Noroton Heights Station Area Study

Review of Existing Conditions

February 2017

prepared by
NV5 - Connecticut, LLC

WESTCOG


Norton Heights

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Figure 1: Regional Context Map

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1. Introduction

a. Background & Purpose

Western Connecticut Council of Governments (WestCOG) received funding from the Federal Highway Administration and Connecticut Department of Transportation (CTDOT) to prepare a plan for transportation, mobility, and parking improvements to the Noroton Heights Train Station and the surrounding area in the Town of Darien, Connecticut. The purpose of the plan is to support economic growth and development by promoting sustainable mobility and leveraging the transit-oriented assets surrounding the station. The study area for this plan is the area within approximately one-half mile of the Noroton Heights train station in Darien, Connecticut (see Figure 2 on page 6).

b. Objectives

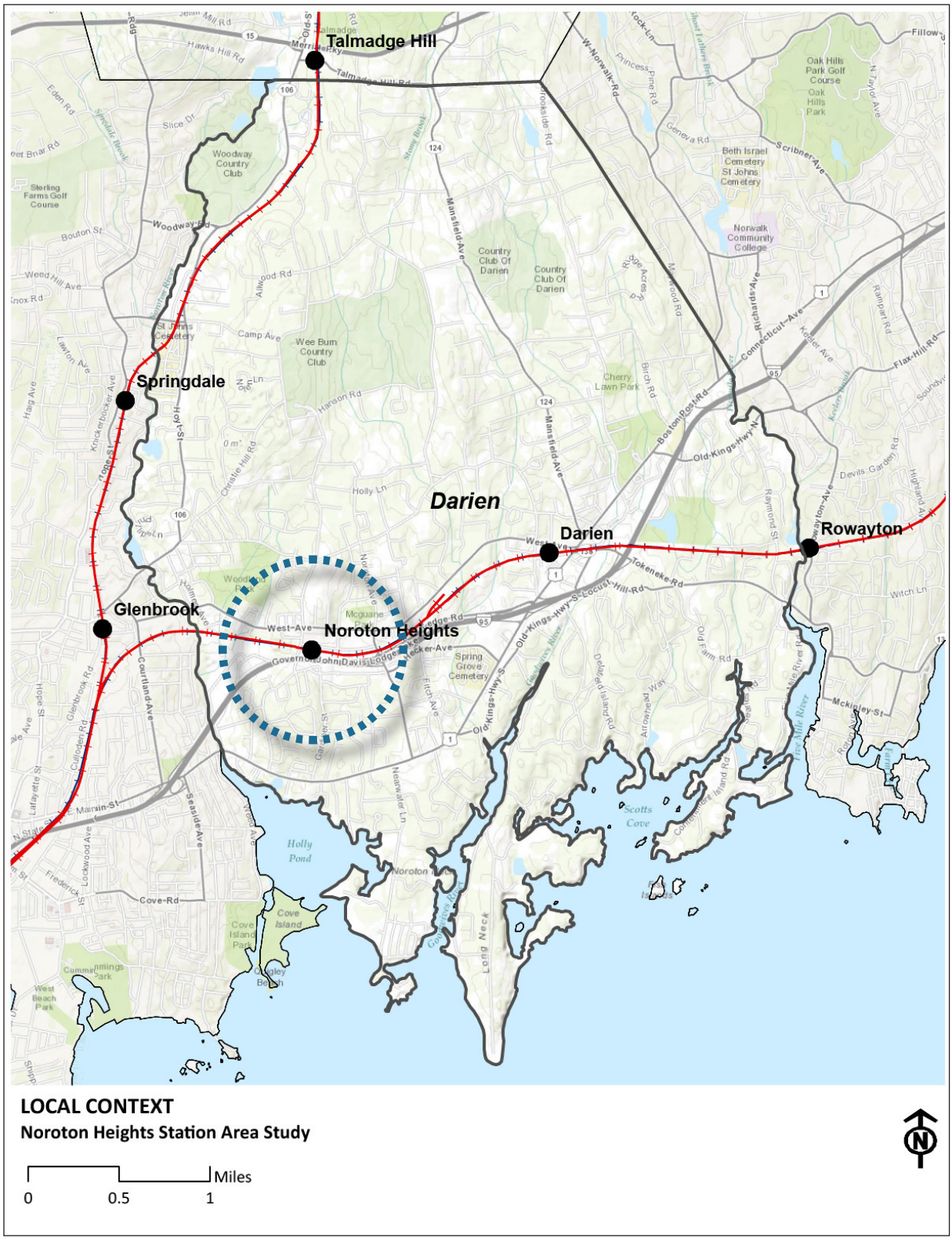
The following are the objectives of this planning process:

1. Identify goals and objectives that will guide the development and implementation of the plan.
2. Engage the public and provide opportunities for meaningful involvement throughout the study.
3. Inventory existing conditions to understand existing mobility and parking conditions in the station area, including access to, operations of, the functionality of, and the condition of the Noroton Heights train station.
4. Recommend potential physical and operational improvements that address existing deficiencies and meet the projected demand from future growth, including from proposed developments.
5. Develop strategies that lead to sustainable mobility and parking conditions, and that support transit-oriented development (TOD) within the area.
6. Produce a final implementation strategy to guide recommended improvements.

c. Project Partners

The project is being performed under the direction of WestCOG, in cooperation with the Town of Darien and CTDOT. The study process includes a series of working and review meetings with the Technical Advisory Committee (TAC), which included an on-site walking tour, and with the public.

