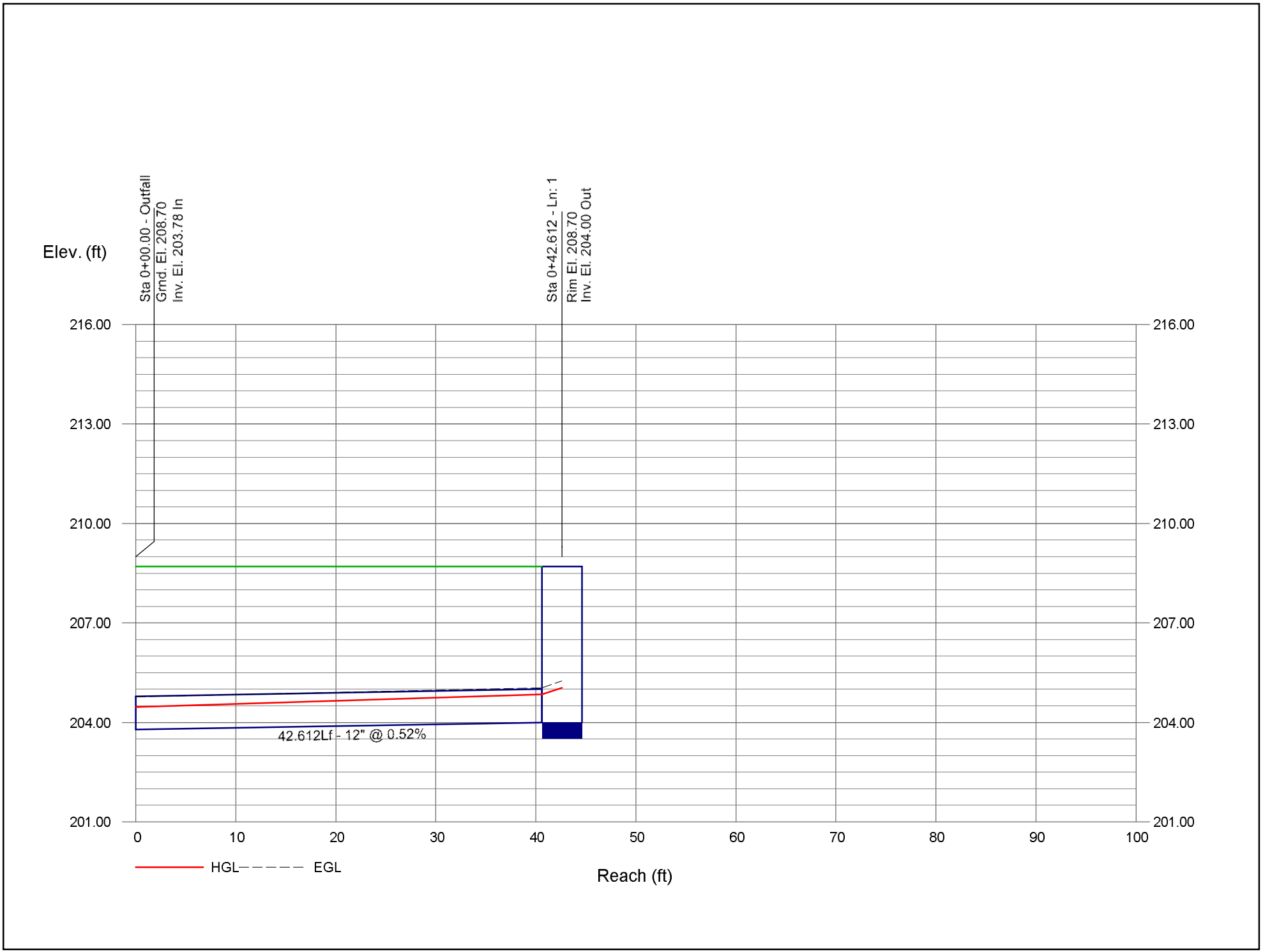
1. Runoff Coefficient ©

Soil Name and hydrologic group (Appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	C [1]			Area [x] acres [ ] mi^2 [ ] %	Product of C x area
	IMPERVIOUS	0.95			0.24	0.23
	PERVIOUS	0.35			0.03	0.01
						0.00
						0.00
						0.00
						0.00
						0.00
						0.00
1 Use only one C source per line				Totals =	0.27	0.24

CN (weighted) = $\frac{\text{total product}}{\text{total area}} = \frac{0.24}{0.27} =$ 0.88 Use C = **0.88**

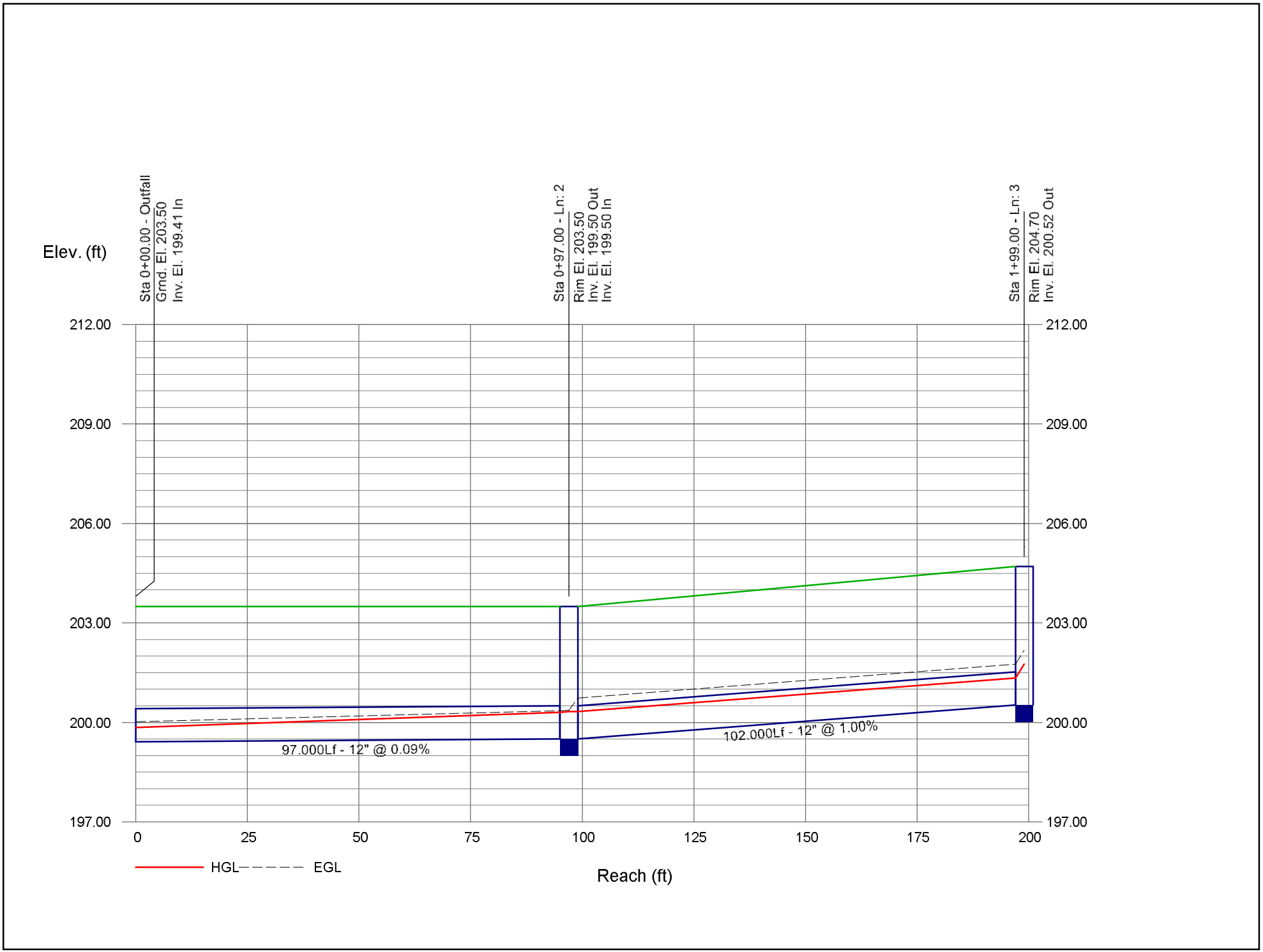
Storm Sewer Profile

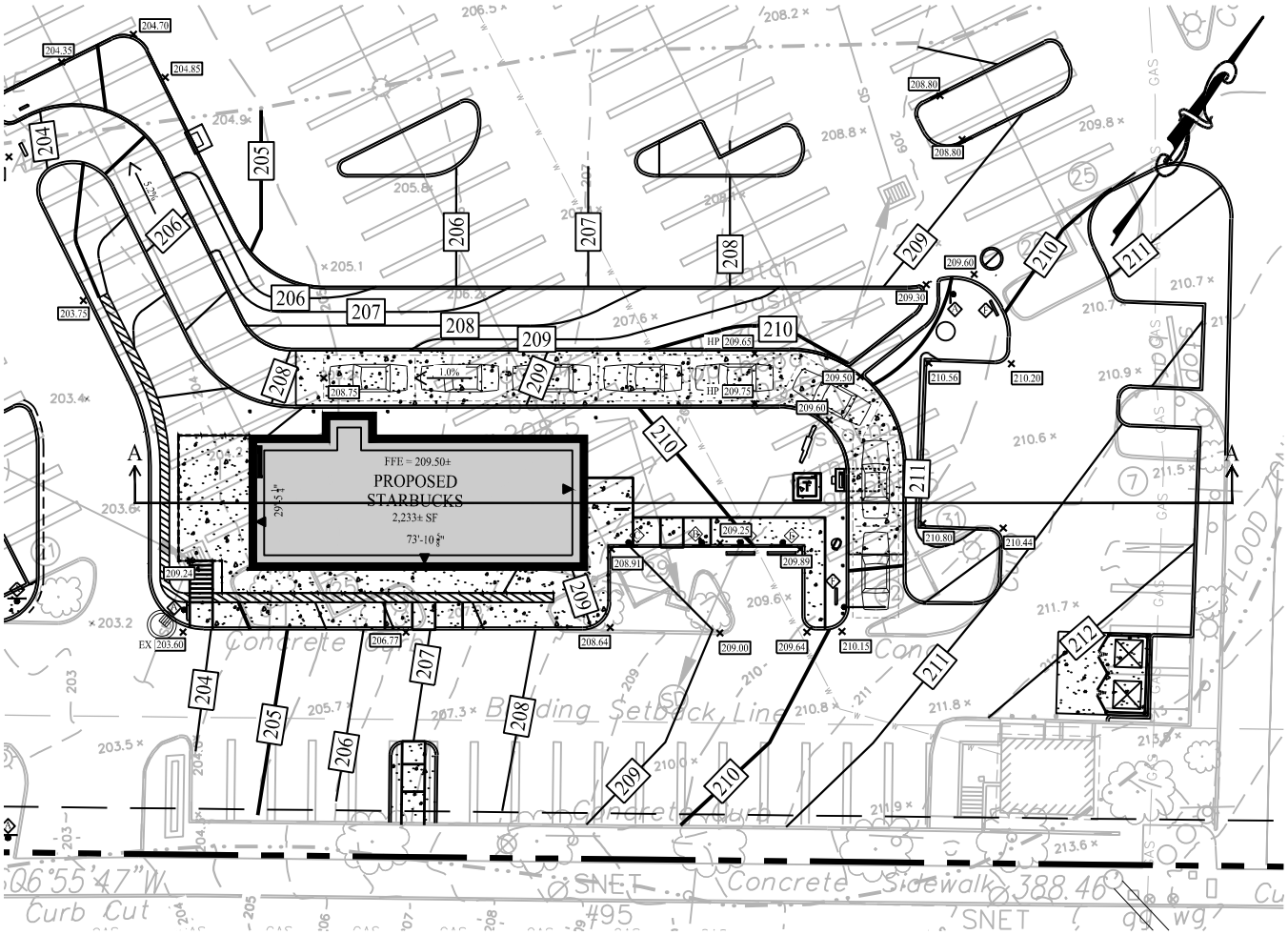
Proj. file: Proposed Collection.stm



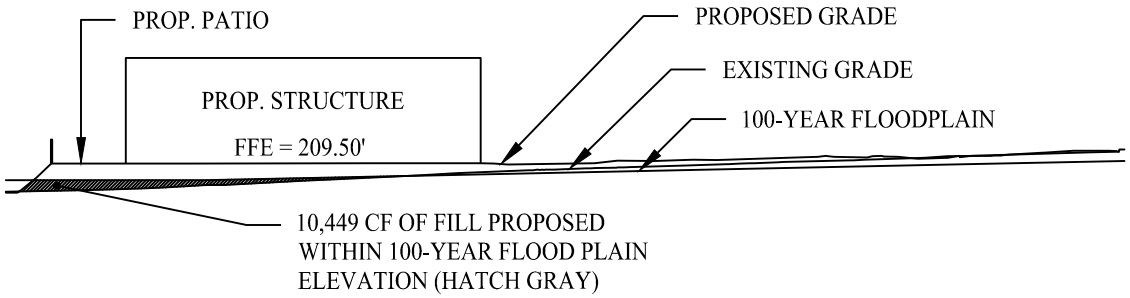
Storm Sewer Profile

Proj. file: Proposed Collection.stm



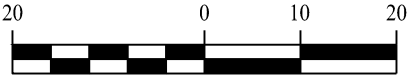


PLAN VIEW



SECTION A-A

NOTE: SEE PLAN ENTITLED "BROOKSIDE SHOPPING CENTER, 4351 MAIN STREET, BRODGEPORT, CONNECTICUT, GRADING, DRAINAGE AND UTILITY PLAN," DATED 03/17/21, PREPARED BY SOLLI ENGINEERING FOR MORE DETAILS

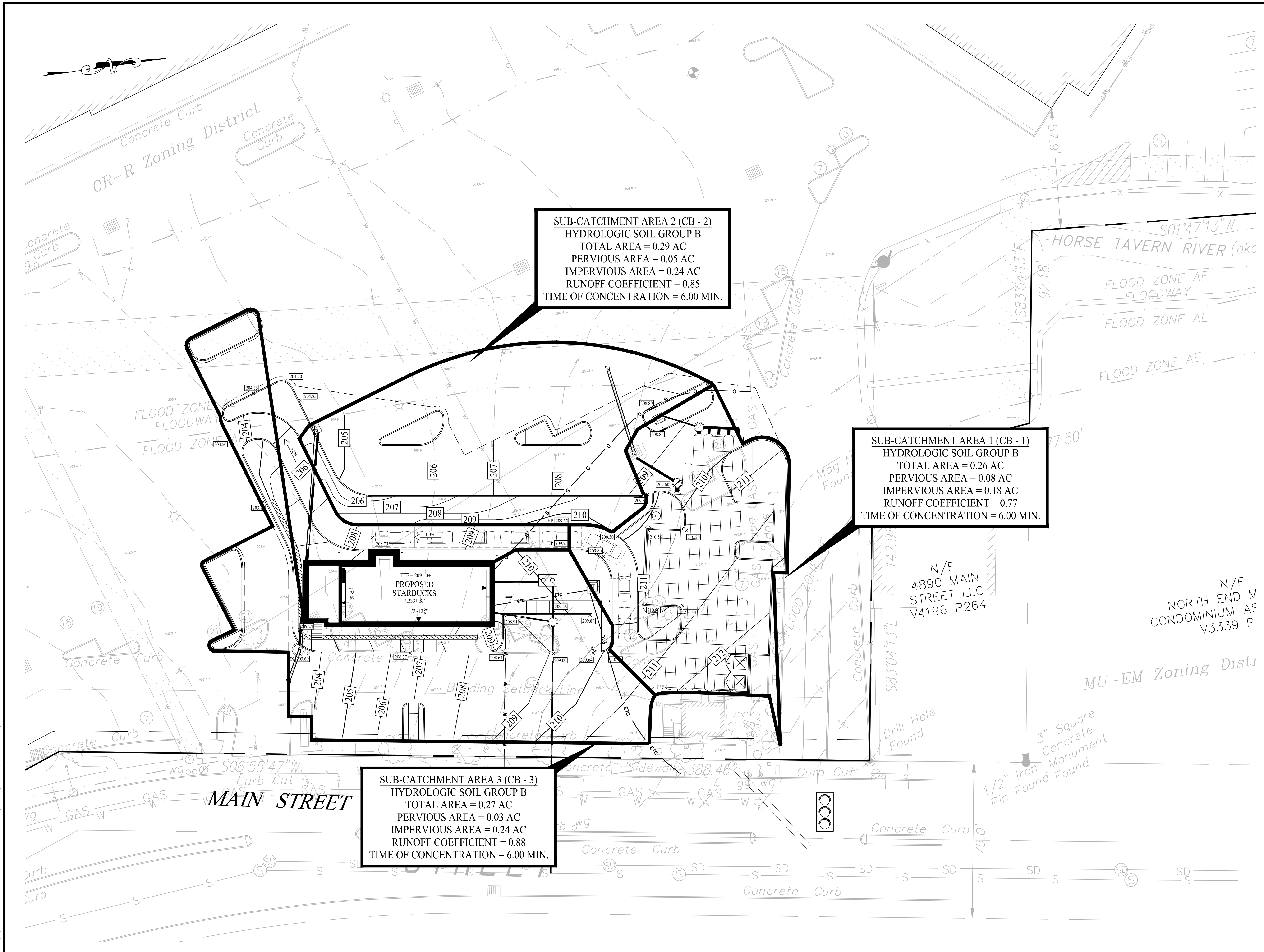


SOLLI ENGINEERING
523 Pepper Street, Monroe, CT 06468
T: (203) 880-5455 F: (203) 445-9560

COMPENSATORY STORAGE AREA

1% CHANCE OF ANNUAL FLOOD
4531 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	03/17/21
Scale:	1"=40'
Figure:	3


SUB-CATCHMENT AREA 2 (CB - 2)
HYDROLOGIC SOIL GROUP B
TOTAL AREA = 0.29 AC
PERVIOUS AREA = 0.05 AC
IMPERVIOUS AREA = 0.24 AC
RUNOFF COEFFICIENT = 0.85
TIME OF CONCENTRATION = 6.00 MIN.
SUB-CATCHMENT AREA 1 (CB - 1)
HYDROLOGIC SOIL GROUP B
TOTAL AREA = 0.26 AC
PERVIOUS AREA = 0.08 AC
IMPERVIOUS AREA = 0.18 AC
RUNOFF COEFFICIENT = 0.77
TIME OF CONCENTRATION = 6.00 MIN.
SUB-CATCHMENT AREA 3 (CB - 3)
HYDROLOGIC SOIL GROUP B
TOTAL AREA = 0.27 AC
PERVIOUS AREA = 0.03 AC
IMPERVIOUS AREA = 0.24 AC
RUNOFF COEFFICIENT = 0.88
TIME OF CONCENTRATION = 6.00 MIN.
PROPOSED STARBUCKS
FFE = 209.50±
2,233± SF
OR-R Zoning District
MU-EM Zoning Distri
HORSE TAVERN RIVER (akc
FLOOD ZONE AE
FLOODWAY
N/F
4890 MAIN
STREET LLC
V4196 P264
N/F
NORTH END M
CONDOMINIUM AS
V3339 P
MAIN STREET
Building Setback Line
Drill Hole Found
3" Square Concrete Monument Found
1/2" Iron Pin Found
S06°55'47"W
S01°47'13"W
S83°04'13"E
Concrete Curb
Concrete Sidewalk
Curb Cut

Rev. #: | Date | Description

Graphic Scale: 20 0 20 40

SOLLI ENGINEERING

501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9695
351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695

Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	03/17/20
Scale:	1" = 20'

Kevin Solli, P.E.
CT 25759

Project:

BROOKSIDE SHOPPING CENTER
4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: SUB-CATCHMENT AREA MAP

Sheet #: SA-1

SOLLI ENGINEERING

March 17, 2021

Mrs. Alyssa Tortolani
Edens
4531 Main Street
Bridgeport, CT 06606

RE: Traffic Impact Assessment
Proposed Coffee Shop with Drive-Thru
4531 Main Street
Bridgeport, Connecticut 06606
Project Number: 21100801

Dear Mrs. Tortolani,

Solli Engineering, LLC has prepared this assessment to provide an analysis of the potential traffic impacts associated with the proposed development located at 4531 Main Street in Bridgeport, Connecticut. The evaluation has been completed in accordance with the City of Bridgeport requirements as well as standard traffic engineering methodology. Our investigation concludes that the proposed development will not have an adverse impact on the traffic operations area roadway network.

Project Description:

The property is located along Main Street in Bridgeport, Connecticut within the existing Brookside Shopping Center, approximately 450 feet south of the intersection of Main Street and Hillview Street. The site is currently improved with an existing 130,714± square-foot shopping center. The project site is bound by retail development to the north, residential homes to the west, commercial developments to the south and Main Street to the east. Refer to Figure 1, Site Location Map, for more details on the project location.

The project proposes to construct a 2,233± square foot coffee shop with drive thru window in the northeast corner of the existing parking lot of the Brookside Shopping Center. The subject property is located within the Office/Retail Zoning District in the City of Bridgeport. Site access is proposed to be maintained via an existing full movement, stop-controlled site driveway from Main Street and via two full movement, signalized site driveways from Main Street which currently service the shopping center. See the Site Layout Plan, sheet 2.11, for more details on the proposed site configuration.

Existing Conditions:

Main Street is a north-south roadway located east of the project site with a posted speed limit of 25 miles per hour throughout the study area. Main Street is classified as a principal arterial by the Connecticut Department of Transportation. Across the property frontage, Main Street is a four (4) lane divided bidirectional roadway. There are sidewalks along the property on both sides of Main Street.

Turning movement count data was collected at the study area intersections during March 2021. As a result of the travel restrictions and social distancing practices associated with the outbreak of COVID-19, data collected was lower than historical data. Historic peak hour volume data was obtained from ATR data

provided by the Connecticut Department of Transportation at count stations TRUM-070 (north of the project site) and BRDP-820 (south of the project site), collected during 2013. The 2013 weekday AM peak hour volume data was projected to 2021 using a 0.5% growth rate. Peak hour volume data from the two count stations was averaged to estimate Main Street volumes in the project vicinity. The March 2021, turning movement volumes were adjusted 37% to reflect traffic operations during normal conditions and to establish 2021 existing count data along Main Street. The 2021 existing traffic volumes are illustrated in Figure 2.

Proposed Conditions:

The project proposes to maintain the existing stop-controlled full movement driveway via Main Street approximately 240 feet north of the intersection of Main Street & Kaechele Place. Site access via the existing full movement signalized access via Main Street across from the intersection of Main Street & Kaechele Place will be maintained. The existing signalized access via Main Street approximately 450 feet south of the intersection of Main Street & Hillview Street shall be maintained.

The anticipated number of trips that will be generated by proposed development was estimated using data from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. The trip generation was calculated for the weekday AM and Saturday midday peak hours based on the proposed land use as these are the peak periods with the greatest potential to impact the adjacent roadway network. A "pass-by" credit was applied to the proposed trip generation. Pass-by trips are trips associated with a development that are already on the adjacent roadway network and will patronize the development and continue along their route. The ITE Trip Generation Handbook provides guidelines for pass-by/diverted trip rates based on empirical data. The average pass-by/diverted trip rate for coffee shop with a drive-through window and no indoor seating is 89%. A twenty percent (20%) pass-by credit was applied to the trips generated by the Coffee Shop with Drive-Through Window trips as per ConnDOT and OSTA standards. Pass-by trips are illustrated in Figure 5.

The proposed development is expected to generate 159 (81 entering, 78 exiting) net new trips during the weekday AM peak hour and 157 (78 entering, 78 exiting) net new trips during the Saturday midday peak hour. The trip generation rate sheets are provided as a supporting document to this assessment. Table 1 below illustrates the anticipated trips to be generated by the proposed project during the weekday AM and Saturday midday peak hours. A detailed breakdown of the proposed trip generation calculations are provided as a supporting document to this assessment.

TABLE 1
TRIP GENERATION SUMMARY

LAND USE	WEEKDAY AM PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Coffee/Donut Shop with Drive-Through (LUC 937) 2,233±sf	101	97	199	98	98	196
Total New Trips	**101**	**97**	**199**	**98**	**98**	**196**
20% Pass-By	*20*	*19*	*40*	*20*	*20*	*39*
Net Trips	**81**	**78**	**159**	**78**	**78**	**157**

The anticipated distribution of new traffic entering and exiting the site was developed based on area populations, existing traffic patterns, and layout of the adjacent roadway network. The following distributions were applied to the new site generated trips:

- 50% to/from the north via Main Street
- 50% to/from the south via Main Street

The anticipated percent distribution of the new site generated trips is illustrated in Figure 3. The new site generated trips were assigned to the study area intersections based on the anticipated percent distributions illustrated in Figure 3 and the resulting trip assignment is illustrated in Figure 4.

The proposed development is anticipated to be operational at the end of 2021. The trip assignment volumes illustrated in Figure 4 were combined with the pass-by trips in Figure 5 to develop the 2021 build traffic volumes. Figure 6 illustrates the 2021 build traffic volumes.

The Connecticut Department of Transportation and the City of Bridgeport were contacted to identify any ongoing or proposed projects within the study area which may impact the analysis. No projects were identified which would impact the analysis.

Internal drive-thru queue storage was designed to provide maximum internal storage to prevent any spillover off-site. The site provides for six vehicles of queueing from the pick-up window to the order screen/menu board and an additional two spaces from the menu board to the drive-thru throat for a total of 8 spaces of available vehicle queue storage in the drive-thru lane. There is additional queue storage internal to the site across the easterly and northerly parking fields surrounding the building. These queue areas provide ample storage of vehicles prior to any spillover into the adjacent parking fields or main site driveways.

Delivery operations for the proposed coffee shop were provided by the facility operator. Deliveries to the site are to be provided by a medium to large box truck and will occur nightly between 10pm and 4am. A truck turning figure depicting an SU-30 delivery vehicle accessing the site is provided as a supporting document to this assessment.

Capacity Analysis:

To determine the operating conditions of the study area intersections after the development has been constructed, the study area intersections were analyzed using the Synchro 10 capacity analysis software for the existing and build peak hour conditions during the weekday AM and Saturday midday peak hours, as these are the periods which have the greatest potential for impact by the proposed development.

The results of the Synchro analysis describe the traffic impact in terms of Level of Service (LOS). LOS describes the operational condition of the signalized intersection in terms of delay (in seconds per vehicle) and is expressed on a scale of A through F with LOS A being the best and LOS F being the worst. LOS A reflects intersection operations with little to no vehicle delay (less than 10 seconds per vehicle) and LOS F reflects intersection conditions that are over capacity and experience long delays (more than 80 seconds per vehicle at signalized intersections and more than 50 seconds of delay per vehicle at unsignalized intersections). At unsignalized intersections, only the delay on the STOP-controlled approach is reported. Table 2 below summarizes the overall intersection LOS for the study area intersections.

TABLE 2
PEAK HOUR LEVEL OF SERVICE SUMMARY (AM/SAT)

INTERSECTION	2021 Existing	2021 Build
Main Street & North Site Driveway/Private Development	A/B	A/B
Main Street & Center Site Driveway*	B/B	B/C
Main Street & South Site Driveway/Kaechele Place	A/B	A/B

*Unsignalized Intersection, only stop-controlled approach LOS displayed

Under the 2021 build condition, the north site driveway intersection with Main Street will operate at a LOS A with 8.7 seconds of delay during the weekday AM peak hour and a LOS B with 14.3 seconds during Saturday midday peak hour. Under the 2021 build condition, the central site driveway via Main Street will operate at a LOS B with 11.2 seconds of delay and less than one vehicle of queue at the stop-controlled approach during the weekday AM peak hour and a LOS C with 15 seconds of delay and less than two vehicles of queue during the Saturday midday peak hour.. Under the 2021 build condition the south site driveway via Main Street will operate at a LOS A with 3.1 seconds of delay for the signalized approach during the weekday AM peak hour and a LOS B with 16.7 seconds during Saturday midday peak hour.

The traffic impact analysis indicates that the anticipated minor increase in traffic volume associated with the proposed development can be accommodated without adverse impact on the overall operating conditions of the adjacent roadway network. Copies of the Synchro analysis reports are provided as a supporting document to this assessment.

Conclusions:

A traffic impact analysis of the two existing signalized site driveway intersections and the existing STOP-controlled site driveway via Main Street was conducted and indicates that the proposed project can be accommodated without adverse impact on the operating conditions of the study area roadway network. The project proposes to develop a 2,233± square foot coffee shop with drive thru window in the existing parking area of the Brookside Shopping Center with associated parking. This project proposes to maintain the two signalized site driveway intersections with Main Street and the existing STOP-controlled driveway via Main Street.

Based on the analysis, a total of 159 net new trips (81 enter, 78 exit) are generated during the weekday AM peak hour and 157 new trips (78 enter, 78 exit) are generated during the Saturday midday peak hour.

It is the professional opinion of Solli Engineering that the traffic anticipated to be generated by the proposed development can be accommodated by the surrounding roadway network. There is no indication that the proposed development will have an adverse impact on the overall existing operating conditions of the adjacent roadway network.

If you have any questions or require any additional information, please call at your convenience.

