## Final Site Plan
**PLPZ 2021 00265**

### 171 Hamilton, LLC
- **LOCATION:** 171 Hamilton Avenue
- **ZONE:** LBR-2
- **PARCEL SIZE:** 6,782 sq. ft.

### 6-Unit mixed 8-30g Set aside Development

### Statistics

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Proposed</th>
<th>Required / Permitted*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Floor Area:</strong></td>
<td>2,935 sq. ft.</td>
<td>10,040 sq. ft.</td>
<td>3,391 sq. ft.</td>
</tr>
<tr>
<td><strong>Floor Area Ratio:</strong></td>
<td>0.32</td>
<td>1.41</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>Parking Spaces:</strong></td>
<td>3</td>
<td>10 (+ 1 ADA)</td>
<td>15</td>
</tr>
<tr>
<td><strong>Number of Residential Units:</strong></td>
<td>2</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td><strong>Number of Stories:</strong></td>
<td>2</td>
<td>4</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Building: Height:</strong></td>
<td>Not provided</td>
<td>44’</td>
<td>35’</td>
</tr>
<tr>
<td><strong>Lot Coverage:</strong></td>
<td>44.1%</td>
<td>92%</td>
<td>75%</td>
</tr>
<tr>
<td><strong>Bldg. Coverage:</strong></td>
<td>34.6%</td>
<td>40%</td>
<td>30%</td>
</tr>
<tr>
<td><strong>Setbacks:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>0 ft.</td>
<td>5 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>Side</td>
<td>0 ft.</td>
<td>4 ft. and 5 ft.</td>
<td>None required except that if provided such side yard shall be at least 3 1/2 feet plus one inch for each foot of building height.</td>
</tr>
<tr>
<td>Rear</td>
<td>67 ft.</td>
<td>81 ft.</td>
<td>25 ft.</td>
</tr>
</tbody>
</table>

*For 8-30g applications, the Commission does not make a finding as to compliance with the standards outlined in the Zoning Regulations but rather whether the proposal protects substantial public interests in health, safety or other matters which the Commission may legally consider. The standards under the regulations are shown here simply as a guide.

### Application Summary:
The applicant has requested Final Site Plan and Special Permit, for a proposed retail and residential "Set-aside development" containing at least six (6) residential units, two (2) of which.
would be affordable housing units pursuant to C.G.S. §8-30g; a retail component; parking improvements; and other associated site improvements such as drainage infrastructure, landscaping, signage and site lighting pursuant to Connecticut General Statutes (C.G.S.) §8-30g, on a 6,782 sq. ft. parcel located at 171 Hamilton Avenue in the LBR-2 Zone.

Staff notes that the applicant responded to and revised their site plans on 9/3/2021 to respond to comments received from the Engineering Division. Related departments may not have the chance to review said revisions at the time of this memo.

**ISSUES TO BE RESOLVED/RECOMMENDATIONS:**

1. This proposal would produce a building that is non-conforming with respect to min. green area, allowable floor area, setbacks, stories, lighting, and parking. However, the Commission is tasked under the State Statutes with not whether this proposal complies with the Zoning Regulations but rather whether or not this proposal will cause substantial public interests in health, safety or other matters of lawful consideration that clearly outweigh the need for affordable housing in Greenwich, or if there are any such public interests, they cannot be protected by reasonable changes to the proposal. The question that is not answered in the proposal is how mixed use developments are applicable under Sec. 8-30g, as the statute refers to housing, homes, dwelling units and the like, and does not mention commercial, retail, or business uses.

2. The noise specifications and location of all mechanical equipment proposed should be confirmed to meet the Town’s noise ordinance with regards to allowable noise levels at the property line in the daytime or the night time.

3. A landscaping plan has been provided. Staff would note that it appears that no outdoor amenity space appears to be provided.

4. Conservation staff has noted that there is little to no green space on the site. They have concerns about stormwater runoff, sufficient detention, from “over-paving” of sites.

5. Given the limited space on site, it is recommended that the applicant develop, and the Commission reviews, a comprehensive construction logistics plan to explain how the construction of this site will be performed.

6. The ARC has reviewed the exterior and landscaping twice and noted several suggestions to improve the look of the exterior and landscaping.

**DEPARTMENT COMMENTS:**

- DPW ENGINEERING - Attached
- DPW SEWER
- TRAFFIC CONSULTANT - attached
- FIRE
- IWWA - Green sheet attached
- ARC - Attached
- CONSERVATION - Attached
- Dept. Housing Specialist - Attached
PROJECT DESCRIPTION:
The applicant is requesting final site plan and special permit approval to demolish existing structures and construct a 9,564 sq. ft. retail and residential "Set-aside development" containing at least six (6) residential units, two (2) of which would be affordable housing units pursuant to C.G.S. §8-30g; a retail component; parking improvements; and other associated site improvements such as drainage infrastructure, landscaping, signage and site lighting pursuant to Connecticut General Statutes (C.G.S.) §8-30g, on a 6,782 sq. ft. parcel located at 171 Hamilton Avenue in the LBR-2 Zone.

The applicant is providing ten (10) parking spaces (plus one (1) ADA required spaces) where 15 would be required under the zoning regulations (9 for the retail use and 1 space per residential unit in a mixed use building. Kimley-Horn & Associates, the applicant’s parking and traffic consultant states this does not rise to a public health and safety issue because, per their projections, the retail space plus 6 units will generate no more than 13 parked vehicles but when shared parking is considered that number is adjusted to 10. Further, this site is located within a mile of the Greenwich train station and is located on the public bus route (bus #311 bus runs along Hamilton Ave).

The site is located on the south side of Hamilton Avenue, on the southwest corner with View Street.

The applicant appears to be concerned that renting the first floor of this building may be difficult and therefore is seeking flexibility from the Commission to allow for, or for them to consider, the following options for the first floor space:

- Option 1: A single, 1,684 SF retail space;
- Option 2: Two (2) smaller retail spaces of approximately 700 SF and 984 SF each;
- Option 3: A 1,030 SF retail space and a one-bedroom residential unit (with the retail space shown in plan as both a general retail establishment and a retail food establishment); and
- Option 4: A full residential ground floor with three (3) one-bedroom units.

It must be noted that if more than 6 units are proposed, at least one additional affordable unit would appear to be needed to meet the language of 8-30g. What is not clear, is if the parking analysis would support the limited parking proposed under all these scenarios. The question that is not answered in the proposal is how mixed use developments are applicable under Sec. 8-30g, as the statute refers to housing, homes, dwelling units and the like, and does not mention commercial, retail, or business uses.

All though not stated it is believed that the proposed development would exceed the 40,000 cubic volume threshold of Sec. 6-101(a) and triggered the special permit to be filed.

PARKING:
Under the Town’s Zoning, the mix of retail space and units proposed would appear to require 15 parking spaces in considering option 1, with the largest retail space proposed and pursuant to Section 6-155 of the zoning regulations. The applicant is proposing 10 standard and 1 ADA
compliant spaces. Kimley-Horn, the applicant’s traffic expert, prepared a report, noting that the peak parking demand of 10 vehicles based on an "adjustment factor" for the types of unit proposed and the assumed supportive relationship a daytime retail use with residential units above would have with their assumed, opposite schedules. Staff would note that this assumption only works if the retail use keeps “business” hours, and if a restaurant or similar “off-hour” use was to occupy the space, it could affect this parking relationship and could possibly have adverse impacts.

Staff also notes that the Town’s Charter notes roads that have restrictions for overnight parking. Streets in the immediate vicinity have overnight parking prohibited.

**TRAFFIC:**
Kimley-Horn projects the project to increase the trips at peak hours to be negligible and would have little impact existing traffic on road network. The Commission’s traffic consultant, BETA notes that the proposed parking management plan is key to the success of the proposal. They recommend maintenance and use of said plan be included as a condition of any approval granted. They also raise concerns about the double curb cut on to View Street and the back out parking spaces proposed.

**DRAINAGE:**
The initial submission prompted a request for revisions prior to the Commission acting on the site plan application. The applicant submitted revised materials on 9/3/2021 to address the Engineering Division’s comments, but those plans are not expected to be reviewed in time for the Commission’s meeting on September 14.

**NOISE:**
The noise specifications and location of all mechanical equipment proposed should be provided and confirmed to meet the Town’s noise ordinance with regards to allowable noise levels at the property line in the daytime or the night time. As the Commission is aware, the Town’s noise ordinance is not a Land Use regulation, but public health and welfare part of the Town’s Charter which is administered by the Director of Health (or their designee), and/or the Board of Health. Staff notes that it would appear that the applicant is obligated to comply with these standards, or seek the proper variance from the Board of Health, to allow them to exceed the noise ordinance,

**REGULATORY AUTHORITY- 8-30(g):**
The Affordable Housing Land Use Appeals Procedure requires municipalities where less than 10% of their housing units do not meet the State’s definition of “affordable housing” to demonstrate to the court that a municipality’s rejection of a development proposal is supported by sufficient evidence in the record. Municipalities also have the burden to prove, based upon the evidence in the record compiled before them, that: (a) the decision was necessary to protect substantial public interests in health, safety, or other matters the municipality may legally consider; (b) the public interests clearly outweigh the need for affordable housing; and (c) public
interests cannot be protected by reasonable changes to the affordable housing development; or
the application which was the subject of the decision from which the appeal was taken, would
locate affordable housing in an area which is not assisted housing, as defined in C.G.S. Section
8-30g. If the municipality does not satisfy its burden under C.G.S. Section 8-30g, the court will
wholly or partly revise, modify, remand or reverse the decision from which the appeal was taken
in a manner consistent with the evidence in the record before it.

According to the Department of Housing Affordable Housing 2019 Appeals List, the Town has
5.35% of their housing units as affordable and is therefore not an exempt community.

The applicant has provided an Affordability Plan. The referenced income to be used is the State
Median Income, which is appropriate since this is lower than the Area Median Income. It
correctly notes that an annual report is due to document that the units are being administered in
keeping with the Statutes. The Planning and Department has a system to verify this report that is
administered annually.

OTHER CONSIDERATIONS:
The 2019 Plan of Conservation and Development includes objective 2.1 to “create more
affordable housing as currently defined under Section 8-30g of the Connecticut General
Statutes”. Greenwich has various types of affordable housing. According to Connecticut
General Statute (CGS) 8-30g, affordable housing refers to deed- restricted dwelling units where
persons and/or families pay 30 percent or less of their annual income and where such income is
less than or equal to 80 percent of the State median income or area median income*, whichever is
lower."
Reviews provided by the Engineering Division are for compliance with the Town’s “Roadway Design Manual and Standard Construction Details” and “Drainage Manual” as amended. Reviews are based upon the information and plans provided. Comments pertaining to the Town’s manuals are not all encompassing. Other reviewing entities may provide additional comments regarding consistency with these manuals in accordance with their jurisdictions. Review of sanitary sewer and septic systems are not reviewed by the Engineering Division.

All New Submittals for Commission Meetings must be received by the Engineering Division four weeks before scheduled Commission Meeting.

All Revised Submittals for Commission Meetings must be received by the Engineering Division three weeks before scheduled Commission Meeting.

Reviewed and Approved by: Juan Paredes, P.E. - Civil Engineer II
Date: 09/09/2021

**COMMENTS AND CONDITIONS OF APPROVAL:** Resubmit Prior to Final Site Plan Approval

1. Because of the increased traffic volume, the two proposed driveways on View Street are acceptable provided no street parking is allowed on both sides of View Street along the frontage of the subject property. Applicant must discuss this parking restriction with the Town of Greenwich Department of Parking Services.
   a. It is not immediately-clear what the current parking restrictions for View Street are; applicant must discuss this matter with the Town of Greenwich Department of Parking Services.

2. The comments provide in the Memorandum dated September 9, 2021 from Beta Group, Inc. shall be addressed.

3. A revised Form SC-107 needs to be submitted.

4. The Drainage Summary Report is acceptable.

5. The construction plan set needs to be revised as follows:
   a. Site Plan Sheets
      i. A detailed plan of the sidewalk ramp (at a larger scale) must be submitted showing a continuing radius connecting curbing at View Street and Hamilton Avenue, elevations of the ramps and a five-foot clearance between the ramp and the property line.
         1. An access easement in the northwestern corner of the property may be required to provide said clearance.
ii. A standard curb ramp on the west side of Hamilton Avenue must be reconstructed to align with the proposed ramp near the northwestern corner of the subject property.

iii. The 79 feet of continuous depressed curb along View Street is not acceptable; a standard height curb must be shown in between the driveways.

6. The draft Operations and Maintenance Plan Report is acceptable.

**Standard Conditions for Each Submittal**

1. The Engineering Division will no longer keep any records for the submittals. All records for the submittal shall be obtained from the Town of Greenwich Department/Division that has taken in applications and/or submittals. These documents are maintained within each office (e.g., P&Z, IWWA, and DPW Building and Highway Divisions).

2. All revisions to the reports and plans must follow the requirements in the Town of Greenwich Drainage Manual February 2014 as amended.

3. All revisions must be accompanied by a point-by-point written response to the Engineering Division’s comments.

**Standard Conditions of Approval**

1. The Operations and Maintenance Plan Report must include the following for the Certificate of Occupancy:
   b. The final completed Exhibit A, and B
   c. The Maintenance Declaration needs to be filed on the Town of Greenwich Land Records prior to a Certificate of Occupancy. A review of the documents above must be completed before filing on the Town of Greenwich Land Records.

2. The Town of Greenwich – Standard Construction Notes for Site and Subdivision Plans are conditions that must be met.

3. All requests for a Temporary Certificate of Occupancy (T.C.O.) or a Certificate of Occupancy (C.O.) shall be submitted one month before the T.C.O. or C.O. is required.

4. The submittal for a Temporary or Final Certificate of Occupancy must include the following:
   c. Field Inspection Record (All required photos) – Form SC-106 – Sealed and Signed by a Connecticut Licensed Professional Engineer.
   d. Bioretention Soil Testing Certification Sign-Off (as applicable with the bioretention soil gradation test and the phosphorous test for the mixed soil) – Form SC-104 – Sealed and Signed by a Connecticut Licensed Professional Engineer.
   h. A Letter discussing all the work that remains to be completed (Only for a Temporary Certificate of Occupancy Submittal).
BETA Group, Inc. (BETA) has reviewed the materials submitted by the Applicant to the Planning and Zoning Commission for the proposed mixed-use retail and residential development at 171 Hamilton Avenue for traffic, site circulation, and safety concerns. The following documents have been reviewed:

- Narrative; Fogarty Cohen Russo & Nemiroff LLC, June 11, 2021
- Traffic and Parking Evaluation; 171 Hamilton Avenue; Kimley-Horn and Associates, Inc.; January 22, 2020
- Final Site Plan Review Set of Commercial Development Located; 171 Hamilton Avenue; Rocco V. D’Andrea, Inc.; August 25, 2021

The following comments/questions are offered for consideration:

1. The section in the Traffic and Parking Evaluation Letter detailing the “Parking Management Plan” is key for this proposal. The maintenance and use of a Parking Management Plan should be included as a condition of approval for this site plan application to address potential parking concerns going forward.

2. The crosswalk on the south leg of the Hamilton Ave at View St intersection is not connecting to the existing or proposed curb ramp on the southeast corner. There is also no standard curb ramp on the west side of Hamilton Ave at this crosswalk. This crossing should be redesigned to provide a continuous accessible route that meets current design standards.

3. A standard curb radius should be provided for the curb reconstruction proposed on the southeast corner of Hamilton Ave at View Street.

4. Can the stairs and elevated landing area at the building entrance from the sidewalk be eliminated? The frontage is currently depicted as a continuous sidewalk between the building and the curb, in which case the stairs are an undesirable hazard. Or otherwise, could the property frontage along the sidewalk be better delineated as separate from the pedestrian zone?

5. The Civil site plans are showing 79 feet of depressed curb for the entire length of both driveway access locations along View St. Can there be some length of standard height curb and sidewalk between the driveways?

6. The proposed refuse area along the south side of the building appears too narrow- it would be difficult to access and to maneuver the bins.

7. Is it necessary to have a sidewalk all along the south edge of the building? There appears to be a length of approximately 30+ feet between a proposed landing to a door and a four-foot-high wall that does not provide access to anything.
MEMORANDUM

TO: Patrick LaRow, Deputy Director, P & Z / Assistant Town Planner
FROM: Aleksandra Moch, Environmental Analyst
DATE: September 3, 2021
RE: 171 Hamilton LLC, 171 Hamilton Avenue, PLPZ 2021 00265
    Site plan by Rocco V. D’Andrea, Inc. dated August 25, 2021 and landscape plan by
    Environmental Land Solutions, LLC, dated September 2, 2021

I have reviewed the above-referenced plans and visited the site. The following comments are offered for your consideration.

1. The proposed site development will result in increased site paving and decrease the green space. Loss of vegetated areas will diminish the right balance between the biological function of the area and man-made surfaces. Planted areas make communities more resilient, combat air pollution, sequester carbon, alleviate storm water runoffs, moderate temperatures, protect water quality, and preserve animal and plant habitats.

2. The proposed development does not recognize the site limitations created by shallow ledge. The lack of sufficient storm water storage will have long-term negative effect on the neighborhood. The recent experience with hurricane Ida which generated unprecedented five inches of precipitation in 75 minutes in Pemberwick area calls for increased drainage storage capacity for the new constructions. Site over paving and elimination of vegetative areas results in increase of velocity and discharge into receiving rivers causing erosion, flooding and declined water quality discharge into Long Island Sound and local wetlands.

3. The project lacks proper mitigation. The storm water has not sufficient detention and renovation measures are limited to the gravel bed underneath the parking area which has no adsorption capacity for water born pollutants. The proposed planting plan offers 12 shrubs and one tree which will not fit in less than three feet wide planters.

4. The building will accommodate affordable housing. Recent Census data indicates there are almost 1,000 community members in Greenwich without a vehicle. This plan should include bike racks to accommodate those who rely on micromobility.

cc: Conservation Commission
Hi Bianca,

I have no comments for 171 Hamilton Avenue.

Thank you,

Crystal Berry
Housing Specialist
Planning & Zoning
Town of Greenwich
203-622-7894
Crystal.Berry@greenwichct.org

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From: Dygert, Bianca
Sent: Thursday, September 2, 2021 10:30 AM
To: Couture, Jodi <jodi.couture@greenwichct.org>; Marucci, Scott <Scott.Marucci@greenwichct.org>; Feminella, Richard <richard.feminella@greenwichct.org>; Mandras, Carol <Carol.Mandras@greenwichct.org>; Sesto, Patricia <patricia.sesto@greenwichct.org>; Moch, Aleksandra <Aleksandra.Moch@greenwichct.org>; Wetmore, John <John.Wetmore@greenwichct.org>; Natale, Robert <Robert.Natale@greenwichct.org>; Berry, Crystal <Crystal.Berry@greenwichct.org>; Long, Michael <Michael.Long@greenwichct.org>; KPodgorski (KPodgorski@BETA-Inc.com) <kpodgorski@beta-inc.com>
Cc: DeLuca, Katie <Katie.DeLuca@greenwichct.org>; LaRow, Patrick <Patrick.LaRow@greenwichct.org>; Anastasio, Marisa <Marisa.Anastasio@greenwichct.org>; Pruitt, Jacalyn <jacalyn.pruitt@greenwichct.org>
Subject: Comments Request for the Planning and Zoning Commission Meeting on September 14, 2021

Hello All,

I have attached a spreadsheet showing which applications still need comments for the meeting on 9/14/21. Please note that the red highlighted boxes indicate that Planning and Zoning has not received comments (or updated comments) for that application. If you have already sent comments, please let me know and re-send them to me so I have a record of it.

For your convenience, please find the digital materials for each project below:

- [171 Hamilton Avenue - PLPZ 2021 00265]
- [41 Sheephill Road - PLPZ 2021 00325]
- [0 Old Track Road - PLPZ 2021 00329]
- [0 Old Track Road - PLPZ 2021 00330]
These links will expire in 7 days. If you need new links, please let me know.

*The pre-applications and decision items do not require department comments at this time.*

Please email comments to me and the assigned planner for the project.

Please submit your comments by **9:00 am Thursday September 9, 2021**. If you cannot submit comments by then, please contact the planner who is working on the project and myself.

If you have any issues accessing any of the files or need additional information, please do not hesitate to reach out.

Thank you,

**Bianca Dygert**
Planner II

Town of Greenwich
Land Use - Planning & Zoning
101 Field Point Road
Greenwich, CT 06830-6463
Ph. (203) 622-7894
Office Fax. (203) 622-3795
Direct Fax. (203) 861-6113
Bianca.Dygert@greenwichct.org
ARCHITECTURAL REVIEW COMMITTEE
ACTION AGENDA Regular Meeting

Wednesday, September 1, 2021 7:01 pm – 8:57 pm
Zoom Virtual Meeting

Members Present: Richard Hein, Chairperson; John Conte, Vice-Chairperson, Graziano Meniconi, Secretary; Peter Boldt, Paul Pugliese, Heidi Brake-Smith, and Katherine LoBalbo (left at 8:37pm)

Staff Present: Marisa Anastasio, Senior Planner; Jacalyn Pruitt, Planner II

I. Exterior Alteration reviews:
   1. 171 Hamilton Ave., Application PLPZ202100263 for Exterior Alteration review for demolition of existing and construction of new 4 story mixed use “8-30g set aside development” with retail on ground floor and 6 apartments, landscaping and site lighting at a property located at 171 Hamilton Ave. in the LBR-2 zone.

   Last reviewed at the 7-7-21 meeting, at which Conte, Meniconi, Brake-Smith, Cohen, Contadino, Krueger, LoBalbo, and Pugliese (recused from item) were present.

   View previous plans here.

   View revised plans here.

Decision Status: Return To A Meeting

Motion: Hein Second: Meniconi Vote: 6-0-1 (Hein, Conte, Meniconi, Boldt, Brake-Smith, and LoBalbo / Pugliese recused)

ARC recommends a return to a meeting as follows, with the understanding that the applicant can choose to move forward with P+Z as is:
   a) ARC appreciates the design progress that has been made thus far and advises that the following design elements be reviewed:
      i. Update the rear columns – widen them or create an arch way;
      ii. Address the fourth story, with reference to the original design, to create appearance of a 3-story vs. 4-story building. Review possibility of recessing this floor, utilizing different materials such as zinc/slate and/or darker colors, adding a balcony or other design options to make this floor different and special visually.
      iii. Review the angled front of building – straighten out to create areas of green, increase setback from street, create a colonnade;
      iv. Cornice detail should be fully expressed as in the inspiration detail, and not fall flat of the inspiration.
      v. Review use of EFIS – ARC concerned with its durability, the context of building calls for granite;
      vi. Signage to be integrated into architecture
vii. Site sections (N, S, E, W) and dimensioned elevations are requirements of the Exterior Alteration application and ARC asks that applicant submit these for review.

2. **Wells Fargo, 190 Sound Beach Avenue, Application PLPZ202100359** for an Exterior Alteration review for **new handicapped ramp, landing, new stairs, grading, new landscaped area, concrete curb, and restriping parking lot** on a property located at 190 Sound Beach Ave. in Old Greenwich in the LBR-2 zone.
   View plans [here](#).