Figure 2: Local Context Map with study area highlighted



2. Relevant Plans & Studies

This section includes summaries of relevant plans and studies produced by the Town, WestCOG, and CTDOT, in addition to redevelopment plans created by private developers. From this review emerged the following key observations, findings, and recommendations to consider as the study progresses:

- The existing train station building needs to be replaced.
- The Plan of Conservation & Development (POCD) goals should be reinforced. Specifically, the development of a walkable, mixed-use, village-like area that addresses the roadway system, ensures appropriate character, enhances the train station and associated areas, and addresses other issues In Noroton Heights.
- Parking strategies in the Downtown Darien Parking Management Plan (see Page 8) should be reviewed and considered.
- The Town of Darien Commercial Design Guidelines should be considered when developing recommendations.
- Components of the redevelopment proposals created by private developers should be reviewed carefully—especially those regarding access, mobility, and parking—and compared with the recommendations from this study and the concepts and ideas from the POCD. Note: this study includes an assessment of the proposed developments as of January 2017.

a. State, Regional, and Town Plans & Studies

Noroton Heights Railroad Station Platform Replacement (CTDOT, June 2016)

Many of the existing platform sections and access structures located at the Noroton Heights Railroad Station are in poor condition, are not Americans with Disability Act (ADA) compliant, and require replacement. In response to these conditions, CTDOT's Platform Replacement Project will replace all platform double tee sections with associated access stairways, ramps and landings to ADA standards. In addition, all guardrails, handrails, recycling centers and the existing shelter on the eastbound platform will be removed and replaced. All existing lighting, signs, benches, and all other platform appurtenances will be removed and reinstalled. Construction is expected to start in Spring 2017 and cost approximately $12 million.

2016 Plan of Conservation and Development (Town of Darien, May 2016)

The Plan of Conservation and Development (POCD) provides a framework for policies and decision-making regarding conservation, development, and infrastructure in Darien. The POCD presents several strategies relating to the Noroton Heights Station and the surrounding neighborhood that aim to transform the Noroton Heights Business District into a pedestrian-friendly, mixed-use, village-like area by addressing the roadway system, enhancing walkability, ensuring appropriate character, guiding private development, enhancing the train station and associated areas, and addressing other issues In Noroton Heights.
The POCD presents specific action steps for each of these areas including establishing a model block specification for the district, converting the Noroton Heights Development district (an overlay zone) to a

"grounded" Noroton Heights District, adopting design guidelines specific to Noroton Heights, if desired, revisiting the use and dimensional standards for Norton Heights to provide appropriate guidance for development, revisiting the overall parking ratio requirements and reductions for shared use of parking in the Noroton Heights business district, working with CTDOT to build a well-designed parking structure between the tracks and I-95 (south side of tracks) to accommodate permit and daily parking, working with CTDOT to convert the daily parking lot (north side of tracks) to other uses such as transit-oriented development and open space / drainage features, and enhancing street lights and pedestrian safety around the train station and in the Noroton Heights business district. The POCD concludes with several conceptual plans, such as Figure 3, illustrating what the Noroton Heights business district could look like with redevelopment and improved infrastructure, parking, and open space.

Figure 3: A conceptual illustration from the POCD depicting the redevelopment of the Noroton Heights station area

Dodson and Flinker, 2015

Downtown Darien Parking Management Plan (Town of Darien, October 2015)

The Town of Darien conducted a parking study focused on the downtown area to provide strategies that would: 1) Optimize Management: Strategies to improve the performance and efficiency of the overall system and/or specific components of the system; 2) Expand Supply: Strategies to add physical spaces, or increase the utility of existing spaces.; and 3) Reduce Demand/Improve Mobility: Strategies to reduce parking demand by improving the quality and availability of non-driving mobility options. While the report does not make any recommendations specific to Noroton Heights, it notes that the price for daily parking at the Darien Station is much lower than its peer stations ($4 versus an average of $7).