Sincerely,
Solli Engineering, LLC

Collene Byrne
Project Manager

Kevin Solli, P.E.
Principal

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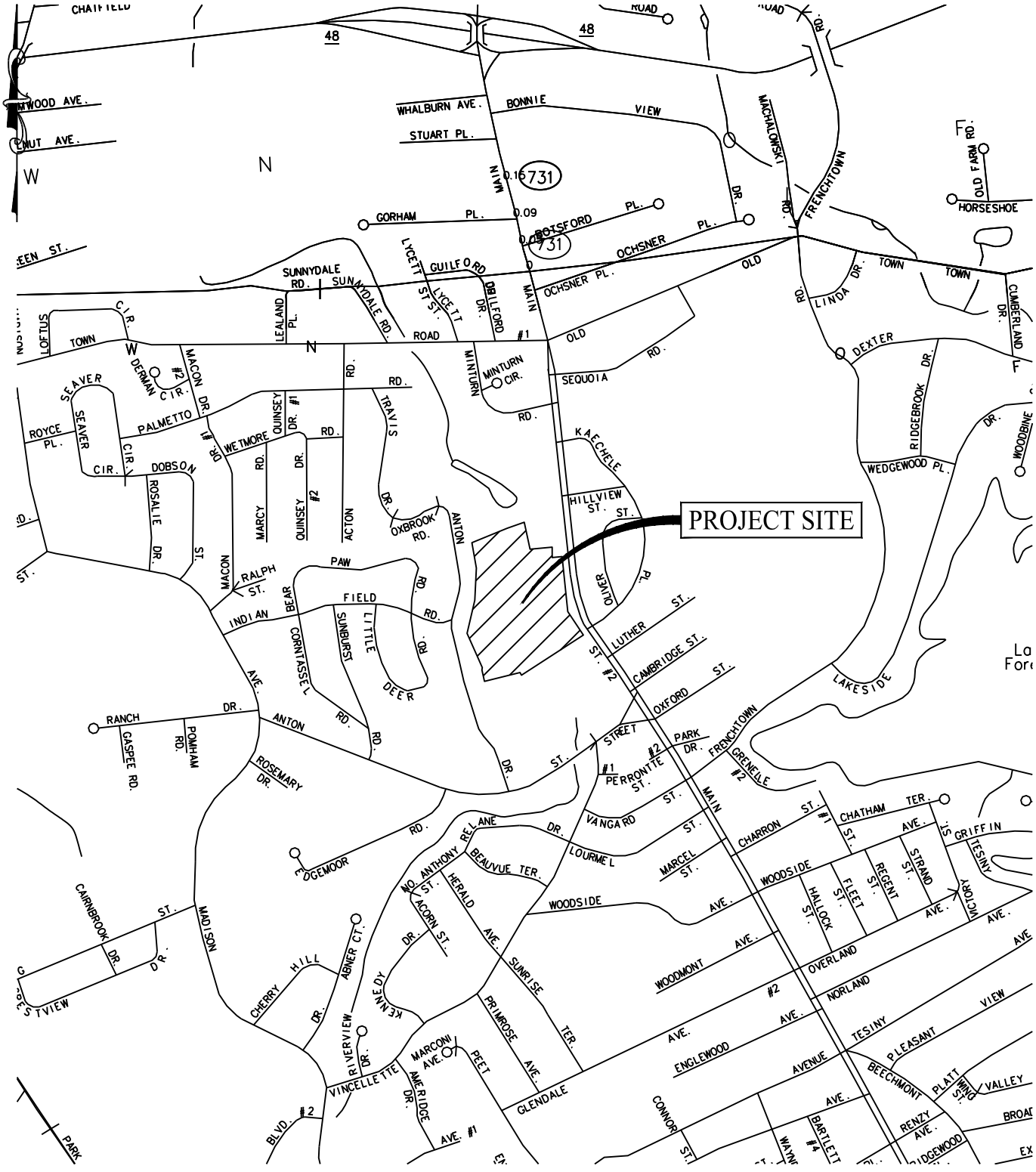
Supporting Documents:

Site Location Map	(Figure 1)
2021 Existing Traffic Volumes	(Figure 2)
Trip Distribution	(Figure 3)
Trip Assignment	(Figure 4)
Pass-By Trips	(Figure 5)
2021 Build Traffic Volumes	(Figure 6)
Site Layout Plan	(Sheet 2.11)
Truck Turning Figure	(Figure TT-1)
Peak Hour Trip Generation Summary	
ITE Trip Generation Rate Sheets	
Synchro Analysis Reports	



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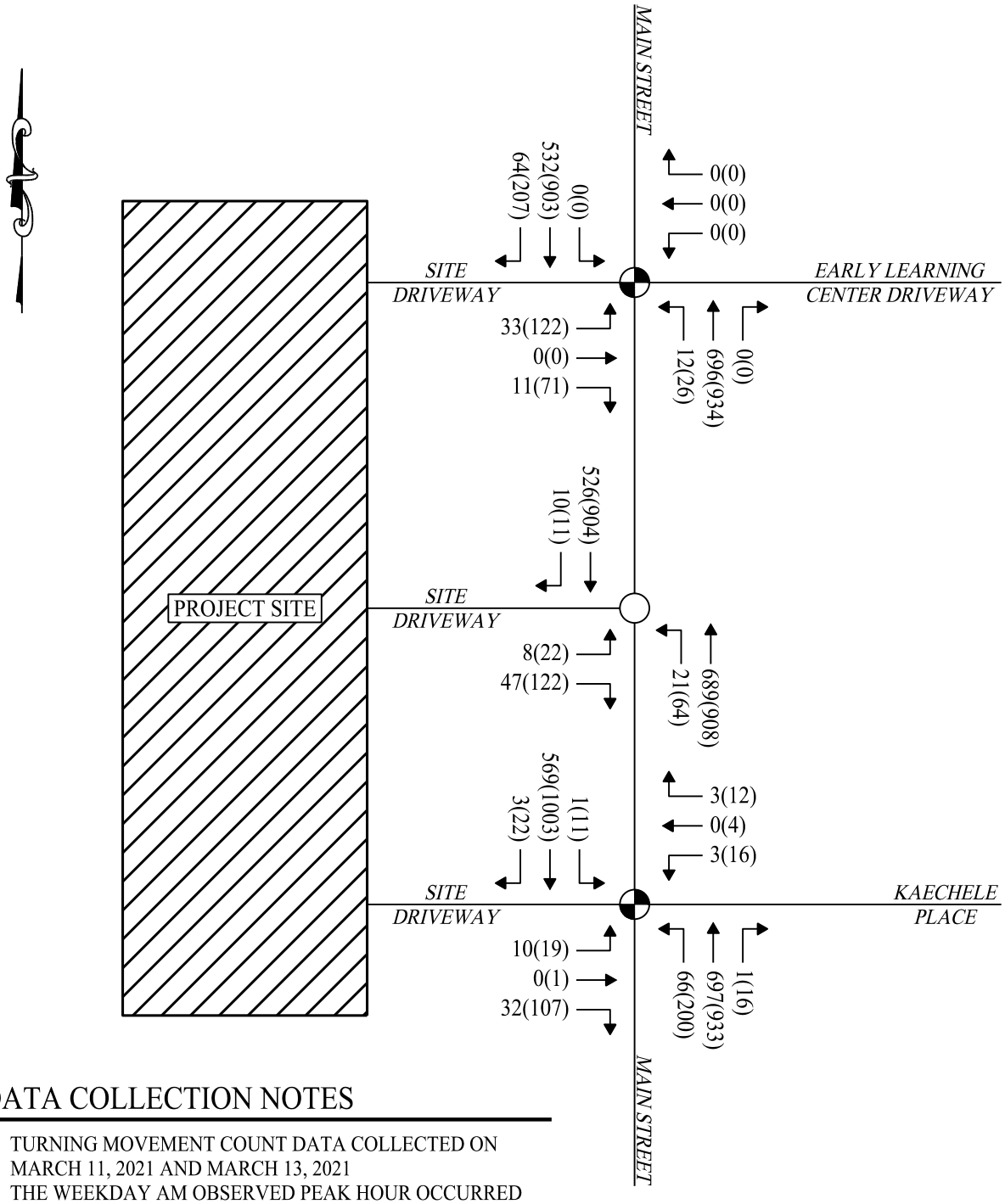
SITE LOCATION MAP

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	03/17/2021
Scale:	1" = 1000'
Figure:	1



DATA COLLECTION NOTES

1. TURNING MOVEMENT COUNT DATA COLLECTED ON MARCH 11, 2021 AND MARCH 13, 2021
2. THE WEEKDAY AM OBSERVED PEAK HOUR OCCURRED FROM 8:00 AM TO 9:00 AM
3. THE SATURDAY MIDDAY OBSERVED PEAK HOUR OCCURRED FROM 12:30 PM TO 1:30 PM
4. 2021 EXISTING TRAFFIC VOLUMES REFLECT A ADJUSTMENT FACTOR OF 37% DURING THE WEEKDAY AM & SATURDAY MIDDAY PEAK PERIODS TO ACCOUNT FOR CHANGE IN TRAFFIC PATTERNS ASSOCIATED WITH THE COVID-19 PANDEMIC

LEGEND

SIGNALIZED INTERSECTION

UNSIGNALIZED INTERSECTION

EXISTING ROADWAY

AM(SAT)

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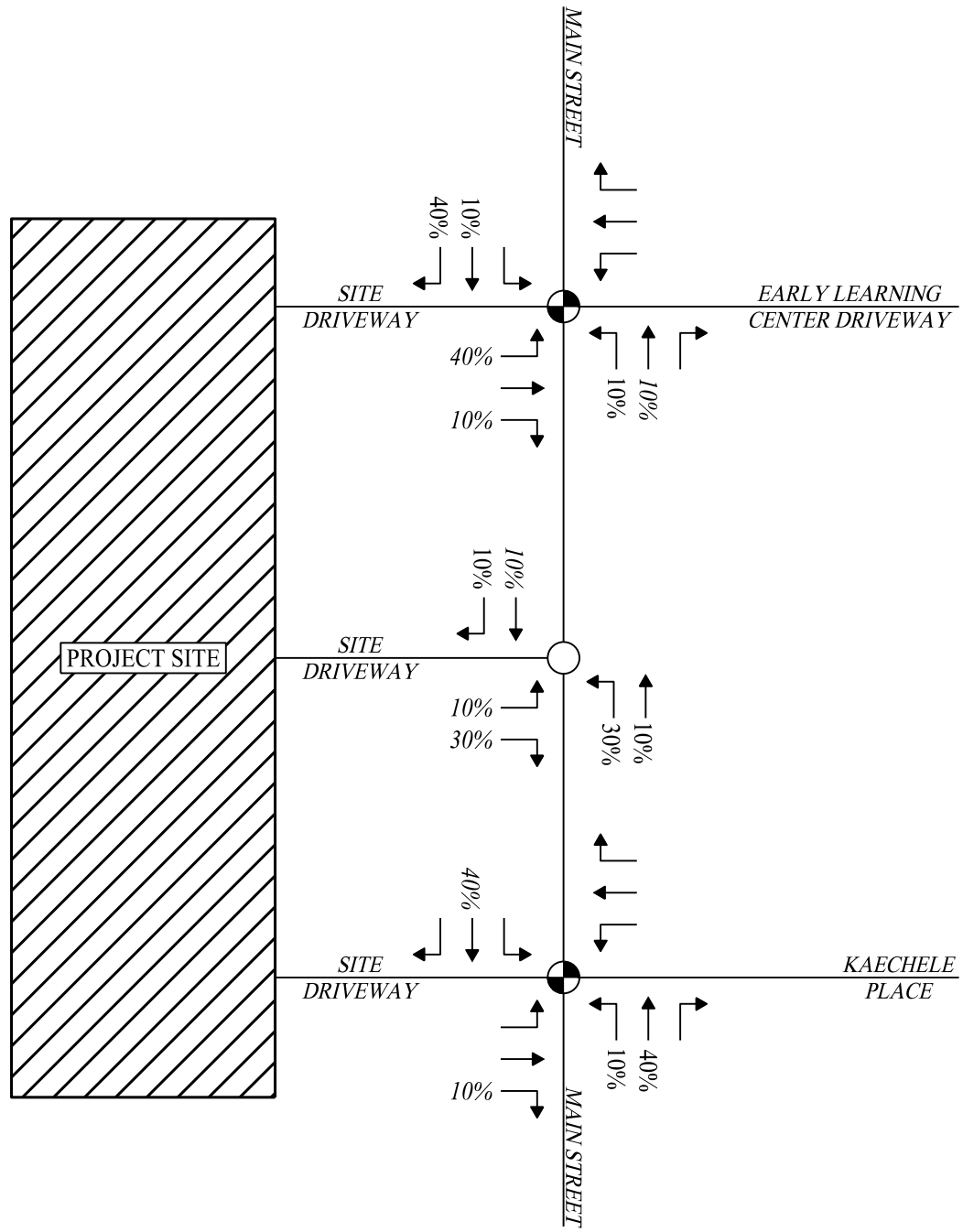
2021 EXISTING TRAFFIC VOLUMES

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	03/17/21
Scale:	NTS
Figure:	2



LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- ENTER
- *EXIT*

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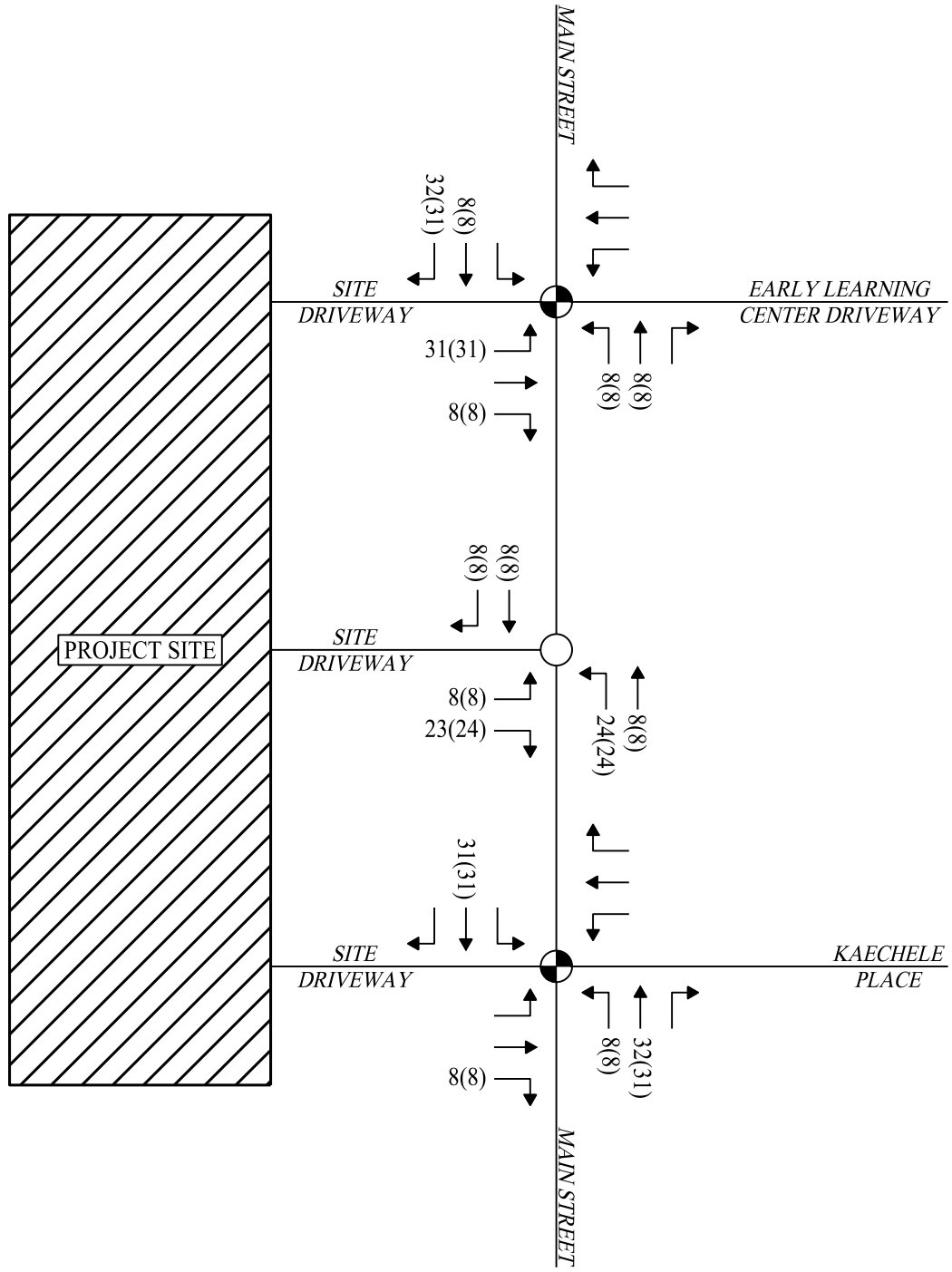
TRIP DISTRIBUTION

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	03/17/21
Scale:	NTS
Figure:	3



LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- AM(SAT)

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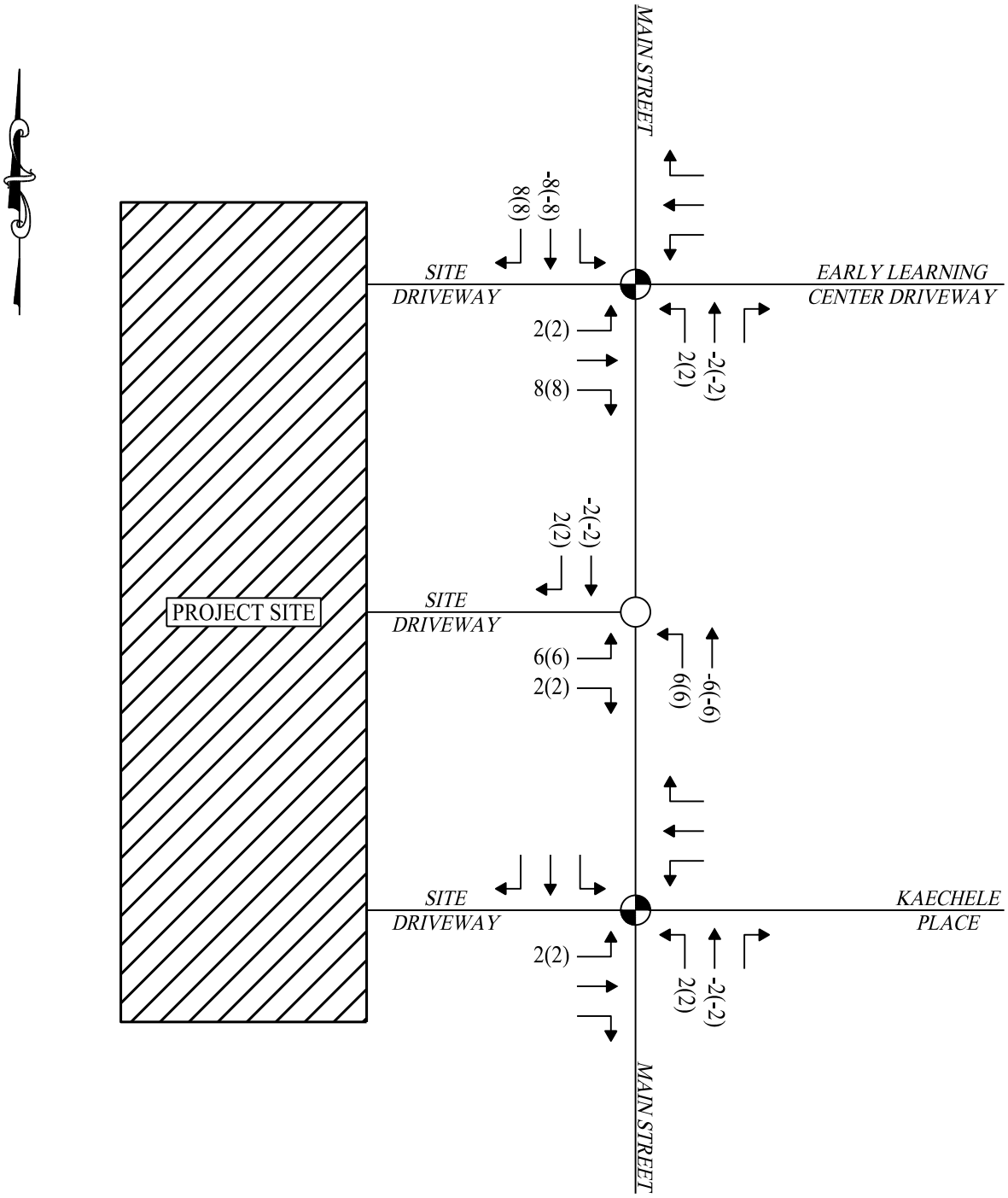
TRIP ASSIGNMENT

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	03/17/21
Scale:	NTS
Figure:	4



LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- AM(SAT)

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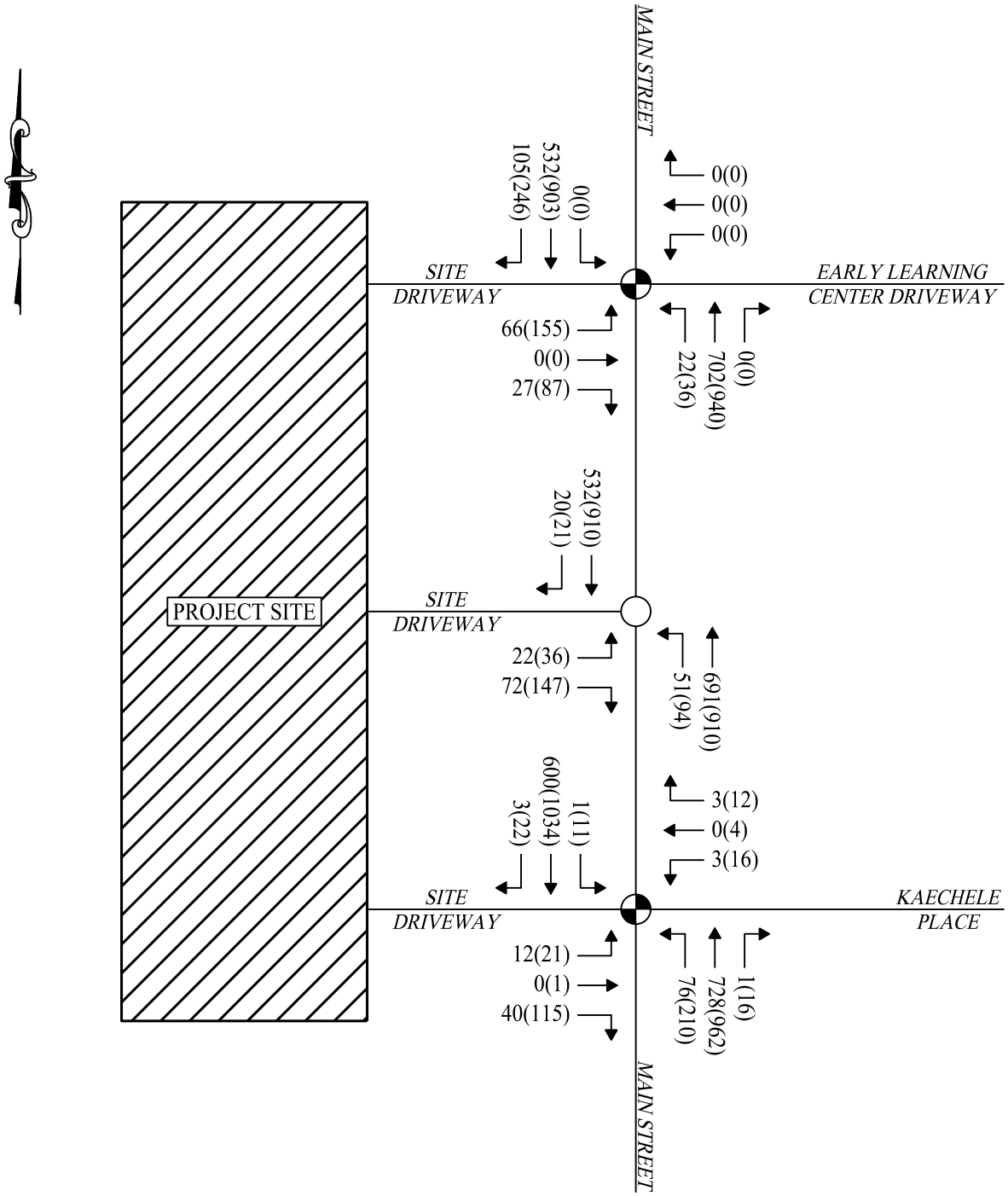
PASS-BY TRIPS

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	03/17/21
Scale:	NTS
Figure:	5



LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- AM(SAT)

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2021 BUILD TRAFFIC VOLUMES

4531-4577 MAIN STREET
BRIDGEPORT, CONNECTICUT

Project #:	21100801
Plan Date:	03/17/21
Scale:	NTS
Figure:	6

SIGN LEGEND

A	SIZES (IN)	MUTCD #	SUPPORTS
	30"	R1-1	1

B	SIZES (IN)	MUTCD #	SUPPORTS
	12"x18"	-	1

C	SIZES (IN)	MUTCD #	SUPPORTS
	12"x18"	R7-8b (VAN)	1

D	SIZES (IN)	MUTCD #	SUPPORTS
	30"x30"	R5-1	1

E	SIZES (IN)	MUTCD #	SUPPORTS
	12"x18"	-	1

F	SIZES (IN)	MUTCD #	SUPPORTS
	31"x15"	-	2

PROPERTY AREA TABLE

LAND DESCRIPTION - 4531 MAIN STREET	EXISTING CONDITIONS		PROPOSED CONDITIONS	
	AREA	PERCENTAGE	AREA	PERCENTAGE
PERVIOUS SURFACES	154,940± SF	27.1%	161,360± SF	28.1%
IMPERVIOUS SURFACES	418,674± SF	72.9%	412,154± SF	71.9%
TOTAL AREA	573,514± SF		573,514± SF	

PARKING SUMMARY TABLE

PROPOSED PARKING SUMMARY				
BUILDING USE	BLDG. AREA	CITY REQ.	REQUIRED SPACES	PROVIDED SPACES
RETAIL SALES AND SERVICES SHOPPING USE	130,714± SF	4 SPACES / 1,000 SF	523 SPACES	393 SPACES
PROPOSED COFFEE SHOP	2,223± SF	12 SPACES / 1,000 SF	27 SPACES	27 SPACES
PARKING REDUCTION			-169 SPACES	
TOTAL			381 SPACES	420 SPACES

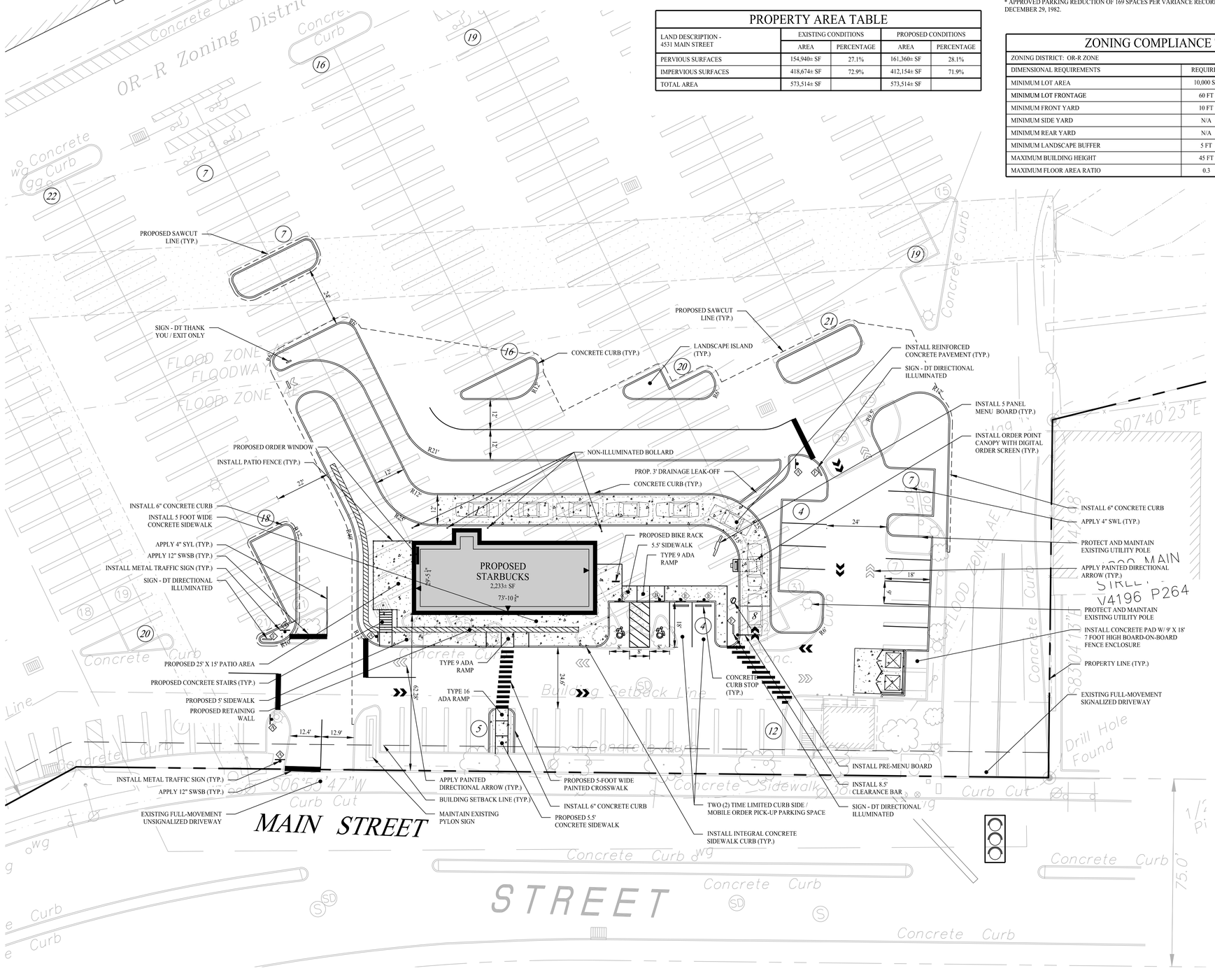
* APPROVED PARKING REDUCTION OF 169 SPACES PER VARIANCE RECORDED IN VOL. 1683, PG. 541, DATED DECEMBER 29, 1982.

ZONING COMPLIANCE TABLE

ZONING DISTRICT: OR-R ZONE			
DIMENSIONAL REQUIREMENTS	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA	10,000 SF	573,514 ± SF	573,514 ± SF
MINIMUM LOT FRONTAGE	60 FT	817 SF	817 FT
MINIMUM FRONT YARD	10 FT	264.1 SF	62.3 FT
MINIMUM SIDE YARD	N/A	57.9 SF	57.9 FT
MINIMUM REAR YARD	N/A	28.1	28.1 FT
MINIMUM LANDSCAPE BUFFER	5 FT	5 FT	5 FT
MAXIMUM BUILDING HEIGHT	45 FT	<40 FT	<40 FT
MAXIMUM FLOOR AREA RATIO	0.3	0.28	0.28

GENERAL NOTES

1. THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL APPROVAL OF THE FINAL PLANS IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
2. ALL SITE WORK TO BE COMPLETED IN ACCORDANCE WITH ALL PERMITS, APPROVALS AND CONDITIONS OF APPROVALS ISSUED BY THE CITY OF WORCESTER FOR THIS PROJECT.
3. EXISTING BOUNDARY INFORMATION & SITE CONDITIONS TAKEN FROM A PLAN ENTITLED "PARTIAL TOPOGRAPHIC SURVEY OF BROOKSIDE SHOPPING CENTER 4485-4574 MAIN STREET, BRIDGEPORT, CONNECTICUT; DATED: 02/25/2021; SCALE: 1" = 60'; PREPARED BY ACCURATE LAND SURVEYING, LLC.
4. THE SUBJECT PARCELS (PARCEL ID: 81-2509-0061E) CONSIST OF A TOTAL AREA OF APPROXIMATELY 13.15 ACRES LOCATED IN THE RETAIL (OR-R) ZONING DISTRICT OF BRIDGEPORT, CONNECTICUT. FOOD SERVICE WITH DRIVE-THROUGHS ARE PERMITTED BY SPECIAL PERMIT APPROVAL IN THE RETAIL (OR-R) ZONING DISTRICT.
5. THE SITE LIES WITHIN A FLOOD ZONE HAZARD AREA (ZONE AE). FLOOD INFORMATION TAKEN FROM FEMA FLOOD INSURANCE RATE MAP NUMBER 25027C0807E, EFFECTIVE DATE 06/18/2010.
6. PRIOR TO DEMOLITION OR CONSTRUCTION, THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" 72 HOURS BEFORE COMMENCEMENT OF WORK AT 811 AND VERIFY ALL UTILITY AND STORM DRAINAGE SYSTEM LOCATIONS. INFORMATION ON EXISTING UTILITIES AND STORM DRAINAGE SYSTEMS HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY PROVIDER AND MUNICIPAL RECORD MAPS AND/OR FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES AND STORM DRAINAGE SYSTEMS ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND STORM DRAINAGE SYSTEMS INCLUDING SERVICES.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SAFETY AND SECURITY OF THE SITE DURING ALL PHASES OF CONSTRUCTION. THE ARCHITECT AND ENGINEER ARE NOT RESPONSIBLE FOR SITE SAFETY MEASURES TO BE EMPLOYED DURING CONSTRUCTION. THE ARCHITECT AND ENGINEER HAVE NO CONTRACTUAL DUTY TO CONTROL THE SAFEST METHODS OR MEANS OF THE WORK, JOB SITE RESPONSIBILITIES, SUPERVISION OR TO SUPERVISE SAFETY AND DOES NOT VOLUNTARILY ASSUME ANY SUCH DUTY OR RESPONSIBILITY.
8. THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY ZONING PERMITS REQUIRED BY GOVERNMENT AGENCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL LOCAL AND STATE PERMITS. THE CONTRACTOR SHALL POST ALL BONDS, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
9. THE CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT DIMENSIONS AND CONSTRUCTION DETAILS OF BUILDING AND BUILDING EXPANSIONS.
10. SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE CIVIL ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH WORK IN THIS AREA.
11. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING AS APPLICABLE UNLESS OTHERWISE NOTED. ALL BUILDING DIMENSIONS ARE REFERENCED TO THE OUTSIDE FACE OF THE STRUCTURE.
12. TRAFFIC CONTROL SIGNAGE SHALL CONFORM TO THE STATE DOT STANDARD DETAIL SHEETS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. SIGNS SHALL BE INSTALLED PLUMB WITH THE EDGE OF THE SIGN 2' OFF THE FACE OF THE CURB, AND WITH 7' VERTICAL CLEARANCE UNLESS OTHERWISE DETAILED OR NOTED.
13. THE CONTRACT LIMIT IS THE PROPERTY LINE (AS SHOWN HEREON) UNLESS OTHERWISE SPECIFIED OR SHOWN ON THE CONTRACT DRAWINGS.
14. PAVEMENT MARKING KEY:
    4" SYL = 4" SOLID YELLOW LINE
    12" SWSB = 12" SOLID WHITE STOP BAR
15. PARKING SPACES SHALL BE STRIPED WITH 4" SWL; HATCHED AREAS SHALL BE STRIPED WITH 4" SWL AT A 45° ANGLE, 2' ON CENTER. HATCHING, SYMBOLS, AND STRIPING FOR HANDICAPPED SPACES SHALL BE PAINTED BLUE. OTHER MARKINGS SHALL BE PAINTED WHITE OR AS NOTED.
16. THE CONTRACTOR SHALL RESTORE ANY DRAINAGE STRUCTURE, PIPE, UTILITY, PAVEMENT, CURBS, SIDEWALKS, LANDSCAPED AREAS OR SIGNAGE DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITION OR BETTER, AS APPROVED BY THE CIVIL ENGINEER. DURING CONSTRUCTION CONTRACTOR IS TO HAVE THE SITE MAINTAINED FREE OF ALL TRASH, LITTER, DEBRIS AND OVERGROWN VEGETATION.
17. THE OWNER SHALL BE RESPONSIBLE TO HAVE THE SITE MAINTAINED FREE OF ALL TRASH, LITTER, DEBRIS AND OVERGROWN VEGETATION.
18. PAVEMENT MARKINGS SHALL BE HOT APPLIED TYPE IN ACCORDANCE WITH MASSACHUSETTS DOT SPECIFICATIONS, UNLESS WHERE EPOXY RESIN PAVEMENT MARKINGS ARE INDICATED.



LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- LANDSCAPE BUFFER
- EXISTING BUILDING LIMITS
- PROPOSED BUILDING LIMITS
- PROPOSED BUILDING HATCH
- BUILDING OVERHANG LINE / CANOPY
- SAWCUT PAVEMENT LINE
- EDGE OF PAVEMENT
- CONCRETE CURB
- STANDARD DUTY BITUMINOUS CONCRETE PAVEMENT
- CONCRETE SIDEWALK / PAVEMENT
- RETAINING WALL / GRAVITY OR SEGMENTAL BLOCK
- SAWCUT PAVEMENT LINE
- SIDEWALK LIMITS
- PAVEMENT STRIPING - WHITE STANDARD AND ADA PARKING SPACES
- PARKING SPACE COUNT
- WHEEL STOP
- VEHICLE
- DUMPSTER / TRASH RECEPTACLE
- TRAFFIC SIGN
- TRAFFIC SIGN DESIGNATION
- INTERMITTENT WATERCOURSE
- 100 YEAR FLOOD HAZARD AREA
- TRAFFIC SIGNAL

Rev. #:	Date	Description

Graphic Scale: 20 0 20 40

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Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	1" = 20'

Kevin Solli, P.E.
CT 25759

Project:

BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: SITE LAYOUT PLAN

Sheet #: 2.11

Peak Hour Trip Generation Summary 4531-4577 Main Street - Bridgeport, Connecticut								
			AM Peak Hour			SAT Peak Hour		
	Variable	LUC	Enter	Exit	Total	Enter	Exit	Total
Coffee/Donut Shop with Drive-Through Window	2.23	937	101	97	199	98	98	196
Total New Trips			101	97	199	98	98	196
Pass-By Trips			20	19	40	20	20	39
Total New Trips			**81**	**78**	**159**	**78**	**78**	**157**

Source: ITE Trip Generation, 10th Edition

Land Use	Time Period	Avg Rate	Entering	Exiting
LUC 937 - Coffee/Donut Shop with Drive-Through Window	AM	88.99	51%	49%
	SAT	87.7	50%	50%

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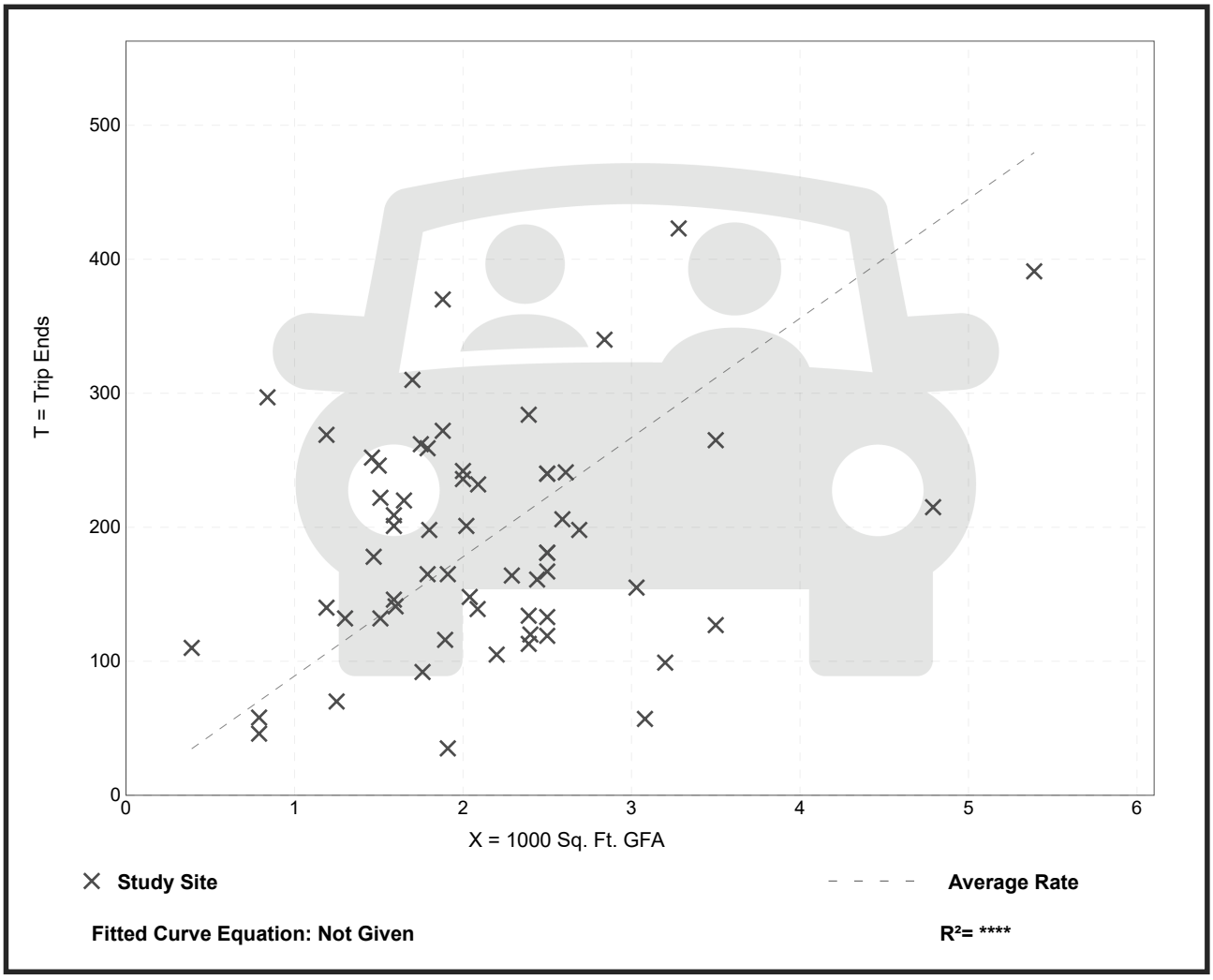
Coffee/Donut Shop with Drive-Through Window
(937)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 61
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
88.99	18.32 - 353.57	48.19

Data Plot and Equation



Trip Gen Manual, 10th Edition ● Institute of Transportation Engineers

Coffee/Donut Shop with Drive-Through Window
(937)

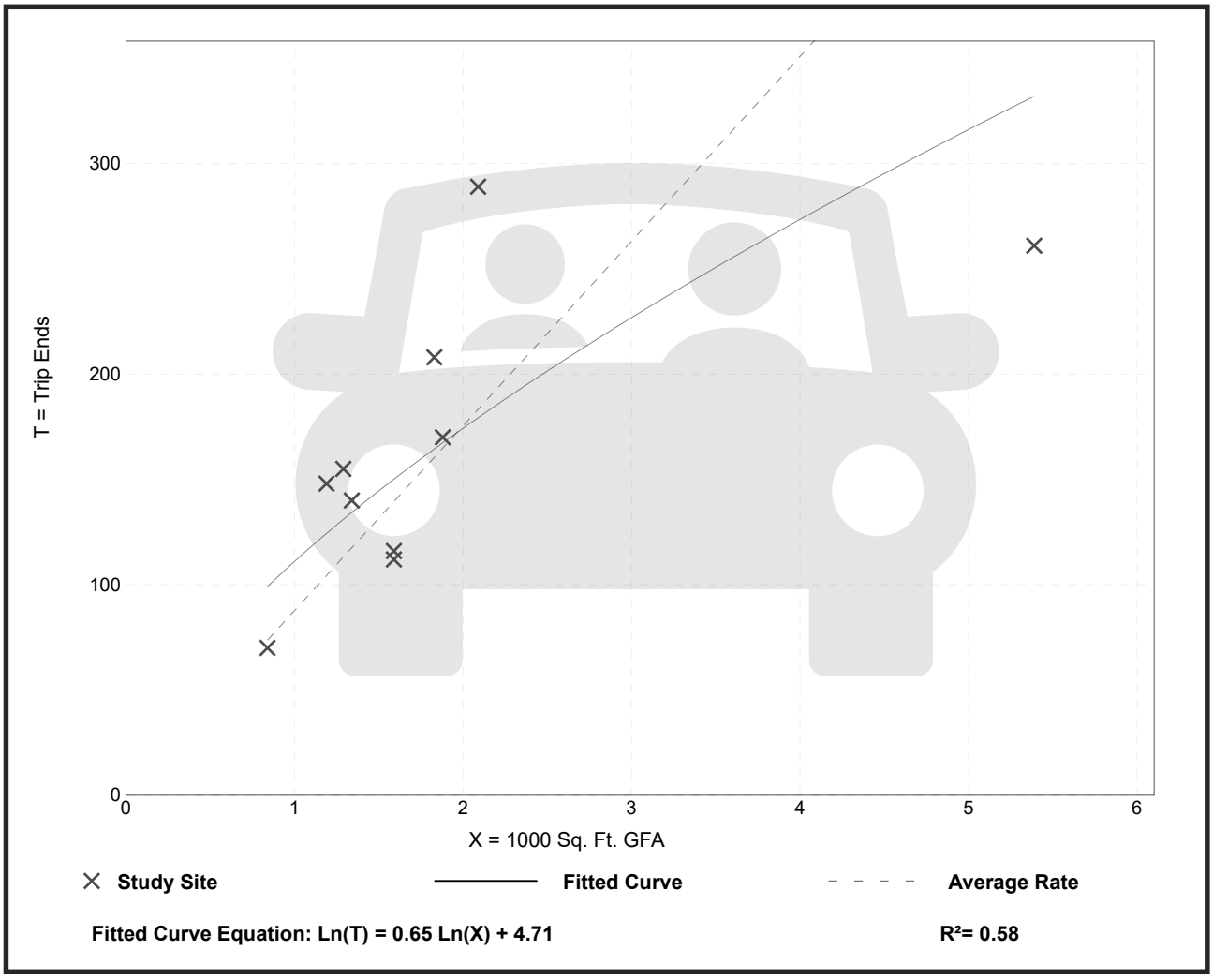
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
87.70	48.42 - 138.28	33.38

Data Plot and Equation



Trip Gen Manual, 10th Edition ● Institute of Transportation Engineers

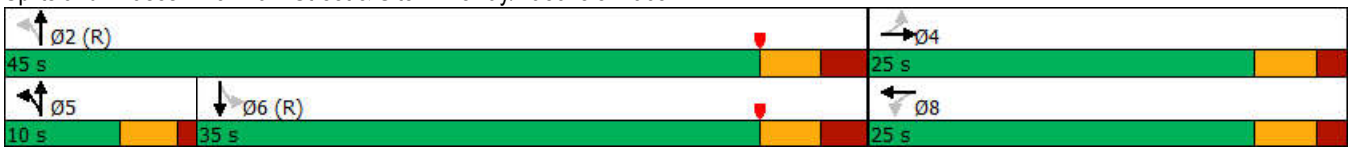
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	32	3	0	3	66	697	1	1	569	3
Future Volume (vph)	10	0	32	3	0	3	66	697	1	1	569	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	11	12	11	12	14	12
Storage Length (ft)	45		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	85			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.854			0.932						0.999	
Flt Protected	0.950	0.999			0.976			0.996				
Satd. Flow (prot)	1329	1529	0	0	1521	0	0	3531	0	0	3754	0
Flt Permitted	0.952	0.990			0.820			0.853			0.954	
Satd. Flow (perm)	1332	1515	0	0	1278	0	0	3024	0	0	3582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104			104						1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			287			629			243	
Travel Time (s)		7.4			7.8			17.2			6.6	
Peak Hour Factor	0.83	0.83	0.83	0.50	0.50	0.50	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	29%	0%	0%	50%	0%	0%	0%	2%	0%	0%	2%	100%
Adj. Flow (vph)	12	0	39	6	0	6	74	783	1	1	625	3
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	11	40	0	0	12	0	0	858	0	0	629	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.88	1.00	1.04	1.00	1.04	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	50		20	50		20	55		20	60	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	50		20	55		20	60	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		custom	NA		Perm	NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.5			15.0	15.0	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.9	11.9		11.9	11.9		9.0			21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			35.0	35.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		14.3%			50.0%	50.0%	
Maximum Green (s)	20.1	20.1		20.1	20.1		6.0			29.3	29.3	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.0			3.2	3.2	
All-Red Time (s)	1.7	1.7		1.7	1.7		1.0			2.5	2.5	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.9	4.9			4.9						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	7.0	7.0			7.0			57.1			43.6	
Actuated g/C Ratio	0.10	0.10			0.10			0.82			0.62	
v/c Ratio	0.08	0.16			0.05			0.34			0.28	
Control Delay	30.1	1.4			0.5			2.6			2.1	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	30.1	1.4			0.5			2.6			2.1	
LOS	C	A			A			A			A	
Approach Delay		7.6			0.5			2.6			2.1	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 57 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 2.6		Intersection LOS: A	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Main Street & Site Driveway/Kaechele Place



Lane Group	Ø2
Minimum Split (s)	20.7
Total Split (s)	45.0
Total Split (%)	64%
Maximum Green (s)	39.3
Yellow Time (s)	3.2
All-Red Time (s)	2.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	11	40	12	858	629
v/c Ratio	0.08	0.16	0.05	0.34	0.28
Control Delay	30.1	1.4	0.5	2.6	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	1.4	0.5	2.6	2.1
Queue Length 50th (ft)	4	0	0	47	14
Queue Length 95th (ft)	17	0	0	65	23
Internal Link Dist (ft)		192	207	549	163
Turn Bay Length (ft)	45				
Base Capacity (vph)	382	509	441	2528	2229
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.08	0.03	0.34	0.28

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	47	21	689	526	10
Future Volume (vph)	8	47	21	689	526	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	13	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.884				0.997	
Flt Protected	0.993			0.999		
Satd. Flow (prot)	1586	0	0	3738	3648	0
Flt Permitted	0.993			0.999		
Satd. Flow (perm)	1586	0	0	3738	3648	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	145			243	280	
Travel Time (s)	4.0			6.6	7.6	
Peak Hour Factor	0.53	0.53	0.87	0.87	0.97	0.97
Heavy Vehicles (%)	0%	6%	0%	3%	2%	0%
Adj. Flow (vph)	15	89	24	792	542	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	816	552	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	0.92	0.96	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	47	21	689	526	10
Future Vol, veh/h	8	47	21	689	526	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	53	53	87	87	97	97
Heavy Vehicles, %	0	6	0	3	2	0
Mvmt Flow	15	89	24	792	542	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	991	276	552	0	-	0
Stage 1	547	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.8	7.02	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	2.2	-	-	-
Pot Cap-1 Maneuver	*581	*873	*1333	-	-	-
Stage 1	*837	-	-	-	-	-
Stage 2	*750	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*562	*873	*1333	-	-	-
Mov Cap-2 Maneuver	*562	-	-	-	-	-
Stage 1	*811	-	-	-	-	-
Stage 2	*750	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 1333	-	808	-	-
HCM Lane V/C Ratio	0.018	-	0.128	-	-
HCM Control Delay (s)	7.8	0.1	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

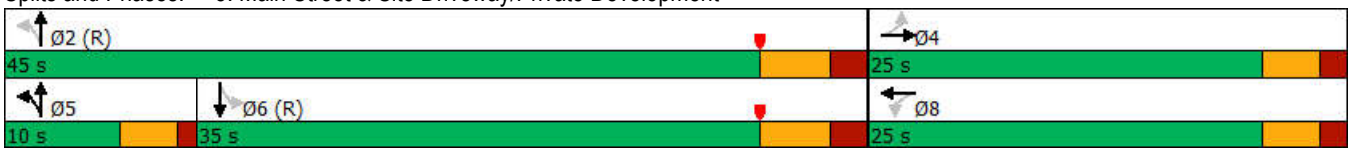
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	0	11	0	0	0	12	696	0	0	532	64
Future Volume (vph)	33	0	11	0	0	0	12	696	0	0	532	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.850									0.984	
Flt Protected	0.950							0.999				
Satd. Flow (prot)	1616	1615	0	0	1863	0	0	3503	0	0	3427	0
Flt Permitted	0.816							0.948				
Satd. Flow (perm)	1388	1615	0	0	1863	0	0	3324	0	0	3427	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		342									23	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		142			99			280			485	
Travel Time (s)		3.9			2.3			7.6			13.2	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.91	0.91	0.91	0.95	0.95	0.95
Heavy Vehicles (%)	8%	0%	0%	2%	2%	2%	0%	3%	0%	0%	3%	9%
Adj. Flow (vph)	41	0	14	0	0	0	13	765	0	0	560	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	14	0	0	0	0	0	778	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	50	50		20	20		20	50		20	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	20		20	50		20	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA					custom	NA			NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0			15.0	15.0	
Minimum Split (s)	11.5	11.5		11.5	11.5		9.0			20.7	20.7	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			35.0	35.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		14.3%			50.0%	50.0%	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	20.7
Total Split (s)	45.0
Total Split (%)	64%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	20.5	20.5		20.5	20.5		6.0			29.3	29.3	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0			3.7	3.7	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.5	4.5			4.5						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	7.7	7.7						56.7			43.3	
Actuated g/C Ratio	0.11	0.11						0.81			0.62	
v/c Ratio	0.27	0.03						0.29			0.29	
Control Delay	32.7	0.1						2.6			8.6	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	32.7	0.1						2.6			8.6	
LOS	C	A						A			A	
Approach Delay		24.4						2.6			8.6	
Approach LOS		C						A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 44 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Main Street & Site Driveway/Private Development



Lane Group	Ø2
Maximum Green (s)	39.3
Yellow Time (s)	3.7
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	NBT	SBT
Lane Group Flow (vph)	41	14	778	627
v/c Ratio	0.27	0.03	0.29	0.29
Control Delay	32.7	0.1	2.6	8.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	32.7	0.1	2.6	8.6
Queue Length 50th (ft)	17	0	40	68
Queue Length 95th (ft)	38	0	70	126
Internal Link Dist (ft)		62	200	405
Turn Bay Length (ft)				
Base Capacity (vph)	406	714	2711	2128
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.29	0.29

Intersection Summary

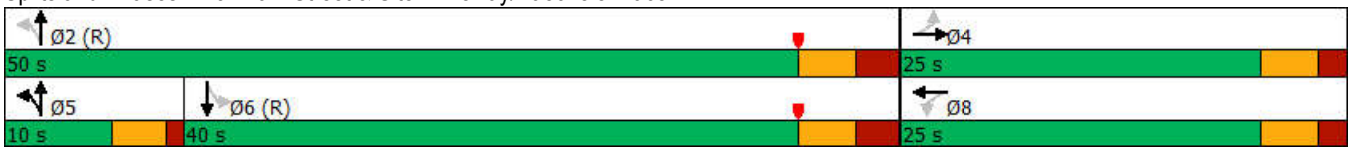
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1	107	16	4	12	200	933	16	11	1003	22
Future Volume (vph)	19	1	107	16	4	12	200	933	16	11	1003	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	11	12	11	12	14	12
Storage Length (ft)	45		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	85			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.851			0.950			0.998			0.997	
Flt Protected	0.950				0.976			0.991			0.999	
Satd. Flow (prot)	1805	1617	0	0	1938	0	0	3536	0	0	3799	0
Flt Permitted	0.955				0.717			0.511			0.932	
Satd. Flow (perm)	1814	1617	0	0	1424	0	0	1823	0	0	3544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		129			20			3			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			287			629			243	
Travel Time (s)		7.4			7.8			17.2			6.6	
Peak Hour Factor	0.83	0.83	0.83	0.60	0.60	0.60	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	1%	0%
Adj. Flow (vph)	23	1	129	27	7	20	233	1085	19	12	1090	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	130	0	0	54	0	0	1337	0	0	1126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.88	1.00	1.04	1.00	1.04	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	50		20	50		20	55		20	60	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	50		20	55		20	60	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		custom	NA		Perm	NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.5			15.0	15.0	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.9	11.9		11.9	11.9		9.0			21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		13.3%			53.3%	53.3%	
Maximum Green (s)	20.1	20.1		20.1	20.1		6.0			34.3	34.3	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.0			3.2	3.2	
All-Red Time (s)	1.7	1.7		1.7	1.7		1.0			2.5	2.5	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.9	4.9			4.9						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	7.5	7.5			7.5			59.3			33.6	
Actuated g/C Ratio	0.10	0.10			0.10			0.79			0.45	
v/c Ratio	0.13	0.47			0.34			0.71			0.71	
Control Delay	31.9	12.5			28.0			5.7			27.2	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	31.9	12.5			28.0			5.7			27.2	
LOS	C	B			C			A			C	
Approach Delay		15.4			28.0			5.7			27.2	
Approach LOS		B			C			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 57 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Main Street & Site Driveway/Kaechele Place



Lane Group	Ø2
Minimum Split (s)	20.7
Total Split (s)	50.0
Total Split (%)	67%
Maximum Green (s)	44.3
Yellow Time (s)	3.2
All-Red Time (s)	2.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	23	130	54	1337	1126
v/c Ratio	0.13	0.47	0.34	0.71	0.71
Control Delay	31.9	12.5	28.0	5.7	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	12.5	28.0	5.7	27.2
Queue Length 50th (ft)	10	0	15	91	209
Queue Length 95th (ft)	28	38	27	135	337
Internal Link Dist (ft)		192	207	549	163
Turn Bay Length (ft)	45				
Base Capacity (vph)	486	527	396	1896	1622
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.25	0.14	0.71	0.69

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	122	64	908	904	11
Future Volume (vph)	22	122	64	908	904	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	13	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.886				0.998	
Flt Protected	0.992			0.997		
Satd. Flow (prot)	1670	0	0	3804	3686	0
Flt Permitted	0.992			0.997		
Satd. Flow (perm)	1670	0	0	3804	3686	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	145			243	280	
Travel Time (s)	4.0			6.6	7.6	
Peak Hour Factor	0.82	0.82	0.88	0.88	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	27	149	73	1032	983	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	1105	995	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	0.92	0.96	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	122	64	908	904	11
Future Vol, veh/h	22	122	64	908	904	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	88	88	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	27	149	73	1032	983	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1651	498	995	0	-	0
Stage 1	989	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*420	*728	1093	-	-	-
Stage 1	*687	-	-	-	-	-
Stage 2	*687	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*355	*728	1093	-	-	-
Mov Cap-2 Maneuver	*355	-	-	-	-	-
Stage 1	*580	-	-	-	-	-
Stage 2	*687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1093	-	627	-	-
HCM Lane V/C Ratio	0.067	-	0.28	-	-
HCM Control Delay (s)	8.5	0.6	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

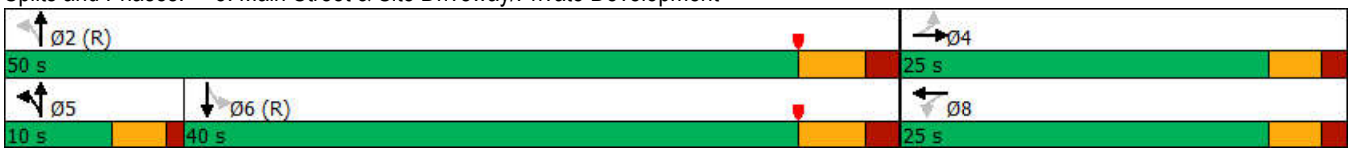
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	0	71	0	0	0	26	934	0	0	903	207
Future Volume (vph)	122	0	71	0	0	0	26	934	0	0	903	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.850									0.972	
Flt Protected	0.950							0.999				
Satd. Flow (prot)	1745	1615	0	0	1900	0	0	3572	0	0	3474	0
Flt Permitted	0.757							0.909				
Satd. Flow (perm)	1390	1615	0	0	1900	0	0	3250	0	0	3474	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		213									48	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		142			99			280			485	
Travel Time (s)		3.9			2.3			7.6			13.2	
Peak Hour Factor	0.95	0.95	0.95	0.25	0.25	0.25	0.87	0.87	0.87	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	100%	0%	1%	1%
Adj. Flow (vph)	128	0	75	0	0	0	30	1074	0	0	992	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	75	0	0	0	0	0	1104	0	0	1219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	50	50		20	20		20	50		20	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	20		20	50		20	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA					custom	NA			NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0			15.0	15.0	
Minimum Split (s)	11.5	11.5		11.5	11.5		9.0			20.7	20.7	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		13.3%			53.3%	53.3%	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	20.7
Total Split (s)	50.0
Total Split (%)	67%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	20.5	20.5		20.5	20.5		6.0			34.3	34.3	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0			3.7	3.7	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.5	4.5			4.5						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	11.5	11.5						55.6			40.1	
Actuated g/C Ratio	0.15	0.15						0.74			0.53	
v/c Ratio	0.60	0.18						0.45			0.65	
Control Delay	40.8	0.9						4.2			16.1	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	40.8	0.9						4.2			16.1	
LOS	D	A						A			B	
Approach Delay		26.1						4.2			16.1	
Approach LOS		C						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Main Street & Site Driveway/Private Development



Lane Group	Ø2
Maximum Green (s)	44.3
Yellow Time (s)	3.7
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	NBT	SBT
Lane Group Flow (vph)	128	75	1104	1219
v/c Ratio	0.60	0.18	0.45	0.65
Control Delay	40.8	0.9	4.2	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.8	0.9	4.2	16.1
Queue Length 50th (ft)	57	0	25	233
Queue Length 95th (ft)	101	0	169	305
Internal Link Dist (ft)		62	200	405
Turn Bay Length (ft)				
Base Capacity (vph)	379	596	2451	1889
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.13	0.45	0.65

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	40	3	0	3	76	728	1	1	600	3
Future Volume (vph)	12	0	40	3	0	3	76	728	1	1	600	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	11	12	11	12	14	12
Storage Length (ft)	45		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	85			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.853			0.932						0.999	
Flt Protected	0.950	0.999			0.976			0.995				
Satd. Flow (prot)	1329	1529	0	0	1521	0	0	3528	0	0	3755	0
Flt Permitted	0.930	0.992			0.815			0.833			0.954	
Satd. Flow (perm)	1301	1518	0	0	1270	0	0	2954	0	0	3582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104			104						1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			287			629			243	
Travel Time (s)		7.4			7.8			17.2			6.6	
Peak Hour Factor	0.83	0.83	0.83	0.50	0.50	0.50	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	29%	0%	0%	50%	0%	0%	0%	2%	0%	0%	2%	100%
Adj. Flow (vph)	14	0	48	6	0	6	85	818	1	1	659	3
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	13	49	0	0	12	0	0	904	0	0	663	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.88	1.00	1.04	1.00	1.04	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	50		20	50		20	55		20	60	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	50		20	55		20	60	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		custom	NA		Perm	NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.5			15.0	15.0	

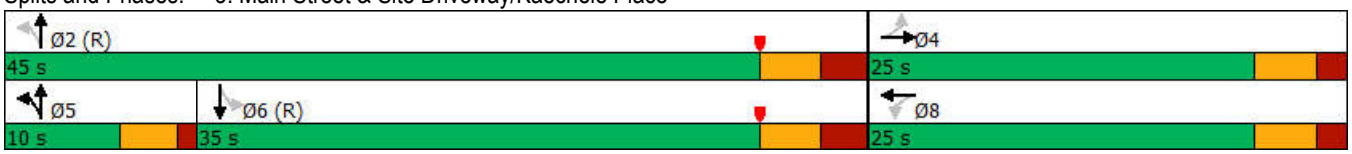
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.9	11.9		11.9	11.9		9.0			21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			35.0	35.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		14.3%			50.0%	50.0%	
Maximum Green (s)	20.1	20.1		20.1	20.1		6.0			29.3	29.3	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.0			3.2	3.2	
All-Red Time (s)	1.7	1.7		1.7	1.7		1.0			2.5	2.5	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.9	4.9			4.9						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	7.1	7.1			7.1			57.1			42.9	
Actuated g/C Ratio	0.10	0.10			0.10			0.82			0.61	
v/c Ratio	0.10	0.20			0.05			0.37			0.30	
Control Delay	30.4	2.8			0.5			2.7			3.1	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	30.4	2.8			0.5			2.7			3.1	
LOS	C	A			A			A			A	
Approach Delay		8.5			0.5			2.7			3.1	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	5	0			0			51			22	
Queue Length 95th (ft)	20	2			0			72			40	
Internal Link Dist (ft)		192			207			549			163	
Turn Bay Length (ft)	45											
Base Capacity (vph)	373	510			438			2480			2197	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.03	0.10			0.03			0.36			0.30	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 57 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 3.1 Intersection LOS: A
Intersection Capacity Utilization 58.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Main Street & Site Driveway/Kaechele Place



Lane Group	Ø2
Minimum Split (s)	20.7
Total Split (s)	45.0
Total Split (%)	64%
Maximum Green (s)	39.3
Yellow Time (s)	3.2
All-Red Time (s)	2.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	13	49	12	904	663
v/c Ratio	0.10	0.20	0.05	0.37	0.30
Control Delay	30.4	2.8	0.5	2.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	2.8	0.5	2.7	3.1
Queue Length 50th (ft)	5	0	0	51	22
Queue Length 95th (ft)	20	2	0	72	40
Internal Link Dist (ft)		192	207	549	163
Turn Bay Length (ft)	45				
Base Capacity (vph)	373	510	438	2480	2197
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.10	0.03	0.36	0.30

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	72	51	691	532	20
Future Volume (vph)	22	72	51	691	532	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	13	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.897				0.994	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1610	0	0	3735	3638	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1610	0	0	3735	3638	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	145			243	280	
Travel Time (s)	4.0			6.6	7.6	
Peak Hour Factor	0.53	0.53	0.87	0.87	0.97	0.97
Heavy Vehicles (%)	0%	6%	0%	3%	2%	0%
Adj. Flow (vph)	42	136	59	794	548	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	178	0	0	853	569	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	0.92	0.96	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	72	51	691	532	20
Future Vol, veh/h	22	72	51	691	532	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	53	53	87	87	97	97
Heavy Vehicles, %	0	6	0	3	2	0
Mvmt Flow	42	136	59	794	548	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1074	285	569	0	-	0
Stage 1	559	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.8	7.02	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	2.2	-	-	-
Pot Cap-1 Maneuver	*581	*873	1314	-	-	-
Stage 1	*833	-	-	-	-	-
Stage 2	*750	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*535	*873	1314	-	-	-
Mov Cap-2 Maneuver	*535	-	-	-	-	-
Stage 1	*766	-	-	-	-	-
Stage 2	*750	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1314	-	761	-	-
HCM Lane V/C Ratio	0.045	-	0.233	-	-
HCM Control Delay (s)	7.9	0.3	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

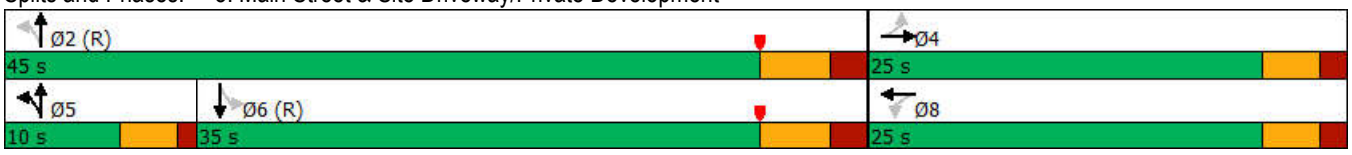
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	0	27	0	0	0	22	702	0	0	532	105
Future Volume (vph)	66	0	27	0	0	0	22	702	0	0	532	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.850									0.975	
Flt Protected	0.950							0.998				
Satd. Flow (prot)	1616	1615	0	0	1900	0	0	3501	0	0	3385	0
Flt Permitted	0.757							0.935				
Satd. Flow (perm)	1287	1615	0	0	1900	0	0	3280	0	0	3385	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		342									41	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		142			99			280			485	
Travel Time (s)		3.9			2.3			7.6			13.2	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.91	0.91	0.91	0.95	0.95	0.95
Heavy Vehicles (%)	8%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	9%
Adj. Flow (vph)	83	0	34	0	0	0	24	771	0	0	560	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	34	0	0	0	0	0	795	0	0	671	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	50	50		20	20		20	50		20	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	20		20	50		20	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA					custom	NA			NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0			15.0	15.0	
Minimum Split (s)	11.5	11.5		11.5	11.5		9.0			20.7	20.7	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			35.0	35.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		14.3%			50.0%	50.0%	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	20.7
Total Split (s)	45.0
Total Split (%)	64%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	20.5	20.5		20.5	20.5		6.0			29.3	29.3	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0			3.7	3.7	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.5	4.5			4.5						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	9.4	9.4						52.7			37.9	
Actuated g/C Ratio	0.13	0.13						0.75			0.54	
v/c Ratio	0.48	0.07						0.32			0.36	
Control Delay	36.8	0.3						3.8			11.6	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	36.8	0.3						3.8			11.6	
LOS	D	A						A			B	
Approach Delay		26.2						3.8			11.6	
Approach LOS		C						A			B	
Queue Length 50th (ft)	34	0						48			80	
Queue Length 95th (ft)	61	0						89			156	
Internal Link Dist (ft)		62			19			200			405	
Turn Bay Length (ft)												
Base Capacity (vph)	376	714						2498			1883	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.22	0.05						0.32			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 44 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 8.7		Intersection LOS: A	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Main Street & Site Driveway/Private Development



Lane Group	Ø2
Maximum Green (s)	39.3
Yellow Time (s)	3.7
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	NBT	SBT
Lane Group Flow (vph)	83	34	795	671
v/c Ratio	0.48	0.07	0.32	0.36
Control Delay	36.8	0.3	3.8	11.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.8	0.3	3.8	11.6
Queue Length 50th (ft)	34	0	48	80
Queue Length 95th (ft)	61	0	89	156
Internal Link Dist (ft)		62	200	405
Turn Bay Length (ft)				
Base Capacity (vph)	376	714	2498	1883
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.05	0.32	0.36