   Applicant did not attend meeting to present. Application was not opened.

3. **Western Middle School, 1 Western Junior Highway; Application PLPZ202100368** for Exterior Alteration review for **new emergency lighting including removing 107 building mounted lights and replacing with 97 lights, (10 pole lights will remain in place)** on a property located at 1 Western Jr Hwy in the R-6 zone.
   View plans [here](#).

   Decision Status: **Approved as noted**
   Motion: Hein Second: Conte Vote: 7-0 (Hein, Conte, Meniconi, Boldt, Brake-Smith, LoBalbo and Pugliese)

ARC accepts the project with the following notes:
   a) Limit temperature of lighting to 3000 K;
   b) Incorporate motion sensors and astronomical timers (timers that adapt to the season) to mitigate unnecessary lighting.

4. **Patriot Bank, 71 Lewis St.; Application PLPZ202100360** for Exterior Alteration review for **new canopy for protection of pneumatic tube system and drive up customers** on a property located at 71 Lewis St. in the CGBR zone.
   View plans [here](#).

   Decision Status: **Electronic Return (email: manastasio@greenwichct.org)**
   Motion: Hein Second: Brake-Smith Vote: 7-0 (Hein, Conte, Meniconi, Boldt, Brake-Smith, LoBalbo and Pugliese)

The applicant shall submit the following for review electronically:
   a) Height of canopy to be increased to 6’ 8”.
   b) Provide both a plan view and elevation view that clearly shows proposed and existing elements including bollards, landscaping, walkways, new signage, new structure, etc..
   c) Include a description of the materials and colors on both elevations and plans.
   d) No illumination is proposed in this application.
September 2, 2021

Mr. Patrick LaRow, AICP
Deputy Director, Planning and Zoning
101 Field Point Road
Greenwich, CT 06830

RE: FSP/SP # PLPZ 2021 304
Affordable Housing Development Application Pursuant to C.G.S. Section 8-30g
Application for Final Site Plan Approval for Mixed-Use "Set-aside development"
171 Hamilton Avenue, Greenwich; LBR-2 Zone
Applicant/Owner: 171 Hamilton LLC

Dear Pat:

On June 11, 2021, the above referenced applications were submitted to the Planning and Zoning Commission and are now pending. On July 12, 2021 the Engineering Division issued comments that required response from the applicant and, accordingly, the applicant has postponed its public hearing on the above-referenced applications until it had an opportunity to prepare responses to same. This letter is a response to the Engineering’s July Comments and also addresses recommendations made by the Greenwich Architectural Review Committee (the “ARC”). Provided below is a restatement of certain comments and recommendations, followed by our response to same.

DPW ENGINEERING COMMENTS DATED 7-12-2021

A.) The Engineering Division recommends the Commission/P&Z Staff discuss the following with the applicant:

1. The installation of a green roof.

Response: While the applicant is happy to discuss a green roof directly with the Commission, this improvement is not financially practical for an affordable housing project, both with respect to initial costs and ongoing maintenance. In addition, elevator access to service a green roof would result in a taller building.

B.) The following comments are for the site development review:

1. The two proposed driveways on View Street don’t meet the required separation distance between driveways (50-feet multi-family and 75-feet commercial/multi-family). As discussed with the Deputy Commissioner, the following modification needs to be investigated:

   a. Remove the first driveway entrance (35-foot depressed curb) and redesign with two tandem parking spaces accessed from the parking lot. The two tandem parking spaces need to be discussed with P&Z to determine if it would be acceptable. If the proposed modification is not possible, please provide a letter discussing why this is not possible and also include drawings, elevations, and sketches to prove it is not possible. This letter
should also include all information necessary for the request of a waiver for the deficient spacing between two driveways.

Response: In addition to the information provided below, please refer to the Engineering Response Letters dated August 31, 2021 and September 2, 2021, prepared and certified by Rocco V. D’Andrea, Inc. and Kimley-Horn and Associates, Inc., respectively.

The applicant does not believe that the distance between the driveways rises to a health or safety issue and respectfully requests a waiver for the proposed spacing between the two driveways.

The applicant is proposing a driveway/curb cut to access the proposed parking lot, located on the easterly side of the site. In addition, two (2) perpendicular parking spaces are proposed approximately 25-feet to the west of the proposed parking lot entrance, 50-feet to the east of Hamilton Avenue. During design development, the project engineer, Rocco V. D’Andrea, Inc. (“RVDI”), considered several layouts to maximize parking with consideration for efficiency, safety and the architectural design of the building. In addition, RVDI considered the requirements for the design of ADA accessible parking in terms of provisions for ADA parking and accessibility parameters such as cross-slope. According to RVDI, the use of tandem parking spaces was considered as an option during the design process, but was rejected in favor of the current design for the following reasons:

- The property owner expects there to be a retail component on the first floor of the building. If tandem spaces were provided in this location there is a potential conflict during maneuvering when the forward vehicle needs to exit onto View Street.

- The only place on-site where tandem spaces could be considered is under the northeast corner of the building. At that location, the drivers of vehicles attempting to exit the tandem spaces would be required to maneuver in close proximity to the parking lot entrance/driveway. This potential conflict was deemed unacceptable since, as a minimum, it would block the main entrance to the parking lot.

- The design of the building requires structural columns to support the elevated portion of the structure. Due to the location of the columns, it would not be possible to access the parking spaces under the building from the main parking lot.

- The profile of View Street slopes up in the easterly direction from approximately 126.5 to 129 across the area of the two perpendicular parking spaces. In order to provide a generally "level" area for the parking space, it would require construction of a retaining wall along the property line. Construction of the wall would not align with the dimensions of the parking spaces in the main lot, and the 18-foot depth of the two proposed spaces perpendicular to View Street is not sufficient to comply with the 20-foot minimum required by GBZR for two side-by-side spaces.

While the current design for two spaces perpendicular to View Street will require backing out into the street, the location of the spaces, approximately 50 feet east of the
intersection of View Street and Hamilton Avenue; the minimal volume of traffic on View Street, which is a dead end; and the overall infrequent use of the proposed spaces led the design team to conclude that this condition will not create a safety hazard. The proximity of the two curb cuts, which are approximately 25-feet apart, allows a driver approaching from either direction on View Street to clearly see the driveways and any vehicles that may be exiting either the main driveway or the two parking spaces.

Based on the information provided above, the applicant hereby requests a waiver of the deficient spacing between two commercial / residential driveways on the dead-end View Street.

2. **Another concern with the two (2) parking space driveway is the backing out of vehicles.**
   
   **Response:** As noted above, the applicant and its project engineer do not believe that the two (2) parking space driveway to be of concern. There are several driveways along View Street that operate with back-out conditions. In fact, the existing property has a carport and a two-car garage located approximately 65+/- feet from Hamilton Avenue and immediately on the northern property line. This condition is nearly identical to the two (2) parking space driveway proposed as part of this application. Additionally, there are only a dozen or so homes on View Street, which results in minimal passing traffic and minimal coincidence of simultaneous traffic and back-out operations. Should a car be travelling on View Street when a resident intends to back-out, passing traffic on View Street has either just turned off of Hamilton Avenue or will be turning onto Hamilton Avenue, resulting in very low speeds for these cars at this location. Based on the above, the applicant, RVDI and the project traffic engineer have concluded that the proposed condition is not a safety concern. This conclusion is further supported by the fact that the existing site and the surrounding driveways, all of which operate similarly to the proposed condition, have functioned for many years without an issue.

3. **Comments for the Traffic and Parking Evaluation from Kimley Horn; dated January 22, 2020 will be provided once the review has been completed.**
   
   **Response:** Understood.

4. **A revised Form SC-107 needs to be submitted.**
   
   **Response:** Form SC-107 has been revised and is provided with this resubmission package.

5. **The Drainage Summary Report is acceptable in concept. The following revisions need to be completed:**
   
   a. **The proposed conditions runoff volume for the 1-year storm is not correct. Review and revise the proposed conditions runoff volume and the RRV for POC A throughout the report.**
      
      **Response:** The Drainage Summary Report has been revised and the proposed conditions runoff volume for the 1-year storm event has been revised throughout the report.

   b. **Review and revise all other computations and information as needed.**
      
      **Response:** All other computations have been revised as needed.
6. **The construction plan set needs to be revised as follows […]**:  

Response: While not required for site plan review purposes, the plan set has been revised as requested by DPW Engineering, including adding: requisite notes and additional driveway profile and sight distance information. Turning movement sheets and building sections have also been provided. Please refer to the Engineering Response Letter dated August 31, 2021, prepared and certified by Rocco V. D’Andrea, Inc. and the plans submitted herewith.

It can be noted that fire trucks and fire apparatus will be able to drive into the project's parking lot, back out onto View Street and then drive out to Hamilton Avenue. Turning movements have been conducted for SU-30 vehicles, which essentially covers all vehicles expected to service the building (garbage, parcel mail, deliveries etc.). The truck turning analyses show that these vehicles will be able drive onto View Street, drive into the project's parking lot, back out onto View Street and then drive out to Hamilton Avenue.

**RECOMMENDATIONS FROM THE GREENWICH ARCHITECTURAL REVIEW COMMITTEE**

The applicant presented its original building design to the ARC at its July 7, 2021 public meeting. The ARC provided several recommendations to the applicant, encouraging revisions that would present an architectural solution that would be more in keeping with the existing neighborhood. As a result of these discussions, the building’s architecture was significantly changed to reflect a more traditional aesthetic for the neighborhood. The previously proposed Trespa© siding has been replaced with brick, the trim has been enhanced, and the windows have been enlarged. In addition, the front entry was revised to create a hierarchy amongst the front canopy and awnings and create a more inviting entrance. The signage program has been modernized and the hardscape in certain areas around the building has also been upgraded from concrete to pavers. Please see Exhibit A for renderings of the original building design and current proposed building.

The applicant re-presented the revised building to the ARC at its September 1, 2021 public meeting. While all of the ARC members felt the building was improved and complimented the applicant on its design revisions, the Committee provided additional comments on the building’s detailing and asked for the applicant to return to a meeting. The applicant found most of the ARC’s comments from last night’s meeting to be unacceptable and will not be returning to the ARC for an additional review of this project. From last night’s meeting, the Applicant has agreed to widen the support columns located at the northeasterly corner of the building and carry the lower cornice around the perimeter of the building (in the area of the covered parking). Those changes have been incorporated into the updated architectural plan set provided herewith.

It should be noted that the architectural plan changes outlined above have resulted in a slightly larger building, totally 10,040 SF (versus the previously proposed 9,583 SF of floor area).

We believe that the information provided above responds to all of the questions and recommendations relative to this project to date. In addition to the exhibits attached herewith, the following documents are submitted in support of this application:

- One (1) Digital Copy, updated Civil Engineering Plan Set dated August 25, 2021, prepared and certified by Rocco V. D’Andrea, Inc.;
Greenwich Planning and Zoning Commission
Re: PLPZ #2021 304
September 2, 2021
Page 5 of 5

- One (1) Digital Copy, Architectural Plans, Elevations and FAR Worksheets prepared by Edgewater Group Architects;
- One (1) Digital Copy, Landscape Plan last dated revised September 2, 2021, prepared and certified by Environmental Land Solutions, LLC;
- One (1) Digital Copy, updated Drainage Summary Report dated revised August 25, 2021 and all requisite drainage forms, prepared and certified by Rocco V. D’Andrea, Inc.;
- One (1) Digital Copy, DPW Engineering Response Letter and all requisite drainage forms dated August 31, 2021, prepared and certified by Rocco V. D’Andrea, Inc.;
- One (1) Digital Copy, DPW Engineering Response Letter (pertaining to parking and driveway recommendations) dated September 2, 2021, prepared and certified by Kimley-Horn and Associates, Inc.;
- One (1) Digital Copy, Turning Movement Plans dated August 8, 2021, prepared and certified by Kimley-Horn and Associates, Inc.;
- One (1) Digital Copy, updated Affordability Plan dated August 6, 2021;

One (1) hard copy of all of the documents listed above will be submitted to the Planning and Zoning Department by tomorrow afternoon.

We look forward to presenting this information to the Commission its September 14, 2021 public hearing. Should you or your staff have any questions or comments in the interim, please do not hesitate to contact me or our firm’s Land Use Analyst, Michele Cronin.

Very truly yours,

Bruce F. Cohen

Enclosures

cc (w/ encl.): 171 Hamilton LLC
Rocco V. D’Andrea, Inc.
Edgewater Group Architects
Environmental Land Solutions, LLC
Kimley-Horn and Associates, Inc.
EXHIBIT A
August 31, 2021

Mr. Scott Marucci  
c/o Planning and Zoning Department  
101 Field Point Road  
Greenwich, CT 06830  

Re: 171 Hamilton Avenue, Greenwich  
171 Hamilton LLC

Dear Mr. Marucci,

In response to DPW comments dated July 12th, 2021, we have revised the design plans and reports in preparation for a submission to Planning and Zoning. Please find enclosed the following material in support of this application:

- Two (2) copies of the revised Drainage Summary Report, revised August 25, 2021;
- Two (2) copies of the revised Site Plan Review Set, revised August 25, 2021;
- One (1) copy of the Turning Movement Sheets, dated August 25, 2021;
- One (1) original of the form SC-107.

The following responses correspond respectively to the comments and recommendation listed in the DPW Site Development Review.

1. During design development, we considered various layouts to maximize parking with consideration for efficiency, safety and the architectural design of the building. In addition, we considered the requirements for the design of ADA accessible parking such as cross-slope.

The current design for two spaces perpendicular to View Street will require backing out into the street. However, due to the location of the spaces approximately 50 feet from the intersection of Hamilton Avenue, and the minimal volume of traffic on the dead-end View Street, the consensus of the design team was that the projected infrequent use of the spaces would not create a safety hazard.

The proximity of the two curb cuts means that a driver approaching from either direction on View Street would be able to clearly see the driveways and any vehicles that may be exiting either the main driveway or the two parking spaces.
The use of tandem parking spaces was considered as an option for design and was rejected in part for the following reasons:

- There is a retail component in the design of the proposed building. Tandem parking spaces would not work well for the site with retail use due to the potential conflict during maneuvering when the forward vehicle needs to leave.

- The only place where tandem spaces could be considered is under the northeast corner of the building. At that location, the drivers of vehicles attempting to exit the tandem spaces would be required to maneuver in proximity with the driveway leading to the main parking area. This potential conflict was deemed unacceptable since as a minimum, it would block the main entrance to the parking lot.

- The design of the building requires columns to support the elevated portion of the structure. Due to the location of the columns, it would not be possible to access the parking spaces under the building from the main parking lot.

- The profile of View Street slopes up in the easterly direction from approximately 126.5 to 129 across the area of the two perpendicular parking spaces. In order to provide a generally “level” area for the parking space, it would require construction of a retaining wall along the property line. Construction of the wall would not align with the dimensions of the parking spaces in the main lot, and the 18-foot depth of the two proposed spaces perpendicular to View Street is not sufficient to comply with the 20-foot minimum required by GBZR for two side by side spaces.

With consideration for the issues summarized above, we hereby request a waiver of the deficient spacing between two commercial / residential driveways on the dead-end View Street.

2. The two spaces would be located approximately 60 feet from Hamilton Avenue. There are only a dozen or so homes on View Street, with the result that there is minimal passing traffic that a vehicle existing in these spaces will rarely do so when another vehicle is passing on View Street. Because passing traffic on View Street has either just turned off of Hamilton Avenue or will be turning onto Hamilton Avenue, these vehicles will be traveling at a very low rate of speed. There are a number of other existing driveways on View Street where backing out has occurred without problem for many years.

3. Comments from the Traffic and Parking Evaluation from Kimley Horn will be provided once the review has been completed.

4. A revised Form SC-107 has been submitted.

5. The Drainage Report has been revised as follows:
   a. The proposed conditions runoff volume for the 1-year storm event has been revised throughout the report.
   b. All other computations have been revised as needed.

Rocco V. D'Andrea, Inc.
6. The construction plan set has been revised as follows:
   a. Existing Conditions Survey Sheet:
      i. The full road edge on the northern side of View Street and around the corner onto Hamilton Avenue has been added.
   b. Site Plan Sheets:
      i. The proposed 12" storm drain connection to the existing catch basin in Hamilton Avenue now shows the existing 6" pipe and proposed 12" pipe side by side. The callout now states that the existing 6" pipe connection may need to be revised.
      ii. The proposed footing drain has been added and discharges to junction box 1 via a footing drain pump line.
      iii. A 30 mil permeable liner has been added between the proposed porous pavement storage and the footing drain system of the building.
      iv. A 30 mil permeable liner has also been added between the stone storage bed and the properties to the east and south.
      v. The roof discharges have been modified so that they discharge directly into the stone storage bed through perforated distribution pipes at invert elevation 127.00.
      vi. The proposed sidewalk on View Street has been revised to a five-foot width from the back of sidewalk to the face of the granite curb.
      vii. The granite curb and sidewalk termination callout has been revised to indicate the transition is to be flush with the existing grade.
      viii. The pedestrian ramp at the corner of Hamilton Avenue and View Street has been revised so that the radius connects to the granite curb and sidewalk on View Street. The sidewalk width between the corner of the proposed building and the transition for the pedestrian ramp is at least 5-feet.
      ix. A callout has been added for the granite curb along the property frontage on Hamilton Avenue indicating that it is to be reconstructed with approval from the Highway Division.
      x. The following notes have been added to the General Notes:
         1. A minimum 5-foot concrete sidewalk shall be constructed to TOG Standards along the entire property frontage or as directed by the Highway Division.
         2. The concrete sidewalk shall be constructed to ADA standards (A maximum 2% cross slope and a maximum 5% longitudinal slope where possible, or as directed by the Highway Division).
         3. Pedestrian access to the sidewalk must be maintained throughout the project.
         4. All reinforced concrete driveway aprons shall be constructed to TOG Standards.
      xi. The porous pavement called has been revised to include:
         1. The top of the stone range across the parking lot.
         2. The bottom of No.8 stone elevation.
         3. The bottom of No.57 stone elevation.

Rocco V. D'Andrea, Inc.
4. No.2 stone is not being used.

c. Driveway Profile & Sight Distance Sheet:
   i. See response above for proposed driveway separation response.
   ii. The profile has been added for the two parking space driveway from the edge of road to the concrete pad.
   iii. The widths of both driveways at the property line have been added.
   iv. The distance from the first driveway to the intersection has been added.

d. Turning Movement Sheet:
   i. As indicated in the sheets provided, trucks and fire apparatus will be able to drive into the project’s parking lot, back out onto View Street and then drive out to Hamilton Avenue. Although the analysis indicates that it is possible for the Fire Department’s Arrow XT Tower ladder to turn into the parking lot and back out, it is expected that the crew of this vehicle will do what they do when responding to calls at other homes on View Street or Hamilton Avenue, i.e., either stand at the ready on Hamilton Avenue or drive into View Street, stop by the building, do what they have to, and then either back out onto Hamilton Avenue or drive down to the condo’s at the end of View Street to turn around.
   ii. Turning Movements have been conducted for SU-30 vehicles, which essentially covers all vehicles expected to service the building (garbage, parcel mail, deliveries etc.). The truck turning analyses show that these vehicles will be able drive into View Street, drive into the project’s parking lot, back out onto View Street and then drive out to Hamilton Avenue.

e. Traffic Signage, Pavement Markings, and Parking Space Layout Sheet:
   i. Under vehicle and traffic law, driveways do not need to have a stop sign as vehicle and traffic law requires you to stop before entering a street (Sec. 14-247. Right-of-way at driveway or private road).

f. Construction Detail Sheets:
   i. The following Town of Greenwich PDF details have been added to the plans:
      1. SCD No. 507.10
      2. SCD No. 921.10
      3. SCD No. 921.13
      4. SCD No. 921.14
   ii. A detail has been added for the junction box control structure.

g. Building/House Section or Elevation Sheet:
   i. A section of the building has been provided.
   ii. Elevations are shown to the deepest footing.
   iii. Existing and proposed grade elevations are shown.
   iv. There is no existing mottling.
   v. There is no existing groundwater.
   vi. Existing ledge elevations have been shown.
   vii. The sheet is sealed and signed by a State of Connecticut Professional Engineer.

7. The draft Operations and Maintenance Plan Report has been deemed acceptable.

Rocco V. D'Andrea, Inc.
It is our opinion that the proposed project will result in an improved residential property that will not cause any adverse impacts to the on-site wetland or downstream properties.

Please contact our office if you have any questions or require any additional information at this time.

Sincerely,

ROCCO V. D’ANDREA, INC.

[Signature]

Anthony L. D’Andrea, PE

ALD:adm
20PL_Trans_DPW_00.doc
Enclosures

cc: 171 Hamilton LLC
DEPARTMENT OF PUBLIC WORKS – ENGINEERING DIVISION
SITE DEVELOPMENT REVIEW

Engineering Project No. 21-5(38)  Department Project No.  PLPZ202100265  Submittal Received Date: 6/14/2021

Submittal Reviewed For:  Traffic Review Requested: Yes  Review Type: Final Site Plan
Planning and Zoning

PLAN SET INFORMATION

Plan Title: 171 Hamilton LLC  Project Address: 171 Hamilton Avenue

Engineering Firm:  Original Plan Date: 1/31/2021  Latest Plan Revision Date: 6/10/2021
Rocco V. D'Andrea, Inc.

DRAINAGE SUMMARY REPORT INFORMATION

Engineering Firm:  Original Report Date: 6/2/2021  Latest Report Revision Date: 
Rocco V. D'Andrea, Inc.

Reviews provided by the Engineering Division are for compliance with the Town’s “Roadway Design Manual and Standard Construction Details” and “Drainage Manual” as amended. Reviews are based upon the information and plans provided. Comments pertaining to the Town’s manuals are not all encompassing. Other reviewing entities may provide additional comments regarding consistency with these manuals in accordance with their jurisdictions. Review of sanitary sewer and septic systems are not reviewed by the Engineering Division.

All New Submittals for Commission Meetings must be received by the Engineering Division four weeks before scheduled Commission Meeting.

All Revised Submittals for Commission Meetings must be received by the Engineering Division three weeks before scheduled Commission Meeting.

Reviewed and Approved by: Scott Marucci - Senior Civil Engineer
Date: 07/12/2021

COMMENTS AND CONDITIONS OF APPROVAL:  Resubmit Prior to Final Site Plan Approval

The Engineering Division recommends the Commission/P&Z Staff discuss the following with the applicant:

1. The installation of a green roof.

The following comments are for the site development review:

1. The two proposed driveways on View Street don’t meet the required separation distance between driveways (50-feet multi-family and 75-feet commercial/multi-family). As discussed with the Deputy Commissioner, the following modification needs to be investigated:
   a. Remove the first driveway entrance (35-foot depressed curb) and redesign with two tandem parking spaces accessed from the parking lot. The two tandem parking spaces need to be discussed with P&Z to determine if it would be acceptable. If the proposed modification is not possible, please provide a letter discussing why this is not possible and also include drawings, elevations, and sketches to prove it is not possible. This letter should also include all information necessary for the request of a waiver for the deficient spacing between two driveways.