Rail Stations Parking Study Update (SWRPA, April 2013)

This update, for the first time, included basic information on rail station parking along the Main and Branch Lines, regardless of whether a station is located within the South Western Region or not. The regional overview includes parking capacity, rates, permit and wait list data, for each rail station along the New Haven main and branch lines. The detailed report focuses on those stations within the region, only. With respect to town-wide parking issues at the Darien and Noroton Heights stations, the report

recommends: increasing the daily parking rate from $3 to $5 or higher; increasing the permit prices by 10% each year to discourage permit retention thereby reducing the waiting list. Furthermore, it recommends, since the license plate recognition (LPR) system is in place, conducting bimonthly utilization counts to uncover patterns and determine if the oversell rate could be increased, and evaluating the possibility of redistributing spaces and creating additional permit spaces by reducing the number of daily parking spaces and/or offer daily parking after 9:00 a.m. for underutilized permit parking areas. Recommendations specific to Noroton Heights Station included considering converting Area 1 to permit parking only and adding daily parking to the outlying area of Area 2. Area 3 would be for daily or permit parkers. Forcing daily parkers to underutilized areas could enhance the utilization of and sense of security in these areas.

Affordable Housing Plan (Town of Darien, August 2009)

The Town of Darien Affordable Housing Plan addresses the local need for affordable housing as well as to maintain control of the growth and development of affordable housing in Darien. The plan identifies opportunities and strategies that may be used to increase the availability of affordable housing in the Town of Darien. The plan called for amending the 2006 Plan of Conservation & Development to include a master plan for Noroton Heights that would allow a mix of affordable and market-rate housing on the upper-floors of commercial developments. Note: Since the 2009 Plan was adopted, The Heights at Darien was constructed and occupied with 106 deed restricted affordable residential units.

Commercial Design Guidelines (Town of Darien, June 2009)

This document presents guidelines for design elements, building materials, and streetscape amenities to enhance Darien's unique architectural and environmental qualities. The guidelines are design elements that should be considered in conjunction with the Town's current zoning regulations. With respect to Noroton Heights, the document notes that the district has its own setback regulations for lot frontage and depth; front, side, and rear areas; number of stories and height; and parking requirements.

Noroton Heights Train Station Visual Inspection Report (CTDOT, January 2007)

CTDOT performed a visual inspection of the Norton Heights Train Station on September 7, 2006 assessing the overall condition of a number of components including highway access, parking, platforms, canopies, illumination, painting, walks and paths, ticket vending machines, shelters, station building, taxis stands and bus stops, variable message signs, signage, fence, little, ADA access, and amenities. While the report concluded with a long list of recommended repairs, upgrades and improvements with respect to maintenance, amenities, and governance, the major capital improvements that were recommended were rehabilitating or replacing the pedestrian bridge with an ADA compliant structure, extending and/or replacing the westbound platform canopy, adding a canopy and/or replacing the shelter on the eastbound platform, and considering a smaller version of the westbound station building.

CT Rail Governance Study (CTDOT, January 2005)

CTDOT's Bureau of Policy and Planning conducted this study to evaluate rail station parking and management along the New Haven Line and the New Canaan, Danbury, and Waterbury Branches. The study provided an assessment and related improvement recommendations with regard to facilities, management, and governance at the rail stations.

b. Private Sector Redevelopment Plans

Hollow Tree Self Storage (under construction)

A new, 104,000 sq. ft. facility is being constructed at 131 Hollow Tree Ridge Road that will include more than 700 self storage units and two apartments for live-in property managers (see Figure 5). Space will be dedicated for recreational vehicles (RVs), boats, and wine storage. The facility will have a solar carport, with the energy produced used to power the facility. The facility will lease 16 parking spaces to the Town as commuter parking spaces for the Noroton Heights train station. Vehicular access to the site will be provided from the driveway of the Avalon development. There are no anticipated traffic impacts from the development of the site as designed.

Figure 5: Rendering of the Hollow Tree Self Storage facility

Noroton Heights Shopping Center, Inc. (December 2016)

The Noroton Heights Shopping Center, Inc. proposes to redevelop the existing site at 346 Heights Road with a mixed-use building (approx. 8,600 sq. ft. of restaurant space, 24,000 sq.ft. of retail space, and 82,000 sq. ft. of residential units) that includes reconfigured parking, internal traffic circulation, and a new public plaza (see Figure 4, by Newman Architects). The plan eliminates the driveway from Hollow Tree Ridge Road and relocates the driveway on Heights Road to align opposite the western entrance to train station kiss-n-ride driveway, creating a four-way intersection with crosswalks. Sidewalks are shown, with parallel parking on Heights road. The plan also shows the addition of a right-turn lane on the Heights Road approach to Hollow Tree Ridge Road.

Figure 4: Rendering of proposed redevelopment by Noroton Heights Shopping Center, Inc.