Intersection Summary

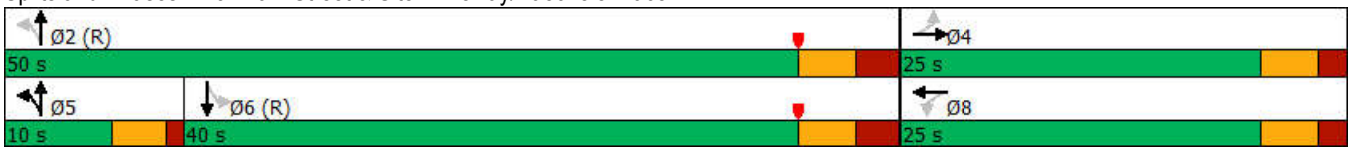
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1	115	16	4	12	210	962	16	11	1034	22
Future Volume (vph)	21	1	115	16	4	12	210	962	16	11	1034	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	11	12	11	12	14	12
Storage Length (ft)	45		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	85			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.851			0.950			0.998			0.997	
Flt Protected	0.950				0.976			0.991			0.999	
Satd. Flow (prot)	1805	1617	0	0	1938	0	0	3535	0	0	3798	0
Flt Permitted	0.952				0.658			0.509			0.932	
Satd. Flow (perm)	1809	1617	0	0	1306	0	0	1816	0	0	3544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		139			20			3			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			287			629			243	
Travel Time (s)		7.4			7.8			17.2			6.6	
Peak Hour Factor	0.83	0.83	0.83	0.60	0.60	0.60	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	1%	0%
Adj. Flow (vph)	25	1	139	27	7	20	244	1119	19	12	1124	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	140	0	0	54	0	0	1382	0	0	1160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.88	1.00	1.04	1.00	1.04	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	50		20	50		20	55		20	60	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	50		20	55		20	60	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		custom	NA		Perm	NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.5			15.0	15.0	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.9	11.9		11.9	11.9		9.0			21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		13.3%			53.3%	53.3%	
Maximum Green (s)	20.1	20.1		20.1	20.1		6.0			34.3	34.3	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.0			3.2	3.2	
All-Red Time (s)	1.7	1.7		1.7	1.7		1.0			2.5	2.5	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.9	4.9			4.9						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	7.6	7.6			7.6			59.2			33.8	
Actuated g/C Ratio	0.10	0.10			0.10			0.79			0.45	
v/c Ratio	0.14	0.49			0.36			0.73			0.73	
Control Delay	32.0	12.4			29.0			6.6			28.2	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	32.0	12.4			29.0			6.6			28.2	
LOS	C	B			C			A			C	
Approach Delay		15.4			29.0			6.6			28.2	
Approach LOS		B			C			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 57 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 84.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Main Street & Site Driveway/Kaechele Place



Lane Group	Ø2
Minimum Split (s)	20.7
Total Split (s)	50.0
Total Split (%)	67%
Maximum Green (s)	44.3
Yellow Time (s)	3.2
All-Red Time (s)	2.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	25	140	54	1382	1160
v/c Ratio	0.14	0.49	0.36	0.73	0.73
Control Delay	32.0	12.4	29.0	6.6	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	12.4	29.0	6.6	28.2
Queue Length 50th (ft)	11	0	15	95	277
Queue Length 95th (ft)	29	39	27	145	345
Internal Link Dist (ft)		192	207	549	163
Turn Bay Length (ft)	45				
Base Capacity (vph)	484	535	364	1884	1622
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.26	0.15	0.73	0.72

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	147	94	910	910	21
Future Volume (vph)	36	147	94	910	910	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	13	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.892				0.997	
Flt Protected	0.990			0.995		
Satd. Flow (prot)	1678	0	0	3797	3683	0
Flt Permitted	0.990			0.995		
Satd. Flow (perm)	1678	0	0	3797	3683	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	145			243	280	
Travel Time (s)	4.0			6.6	7.6	
Peak Hour Factor	0.82	0.82	0.88	0.88	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	44	179	107	1034	989	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	0	0	1141	1012	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	0.92	0.96	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	147	94	910	910	21
Future Vol, veh/h	36	147	94	910	910	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	88	88	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	44	179	107	1034	989	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1732	506	1012	0	-	0
Stage 1	1001	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*420	*728	1069	-	-	-
Stage 1	*680	-	-	-	-	-
Stage 2	*687	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*321	*728	1069	-	-	-
Mov Cap-2 Maneuver	*321	-	-	-	-	-
Stage 1	*520	-	-	-	-	-
Stage 2	*687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1069	-	583	-	-
HCM Lane V/C Ratio	0.1	-	0.383	-	-
HCM Control Delay (s)	8.7	0.9	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

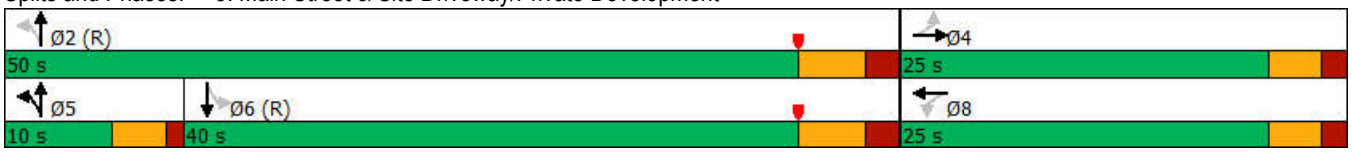
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	0	87	0	0	0	36	940	0	0	903	246
Future Volume (vph)	155	0	87	0	0	0	36	940	0	0	903	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.850									0.968	
Flt Protected	0.950							0.998				
Satd. Flow (prot)	1745	1615	0	0	1900	0	0	3568	0	0	3460	0
Flt Permitted	0.757							0.848				
Satd. Flow (perm)	1390	1615	0	0	1900	0	0	3032	0	0	3460	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		213									61	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		142			99			280			485	
Travel Time (s)		3.9			2.3			7.6			13.2	
Peak Hour Factor	0.95	0.95	0.95	0.25	0.25	0.25	0.87	0.87	0.87	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	100%	0%	1%	1%
Adj. Flow (vph)	163	0	92	0	0	0	41	1080	0	0	992	270
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	92	0	0	0	0	0	1121	0	0	1262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	50	50		20	20		20	50		20	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		20	20		20	50		20	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA					custom	NA			NA	
Protected Phases		4			8		5	2 5			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2 5		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0			15.0	15.0	
Minimum Split (s)	11.5	11.5		11.5	11.5		9.0			20.7	20.7	
Total Split (s)	25.0	25.0		25.0	25.0		10.0			40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		13.3%			53.3%	53.3%	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	20.7
Total Split (s)	50.0
Total Split (%)	67%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	20.5	20.5		20.5	20.5		6.0			34.3	34.3	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0			3.7	3.7	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	4.5	4.5			4.5						5.7	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0			2.0	2.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	13.1	13.1						51.7			35.9	
Actuated g/C Ratio	0.17	0.17						0.69			0.48	
v/c Ratio	0.67	0.20						0.52			0.75	
Control Delay	41.8	1.0						5.8			19.2	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	41.8	1.0						5.8			19.2	
LOS	D	A						A			B	
Approach Delay		27.1						5.8			19.2	
Approach LOS		C						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Main Street & Site Driveway/Private Development

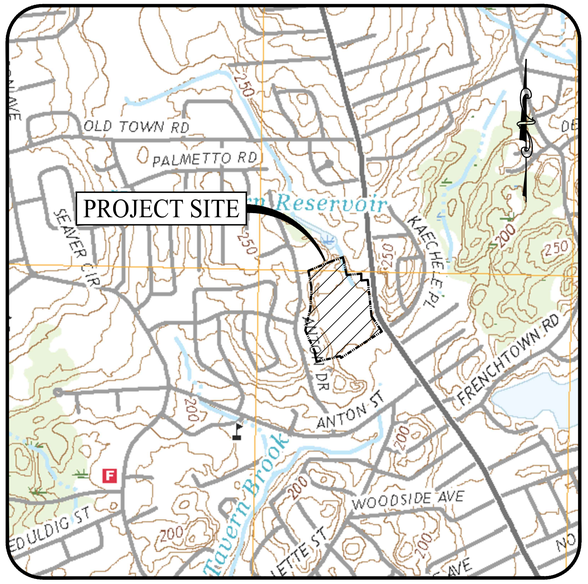


Lane Group	Ø2
Maximum Green (s)	44.3
Yellow Time (s)	3.7
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

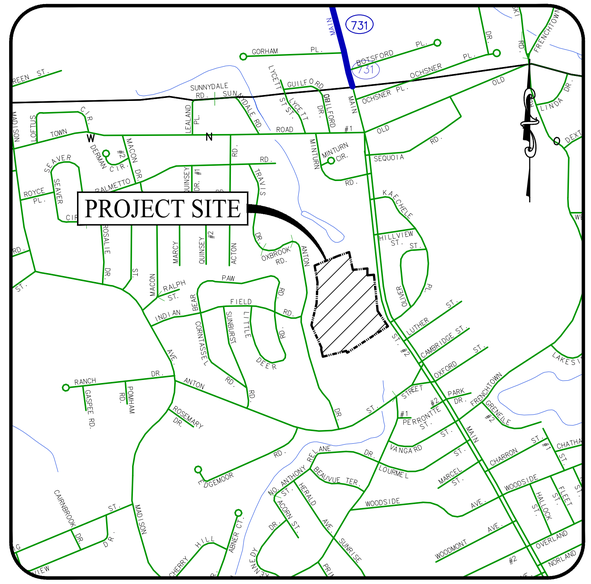
Lane Group	EBL	EBT	NBT	SBT
Lane Group Flow (vph)	163	92	1121	1262
v/c Ratio	0.67	0.20	0.52	0.75
Control Delay	41.8	1.0	5.8	19.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.8	1.0	5.8	19.2
Queue Length 50th (ft)	72	0	86	257
Queue Length 95th (ft)	121	0	189	319
Internal Link Dist (ft)		62	200	405
Turn Bay Length (ft)				
Base Capacity (vph)	379	596	2161	1715
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.15	0.52	0.74

Intersection Summary



USGS MAP

SCALE: 1" = 500'



LOCATION MAP

SCALE: 1" = 500'

BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

SPECIAL PERMIT APPLICATION

PREPARED FOR:

EDENS

BROOKSIDE (E&A), LLC

21 CUSTOM HOUSE STREET, SUITE 450
BOSTON, MA 02110

PREPARED BY:

SOLLI ENGINEERING

501 MAIN STREET, MONROE, CONNECTICUT 06468

DRAWING LIST

CIVIL SITE PLAN SET

SHEET	SHEET TITLE	PLAN DATE	LATEST REVISION
0.00	COVER SHEET	02/26/21	03/17/21
1 OF 1	PARTIAL TOPOGRAPHIC SURVEY	02/25/21	N/A
2.10	OVERALL SITE LAYOUT PLAN	02/26/21	03/17/21
2.11	SITE LAYOUT PLAN	02/26/21	03/17/21
2.21	GRADING, DRAINAGE & UTILITY PLAN	02/26/21	03/17/21
2.31	SOIL EROSION AND SEDIMENT CONTROL PLAN	02/26/21	03/17/21
2.41	SOIL EROSION AND SEDIMENT CONTROL NOTES AND DETAILS	02/26/21	N/A
2.61	LANDSCAPE PLAN	02/26/21	N/A
2.71	LIGHTING PLAN	02/26/21	03/17/21
3.01	DETAIL SHEET	02/26/21	N/A
3.02	DETAIL SHEET	02/26/21	03/17/21
3.03	DETAIL SHEET	02/26/21	N/A
3.04	DETAIL SHEET	02/26/21	N/A

ARCHITECTURAL SITE PLAN SET

SHEET	SHEET TITLE	PLAN DATE	LATEST REVISION
A101	PROPOSED FLOOR PLAN	01/15/21	02/25/21
A102	PROPOSED ELEVATIONS	01/15/21	02/25/21

PROPERTY INFORMATION

ADDRESS: 4531 MAIN STREET, BRIDGEPORT, CT 06606
MAP-BLOCK-LOT: 81/2509/61E

OWNER / APPLICANT

BROOKSIDE (E&A) LLC
EDENS
21 CUSTOM HOUSE STREET, SUITE 450
BOSTON, MASSACHUSETTS 02110

SITE/CIVIL ENGINEER

KEVIN SOLLI, P.E., CPESC, LEED AP BD+C
LICENSE NO. 25759
SOLLI ENGINEERING, LLC
501 MAIN STREET
MONROE, CONNECTICUT 06468
(203) 880-5455

SURVEYOR OF RECORD

BRYAN NESTERIAK, PE, LS
LICENSE NO. 23556
ACCURATE LAND SURVEYING
15 RESEARCH DRIVE, SUITE 3
WOODBRIDGE, CONNECTICUT 06525
(203) 881-8145

LANDSCAPE ARCHITECT

MARY BLACKBURN, PLA
LICENSE NO. 1499
SOLLI ENGINEERING, LLC
501 MAIN STREET
MONROE, CONNECTICUT 06468
(203) 880-5455

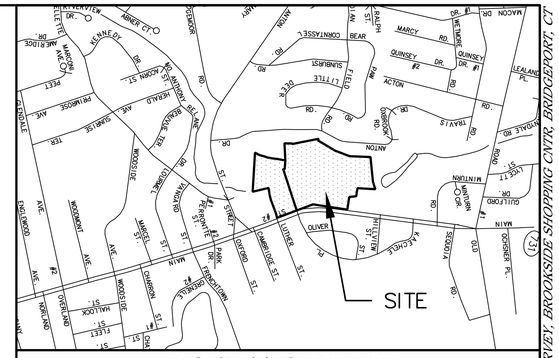
BORINGS AND ENVIRONMENTAL

DANIEL P. GORMAN
WHITESTONE ASSOCIATES, INC.
16 OLD FORGE ROAD
ROCKY HILL, CT 06067
(860) 726-7889

Rev. #:	Date	Description

Project:
BROOKSIDE SHOPPING CENTER
4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title:	Sheet #:
COVER SHEET	0.00



THIS LINE REPRESENTS THE EXTENTS OF A PARTIAL TOPOGRAPHIC SURVEY. ANYTHING OUTSIDE OF THIS BORDER HAS BEEN OBTAINED FROM AN IMPROVEMENT LOCATION SURVEY, BY ACCURATE LAND SURVEYING, LLC, DATED 2/13/2017, SCALE 1"=60'. (MAP REFERENCE 9.1)

Parcel 1
Easement to Marshalls of Bridgeport as Granted in Vol. 2359 Pg. 63, Dated August 12, 1987.
(Sch. B-II Execption # 22)

Parcel 1
12' Sanitary Easement to the City of Bridgeport as Granted in Vol. 1129 Pg. 479, Dated November 15, 1956.
(Sch. B-II Execption # 18)

Property is subject to 25' Concrete Culvert Easement granted to the City of Bridgeport as recorded in Vol. 1129 Pg. 479, Dated Nov. 15, 1956 and amended in Vol. 1692 Pg. 949, Dated May 6, 1983.
(Sch. B-II Execption # 18)

Parcel 1
Subject to an Easement to the United Illuminating Company as Granted in Vol. 1256 Pg. 59 Dated December 10, 1962 and in Vol. 1256 Pg. 64 Dated January 15, 1963.
(Sch. B-II Execption # 19 & 20)

Parcel 1
25' Drainage Easement to the City of Bridgeport as Granted in Vol. 1129 Pg. 479, Dated November 15, 1956 and amended in Vol. 1692 Pg. 949, Dated May 6, 1983.
(Sch. B-II Execption # 18)

Existing Gas Line taken from map in reference 10.1

Parcel 2
25' Drainage Easement to the City of Bridgeport as Granted in Vol. 1129 Pg. 479, Dated November 15, 1956 and amended in Vol. 1692 Pg. 949, Dated May 6, 1983. (Sch. B-II Execption # 18)

Property is subject to 25' Concrete Culvert Easement granted to the City of Bridgeport as recorded in Vol. 1129 Pg. 479 Dated November 15, 1956 and amended in Vol. 1692 Pg. 949, Dated May 6, 1983.
(Sch. B-II Execption # 18)

Parcel 2
Parcel is Subject to an Agreement Granted to the City of Bridgeport as Recorded in Vol. 1132 Pg. 32, Dated January 21, 1957.
(Sch. B-II Execption # 13)

Parcel 1
10' Drainage Easement to the City of Bridgeport as Granted in Vol. 1129 Pg. 479, Dated November 15, 1956.
(Sch. B-II Execption # 18)

Existing Water Line taken from map in reference 10.1

Property is subject to right to divert water in the stream running through the property as recorded in Vol. 873 Pg. 477, Dated January 10, 1946.
(Sch. B-II Execption # 17 & 23)

Parcel 1
Parcel is Subject to an Agreement Granted to the City of Bridgeport as Recorded in Vol. 1132 Pg. 32, Dated January 21, 1957.
(Sch. B-II Execption # 13)

Parcel 2
Parcel is Subject to a Memorandum of Lease to GMRI, Inc as Granted in Vol. 3525 Pg. 94, Dated February 21, 1996.
(Sch. B-II Execption # 9)

Existing location of Main Street Sewer Line taken from map in reference 10.3

Property is subject to 12' Sanitary Sewer Easement granted to the City of Bridgeport as recorded in Vol. 1129 Pg. 479 Dated Dated November 15, 1956.
(Sch. B-II Execption # 18)

sewer invert transcribed from City of Bridgeport Engineering Department (see map ref: 9.2)

Existing location of Main Street Water Line taken from map in reference 10.1

Existing location of Main Street Gas Line taken from map in reference 10.1

LOCATION MAP
SCALE: 1"=800'

GENERAL SURVEY NOTES

1. THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH THE REGULATION OF CONNECTICUT STATE AGENCIES, SECTION 20-300b-1 THROUGH 20-300b-20, EFFECTIVE OCTOBER 26, 2018, AND THE "MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC.
2. THIS MAP WAS PREPARED FROM RECORD RESEARCH, OTHER MAPS, LIMITED FIELD MEASUREMENTS AND OTHER SOURCES. IT IS NOT TO BE CONSTRUED AS A PROPERTY/BOUNDARY OR LIMITED PROPERTY/BOUNDARY SURVEY AND IS SUBJECT TO SUCH FACTS AS SAID SURVEYS MAY DISCLOSE.
3. THIS IS A PARTIAL TOPOGRAPHIC SURVEY. THE PURPOSE OF WHICH IS TO SHOW EXISTING TOPOGRAPHIC CONDITIONS WITHIN A AREA OF THIS PROPERTY.
4. THE SURVEY CONFORMS TO HORIZONTAL CLASS A-2 ACCURACY STANDARDS. VERTICAL DATA CONFORMS TO CLASS V-2 STANDARDS. TOPOGRAPHIC DATA CONFORMS TO CLASS T-2 STANDARDS. CONTOURS AND ELEVATIONS REFER TO NAVD 88 DATUM.
5. PROPERTY IS ALSO KNOWN AS CITY OF BRIDGEPORT TAX LOTS 60B & 61E ON ASSESSORS MAP 81 BLOCK 2509. OWNER OF RECORD: BROOKSIDE (E&A) LLC.
6. PROPERTY LIES IN ZONING DISTRICT "OR-R" AND "R-A".
7. A PORTION OF THE PARCEL LIES WITHIN FLOOD ZONE AE AND WITHIN 0.2% FLOOD HAZARD ZONE X (NO. ELEV.) AS SHOWN ON FEMA FIRM MAP 09001C0426F, EFFECTIVE DATE JUNE 18, 2010.
8. THE LOCATION OF UNDERGROUND UTILITIES, OTHER THAN DEPICTED HEREON, IF ANY, IS UNKNOWN.
9. MAP REFERENCE:
   - 9.1. PLAN ENTITLED "IMPROVEMENT LOCATION SURVEY OF BROOKSIDE SHOPPING CENTER 4531-4575 MAIN STREET BRIDGEPORT, CONNECTICUT." SCALE: 1"=60'. DATED 2/13/2017. PREPARED BY ACCURATE LAND SURVEYING, LLC WOODBRIDGE, CONNECTICUT.
   - 9.2. PLAN ENTITLED "WPCA MAP 5558-B MAIN STREET, BRIDGEPORT." ON FILE AT CITY OF BRIDGEPORT ENGINEERING DEPARTMENT.

PARTIAL TOPOGRAPHIC SURVEY, BROOKSIDE SHOPPING CNTR, BRIDGEPORT, CT

LEGEND

⊡ C.H.D.	Conn. Hwy. Dept. Monument
⊡ Mon.	Monument
●	Iron Pin to be Set
■	Conc. Monument to be Set
⊙ I. Pipe	Iron Pipe
⊙ I.P.	Iron Pin
⊙ D.H.	Drill Hole
	Pile of Stones
○ F.P.	Fence Post
Fnd.	Found
n/f	Now or Formerly
	Property Line
	Property Line (adjoining)
	Building Setback Line
	Easement Line
℄	Centerline
	Ledge or Boulders
	Earth or gravel fill
×200.0	Existing Spot Elevation
INV:	Invert Elevation of Pipe
⊗W.G.	Water gate valve
⊗G.G.	Gas gate valve
W	Water main (existing)
	Hydrant
WS	Water service lateral
G	Gas Main (existing)
SS	Sanitary sewer lateral
S	Sanitary Sewer Main (existing)
	Stone Wall
× × ×	Barbed Wire Fence
	Rail Fence
	Board on Board Fence
	Utility Pole
○	Existing Manhole
	Existing Catch Basin/Pipe
	Building (existing)
	Evergreen Tree
	Deciduous Tree
	Swamp or Wetlands
	Watercourse
123	Existing Contours
R.C.P.	Reinforced Concrete Pipe
C.M.P.	Corrugated Metal Pipe
○ PT A	Percolation Test Location
TP 100	Deep Test Pit Location
	Stone Retaining Wall
	Retaining Wall
	Wetland Limit
WL100	Wetland Flag Number
	Wetland Setback
	Benchmark
	Well (existing)

23556

THIS DOCUMENT, THE IDEAS, AND DESIGN INCORPORATED HEREON IS AN INSTRUMENT OF PROFESSIONAL SERVICE AND THE PROPERTY OF ACCURATE LAND SURVEYING, LLC. AND IS NOT TO BE REPRODUCED OR USED IN WHOLE OR IN PART FOR ANY EXTENSION OF THIS PROJECT OR FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF ACCURATE LAND SURVEYING, LLC. THIS DRAWING IS NOT A FINAL AND VALID DOCUMENT WITHOUT A SIGNATURE OF THE CERTIFYING PROFESSIONAL AND A LIVE WET STAMP OR EMBOSSED SEAL.

TO: EDENS
BROOKSIDE (E&A), LLC
21 CUSTOM HOUSE STREET
SUITE 450
BOSTON, MA 02110

TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HERON.

BRYAN P. NESTERIAK, PE, LS 23556

No.	Date	REVISION DESCRIPTION

SCALE: 1"=60'
0 30 60 120 180

ACCURATE
LAND SURVEYING, LLC
15 RESEARCH DRIVE
WOODBRIDGE, CT 06525
TEL: 203.881.8145

501 MAIN STREET
MONROE, CT 06468
TEL: 203.880.5455

PARTIAL TOPOGRAPHIC SURVEY

OF

BROOKSIDE SHOPPING CENTER
4485-4575 MAIN STREET
BRIDGEPORT, CONNECTICUT

PREPARED FOR
EDENS Brookside (E&A), LLC

Date 2/25/2021
Scale 1"=60'
Job No. 483
Drawing No. 1 of 1

GENERAL NOTES

1. EXISTING BOUNDARY INFORMATION & SITE CONDITIONS TAKEN FROM A PLAN ENTITLED "PARTIAL TOPOGRAPHIC SURVEY OF BROOKSIDE SHOPPING CENTER 4485-4574 MAIN STREET, BRIDGEPORT, CONNECTICUT; DATED: 02/25/2021; SCALE: 1" = 60'; PREPARED BY ACCURATE LAND SURVEYING, LLC..
2. THE SUBJECT PARCELS (PARCEL ID: 81-2509-0061E) CONSIST OF A TOTAL AREA OF APPROXIMATELY 13.15 ACRES LOCATED IN THE RETAIL (OR-R) ZONING DISTRICT OF BRIDGEPORT, CONNECTICUT. FOOD SERVICE WITH DRIVE-THROUGHS ARE PERMITTED BY SPECIAL PERMIT APPROVAL IN THE RETAIL (OR-R) ZONING DISTRICT.
3. 5.THE SITE LIES WITHIN A FLOOD ZONE HAZARD AREA (ZONE AE). FLOOD INFORMATION TAKEN FROM FEMA FLOOD INSURANCE RATE MAP NUMBER 25027C0807E, EFFECTIVE DATE 06/18/2010.

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- LANDSCAPE BUFFER
- EXISTING BUILDING LIMITS
- PROPOSED BUILDING LIMITS
- PROPOSED BUILDING HATCH
- BUILDING OVERHANG LINE / CANOPY
- SAWCUT PAVEMENT LINE
- EDGE OF PAVEMENT
- CONCRETE CURB
- STANDARD DUTY BITUMINOUS CONCRETE PAVEMENT
- CONCRETE SIDEWALK / PAVEMENT
- RETAINING WALL / GRAVITY OR SEGMENTAL BLOCK
- SIDEWALK LIMITS
- PAVEMENT STRIPING - WHITE STANDARD AND ADA PARKING SPACES
- PARKING SPACE COUNT
- WHEEL STOP
- VEHICLE
- DUMPSTER / TRASH RECEPTACLE
- TRAFFIC SIGN
- TRAFFIC SIGN DESIGNATION
- INTERMITTENT WATERCOURSE
- 100 YEAR FLOOD HAZARD AREA
- TRAFFIC SIGNAL

PROPERTY LINE (TYP.)

ZONE LINE (TYP.)

100-YEAR FLOOD LIMIT (TYP.)

EXISTING SHOPPING CENTER
130,714± SF

PROPOSED STARBUCKS
2,250± SF
75 +10P

BUILDING SETBACK LINE (TYP.)

EXISTING FULL MOVEMENT SIGNALIZED DRIVEWAY

EXISTING FULL MOVEMENT UNSIGNALIZED DRIVEWAY

PROPERTY LINE (TYP.)

EXISTING FULL MOVEMENT SIGNALIZED DRIVEWAY

100 YEAR FLOOD LIMIT (TYP)

ADJOINING PROPERTY LINE (TYP.)

MAIN STREET

HORSE TAVERN RIVER (aka Rooster River)

PARCEL 1
"Brookside Parcel"

R-A Zoning District

OR-R Zoning District

MU-EM Zoning District

R-C Zoning District

FLOOD ZONE AE

FLOOD ZONE AE FLOODWAY

Rev. #:	Date	Description
1	03/17/21	Utility and Comp. Strg Revisions

Graphic Scale: 40 0 40 80

SOLLI ENGINEERING
501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9695
351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695

Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	1" = 40'

Kevin Solli, P.E.
CT 25759

Project:

BROOKSIDE SHOPPING CENTER
4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: OVERALL SITE PLAN

Sheet #: 2.10

SIGN LEGEND

Sign	Sign face	SIZES (IN)	MUTCD #	SUPPORTS
A	STOP	30"	R1-1	1
B	HANDICAPPED PARKING	12"x18"	-	1
C	HANDICAPPED PARKING / VAN ACCESSIBLE	12"x18"	R7-8b (VAN)	1
D	DO NOT ENTER	30"x30"	R5-1	1
E	10 Minute Parking for Starbucks Customers. Thank you.	12"x18"	-	1
F	DRIVE THRU	31"x15"	-	2

PROPERTY AREA TABLE

LAND DESCRIPTION - 4531 MAIN STREET	EXISTING CONDITIONS		PROPOSED CONDITIONS	
	AREA	PERCENTAGE	AREA	PERCENTAGE
PERVIOUS SURFACES	154,940± SF	27.1%	161,360± SF	28.1%
IMPERVIOUS SURFACES	418,674± SF	72.9%	412,154± SF	71.9%
TOTAL AREA	573,514± SF		573,514± SF	

PARKING SUMMARY TABLE

PROPOSED PARKING SUMMARY				
BUILDING USE	BLDG. AREA	CITY REQ.	REQUIRED SPACES	PROVIDED SPACES
RETAIL SALES AND SERVICES SHOPPING USE	130,714± SF	4 SPACES / 1,000 SF	523 SPACES	393 SPACES
PROPOSED COFFEE SHOP	2,223± SF	12 SPACES / 1,000 SF	27 SPACES	27 SPACES
PARKING REDUCTION			-169 SPACES	
TOTAL			381 SPACES	420 SPACES

* APPROVED PARKING REDUCTION OF 169 SPACES PER VARIANCE RECORDED IN VOL. 1683, PG. 541, DATED DECEMBER 29, 1982.

ZONING COMPLIANCE TABLE

ZONING DISTRICT: OR-R ZONE			
DIMENSIONAL REQUIREMENTS	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA	10,000 SF	573,514 ± SF	573,514 ± SF
MINIMUM LOT FRONTAGE	60 FT	817 SF	817 FT
MINIMUM FRONT YARD	10 FT	264.1 SF	62.3 FT
MINIMUM SIDE YARD	N/A	57.9 SF	57.9 FT
MINIMUM REAR YARD	N/A	28.1	28.1 FT
MINIMUM LANDSCAPE BUFFER	5 FT	5 FT	5 FT
MAXIMUM BUILDING HEIGHT	45 FT	<40 FT	<40 FT
MAXIMUM FLOOR AREA RATIO	0.3	0.28	0.28

GENERAL NOTES

1. THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL APPROVAL OF THE FINAL PLANS IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
2. ALL SITE WORK TO BE COMPLETED IN ACCORDANCE WITH ALL PERMITS, APPROVALS AND CONDITIONS OF APPROVALS ISSUED BY THE CITY OF WORCESTER FOR THIS PROJECT.
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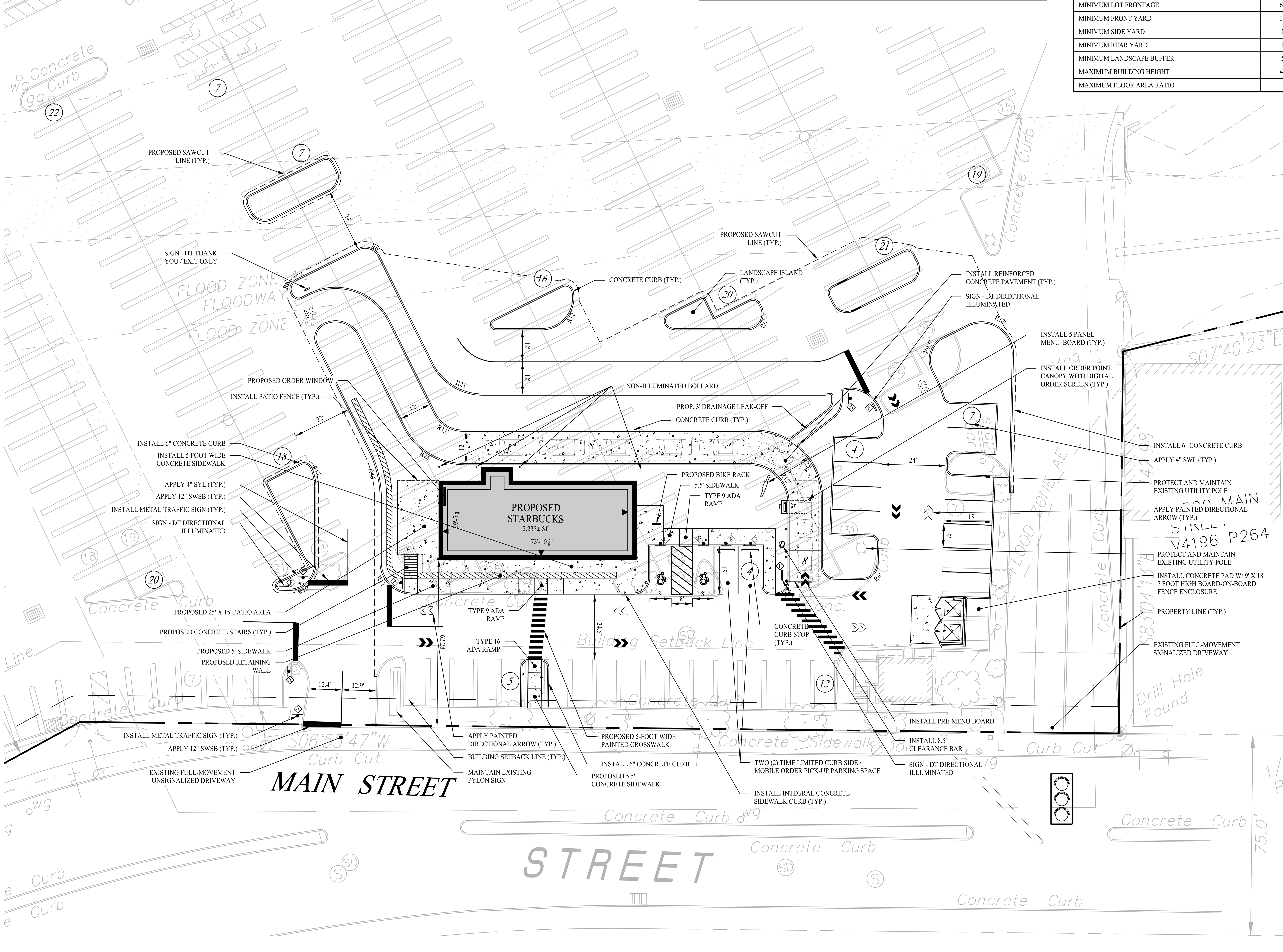
5. THE SITE LIES WITHIN A FLOOD ZONE HAZARD AREA (ZONE AE). FLOOD INFORMATION TAKEN FROM FEMA FLOOD INSURANCE RATE MAP NUMBER 25027C0807E, EFFECTIVE DATE 06/18/2010.
6. PRIOR TO DEMOLITION OR CONSTRUCTION, THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" 72 HOURS BEFORE COMMENCEMENT OF WORK AT 811 AND VERIFY ALL UTILITY AND STORM DRAINAGE SYSTEM LOCATIONS. INFORMATION ON EXISTING UTILITIES AND STORM DRAINAGE SYSTEMS HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY PROVIDER AND MUNICIPAL RECORD MAPS AND/OR FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES AND STORM DRAINAGE SYSTEMS ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND STORM DRAINAGE SYSTEMS INCLUDING SERVICES.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SAFETY AND SECURITY OF THE SITE DURING ALL PHASES OF CONSTRUCTION. THE ARCHITECT AND ENGINEER ARE NOT RESPONSIBLE FOR SITE SAFETY MEASURES TO BE EMPLOYED DURING CONSTRUCTION. THE ARCHITECT AND ENGINEER HAVE NO CONTRACTUAL DUTY TO CONTROL THE SAFEST METHODS OR MEANS OF THE WORK, JOB SITE RESPONSIBILITIES, SUPERVISION OR TO SUPERVISE SAFETY AND DOES NOT VOLUNTARILY ASSUME ANY SUCH DUTY OR RESPONSIBILITY.
8. THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY ZONING PERMITS REQUIRED BY GOVERNMENT AGENCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL LOCAL AND STATE PERMITS. THE CONTRACTOR SHALL POST ALL BONDS, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
9. THE CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT DIMENSIONS AND CONSTRUCTION DETAILS OF BUILDING AND BUILDING EXPANSIONS.
10. SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE CIVIL ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH WORK IN THIS AREA.
11. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING AS APPLICABLE UNLESS OTHERWISE NOTED. ALL BUILDING DIMENSIONS ARE REFERENCED TO THE OUTSIDE FACE OF THE STRUCTURE.
12. TRAFFIC CONTROL SIGNAGE SHALL CONFORM TO THE STATE DOT STANDARD DETAIL SHEETS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. SIGNS SHALL BE INSTALLED PLUMB WITH THE EDGE OF THE SIGN 2' OFF THE FACE OF THE CURB, AND WITH 7' VERTICAL CLEARANCE UNLESS OTHERWISE DETAILED OR NOTED.
13. THE CONTRACT LIMIT IS THE PROPERTY LINE (AS SHOWN HEREON) UNLESS OTHERWISE SPECIFIED OR SHOWN ON THE CONTRACT DRAWINGS.
14. PAVEMENT MARKING KEY:
    4" SYL = 4" SOLID YELLOW LINE
    12" SWSB = 12" SOLID WHITE STOP BAR
15. PARKING SPACES SHALL BE STRIPED WITH 4" SWL; HATCHED AREAS SHALL BE STRIPED WITH 4" SWL AT A 45° ANGLE, 2' ON CENTER. HATCHING, SYMBOLS, AND STRIPING FOR HANDICAPPED SPACES SHALL BE PAINTED BLUE. OTHER MARKINGS SHALL BE PAINTED WHITE OR AS NOTED.
16. THE CONTRACTOR SHALL RESTORE ANY DRAINAGE STRUCTURE, PIPE, UTILITY, PAVEMENT, CURBS, SIDEWALKS, LANDSCAPED AREAS OR SIGNAGE DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITION OR BETTER, AS APPROVED BY THE CIVIL ENGINEER. DURING CONSTRUCTION CONTRACTOR IS TO HAVE THE SITE MAINTAINED FREE OF ALL TRASH, LITTER, DEBRIS AND OVERGROWN VEGETATION.
17. THE OWNER SHALL BE RESPONSIBLE TO HAVE THE SITE MAINTAINED FREE OF ALL TRASH, LITTER, DEBRIS AND OVERGROWN VEGETATION.
18. PAVEMENT MARKINGS SHALL BE HOT APPLIED TYPE IN ACCORDANCE WITH MASSACHUSETTS DOT SPECIFICATIONS, UNLESS WHERE EPOXY RESIN PAVEMENT MARKINGS ARE INDICATED.



LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- LANDSCAPE BUFFER
- EXISTING BUILDING LIMITS
- PROPOSED BUILDING LIMITS
- PROPOSED BUILDING HATCH
- BUILDING OVERHANG LINE / CANOPY
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- INTERMITTENT WATERCOURSE
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Rev. #	Date	Description
1	03/17/21	Utility and Comp. Strg Revisions

Graphic Scale: 20 0 20 40

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501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9695
351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695

Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	1" = 20'

Kevin Solli, P.E.
CT 25759

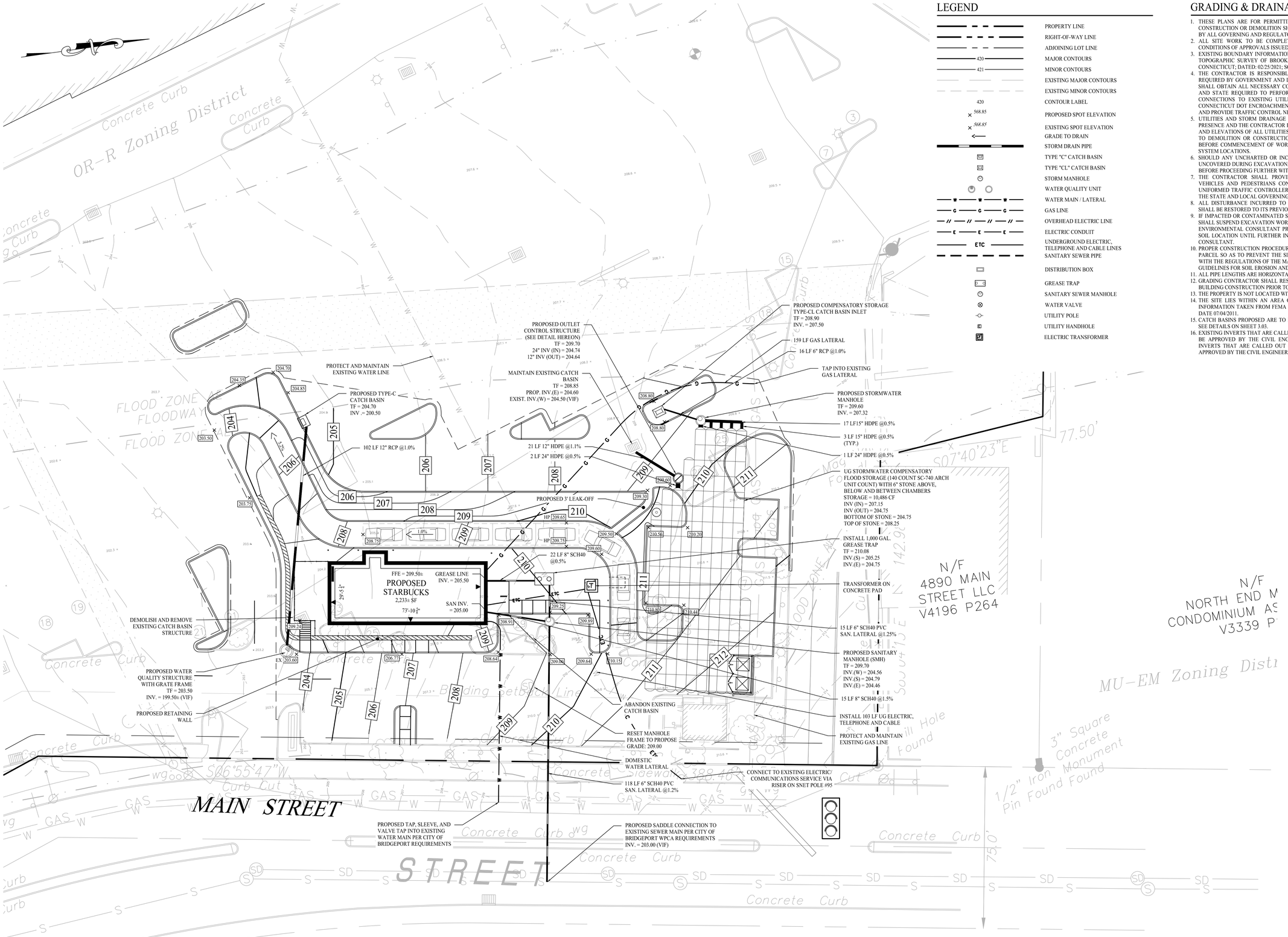
Project:

BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: SITE LAYOUT PLAN

Sheet #: 2.11



LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- ADJOINING LOT LINE
- 420 MAJOR CONTOURS
- 421 MINOR CONTOURS
- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- 420 CONTOUR LABEL
- 568.85 PROPOSED SPOT ELEVATION
- 568.85 EXISTING SPOT ELEVATION
- GRADE TO DRAIN
- STORM DRAIN PIPE
- TYPE "C" CATCH BASIN
- TYPE "CL" CATCH BASIN
- STORM MANHOLE
- WATER QUALITY UNIT
- W W W WATER MAIN / LATERAL
- G G G GAS LINE
- // // // // OVERHEAD ELECTRIC LINE
- E E E ELECTRIC CONDUIT
- ETC UNDERGROUND ELECTRIC, TELEPHONE AND CABLE
- SANITARY SEWER PIPE
- DISTRIBUTION BOX
- GREASE TRAP
- SANITARY SEWER MANHOLE
- WATER VALVE
- UTILITY POLE
- UTILITY HANDHOLE
- ELECTRIC TRANSFORMER

GRADING & DRAINAGE NOTES

1. THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL APPROVAL OF THE FINAL PLANS IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
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4. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS REQUIRED BY GOVERNMENT AND LOCAL AGENCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY CONSTRUCTION PERMITS FROM LOCAL GOVERNING AUTHORITIES AND STATE REQUIRED TO PERFORM ALL REQUIRED WORK, INCLUDING FOR STREET CUTS AND CONNECTIONS TO EXISTING UTILITIES. THE CONTRACTOR SHALL POST ALL BONDS, EXCEPT CONNECTICUT DOT ENCROACHMENT PERMIT BOND, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
5. UTILITIES AND STORM DRAINAGE SYSTEMS ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND STORM DRAINAGE SYSTEMS INCLUDING SERVICES. PRIOR TO DEMOLITION OR CONSTRUCTION, THE CONTRACTOR SHALL CONTACT "DIG SAFE" 72 HOURS BEFORE COMMENCEMENT OF WORK AT "811" AND VERIFY ALL UTILITY AND STORM DRAINAGE SYSTEM LOCATIONS.
6. SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE CIVIL ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH WORK IN THIS AREA.
7. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF VEHICLES AND PEDESTRIANS CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES AND UNIFORMED TRAFFIC CONTROLLERS AS REQUIRED, ORDERED BY THE ENGINEER OR REQUIRED BY THE STATE AND LOCAL GOVERNING AUTHORITIES.
8. ALL DISTURBANCE INCURRED TO CITY, COUNTY, OR STATE PROPERTY DUE TO CONSTRUCTION SHALL BE RESTORED TO ITS PREVIOUS CONDITION OR BETTER.
9. IF IMPACTED OR CONTAMINATED SOIL IS ENCOUNTERED BY THE CONTRACTOR, THE CONTRACTOR SHALL SUSPEND EXCAVATION WORK OF IMPACTED SOIL AND NOTIFY THE OWNER AND/OR OWNER'S ENVIRONMENTAL CONSULTANT PRIOR TO PROCEEDING WITH FURTHER WORK IN THE IMPACTED SOIL LOCATION UNTIL FURTHER INSTRUCTED BY THE OWNER AND/OR OWNER'S ENVIRONMENTAL CONSULTANT.
10. PROPER CONSTRUCTION PROCEDURES SHALL BE FOLLOWED ON ALL IMPROVEMENTS WITHIN THIS PARCEL SO AS TO PREVENT THE SILTING OF ANY WATERCOURSE OR WETLANDS IN ACCORDANCE WITH THE REGULATIONS OF THE MASSACHUSETTS DEPARTMENT OF ENVIRONMENTAL PROTECTION GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.
11. ALL PIPE LENGTHS ARE HORIZONTAL DISTANCES AND ARE APPROXIMATE.
12. GRADING CONTRACTOR SHALL RESTORE TO GRADE AND COMPACTION ALL AREAS DISTURBED BY BUILDING CONSTRUCTION PRIOR TO ABSE AND PAVING OPERATIONS COMMENCING.
13. THE PROPERTY IS NOT LOCATED WITHIN A ZONE II.
14. THE SITE LIES WITHIN AN AREA OF MINIMAL FLOOD HAZARD (ZONE X - UNHATCHED). FLOOD INFORMATION TAKEN FROM FEMA FLOOD INSURANCE RATE MAP NUMBER 25027C0807E, EFFECTIVE DATE 07/04/2011.
15. CATCH BASINS PROPOSED ARE TO BE 4 FOOT DEEP SUMP CATCH BASINS WITH HOODED OUTLETS, SEE DETAILS ON SHEET 3.03.
16. EXISTING INVERTS THAT ARE CALLED OUT HEREON TO BE FIELD VERIFIED BY CONTRACTOR ARE TO BE APPROVED BY THE CIVIL ENGINEER OF RECORD PRIOR TO INSTALLATION. ALL PROPOSED INVERTS THAT ARE CALLED OUT HEREON TO BE FIELD VERIFIED BY CONTRACTOR ARE TO BE APPROVED BY THE CIVIL ENGINEER OF RECORD.

ABBREVIATIONS

@	AT
BC	BOTTOM OF CURB
C	CURB INLET
CB	CATCH BASIN
DMH	DRAINAGE MANHOLE
EX	EXISTING
FFE	FINISHED FLOOR ELEVATION
HDPE	HIGH-DENSITY POLYETHYLENE
INV	INVERT
LF	LINEAR FEET
PR	PROPOSED
S	SLOPE
SSWR	SANITARY SEWER
STRM	STORMWATER
TC	TOP OF CURB
TF	TOP OF FRAME
TYP	TYPICAL

Rev. #:	Date	Description
1	03/17/21	Utility and Comp. Strg Revisions

Graphic Scale: 20 0 20 40

SOLLI ENGINEERING
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Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/20
Scale:	1" = 20'

Kevin Solli, P.E.
CT 25759

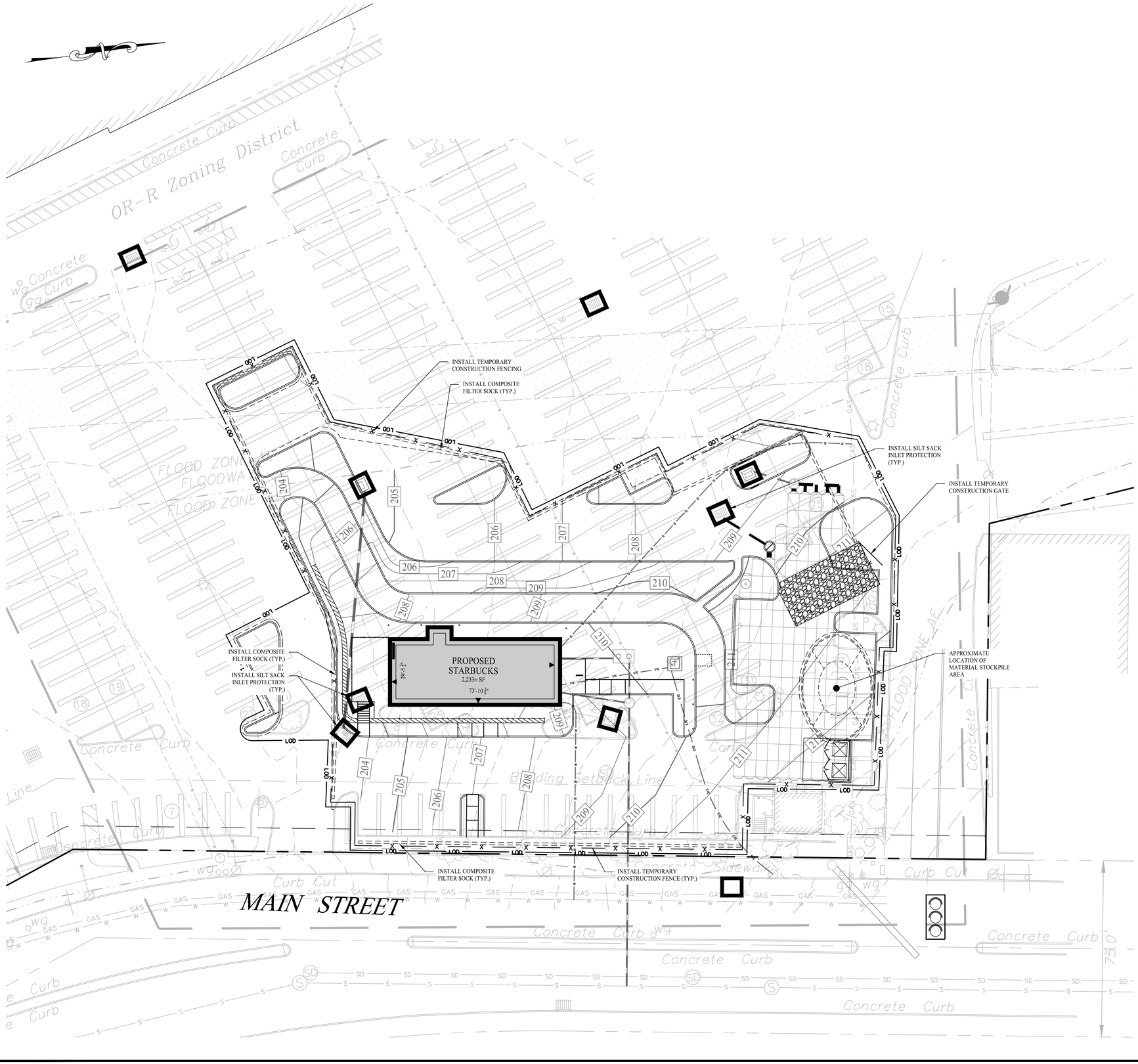
Project:

BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: GRADING AND DRAINAGE PLAN

Sheet #: 2.21



LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- ADJOINING LOT LINE
- COMPOSITE FILTER SOCK
- CONSTRUCTION FENCE
- STOCKPILE AREA
- LIMIT OF DISTURBANCE
- SILT SACK INLET PROTECTION
- CONSTRUCTION ENTRANCE

Rev. #:	Date	Description
1	03/17/21	Utility and Comp. Strg Revisions

Graphic Scale: 20 0 20 40

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Approved By:	KMS
Project #:	21100801
Plan Date:	02/18/21
Scale:	1" = 20'

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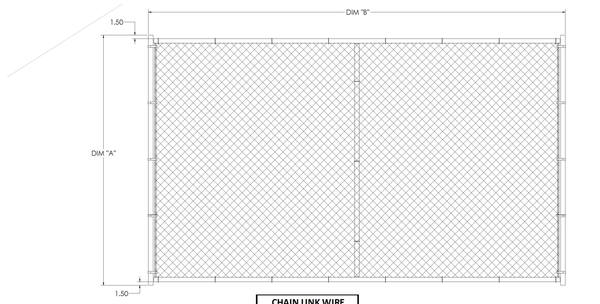
Project:

BROOKSIDE SHOPPING CENTER

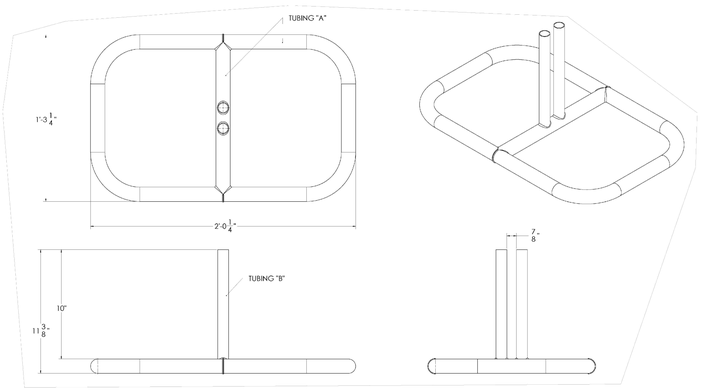
4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN

Sheet #: 2.31



PART NUMBER	DIM. "A"	DIM. "B"	TUBING MATERIAL	CHAIN LINK WIRE GAUGE	CHAIN LINK WIRE DIAMOND SIZE
071050	6'	10'	1-3/8" x 16 Gauge	11.5	2-1/4"
071051	6'	12'	1-3/8" x 16 Gauge	11.5	2-1/4"
071053	8'	10'	1-3/8" x 16 Gauge	11.5	2-1/4"
071072	6'	10'	1-3/8" x 16 Gauge	12.5	2-3/8"
071073	6'	12'	1-3/8" x 16 Gauge	12.5	2-3/8"
071077	6'	10'	1-3/8" x 16 Gauge	11.5	2-3/8"
071078	6'	12'	1-3/8" x 16 Gauge	11.5	2-3/8"



TEMPORARY CONSTRUCTION FENCE

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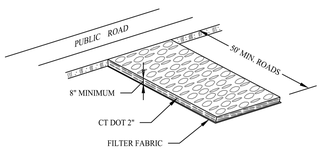


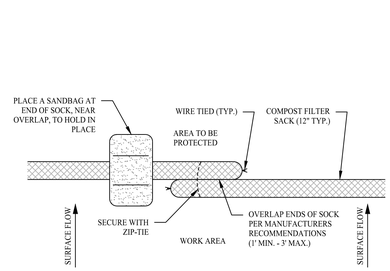
GRADATION TABLE

SQUARE MESH SIEVES	CONN. DOT 2" CRUSHED GRAVEL % FINER	ASTM C-33 NO. 2 % FINER	ASTM C-33 NO. 3 % FINER
2 1/2 INCHES	100	90-100	100
2 INCHES	95-100	35-70	90-100
1 1/2 INCHES	35-70	0-15	35-70
1 1/4 INCHES	0-25	---	---
1 INCHES	0-10	---	0-15
3/4 INCHES	---	0-5	---
1/2 INCHES	---	---	0-5
3/8 INCHES	---	---	---

SOURCE:
U.S. DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE, STORRS, CONNECTICUT

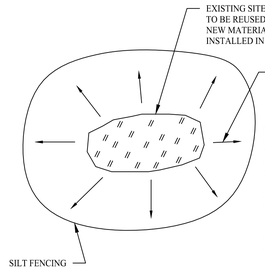
CONSTRUCTION ENTRANCE

SCALE: NTS



COMPOST FILTER SOCK

SCALE: NTS



NOTES:
1. ALL EXISTING EXCAVATED MATERIAL THAT IS NOT TO BE REUSED IN THE WORK IS TO BE IMMEDIATELY REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.

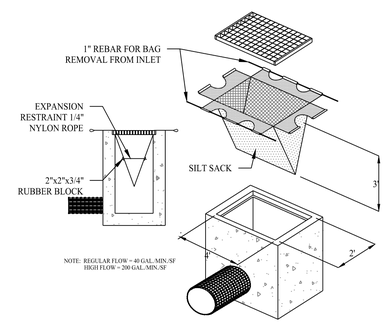
2. SOIL/AGGREGATE STOCKPILE SITES TO BE WHERE SHOWN ON THE DRAWINGS.

3. RESTORE STOCKPILE SITES TO PRE-EXISTING PROJECT CONDITION AND RESEED AS REQUIRED.

4. STOCKPILE HEIGHTS MUST NOT EXCEED 35'. STOCKPILE SLOPES MUST BE 2:1 OR FLATTER.

STOCKPILE AREA DETAIL

SCALE: NTS



SILT SACK DETAIL

SCALE: NTS

SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES

SEDIMENT & EROSION CONTROL NARRATIVE
THE SEDIMENT AND EROSION CONTROL PLAN WAS DEVELOPED TO PROTECT THE EXISTING ROADWAY AND STORM DRAINAGE SYSTEMS, ADJACENT PROPERTIES, AND ANY ADJACENT WETLAND AREA AND WATER COURSE FROM SEDIMENT LADEN SURFACE RUNOFF AND EROSION.

CONSTRUCTION SCHEDULE
THE ANTICIPATED STARTING DATE FOR CONSTRUCTION IS SUMMER 2021 WITH COMPLETION ANTICIPATED BY SUMMER 2022. APPROPRIATE EROSION CONTROL MEASURES AS DESCRIBED HEREIN, SHALL BE INSTALLED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF ALL SITE CLEARING OR CONSTRUCTION ACTIVITY. SCHEDULE WORK TO MINIMIZE THE LENGTH OF TIME THAT BARE SOIL WILL BE EXPOSED.

CONTINGENCY EROSION PLAN
THE CONTRACTOR SHALL INSTALL ALL SPECIFIED EROSION CONTROL MEASURES AND WILL BE REQUIRED TO MAINTAIN THEM IN THEIR INTENDED FUNCTIONING CONDITION. THE LAND USE AGENTS OF THE CITY OF BRIDGEPORT AND PROJECT ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUPPLEMENTAL MAINTENANCE OR ADDITIONAL MEASURES IF FIELD CONDITIONS ARE ENCOUNTERED BEYOND WHAT WOULD NORMALLY BE ANTICIPATED.

OPERATION REQUIREMENTS
CLEARING AND GRUBBING OPERATIONS:
1. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PRIOR TO THE START OF CLEARING AND GRUBBING OPERATIONS.
2. FOLLOWING INSTALLATION OF ALL SEDIMENTATION AND EROSION CONTROL MEASURES, THE CONTRACTOR SHALL NOT PROCEED WITH GRADING, FILLING OR OTHER CONSTRUCTION OPERATIONS UNTIL THE ENGINEER HAS INSPECTED AND APPROVED ALL INSTALLATIONS.
3. THE CONTRACTOR SHALL TAKE EXTREME CARE DURING CLEARING AND GRUBBING OPERATIONS SO AS NOT TO DISTURB UNPROTECTED WETLAND AREAS OR SEDIMENTATION AND EROSION CONTROL DEVICES.
4. FOLLOWING THE COMPLETION OF CLEARING AND GRUBBING OPERATIONS, ALL AREAS SHALL BE STABILIZED WITH TOPSOIL AND SEEDING OR PROCESSED AGGREGATE STONE AS SOON AS PRACTICAL.
5. ALL REMOVED INVASIVE PLANT SPECIES MATERIAL SHALL BE FULLY REMOVED FROM THE SITE AND TAKEN TO AN APPROVED AND/OR ACCEPTABLE DISPOSAL LOCATION.

ROUGH GRADING OPERATIONS:
1. DURING THE REMOVAL AND/OR PLACEMENT OF EARTH AS INDICATED ON THE GRADING PLAN, TOPSOIL SHALL BE STRIPPED AND APPROPRIATELY STOCKPILED FOR REUSE.
2. ALL STOCKPILED TOPSOIL SHALL BE SEEDED, MULCHED WITH HAY, AND ENCLOSED BY A SILTATION FENCE.

FILLING OPERATIONS:
1. PRIOR TO PLACING ALL SEDIMENTATION AND EROSION CONTROL DEVICES SHALL BE PROPERLY IMPLEMENTED, MAINTAINED AND FULLY INSTALLED, AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THIS PLAN.
2. ALL FILL MATERIAL ADJACENT TO ANY WETLAND AREAS, IF APPLICABLE TO THIS PROJECT, SHALL BE GOOD QUALITY, WITH LESS THAN 5% FINES PASSING THROUGH A #200 SIEVE (BANK RUN), SHALL BE PLACED IN LIFT THICKNESS NOT GREATER THAN THAT SPECIFIED IN PROJECT SPECIFICATIONS, LIFTS SHALL BE COMPACTED TO 95% MAX. DRY DENSITY MODIFIED PROCTOR OR AS SPECIFIED IN THE CONTRACT SPECIFICATIONS OR IN THE GEOTECHNICAL REPORT.
3. AS GENERAL GRADING OPERATIONS PROGRESS, ANY TEMPORARY DIVERSION DITCHES SHALL BE RAISED OR LOWERED, AS NECESSARY, TO DIVERT SURFACE RUNOFF TO THE SEDIMENT TRAPS AND BASIN.

PLACEMENT OF DRAINAGE STRUCTURES, UTILITIES, AND ROADWAY CONSTRUCTION OPERATIONS:
1. SILT FENCES SHALL BE INSTALLED AT THE DOWNHILL SIDES OF TEMPORARY SEDIMENT TRAP AND BASIN SLOPES, MUD PUMP DISCHARGES, AND UTILITY TRENCH MATERIAL STOCKPILES. HAY BALES MAY BE USED IF SHOWN ON THE EROSION CONTROL PLANS OR IF DIRECTED BY THE PROJECT ENGINEER.

FINAL GRADING AND PAVING OPERATIONS:
1. ALL INLET AND OUTLET PROTECTION SHALL BE PLACED AND MAINTAINED AS SHOWN ON EROSION CONTROL PLANS AND DETAILS, AND AS DESCRIBED IN SPECIFICATIONS AND AS DESCRIBED HEREIN.
2. NO CUT OR FILL SLOPES SHALL EXCEED 2:1 EXCEPT WHERE STABILIZED BY ROCK FACED EMBANKMENT OR EROSION CONTROL BLANKETS, JUTE MESH AND VEGETATION. ALL SLOPES SHALL BE SEEDED, AND ANY ROAD OR DRIVEWAY SHOULDER AND BANKS SHALL BE STABILIZED IMMEDIATELY UPON COMPLETION OF FINAL GRADING UNTIL TURF IS ESTABLISHED.
3. PAVEMENT SUBBASE AND BASE COURSES SHALL BE INSTALLED OVER AREAS TO BE PAVED AS SOON AS FINAL SUB-GRADES ARE ESTABLISHED AND UNDERGROUND UTILITIES AND STORM DRAINAGE SYSTEMS HAVE BEEN INSTALLED.
4. AFTER CONSTRUCTION OF PAVEMENT, TOPSOIL, FINAL SEED, MULCH AND LANDSCAPING, REMOVE ALL TEMPORARY EROSION CONTROL DEVICES ONLY AFTER ALL AREAS HAVE BEEN PAVED AND/OR GRASS HAS BEEN WELL ESTABLISHED AND THE SITE HAS BEEN INSPECTED AND APPROVED BY THE CITY OF BRIDGEPORT

INSTALLATION OF SEDIMENTATION AND EROSION CONTROL MEASURES
I. COMPOSITE FILTER SOCK:
A. PLACE COMPOSITE FILTER SOCK ON THE UPHILL SIDE OF THE DESIGNATED FENCE LINE LOCATION.
B. WHEN APPLICABLE DRIVE POST INTO FILTER SOCK: IN AREAS OF PAVEMENT PLACE SAND BAGS ONTOP OF FILTER SOCK. HAMMER THE POST AT LEAST 1.5 FEET INTO THE GROUND.

II. SILT SACK INLET PROTECTION
A. REMOVE CATCH BASIN GRATE AND PROPERLY PLACE THE SILT SACK INTO THE FRAME OF THE CATCH BASIN.
B. PLACE GRATE BACK ONTO FRAME AND ENSURE NO PORTIONS OF THE SILT SACK HAVE SAGGED INTO THE CATCH BASIN.
C. ONCE GRATE IS PLACED BACK ONTO FRAME OBSERVE TO SEE IF SILT SACK IS INSTALLED IN A MANNER THAT WILL ALLOW FOR SEDIMENT TO BE FILTERED OUT DURING STORM EVENTS.

OPERATION AND MAINTENANCE OF SEDIMENTATION AND EROSION CONTROL MEASURES
I. COMPOSITE SOCK:
A. ALL COMPOSITE SOCKS SHALL BE INSPECTED FOLLOWING EACH RAINFALL. REPAIR OF ANY WASHED OUT OR ERODED SLOPES SHALL BE MADE PROMPTLY AND THE AREA SHALL BE RESEEDED AS NECESSAR
B. SEDIMENT DEPOSITS SHALL BE REMOVED FROM BEHIND THE COMPOSITE SOCK WHEN THEY EXCEED A HEIGHT OF 1/2 THE SILT SOCK.

II. SILT SACK INLET PROTECTION
A. ALL SILT SACK INLET PROTECTION DEVICES SHALL BE INSPECTED AS A MINIMUM WEEKLY OR AFTER EACH RAINFALL. ALL DETERIORATE SILT SACKS AND SACKS THAT APPEAR TO HAVE AN EXCESS OF SEDIMENT SHALL BE REPLACED AND PROPERLY REPOSITIONED IN ACCORDANCE WITH THIS PLAN.
B. SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE SILT SACKS WHEN THEY EXCEED A COUPLE INCHES OF SEDIMENT WITHIN THE CATCH BASIN.

EROSION AND SEDIMENT CONTROL PLAN
1. CATCH BASINS WILL BE PROTECTED WITH HAY BALE FILTERS, SILT SACKS, SILTATION FENCE, OR OTHER INLET PROTECTION DEVICES PER DETAILS, THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL ALL DISTURBED AREAS ARE THOROUGHLY STABILIZED.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL MANUAL, LATEST EDITION.
4. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED PRIOR TO CONSTRUCTION WHENEVER POSSIBLE
5. ALL CONTROL MEASURES WILL BE MAINTAINED IN EFFECTIVE CONDITION THROUGHOUT THE CONSTRUCTION PERIOD.
6. ADDITIONAL CONTROL MEASURES WILL BE INSTALLED DURING THE CONSTRUCTION PERIOD, IF NECESSARY OR REQUIRED OR AS DIRECTED BY THE CIVIL ENGINEER OR BY LOCAL GOVERNING OFFICIALS.
7. SEDIMENT REMOVED FROM EROSION CONTROL STRUCTURES WILL BE DISPOSED IN A MANNER WHICH IS CONSISTENT WITH THE INTENT AND REQUIREMENTS OF THE EROSION CONTROL PLANS, NOTES, AND DETAILS.
8. THE OWNER IS ASSIGNED THE RESPONSIBILITY FOR IMPLEMENTING THIS EROSION AND SEDIMENT CONTROL PLAN. THIS RESPONSIBILITY INCLUDES THE INSTALLATION AND MAINTENANCE OF CONTROL MEASURES, INFORMING ALL PARTIES ENGAGED ON THE CONSTRUCTION SITE OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN.