2. Another concern with the two parking space driveway is the backing out of vehicles.
3. Comments for the Traffic and Parking Evaluation from Kimley Horn; dated January 22, 2020 will be provided once the review has been completed.

4. A revised Form SC-107 needs to be submitted.

5. The Drainage Summary Report is acceptable in concept. The following revisions need to be completed:
   a. The proposed conditions runoff volume for the 1-year storm is not correct. Review and revise the proposed conditions runoff volume and the RRV for POC A throughout the report.
   b. Review and revise all other computations and information as needed.

6. The construction plan set needs to be revised as follows:
   a. Existing Conditions Survey Sheet
      i. The full road edge on the northern side of view street and around the corner onto Hamilton Avenue needs to be added. This is needed to determine the existing road width and the proposed road width with the proposed sidewalk and curb on View Street.
   b. Site Plan Sheets
      i. The proposed 12” storm drain connection to the existing catch basin on Hamilton Avenue shows a 6” pipe with an invert elevation of 116.10. The proposed 12” pipe is also at the same invert elevation of 116.10. Revise the plans to show the 6” and 12” pipe side by side. Add a callout stating that the existing 6” pipe connection may need to be revised.
      ii. The proposed footing drain needs to be added. The footing drain must not be discharged into the stone storage bed of the porous pavement system. The footing drain must be connected to JB 1.
      iii. A 30 mil impermeable liner must be installed between the proposed porous pavement storage bed and the footing drain system of the building. This is required to keep any discharge from the stone storage bed from short circuiting the 3” orifice discharge.
      iv. It is also recommended that a 30 mil impermeable liner be installed between the stone storage bed and the properties to the east (house located close to property line) and south.
      v. The pipe network/discharges from the roof system must be added to the plans. It appears the design will discharge the roof pipe into the proposed catch basins that discharge into the perforated pipe at invert elevation 127.00. As designed this method may allow some or potentially all roof runoff to discharge directly to the 3” orifice outlet. This must be revised so all roof runoff clearly goes to the perforated distribution pipe within the porous pavement stone storage bed at invert elevation 127.00.
      vi. The proposed sidewalk on View Street needs to be revised to a five-foot width from the back of sidewalk to the face of the granite curb.
      vii. The granite curb and sidewalk must transition to be flush with the existing grade where the sidewalk ends on View Street. Revise plans and add callouts.
      viii. The pedestrian ramp at the corner of Hamilton Avenue and View Street needs to have the radius designed to connect to the granite curb and sidewalk on View Street. The location of the pedestrian ramp at the corner is correct. The sidewalk width between the corner of the proposed building and the transition for the pedestrian ramp should be 5-feet. Revise plans as needed.
      ix. A callout similar to the following shall be added for the granite curb along the property frontage on Hamilton Avenue: The existing granite curb along the property frontage on Hamilton Avenue can remain in place or be reconstructed. If the plan is to reconstruct the granite curb it is recommended that this be discussed with the Highway Division prior to obtaining the Highway Permit.
      x. The following notes shall be added:
         1. A minimum 5-foot concrete sidewalk shall be constructed to TOG Standards along the entire property frontage or as directed by the Highway Division.
         2. The concrete sidewalk shall be constructed to ADA standards (A maximum 2% cross slope and a maximum 5% longitudinal slope where possible, or as directed by the Highway Division).
         3. Pedestrian access to the sidewalk must be maintained throughout the project.
         4. All reinforced concrete driveway aprons shall be constructed to TOG Standards.
      xi. The porous pavement callout needs to include the following in the callout:
         1. Top of stone range across the parking lot.
         2. Bottom of no. 8 stone elevation if being used.
         3. Bottom of no. 57 stone elevation.
         4. Bottom of no. 2 stone elevation.
   c. Driveway Profile & Sight Distance Sheet
DEPARTMENT OF PUBLIC WORKS – ENGINEERING DIVISION
SITE DEVELOPMENT REVIEW

i. See comments above for the two proposed driveways that don’t meet the required separation of 50-feet for multi-family and 75-feet for commercial/multi-family.
ii. Show profile for the two parking space driveway from edge of road to concrete pad. The profile shall include slopes, spot elevations and if porous pavement is used the entire porous pavement section to the bottom of stone shall be included with elevations.
iii. Show width of driveways at property line.
iv. Show distance from first driveway to intersection.
d. Turning Movement Sheet (Required for Commercial Projects)
i. Show turning movements for SU-30 and Fire Apparatus for the movement from Hamilton Avenue onto View Street from both directions. It should be noted that the SU-30 and most likely the Fire Apparatus will need to back out onto Hamilton Avenue since turning around on View Street will be very difficult.
ii. It is unclear what other turning movements are needed for the movements entering and exiting the parking lot. P&Z shall discuss and determine what other vehicles will need to have turning movements provided based on the intended use.
e. Traffic Signage, Pavement Markings, and Parking Space Layout Sheet (Required for Commercial Projects)
i. Show all traffic signs. A stop sign needs to be added for the parking lot exit.
f. Construction Details Sheets
i. The following Town of Greenwich PDF details need to be added to the plans:
   1. SCD No. 507.10
   2. SCD No. 921.10
   3. SCD No. 921.13
   4. SCD No. 921.14
ii. Add a detail of the junction box control structure.
g. Building/House Section or Elevation Sheet
i. Show one section or elevation of the building/house.
ii. Show all elevations to the deepest footings on section/elevation.
iii. Show existing and proposed grade elevation on section/elevation.
iv. Show existing mottling elevation on section/elevation.
v. Show existing groundwater elevation on section/elevation.
vi. Show existing ledge elevation on section/elevation.
vii. Sheet shall be sealed and signed by a State of Connecticut Professional Engineer or Architect.

7. The draft Operations and Maintenance Plan Report is acceptable.

Standard Conditions for Each Submittal

1. The Engineering Division will no longer keep any records for the submittals. All records for the submittal shall be obtained from the Town of Greenwich Department/Division that has taken in applications and/or submittals. These documents are maintained within each office (e.g., P&Z, IWWA, and DPW Building and Highway Divisions).
2. All revisions to the reports and plans must follow the requirements in the Town of Greenwich Drainage Manual February 2014 as amended.
3. All revisions must be accompanied by a point-by-point written response to the Engineering Division’s comments.

Standard Conditions of Approval

1. The Operations and Maintenance Plan Report must include the following for the Certificate of Occupancy:
   b. The final completed Exhibit A, and B
   c. The Maintenance Declaration needs to be filed on the Town of Greenwich Land Records prior to a Certificate of Occupancy. A review of the documents above must be completed before filing on the Town of Greenwich Land Records.
2. The Town of Greenwich – Standard Construction Notes for Site and Subdivision Plans are conditions that must be met.
3. All requests for a Temporary Certificate of Occupancy (T.C.O.) or a Certificate of Occupancy (C.O.) shall be submitted one month before the T.C.O. or C.O. is required.
4. The submittal for a Temporary or Final Certificate of Occupancy must include the following:
c. Field Inspection Record (All required photos) – Form SC-106 – Sealed and Signed by a Connecticut Licensed Professional Engineer.
d. Bioretention Soil Testing Certification Sign-Off (as applicable with the bioretention soil gradation test and the phosphorous test for the mixed soil) – Form SC-104 – Sealed and Signed by a Connecticut Licensed Professional Engineer.
h. A Letter discussing all the work that remains to be completed (Only for a Temporary Certificate of Occupancy Submittal).
DRAINAGE SUMMARY REPORT

For

171 Hamilton Avenue
Chickahominy, Greenwich, Connecticut

Prepared For

171 Hamilton LLC

June 2, 2021
Revised: August 25, 2021

Anthony L. D’Andrea, PE
CT License No. 9673

Rocco V. D’Andrea Inc.
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Introduction & LID Techniques

1.1. Project Narrative

The applicant is proposing improvements to the subject property. The proposed improvements will include the removal of all structures and driveway on site along with the construction of a mixed-use structure and a new driveway and parking area. Improvements also include the installation of a storm drainage system, site grading, and associated landscaping.

For a depiction of existing conditions and the proposed development refer to a development plan set entitled “Final Site Plan Review Set, Commercial Development, Located at 171 Hamilton Avenue, Chickahominy, Greenwich, Connecticut, prepared for 171 Hamilton LLC” as prepared by Rocco V. D’Andrea, Inc.

The subject parcel is 6,782 square feet in size and is located at the intersection of View Street and Hamilton Avenue. The proposed redevelopment of the parcel will increase the impervious coverage by approximately 3,206 square feet. Refer to Appendix “C” for a depiction of the proposed stormwater BMPs and drainage calculations.

This proposed project will conform to all applicable Town stormwater management standards to the maximum extent practicable. Refer to Appendix “A” for a narrative detailing the project's compliance with each stormwater management standard.

1.2. Land Use Regulations

The subject parcel is located in the “LBR-2” zone. All applicable zoning setbacks and regulations will be adhered to. There are no inland wetlands or watercourses located on the property.

1.3. Site Inventory & Evaluation

The site consists of an existing asphalt driveway, a dwelling, and a detached garage/carport. The topography of the site exhibits slopes from east to west with flows discharging onto Hamilton Avenue and into the town drainage system. Existing drainage patterns will generally be maintained under post-construction conditions.

Refer to Exhibit “C” for the USDA soil delineation map and hydraulic soil group ratings for the site. Refer to the Development Plan for the test pit locations and Appendix “G” for the soil test results forms.

1.4. Development Envelope

Due to the size, layout, topography of the property and scope of work proposed, the development envelope will encompass approximately 100% of the site. Sediment and erosion controls will be installed around the proposed development envelope prior to the start of construction to minimize the impact to the surrounding areas.
1.5. LID Control Strategies

In the watershed analysis of existing and proposed conditions, the site has been divided into various sub-drainage areas discharging to various POCs, "points of concern." The analysis is limited to the subject parcel. There is a natural ridge line along the western property line, preventing offsite water runoff from entering this parcel. Refer to Exhibits "A" and "B" for a, depiction of the existing and proposed conditions drainage areas and flow paths. Refer to Appendices "D" and "E" for the existing and proposed HydroCAD Analysis.

Conformance to the standards for water quality, TSS removal, and runoff volume reduction will be achieved through the construction of the proposed BMPs. The runoff peak flow reduction standard has been met for all storms up to the 25-year storm to all points of concern. Refer to the HydroCAD Summary Table at the end of this introduction for a comparison of existing and proposed condition stormwater runoff volumes and flow rates to all points of concern.

2. Structural BMPs

2.1. Water Quality Volume and TSS Removal

Refer to Appendix "C" for Water Quality Volume calculations. The proposed BMPs will provide adequate storage to retain and infiltrate the water quality volume of the contributing runoff from the proposed impervious improvements.

Retention of the Water Quality Volume from newly constructed impervious areas will provide the minimum 80% removal of total suspended solids (TSS), which exceeds Town standards. Refer to Appendix "C" for TSS removal calculations.

This volume will be detained and released in a controlled fashion by the proposed stormwater systems. Refer to Appendix "C" for 72-Hour Drawdown Calculations.

2.2. Runoff Reduction Volume

The proposed development will result in an increase in runoff volume from the site for the 1-year storm event towards all points of concern, as compared to existing conditions. Refer to Appendix "C" for Runoff Reduction Volume Calculations. This is because of presence of high elevation ledge rock. Infiltration is not feasible at this site.

2.3. Groundwater Recharge Volume

The groundwater recharge standard has not been satisfied through the stormwater infiltration capabilities of the proposed systems. Refer to Appendix "C" for Groundwater Recharge Volume Calculations. This is because of presence of high elevation ledge rock. Infiltration is not feasible at this site.
2.4. Peak Runoff Attenuation

The proposed development will decrease peak runoff flow rates to less than pre-construction conditions to all points of concern. Refer to Appendices "D" and "E". The decrease in peak runoff flow rates meets the standard of reduction for all storms up to the 25-year storm.

3. Conclusion

The proposed improvements to the subject parcel will increase the impervious coverage on the site and thus increase the volume and peak rate of runoff generated during a storm event. However, with the use of the proposed BMPs and site grading there will be a reduction in stormwater runoff flow rates to all points of concern.

The proposed development will meet the water quality volume and TSS removal standards of the Town of Greenwich Drainage Manual to the maximum extent practicable. The proposed development incorporates pre-treatment and attenuation of runoff to the maximum extent practicable. If the development is constructed as depicted on the proposed plans, there will be no adverse impacts to adjoining properties, the subject parcel, or the town drainage system, due to the proposed improvements.
DIRECTLY CONNECTED IMPERVIOUS AREA (DCIA) CERTIFICATION
PRE-CONSTRUCTION

Property Address: 171 Hamilton Avenue

Building Permit No.: ________________

Tax Account No.: 03-1587/S

PLANS & DRAINAGE SUMMARY REPORT INFORMATION

Engineering Firm: Rocco V. D’Andrea, Inc.

Design Plans Date: 8/25/2021

Drainage Report Date: 8/25/2021

PROPERTY INFORMATION FOR DIRECTLY CONNECTED IMPERVIOUS AREA (DCIA)

<table>
<thead>
<tr>
<th>Total Impervious Area</th>
<th>Total Impervious Area</th>
<th>Total Disconnected</th>
<th>Total Directly Connected</th>
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<tr>
<td>Under Existing Conditions (SF)</td>
<td>Under Proposed Conditions (SF)</td>
<td>Impervious Area Under Proposed Conditions (SF)</td>
<td>Impervious Area Under Proposed Conditions (SF)</td>
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<tr>
<td>3,322.00</td>
<td>6,528.00</td>
<td>5,654.00</td>
<td>874.00</td>
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</table>

1 Impervious surfaces include but are not limited to roofs (including green roofs), buildings, houses, walks, patios, walls, tennis/sport courts (all surface types must be counted), landscape ponds, pools, paved streets/drives/parking areas constructed with concrete, asphalt, compacted dirt, gravel, or permeable pavements.

2 All impervious surfaces that are directed to stormwater BMPs that meet the water quality volume (WQV) standard will be considered disconnected impervious cover. Acceptable stormwater BMPs are Bioretention (infiltrating/filtering), Constructed Stormwater Wetlands, Extended Dry Detention Basins (infiltration required), Gravel Wetlands, Constructed Wet Stormwater Ponds, Sand/Organic Filters (sand filters, tree filters, stormwater planters, etc.), Infiltration Systems (drywells, Cultecs, etc.), Permeable Pavement Areas (infiltrating/filtering), Green Roofs, and Disconnected Impervious Area (must meet all the standards under Simple Disconnection on page 44 and 45 of the Drainage Manual).

3 Subtract the Total Disconnected Impervious Area Under Proposed Conditions (SF) from the Total Impervious Area Under Proposed Conditions (SF).

Engineer’s Signature: ____________________________ Date: 8/26/2021

Engineer’s Seal

Form SC-107

February 2021
"FINAL SITE PLAN REVIEW SET"
OF
COMMERCIAL DEVELOPMENT
LOCATED AT
171 HAMILTON AVENUE
CHICKAHOMINY,
GREENWICH, CONNECTICUT
PREPARED FOR
171 HAMILTON LLC

SHEET INDEX

<table>
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<th>TITLE</th>
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<td>2 OF 3</td>
<td>DEVELOPMENT PLAN</td>
<td>3</td>
<td>8-25-21</td>
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<td>NOTES &amp; DETAILS</td>
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<td>8-25-21</td>
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<tr>
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<td>SEDIMENTATION &amp; EROSION CONTROL PLAN</td>
<td>2</td>
<td>8-25-21</td>
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<td>1 OF 1</td>
<td>LOW IMPACT DEVELOPMENT PLAN</td>
<td>2</td>
<td>8-25-21</td>
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<tr>
<td>1 OF 1</td>
<td>DRIVeway PROFILE &amp; SIGHT DISTANCE PLAN</td>
<td>2</td>
<td>8-25-21</td>
</tr>
</tbody>
</table>
NOTES:

1. Soil tests were conducted by Rocco V. D'Andrea, Inc. Refer to the Development Plan of the Final Site Plan Review Set for test pit locations and results.

2. Refer to architectural plans prepared by others.

3. A typical building section template is used. This plan is only to depict approximate depths to subsurface restrictive layers.

4. No mottling or groundwater encountered.

---

ROCCO V. D'ANDREA, INC.
• LAND PLANNERS
• ENGINEERS
• SURVEYORS
P.O. BOX 549
RIVERSIDE, CT 06878
6 NEIL LANE
TEL: 637-1779

PROJECT
COMMERCIAL DEVELOPMENT

PREPARED FOR
171 HAMILTON LLC

LOCATION
171 HAMILTON AVENUE
GREENWICH, CONNECTICUT

1 OF 1
BUILDING ELEVATION PLAN
LONG TERM MAINTENANCE PLAN

For

171 Hamilton Avenue
Chickahominy, Greenwich, Connecticut

Prepared For

171 Hamilton LLC

June 2, 2021
Stormwater Management
Practices Maintenance Declaration
Stormwater Management Practices Maintenance Declaration

THIS DECLARATION is made this date, ____________, 20__, by and between the Town of Greenwich, a municipal corporation with principal offices located at 101 Field Point Road, Greenwich, CT 06830 and

171 Hamilton LLC c/o Greenwich Properties, Inc.

[Owner(s) Name]

70 Hamilton Avenue, Greenwich, CT 06830

[Address]

hereinafter referred to as "Owner(s)" of the "Property" as more fully described in a deed recorded in Book 5472 at Page 230 of the Greenwich Land Records. In accordance with the Town of Greenwich Drainage Manual as Amended, the "Owner(s)" agree to install and maintain stormwater management practice(s) on the subject Property in accordance with approved plans and conditions. The Owner further agrees to the terms stated in this document to ensure that the stormwater management practice(s) continues serving the intended function in perpetuity. This Declaration includes the following exhibits located in the project files of one or all of the following Town of Greenwich Departments:

- Building Division – Permit # __________________________
- Inland Wetlands and Watercourses Agency – Application # __________________________
- Planning and Zoning – Application # __________________________

Exhibit A: Long-term Maintenance Plan that prescribes those activities that must be carried out to maintain compliance with this Declaration. Approved Maintenance Plan dated __________________________.

Exhibit B: Improvement Location Survey depicting "As-Built" conditions and showing an accurate location of each stormwater management practice affected by this Declaration. Approved Improvement Location Survey dated __________________________.

Note: After construction has been verified and accepted by the Town of Greenwich for the stormwater management practices, this declaration shall be recorded by the Owner on the Greenwich Land Records and copies of the recorded document shall be submitted to all of the following Town of Greenwich Departments involved in the approval:

- Building Division
- Inland Wetlands and Watercourses Agency
- Planning and Zoning

Through this Declaration, the Owner(s) hereby subjects the Property to the following covenants, conditions, and restrictions:

1. The Owner(s), at its expense, shall secure from any affected owners of land all easements and releases of rights-of-way necessary for utilization of the stormwater practices identified in Exhibit B and shall record them with the Town Clerk. These easements and releases of rights-of-way shall
not be altered, amended, vacated, released or abandoned without prior written approval of the
Town of Greenwich.

2. The Owner(s) shall be solely responsible for the installation, maintenance and repair of the
stormwater management practices, drainage easements and associated landscaping identified in
Exhibit B in accordance with the Operation and Maintenance Plan (Exhibit A).

3. No alterations or changes to the stormwater management practice(s) identified in Exhibit B shall
be permitted unless they are deemed to comply with this Declaration and are approved in writing
by the Town of Greenwich.

4. The Owner(s) shall retain the services of a qualified inspector (as described in Exhibit A) to
operate and ensure the maintenance of the stormwater management practice(s) identified in
Exhibit B in accordance with the Operation and Maintenance Plan (Exhibit A).

5. The Owners(s) must maintain all records (logs, invoices, reports, data, etc.) and have them readily
available for inspection at all times. Inspection Documentation must be maintained as frequently as
required in Exhibit A.

6. The Town of Greenwich or its designee is authorized to access the property as necessary to
conduct inspections of the stormwater management practices or drainage easements to ascertain
compliance with the intent of this Declaration and the activities prescribed in Exhibit A. Upon
written notification by the Town of Greenwich or their designee of required maintenance or
repairs, the Owner(s) shall complete the specified maintenance or repairs within a reasonable time
frame determined by the Town of Greenwich. The Owner(s) shall be liable for the failure to
undertake any maintenance or repairs so that the public health, safety, general welfare or the
environment shall not be endangered.

7. If the Owner(s) does not keep the stormwater management practice(s) in reasonable order and
condition, or complete maintenance activities in accordance with the Operation and Maintenance
Plan contained in Exhibit A, or the required maintenance or repairs under 6 above within the
specified time frames, the Town of Greenwich is authorized, but not required, to perform the
specified inspections, maintenance or repairs in order to preserve the intended functions of the
practice(s) and prevent the practice(s) from becoming a threat to public health, safety, general
welfare or the environment. In the case of an emergency, as determined by the Town of
Greenwich, no notice shall be required prior to the Town of Greenwich performing emergency
maintenance or repairs. The Town of Greenwich may levy the costs and expenses of such
inspections, maintenance, repairs and appropriate fees against the Owner(s). The Town of
Greenwich at the time of entering upon said stormwater management practice for the purpose of
maintenance or repair may file a notice of lien upon the property affected by the lien. If said costs
and expenses are not paid by the Owner(s), the Town of Greenwich may pursue the collection of
same through appropriate court actions.

8. The Owner(s) hereby conveys to the Town of Greenwich an easement over, on and in the
Property for the purpose of access to the stormwater management practice(s) for the inspection,
maintenance and repair thereof, should the Owner(s) fail to properly inspect, maintain and repair
the practice(s). The Town of Greenwich's execution of any repair or maintenance does not alter
the Owner(s) responsibility to maintain in future.
9. The Owner(s) agrees that this Declaration shall be recorded and that the land described in a deed recorded in Book 5472 at Page 230 of the Greenwich Land Records shall be subject to the covenants and obligations contained herein, and this Declaration shall bind all current and future owners of the property.

10. The Owner(s) agrees in the event that the Property is sold, transferred, or leased to provide information to the new owner, operator, or lessee regarding proper inspection, maintenance and repair of the stormwater management practice(s). The information shall accompany the first deed transfer and include Exhibits A and B and this Declaration. The transfer of this information shall also be required with any subsequent sale, transfer or lease of the Property.

11. The Owner(s) agree that the rights, obligations and responsibilities hereunder shall commence upon execution of the Declaration.

12. The parties whose signatures appear below hereby represent and warrant that they have the authority and capacity to sign this declaration and bind the respective parties hereto.