The proposed redevelopment requires a business site plan review and a special permit under Section 680 of the Town's zoning regulations. It also requires a minor text amendment to the notes to the area in Section 685 for the location of one of the buildings. With respect to traffic and parking, a study concludes that peak parking demand on the site will be 393 parking spaces, which is less than the proposed parking supply of 402 spaces, and that additional traffic caused by the development will not have an impact to traffic operations in the area. It should also be noted that 37 of the parking spaces provided will be underground, while the rest will be surface parking. A review of the plans clearly show the intent to create a transit-focused development with an improved street grid and pedestrian connections.

Federal Realty (September 2015)

Federal Realty proposes to redevelop the existing Stop & Shop and surrounding parking areas with 87,400 sq. ft. of new retail space and 90 dwelling units (see Figure 6 on page 11). The current commercial space is approximately 96,500 sq. ft. While the gym, bank, and office would remain, new buildings with retail ground floors and residential above would be located along West Avenue, while retail would line Heights Road. A total of 680 parking spaces would be provided, which is more than what is currently on the site (547 spaces). The plan increases the density of the site, and provides for improved pedestrian connections between the buildings and the surrounding neighborhoods including the train station, but surface parking still dominates the interior of the site.

Figure 6: Concept plans for proposed redevelopment by Federal Realty

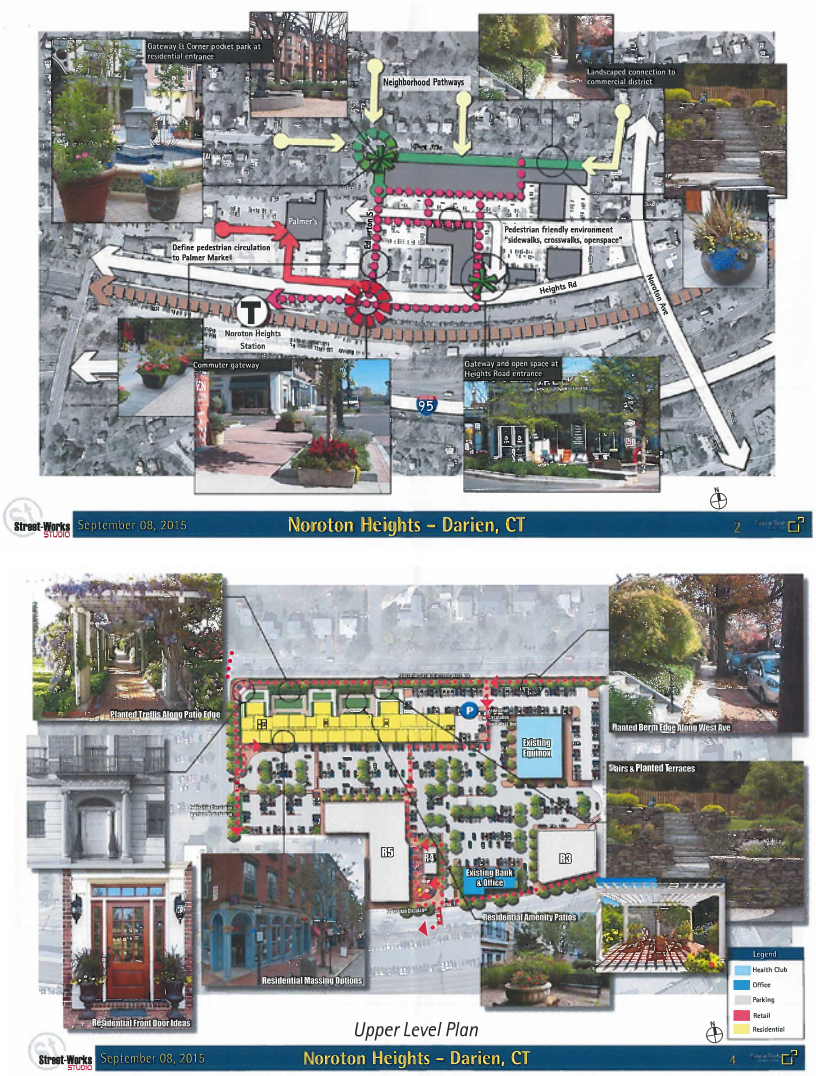


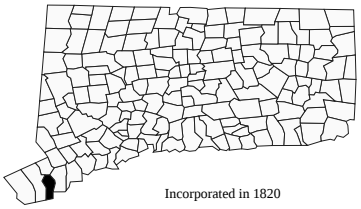
Figure 7: 2016 CERC Town Profile for Darien, CT

Darien, Connecticut

CERC Town Profile 2016 *Produced by The CT Data Collaborative*

Town Hall
2 Renshaw Road
Darien, CT 06820
(203) 656-7338

Belongs To
Fairfield County
LMA Bridgeport - Stamford
Southwestern Economic Dev. Region
South Western Planning Area



Incorporated in 1820

Demographics

Population (2010-2014)