CONSTRUCTION SEQUENCE
THE FOLLOWING CONSTRUCTION SEQUENCE IS RECOMMENDED.
1. CONTACT CITY OF BRIDGEPORT AGENT AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO COMMENCEMENT OF ANY DEMOLITION, CONSTRUCTION OR REGULATED ACTIVITY ON THIS PROJECT.
2. CLEARING LIMITS SHALL BE PHYSICALLY MARKED IN THE FIELD AND APPROVED BY THE CITY OF BRIDGEPORT AGENT PRIOR TO THE START OF WORK ON THE SITE. INSTALL TREE PROTECTION AND PERIMETER SILT FENCE.
3. WRAP FILTER FABRIC AROUND GRATES OF CATCH BASINS OR INSTALL SILT SACKS ON CATCH BASIN INLETS ON OFF SITE ROADS. INSTALL SILT FENCE AND OTHER EROSION CONTROL DEVICES INDICATED ON THESE PLANS AT PERIMETER OF PROPOSED SITE DISTURBANCE AND INSTALL ALL EROSION CONTROL MEASURES AND TREE PROTECTION INDICATED ON THESE PLANS. INSTALL SEDIMENT BASINS AND SEDIMENT TRAPS IF REQUIRED AT LOW AREAS OF SITE OR AS ORDERED BY THE ENGINEER OR AS SHOWN ON THESE PLANS.
4. CLEAR AND GRUB SITE. STOCKPILE CHIPS. STOCKPILE TOPSOIL. INSTALL EROSION CONTROLS AT STOCKPILES.
5. BUILDING AND SITE DEMOLITION AND REMOVAL. PAVEMENT REMOVAL
6. COMMENCE EARTHWORK. CONSTRUCT FILL SLOPE AND RETAINING WALLS. INSTALL ADDITIONAL EROSION CONTROLS AS WORK PROGRESSES AND CONTINUE STORM DRAINAGE SYSTEM CONSTRUCTION. TOPSOIL AND SEED SLOPES WHICH HAVE ACHIEVED FINAL SITE GRADING.
7. CONSTRUCTION STAKING OF ALL BUILDING CORNERS, UTILITIES, ACCESS DRIVES, AND PARKING AREAS.
8. ROUGH GRADING AND FILLING OF SUBGRADES AND SLOPES.
9. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND OR SEDIMENT POLLUTION.
10. BEFORE DISPOSING OF SOIL OR RECEIVING BORROW FOR THE SITE, THE CONTRACTOR MUST PROVIDE EVIDENCE THAT EACH SPOIL OR BORROW AREA HAS AN EROSION AND SEDIMENT CONTROL PLAN APPROVED BY THE CITY OF BRIDGEPORT AND WHICH IS BEING IMPLEMENTED AND MAINTAINED. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY OF BRIDGEPORT IN WRITING OF ALL RECEIVING SPOIL AND BORROW AREAS WHEN THEY HAVE BEEN IDENTIFIED.
11. CONTINUE INSTALLATION OF STORM DRAINAGE AS SUBGRADE ELEVATIONS ARE ACHIEVED.
12. THROUGHOUT CONSTRUCTION SEQUENCE, REMOVE SEDIMENT FROM BEHIND SILT FENCES, HAY BALES AND OTHER EROSION CONTROL DEVICES. REMOVAL SHALL BE ON A PERIODIC BASIS (EVERY SIGNIFICANT RAINFALL OF 0.25 INCH OR GREATER). INSPECTION OF EROSION CONTROL MEASURES SHALL BE ON A WEEKLY BASIS AND AFTER EACH RAINFALL OF 0.25 INCHES OR GREATER. SEDIMENT COLLECTED SHALL BE DEPOSITED AND SPREAD EVENLY UPLAND ON SLOPES DURING CONSTRUCTION.
13. COMPLETE STORM DRAINAGE SYSTEM.
14. INSTALL SITE LIGHTING AND TRASH ENCLOSURE.
15. COMPLETE GRADING TO SUBGRADES AND CONSTRUCT PARKING AREA SUBGRADE.
16. CONSTRUCT CURBS, PAVEMENT STRUCTURE AND SIDEWALKS
17. CONDUCT FINE GRADING.
18. CONSTRUCT OFF SITE ROADWAY AND SIGNAL IMPROVEMENTS
19. PAVING OF PARKING AREAS AND DRIVEWAYS
20. FINAL FINE GRADING OF SLOPE AND NON-PAVED AREAS.
21. PLACE 4" TOPSOIL ON SLOPES AFTER FINAL GRADING IS COMPLETED. FERTILIZE SEED AND MULCH. SEED MIXTURE TO BE INSTALLED APRIL 15- JUNE 1 OR AUGUST 15-OCTOBER 1. USE EROSION CONTROL BLANKETS AS REQUIRED OR ORDERED FOR SLOPES GREATER THAN 3:1 AND AS SHOWN ON LANDSCAPE PLANS OR EROSION CONTROL PLANS. FOR TEMPORARY STABILIZATION BEYOND SEEDING DATES USE ANNUAL RYE AT 4.0 LBS/1,000 S.F. FERTILIZE WITH 10-10-10 AT 1.0 LBS. OF NITROGEN PER 1,000 S.F. AND LIME AT 100 LBS/1,000 S.F. (MAX.).
22. LANDSCAPE ISLANDS INTERIOR NON-PAVED AREA AND PERIMETER AREAS.
23. INSTALL SIGNING AND PAVEMENT MARKINGS
24. CLEAN STORM DRAINAGE PIPE STRUCTURES OF DEBRIS AND SEDIMENT.
25. UPON DIRECTION OF CITY OF BRIDGEPORT AGENT, EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED FOLLOWING STABILIZATION OF THE SITE.

SEDIMENT AND EROSION CONTROL NOTES
1. THE OWNER IS RESPONSIBLE FOR IMPLEMENTING THIS SEDIMENT AND EROSION CONTROL PLAN. THIS RESPONSIBILITY INCLUDES THE PROPER INSTALLATION AND MAINTENANCE OF EROSION CONTROL MEASURES, INFORMING ALL PARTIES ENGAGED WITH CONSTRUCTION ON THE SITE OF THE REQUIREMENTS AND OBJECTIVES OF THIS PLAN, INFORMING THE GOVERNING AUTHORITY OR INLAND WETLANDS AGENCY OF ANY TRANSFER OF THIS RESPONSIBILITY, AND FOR CONVEYING A COPY OF THE SEDIMENT & EROSION CONTROL PLAN IF THE TITLE TO THE LAND IS TRANSFERRED.
2. AN EROSION CONTROL BOND MAY BE REQUIRED TO BE POSTED WITH THE CITY OF BRIDGEPORT TO ENSURE IMPLEMENTATION OF THE EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE POSTING OF THIS BOND AND FOR INQUIRIES TO THE CITY OF BRIDGEPORT FOR INFORMATION ON THE METHOD, TYPE AND AMOUNT OF THE BOND POSTING UNLESS OTHERWISE DIRECTED BY THE OWNER.
3. VISUAL SITE INSPECTIONS SHALL BE CONDUCTED WEEKLY, AND AFTER EACH MEASURABLE PRECIPITATION EVENT OF 0.25 INCHES OR GREATER BY QUALIFIED PERSONNEL, TRAINED AND EXPERIENCED IN EROSION AND SEDIMENT CONTROL, TO ASCERTAIN THAT THE EROSION AND SEDIMENT CONTROL (E&S) BMPS ARE OPERATIONAL AND EFFECTIVE IN PREVENTING POLLUTION. A WRITTEN REPORT OF EACH INSPECTION SHALL BE KEPT, AND INCLUDE:
A) A SUMMARY OF THE SITE CONDITIONS, E&S BMPS, AND COMPLIANCE; AND
B) THE DATE, TIME, AND THE NAME OF THE PERSON CONDUCTING THE INSPECTION
4. THE CONTRACTOR SHALL CONSTRUCT ALL SEDIMENT AND EROSION CONTROLS IN ACCORDANCE WITH THE CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, PREPARED BY CTDEEP, LATEST EDITION IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, AND AS DIRECTED BY THE CITY OF BRIDGEPORT. THE CONTRACTOR SHALL KEEP A COPY OF THE GUIDELINES ON-SITE FOR REFERENCE DURING CONSTRUCTION.
5. ADDITIONAL AND/OR ALTERNATIVE SEDIMENT AND EROSION CONTROL MEASURES MAY BE INSTALLED DURING THE CONSTRUCTION PERIOD IF FOUND NECESSARY BY THE CONTRACTOR, OWNER, CIVIL ENGINEER, CITY OF BRIDGEPORT, OR GOVERNING AGENCIES. THE CONTRACTOR SHALL CONTACT THE OWNER AND APPROPRIATE GOVERNING AGENCIES FOR APPROVAL IF ALTERNATIVE CONTROLS OTHER THAN THOSE SHOWN ON THE PLANS ARE PROPOSED.
6. THE CONTRACTOR SHALL INSPECT ALL SEDIMENT AND EROSION CONTROLS BEFORE AND AFTER EACH STORM (0.25 INCHES OR GREATER RAINFALL), OR AT LEAST WEEKLY, TO VERIFY THAT THE CONTROLS ARE OPERATING PROPERLY AND MAKE REPAIRS WHERE NECESSARY.
7. THE CONTRACTOR SHALL KEEP A SUPPLY OF EROSION CONTROL MATERIAL (HAY BALES, SILT FENCE, JUTE MESH,RIP RAP ETC.) ON-SITE FOR MAINTENANCE AND EMERGENCY REPAIRS.
8. INSTALL PERIMETER SEDIMENT CONTROLS PRIOR TO CLEARING OR CONSTRUCTION. ALL CONSTRUCTION SHALL BE CONTAINED WITHIN THE LIMIT OF DISTURBANCE, WHICH SHALL BE MARKED WITH SILT FENCE, SAFETY FENCE, HAY BALES, RIBBONS, OR OTHER MEANS PRIOR TO CLEARING. CONSTRUCTION ACTIVITY SHALL REMAIN ON THE UPHILL SIDE OF THE SILT FENCE UNLESS WORK IS SPECIFICALLY CALLED FOR ON THE DOWNHILL SIDE OF THE FENCE.
9. TOPSOIL SHALL BE STRIPPED AND STOCKPILED FOR USE IN FINAL LANDSCAPING. ALL EARTH STOCKPILES SHALL HAVE HAY BALES OR SILT FENCE AROUND THE LIMIT OF PILE. PILES SHALL BE TEMPORARILY SEEDED IF PILE IS TO REMAIN IN PLACE FOR MORE THAN 7 DAYS.
10. MINIMIZE LAND DISTURBANCES. SEED AND MULCH DISTURBED AREAS WITH TEMPORARY MIX AS SOON AS PRACTICABLE (2 WEEK MAXIMUM UNSTABILIZED PERIOD) USING PERENNIAL RYEGRASS AT 40 LBS PER ACRE. MULCH ALL CUT AND FILL SLOPES AND SWALES WITH LOOSE HAY AT A RATE OF 2 TONS PER ACRE. IF NECESSARY, REPLACE LOOSE HAY ON SLOPES WITH EROSION CONTROL BLANKETS OR JUTE CLOTH. MODERATELY GRADED AREAS, ISLANDS, AND TEMPORARY CONSTRUCTION STAGING AREAS MAY BE HYDROSEEDED WITH TACKIFIER.
11. SILT FENCE AND OTHER SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH CONTRACT DRAWINGS AND MANUFACTURER'S RECOMMENDATIONS PRIOR TO WORK IN ANY UPLAND AREAS.
12. INSTALL SILT FENCE ACCORDING TO MANUFACTURERS INSTRUCTION, PARTICULARLY, BURY LOWER EDGE OF FABRIC INTO GROUND. SILT FENCE SHALL BE MIRAFI ENVIROFENCE, AMOCO SILT STOP OR EQUIVALENT APPROVED BY THE CIVIL ENGINEER. FILTER FABRIC USED SHALL BE MIRAFI 100X OR EQUIVALENT. SEE SPECIFICATIONS FOR FURTHER INFORMATION.
13. DIRECT ALL DEWATERING PUMP DISCHARGE TO A SEDIMENT CONTROL DEVICE SUCH AS TEMPORARY PITS, SEDIMENT TRAPS OR GEOTEX FILTERS WITHIN THE APPROVED LIMIT OF DISTURBANCE. DISCHARGE TO STORM DRAINAGE SYSTEM OR SURFACE WATERS FROM SEDIMENT CONTROLS SHALL BE CLEAR.
14. SWEEP AFFECTED PORTIONS OF OFF SITE ROADS ONCE OR MORE TIMES A DAY (OR LESS FREQUENTLY IF TRACKING IS NOT A PROBLEM) DURING CONSTRUCTION. OTHER DUST CONTROL MEASURES TO BE USED AS NECESSARY INCLUDE WATERING DOWN DISTURBED AREAS, USING CALCIUM CHLORIDE, AND COVERING LOADS ON DUMP TRUCKS.
15. CLEAN ACCUMULATED SEDIMENT FROM CATCH BASIN SUMPS AS NECESSARY AND AS DIRECTED BY THE CIVIL ENGINEER OR OWNER'S CONSTRUCTION REPRESENTATIVE. REMOVE ACCUMULATED SEDIMENT FROM BEHIND HAY BALES AND SILT FENCES WHEN LEVEL REACHES HALF THE HEIGHT OF THE HAY BALE OR ONE FOOT AT SILT FENCE. DISPOSE OF SEDIMENT LEGALLY EITHER ON OR OFF SITE.
16. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND OR SEDIMENT POLLUTION.
17. ALL PUMPING OF SEDIMENT LADEN WATER SHALL BE THROUGH A SEDIMENT CONTROL BMP, SUCH AS A PUMPED WATER FILTER BAG OR EQUIVALENT SEDIMENT REMOVAL FACILITY, OVER UNDISTURBED VEGETATED AREAS.
18. ALL EXCAVATED MATERIAL SHALL BE PLACED ON THE HIGH SIDE OF UTILITY AND STORM PIPE TRENCHES SO AS TO ALLOW THE TRENCH TO INTERCEPT ALL SILT LADEN RUNOFF.
19. CONTRACTOR SHALL ONLY EXCAVATE AS MUCH UTILITY AND STORM PIPE TRENCH WORK AS CAN BE COMPLETED, BACKFILLED AND STABILIZED ON A DAILY BASIS SO AS TO LIMIT THE AMOUNT OF OPEN, DISTURBED TRENCHING.
20. ANY STOCKPILES OF STRIPPED MATERIALS ARE TO BE PERIODICALLY SPRAYED WITH WATER OR A CRUSTING AGENT TO STABILIZE POTENTIALLY WIND-BLOWN MATERIAL. HAUL ROADS BOTH INTO AND AROUND THE SITE ARE TO BE SPRAYED AS NEEDED TO SUPPRESS DUST. TRUCKS HAULING IMPORT FILL MATERIAL ARE TO BE TARPED TO AID IN THE CONTROL OF AIRBORNE DUST. DURING HIGH WIND EVENTS (20 TO 30 MPH SUSTAINED) CONSTRUCTION ACTIVITY SHALL BE LIMITED OR CEASED IF DUST CANNOT BE CONTROLLED BY WETTING.
21. AN AREA SHALL BE CONSIDERED TO HAVE ACHIEVED FINAL STABILIZATION WHEN IT HAS A MINIMUM OF 70% UNIFORM PERENNIAL VEGETATIVE COVER OR OTHER PERMANENT NON-VEGETATIVE COVER WITH A DENSITY SUFFICIENT TO RESIST ACCELERATED SURFACE EROSION AND SUBSURFACE CHARACTERISTICS SUFFICIENT TO RESIST SLIDING OR OTHER MOVEMENTS.
22. MAINTAIN ALL PERMANENT AND TEMPORARY SEDIMENT CONTROL DEVICES IN EFFECTIVE CONDITION THROUGHOUT THE CONSTRUCTION PERIOD. UPON COMPLETION OF WORK SWEEP PARKING LOT AND REMOVE ALL TEMPORARY SEDIMENT CONTROLS WHEN AUTHORIZED BY LOCAL GOVERNING AUTHORITY. FILE NOT (NOTICE OF TERMINATION) WITH GOVERNING AUTHORITY RESPONSIBLE FOR REGULATING STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES PER NPDES.

Rev. #:	Date	Description

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Checked By:	LAM
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	NTS

Kevin Solli, P.E.
CT 25759

Project:

BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title:
SOIL EROSION & SEDIMENT CONTROL NOTES & DETAILS

Sheet #:
2.41

PLANTING SOIL NOTES

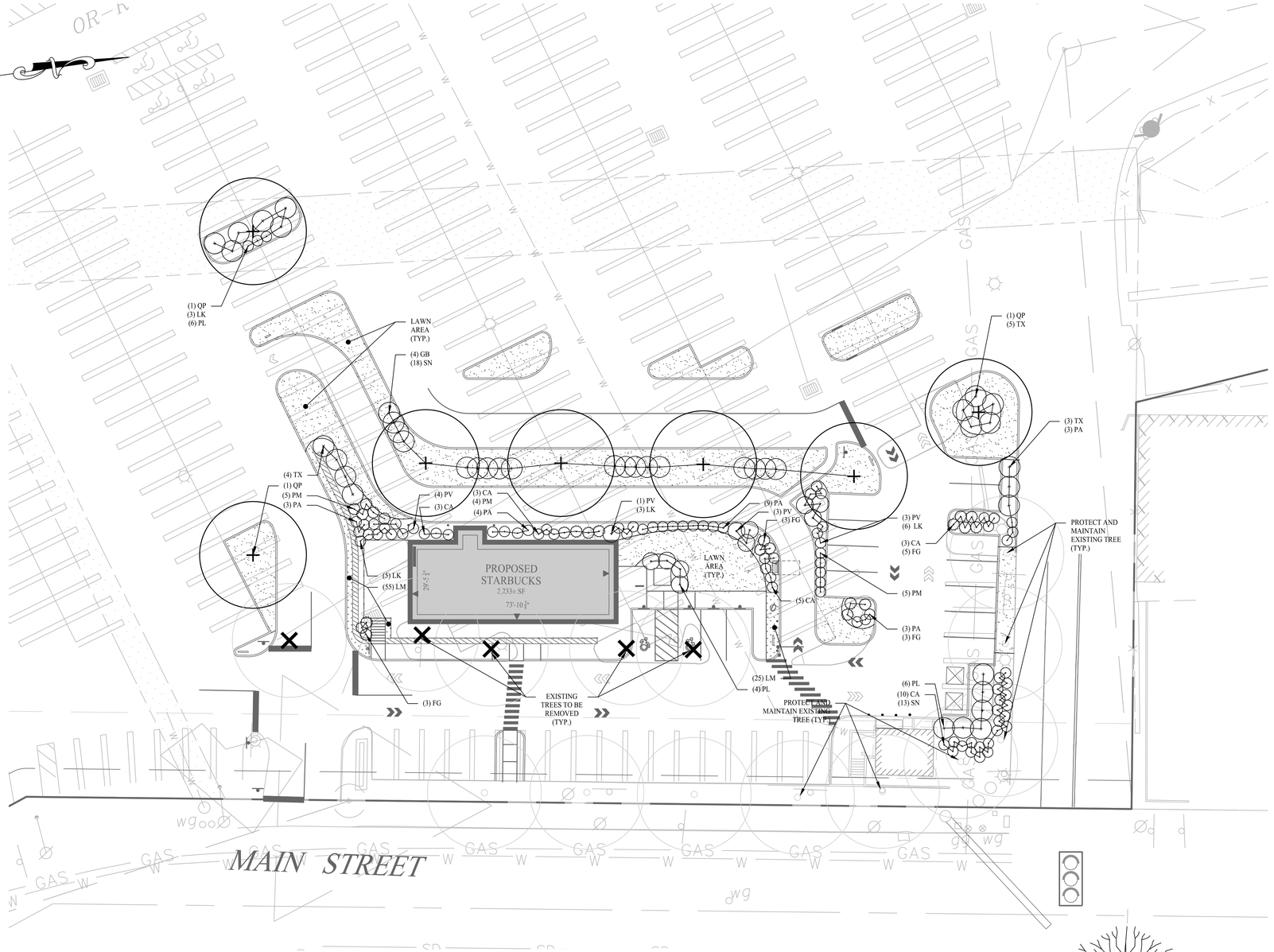
1. ALL PLANTING MIXES SHALL BE PREPARED PRIOR TO DELIVERY TO SITE
2. PLANTING MIX FOR TREES AND SHRUBS SHALL BE AS FOLLOWS
   3 PARTS SCREED TOPSOIL
   1 PART CLEAN WASHED COARSE SAND
   1 PART PEAT HUMUS
   5 LBS. SUPER PHOSPHATE PER CUBIC YARD OF MIX
3. MYCORRHIZAL INNCOULANT TO BE MYCOR TREE SAVER TRANSPLANT BY PLANT HEALTH CARE, INC. (1-800-421-9051) OR APPROVED EQUAL.
4. TERRASORB AVAILABLE FROM PLANT HEALTH CARE, INC. OR APPROVED EQUAL
5. SUBMIT CERTIFICATION OF PLANTING MIX FOR TREES AND SHRUBS FROM SOIL DISTRIBUTOR.
6. TOPSOIL MIX SHALL INCLUDE:
   3 PARTS SCREENED TOPSOIL
   1 PART SAND
   1 PART HUMUS
   5 LBS. SUPER PHOSPHATE PER CU. YD. OF MIX
7. TOPSOIL:
   A. PROVIDE A NATURAL, FERTILE, FRIABLE, NATURAL LOAM SURFACE SOIL CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH. OF UNIFORM COMPOSITION THROUGHOUT AND WITHOUT ADMIXTURES OF SUBSOIL, AND FREE OF STONES, LUMPS, PLANTS, ROOTS, STICKS OR OTHER EXTRANEOUS MATTER.
   B. TOPSOIL SHALL CONTAIN NOT LESS THAN 4% NOR MORE THAN 20% ORGANIC MATTER AS DETERMINED BY THE WET COMBUSTION METHOD.
   C. MECHANICAL ANALYSIS

SCREEN SIZE	% BY WEIGHT PASSING
1"	100
V4"	97 - 100
NO. 200	20 - 65

   D. CONTRACTORS SHALL BE RESPONSIBLE FOR ALL TESTING AND ANALYSIS OF EXISTING AND IMPORTED SOILS. FURNISH A SOIL ANALYSIS MADE BY A QUALIFIED INDEPENDENT SOIL - TESTING AGENCY STATING PERCENTAGES OF ORGANIC MATTER, INORGANIC MATTER (SILT, CLAY, AND SAND), DELETERIOUS MATERIAL, PH, AND MINERAL AND PLANT - NUTRIENT CONTENT OF TOPSOIL.
   E. REPORT SUITABILITY OF TOPSOIL FOR LAWN AND SHRUB PLANTING GROWTH. RECOMMEND QUANTITIES OF NITROGEN, PHOSPHORUS, AND POTASH NUTRIENT AND ANY LIMESTONE, ALUMINUM SULFATE, OR OTHER SOIL AMENDMENTS TO BE ADDED TO PRODUCE A SATISFACTORY TOPSOIL.

PLANTING NOTES

1. BE AWARE OF ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION OR PLANTING OPERATIONS. USE CARE TO PROTECT EXISTING UTILITIES FROM DAMAGE, CONTACT "CALL BEFORE YOU DIG" PRIOR TO EXCAVATION.
2. ALL PLANTINGS ARE TO BE INSTALLED BY A QUALIFIED LANDSCAPE CONTRACTOR.
3. THE CONTRACTOR SHALL BE REQUIRED TO CARRY WORKMEN'S COMPENSATION INSURANCE AND COMPREHENSIVE GENERAL LIABILITY INSURANCE. CERTIFICATES WILL BE REQUIRED PRIOR TO SIGNING CONTRACTS.
4. CONTRACTOR IS RESPONSIBLE FOR JOBSITE SAFETY. CONTRACTOR SHALL MAINTAIN A SAFE JOBSITE AT ALL TIMES.
5. CONTRACTOR SHALL BE FAMILIAR WITH THE SITE VERIFY ALL DIMENSIONS, GRADES AND EXISTING CONDITIONS. REPORT ANY DISCREPANCIES TO LANDSCAPE DESIGNER.
6. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AND LICENSES REQUIRED FOR COMPLETING WORK.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL EXCAVATED SOIL, BRUSH AND DEBRIS OFF-SITE IN A SAFE AND LEGAL MANNER.
8. NOTIFY OWNER OR LANDSCAPE DESIGNER 72 HOURS MINIMUM IN ADVANCE OF STARTING PLANTING OPERATIONS. RECEIVE APPROVAL FOR LAYOUT OF ALL BED LINES AND MATERIAL LOCATIONS PRIOR TO INSTALLATION.
9. PROTECT EXISTING VEGETATION TO REMAIN FROM DAMAGE DURING CONSTRUCTION. IT IS THE INTENT OF THIS CONTRACT TO AVOID ANY DISTURBANCE TO EXISTING VEGETATION ON THE SITE OTHER THAN THOSE SPECIFICALLY DESIGNATED FOR REMOVAL.. ADJUSTMENTS SHALL BE MADE IN THE FIELD AT THE DIRECTION OF THE LANDSCAPE DESIGNER.
10. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL PLANTING, SEEDING AND TREE WORK WITH OTHER TRADES. RESPECT OTHER TRADES WORK AT ALL TIMES.
11. CONTRACTOR IS TO EXERCISE EXTREME CARE DURING THE COURSE OF DEMOLITION AND REMOVALS ANY DAMAGE TO EXISTING FACILITIES, UTILITIES OR TREES TO REMAIN SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO REPLACE IN KIND.
12. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL AREAS DAMAGED TO PRE-EXISTING CONDITIONS AS A RESULT OF PLANTING OPERATIONS TO OWNERS AND/OR LANDSCAPE DESIGNERS APPROVAL.
13. VEGETATION TO BE REMOVED, NOT INDICATED ON PLAN, SHALL BE TAGGED IN FIELD BY LANDSCAPE DESIGNER.
14. THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO REJECT INFERIOR PLANT MATERIALS AND SUBSTITUTIONS. THE LANDSCAPE DESIGNER IS WILLING TO MAKE TWO TRIPS TO SUPPLIERS TO TAG, REVIEW AND APPROVE MATERIALS. PREVIOUSLY UNAPPROVED MATERIALS MAY BE REJECTED AT THE SITE. MINIMALLY, ALL MATERIALS WILL CONFORM TO THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI Z60.1 - 2004) OF THE AMERICAN ASSOCIATION OF NURSERYMEN.
15. ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE CONTRACTOR TO BE IN GOOD, HEALTHY AND FLOURISHING CONDITION FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE. THE CONTRACTOR SHALL REPLACE, AS SOON AS WEATHER AND SEASONAL CONDITIONS PERMIT, ALL DEAD PLANTS AND ALL PLANTS NOT IN A VIGOROUS, THRIVING CONDITION, AS DETERMINED BY THE LANDSCAPE DESIGNER DURING, AND AT THE END OF THE GUARANTEE PERIOD. WARRANTY REPLACEMENT WILL BE PROVIDED AT NO COST TO THE OWNER AND INCLUDE MATERIALS AND LABOR. CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY DAMAGE INCURRED DURING REPLACEMENT OF WARRANTY MATERIALS.
16. WHEN THERE IS A DISCREPANCY BETWEEN PLANT QUANTITIES SHOWN ON THE PLANT LIST & THE PLAN, USE THE QUANTITIES FROM THE PLAN.
17. PERENNIALS, GROUNDCOVERS & GRASSES TO BE FIELD LOCATED BY LANDSCAPE DESIGNER. COORDINATE TO NOTIFY LANDSCAPE DESIGNER AT LEAST 72 HOURS IN ADVANCE OF EXPECTED INSTALLATION DATE. ON THAT DATE ALL BEDS SHALL BE PREPARED & ALL PLANT MATERIAL SHALL BE ON SITE.
18. PROVIDE A MINIMUM 6" TOPSOIL FOR ALL DISTURBED AREAS. SUBMIT SAMPLE OF TOPSOIL AND SOIL TEST RESULTS FOR LANDSCAPE DESIGNER APPROVAL PRIOR TO DELIVERING TO SITE.
19. MULCH ALL BEDS SHOWN AS CONTINUOUS WITH A 3" MINIMUM OF DOUBLE SHREDDED CEDAR BARK MULCH. SAMPLE TO BE SUBMITTED TO LANDSCAPE DESIGNER FOR APPROVAL.
20. ALL PLANT MATERIALS TO BE SOURCED FROM LOCALLY GROWN GROWERS.
21. TRANSPLANTED MATERIALS TO BE WATERED, HEELED IN AND TENDED BY CONTRACTOR UNTIL FINAL PLACEMENT.



LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EXISTING TREE
- OVERSTORY TREE
- UNDERSTORY TREE
- SHRUBS & GROUNDCOVER
- TREE TO BE REMOVED
- TREE PROTECTION
- LAWN
- LIRIOPE (SEE PLANT SCHED

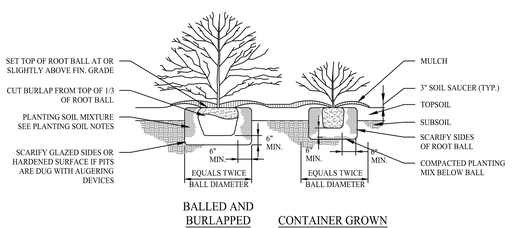
GENERAL NOTES

1. THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL APPROVAL OF THE FINAL PLANS IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
2. CONTRACTOR TO PERFORM ALL SITE WORK PROPOSED HEREON IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL PERMITS AND CONDITIONS OF APPROVALS ISSUED FOR THIS PROJECT.
3. EXISTING BOUNDARY INFORMATION & SITE CONDITIONS TAKEN FROM A PLAN ENTITLED "PARTIAL TOPOGRAPHIC SURVEY OF BROOKSIDE SHOPPING CENTER 4485-4574 MAIN STREET, BRIDGEPORT, CONNECTICUT; DATED: 02/25/2021; SCALE: 1" = 60'; PREPARED BY ACCURATE LAND SURVEYING, LLC..

PROPOSED PLANT SCHEDULE

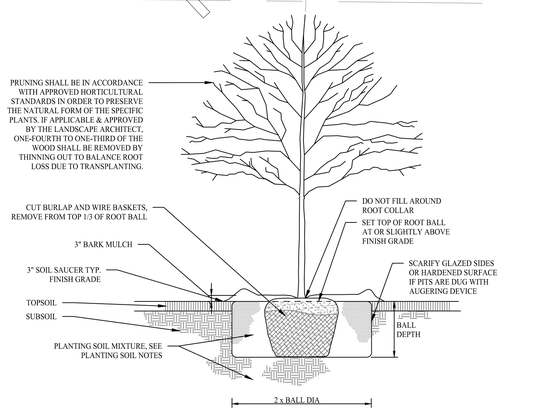
KEY	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	COMMENTS
TREES						
GB	4	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	B&B	2 1/2"-3" CAL	FULL, EXTRA HEAVY
QP	3	QUERCUS PALUSTRIS	PIN OAK	B&B	2 1/2"-3" CAL	FULL, EXTRA HEAVY
UPLAND SHRUBS						
CA	25	CLETHRA ALNIFOLIA 'RUBY SPICE'	SWEET PEPPERBUSH	CONT	18"-24" HT	FULL, EXTRA HEAVY
PM	14	PINUS MUGO 'MOPS'	MUGO PINE	CONT	18"-24" HT	FULL, EXTRA HEAVY
PL	16	PRUNUS LAUROCERASUS 'SCHIPKAENSIS'	SKIP LAUREL	CONT	24"-30" HT	FULL, EXTRA HEAVY
TX	12	TAXUS X MEDIA 'DENSIFORMIS'	SPREADING YEW	CONT	18"-24" HT	FULL, EXTRA HEAVY
GROUNDCOVER						
FG	14	FESTUCA GLAUCA 'ELIJAH BLUE'	ELIJAH BLUE FESCUE GRASS	CONT	#1 CONT	
LM	80	LIRIOPE MUSCARI	LILY TURF	CONT	#1 CONT	
PERENNIALS						
LK	17	LIATRIS SPICATA 'KOBOLD'	KOBOLD LIATRIS	CONT	#1 CONT	
GRASSES						
PV	11	PANICUM VIRGATUM 'NORTHWIND'	NORTHWIND SWITCHGRASS	CONT	1 GAL	
PA	22	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	MINIATURE FOUNTAIN GRASS	CONT	1 GAL	
SN	31	SORGHASTRUM NUTANS 'THIN MAN'	THIN MAN INDIAN GRASS	CONT	1 GAL	

SEED MIXES
LAWN: PENNINGTON SMART SEED SUN AND SHADE
APPLICATION RATE PER MFR. RECOMMENDATIONS



NOTE
1. IN AREAS OF MASS PLANTING, CONTINUOUSLY EXCAVATE AND MULCH ENTIRE BED.