13. The Proprietor, its agents, representatives, successors and assigns shall defend, indemnify and hold the Town of Greenwich harmless from and against any claims, demands, actions, damages, injuries, costs or expenses of any nature whatsoever, hereinafter "Claims", fixed or contingent, known or unknown, arising out of or in any way connected with the design, construction, use, maintenance, repair or operation (or omissions in such regard) of the storm drainage system referred to in the permit as Exhibit "A" hereto, appurtenances, connections and attachments thereto which are the subject of this Declaration. The Proprietor, its agents, representatives, successors and assigns shall not be required to indemnify the Town, its officers, agents, servants, or employees, against any such damages occasioned solely by acts or omissions of the Town, its officers, agents, servants or employees, other than supervisory acts or omissions of the Town, its officers, agents, servants, or employees, in connection with such Claims or the enforcement of this Declaration.
IN WITNESS WHEREOF, the "Owner(s)" have executed this Declaration on this _____ day of ________________, 20____.

By: __________________________
[Owner(s)]

By: __________________________
[Owner(s)]

STATE OF CONNECTICUT )
COUNTY OF FAIRFIELD ) ss: Greenwich

The foregoing instrument was acknowledged before me on this _________ day of ________________, 20____, by _______________________, the "Owner(s)" of __________________________.

[Address]

_________________________
Notary Public

My Commission Expires On:

WHEN RECORDED RETURN COPY TO:
[All of the following departments involved in approval:
Building Division, Inland Wetlands & Watercourses Agency, and Planning & Zoning]
Exhibit “A”

Long Term Maintenance Plan
Exhibit A
Operations and Maintenance Plan
171 Hamilton Avenue
June 2, 2021

Scope:

The purpose of the Operations and Maintenance Plan is to ensure that the existing and proposed stormwater components installed at 171 Hamilton Avenue are maintained in operational condition throughout the life of the project. The service procedures associated with this plan shall be performed as required by the parties legally responsible for their maintenance.

Recommended Frequency of Service:

As further defined below, all stormwater components should be checked on a periodic basis and kept in full working order. Ultimately, the required frequency of inspection and service will depend on runoff quantities, pollutant loading, and clogging due to debris. At a minimum, we recommend that all stormwater components be inspected and serviced twice per year, once before winter begins and once during spring cleanup.

Qualified Inspector:

The inspections must be completed by an individual experienced in the construction and maintenance of stormwater drainage systems. Once every five years the inspections must be completed by a professional engineer.

Service Procedures:

1. Catch Basins & Drainage Inlets:

a. Catch basins and drainage inlets shall be completely cleaned of accumulated debris and sediments at the completion of construction.
b. For the first year, catch basins and drainage inlets shall be inspected on a quarterly basis.
c. Any accumulated debris within the catch basins/inlets shall be removed and any repairs as required.
d. From the second year onward, visual inspections shall occur twice per year, once in the spring and once in the fall, after fall cleanup of leaves has occurred.
e. Accumulated debris within the catch basins/inlets shall be removed and repairs made as required.
f. Accumulated sediments shall be removed at which time they are within 12 inches of the invert of the outlet pipe.
g. Any additional maintenance required per the manufacturer’s specifications shall also be completed.
2. Storm Drainage Piping and Manholes/Junction Boxes:
   a. All storm drainage piping shall be completely flushed of debris and accumulated sediment at the completion of construction.
   b. Manholes/Junction Boxes shall be inspected and repaired on an annual basis.
   c. Unless system performance indicates degradation of piping, comprehensive video inspection of storm drainage piping shall occur once every ten years.
   d. Any additional maintenance required per the manufacturer’s specifications shall also be completed.

3. Stormwater Control Structures:
   a. All control structures (orifice, weir, etc.) shall be completely cleaned of accumulated debris and sediments at the completion of construction. Any repairs shall be performed.
   b. For the first year, control structures (orifice, weir, etc.) shall be inspected on a quarterly basis.
   c. Any accumulated debris shall be removed and any repairs made to the control structures (orifice, weir, etc.) as required.
   d. From the second year onward, visual inspections shall occur twice per year, once in the spring and once in the fall, after fall cleanup of leaves has occurred.
   e. Accumulated debris shall be removed and repairs made as required.
   f. Any additional maintenance required per the manufacturer’s specifications shall also be completed.

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

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

Maintenance Records:

The Owners(s) must maintain all records (logs, invoices, reports, data, etc.) and have them readily available for inspection at all times.
Operations and Maintenance Log (Page 1 of 3)
171 Hamilton Avenue
June 2, 2021

Type of Inspection: □ Spring □ Fall □ Other

Inspector's Name: __________________________ Date of Inspection: __________________________
Affiliation: __________________________ Phone #: __________________________

Catch Basins & Drainage Inlets:
- Has accumulated debris been removed from grates? □ Yes □ No □ N/A
- Do any basins require additional repair? (identify below): □ Yes □ No □ N/A
- Have sumps been cleaned of sediment? □ Yes □ No □ N/A

Notes:

Storm Drainage Piping and Manholes/Junction Boxes:
- Has accumulated debris been removed? □ Yes □ No □ N/A
- Do any manholes require additional repair? (identify below): □ Yes □ No □ N/A
- Is there any evidence of stormwater piping failure? □ Yes □ No □ N/A
- Has a comprehensive video inspection been completed? □ Yes □ No □ N/A

Notes:

Stormwater Control Structures:
- Has accumulated debris been removed? □ Yes □ No □ N/A
- Are any repairs required? (identify below): □ Yes □ No □ N/A
- Have orifices and weirs been cleaned of debris? □ Yes □ No □ N/A

Notes:

Rocco V. D'Andrea Inc.
Operations and Maintenance Log (Page 2 of 3)
171 Hamilton Avenue
June 2, 2021

Porous Pavement:
- Has pavement been vacuumed? □ Yes □ No □ N/A
- Has draining times been verified? □ Yes □ No □ N/A

Notes:

Roof Gutters:
- Has accumulated debris been removed from gutters? □ Yes □ No □ N/A
- Do any gutters require additional repair? (identify below): □ Yes □ No □ N/A

Notes:
Operations and Maintenance Log (Page 3 of 3)
171 Hamilton Avenue
June 2, 2021

Please make additional notes/observations and particular concerns below. Also record any additional maintenance that has been performed:

Signature of Inspector: ________________________________ Date: ________________________________
September 2, 2021

Mr. Scott Marucci, Senior Civil Engineer
Planning & Zoning Commission
101 Field Point Road
Greenwich, CT 06830
City, State 00000

RE: 171 Hamilton Avenue
Town of Greenwich

Dear Mr. Marucci:

Kimley-Horn and Associates, Inc. has prepared this letter in response to two of the comments provided by the Town of Greenwich Department of Public Works - Engineering Division in their Site Development Review letter dated July 12th, 2021. The comments (listed on page 1 of the review letter) are related to the proposed driveways on View Street. Kimley-Horn offers the following responses to address the comments.

1. **Comment:** The two proposed driveways on View Street don’t meet the required separation distance between driveways (50-feet multi-family and 75-feet commercial/multi-family). As discussed with the Deputy Commissioner, the following modification needs to be investigated:

   a. Remove the first driveway entrance (35-foot depressed curb) and redesign with two tandem parking spaces accessed from the parking lot. The two tandem parking spaces need to be discussed with P&Z to determine if it would be acceptable. If the proposed modification is not possible, please provide a letter discussing why this is not possible and also include drawings, elevations, and sketches to prove it is not possible. This letter should also include all information necessary for the request of a waiver for the deficient spacing between two driveways.

**Response:** The affordable component of the development requires as many parking spaces as possible on-site, which is what the plan endeavors to provide. The proposed development will have a total of 11 parking spaces: 8 spaces plus one (1) ADA-compliant parking space in an on-site parking lot and two (2) parking spaces accessed directly from View Street. The driveway to the 2 proposed parking spaces will be located 50 feet to the east of Hamilton Avenue. Per the Town of Greenwich driveway design standards, while it is required for two driveways on a multi-family residential property to be separated by 50 feet, a driveway has to be only 35 feet from the intersection. Thus, while the two site driveways do not meet the 50-foot separation distance required, they do exceed the 35-foot separation from the intersection of View Street with Hamilton Avenue.

Removing the first driveway entrance and rotating the two spaces to create two tandem parking spaces accessed from the parking lot is not viable due to the elevation change along View Street adjacent to...
the tandem spaces and conflicts with the column locations. Please refer to the response letter from the Project’s engineer\(^1\) regarding a waiver request and the specific design issues that would preclude the possibility of providing tandem spaces.

2. **Comment:** Another concern with the two parking space driveway is the backing out of vehicles.

**Response:** The existing site has a three-car garage/carport as well as two side-by-side spaces between the garage and the building. Vehicles exiting the garage and driveway currently back out onto View Street. The proposed project will have only two spaces requiring vehicles to back out onto View Street, an improvement over the existing condition.

Regarding safety concerns with having vehicles backing out of the two proposed spaces, View Street is a dead-end street with only a dozen or so residences, resulting in so little passing traffic that a vehicle exiting these parking spaces will rarely do so when another vehicle is passing on View Street. Further, since passing traffic on View Street has either just turned off Hamilton Avenue or will be turning onto Hamilton Avenue, these vehicles will be travelling at a very low rate of speed. There are a number of other existing driveways along View Street where backing out has occurred without problem for many years.

In conclusion, there is no safety concern regarding the provision of a second access driveway serving just two parking spaces, even though the driveway will not meet the Town’s separation requirements.

Please contact me at (914) 368-9200 or john.canning@kimley-horn.com should you have any questions or require additional information.

Sincerely,

T. John Canning, P.E.
Associate
CT P.E. No. 0028017

---

\(^1\) August 31, 2021 letter from Anthony L. D’Andrea, PE of Rocco V. D’Andrea, Inc.
### SQUARE FOOTAGE CALCULATIONS (TOTALS)

<table>
<thead>
<tr>
<th>Area Description</th>
<th>Square Feet</th>
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</thead>
<tbody>
<tr>
<td>AREA-1 (4'-3&quot; x 14&quot;-2 1/2&quot;&quot;)</td>
<td>51 SF</td>
</tr>
<tr>
<td>AREA-2 (4'-3&quot; x 14&quot;-2 1/2&quot;&quot;)</td>
<td>51 SF</td>
</tr>
<tr>
<td>AREA-3 (12'-9&quot; x 14'-3&quot;)</td>
<td>201 SF</td>
</tr>
<tr>
<td>AREA-4 (14'-10&quot; x 17'-6&quot;)</td>
<td>355 SF</td>
</tr>
<tr>
<td>AREA-5 (21'-10&quot; x 14'-3&quot;)</td>
<td>355 SF</td>
</tr>
<tr>
<td>AREA-6 (22'-2&quot; x 40&quot;)</td>
<td>881 SF</td>
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<td>AREA-7 (18'-0&quot; x 12'-1&quot;)</td>
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<td>AREA-8 (10'-0&quot; x 9'-0&quot;)</td>
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<td>AREA-9 (23'-0&quot; x 12')</td>
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<tr>
<td>AREA-11 (2'-11&quot; x 1'4&quot;)</td>
<td>11 SF</td>
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**GROUND FLOOR TOTAL =** 2,148 SF

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<tr>
<td>AREA-13 (3'-3&quot; x 14'-6&quot;)</td>
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</tr>
<tr>
<td>AREA-14 (10'-11&quot; x 14'-2 1/2&quot;)</td>
<td>117 SF</td>
</tr>
<tr>
<td>AREA-15 (15'-0&quot; x 9'-0&quot;)</td>
<td>128 SF</td>
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<tr>
<td>AREA-16 (32'-0&quot; x 40&quot;)</td>
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<td>AREA-17 (14'-4&quot; x 19'-0&quot;)</td>
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<td>AREA-18 (10'-0&quot; x 9'-0&quot;)</td>
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<tr>
<td>AREA-19 (15'-0&quot; x 9&quot;)</td>
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<tr>
<td>AREA-20 (15'-0&quot; x 12')</td>
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**2ND FLOOR TOTAL =** 2,242 SF

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<tr>
<td>AREA-22 (3'-3&quot; x 17'-4&quot;)</td>
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</tr>
<tr>
<td>AREA-23 (4'-3&quot; x 14'-2 1/2&quot;&quot;)</td>
<td>51 SF</td>
</tr>
<tr>
<td>AREA-24 (10'-11&quot; x 14'-2 1/2&quot;)</td>
<td>117 SF</td>
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<tr>
<td>AREA-25 (15'-0&quot; x 17'-4&quot;)</td>
<td>128 SF</td>
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<tr>
<td>AREA-26 (20'-0&quot; x 12&quot; x 14'-2 1/2&quot;)</td>
<td>326 SF</td>
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<tr>
<td>AREA-27 (32'-0&quot; x 40&quot;)</td>
<td>326 SF</td>
</tr>
<tr>
<td>AREA-28 (14'-4&quot; x 19'-0&quot;)</td>
<td>285 SF</td>
</tr>
<tr>
<td>AREA-29 (10'-0&quot; x 9'-0&quot;)</td>
<td>90 SF</td>
</tr>
<tr>
<td>AREA-30 (5'-0&quot; x 9&quot;)</td>
<td>45 SF</td>
</tr>
<tr>
<td>AREA-31 (15'-0&quot; x 12')</td>
<td>180 SF</td>
</tr>
</tbody>
</table>

**3RD FLOOR TOTAL =** 2,242 SF

<table>
<thead>
<tr>
<th>Area Description</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA-32 (4'-3&quot; x 14&quot;-2 1/2&quot;&quot;)</td>
<td>51 SF</td>
</tr>
<tr>
<td>AREA-33 (3'-3&quot; x 17'-4&quot;)</td>
<td>11 SF</td>
</tr>
<tr>
<td>AREA-34 (4'-3&quot; x 14'-2 1/2&quot;&quot;)</td>
<td>51 SF</td>
</tr>
<tr>
<td>AREA-35 (10'-11&quot; x 14'-2 1/2&quot;)</td>
<td>117 SF</td>
</tr>
<tr>
<td>AREA-36 (15'-0&quot; x 17'-4&quot;)</td>
<td>128 SF</td>
</tr>
<tr>
<td>AREA-37 (20'-0&quot; x 12&quot; x 14'-2 1/2&quot;)</td>
<td>326 SF</td>
</tr>
<tr>
<td>AREA-38 (32'-0&quot; x 40&quot;)</td>
<td>326 SF</td>
</tr>
<tr>
<td>AREA-39 (14'-4&quot; x 19'-0&quot;)</td>
<td>285 SF</td>
</tr>
<tr>
<td>AREA-40 (10'-0&quot; x 9'-0&quot;)</td>
<td>90 SF</td>
</tr>
<tr>
<td>AREA-41 (5'-0&quot; x 9&quot;)</td>
<td>45 SF</td>
</tr>
<tr>
<td>AREA-42 (15'-0&quot; x 12')</td>
<td>180 SF</td>
</tr>
</tbody>
</table>

**4TH FLOOR TOTAL =** 2,242 SF

**GROUND FLOOR TOTAL =** 2,148 SF

**SECOND FLOOR TOTAL =** 2,242 SF

**THIRD FLOOR TOTAL =** 2,242 SF

**FOURTH FLOOR TOTAL =** 2,242 SF

**TOTAL =** 10,040 SF

**BUILDING ZONE:** LBR-2

**PERMITTED F.A.R. (FAR):** 0.5

**TOTAL AREA OF PROPERTY (TAP):** 0.157 ACRES (1,782 SF)

**MAXIMUM PERMITTED BUILDING AREA (FAR X TAP):** 3,391 SF
THE HAMILTON

171 Hamilton Avenue
Greenwich, Connecticut 06830

Affordability Plan
Housing Opportunity Units

August 6, 2021

Submitted by
171 Hamilton LLC
To Greenwich Planning and Zoning Commission
Introduction

171 Hamilton LLC ("Hamilton") submits this Affordability Plan ("Plan") with its application to the Greenwich Planning and Zoning Commission ("Commission") for site plan approval for "The Hamilton", a proposed Mixed-Use Building with the first-floor being retail or the possibility of up to three residential apartments in lieu of all retail or a combination of both, with an additional six (6) residential apartments in the three (3) floors above to be located at 171 Hamilton Avenue in Greenwich, Connecticut (the "Community"). This Plan is intended to establish compliance with the Connecticut General Statutes ("C.G.S.") § 8-30g and the State regulations promulgated thereunder.

Under this Plan, thirty percent (30%) of the dwelling units in the Community will meet the criteria for "affordable housing" as defined in C.G.S. § 8-30g. C.G.S. § 8-30g requires that not less than fifteen percent (15%) of the dwelling units be affordable for forty (40) years to families earning sixty percent (60%) or less of the area or State median income, whichever is less ("60% Units"), and that the remainder of the dwelling units in the development be affordable to families earning eighty percent (80%) or less of the area or State median income, whichever is less ("80% Units"). This Plan, which is proposed as a condition of site plan approval by the Commission, satisfies these requirements and describes how the affordable housing dwelling units will be administered.

I. Dwelling Units Designated as Housing Opportunity Units.

The Community is organized and established as "set-aside development" in accordance with the provisions of C.G.S. § 8-30g. Thirty percent (30%) of the dwelling units in the Community, will be restricted as affordable housing pursuant to C.G.S. § 8-30g. The specific apartments designated as affordable housing (to be called "Housing Opportunity Units") are set forth in Schedule A attached hereto.

II. Forty (40) Year Period.

The Housing Opportunity Units in the Community shall be designated as affordable housing units for at least forty (40) years after the initial occupation of the Community. The forty (40) years shall be calculated for each unit and shall begin on the date that of the initial leasing of each such Housing Opportunity Unit. Upon any sale or resale of the property upon which the Community is located, the deed of conveyance shall be subject to a covenant or restriction conforming to the requirements of C.G.S. § 8-30g and the Regulations promulgated thereunder.

III. Pro-Rata Construction and Dispersion.

The Housing Opportunity Units shall be built and offered for rent on a pro rata basis as construction proceeds. It is the intent of this Plan that one (1) Housing Opportunity Unit will be built and offered for rental within the time that three (3) apartments are completed and offered for rental.
IV. Nature of Construction of Housing Opportunity Units and Market-Rate Homes.

The Housing Opportunity Units shall be constructed in substantial conformance with the site plans and floor plans approved in the zoning permits for the Community, as may be modified based on the requirements of the Greenwich Building Department or other Town staff in signing off on administrative permits or approvals. The minimum standards and specifications applicable to all dwelling units in the Community are set forth in Schedule B, attached and shown on the attached floor plans.

V. Entity Responsible for Administration and Compliance.

This Plan will be administered by Greenwich Properties, Inc. or its successors and assigns (the "Administrator"). Greenwich Properties, Inc. hereby represents that its staff has the experience necessary to administer this Plan. The principal point of contact under this Plan shall be Joseph A. Pecora, President of Greenwich Properties Inc., 70 Hamilton Avenue, Greenwich, Connecticut 06830.

The Administrator shall submit annually a written status report to the Greenwich Planning and Zoning Department or its designee. The role of Administrator may be transferred or assigned to another entity, provided that such entity has the experience and qualifications to administer this Plan. In the event of any assignment of the role of Administrator, Greenwich Properties, Inc. or its successors will provide prior written notice to the Greenwich Planning and Zoning Commission.

VI. Notice of Initial Rental of Housing Opportunity Units.

Except as provided in Section X of this Plan, during the initial lease-up of the Community, the Administrator shall provide notice of the availability for rental of each Housing Opportunity Unit. Such notice shall be provided, at a minimum, by advertising at least two times in a newspaper of general circulation in the Town of Greenwich. The Administrator shall also provide such notice to the Planning and Zoning Department and to the Town Clerk of the Town of Greenwich. Such notice shall include a description of the available Housing Opportunity Unit(s), the eligibility criteria for potential residents, the maximum rental price (as hereinafter defined), and the availability of application forms and additional information. All such notices shall comply with the Federal Fair Housing Act, 42 U.S.C. §§ 3601 et seq. and the Connecticut Fair Housing Act, C.G.S. §§ 46a-64b et seq. (together, the "Fair Housing Acts").

VII. Resident Eligibility.

Eligibility of applicants to lease a Housing Opportunity Unit in the Community shall be determined by the Administrator in accordance with this Plan and C.G.S. § 8-30g as amended through the date hereof, and the income eligibility and rental maximums shall be verified prior to the rental of said unit.

VIII. Affirmative Fair Housing Marketing Plan.
The rental of both Housing Opportunity Units and market-rate units in the Community shall be publicized, using State regulations for affirmative fair housing marketing programs as guidelines. The purpose of such efforts shall be to apprise residents of municipalities of relatively high concentrations of minority populations of the availability of such units. The Administrator shall have responsibility for compliance with this section. Notices of initial availability of units shall be provided, at a minimum, by advertising at least two times in a newspaper of general circulation in such identified municipalities. The Administrator shall also provide such notices to the Greenwich Planning and Zoning Department and the local or regional housing authority. Such notices shall include a description of the available Housing Opportunity Unit(s), the eligibility criteria for tenants, and the availability of application forms and additional information.

Using the above-referenced State regulations as guidelines, dissemination of information about available Housing Opportunity Units and market-rate units shall include:

A. Analyzing census, Connecticut Department of Economic and Community Development town profiles, and other data to identify racial and ethnic groups least likely to apply based on representation in Greenwich's population, including Asian Pacific, Black, Hispanic, and Native American populations.

B. Announcements/advertisements in publications and other media that will reach minority populations, including newspapers, such as the Greenwich Time and/or radio stations serving Greenwich and other towns in the metropolitan statistical area and regional planning area, and advertisements or flyers likely to be viewed on public transportation or public highway areas.

C. Announcements to social service agencies and other community contacts serving low-income minority families (such as churches, civil rights organizations, the housing authority, and other housing authorities in towns represented in Greenwich's metropolitan statistical area and regional planning agency, legal services organizations, etc.).

D. Assistance to minority applicants in processing applications.

E. Marketing efforts in geographic area of high minority concentrations within the housing market area and metropolitan statistical area.

F. Beginning affirmative marketing efforts prior to general marketing of units and repeating again during initial marketing and at fifty percent (50%) completion and thereafter at reasonable period intervals with respect to re-rentals.

All notices shall comply with the Fair Housing Acts.
IX. **Application Process.**

A person seeking to rent one of the Housing Opportunity Units ("Applicant") must complete an application to demonstrate eligibility. The application form and process shall comply with the Fair Housing Acts.

A. **Application Form.**

The application form shall be provided by the Administrator and shall include an income certification form. In general, "income" for purposes of determining an Applicant's qualification shall include the Applicant family's total anticipated income from all sources for the twelve (12) month period following the date the lease commences (the "Lease Begin Date"). If the Applicant's financial disclosures indicate that the Applicant may experience a significant change in the Applicant's future income during the twelve (12) month period, the Administrator shall not consider this change unless there is a reasonable assurance that the change will in fact occur.

In determining what is and is not to be included in the definition of annual family income, the Administrator shall use the criteria set forth by HUD and listed on Schedule C, attached.1

B. **Applicant Interview.**

The Administrator shall interview an Applicant upon submission of a completed application. Specifically, the Administrator shall, during the interview, undertake the following:

1. Review with the Applicant all the information provided on the application.

2. Explain to the Applicant the requirements for eligibility, verification procedures, and the penalties for supplying false information.