	Town	County	State
2000	19,607	882,567	3,405,565
2010	20,732	916,829	3,574,097
2014	21,190	934,215	3,592,053
2020	20,730	944,692	3,702,469
'14 - '20 Growth / Yr	-0.4%	0.2%	0.5%

	Town	County	State
Land Area (sq. miles)	13	625	4,842
Pop./Sq. Mile (2010)	1,674	1,495	742
Median Age (2010-2014)	39	40	40
Households (2010-2014)	6,556	333,502	1,356,206
Med. HH Inc. (2010-2014)	$199,444	$83,163	$69,899

Race/Ethnicity (2010-2014)

	Town	County	State
White	19,287	605,136	2,508,360
Black	77	103,232	365,871
Asian Pacific	857	45,560	145,842
Native American	0	241	1,105
Other/Multi-Race	512	88,711	282,094
Hispanic (Any Race)	515	167,047	512,795

	Town	County	State
Poverty Rate (2010-2014)	6.9%	9.1%	10.5%

Educational Attainment (2010-2014)

	Town		State	
High School Graduate	1,064	8%	677,887	28%
Associates Degree	477	4%	180,321	7%
Bachelors or Higher	10,208	80%	908,551	37%

Age Distribution (2010-2014)

	0-4		5-14		15-24		25-44		45-64		65+		Total	
Town	1,532	7%	4,265	20%	2,592	12%	4,232	20%	6,099	29%	2,470	12%	21,190	100%
County	55,160	6%	129,287	14%	119,243	13%	235,475	25%	264,775	28%	130,275	14%	934,215	100%
State	194,338	5%	452,157	13%	489,981	14%	892,275	25%	1,032,223	29%	531,079	15%	3,592,053	100%

Economics

Business Profile (2014)

Sector	Units	Employment
Total - All Industries	1,012	8,093
23 - Construction	43	141
31-33 - Manufacturing	7	61
44-45 - Retail Trade	107	1,487
72 - Accommodation And Food Services	65	987
81 - Other Services (Except Public Admin)	273	755
Total Government	18	1,135

Top Five Grand List (2012)

	Amount
Connecticut Light and Power Inc.	$86,832,009
Wee Burn Country Club	$38,083,717
Avalonbay Communities	$36,191,260
Country Club of Darien Inc.	$34,481,780
Woodway Country Club	$26,334,910
Net Grand List (SFY 2013-2014)	$8,891,650,290

Major Employers (2014)

Darien Office Ctr
Middlesex Middle School
Woodway Country Club
YMCA
Super Stop & Shop

Education

2013-2014 School Year

	Grades	Enrollment
Darien School District	PK-12	4,889

Pre-K Enrollment (PSIS)

	2011-2012
Darien School District	73

4-Year Cohort Graduation Rate (2013-2014)

	All	Female	Male
Connecticut	87.0%	90.0%	84.0%
Darien School District	96.0%	98.0%	95.0%

Connecticut Mastery Test Percent Above Goal (2013)

	Grade 3		Grade 4		Grade 8	
	Town	State	Town	State	Town	State
Reading	80.0%	56.9%	80.2%	62.7%	95.3%	76.3%
Math	80.5%	61.6%	87.3%	65.4%	95.9%	65.2%
Writing	81.7%	60.0%	82.7%	63.1%	94.0%	67.3%

Rate of Chronic Absenteeism (2012-2013)

	All	K - 3	4 - 8	9 - 12
Connecticut	11.5%	8.9%	9.0%	16.9%
Darien School District	3.6%	3.0%	4.1%	3.6%

3. Station Area Demographics & Economics

a. Demographic Snapshot

Figure 7 summarizes various demographic and socioeconomic data from Darien. An analysis of demographic and socioeconomic data was conducted, which revealed several noteworthy trends: the growth in non-family households, an aging adult population, and relatively high educational-attainment and income levels. These demographic characteristics are often aligned with preferences for a walkable, mixed-use, transit-oriented environment.

In 2016, approximately 73 percent of study area residents and 54 percent of the 20-minute primary market area (PMA) residents ages 25 years and older had a bachelor's degree or higher level degree. Estimated 2016 median household income in the study area ($169,407) is significantly higher than that in the 20-Minute PMA ($90,962) and Fairfield County ($86,233), overall. Households earning more than $100,000 per year are estimated to increase the fastest across all geographies over the next five years.

Outside of the half-mile study area, the projected growth in non-family households will outpace family households, reflecting the trend among young adults to delay marriage and family rearing, and an aging adult population—particularly empty nesters (aged 55 to 74) and retired residents (aged 74 and over). A prevalence of a young workforce and an aging Baby Boomer population will increase housing demand into the future, especially for smaller units and rental units.

b. Economic Snapshot & Market Analysis

A market analysis was conducted to examine area trends influencing the Noroton Heights Train Station, particularly those within a half-mile radius of the station (i.e., the study area). This market analysis examined socioeconomic and labor and industry trends and projections that help identify and evaluate market-receptive, actionable improvements for the station and surrounding area. The following is a summary of the key findings of the market analysis.