SHRUB / GROUNDCOVER PLANTING
SCALE: NTS



TREE PLANTING
SCALE: NTS

Rev. #:	Date	Description

Graphic Scale: 20 0 20 40

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Drawn By:	FLO
Checked By:	MFB
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	1" = 20'

Mary Blackburn, P.L.A.
CT 1499

Project:

BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: LANDSCAPE PLAN

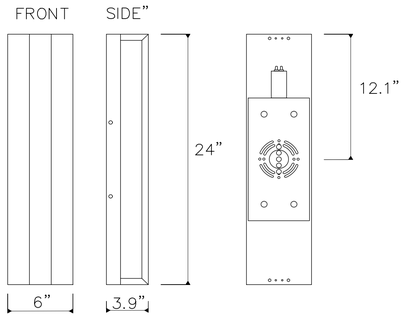
Sheet #: 2.61

LIGHTING NOTES

1. THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL APPROVAL OF THE FINAL PLANS IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
2. CONTRACTOR TO PERFORM ALL SITE WORK PROPOSED HEREON IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL PERMITS AND CONDITIONS OF APPROVALS ISSUED FOR THIS PROJECT.
3. EXISTING BOUNDARY INFORMATION & SITE CONDITIONS TAKEN FROM AN ALTA/NSPS LAND TITLE SURVEY PREPARED FOR "SOLLI ENGINEERING, LLC", TITLED "966 GRAFTON STREET", DATED 01/08/2021, SCALE 1" = 15', BY NORTHEAST SURVEY CONSULTANTS.
4. ALL LIGHT FIXTURES TO BE MOUNTED AND INSTALLED PER MANUFACTURER SPECIFICATIONS.
5. ALL WORK AND RELATED MATERIALS SHALL COMPLY WITH CITY, COUNTY, AND OTHER APPLICABLE GOVERNING AUTHORITY REQUIREMENTS.
6. EXISTING POLE LIGHT FIXTURES ARE NOT MODELED AS PART OF THIS PHOTOMETRIC PLAN

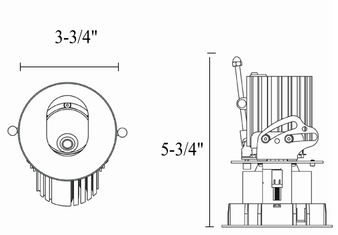
LEGEND

0.1 0.1 0.1 / 0.1 0.1 0.0 / 0.1 0.0 0.0	PROPOSED FOOTCANDLES
	PROPOSED WALL MOUNTED FIXTURES
	CANOPY MOUNTED FIXTURE
	LINE OF 0.2 & 0.0 FOOTCANDLES
	EXISTING LIGHT FIXTURE TO BE REMOVED
	EXISTING LIGHT FIXTURE TO BE MAINTAINED



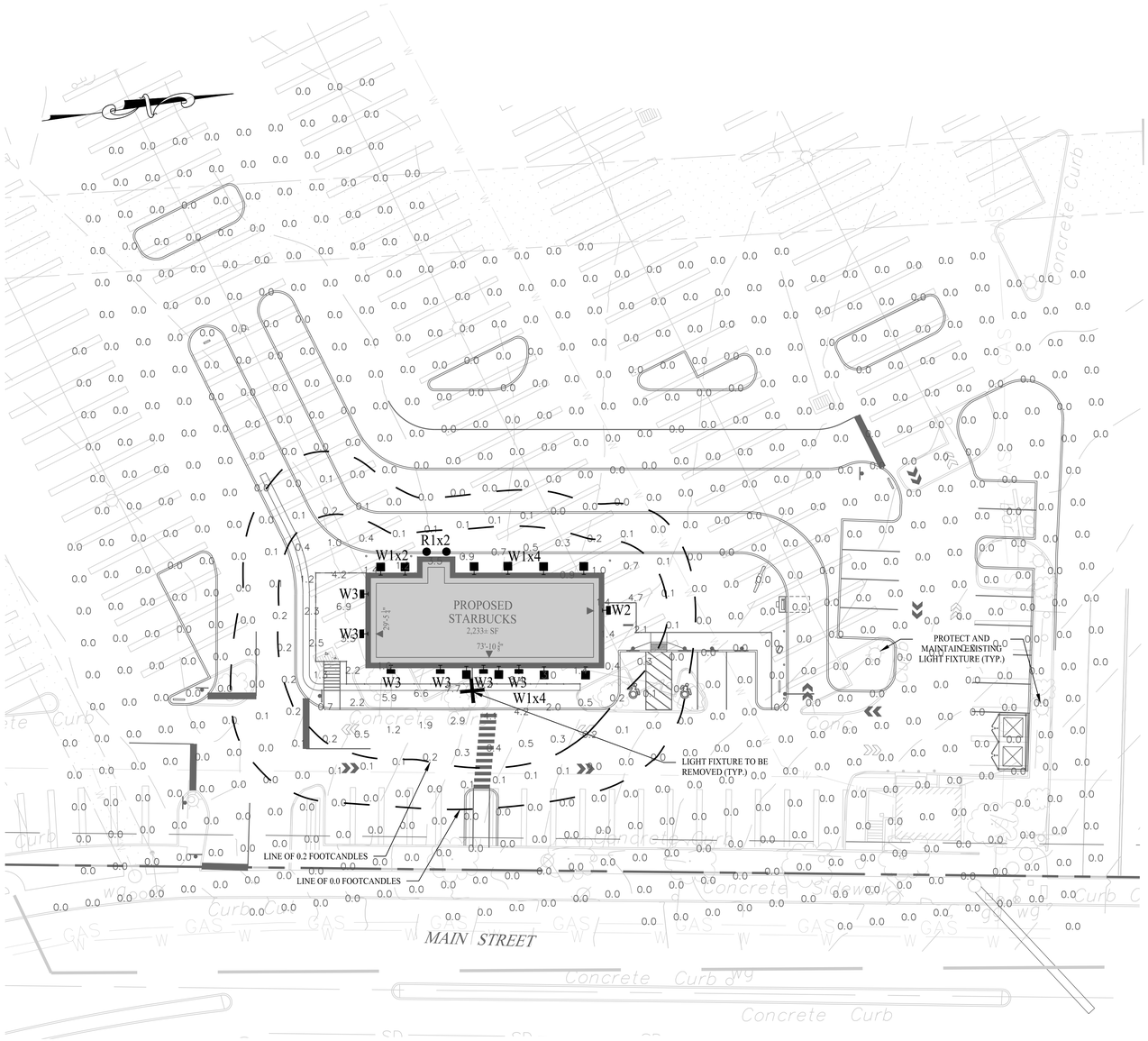
PROPOSED WALL MOUNTED LIGHT FIXTURE - W1

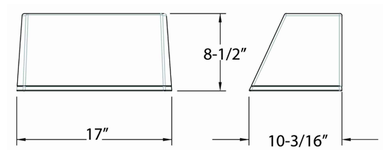
TECH LIGHTING, WINDFALL WALL SCONCE, PRODUCT 700OWWDN - B
SCALE: NTS



PROPOSED WALL MOUNTED LIGHT FIXTURE - R1

ALPHABET LEDRA BRANDS, SERIES NU3 TYPE RAPH, WD
SCALE: NTS





PROPOSED WALL MOUNTED LIGHT FIXTURE - W2 & W3

LITHONIA LIGHTING, WTS LED ARQUITECTURAL WALL SCONCE, SCALE: NTS

FIXTURE SCHEDULE

QTY	CALLOUT	SYMBOL	FIXTURE DESCRIPTION	MODEL	NOTES	LUMENS
10	W1		WALL MOUNTED FIXTURE	TECH LIGHTING, WINDFALL WALL SCONCE, PRODUCT 700OWWDN - B	20W 3K LED, 6' MOUNTING HEIGHT	183
1	W2		WALL MOUNTED FIXTURE	LITHONIA LIGHTING, WTS LED ARQUITECTURAL WALL SCONCE, SCALE: NTS	12W 4K LED, 7'- 6" MOUNTING HEIGHT	1,659
6	W3		WALL MOUNTED FIXTURE	LITHONIA LIGHTING, WTS LED ARQUITECTURAL WALL SCONCE, SCALE: NTS	12W 4K LED, 12'- 6" MOUNTING HEIGHT	1,659
2	R1		CANOPY MOUNTED FIXTURE	ALPHABET LEDRA BRANDS, SERIES NU3 TYPE RAPH, WD	27W 3K LED, 10' MOUNTING HEIGHT	5,665

Rev. #:	Date	Description
1	03/17/21	Utility and Comp. Strg Revisions

Graphic Scale: 20 0 20 40

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Mary Blackburn, P.L.A.
CT 1499

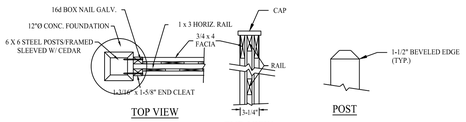
Project:

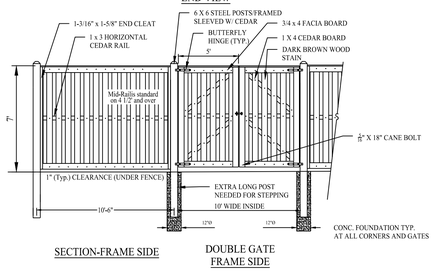
BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title: LIGHTING PLAN

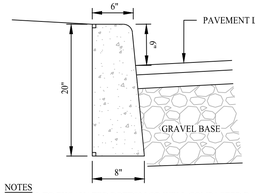
Sheet #: 2.71





DUMPSTER PAD ENCLOSURE - BOARD ON BOARD FENCE

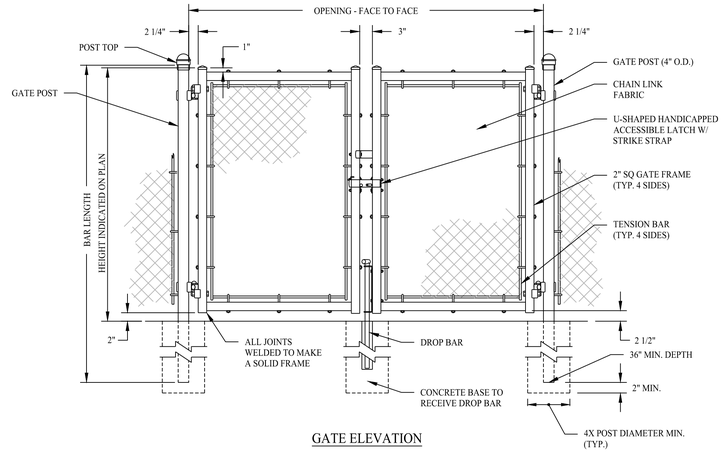
SCALE: NTS



NOTES
1. POUR TO EXCAVATED BOTTOM OR WELL COMPACTED BANK RUN GRAVEL. BACK OF CURB IS STRAIGHT, FACE OF CURB IS TAPERED
2. CLASS "A" CONCRETE-3,000 PSI MINIMUM. EXPANSION JOINTS EVERY 10 FEET. IN NO CASE SHALL THERE BE LESS THAN 6' BETWEEN JOINTS.

CONCRETE CURB DETAIL

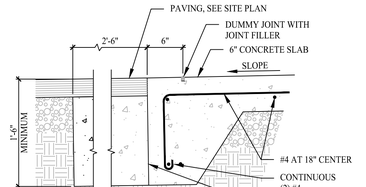
SCALE: NTS



GATE ELEVATION

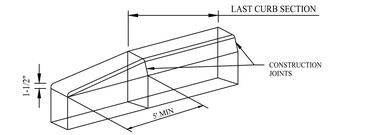
CHAIN LINK FENCE GATE DETAIL

SCALE: NTS



FLUSH CURB AT PAVEMENT

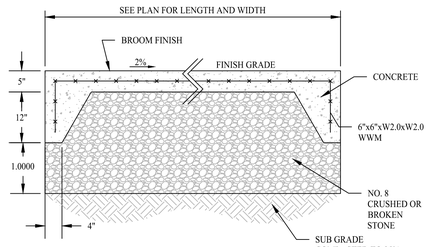
SCALE: NTS



NOTES
1. CONCRETE SHALL BE 3500 PSI AIR ENTRAINED AT A 4" SLUMP.
2. TRANSVERSE CONTROL JOINTS 1/4" WIDE BY 3/4" DEEP, TO BE FORMED EVERY 4'.
3. EXPANSION JOINTS WITH 1/2" PREMOLDED MATERIALS SHALL BE PLACED EVERY 28' TO FULL DEPTH.
4. WEATHER PROTECTION AND CURING COMPOUNDS SHALL BE USED IN ACCORDANCE WITH MADOT SPECIFICATIONS.
5. ALL EDGES SHALL BE ROUNDED WITH A 1/4" EDGE TOOL

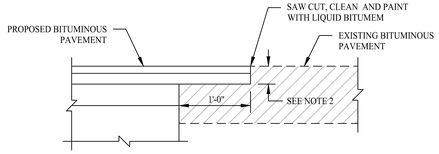
CURB TRANSITION DETAIL

SCALE: NTS



CONCRETE PAD DETAIL

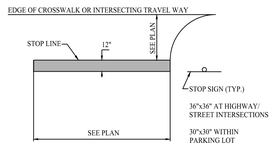
SCALE: NTS



NOTES
1. OVERLAP BOTH PROPOSED BITUMINOUS CONCRETE COURSES (CLASS 1 AND CLASS 2) OVER EXISTING SUBBASE.
2. MINIMUM THICKNESS TO BE SAME AS PROPOSED BITUMINOUS OR MATCH THICKNESS OF EXISTING PAVEMENT, WHICH EVER IS GREATER.

PAVEMENT MATCH TREATMENT DETAIL

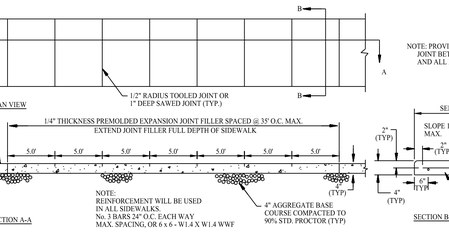
SCALE: NTS



NOTE:
1. WORDS AND LINES SHALL BE APPLIED IN ACCORDANCE WITH SECTIONS 3B.16 AND 3B.20 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. THESE WORDS AND BAR ARE TO BE PAINTED RETROREFLECTIVE WHITE.

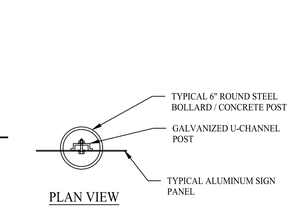
STOP SIGNAGE AND MARKING

SCALE: NTS

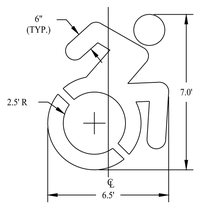


CONCRETE SIDEWALK

SCALE: NTS



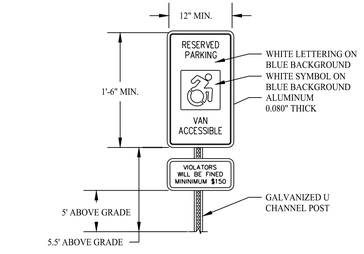
PLAN VIEW



NOTES:
LOCATE AT EDGE OF PARKING SPACE UNLESS ACCOMPANIED BY "VAN" LETTERING

ACCESSIBLE PARKING SYMBOL

SCALE: NTS

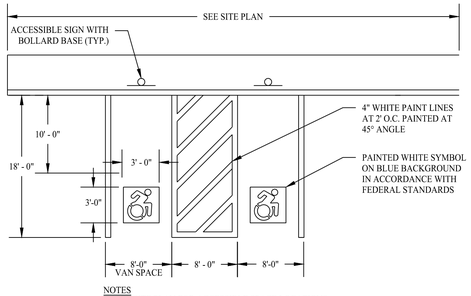


ACCESSIBLE PARKING SIGN

NOTE
SUPPORTS-SEE STD. SHEET-"TYPICAL METAL SIGN POSTS AND SIGN MOUNTING DETAILS" PREPARED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION; BUREAU OF HIGHWAYS; DIVISION OF TRAFFIC SUPPORTS-WT/FT 3 LB (UNLESS OTHERWISE NOTED)

ACCESSIBLE SIGN DETAILS

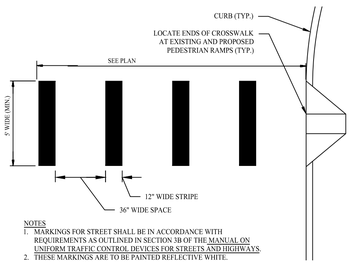
SCALE: NTS



NOTES
1. SEE SITE PLAN FOR ACCESSIBLE SPACE LOCATIONS
2. PROVIDE 2 COATS OF PAIN ON ALL SURFACES.

ACCESSIBLE PARKING SPACE DETAIL

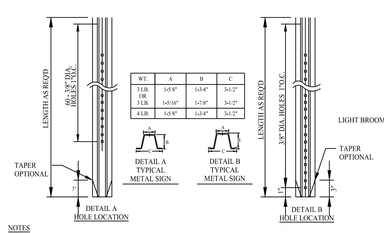
SCALE: NTS



NOTES
1. MARKINGS FOR STREET SHALL BE IN ACCORDANCE WITH REQUIREMENTS AS OUTLINED IN SECTION 3B OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. THESE MARKINGS ARE TO BE PAINTED REFLECTIVE WHITE.

CROSSWALK MARKINGS

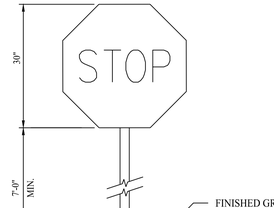
SCALE: NTS



NOTES
1. STEEL FOR POSTS SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM AS 499-81 GRADE 60 AND TO THE CHEMICAL REQUIREMENTS OF ASTM AS-76 CARBON STEEL TEE RAIL HAVING NOMINAL WEIGHT OF 91 LBS OR GREATER PER LINEAR YARD.
2. AFTER FABRICATION ALL STEEL POSTS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A-123.
3. SIGN MOUNTING HEIGHT TO BE APPROVED BY THE ENGINEER.

TYPICAL METAL SIGN POSTS

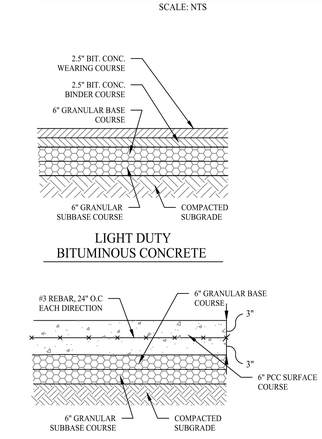
SCALE: NTS



NOTE:
CONSTRUCT SIGN IN ACCORDANCE WITH DOT SPECIFICATIONS.

STOP SIGN DETAIL

SCALE: NTS

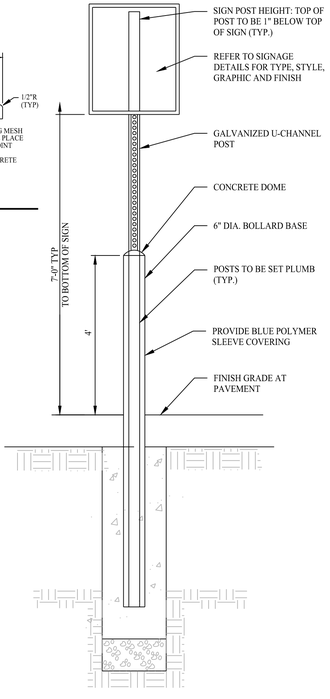


PAVING DETAILS

SCALE: NTS

MODIFICATION TO EXISTING FREESTANDING SIGN DETAIL

SCALE: NTS



ELEVATION

SIGN MOUNTING FOR ACCESSIBLE SIGN

SCALE: NTS

Rev. #:	Date	Description

SOLLI ENGINEERING
501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9695
351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695

Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	NTS

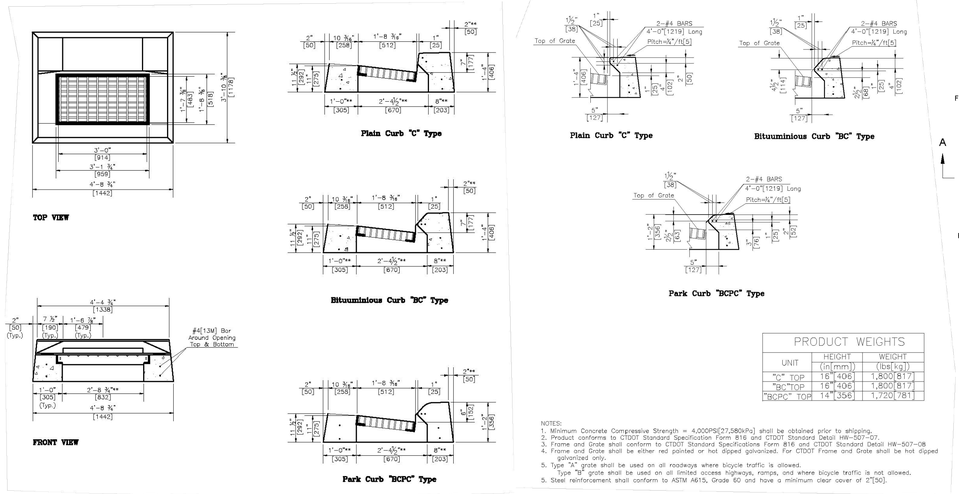
Kevin Solli, P.E.
CT 25759

Project:

BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title:	Sheet #:
DETAIL SHEET	3.01



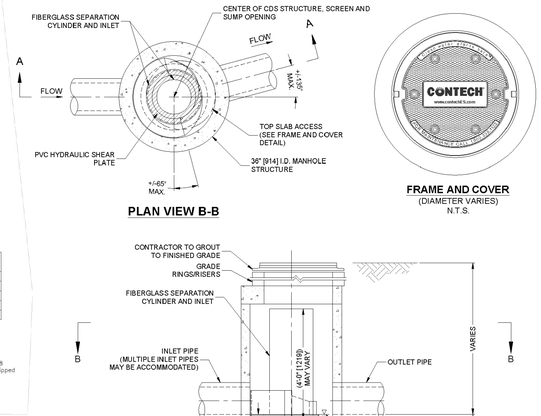
PRODUCT WEIGHTS		
UNIT	HEIGHT (in[mm])	WEIGHT (lbs[kg])
"C" TOP	16"[406]	1,800[817]
"BC" TOP	16"[406]	1,800[817]
"BCPC" TOP	14"[356]	1,720[781]

NOTES:
1. Minimum Concrete Compressive Strength = 4,000PSI[27,580kPa] shall be obtained prior to shipping.
2. Product conforms to CTDOT Standard Specification Form 816 and CTDOT Standard Detail HW-507-07.
3. Frame and Grate shall conform to CTDOT Standard Specifications Form 816 and CTDOT Standard Detail HW-507-08
4. Frame and Grate shall be either red painted or hot dipped galvanized. For CTDOT Frame and Grate shall be hot dipped galvanized only.
5. Type "A" grate shall be used on all roadways where bicycle traffic is allowed.
   Type "B" grate shall be used on all limited access highways, ramps, and where bicycle traffic is not allowed.
5. Steel reinforcement shall conform to ASTM A615, Grade 60 and have a minimum clear cover of 2"[50].

CTDOT STANDARD PRECAST CONCRETE CATCH BASIN TYPE "C" TOP

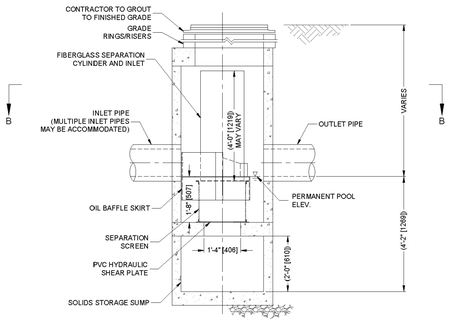
SCALE: NTS

DETAIL PROVIDED BY CONNECTICUT PRECAST CORPORATION



PLAN VIEW B-B

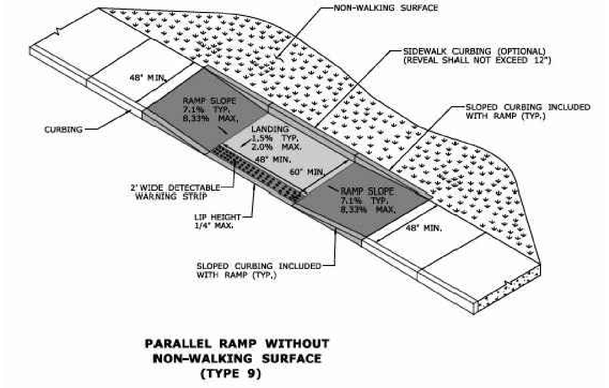
FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



ELEVATION A-A
N.T.S.

HYDRODYNAMIC SEPARATOR
CONTECH CDS1515-3-C OR APPROVED EQUAL

SCALE: NTS

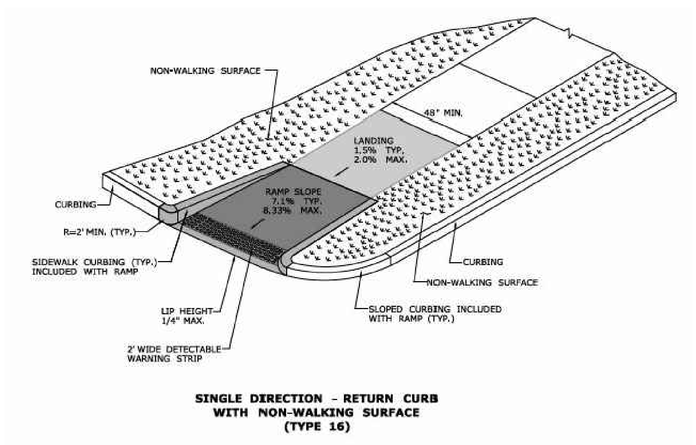


PARALLEL RAMP WITHOUT NON-WALKING SURFACE (TYPE 9)

PEDESTRIAN SIDEWALK RAMP DETAILS

SCALE: NTS

DETAIL PER STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

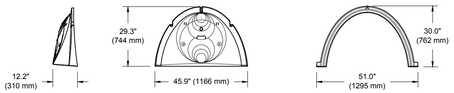


SINGLE DIRECTION - RETURN CURB WITH NON-WALKING SURFACE (TYPE 16)

PEDESTRIAN SIDEWALK RAMP DETAILS

SCALE: NTS

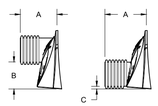
DETAIL PER STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	51.0" X 30.0" X 85.4"	(1295 mm X 762 mm X 2169 mm)
CHAMBER STORAGE	45.9 CUBIC FEET	(1.30 m³)
MINIMUM INSTALLED STORAGE*	74.9 CUBIC FEET	(2.12 m³)
WEIGHT	75.0 lbs.	(33.6 kg)

*ASSUMES 6" (152 mm) STONE ABOVE, BELOW, AND BETWEEN CHAMBERS



PRE-FAB STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PRE-FAB STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
PRE-CORED END CAPS END WITH "PC"

PART #	STUB	A	B	C
SC740EPE06T / SC740EPE06TPC	6" (150 mm)	10.9" (277 mm)	18.5" (470 mm)	---
SC740EPE06B / SC740EPE06BPC			---	0.5" (13 mm)
SC740EPE08T /SC740EPE08TPC	8" (200 mm)	12.2" (310 mm)	16.5" (419 mm)	---
SC740EPE08B / SC740EPE08BPC			---	0.6" (15 mm)
SC740EPE10T / SC740EPE10TPC	10" (250 mm)	13.4" (340 mm)	14.5" (368 mm)	---
SC740EPE10B / SC740EPE10BPC			---	0.7" (18 mm)
SC740EPE12T / SC740EPE12TPC	12" (300 mm)	14.7" (373 mm)	12.5" (318 mm)	---
SC740EPE12B / SC740EPE12BPC			---	1.2" (30 mm)
SC740EPE15T / SC740EPE15TPC	15" (375 mm)	18.4" (467 mm)	9.0" (229 mm)	---
SC740EPE15B / SC740EPE15BPC			---	1.3" (33 mm)
SC740EPE18T / SC740EPE18TPC	18" (450 mm)	19.7" (500 mm)	5.0" (127 mm)	---
SC740EPE18B / SC740EPE18BPC			---	1.6" (41 mm)
SC740EPE24B*	24" (600 mm)	18.5" (470 mm)	---	0.1" (3 mm)

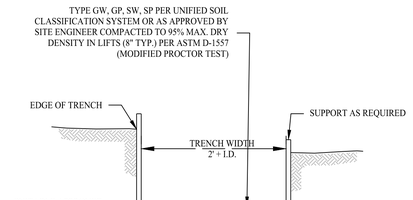
ALL STUBS, EXCEPT FOR THE SC740EPE24B ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

* FOR THE SC740EPE24B THE 24" (600 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 1.75" (44 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SITS LEVEL.

NOTE: ALL DIMENSIONS ARE NOMINAL

SC-740 Stormwater Chamber Detail

SCALE: NTS



TYPICAL STORM SEWER TRENCH SECTION DETAIL

SCALE: NTS

Rev. #:	Date	Description
1	03/17/21	Utility and Comp. Strg Revisions

SOLLI ENGINEERING
501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9695
351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695

Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
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Plan Date:	02/26/21
Scale:	NTS

Kevin Solli, P.E.
CT 25759

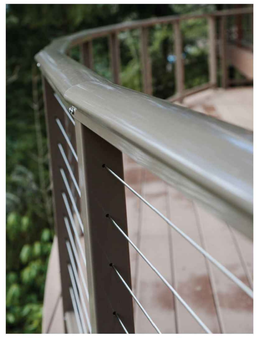
Project:

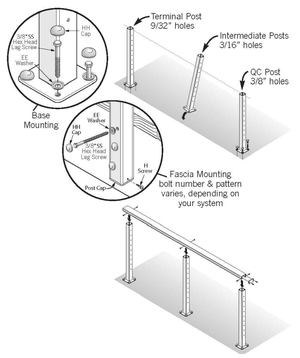
BROOKSIDE SHOPPING CENTER
4531-4577 MAIN STREET
BRIDGEPORT, CT

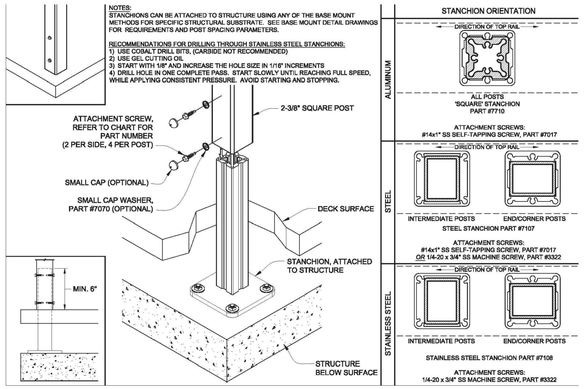
Sheet Title: DETAIL SHEET

Sheet #: 3.02

Series 100, horizontal cables, black finish

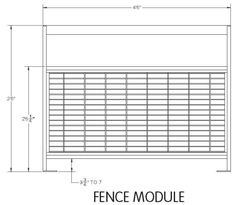




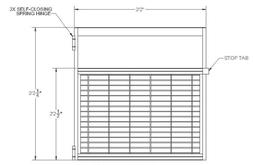


PATIO FENCE DETAIL (OR APPROVED EQUAL)

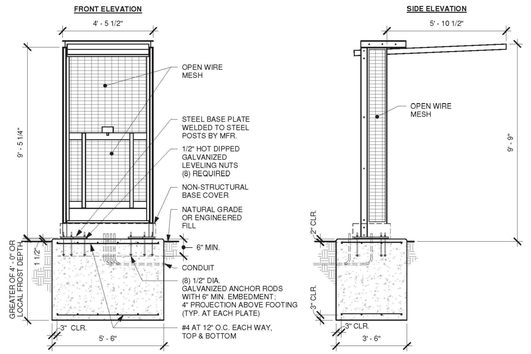
SCALE: NTS



FENCE MODULE



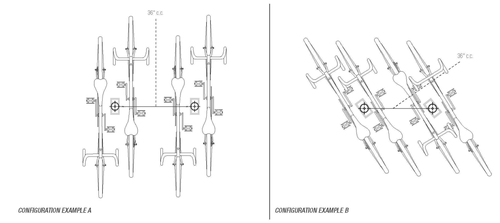
GATE MODULE



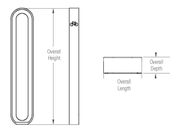
ORDER POINT CANOPY

SCALE: NTS

LOCKING POINT AND CONFIGURATION EXAMPLES (Continued)



NOMINAL DIMENSIONS



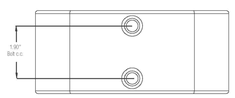
OVERALL LENGTH	OVERALL DEPTH	OVERALL HEIGHT	WEIGHT
7" (178 mm)	3" (76 mm)	35.6" (904 mm)	22.2 lbs (10.1 kg)

LOCKING POINT AND CONFIGURATION EXAMPLES

The Olympia Bike Rack was designed to allow for a multitude of locking point and configuration options to meet your individual needs. Please note that for optimal performance, Forms+Surfaces recommends a 36" center-to-center placement. See diagrams below and the separate installation instructions document for more details.

A standard U-lock can be locked at this location to meet APBP guidelines for security and functionality.