3. Verify that all sources of family income and family assets have been listed in the application. Make clear that the term "family" includes all individuals who are to occupy the home, and that no relationship by blood or marriage is required.

4. Request the Applicant to sign the necessary release forms to be used in verifying income. Inform the Applicant of what verification and documentation must be provided before the application is deemed complete.

5. Inform the Applicant that a decision as to eligibility cannot be made until all items on the application have been verified.

C. **Verification of Applicant's Income.**

---

1 See 24 C.F.R. § 5.609. Federal regulations are subject to change, and it is the intent of this Plan to follow HUD regulations with respect to income certification as such regulations may be amended from time to time.
Where it is evident from the income certification form provided by the Applicant that the Applicant is not eligible, additional verification procedures shall not be necessary. However, if the Applicant appears to be eligible, the Administrator shall require verification of the Applicant's reported income.

If applicable, the Applicant shall provide the documentation listed on Schedule D, attached hereto, to the Administrator. This list is not exclusive, and the Administrator may require any other verification or documentation as the Administrator deems necessary.

A sample rider to the lease agreement for Housing Opportunity Units is attached hereto as Schedule E.

X. Prioritization of Applicants for Initial Rental.

In the event that the number of qualified Applicants exceeds the number of Housing Opportunity Units, then the Administrator shall compile a waiting list, from which Applicants will be selected by lottery process or, at the option of the Administrator and with the approval of the Greenwich Planning and Zoning Office, on a first-come, first-served basis. Hamilton will have preferences for four (4) units in the following order: Tier One equally weighted preference shall be given for Disability and Elderly (62 years or older); Tier Two equally weighted preferences shall be given for Veterans; Tier Three equally weighted preferences shall be given for municipal employees or employees of public or private schools and Those Least Likely to Apply. Tier Four equally weighted preference shall be given for all others.

For purposes of this section, an application shall be considered received when a completed and signed application form is submitted with the application fee. The Administrator shall, from time to time, impose an application fee equal to the Administrator’s actual, out-of-pocket costs and expenses incurred in the process of obtaining and reviewing the application (but excluding any costs or expenses for the Administrator’s profit or internal overhead, such as staff salaries). Selective waivers of said Application Fee will be available to those applicants who are unable to afford said Application Fee.

XI. Maximum Rental Price.

Calculation of the maximum rental price ("Maximum Rental Price") for a Housing Opportunity Unit, so as to satisfy C.G.S. § 8-30g, shall utilize the lesser of the area median income for the Area of Stamford/Norwalk or the Statewide median income as published by HUD as in effect on the day a lease is signed by the lessee of the Housing Opportunity Unit ("Resident"). Such income shall then be adjusted for household size assuming occupancy by 1.5 persons per bedroom and using the adjustment formula adopted by HUD. A sample calculation of the Maximum Rental Price (based upon median income data for FY 2020) is as follows:
<table>
<thead>
<tr>
<th>Calculation Process</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ONE BEDROOM RENTAL UNIT FOR</strong></td>
</tr>
<tr>
<td><strong>FAMILY EARNING LESS THAN 80 PERCENT</strong></td>
</tr>
<tr>
<td><strong>OF STATEWIDE MEDIAN INCOME</strong></td>
</tr>
<tr>
<td><strong>SAMPLE COMPUTATIONS BASED ON FY 2021 DATA</strong></td>
</tr>
</tbody>
</table>

1. Determine lower of relevant year (2021) area median income for Stamford-Norwalk, CT HMFA ($151,800) or Statewide median income ($102,600), adjusted for family size (family of 4), as published by HUD $102,600

2. Determine adjusted income for a household of 1.5 persons by calculating 75 percent of Item 1 $76,950

3. Calculate 80 percent of Item 2 $61,560

4. Calculate 30 percent of Item 3, representing maximum portion of a family's income that may be used for housing $18,468

5. Divide Item 4 by 12 to determine maximum monthly housing expense $1,539

6. Compare HUD 2021 Fair Market Rents for Stamford-Norwalk, CT HMFA ($1,945) times 120 percent $1,945

7. Use lesser of calculated maximum monthly expense (Item 5) and HUD fair market rent (Item 6) $1,539

8. Determine by reasonable estimate monthly expenses for heat and utility costs, excluding telephone and cable television but including any fee required for all tenants (tenant responsible for such expenses) $122

9. Subtract reasonable monthly expenses (Item 8) from maximum housing expense (Item 7) to determine maximum amount available for rent $1,417
**ONE BEDROOM RENTAL UNIT FOR FAMILY EARNING LESS THAN 60 PERCENT OF STATEWIDE MEDIAN INCOME**

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Determine lower of relevant year (2021) area median income for Stamford-Norwalk, CT HMFA ($151,800) or Statewide median income ($102,600), adjusted for family size (family of 4), as published by HUD</td>
<td>$102,600</td>
</tr>
<tr>
<td>2.</td>
<td>Determine adjusted income for a household of 1.5 persons by calculating 75 percent of Item 1</td>
<td>$76,950</td>
</tr>
<tr>
<td>3.</td>
<td>Calculate 60 percent of Item 2</td>
<td>$46,170</td>
</tr>
<tr>
<td>4.</td>
<td>Calculate 30 percent of Item 3, representing maximum portion of a family's income that may be used for housing</td>
<td>$13,851</td>
</tr>
<tr>
<td>5.</td>
<td>Divide Item 4 by 12 to determine maximum monthly housing expense</td>
<td>$1,154</td>
</tr>
<tr>
<td>6.</td>
<td>Compare HUD 2021 Fair Market Rents for Stamford-Norwalk, CT HMFA ($1,621) times 120 percent</td>
<td>$1,621</td>
</tr>
<tr>
<td>7.</td>
<td>Use lesser of calculated maximum monthly expense (Item 5) and HUD fair market rent (Item 6)</td>
<td>$1,154</td>
</tr>
<tr>
<td>8.</td>
<td>Determine by reasonable estimate monthly expenses for heat and utility costs, excluding telephone and cable television but including any fee required for all tenants (tenant responsible for such expenses)</td>
<td>$122</td>
</tr>
<tr>
<td>9.</td>
<td>Subtract reasonable monthly expenses (Item 8) from maximum housing expense (Item 7) to determine maximum amount available for rent</td>
<td>$1,032</td>
</tr>
</tbody>
</table>
Calculation Process

TWO BEDROOM RENTAL UNIT FOR
FAMILY EARNING LESS THAN 80 PERCENT
OF STATEWIDE MEDIAN INCOME

SAMPLE COMPUTATIONS BASED
ON FY 2021 DATA

1. Determine lower of relevant year (2021) area median income for Stamford-Norwalk, CT HMFA ($151,800) or Statewide median income ($102,600), adjusted for family size (family of 3), as published by HUD

   $102,600

2. Determine adjusted income for a household of 3 persons by calculating 75 percent of Item 1

   $92,340

3. Calculate 80 percent of Item 2

   $73,872

4. Calculate 30 percent of Item 3, representing maximum portion of a family's income that may be used for housing

   $22,162

5. Divide Item 4 by 12 to determine maximum monthly housing expense

   $1,847

6. Compare HUD 2021 Fair Market Rents for Stamford-Norwalk, CT HMFA ($2,350) times 120 percent

   $2,350

7. Use lesser of calculated maximum monthly expense (Item 5) and HUD fair market rent (Item 6)

   $1,847

8. Determine by reasonable estimate monthly expenses for heat and utility costs, excluding telephone and cable television but including any fee required for all tenants (tenant responsible for such expenses)

   $159

9. Subtract reasonable monthly expenses (Item 8) from maximum housing expense (Item 7) to determine maximum amount available for rent

   $1,688
<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Determine lower of relevant year (2021) area median income for Stamford-Norwalk, CT HMFA ($151,800) or Statewide median income ($102,600), adjusted for family size (family of 4), as published by HUD</td>
<td>$102,600</td>
</tr>
<tr>
<td>2.</td>
<td>Determine adjusted income for a household of 3 persons by calculating 75 percent of Item 1</td>
<td>$92,340</td>
</tr>
<tr>
<td>3.</td>
<td>Calculate 60 percent of Item 2</td>
<td>$55,404</td>
</tr>
<tr>
<td>4.</td>
<td>Calculate 30 percent of Item 3, representing maximum portion of a family's income that may be used for housing</td>
<td>$16,621</td>
</tr>
<tr>
<td>5.</td>
<td>Divide Item 4 by 12 to determine maximum monthly housing expense</td>
<td>$1,385</td>
</tr>
<tr>
<td>6.</td>
<td>Compare HUD 2021 Fair Market Rents for Stamford-Norwalk, CT HMFA ($1,985) times 120 percent</td>
<td>$1,985</td>
</tr>
<tr>
<td>7.</td>
<td>Use lesser of calculated maximum monthly expense (Item 5) and HUD fair market rent (Item 6)</td>
<td>$1,385</td>
</tr>
<tr>
<td>8.</td>
<td>Determine by reasonable estimate monthly expenses for heat and utility costs, excluding telephone and cable television but including any fee required for all tenants (tenant responsible for such expenses)</td>
<td>$159</td>
</tr>
<tr>
<td>9.</td>
<td>Subtract reasonable monthly expenses (Item 8) from maximum housing expense (Item 7) to determine maximum amount available for rent</td>
<td>$1,226</td>
</tr>
</tbody>
</table>
XII. **Principal Residence.**

Housing Opportunity Units shall be occupied only as a Resident's principal residence. Notwithstanding any zoning, subdivision or other regulation to the contrary, subleasing of Housing Opportunity Units shall be prohibited.

XIII. **Requirement to Maintain Condition.**

All Residents are required to maintain their homes. The Resident shall not destroy, damage or impair the home, allow the home to deteriorate, or commit waste on the home. When a Housing Opportunity Unit is offered again for rental, the Administrator shall cause the home to be inspected.

XIV. **Change of Income or Qualifying Status of Resident.**

In the event that the Resident's income exceeds the maximum income limit, the Landlord shall rent the next available unit to persons or families whose incomes satisfy the affordability requirements of the Property until such property is in compliance. In such case, the Landlord's right to increase at the terminus of the lease period the monthly rent to market shall be conditioned upon the Landlord's furnishing Resident with a notice at least sixty (60) days prior to such increase. See Sec. 8-30h for clarification.

**Sec. 8-30h. Annual certification of continuing compliance with affordability requirements. Noncompliance.** On and after January 1, 1996, the developer, owner or manager of an affordable housing development, developed pursuant to subparagraph (B) of subdivision (1) of subsection (a) of section 8-30g, that includes rental units shall provide annual certification to the commission that the development continues to be in compliance with the covenants and deed restrictions required under said section. If the development does not comply with such covenants and deed restrictions, the developer, owner or manager shall rent the next available units to persons and families whose incomes satisfy the requirements of the covenants and deed restrictions until the development is in compliance. The commission may inspect the income statements of the tenants of the restricted units upon which the developer, owner or manager bases the certification. Such tenant statements shall be confidential and shall not be deemed public records for the purposes of the Freedom of Information Act, as defined in section 1-200.

XV. **Enforcement.**

A violation of this Plan shall not result in a forfeiture of title, but the Greenwich Planning and Zoning Commission shall otherwise retain all enforcement powers granted by the General Statutes, including § 8-12, which powers include, but are not limited to, the authority, at any
reasonable time, to inspect the property and to examine the books and records of the Administrator to determine compliance of Housing Opportunity Units with this Plan and applicable State statutes and regulations. Such records are confidential and not subject to disclosure under the Freedom of Information Act.

XVI. **Binding Effect.**

This Plan shall be binding on the successors and assigns of 171 Hamilton LLC.
SCHEDULE A
DESIGNATION OF HOUSING OPPORTUNITY UNITS

Total Number of Dwelling units:

Market Rate Apartments 4
Housing Opportunity Units 2
Total 6

Number of Market Rate and Housing Opportunity Dwelling units by Number of Bedrooms:

Six (6) Units:
   Market Rate Units (Two One-Bedroom; Two Two-Bedroom) 4
   Housing Opportunity Units (One One-Bedroom and One Two-Bedroom) 2

The specific Apartment units to be designated as Housing Opportunity Units will be dispersed throughout the buildings comprising the Community and are identified on the attached floor plans and are as follows:

One 1-Bedroom Unit for Families Earning Less than 60 Percent of Statewide Median Income: One 1-Bedroom unit: South Side Second Floor shown on attached plans – Subject to change due to availability. For the 1-Bedroom unit, a two-bedroom unit may be substituted for a one-bedroom unit to accommodate more than two persons.

One 2-Bedroom Unit for Families Earning Less than 80 Percent of Statewide Median Income: One 2-Bedroom: South Side 3rd floor unit, shown on attached plans – Subject to change due to availability. For the 2-Bedroom unit, a one-bedroom unit may be substituted for a two-bedroom unit to accommodate no more than two persons.
SCHEDULE B
MINIMUM SPECIFICATIONS FOR ALL RESIDENTIAL APARTMENT HOMES IN THE HAMILTON COMMONS COMMUNITY

Foundation
- 3,000 psi concrete foundation walls.
- 4" slab 3000 psi concrete.
- Polystyrene rigid insulation below slabs and foundation.

Framing
- 2" x 10" Floor Joists.
- ¾" T & G subfloor.
- 2" x 6" SPF #2 or better exterior wall.
- 7/16" Zip Sheathing w/ tape.
- 2" x 4" SPF #2 or better interior walls.
- 5/8" type X fire code gypsum wallboard.
- 5/8" CDX roof sheathing.
- R-21 fiberglass batt thermal insulation.

Roof
- Flat Rubber Bitumen pitched and insulated to Code

Gutter
- Scuppers/Gutters/Roof Drains to code
- Leaders piped underground.

Siding
- Zip System.
- Dryvit and brick (brick maybe substituted for less expensive material that mirrors the finish of brick).

Exterior Trim
- Dryvit or stucco or equal around Windows & Doors

Window
- Anderson 200 Series (or equal) Casement, argon filled glazing.
- Sizes, grills & screens according to plans.

Entry Doors
- 3/0 x 6/8 insulated Therma Tru or Better Doors in the rear by elevator. First Floor Entry Door sizes according to plans.

Interior Trim
- Picture Frame 1" x 4" Pine around Windows & Doors painted white.
- Two panel solid core Masonite painted doors.
- Lever-Style door hardware.

Internal Stair
- 9" Oak Tread with 1 ¼" Nosing.
- Hardwood or metal handrail mounted with metal brackets.

Finishes
- Living areas & Bedrooms: Vinyl Resilient Wood floor system.
- Kitchen: Vinyl Resilient Wood flooring system.
- Bathroom: Ceramic tile.
- Paint Finishes:
Walls - Three coat latex paint, off-white.
Ceiling - Three coat latex paint, white.
Interior Trim - Three coat latex paint, white.

Accessories
- Wire vented or wood shelf and pole in closets.
- Bath package: towel bar or hook, towel ring or hook, shower rod and white curtain and white liner, toilet paper holder.
- All Type B Units will have Grab Bars to Code.

Cabinets
- White solid wood, concealed, self-closing hinges, shaker-style/recessed shaker wood doors, stone countertops.

Appliances
- GE Dishwasher GLDT690J or GLDT696J
- GE Microwave Hood JVM7195SK/EK vented.
- GE Range JGB450REK
- GE Refrigerator GTE21GSH
- Summit WasherDryer Combo SPWD2200W
- All Appliances are subject to availability.

HVAC
- Carrier 24ACC618 Condensing Unit.
- Carrier 59TP6A Gas Furnace.
- Carrier CNPHP Evaporator Coil.
- Honeywell Model Pro 4000 (TH411) programmable thermostat.
- All Equipment is subject to availability.

Plumbing
- Kitchen:
  - K-3822-4-NA Stainless Steel Vault Single Basin Sink.
  - K-8001-VS Stainless Steel Duo-Strainer.
- Bathroom:
  - One-piece Granite sink top.
  - Americast Undermount China Bowl Sink.
  - Delta Lahara 2538 Single Lever Faucet.
- AO Smith Gas Fired Tankless Instant Hot Water Heater.
- 60" Reinforced fiberglass tub shower ADA compliance 2603sme per floor plans.
- Elongated 1.6 GPF toilet – American Standard.
- Supply lines: Separately Metered cross linked Pex Tubing.
- DWV Schedule 40 PVC pipe.
- All Plumbing Fixtures are subject to availability.

Fire Sprinkler
- NFPA 13 System, subject to change.
- CPVC Piping System.
- Ceiling Mount: Concealed Head.
- Wall Mount: Pendant head.
- Fire Alarm System including Wired Smokes and CO2 Detectors per Code.
**Electric**

100 AMP service for 1-Bedrooms, Circuit breakers: 24 max.
125 AMP service for 2-Bedrooms, Circuit breakers: 24 max.
Receptacles and GFIs per code.

**Bathroom:**
- One Ceiling Mounted Exhaust Light Fan.
- One Sconce Light Fixture above Mirror.
- One Recessed LED Light above Shower.

**Bedroom:**
- One Ceiling Mounted Light Fixture.
- One TV and One Telephone Receptacle.

**Kitchen/Family Room:**
- Recessed LED Lights.
- One TV and Two Telephone Receptacles.

**Breakfast Area:**
- One Ceiling Mounted Light Fixture, subject to change.

**Outdoor Lights:**
- Recessed LED Lights.

**Utilities**

Pre-wired telephone, cable, and internet
Electric/Gas/Water: Individually metered.

**Site**

Parking Lot: Pervious Asphalt Paving or Pavers per plan
Sidewalks (Material TBD) WWF reinforced over 6 mil vapor barrier.

Eleven Total Parking Spaces:
- One parking space per dwelling unit or two if available parking spaces exist under the open parking system, managed with parking permits.
- One Visitor parking spaces with an open parking system, managed with parking permits.
- One handicap parking space.

One Centralized Refuse & Recycling Container as shown on the Plan.
Centralized Mailboxes.
Once Centralized Bike Rack for total of three bicycles.

Upgrades of any of the above specifications prior to or during construction shall be applied in a uniform manner for all residential apartments in the Hamilton Heights Community.

Upgrades after full occupancy shall be made at the appropriate time that the unit is vacant and available to be upgraded.
SCHEDULE C
DEFINITIONS AND ELEMENTS OF ANNUAL FAMILY INCOME

1. Annual income shall be calculated with reference to 24 C.F.R. § 5.609, and includes, but is not limited to, the following:

   a. The full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips, bonuses and other compensation for personal services;

   b. The net income from operations of a business or profession, before any capital expenditures but including any allowance for depreciation expense;

   c. Interest, dividends, and other net income of any kind from real or personal property;

   d. The full amount of periodic payments received from social security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, or other similar types of periodic payments;

   e. Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation, and severance pay;

   f. Welfare assistance. If the welfare assistance payments include an amount specifically designated for shelter and utilities that is subject to adjustment by the welfare assistance agency in accordance with the actual cost of shelter and utilities, the amount of welfare assistance to be included as income consists of the following:

      (1) The amount of the allowance or grant exclusive of the amounts designated for shelter or utilities, plus

      (2) The maximum amount that the welfare assistance agency could in fact allow the family for shelter and utilities;

   g. Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from persons not residing with the Applicant (e.g., periodic gifts from family members, churches, or other sponsored group, even if the gifts are designated as rental or other assistance);

   h. All regular pay, special pay and allowances of a member of the armed forces, except combat pay as in 2.h, below;

   i. Any assets not earning a verifiable income shall have an imputed interest income using a current average annual savings interest rate.
2. Excluded from the definition of family annual income are the following:

   a. Income from employment of children under the age of 18 (including foster children);

   b. Payments received for the care of foster children or foster adults;

   c. Lump-sum additions to family assets, such as inheritances, insurance payments (including payments under health and accident insurance and worker's compensation), capital gains and settlement for personal or property losses;

   d. Amounts received by the family that are specifically for, or in reimbursement of, the cost of medical expenses for any family member;

   e. Amounts of educational scholarships paid directly to the student or to the educational institution, and amounts paid by the government to a veteran in connection with education costs;

   f. Amounts received under training programs funded by HUD;

   g. Income of a live-in aide, as defined in 24 C.F.R. § 5.403;

   h. The special pay to a family member serving in the Armed Forces who is exposed to hostile fire;

   i. Temporary, nonrecurring or sporadic income (including gifts that are not regular or periodic);

   j. Reparation payments paid by a foreign government pursuant to claims filed under the laws of that government by persons who were persecuted during the Nazi era;

   k. Earnings more than $480 for each full-time student 18 years old or older (excluding the head of household and spouse);

   l. Adoption assistance payments more than $480 per adopted child;

   m. Deferred periodic amounts from supplemental security income and social security benefits that are received in a lump sum amount or in prospective monthly amounts;

   n. Amounts received by the family in the form of refunds or rebates under State or local law for property taxes paid on the dwelling unit;

   o. Amounts paid by a State agency to a family with a member who has a developmental disability and is living at home to offset the cost of services and equipment needed to keep the developmentally disabled family member at home; and
p. Amounts specifically excluded by any other Federal statute from consideration as income for purposes of determining eligibility or benefits.

3. Net family assets for purposes of imputing annual income include the following:
   a. Cash held in savings and checking accounts, safety deposit boxes, etc.;
   b. The current market value of a trust for which any household member has an interest;
   c. The current market value, less any outstanding loan balances of any rental property or other capital investment;
   d. The current market value of all stocks, bonds, treasury bills, certificates of deposit and money market funds;
   e. The current value of any individual retirement, 401K or Keogh account;
   f. The cash value of a retirement or pension fund which the family member can withdraw without terminating employment or retiring;
   g. Any lump-sum receipts not otherwise included in income (i.e., inheritances, capital gains, one-time lottery winnings, and settlement on insurance claims);
   h. The current market value of any personal property held for investment (i.e., gems, jewelry, coin collections); and
   i. Assets disposed of within two (2) years before the Application Date, but only to the extent consideration received was less than the fair market value of the asset at the time it was sold.

4. Net family assets do not include the following:
   a. Necessary personal property (clothing, furniture, cars, etc.);
   b. Vehicles equipped for handicapped individuals;
   c. Life insurance policies;
   d. Assets which are part of an active business, not including rental properties; and
   e. Assets that are not accessible to the Applicant and provide no income to the Applicant.
SCHEDULE D
DOCUMENTATION OF INCOME

The following documents shall be provided, where applicable, to the Administrator to determine income eligibility:

1. **Employment Income.**

   Verification forms must request the employer to specify the frequency of pay, the effective date of the last pay increase, and the probability and effective date of any increase during the next twelve (12) months. Acceptable forms of verification (of which at least one must be included in the Applicant file) include:

   (a) An employment verification form completed by the employer.

   (b) Check stubs or earnings statement showing Applicant's gross pay per pay period and frequency of pay.

   (c) W-2 forms if the Applicant has had the same job for at least two years and pay increases can be accurately projected.

   (d) 1099 forms and notarized statements, affidavits or income tax returns signed by the Applicant describing self-employment and amount of income, or income from tips and other gratuities.

2. **Social Security, Pensions, Supplementary Security Income, Disability Income.**

   (a) Benefit verification form completed by agency providing the benefits.