Residential Development Potential

Modest household growth projections (0.8 percent) and the multifamily development pipeline (951 multifamily units under construction) within the 20-minute primary market area (PMA) suggest an estimated net housing demand for approximately 12,630 new dwelling units within the PMA by 2025. Assuming between 5 and 10 percent of net housing demand within the PMA could be captured within a half-mile of the train station, the study area could adequately support the development of between 630 and 1,260 residential units by 2025.

Outside of the study area, the projected growth in non-family households, and prevalence of a young workforce and an aging Baby Boomer population locally and nationally are among demographic shifts that will impact housing demand in the coming years through increased demand for smaller housing units and more rental units. According to REIS, studio units, in particular, are expected to experience the greatest

rising annualized rent growth within the apartment submarket, as increased demand outstrips existing supply. According to the top five Tapestry Segments, approximately 46 percent of PMA households have some preference for living in multifamily housing, particularly rental.

With approximately 58 out of every 100 workers in the PMA commuting from outside the area, much of this pent-up net housing demand is projected to come from local area workers who have not found suitable housing close to their places of employment. Furthermore, the substantial projected growth in both mid- and high-wage industries could increase demand for multifamily housing options appealing to a range of income levels and diversity of occupations (i.e., entry-level home care positions to highly skilled roles for doctors, teachers, professors, and instructors).

Multifamily housing development in the study area should be tailored in part to the needs and preferences of prominent socio-economic groups in the region. While higher-end, multifamily units with ample on-site amenities or in proximity to transit should appeal to professionals in high-paying occupations, the relatively large share of cost-burdened households in Darien (particularly renter-occupied) indicates that new multifamily housing in the study area could help address the shortage of affordable housing.

Office Development Potential

The office supply/demand analysis reveals that there will be net new demand for nearly 1.4 million square feet of office space within the 20-minute PMA by 2025. While there may be new demand for new office space within the PMA, particularly from the Health Care and Social Assistance and Professional, Scientific, and Technical Services sectors, much of this new demand could be accommodated within the PMA's ample supply of vacant office space (nearly 6.8 million square feet).

Commercial Development Potential

A retail supply/demand analysis reveals that there may be sufficient unmet retail demand within the half-mile study area to support the development of a full-service restaurant. Within the 20-minute PMA, there is sufficient unmet demand within a variety of retail categories, especially limited-service eating places, which could, potentially, be captured within the study area. However, similar to office, given the ample supply of existing vacant retail space within the PMA (1.8 million square feet), new mixed-use retail development within the study area should be limited to targeting the convenience retail needs of study area residents, workers, and transit commuters.

Nearly half of all hotels, 40 percent of all primary jobs, and 34 percent of all arts-, entertainment-, and recreation-related businesses within the PMA are located in Stamford. Despite relatively high traffic volumes within the half-mile study area (144,100 to 152,100 vehicles per day along I-95), the existing clustering of hotels, jobs, and businesses within the PMA suggests insufficient demand to support new hotel development within the study area.

The full market analysis is included in Appendix A.

c. Commuting Patterns in the Region

Examining at a regional scale where people work and live can provide a better understanding of travel patterns and how these patterns might impact the use of rail as a mode of transportation. It also can help gauge the ability of Noroton Heights to support new development and employment. Table 1 shows where Darien residents are employed. The greatest number of Darien residents work in New York City, followed by Stamford, CT. A significant percentage of employed Darien residents work in town.

Table 1: Where Employed Darien Residents Work

WHERE DARIEN RESIDENTS WORK		
New York City	1,471	20%
Stamford, CT	1,271	17%
Darien, CT	1,004	14%
Norwalk, CT	547	7%
Greenwich, CT	348	5%
Westport, CT	126	2%
Hartford, CT	116	2%
Bridgeport, CT	100	1%
Harrison, NY	83	1%
Danbury, CT	81	1%
Source: U.S. Census Bureau, Center for Economic Studies "OnTheMap" (2014)		

Table 2 shows where people who work in Darien live, the majority of whom live in Stamford, followed by Norwalk. There are some workers who reverse commute from New York City for jobs in Darien.

Table 2: Where People Who Work in Darien Live

WHERE PEOPLE WHO WORK IN DARIEN LIVE		
Stamford, CT	1,502	18%
Norwalk, CT	1,372	16%
Darien, CT	1,004	12%
Bridgeport, CT	347	4%
New York City	234	3%
Trumbull, CT	185	2%
Stratford, CT	159	2%
Danbury, CT	145	2%
Westport, CT	145	2%
Shelton, CT	100	1%
Source: U.S. Census Bureau, Center for Economic Studies "OnTheMap" (2014)		

With many people working in or living in places with access to Metro-North rail service, there is potential for increased ridership both eastbound and westbound, especially as roads become increasingly congested.