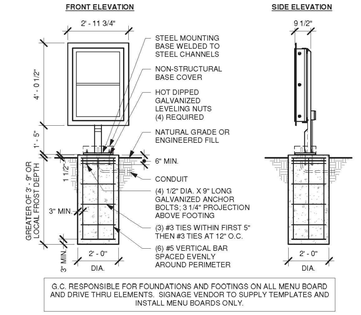
LOCKING POINT EXAMPLE



MOUNTING / HARDWARE DETAIL

BIKE RACK DETAIL

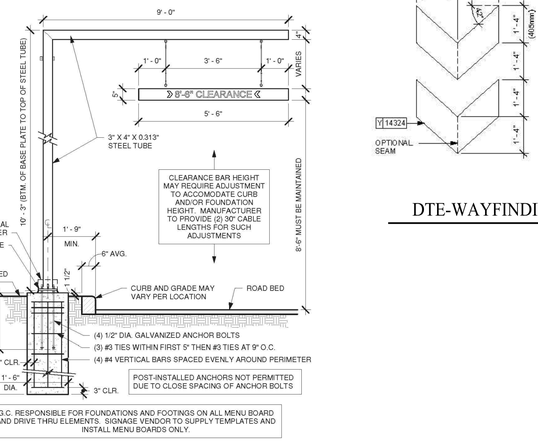
SCALE: NTS



G.C. RESPONSIBLE FOR FOUNDATIONS AND FOOTINGS ON ALL MENU BOARD AND DRIVE THRU ELEMENTS. SIGNAGE VENDOR TO SUPPLY TEMPLATES AND INSTALL MENU BOARDS ONLY.

PRE-MENU BOARD

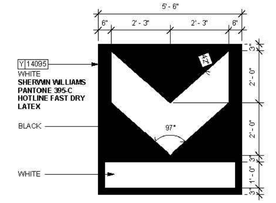
SCALE: NTS



G.C. RESPONSIBLE FOR FOUNDATIONS AND FOOTINGS ON ALL MENU BOARD AND DRIVE THRU ELEMENTS. SIGNAGE VENDOR TO SUPPLY TEMPLATES AND INSTALL MENU BOARDS ONLY.

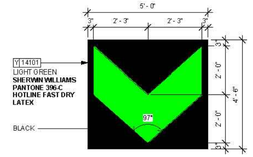
HEIGHT CLEARANCE BAR

SCALE: NTS



WAYFINDING GRAPHIC ARROW - EXIT

SCALE: NTS



WAYFINDING GRAPHIC ARROW - ENTRY

SCALE: NTS

DTE-WAYFINDING GRAPHIC ARROW - DOUBLE

SCALE: NTS

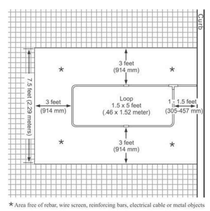


Figure 1. Loop area preparation

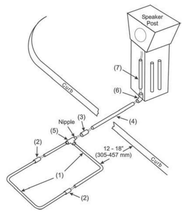


Figure 2. Loop layout and connections

NOTE: PVC adhesive (not provided) must be applied wherever PVC couplings and pipe are fitted together.

- Flatten the loop (folded for shipping) as shown in Figure 2 (1). Fit the pipe securely into the couplings (2). Lay the loop flat in the drive-thru lane and position it as shown in Figure 2. Elevate the loop on supports that are anchored to the ground, as shown in Figure 3. Level the loop so it will be 2 inches (51 mm) or less from the paved surface when the concrete is poured. Fasten the loop to the supports with wire, so it will not float when the concrete is poured.
- Pull the loop wires through the sleeve coupling (3) and the PVC loop extension (4). Slide one end of the sleeve coupling (3) over the nipple on the corner fitting of the loop (5), and slide the end of the loop extension (4) into the other end of the sleeve coupling (3).
- Pull the loop wires through the elbow coupling (6) and the remaining 2 foot (.61 meter) piece of PVC (7). Slide the two ends (of 4 & 7) into the coupling (6), positioning the piece of PVC (7) so it points upward, out of the ground. Be certain it is next to and parallel to the outlets of the conduit coming into the speaker post or menu board from the building.

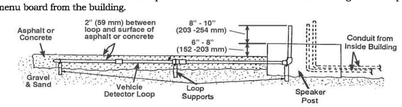
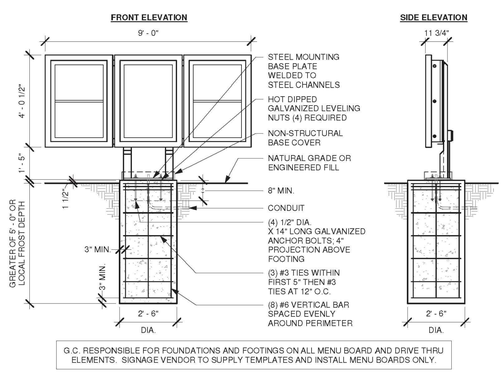


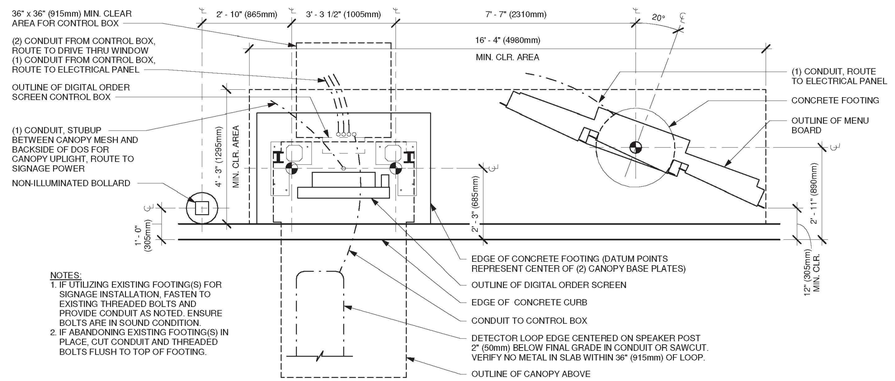
Figure 3. Side view of loop in asphalt or concrete

VEHICLE LOOP DETECTOR

SCALE: NTS



G.C. RESPONSIBLE FOR FOUNDATIONS AND FOOTINGS ON ALL MENU BOARD AND DRIVE THRU ELEMENTS. SIGNAGE VENDOR TO SUPPLY TEMPLATES AND INSTALL MENU BOARDS ONLY.



NOTES:
1. IF UTILIZING EXISTING FOOTING(S) FOR SIGNAGE INSTALLATION, FASTEN TO EXISTING THREADED BOLTS AND PROVIDE CONDUIT AS NOTED. ENSURE BOLTS ARE IN SOUND CONDITION.
2. IF ABANDONING EXISTING FOOTING(S) IN PLACE, CUT CONDUIT AND THREADED BOLTS FLUSH TO TOP OF FOOTING.

5-PANEL MENU BOARD AND CANOPY

SCALE: NTS

Rev. #:	Date	Description

SOLLI ENGINEERING
501 Main Street, Monroe, CT 06468 T: (203) 880-5455 F: (203) 880-9695
351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695

Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	NTS

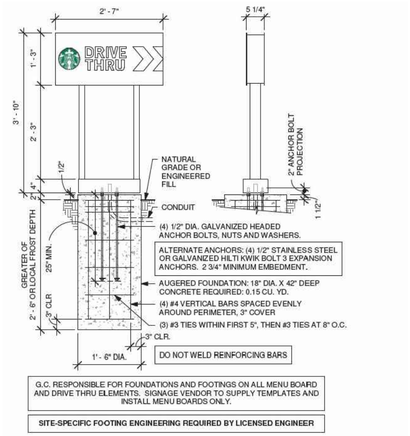
Kevin Solli, P.E.
CT 25759

Project:

BROOKSIDE SHOPPING CENTER

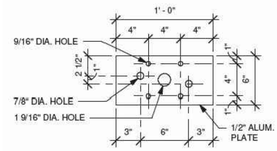
4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title:	Sheet #:
DETAIL SHEET	3.03



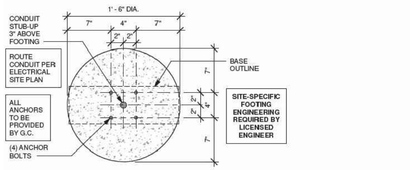
DTE ARROW AND LOGO SIGNAGE GROUND FOOTING

Scale: 3/4" = 1'-0"



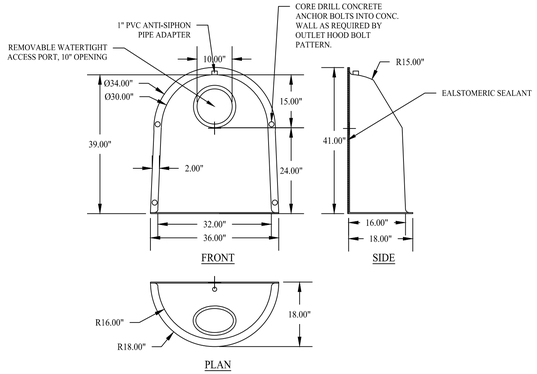
DTE ARROW AND LOGO SIGNAGE BASE PLATE

Scale: 1 1/2" = 1'-0"



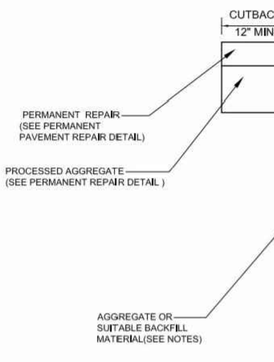
DTE ARROW AND LOGO SIGNAGE BOLT PATTERN (TOP VIEW)

Scale: 1 1/2" = 1'-0"



HOODED OUTLET

SCALE: NTS

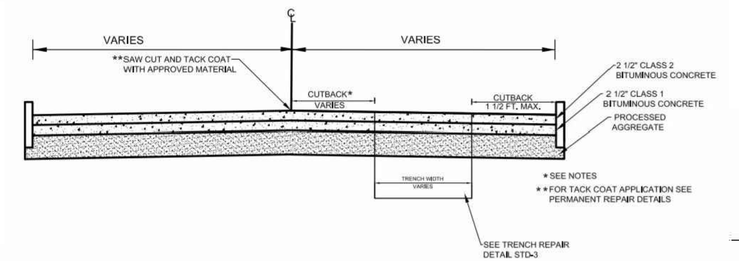


TRENCH REPAIR DETAIL

SCALE: NTS

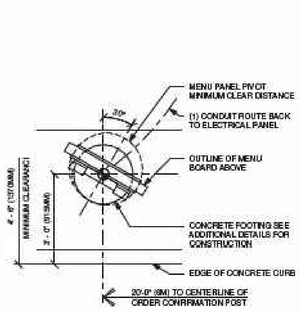
NOTES:

1. AGGREGATE SHALL BE PLACED AROUND AND OVER THE PIPE 12" ABOVE THE TOP OF THE PIPE. THE REMAINDER SHALL BE FILLED WITH AGGREGATE OR SUITABLE BACKFILL MATERIAL.
2. TH BACKFILL MATERIAL SHALL BE PLACED IN LAYERS OF NOT MORE THAN 6" DEEP AFTER COMPACTION & SHALL BE THOROUGHLY COMPACTED.
3. AS PER CTDOT SECTION 10.01 FORM 817, ALL TRENCHES IN EXISTING PAVED SURFACES, WHICH PARALLEL THE CURB, SHALL BE NO MORE THAN 1 1/2 FT. FROM THE CURB OR WHEN NO CURB IS PRESENT, THE APPARENT EDGE OF ROAD.
4. CONTRACTOR SHALL BE RESPONSIBLE TO FOLLOW ALL APPLICABLE OSHA REGULATIONS.
5. DISTURBED PAVEMENT MARKINGS SHALL BE REPLACED WITH NEW PAVEMENT MARKINGS AS PER MUTCD.
6. DISTURBED TRAFFIC LOOPS SHALL BE PUT BACK



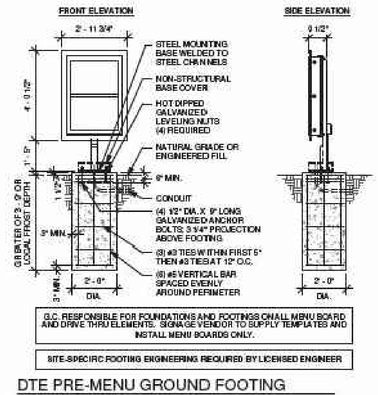
STREET OPENING OR EXCAVATION WHERE TRENCH IS MORE THAN ONE HUNDRED LINEAR FEET

SCALE: NTS



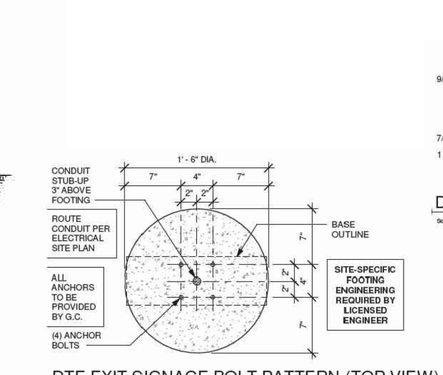
PRE-MENU 30 DEG

Scale: 1/2" = 1'-0"



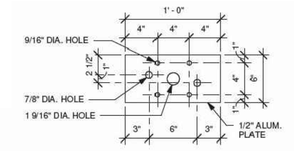
DTE PRE-MENU GROUND FOOTING

Scale: 3/8" = 1'-0"



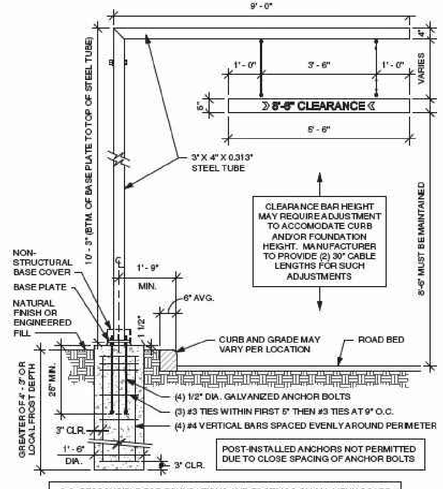
DTE EXIT SIGNAGE BOLT PATTERN (TOP VIEW)

Scale: 1 1/2" = 1'-0"



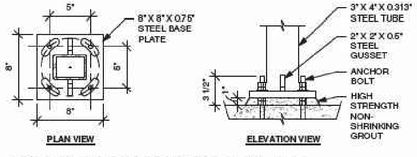
DTE EXIT SIGNAGE BASE PLATE

Scale: 1 1/2" = 1'-0"



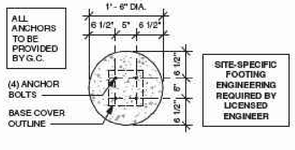
DTE CLEARANCE BAR GROUND FOOTING

Scale: 1/2" = 1'-0"



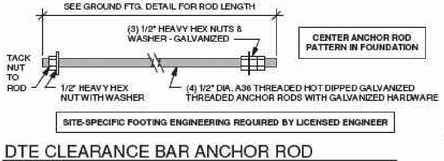
DTE CLEARANCE BAR BASE PLATE

Scale: 1 1/2" = 1'-0"



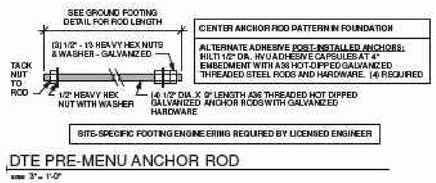
DTE CLEARANCE BAR BOLT PATTERN (TOP VIEW)

Scale: 3/4" = 1'-0"



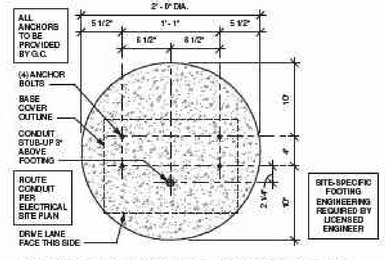
DTE CLEARANCE BAR ANCHOR ROD

Scale: 3" = 1'-0"



DTE PRE-MENU ANCHOR ROD

Scale: 3" = 1'-0"

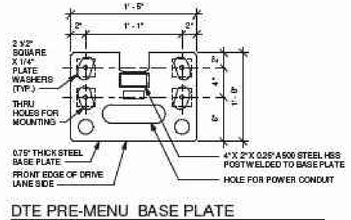


DTE PRE-MENU BOLT PATTERN (TOP VIEW)

Scale: 1 1/2" = 1'-0"

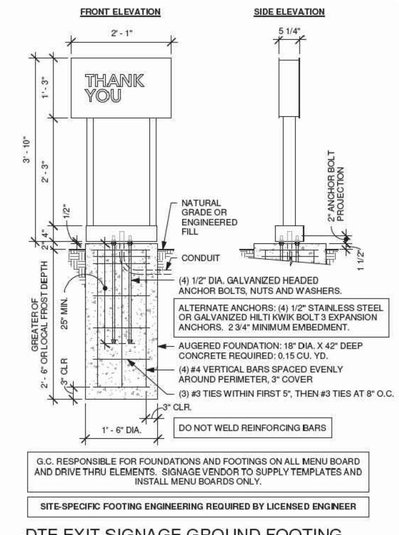
NON-ILLUMINATED BOLLARD

SCALE: NTS



DTE PRE-MENU BASE PLATE

Scale: 1 1/2" = 1'-0"



DTE EXIT SIGNAGE GROUND FOOTING

Scale: 3/4" = 1'-0"

DT Clearance Bar

DT Pre-Menu Board

Rev. #:	Date	Description

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351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695

Drawn By:	SWG
Checked By:	PSK
Approved By:	KMS
Project #:	21100801
Plan Date:	02/26/21
Scale:	NTS

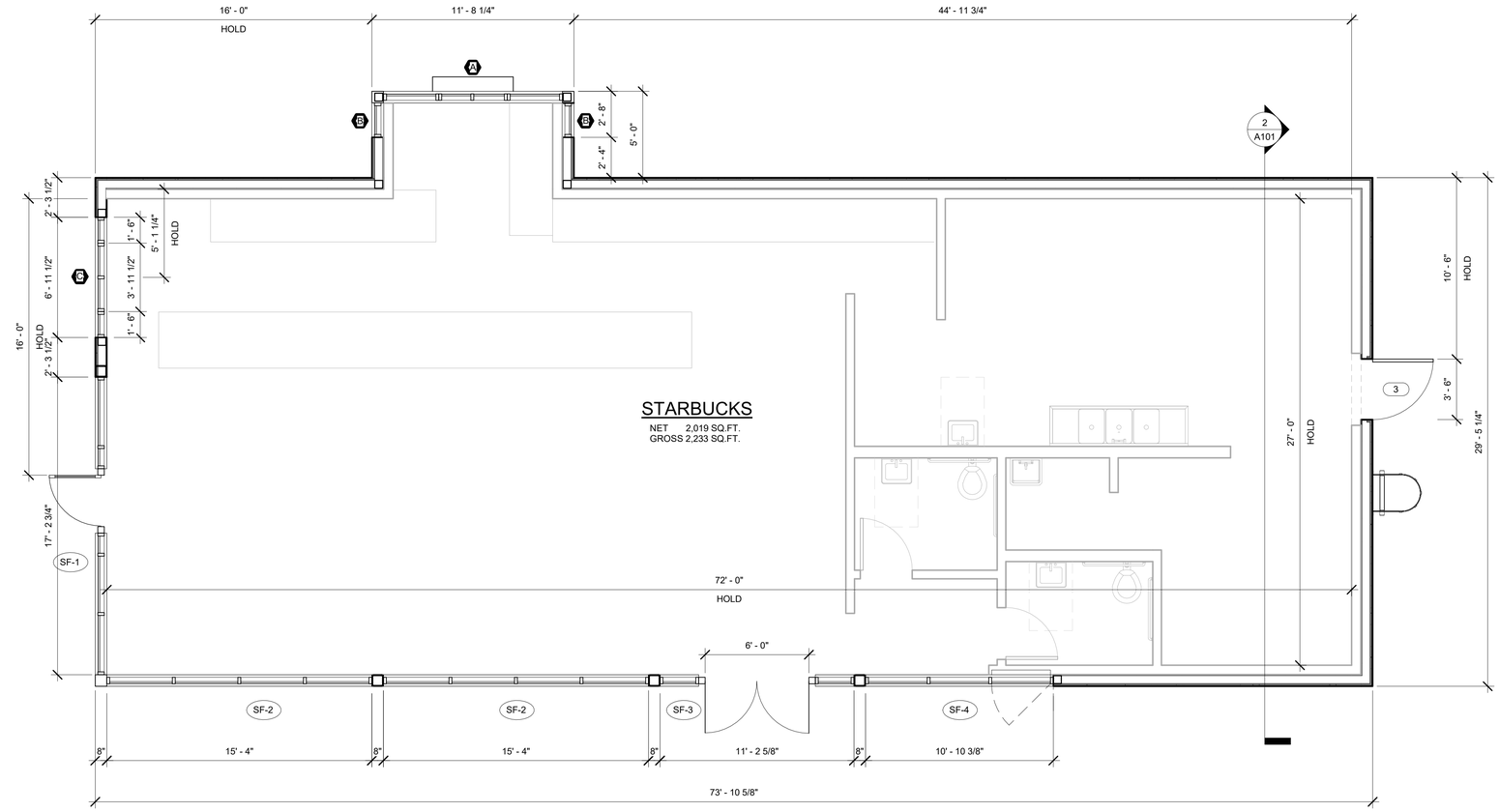
Kevin Solli, P.E.
CT 25759

Project:

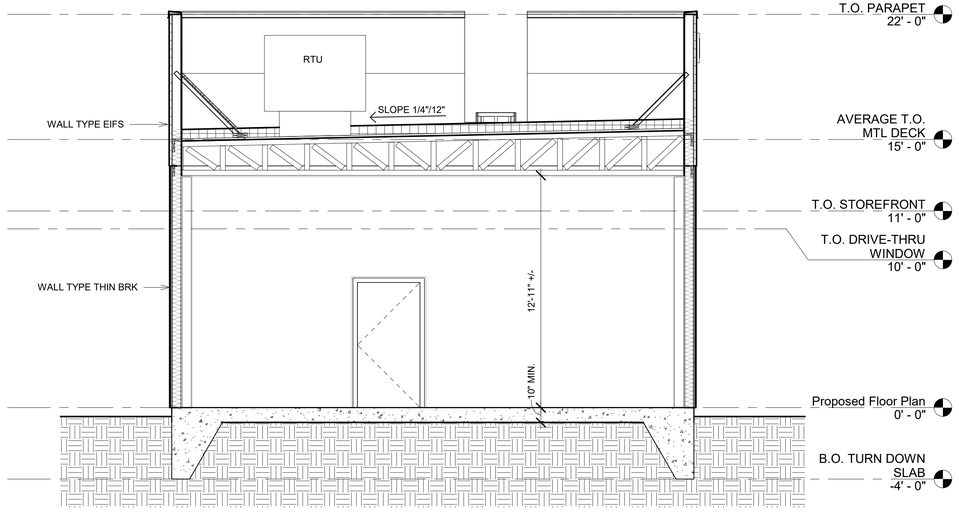
BROOKSIDE SHOPPING CENTER

4531-4577 MAIN STREET
BRIDGEPORT, CT

Sheet Title:	Sheet #:
DETAIL SHEET	3.04



1 Proposed Floor Plan
1/4" = 1'-0"



2 Section 1
1/4" = 1'-0"

ScottGriffin ARCHITECTS
880 MAIN STREET 5TH FLOOR
WALTHAM, MASSACHUSETTS 02451
TEL: 781-693-7400
FAX: 781-693-7350
WWW.SGA-ARCHITECTS.COM

STAMP

Starbucks
Brookside Center Shopping Mall
4531 Main Street
Bridgeport, CT 06606

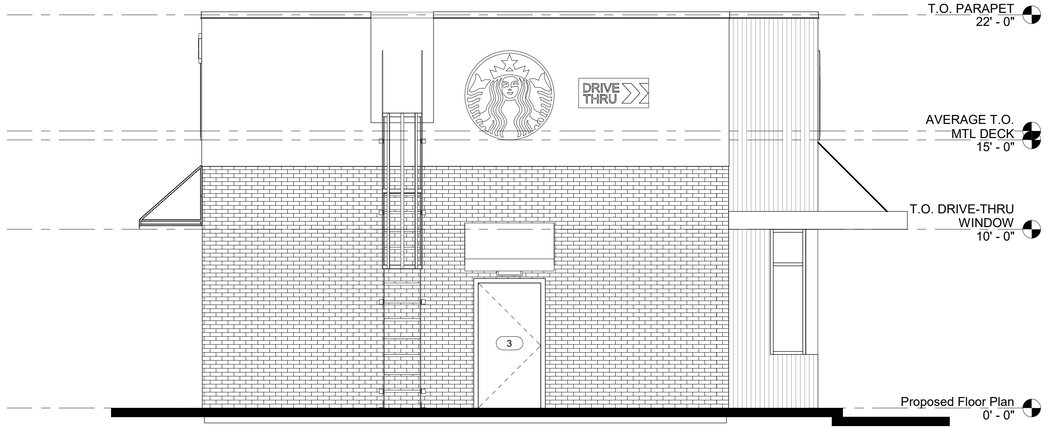
No.	Description	Date
1	ZONING: WINDOW	01-20-21
2	REVISED DWG SET	02-25-21

Proposed Floor Plan

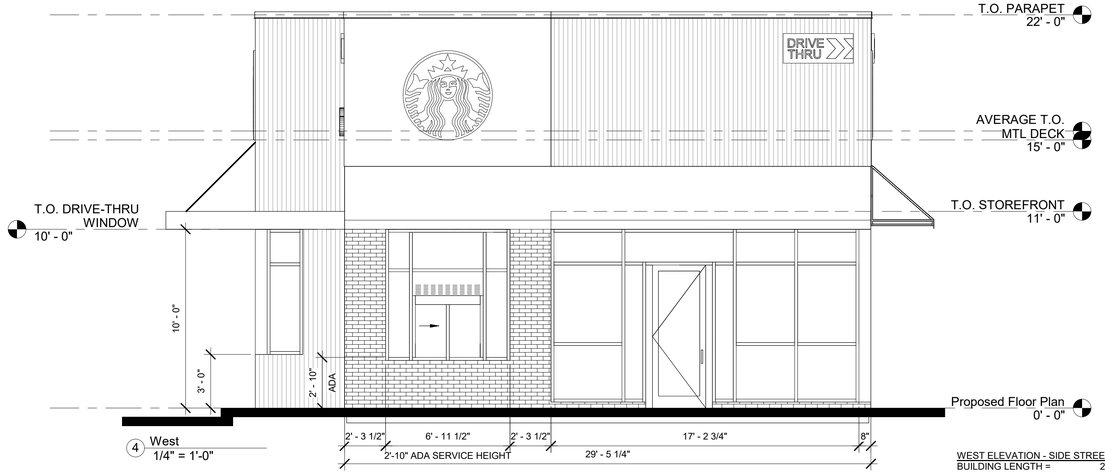
Project Number	20122.00
Date	01/15/21
Drawn By	WDW
Checked By	TS

A101

Scale 1/4" = 1'-0"



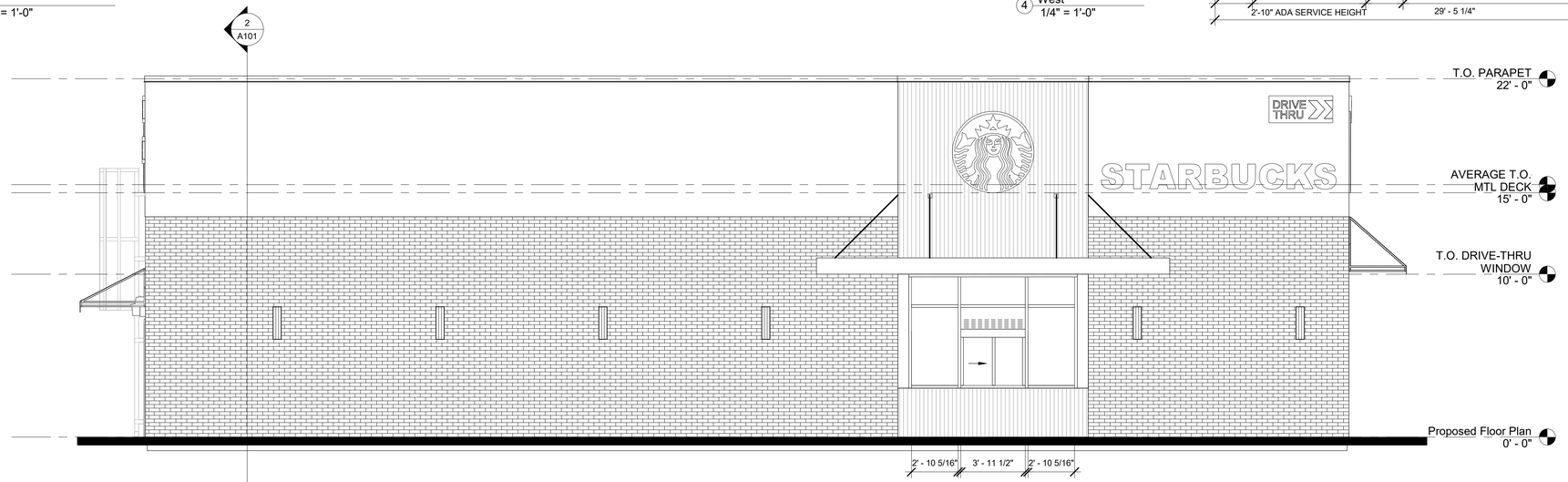
1 East
1/4" = 1'-0"



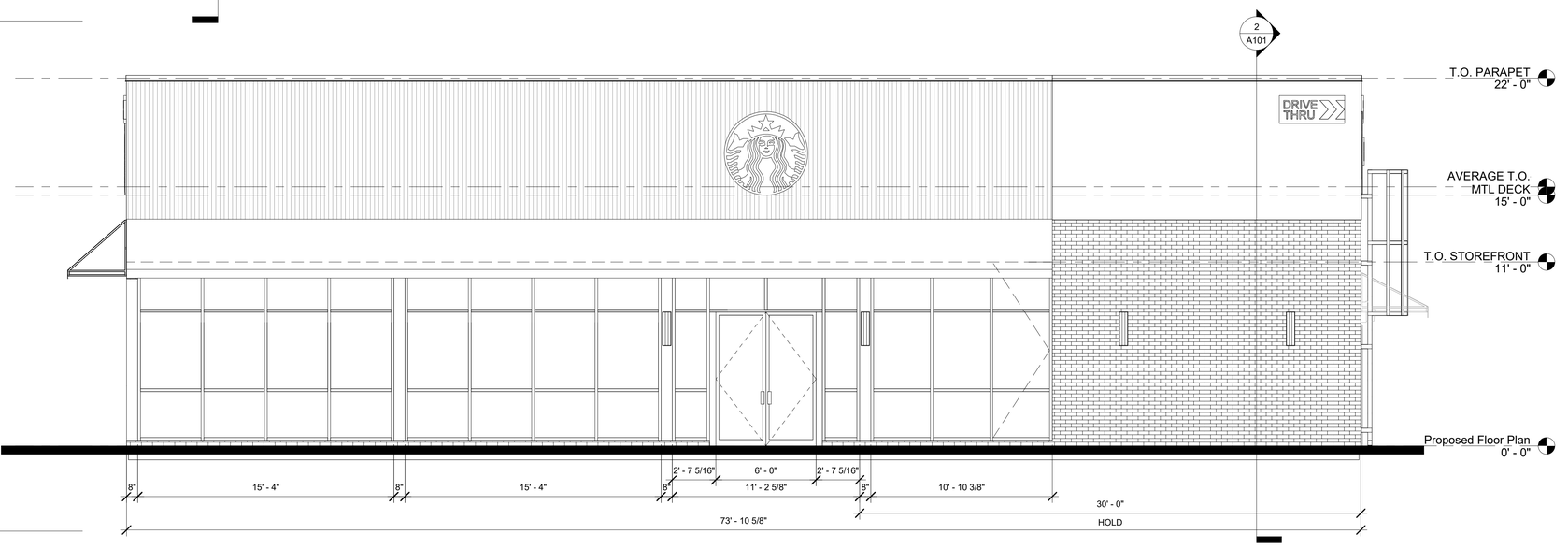
4 West
1/4" = 1'-0"

WEST ELEVATION - SIDE STREET FRONTAGE

BUILDING LENGTH =	29'-5 1/4"
50% OF BLDG LENGTH =	14'- 8 5/8"
DESIGN GLASS LENGTH =	24'- 10 1/4" (84%)
GROUND FLOOR HEIGHT =	15'-6"
BLDG LENGTH =	29'-5 1/4"
TOTAL WALL AREA =	456.28 SQ FT
40% OF WALL AREA =	182.51 SQ FT
TOTAL WINDOW DESIGN =	241.00 SQ FT (52.8%)



2 North
1/4" = 1'-0"



3 South
1/4" = 1'-0"

SOUTH ELEVATION - PRIMARY STREET FRONTAGE

BUILDING LENGTH =	73'-10 5/8"
75% OF BLDG LENGTH =	55'- 4 31/32"
DESIGN GLASS LENGTH =	54'- 5" (75%)
GROUND FLOOR HEIGHT =	15'-6"
BLDG LENGTH =	73'-10 5/8"
TOTAL WALL AREA =	1145.22 SQ FT
50% OF WALL AREA =	572.61 SQ FT
TOTAL WINDOW DESIGN =	591.11 SQ FT (51.61%)

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STAMP

Starbucks
Brookside Center Shopping Mall
4531 Main Street
Bridgeport, CT 06606

No.	Description	Date
1	ZONING: WINDOW	01-20-21
2	REVISED DWG SET	02-25-21

Proposed Elevations

Project Number	20122.00
Date	01/15/21
Drawn By	WDW
Checked By	TS

A102

Scale As indicated