   (b) Award or benefit notification letters prepared and signed by the authorizing agency. (Since checks or bank deposit slips show only net amounts remaining after deducting SSI or Medicare, they may be used only when award letter cannot be obtained.)

   (c) If a local Social Security Administration ("SSA") office refuses to provide written verification, the Administrator should meet with the SSA office supervisor. If the supervisor refuses to complete the verification forms in a timely manner, the Administrator may accept a check or automatic deposit slip as interim verification of Social Security or SSI benefits if any Medicare or state health insurance withholdings are included in the annual income.
3. **Unemployment Compensation.**
   (a) Verification form completed by the unemployment compensation agency.
   (b) Records from unemployment office stating payment dates and amounts.

4. **Government Assistance.**
   (a) All Government Assistance Programs. Agency's written statements as to type and amount of government assistance the Applicant is now receiving, including but not limited to assistance under the federal Section 8 program, and any changes in such assistance expected during the next twelve (12) months.
   (b) Additional Information for "As-paid" Programs: Agency's written schedule or statement that describes how the "as-paid" system works, the maximum amount the Applicant may receive for shelter and utilities and, if applicable, any factors used to ratably reduce the Applicant's grant.

5. **Alimony or Child Support Payments.**
   (a) Copy of a separation or settlement agreement or a divorce decree stating amount and type of support and payment schedules.
   (b) A letter from the person paying the support.
   (c) Copy of latest check. The date, amount, and number of the check must be documented.
   (d) Applicant's notarized statement or affidavit of amount received or that support payments are not being received and the likelihood of support payments being received in the future.

6. **Net Income from a Business.**

   The following documents show income for the prior years. The Administrator must consult with Applicant and use this data to estimate income for the next twelve (12) months.
   (a) IRS Tax Return, Form 1040, including any: Schedule C (Small Business) Schedule E (Rental Property Income) Schedule F (Farm Income)
   (b) An accountant’s calculation of depreciation expense computed using straight-line depreciation rules. (Required when accelerated depreciation was used on the tax return or financial statement.)
(c) Audited or unaudited financial statement(s) of the business.

(d) A copy of a recent loan application listing income derived from the business during the previous twelve (12) months.

(e) Applicant's notarized statement or affidavit as to net income realized from the business during previous years.

7. Recurring Gifts.

(a) Notarized statement or affidavit signed by the person providing the assistance. Must give the purpose, dates and value of gifts.

(b) Applicant's notarized statement or affidavit that provides the information above.

8. Scholarships, Grants, and Veterans Administration Benefits for Education.

(a) Benefactor's written confirmation of amount of assistance, and educational institution's written confirmation of expected cost of the student's tuition, fees, books and equipment for the next twelve (12) months. To the extent the amount of assistance received is less than or equal to actual educational costs, the assistance payments will be excluded from the Applicant's gross income. Any excess will be included in income.

(b) Copies of latest benefit checks, if benefits are paid directly to student. Copies of canceled check or receipts for tuition, fees, books, and equipment, if such income and expenses are not expected to change for the next twelve (12) months.

(c) Lease and receipts or bills for rent and utility costs paid by students living away from home.


For non-liquid assets, collect enough information to determine the current cash value (i.e., the net amount the Applicant would receive if the asset were converted to cash).

(a) Verification forms, letters, or documents from a financial institution, broker, etc.

(b) Passbooks, checking account statements, certificates of deposit, bonds, or financial statements completed by a financial institution or broker.

(c) Quotes from a stock broker or realty agent as to net amount Applicant would receive if Applicant liquidated securities or real estate.

(d) Real estate tax statements if tax authority uses approximate market value.
(e) Copies of closing documents showing the selling price, the distribution of the sales proceeds and the net amount to the borrower.

(f) Appraisals of personal property held as an investment.

(g) Applicant's notarized statements or signed affidavits describing assets or verifying the amount of cash held at the Applicant's home or in safe deposit boxes.

10. **Assets Disposed of for Less Than Fair Market Value ("FMV") For Two Years Preceding Lease Begin Date.**

(a) Applicant's certification as to whether it has disposed of assets for less than FMV during the two (2) years preceding the Lease Begin Date.

(b) If the Applicant states that it did dispose of assets for less than FMV, then a written statement by the Applicant must include the following:

   (i) A list of all assets disposed of for less than FMV;

   (ii) The date Applicant disposed of the assets;

   (iii) The amount the Applicant received; and

   (iv) The market value to the asset(s) at the time of disposition.

11. **Savings Account Interest Income and Dividends.**

(a) Account statements, passbooks, certificates of deposit, etc., if they show enough information and are signed by the financial institution.

(b) Broker's quarterly statements showing value of stocks or bonds and the earnings credited the Applicant.

(c) If an IRS Form 1099 is accepted from the financial institution for prior year earnings, the Administrator must adjust the information to project earnings expected for the next twelve (12) months.

12. **Rental Income from Property Owned by Applicant.**

The following, adjusted for changes expected during the next twelve (12) months, may be used:

(a) IRS Form 1040 with Schedule E (Rental Income).

(b) Copies of latest rent checks, leases, or utility bills.
(c) Documentation of Applicant's income and expenses in renting the property (tax statements, insurance premiums, receipts for reasonable maintenance and utilities, bank statements or amortization schedule showing monthly interest expense).

(d) Lessee's written statement identifying monthly payments due the Applicant and Applicant's affidavit as to net income realized.

13. **Full-Time Student Status.**

   (a) Written verification from the registrar's office or appropriate school official.

   (b) School records indicating enrollment for enough credits to be considered a full-time student by the school.
SCHEDULE E  
SAMPLE LEASE RIDER FOR HOUSING OPPORTUNITY UNITS  

RIDER TO THE LEASE AGREEMENT  
FOR HOUSING OPPORTUNITY APARTMENTS (80%)∗

1. TERM & PROVISIONS

The annexed Lease Agreement for a Housing Opportunity apartment home is for a term of at least one (1) year.

This apartment is being rented as an "affordable housing unit" as defined by Section 8-30g of the Connecticut General Statutes, and is to be rented at or below the lesser of eighty percent (80%) of the area median income for Stamford/Norwalk or eighty percent (80%) of the State Median Income as determined by the U.S. Department of Housing and Urban Development ("HUD"). (Rates are determined on an annual basis.) This development has been approved by the Greenwich Zoning Commission based in part on the condition that a defined percentage of dwelling units will be rented as affordable housing dwelling units. The Landlord is required by law to strictly enforce these restrictions.

2. INCOME LIMITS

Prior to the commencement of the lease term, resident must provide Landlord with a copy of his or her most recently filed Federal Income Tax Return (Form 1040 or 1040A) or any other proof requested or allowed by law for the purpose of verifying income. Resident must certify that such proof is true and accurate and that the total annual income of all the members of Resident's family who will occupy the apartment subject to this lease does not exceed the amount set forth below which applies to the number of persons in Resident's family who will be residing in the subject apartment:

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<tr>
<th>FAMILY SIZE</th>
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3. MAXIMUM RENTS

Notwithstanding anything in the Lease Agreement to the contrary, the total rent for the affordable housing dwelling units shall not exceed the amounts set forth below:

∗ A similar Rider will be used for the 60% affordable income apartments.
<table>
<thead>
<tr>
<th>MAXIMUM RENT</th>
<th>ACTUAL RENT</th>
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1 bedroom:

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2 bedrooms:

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4. **UTILITY ALLOWANCE**

The monthly rent for an affordable rental unit includes a monthly allowance for utilities, which are heat, hot water, electricity, trash but excluding telephone and cable television. Heat and utility costs are calculated by a reasonable estimate.

5. **CERTIFICATION OF INCOME**

Prospective residents will be required to fill out an application form containing detailed instructions for calculating their family income and allowing the Administrator to verify the information. Applicants will be required to sign a verification of their review and understanding of the income maximums, the penalties for false information, and the applicable procedures if their income increases at some future time above the allowable maximum. Applicants will also be required to provide appropriate documentation to verify their income. Incomes of resident(s) in each Housing Opportunity Unit will be re-verified annually at the time of the lease renewal.

This Agreement shall terminate, and the Resident may be evicted for failure to qualify, if the Resident has falsely certified family income or family composition. Such false certification constitutes material noncompliance under the Lease Agreement. Resident is obligated to provide such subsequent re-certification of income as the Landlord shall require.

The Town of Greenwich will be entitled to inspect the income statements of the residents of the Housing Opportunity Units upon which the Administrator bases the certification.

6. **CHANGE OF INCOME**

In the event that a Housing Opportunity unit resident's income changes so as to exceed the qualifying maximum or if the resident otherwise becomes disqualified, such resident must provide notice to the Landlord's representative within thirty (30) days of the disqualification. Upon being disqualified, such resident, following the procedures set forth below, shall have the option to vacate the unit upon Lease expiration or to remain in the apartment home and sign a market rate lease and pay market rate for the apartment.

7. **Change of Income or Qualifying Status of Resident.**
In the event that the Resident's income exceeds the maximum income limit, the Landlord shall rent the next available unit to persons or families whose incomes satisfy the affordability requirements of the Property until such property is in compliance. In such case, the Landlord's right to increase at the terminus of the lease period the monthly rent to market shall be conditioned upon the Landlord's furnishing Resident with a notice at least sixty (60) days prior to such increase. See Sec. 8-30h for clarification.

Sec. 8-30h. Annual certification of continuing compliance with affordability requirements. Noncompliance. On and after January 1, 1996, the developer, owner or manager of an affordable housing development, developed pursuant to subparagraph (B) of subdivision (1) of subsection (a) of section 8-30g, that includes rental units shall provide annual certification to the commission that the development continues to be in compliance with the covenants and deed restrictions required under said section. If the development does not comply with such covenants and deed restrictions, the developer, owner or manager shall rent the next available units to persons and families whose incomes satisfy the requirements of the covenants and deed restrictions until the development is in compliance. The commission may inspect the income statements of the tenants of the restricted units upon which the developer, owner or manager bases the certification. Such tenant statements shall be confidential and shall not be deemed public records for the purposes of the Freedom of Information Act, as defined in section 1-200.

8. LANDLORD'S RIGHT TO REASSIGN PREMISES

Whereas the monthly rent for this unit is calculated on the basis of the number of bedrooms in the unit, Resident may, during the term of the Lease, be reassigned to different premises if an increase or decrease in the number of Resident's family members residing in the apartment warrants such a change under applicable statutes and regulations. In the event of such reassignment, Resident's monthly rent shall be based upon the size of the unit occupied for the remaining Lease term.

9. NO SUBLETTING OR ASSIGNMENT

Subletting of Housing Opportunity units shall be prohibited. In addition, the Housing Opportunity unit shall be occupied only as the Resident's principal residence.

10. RESTRICTIONS ON USE

No portion of the residence may at any time during the term of this Agreement be used on a transient basis, for example, as a hotel, motel, dormitory, fraternity house, sorority house, rooming house, hospital, nursing home, sanitarium, or rest home.

11. ACCESS TO COMMON FACILITIES
Residents shall be given equal access with all other Residents, at an equal charge if any, to all on-site and all off-site common facilities of the Community. The Landlord shall ensure that handicapped or disabled individuals are afforded equal access to all facilities of the Community.

12. **INTERPRETATION**

Unless otherwise indicated, the terms used herein shall have the same meaning ascribed to them in the main body of this Lease Agreement. This rider shall control any conflict between terms herein and the Lease Agreement.

13. **PROCEDURES FOR INITIAL DESIGNATION AND LEASING OF HOUSING OPPORTUNITY UNITS**

Attached to this Lease Agreement is the developer's initial designation of the units that shall be rented as Housing Opportunity units. These units shall remain vacant until a qualified family is found.

In the event that the development is fully leased, and the development contains the minimum number of Housing Opportunity units containing income-qualified families, if one of the families occupying these units vacates voluntarily or otherwise, this unit will be kept vacant until another qualified family is found.
RIDER TO THE LEASE AGREEMENT
FOR HOUSING OPPORTUNITY UNITS

IN WITNESS WHEREOF, the parties hereto have executed this Rider to the Lease Agreement on the ________________ day of ____________________________ Year ____________.

RESIDENT:

_________________________________________________________

_________________________________________________________

PRINT NAME

PRINT NAME

LANDLORD:

_________________________________________________________

PRINT NAME

DATE
BY EMAIL

June 11, 2021

Ms. Katie DeLuca, AICP, Town Planner
Planning and Zoning Commission
Town of Greenwich
101 Field Point Road
Greenwich, CT 06830

RE: Affordable Housing Development Application Pursuant to C.G.S. Section 8-30g
Application for Final Site Plan Approval for Mixed-Use "Set-aside development"
171 Hamilton Avenue, Greenwich; LBR-2 Zone
Applicant/Owner: 171 Hamilton LLC

Dear Katie:

On behalf of our client, 171 Hamilton LLC, owner of a 6,782 SF parcel of land located at 171 Hamilton Avenue in the LBR-2 zone, we are pleased to submit herewith an application for a mixed-use Affordable Housing Development to permit the construction of a retail and residential "Set-aside development" pursuant to Connecticut General Statutes (C.G.S.) §8-30g at 171 Hamilton Avenue in the LBR-2 Zone. The application noted above is in compliance with the provisions of C.G.S. Section 8-30g, and applicable sections of the Greenwich Building Zone Regulations.

C.G.S. §8-30g – Background Information

The State of Connecticut saw housing prices rise dramatically and disproportionately to income levels in the decades leading up to 1990, reaching "crisis level" in the late 1980s. In response to the State's housing crisis the State Legislature ultimately established a new zoning appeals process that would ensure any acting "local land use commission properly considered the need for affordable housing in the community." This recommendation led the legislature to pass Public Act 89-311, which was codified as C.G.S. Section 8-30g. The law, which took effect on July 1, 1990, displaces the traditional standard of appeal review with a rigorous burden of proof placed on Connecticut municipalities to defend the denial of an affordable housing project. As such, towns and cities in Connecticut that do not provide at least ten (10) percent of its housing stock as "affordable" may not reject an affordable housing proposal unless such denial is required to uphold the fundamental zoning principle to "protect substantial public interests in health, safety or other matters which the commission may legally consider…and such public interests clearly outweigh the need for affordable housing". The law, which was created after significant consideration, has the very specific intent to facilitate affordable housing in municipalities where less than 10% of its housing units are affordable. By deliberately putting the force of the law behind the recommendations of the Blue Ribbon Commission, the Connecticut Legislature recognized the desperate need for affordable housing in the State and demonstrated its commitment to addressing this need.

Standard of Local Planning and Zoning Review under C.G.S. Section 8-30g

As briefly touched upon above, a local Planning and Zoning Commission must review an application for a proposed "set-aside development" in accordance with provisions of C.G.S. Section 8-30g. This review is limited in that the Commission may only act under its basic police power and consider
fundamental zoning principles of protecting substantial public interest in matters such as health and safety when granting or denying an 8-30g application. Should the Commission reject an affordable housing application, in any appeal brought by the applicant, the burden shall be on the Commission to prove, based upon the evidence in the record, that:

1.) The decision was necessary to protect substantial public interests in health, safety or other matters which the commission may legally consider;

2.) Such public interests clearly outweigh the need for affordable housing; and

3.) Such public interests cannot be protected by reasonable changes to the affordable housing development.

C.G.S. §8-30g - Greenwich's Need for Affordable Housing

Providing an adequate supply of housing affordable to households of different ages and incomes contributes to Greenwich’s vibrancy and economic growth. This sentiment is reflected in one of the guiding principles of Town's 2019 Plan of Conservation and Development (the "2019 POCD"), which calls for the development of housing opportunities, including affordable housing as currently defined under Section 8-30g of the Connecticut General Statutes.

Since 1989, the Affordable Housing Land Use Appeals Procedure (C.G.S. §8-30g) has promoted the development of low-cost housing in Connecticut with long-term affordability protections. However, it is well established that, locally, “housing prices can make it difficult for Greenwich to attract young adults, young families, or people whose compensation does not allow them to find appropriate affordable housing. This can make it difficult to attract people to work at local businesses, local schools, service jobs or at other essential positions, such as emergency responders.” (2009 POCD). The scarcity of affordable housing means that many educators, firefighters and other public servants cannot live within the Greenwich community, which they serve. The 2019 POCD continues to recognize that:

“…the top two anticipated housing needs for the near future are:
   1. Housing that is more affordable,
   2. Housing for an aging population.

It is likely these two needs will generate a strong market for multi-family developments.”

Accordingly, the 2019 POCD has set an objective (Objective 2.1) to “create more affordable housing as currently defined under Section 8-30g of the Connecticut General Statutes”, which this project accomplishes.

Further, the Community Planning Council Assessment of Human Service Needs & State of Greenwich Statistical Portrait (issued by the Greenwich United Way in May 2016) states:

"Lack of affordable and moderate-income housing continues to be a critical human need that is not being fully met in our community. Extremely high rental, housing and land costs limit the options for below market housing choices, while the local population in poverty and the
number of working poor continue to rise. The State of Connecticut requires that ten percent of the local housing stock qualify as "affordable" and Greenwich has 5.32 percent in affordable housing options, demonstrating no growth since 2010."^1

More recently, the United Way’s 2021 Needs Assessment Report, issued in January of 2021, revealed that 60% of all Town of Greenwich and Board of Education employees live outside of town. The Report went on to state that:

“Housing was, by far, the issue on which respondents placed the most importance, and where there was the greatest gap between perceived importance (high) and belief that the need was being met (low)...[And that] affordable housing emerged as an important theme in the survey and the interviews, with many interviewees commenting on the lack of affordability of living in the town.”

Clearly, the need for affordable housing persists in Greenwich.

**Proposed Mixed-Use Retail and Residential Set Aside Development**

The applications submitted herewith propose construction of a mixed-use “Set-aside development” containing at least six (6) residential units, two (2) of which would be affordable housing units pursuant to C.G.S. §8-30g; a retail component; parking improvements; and other associated site improvements such as drainage infrastructure, landscaping, signage and site lighting at 171 Hamilton Avenue in the LBR-2 Zone. As evidenced by the information outlined below, and shown on the attached plans submitted herewith, the retail component of the project will comply with the underlying LBR-2 zone and all applicable zoning regulations. The proposed development is will not interfere with the public's interest in matters concerning health or safety and, in fact, strengthen the Greenwich Community by increasing its affordable housing stock.

**Background & Existing Conditions**

The subject site was originally created as Lot #12 in a 27-lot subdivision known as “Highland Park”, as laid out on Map #244 recorded on the Greenwich Land Records in 1905. The property is a corner lot fronting on Hamilton Avenue and is bounded to the north by View Street; to the east and southeast by residential properties; and to the west by Hamilton Avenue.

The site was previously owner-occupied by the Sciarrillo family, who owned the property for many years and operated a family-owned barber shop on the premises. The site is improved with a small 350+/-SF three-chair barber shop, a 2,600+/- two-family home, a 460+/- SF garage and a 200+/- SF enclosed carport. The site is served by public sewer and water.

^1 It's important to note that the 5.32% statistic noted above was taken from the State's 2015 Affordable Housing Appeals List of Non-Exempt Municipalities. Since 2015, Greenwich's percent of affordable housing has fluctuated between a low of 4.91% in 2017 and a high of 5.35% in 2019. According to the 2020 Affordable Housing Appeals List, Greenwich’s affordable housing percentage is 5.35%.
In 1969, the Planning and Zoning Board of Appeals (the ZBA) granted a variance (Appeal #4787) of front and side yard requirements to permit a front addition to the two-family dwelling. Accordingly, the front and side yard setbacks to the existing residential home of 17-feet and 8.1-feet, respectively, are legal by virtue of Appeal #4787. However, the front yard setback of zero feet (0’) to the existing barber shop and the existing side yard setbacks of approximately 3-feet to the existing garage and car port are legally non-conforming. The existing site is also legally non-conforming in terms of its building area (34.6% exists where 30% is permitted) and parking requirements (11 spaces are required and 3 spaces are provided, all of which are reserved for the residential tenants).

Proposed Site Development

The applicant proposes to demolish the existing site improvements and redevelop the property with a 4-story, mixed use "Set-aside development" containing at least six (6) residential units, two (2) of which would be affordable housing units pursuant to C.G.S. §8-30g; a retail component; parking improvements; and other associated site improvements such as drainage infrastructure, landscaping, and site lighting.

In total, the project will include 9,583 SF of floor area, which results in a proposed floor area ratio (FAR) of 1.41. The redevelopment of the site will include the creation of eleven (11) on-site parking spaces, including one (1) handicap space. Stormwater management infrastructure will also be installed in compliance with the Town’s Drainage Manual. The site will continue to be served by public water and public sewer and, post-construction, will be stabilized and landscaped with a variety of plant material. Minimal lighting will also be installed to provide adequate illumination of the walkways and steps without being intrusive on the adjacent properties.

It is the applicant’s understanding that the Commission has determined that in order to have a mixed use 8-30g development the non-residential portion of the project must comply with the underlying zoning requirements. The retail use proposed herewith will comply with the underlying LBR-2 zone as evidenced by the Retail Only FAR Worksheet and “Sketch ‘A’” - ZLS sketch submitted herewith. These documents show the site with only the retail component and demonstrates that the retail use will:

1.) Include 1,684 SF (or 0.25 FAR where 0.5 is permitted in the LBR-2 zone);
2.) Have a building area and lot coverage or 29% and 72%, respectively, where 30% and 75% are permitted;
3.) Provide eleven (11) spaces (10 standard spaces plus one HC space) where nine (9) spaces would be required for a 1,684 SF general retail use; and
4.) Provide setbacks for the ground floor retail area will be compliant with the underlying zone except for the front yard, which will have a 5-foot setback where 10-feet is required. The provided 5-feet, however, is an improvement over the existing non-conforming front yard setback of 0-feet.

While the information provided above outlines a project that would have the entire ground floor dedicated to retail use, the applicant is considering various alternative layouts for the first (ground) floor, including the following options:

- Option 1: A single, 1,684 SF retail space;
• Option 2: Two (2) smaller retail spaces of approximately 700 SF and 984 SF each;
• Option 3: A 1,030 SF retail space and a one-bedroom residential unit (with the retail space shown in plan as both a general retail establishment and a retail food establishment); and
• Option 4: A full residential ground floor with three (3) one-bedroom units.

The applicant requests the option of adjusting its floor plan layout pursuant to market conditions that may exist in the future and believes that any mix of the proposed uses would be compatible with the existing mixed use neighborhood, which includes surrounding commercial, educational, religious and residential uses. It is the applicant’s preference to construct a building that includes some amount of commercial space on the ground floor and residential units above. Accordingly, for site planning purposes the applicant is assuming a full ground floor of retail space plus six (6) residential apartments, with the option of changing the first floor in the future to accommodate changing market conditions. For details on the proposed unit mix see Affordability Plan submitted herewith.

Neighborhood Compatibility

The subject site is ideal for an Affordable Housing project of this size. The modest units will be compatible with the surrounding neighborhood, will be served by public utilities, and be within walking distance to places of worship, public transit, shops, and restaurants.