Figure 8: Aerial Photograph of the Station Area and Surroundings

4. Assessment of Current Conditions

a. Rail Station

Noroton Heights is considered a mainline station with one westbound and one eastbound platform on each side of the four mainline tracks that run through the station site. Typically, Track 4 services eastbound passengers and Track 3 services westbound passengers. The platforms are opposite each other and can accommodate up to 10 train cars. The station has a 900-foot platform in each direction and offers real time arrival notifications on displays under the shelters. CTDOT owns the station.

The current station building (Figure 9) is located on the north side of the facility. The building is a modern style Plexiglass shelter with a prominent, metal lean-to cover. The building contains a coffee shop, seating area, and bathrooms. There is no station building on the eastbound platform, only a small Plexiglass shelter.

The original train station building (Figure 10) is located at the far eastern end of the train station, near the intersection of Noroton Avenue and Heights Road. The building is currently used as a Youth Center, called "The Depot." The Post 53 ambulance unit that used to reside in the building prior to the Youth Center is located on the other side of the tracks.

Figure 9: Photo of the station building and its lean-to canopy

Figure 10: Photo of the original station building, now used as a youth center

The westbound platform has a canopy approximately 200 feet long that provides shelter over the middle part of the platform. No such canopy exists on the eastbound platform. Ticket vending machines are located on the westbound platform. Other amenities at the station include bicycle racks (near the station building and adjacent to the pedestrian overpass on the south side), and trash/recycling receptacles on both platforms.

A pedestrian bridge (see Figure 11 on page 18) connects both platforms and the parking lots on each side of the station. Additional pedestrian connections to the station are provided by staircases from Hollow Tree Ridge Road to each platform. The western end of the station uses Hollow Tree Road as a pedestrian crossover.

While ramps and ground-level openings permit ADA access to platforms and trains, the station is not ADA compliant, as stairs and steep sidewalks/roadways provide the only access to the two pedestrian crossings. As many of the existing platform sections and access structures located at the station are in poor condition, non-ADA compliant, and require replacement, CTDOT plans to replace all platform double tee sections with associated access stairways, ramps and landings (all to meet current ADA standard). In addition, all guardrails, handrails, recycling centers, and the existing shelter on the eastbound platform will be removed and replaced. All existing lighting, signage, benches and all other platform appurtenances will be removed and reinstalled. Construction is expected to start in spring 2017 and is estimated to cost $12 million.

Figure 11: Photo of the pedestrian bridge connecting the two platforms

Figure 12: Photo of the platform

In addition, CTDOT's Noroton Heights Train Station Visual Inspection Report from January 2007 includes a long list of recommended repairs, upgrades, and improvements related to maintenance, amenities, and governance—many of which are related to the platforms and are being addressed through the replacement project. The Town also replaced the stairs from each platform leading to Hollow Tree Ridge Road in late 2010 along with new lighting, which were recommended in the report.

However, two of the capital projects recommended, the rehabilitation/replacement of the pedestrian bridge with an ADA compliant structure and the construction of a new westbound station building, have not been enacted upon, nor has the extension of the two platforms to handle 12 rail cars instead of 10. Both structures are still non-ADA compliant and in fair condition. Furthermore, the station building has exposed wiring, lacks heat, and can only accommodate a few commuters. The pedestrian bridge has peeling paint, its surfaces are pitted, and leaks. This can be precarious in the winter when leaking water turns into ice.