The Chickahominy neighborhood is Greenwich's "District 3" and encompasses an area of approximately 0.6 sq. miles, generally bounded by West Putnam Avenue to the north, the Metro-North Railroad to the south, Prospect Street to the east and Western Junior Highway to the west. Considered a "smaller village", Chickahominy is a mixed-use neighborhood. Hamilton Avenue represents the district's commercial spine, with more densely developed residential properties radiating out from this commercial area. According to 2010 Census data, over 74% the housing stock in Chickahominy is multi-family (2 or more units)\(^2\). The small blocks, denser development patterns, and the fact that the district is flanked by commercial areas, Hamilton Avenue to the south and West Putnam Avenue to the north, provide the perfect environment for walkability and the use of public transportation. Connecticut Transit's #311B bus can be picked-up on Hamilton Avenue at Grange Street, less than 50 feet north of the subject site. The Greenwich Train Station of the Metro-North Railroad provides north and southbound rail service and is located approximately one half (1/2) mile from the subject site, and along the aforementioned bus route for even more convenient access. The neighborhood contains a daycare facility operated by the YMCA; public schools (Hamilton Avenue Elementary School and Western Middle School); a church (St. Roch Church); parks; restaurants; shops, including a thrift shop; retail banks; three markets (Citarella, The Corner Market, and an Italian specialty market, Bella Cucina); and personal service establishments. The characteristics of the Chickahominy neighborhood make it ideal for a mixed use development, which is evidenced by the fact that the majority of the district, including the properties in the immediate vicinity of the subject site, has seen this type of development over the last 50+ years, making the proposed project not only well-suited for its proposed location, but compatible and consistent with the area's land use development pattern.

\(^2\) Refer to data for Census Tract 105.00.
Further, it is worth noting that the 2015 Connecticut General Assembly Housing Committee Report documented “an increasing demand for smaller, denser, more affordable, energy-efficient, walkable, and, if possible, transit-proximate housing”. The subject development is responsive to every one of these needs.

**Stormwater Management**

The existing site was analyzed for drainage purposes by the project engineer, Rocco V. D’Andrea, Inc. Existing drainage facilities are limited with the stormwater runoff from the developed portions of the site currently discharging onto Hamilton Avenue and into the town drainage system.

The proposed redevelopment will increase impervious coverage over existing conditions. However, existing drainage patterns will generally be maintained under post-construction conditions and proposed stormwater management infrastructure will be installed as part of this project to pre-treat and detain runoff onsite, reducing the peak runoff flow rates for all studied storm events.

The proposed stormwater management plan includes structural low impact development (LID) best management practices (BMPs) in the form of permeable pavement in a section of the parking lot. These drainage management techniques will be used to pre-treat and control stormwater runoff. The proposed development will meet the water quality volume and TSS removal of the Town of Greenwich Drainage Manual to the maximum extent possible given the site’s existing conditions, which includes high elevation ledge rock.

As noted in the Drainage Summary Report submitted herewith, it is the professional opinion of the applicant’s civil engineer, Rocco V. D’Andrea, Inc., that, with the implementation of the proposed stormwater management plan and with proper construction and maintenance, the proposed redevelopment of the subject parcel will have no adverse hydrological or hydraulic impacts on neighboring or downstream properties, water bodies or drainage facilities and will meet the development criteria set forth in the Town’s Low Impact Development Drainage Manual.

**Parking and Traffic Conditions**

As noted above, there are only three (3) residential parking spaces provide on-site and no on-site parking provided for the personal service (barber shop) use. It is the applicant’s preference to construct a building that includes some amount of commercial space on the ground floor (i.e. Options 1-3, above,), with the amount of retail/commercial space dependent on market demands. Accordingly, for site planning purposes the applicant had the “worst-case” parking scenario (a full ground floor of retail + 6 residential apartments) analyzed by its traffic consultant, Kimley-Horn. This analysis concluded that a proposed development that includes 1,684 SF of retail space and six residential units that have no more than 2 bedrooms per unit would be projected to generate a maximum parking demand of between 12 and 13 vehicles without accounting for shared parking. When shared parking is factored into the analysis, it is projected that there would never be more than 10 cars parked at the development at any one time. This is due to the fact that the proposed uses have opposite peak parking hours, with residential parking peaking overnight and retail parking peaking during the day. As shown on the Zoning Location Survey dated June 2, 2021, prepared by Rocco V. D’Andrea, Inc., the redevelopment of the site will include the creation of (11) spaces, including one (1) handicap space for use by 171 Hamilton Avenue. The spaces will be organized and consistent with the Town's Site Plan Dimensions for Parking.
While it is anticipated that all parking demands can be met on site as indicated above, Kimley-Horn also analyzed local street parking opportunities which are available in close proximity to the subject site. A review of parking survey data taken prior to 2020 (i.e. prior to COVID) indicates that a minimum of 39 on-street spaces will be available for parking at the busiest time of the day. During the overnight period, 69 parking spaces would be available within a 3-minute walk of the Site.

Based on the above, it is the applicant’s position that a mixed use development would be appropriate and feasible at the subject site.

Utilities

The site will continue to be served by public water and public sewer. On April 21, 2021 Aquarion issued its Will Serve Letter, confirming service for the proposed development. A copy of Aquarion's Will Serve Letter is enclosed herewith.

With respect to sewer usage, we understand that the Sewer Department has capacity concerns for the "Horseneck Sewer", into which this site discharges and, as in past projects, the applicant will work with the Sewer Division to ensure all proper sewer permitting is obtained prior to construction.

Proposed Landscaping & Site Lighting

Post-construction the site will be stabilized and landscaped with trees and switchgrass, which will be installed throughout the property to provide aesthetic enhancement. In addition, fencing will be added along eastern and southern property boundaries to provide additional screening.

Lighting fixtures are limited to recessed ceiling lights to provide necessary illumination without being intrusive on the adjacent properties. The recessed fixtures are proposed within the building’s front canopy to provide lighting in front of the building, along the sidewalk, and at the building’s rear entrance. A detailed Photometric Plan is enclosed herewith and is being submitted to the Architectural Review Committee today as part of the applicant's Application for Exterior Alteration.

Conformance with C.G.S. Section 8-30g and Greenwich's Building Zone Regulations

As noted above, the residential component of the project will be a "set-aside development", as defined in C.G.S. §8-30g, where not less than 30% of the dwelling units within the proposed development will meet the criteria for "affordable housing", as defined in C.G.S. §8-30g. Specifically, two (2) of the six (6) proposed units will be "affordable", with one (1) one-bedroom unit available for families earning less than 80% of the statewide median income and one (1) two-bedroom unit for families earning less than 60% of the statewide median income (for details, see the Affordability Plan submitted herewith).

As required pursuant to Section 8-30g(b)(1), an Affordability Plan is submitted herewith which provides the following information:

1.) Designates Greenwich Properties, Inc. or its successors and assigns, as the administrator of the affordability plan and its compliance with the income limits, sale prices and/or rental restrictions applicable to the affordable units;

2.) Includes an affirmative fair housing marketing plan to apprise residential of municipalities with relatively high concentrations of minority populations of the availability of such units;
3.) Provides a sample calculation of the maximum rents of the intended affordable dwelling units;

4.) Outlines the projected sequence in which the affordable dwelling units will be built and offered for occupancy whereby affordable units shall be built and offered for rent on a *pro rata* basis as construction proceeds with one (1) affordable unit built and offered for rental within the time that three (3) fair-market apartments are completed and offered for rental; and

5.) Provides a draft of the lease provisions that will govern the affordable dwelling units (see the Affordability Plan enclosed herewith).

In addition to conforming to C.G.S. Section 8-30g(b)(1), the project proposed herewith conforms with local zoning standards as they relate to the commercial development and the health and safety of the surrounding area for the residential component. Specifically:

- Stormwater runoff will be pre-treated and managed to improve water quality and reduce the peak runoff flow rates for all studied storm events;
- New underground utilities will be installed, including a new sewer connection that will provide properly sized utility lines;
- Adequate parking will be provided for the subject site;
- The commercial component includes a use permitted in the LBR-2 zone and has been sized to meet all applicable standards set forth in Section 6-205(b) with respect to floor area, coverage, and parking requirements;
- There will be no adverse impact on traffic conditions on Hamilton Avenue or neighboring streets; and
- The proposed residential units will increase the Town's housing stock and contribute to a diversity of housing opportunities within the Town.

Further, while not within the requirements of a review under Section 8-30g, the project will be in scale with and compatible with surrounding uses and buildings; the proposed landscaping will generally enhance the property over existing conditions; and all of the dwelling units will be "Accessible Type B Dwelling Units".

It is the view of the applicant that, not only does the development of this project "protect substantial public interest in health, safety, and other [zoning] matters…", but it is small in scope, located in a densely developed area of Town, and has bus service and neighborhood shops in the immediate vicinity. These neighborhood characteristics, coupled with the scale of the proposed development, make this a sensible project that will provide a diversity of housing opportunities to Greenwich residents.

Submitted Plans and Support Documentation

In addition to all exhibits attached hereto, this Application is supported by the following documents, plans and reports:

- One (1) Digital Copy, Final Site Plan Application Form;
- One (1) Digital Copy, Special Permit Application Form;
• One (1) Digital Copy, Application Fee payable to the Town of Greenwich;
• One (1) Digital Copy, Site Plan Application Authorization Form signed by the applicant, property owner, and the applicant’s representative;

Affidavit of Notification to Adjoining Property Owners, inclusive of a Certificate of Mailing;
• One (1) Digital Copy, Civil Engineering Plan, prepared and certified by Rocco V. D’Andrea, Inc. inclusive of:
  o Sheet 1 of 3 entitled “Existing Conditions” dated January 13, 2021;
  o Sheet 2 of 3 entitled “Development Plan” dated revised June 10, 2021;
  o Sheet 3 of 3 entitled “Notes & Details” dated revised June 2, 2021;
  o Sheet 1 of 1 entitled “Sedimentation & Erosion Control Plan” dated revised June 10, 2021;
  o Sheet 1 of 1 entitled “Low Impact Development Plan” dated revised June 10, 2021;
  o Sheet 1 of 1 entitled “Driveway Profile & Sight Distance Plan” revised June 10, 2021; and
  o Zoning Location Survey dated June 2, 2021

• One (1) Digital Copy, Proposed Grade Plane Plan for each of the proposed buildings, prepared by Rocco V. D’Andrea, Inc.;
• One (1) Digital Copy, Architectural Plans, Elevations and FAR Worksheets prepared by Edgewater Group Architects;
• One (1) Digital Copy, Landscape Plan last dated May 19, 2021, prepared and certified by Environmental Land Solutions, LLC;
• One (1) Digital Copy, Photometric Plan dated June 1, 2021, prepared by Environmental Land Solutions, LLC;
• One (1) Digital Copy, Drainage Summary Report dated June 2, 2021, prepared and certified by Rocco V. D’Andrea, Inc.;
• One (1) Digital Copy, Aquarion Water Will Letter dated April 21, 2021 from Aquarion Water Company;
• One (1) Digital Copy, Affordability Plan dated May 5, 2021;
• One (1) Digital Copy, Completed IWWA Questionnaire signed by IWWA staff on January 21, 2021;
• One (1) Digital Copy, Tax Assessors Field Card for Parcel #03-1587/S;
• One (1) Digital Copy, Town of Greenwich GIS Map of the vicinity of the subject property;
• One (1) Digital Copy of the Planning and Zoning Department’s Site Plan Checklist; and
• One Complete Digital Application for Exterior Alteration to the Greenwich Architectural Review Committee, with filing fee, submitted under separate cover to the Land Use Department's Application Coordinator.

One (1) hard copy of all of the documents listed above will be mailed to the Planning and Zoning Department’s Applications Coordinator, along with a hard copy of the filing fee checks.

We respectfully request that these Applications be scheduled for the first available public meeting of the Planning and Zoning Commission. Should you or your staff have any questions or comments in the interim, please do not hesitate to contact me directly at 203-629-7330.

Very truly yours,

Bruce F. Cohen

Enclosures

cc (w/ encl.): 171 Hamilton LLC
Rocco V. D’Andrea, Inc.
Edgewater Group Architects
Environmental Land Solutions, LLC
Kimley-Horn and Associates, Inc.
This form is NOT an IWWA Application

PERMIT-NEED QUESTIONNAIRE

Project Address:  171 Hamilton Avenue, Greenwich  Tax ID: 03-1587/S

Property Owner:  171 Hamilton LLC  Address:  70 Hamilton Ave, Greenwich, CT 06830

Contact information – Email or Cell Phone: __________________________________________

Authorized Agent:  Michele A. Cronin, FCRN  Address:  1700 E. Putnam Ave, Old Greenwich, CT

Contact information – Email or Cell Phone:  mcronin@fcsn.com

Has there ever been an IWWA application for this site?  YES  NO

ACTIVITY: (Circle)  Addition  Demolition  Deck  Garage  Interior renovations  New residence  Generator

Will this activity require an addition to the septic system or a B100a?  YES  NO  N/A

FEE: $65 for reviews requiring a site visit

A PLOT PLAN IS REQUIRED SHOWING THE PROPOSED ACTIVITY.

IWWA staff will review the project proposal to determine if regulated activities are associated with the proposal and whether an IWWA permit is required. If an IWWA permit is required, the appropriate permit application packet will be provided.

Do not apply for a Building Permit until this review is complete.

No work may begin until an IWWA permit is issued and/or the “Building Permit Application Sign-Off Sheet” has been signed.

The issuance of a building permit alone does not constitute an authorization to proceed.

As the property owner or, authorized agent [check one] I believe the information I have submitted is correct.

Signature:  Michele A. Cronin  Date:  01 / 20 / 2021

STAFF NOTES

Office Rev  Date:  01 / 21 / 2021  Field Inv  Date:  __/__/____  WET/WC?  YES  NO  TIDAL

Action Required?  YES  NO  If yes,  DR  AA  AR  SIA  Staff  Doreen Carroll-Andrews

Soils Report  Date:  __/__/____  Author:  __________________________  Soils:  __________________________

Comments:  No IWWA permit required.

Received  

DCA  01/21/2021

IWWA Questionnaire Revised 3/4/2020
January 22, 2020

Mr. Joseph Pecora
Pecora Brothers, Inc.
70 Hamilton Avenue
Greenwich, CT 06830

Re: Traffic and Parking Evaluation
171 Hamilton Avenue
Town of Greenwich, Connecticut

Dear Mr. Pecora:

Kimley-Horn and Associates has conducted an evaluation of the potential traffic and parking impacts associated with the proposed redevelopment of 171 Hamilton Avenue (“the subject property”). The proposed redevelopment proposes a 4-story building containing 1,684 sf of retail space, two 1-Bedroom apartments and four 2-Bedroom apartments. One of the 1-Bedroom apartments and one of the 2-Bedroom apartments will be Housing Opportunity Units (“HOU”) offered at below market rates. As detailed herein, it is our professional opinion that the redevelopment of 171 Hamilton Avenue will have an imperceptible effect on the traffic and parking in the surrounding area.

Executive Summary

The subject property is located at 171 Hamilton Avenue, in the Town of Greenwich, CT and is currently developed with a 2-family residence and a former 345 sf barbershop. The rear of the property has three covered parking spaces (two garage and one port-a-cochere), all of which were for the residence of the two-family home and none of which were used by the barbershop’s customers. Access to the surface parking area is provided off View Street, to the north of the property. Additionally, on street parking is available on the north and west sides of the property.

The applicant proposes to demolish the existing residence and barbershop and construct multi-family residence with 1,684 sf of retail space (one or two stores, depending on demand) on the ground floor. The residential portion of the building will contain 6 dwelling units, two of which will be below-market-rate units. It is also proposed to provide 11 total spaces for the development, 10 standard parking spaces and 1 ADA/handicapped parking space.

While the Town Code requires that 21 parking spaces be provided for project, both Institute of Transportation Engineers’ (ITE) data and locally gathered parking data indicate a maximum parking demand of just 10 vehicles, equal to the 10 standard spaces proposed. Thus, the project will have sufficient parking to accommodate the projected maximum demand, as compared to the existing development on the property, where the three existing parking spaces provided are five fewer than needed.
From a traffic perspective, the proposed redevelopment of the property will result in six to nine more trips during the weekday AM and PM peak hours over existing conditions, the impact of which will be imperceptible.

It is worthwhile noting that the 2015 Connecticut General Assembly Housing Committee Report documented “an increasing demand for smaller, denser, more affordable, energy-efficient, walkable, and, if possible, transit-proximate housing”. The subject development is responsive to every one of these needs. This project is small in scope and has bus service and neighborhood shops in the immediate vicinity. Further, it is located within a 300 ft of the Hamilton Avenue School. These neighborhood characteristics, coupled with the scale of the proposed development, make this a sensible project that will provide a diversity of housing opportunities for Greenwich residents.

**Project Description**

The subject property is located at 171 Hamilton Avenue, in the Town of Greenwich, CT and is currently developed with a 2-family residence and a former 345 sf barbershop. The rear of the property, which is paved but not striped, is used for parking by the barbershop’s customers where three off-street spots are available. Access to the surface parking area is provided off View Street, to the north of the property. Additionally, on street parking is available on the north and west sides of the property.

The applicant proposes to demolish the existing residence and barbershop and construct a multi-family residence with 1,684 sf of retail space (one or two stores, depending on demand) on the ground floor. The residential portion of the building will contain 6 dwelling units (two 1-bedroom apartments and four 2-bedroom apartments). One of the 1-bedroom apartments and one of the 2-bedroom apartments will be offered at below market rate (more than the required 30% of the total 6 units) while the remaining apartments will be market-rate units. It is also proposed to provide 11 total spaces for the development, 10 standard parking spaces and 1 ADA/handicapped parking space.

**Parking**

A. **Code-Required Parking**

As indicated in Table 1, below, under the Town’s Code, the existing barbershop and two apartments require 11 parking spaces, 8 more than the three spaces currently provided. The proposed development requires a total of 21 parking spaces, 11 more than the 10 standard spaces proposed, although it is also proposed to provide 1 ADA parking space, where none exist today.
Table 1 – Code-Required Parking

<table>
<thead>
<tr>
<th>Proposed Units</th>
<th>Required Parking per Unit</th>
<th>Parking Spaces Required</th>
<th>Total Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Seats Barbershop</td>
<td>2 / Chair</td>
<td>6 (Barbershop)</td>
<td>11</td>
</tr>
<tr>
<td>1 two-bedroom</td>
<td>2 / 2-BR</td>
<td>2 (2-BR)</td>
<td></td>
</tr>
<tr>
<td>1 three-bedroom</td>
<td>2.6 / 3-BR</td>
<td>2.6 (3-BR)</td>
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</tr>
<tr>
<td>1,263 USF Retail</td>
<td>1 / 150 SF</td>
<td>9 (Retail)</td>
<td>21</td>
</tr>
<tr>
<td>2 one-bedroom</td>
<td>2 / 1-BR</td>
<td>4 (1-BR)</td>
<td></td>
</tr>
<tr>
<td>4 two-bedroom</td>
<td>2 / 2-BR</td>
<td>8 (2-BR)</td>
<td></td>
</tr>
</tbody>
</table>

B. Practical Parking Demand

Although the proposed application will be providing considerably fewer parking spaces than required by Code, as detailed below, both local and national data indicate that the proposed 10 parking spaces will be sufficient to accommodate the projected maximum parking demand.

*National Data* - The subject property is located on Hamilton Avenue, a Connecticut State Minor Arterial Road, in what is classified by the State of Connecticut as the Bridgeport-Stamford Urbanized area.

![Map of Bridgeport-Stamford Urbanized Area](source: CTDOT 2010 Connecticut Urbanized Areas Map)

Properties along Hamilton Avenue, near the subject property, are currently developed with a mix of neighborhood uses including:

- Multiple Restaurants, including a pizza shop
- A convenience store that sells groceries and dairy products
- An Italian market and cafe
- A barber shops
- A funeral home
- A wealth-management office
- A thrift/consignment shop
- A school
- A church
- Art studios
- A home design store
- Catering companies

There is also a bus stop for the #311 and 311B bus in either direction on Hamilton Avenue at Charles Street, less than 100 feet north of the site. These buses provided 16 buses per direction per day connecting downtown Stamford, Greenwich and Port Chester. The availability of these services within a one-minute walk of the site reduces the need for car ownership, for multiple car ownership, and qualifies the neighborhood as an urbanized area.

Information contained in the Institute of Transportation Engineers’ (ITE) publication, Parking Generation, 5th Edition (appended), and accounting for the number of bedrooms provided, the projected parking required for the existing and redevelopment can be seen in Table 2. Land use code 220 is described as low-rise multifamily housing and was used for the new redevelopment. Information contained in the Rutgers Center for Urban Policy Research Residential Demographic Multipliers publication (attached), suggests that, in the state of Connecticut, affordable units on average have fewer personal vehicles per household. The Housing Opportunity Unit adjustments are also shown in Table 2.

There was no land use code for the barbershop, so it was estimated to have 3 employees and 4 customers in the store at any time. With half these customers walking and the other half driving. Using these estimations, it was calculated that the barber shop would have a maximum parking demand of 5 vehicles.
Table 2 – Parking Demand Based on Industry Standards

<table>
<thead>
<tr>
<th>Unit Breakdown</th>
<th># of Units</th>
<th>Parking Per Unit</th>
<th>HOU Credit</th>
<th>Parking Rate</th>
<th>Parked Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barber Seats</td>
<td>3</td>
<td>1.667</td>
<td>0</td>
<td>1.667</td>
<td>5.00</td>
</tr>
<tr>
<td>2BR Market Rate</td>
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<td>1.176</td>
<td>0</td>
<td>1.176</td>
<td>1.18</td>
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<tr>
<td>3 BR Market Rate</td>
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<td>1.176</td>
<td>0</td>
<td>1.176</td>
<td>1.18</td>
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<tr>
<td><strong>Total</strong></td>
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<td></td>
<td></td>
<td></td>
<td><strong>7.35</strong></td>
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<table>
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<th>Unit Breakdown</th>
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<th>Parking Per Unit</th>
<th>HOU Credit</th>
<th>Parking Rate</th>
<th>Parked Vehicles</th>
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</thead>
<tbody>
<tr>
<td>Barber Seats</td>
<td>3</td>
<td>1.667</td>
<td>0</td>
<td>1.667</td>
<td>5.00</td>
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<tr>
<td>2BR Market Rate</td>
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<td>0</td>
<td>0.753</td>
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<table>
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<th>HOU Credit</th>
<th>Parking Rate</th>
<th>Parked Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 BR Market Rate</td>
<td>1</td>
<td>1.176</td>
<td>0</td>
<td>1.176</td>
<td>1.18</td>
</tr>
<tr>
<td>1 BR HOU</td>
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<td>1.176</td>
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<tr>
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<td>1.176</td>
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<tr>
<td>2 BR HOU</td>
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<td>1.176</td>
<td>-0.071</td>
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<td>1.11</td>
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<tr>
<td>Retail</td>
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<td><strong>Total</strong></td>
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<table>
<thead>
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<th>Unit Breakdown</th>
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<th>Parking Rate</th>
<th>Parked Vehicles</th>
</tr>
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<tbody>
<tr>
<td>1 BR Market Rate</td>
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<td>0.753</td>
<td>0</td>
<td>0.753</td>
<td>0.75</td>
</tr>
<tr>
<td>1 BR HOU</td>
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<td>0.151</td>
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<tr>
<td>2 BR Market Rate</td>
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<tr>
<td>2 BR HOU</td>
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<td></td>
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<td><strong>12.19</strong></td>
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</table>

1. ITE Parking Generation, 5th Edition, increased by 3.5% for Saturday
2. From Rutgers University Center for Urban Policy Research Connecticut Data HOU Housing Opportunity Unit

Without accounting for shared parking, Table 2 indicates that the existing barbershop and apartments generate a maximum parking demand of between 7 and 9 vehicles, 4 to 6 vehicles more than the number of existing parking spaces.

The proposed development, on the other hand, is projected to generate a maximum parking demand of between 11 and 12 vehicles without shared parking, which is just 1 or 2 spaces more than the 10 standard parking spaces provided.
Comparing the projected parking deficit for the existing versus the proposed development on the property, it can be seen that, based on nationwide industry data, the calculated parking deficit associated with the proposed development is 2 to 3 vehicles less than the deficit of the current building.

*Local Data* - **Table 3** details the most recently available data (fall 2020) for local rates of parking per dwelling unit in the immediate vicinity of Hamilton Avenue, dependent on the number of bedrooms in the unit.

**Table 3 – Local Parking Generation Rates**

<table>
<thead>
<tr>
<th>Total</th>
<th>Units</th>
<th>Bedrooms</th>
<th>Cars</th>
<th>Cars/DU</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>59</td>
<td>42</td>
<td>1.24</td>
<td></td>
</tr>
<tr>
<td>1 bedroom</td>
<td>18</td>
<td>18</td>
<td>17</td>
<td>0.94</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>8</td>
<td>16</td>
<td>12</td>
<td>1.50</td>
</tr>
<tr>
<td>3 bedrooms</td>
<td>7</td>
<td>21</td>
<td>11</td>
<td>1.57</td>
</tr>
<tr>
<td>4 bedrooms</td>
<td>1</td>
<td>4</td>
<td>2</td>
<td>2.00</td>
</tr>
</tbody>
</table>

As indicated below in **Table 4**, by applying the average vehicle ownership value for each bedroom size to the existing development, it is calculated that the existing barbershop and 2 apartments generate a maximum parking demand of 8 vehicles, 5 vehicles more than the number of existing parking spaces.

Applying the average vehicle ownership value for each bedroom size to the proposed development, along with the calculated credit for Housing Opportunity Units, it is calculated that the proposed 1,624 sf of retail space and 6 apartments will generate a maximum parking demand of 13 vehicles, 3 vehicles more than the number of proposed standard parking spaces and only 2 vehicles more when the ADA space is included in the proposed parking count.

Comparing the projected parking deficit for the existing versus the proposed development on the property, it can be seen that, based on local data, the calculated parking deficit associated with the proposed development is 2 vehicles less than the deficit of the current building. The deficit of on-site parking can be easily supplemented with the availability of on local on-street parking, which is discussed in more detail below.
While the national and local data suggest that as many as 13 parking spaces will be required for the proposed development, it is noted that residential parking peaks overnight and retail parking peaks during the day. Thus, there is an opportunity for the retail and residential parkers to share the same spaces. A shared Parking Analysis was performed using the spreadsheet provided by the Urban Land Institute (ULI) with the third edition of its publication, *Shared Parking*. Based on extensive study, this analysis projected the number of vehicles parked for each use based on the time of day, day of week, and month of year. A summary of the projected parking demand for the busiest month of the year is provided in **Table 5**, below, with the results for each month of the year appended hereto.

### Table 4 – Locally based Parking Projection

<table>
<thead>
<tr>
<th>Unit Breakdown</th>
<th># of Bedrooms</th>
<th>Parking Per Unit(^1)</th>
<th>HOU Credit(^2)</th>
<th>Parking Rate</th>
<th>Parked Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barber Seats</td>
<td>3</td>
<td>1.67</td>
<td>0</td>
<td>1.67</td>
<td>5.00</td>
</tr>
<tr>
<td>2BR Market Rate</td>
<td>1</td>
<td>1.50</td>
<td>0</td>
<td>1.50</td>
<td>1.50</td>
</tr>
<tr>
<td>3 BR Market Rate</td>
<td>1</td>
<td>1.57</td>
<td>0</td>
<td>1.57</td>
<td>1.57</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>8.07</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Unit Breakdown</th>
<th># of Units</th>
<th>Parking Per Unit(^1)</th>
<th>HOU Credit(^2)</th>
<th>Parking Rate</th>
<th>Parked Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 BR Market Rate</td>
<td>1</td>
<td>0.94</td>
<td>0</td>
<td>0.94</td>
<td>0.94</td>
</tr>
<tr>
<td>1 BR HOU</td>
<td>1</td>
<td>0.94</td>
<td>-0.188</td>
<td>0.752</td>
<td>0.75</td>
</tr>
<tr>
<td>2 BR Market Rate</td>
<td>3</td>
<td>1.50</td>
<td>0</td>
<td>1.50</td>
<td>4.50</td>
</tr>
<tr>
<td>2 BR HOU</td>
<td>1</td>
<td>1.50</td>
<td>-0.090</td>
<td>1.41</td>
<td>1.41</td>
</tr>
<tr>
<td>Retail</td>
<td>1.684</td>
<td>2.91</td>
<td>0</td>
<td>2.91</td>
<td>4.90</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>12.50</strong></td>
</tr>
</tbody>
</table>

1. Local Parking Rates, calculated off Fall 2020 Data
2. From Rutgers University Center for Urban Policy Research Connecticut Data HOU

**Shared Parking Analysis**

While the national and local data suggest that as many as 13 parking spaces will be required for the proposed development, it is noted that residential parking peaks overnight and retail parking peaks during the day. Thus, there is an opportunity for the retail and residential parkers to share the same spaces. A shared Parking Analysis was performed using the spreadsheet provided by the Urban Land Institute (ULI) with the third edition of its publication, *Shared Parking*. Based on extensive study, this analysis projected the number of vehicles parked for each use based on the time of day, day of week, and month of year. A summary of the projected parking demand for the busiest month of the year is provided in **Table 5**, below, with the results for each month of the year appended hereto.
Table 5 –
Shared Parking Analysis

As can be seen from Table 5, in the busiest month, December, it is projected that there will never be more than 10 cars parked at the development. The projected maximum parking demand for all of the other months is 9 vehicles.

By comparison, during the middle of the day on a Saturday, the existing barbershop is projected to have a maximum parking demand of 5 vehicles, while the 2 apartments would simultaneously have 2 vehicles home. Therefore, the existing development on the property has a maximum projected parking demand of 7 vehicles, 4 more than the existing parking spaces provided. It is noted that only the residents of the apartments are permitted to use the existing parking spaces on-site so, practically, the
existing property will generate 5 off-site parked vehicles in the middle of the day on weekdays and weekends.

**Prioritization of Applicants for Initial Rental**

The Applicant has indicated that, if the number of qualified tenant-applicants exceeds the number of Housing Opportunity Units, then the tenant-applicants will be prioritized where preference will be given as follows: Equally weighted preference shall be given in the following order for the three affordable units:

**Tier One:** Persons with a Disability or who may have a Physical or Mental Handicap;

**Tier Two:** Person who are Elderly (62 years or older) or Those Least Likely to Apply;

**Tier Three:** Employees of the Town of Greenwich or Schools, Teachers in Greenwich and Those Least Likely to Apply.

**Tier Four:** All others

If a tenant with a disability has a vehicle and uses the ADA space, that is one less vehicle that would need to be parked in the remaining parking spaces.

**Parking Management Plan**

It is recommended that parking not be assigned as an open parking policy allows tenants and visitors to park in unoccupied parking spaces. The parking lot will be signed limiting parking to those with permits or customers of the stores and advising motorists that all other parked vehicles are liable to be towed at the owners’ expense. Assigning specific parking spaces to specific unit’s makes those spaces unusable when that tenant is out and does not allow employees or visitors to the retail space to park in the spaces during the day when many of the residents will be away at work.

In general, all units will be issued one parking sticker for one vehicle if they request one. If a specific tenant, at the time of the Lease signing does, not own a vehicle or is handicapped, then 0 parking spaces are allocated to that unit and additional parking spaces become available for other tenants who may need same. If the occupants of a unit own two vehicles and additional parking spaces are available, due to a Tenant who either has no vehicle or who might be handicapped with either no vehicle or who might be parking in the handicap space, then said unit will receive an additional parking permit. The Property Manager tracks vehicles per the Leases as to who can park overnight within the Project. All tenants are advised to contact the Property Manager if parking becomes an issue due to people parking illegally within the Property. This parking management plan has worked well at 180 Hamilton Avenue and is expected to work well at 303 Hamilton Avenue as well as the subject property.

In reviewing parking at affordable units, in the applicant’s 8 affordable units (3 at 180 Hamilton and 5 at 303 Hamilton), there are three tenants with disabilities, two of which drive and park in the available HC parking spaces, one of which does not drive nor have a car, reducing the demand for parking in the remaining non-ADA parking spaces at those properties by three (3) vehicles.
C. Area Parking Supply
An inventory was conducted of public on-street parking within a 3-minute walk (700 feet) of the Site and is summarized in Table 6, below.

Table 6 - Public/On-street Parking within 700 feet (3-minute walk) of the Site

<table>
<thead>
<tr>
<th>Street</th>
<th>1-hour 9 am - 4 pm</th>
<th>Unrestricted All Hours</th>
<th>Resident Permit 9 am - 5 pm</th>
<th>All Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Avenue</td>
<td>18</td>
<td>19</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>Artic St</td>
<td></td>
<td>7</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Josephine Evaristo Ave</td>
<td></td>
<td>9</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Charles Street</td>
<td>11</td>
<td>18</td>
<td></td>
<td>29</td>
</tr>
<tr>
<td>View Street</td>
<td>10</td>
<td>8</td>
<td></td>
<td>18</td>
</tr>
<tr>
<td>Grand Street</td>
<td></td>
<td></td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>Stone Avenue</td>
<td></td>
<td>11</td>
<td>9</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>39</strong></td>
<td><strong>72</strong></td>
<td><strong>28</strong></td>
<td><strong>139</strong></td>
</tr>
</tbody>
</table>

As can be seen from Table 6, a total of 139 vehicles can be legally parked on-street within 700 feet of the Site. Parking in 28 of these spaces is restricted to residents with permits between the hours of 9:00 a.m. and 5:00 p.m., leaving accommodation for 111 non-resident vehicles during these hours. Of the 111 vehicles that can be accommodated on-street between the hours of 9:00 a.m. and 5:00 p.m., 39 are limited to 1-hour parking between 9:00 am and 4:00 pm weekdays (9:00 a.m. and 11:00 a.m. Saturdays).

Parking surveys were conducted during the afternoon and evening periods on a Thursday and Friday in August and November 2017 to identify the existing peak parking demand for the 139 nearby on-street parking spaces identified in Table 5. A review of the August and November surveys revealed that the August surveys had a higher parking demand than the November surveys; therefore, the higher August surveys were used in the analysis. Parking surveys were also conducted during the overnight period on a Friday in August 2017, the time when residential parking typically is highest. The parking demand surveys are summarized below in Table 7.
Table 7 -
Existing On-Street Parking Demand Summary

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Suitable On-Street Spaces</th>
<th>Peak On-street Parking</th>
<th>Available Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Summer</td>
<td>Fall</td>
</tr>
<tr>
<td>Midday¹</td>
<td>111</td>
<td>72</td>
<td>67</td>
</tr>
<tr>
<td>Evening²</td>
<td>139</td>
<td>74</td>
<td>68</td>
</tr>
<tr>
<td>Overnight³</td>
<td>139</td>
<td>70</td>
<td>-</td>
</tr>
</tbody>
</table>

1. Survey from 12:00 to 1:00 p.m. on a Thursday and a Friday, On-street parking peaked on Thursday in Aug. & Nov.
2. Survey from 4:30 to 8:00 p.m. on a Thursday and a Friday in August 2017 (5:00-8:00 p.m. in Nov. 2017). On-street parking peaked in August on Thursday; November peak occurred on Friday.
3. Survey at 12:30 a.m. on a Friday in August.
4. Parking within 700 feet that does not require a residential permit to park.

A review of the existing parking survey data in Table 7 indicates that a minimum of 39 on-street spaces will be available for parking at the busiest time of the day. During the overnight period, 69 parking spaces within a 3-minute walk of the Site would be available for use by the public. The parking for the proposed redevelopment is anticipated to be sufficient to meet the expected demand; however, in the event a need for extra parking arises, the surveys indicate that sufficient additional public parking is available.

Based on this information, it is concluded that the parking impact of the proposed action will be imperceptible.

Potential Traffic Impact

As indicated in Table 8, below, based on information contained in the Institute of Transportation Engineers’ publication, *Trip Generation Manual, 10th Edition*, the redevelopment is projected to generate more trips than the current existing use, but not an amount large enough to see a noticeable impact. A breakdown of the trips generated on an average weekday, in the AM Peak Hour and in the PM Peak Hour can be seen below. Additionally, the net change in trips from the redevelopment compared to the existing is available at the bottom of the table.

Table 8 - Net Change in Peak-Hour Trips from Existing to Proposed Uses

<table>
<thead>
<tr>
<th></th>
<th>Weekday AM</th>
<th>Weekday PM</th>
<th>Weekday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barbershop (LU 918) – 345 sf</td>
<td>2</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Low-Rise Multi-family residence (LU 220) – 6 DU</td>
<td>1</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total Existing</strong></td>
<td><strong>3</strong></td>
<td><strong>3</strong></td>
<td><strong>30</strong></td>
</tr>
<tr>
<td>Retail (LU 820) – 1,684 sf GLA</td>
<td>5</td>
<td>7</td>
<td>64</td>
</tr>
<tr>
<td>Low-Rise Multi-family residence (LU 220) – 6 DU</td>
<td>3</td>
<td>4</td>
<td>44</td>
</tr>
<tr>
<td><strong>Total Redevelopment</strong></td>
<td><strong>8</strong></td>
<td><strong>11</strong></td>
<td><strong>108</strong></td>
</tr>
<tr>
<td><strong>Net Change (Redevelopment – Existing)</strong></td>
<td><strong>5</strong></td>
<td><strong>8</strong></td>
<td><strong>78</strong></td>
</tr>
</tbody>
</table>
As can be seen from Table 8 (which does not account for any reduction in traffic activity associated with the affordable units in each option) the net change in trips from the proposed redevelopment of the property will result in 5 and 8 additional trips in the AM and PM peak hour, respectively. The impact of any of these changes will be imperceptible.

These trips will be distributed to the north and south on Hamilton Avenue, with the result that the project is anticipated to add no more than three to five trips to any roadway in the area other than at the site driveway. Based on information posted on the Connecticut Department of Transportation's website, Hamilton Avenue has a weekday, peak-hour traffic volume of approximately 900 vehicles. The impact of the addition of five or fewer trips to this volume from the subject project will be imperceptible.

**Conclusions**

Although 21 parking spaces are required by the Town Code for the redevelopment, based on both local and national data, it is projected that the new structure will generate no more than 10 parked vehicles at any time. Given that 11 spaces are proposed, there will be adequate parking provided on site to satisfy Project needs. This compares favorably to the current development of the property, where there is a shortfall of four spaces in the middle of the day on weekends. Furthermore, surveys of existing parking activity in the neighborhood indicate that there is some on-street parking availability at all hours of the day.

From a traffic perspective, the proposed redevelopment of the property for is projected to result in only a *de minimis* change in peak-hour traffic volumes on Hamilton Avenue, the impact of which will be imperceptible.

Please contact me at the address below if you have any question.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

John Canning, P.E.
Project Manager
Connecticut P.E. No. 0028017
April 14, 2021

Joseph A. Pecora
171 Hamilton LLC
70 Hamilton Avenue
Greenwich, CT 06830

Re: Request for Water Service – 171 Hamilton Avenue, Greenwich, CT

Dear Mr. Pecora,

This letter confirms that Aquarion Water Company of Connecticut (Aquarion) has sufficient water supply to meet the following estimated residential & commercial water demand for the proposed development at the above referenced property.

- Average Day Demand: 2,100 gallons per day
- Maximum Day Demand: 4,200 gallons per day
- Fire Sprinkler Demand: 500 gallons per minute at 20 psi

This commitment does not include irrigation or fire hydrant demands because no demand projections for irrigation or fire hydrants were included in the application submitted to Aquarion. If you wish to include irrigation or fire hydrant demands in your project, you will need to update your application and resubmit your Will Serve Letter request.

The attached fire flow test report indicates an available fire flow of approximately 1,574 gallons per minute at 20 psi. It is your engineer’s responsibility to design accordingly in order to achieve the required flow and pressure.

This service commitment is valid for 12 months from the date of issuance. If your proposed project is not under construction or ready for water service (intended usage) within 12 months of this letter, then Aquarion’s ability to serve your project will have to be re-evaluated. If you have any questions, please feel free to contact me at 203.337.5822.

Very truly yours,

Aquarion Water Company

Ingrid M. Jacobs, PE
Manager, Water Resources & Infrastructure Planning

cc: New Services, File
Attachment: Fire flow test at hydrant 127 dated 3/31/2021
Will Serve Letter Application dated 3/26/2021
Aquarion Water Company Fire Flow Test

Test Location: GREENWICH, CT

Test Date: 03/31/2021  Test Time: 05:30 AM

Flow Hydrant: 127  Location: Hamilton Ave @ Seneca Pl
Flow Hydrant Parameters:
  - Main Size: 6 inch
  - Pipe/Nozzle Diameter: 2.5 inches
  - Pito Pressure: 10 psi
  - PSI Before: 90 psi

Residual Hydrant: 582  Location: Hamilton Ave @ View St
Residual Hydrant Parameters:
  - PSI Before: 80 psi
  - Residual During Flow: 72 psi
  - PSI After: 80 psi
  - PSI Drop: 8 psi

Test Results:
- GPM Available: 530
- GPM @ 20 psi: 1,574

Test Performed By: SZ/RD

NOTE: Static Pressure readings are actual, and test results are not corrected for elevation differential.

Test Method: Calibrated Orifice

Disclaimer: This data represents system conditions on the date and time that the test was performed. System conditions may vary significantly throughout the year. The design of new water service installations and the identification and gathering of all necessary data is the sole responsibility of the Developer or his representative. In all instances, the water service designer should apply engineering judgment to ensure proper design. Aquarion Water Company does not guarantee the accuracy of this data.
DEMAND FORM AND WILL SERVE LETTER APPLICATION

General Information:

Applicant Name: Joseph A. Pecora  Company Name: 171 Hamilton LLC
Email Address: jpecora@pecorabrothers.com  Phone Number: 203 863 9555
Mailing Address: 70 Hamilton Avenue, Greenwich, CT 06830
Property Owner Name: 171 Hamilton LLC
Email Address: Same  Phone Number: 203 863 9555

Project Name: 171 Hamilton LLC
Building Address: 171 Hamilton Avenue
City: Greenwich  State: CT  Zip Code: 06830

Type of Project to be supplied by this connection (check all that apply):

- Residential  - Commercial  - Industrial  - Public Authority

Service Information:

Fire Demand:
Size: 4”  Peak Flow: 500 GPM at Residual (PSI) at street connection: 20
Length of Proposed Fire Service Line: 50’  Diameter of Proposed Fire Service Line: 4”

Domestic Demand:
Size: 2”  Peak Flow: 45 GPM at Residual (PSI) at street connection: 50
Length of Proposed Domestic Service Line: 50’  Diameter of Proposed Domestic Service Line: 2”

Irrigation Demand: Zero GPD  Peak Flow: Zero GPM

Fire Hydrant (Only if hydrant is required):
Quantity: Zero  Flow: Zero GPM
Plumbing and Fire Sprinkler (MEP or Sprinkler/Fire Designer must complete form & sign):

Printed Name: Eric R. Defner  License #: 25412
Title: Professional Engineer  Phone Number: 914-907-3895
Signature: __________________ Date: 3/26/21

If Domestic Service is desired, please fill out the worksheet below

DOMESTIC DEMAND WORKSHEET

Site Elevations:
High: 130 ft.  Low: 124 ft.
Datum Elevation (USGS): 1984

Commercial/Industrial/Public Authority Use:
Building Size: 2168 SF
Average Day Demand: 300 gal/day
Maximum Day Demand: 600 gal/day
Maximum Day Demand = Average Day Demand x 2

and/or

Residential Use:
Number of Units: 6
Number of Studios: Zero  One Bedroom: 2  Two Bedrooms: 4
Total Number of Bedrooms: 10
Average Day Demand: 1800 gal/day
Maximum Day Demand: 3600 gal/day
Maximum Day Demand = Average Day Demand x 2

Note: This application will NOT be processed unless it is completely filled out and signed, a copy of utility site plans including elevation contours must be included. If you are requesting a fire service, a fire flow test may be required.

This application will be processed upon receipt of this information to verify the proper size of your service. It is the responsibility of the fire sprinkler designer to assure that adequate flow and pressure is available to meet the proposed fire demand. Please provide the information requested above and return the completed form to the attention of Aquirion Water Company, New Services Department, 600 Lindley Street, Mail-Stop 800, Bridgeport, CT 06606-5981 or can be emailed to New Services at newservices@aquirionwater.com. Thank you!
171 Hamilton – Front Elevation facing Southeast
171 Hamilton – Front Elevation (2) facing East
Hamilton Avenue – Street Scape looking South
Hamilton Avenue – Street Scape looking South
Hamilton Avenue – Street Scape looking North
View Street – Street Scape
looking East
View Street – North East Street Scape
View Street – Street Scape
Looking West
140 Hamilton – Across the Street - Northwest of Property
156 Hamilton – Across the Street – West of Property
159 Hamilton Avenue –
Across the Street - North of
Property
3 View Street – Contiguous to East
173 Hamilton – Contiguous Neighbor to South
175 Hamilton – 2nd Neighbor - South of Property
175 Hamilton -- Retail Space -- 3rd Neighbor -- South of Property
56 Old Field Point Road – Most Recent New Construction in Chickahominy
Jloft – Recent Multi-Family Development in Chickahominy – Looking Southeast
Jloft – Recent Multi-Family Development in Chickahominy - Looking Southeast
JLoft – Recent Multi-Family Development in Chickahominy - Looking Southwest
50 Old Field Point Road –
Office Building in
Chickahominy
35 Old Field Point Road – Older Mult-Family Development in Chickahominy
500 West Putnam Avenue – Newly Renovated Medical/Office Building in Chickahominy
600 West Putnam Avenue –
Recently Renovated Retail
Building in Chickahominy
644 West Putnam Avenue (1) – Recently Constructed Retail/Medical/Office Building in Chickahominy
644 West Putnam Avenue (2)
– Recently Constructed
Retail/Medical/Office Building
in Chickahominy