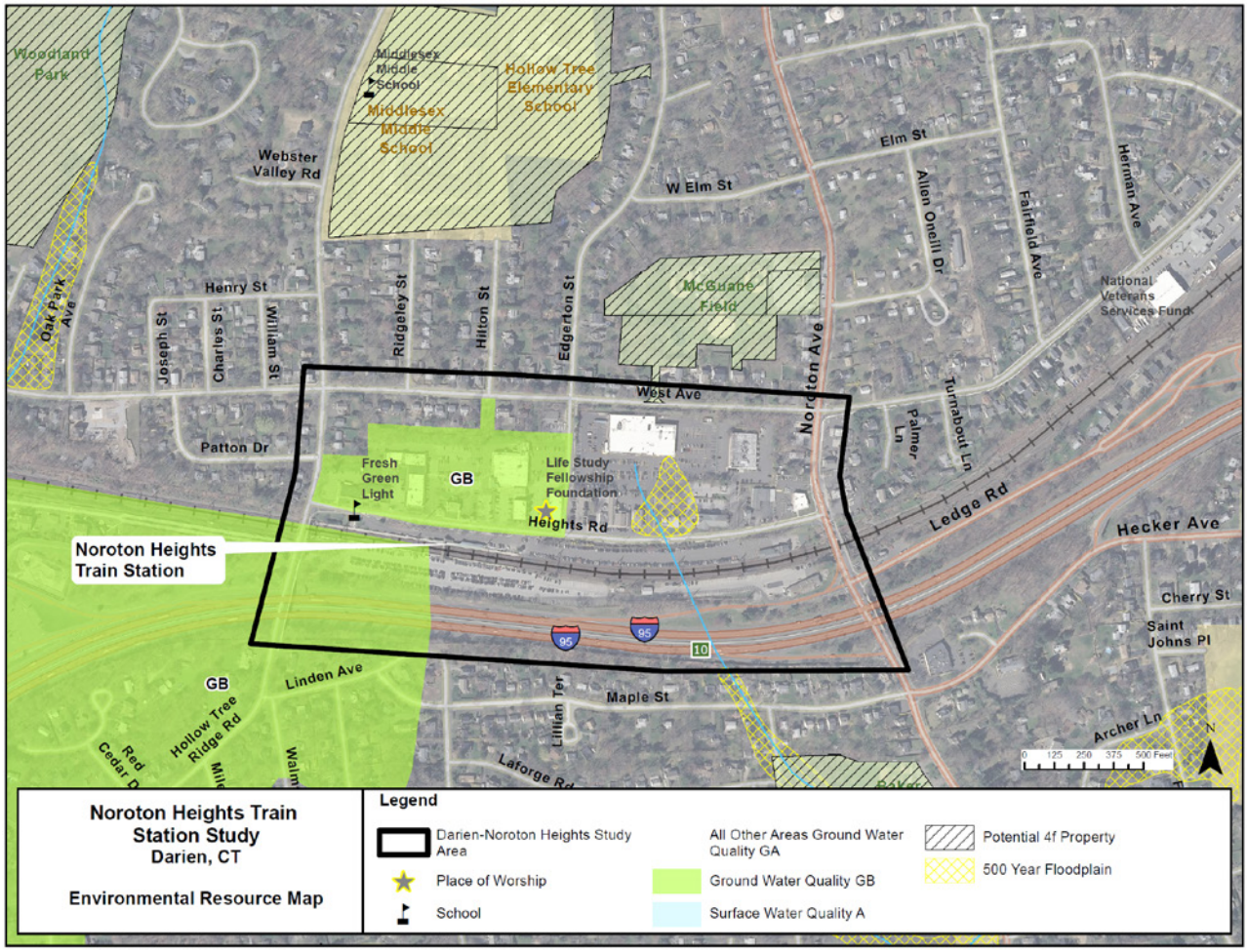
b. Station Area Environmental Screening

This section identifies existing environmental and cultural considerations that might impact the recommendations of this study. Figure 13 highlights the potential environmentally-sensitive areas and community facilities as shown in the data from the Connecticut Department of Energy & Environmental Protection (CTDEEP) and Natural Resources Conservation Service (NRCS). The community engagement process will help identify additional environmental considerations not noted in the existing data.

Community Resources

Community resources include land use, cultural resources, parklands, Section 6(f) resources and Section 4(f) resources.

Figure 13: Map of Environmental Resources



Land Use

Study area land uses are residential and commercial. Commercial uses include two grocery stores, a drug store, a post office, a gym/fitness center, and several banks and eating and drinking establishments. There is one education center (Fresh Green Light, a driving school) and one place of worship (Life Study Fellowship Foundation). Three gas stations are located on Noroton Avenue. Off-street parking surrounding the station and commercial developments cover more than a fourth of the study area's surface area.

Cultural Resources

The study area does not contain any buildings or structures listed on the National Register of Historic Places (NRHP). There are no local historic districts in the Town of Darien.

Parklands and Section 4(f) and 6(f) Resources

There are no parks within the study area, but there are two parks nearby: McGuane Field, located north of West Avenue, and Baker Park, located to the south on Noroton Avenue. The former, which has three baseball fields, produces traffic in the study area from spring to fall.

Section 4(f) of the Department of Transportation Act of 1966 protects publicly-owned parks, recreation areas, and wildlife and waterfowl refuges from the potential adverse impacts resulting from federally-funded transportation programs; also protected under Section 4(f) are NRHP-listed or eligible resources. There are no known Section 4(f) historic or recreational properties within the study area. McGuane Field, Middlesex Middle School, and Baker Park are all located in the vicinity of the study area and may qualify as Section 4(f) resources.

Section 6(f) of the Land and Water Conservation Funding Act of 1965 (LWCFA) states that any lands purchased or improved with LWCFA funding may not be "converted" to another use without being replaced in kind by land of like size and value. A search of the National Park Service's website revealed that there are no Section 6(f) properties within the study area.

Natural Resources

The initial environmental screening considered the surface water and wetland resources, floodplains, ground water resources, and listed species and critical habitats within the study area.

Surface Water and Wetland Resources

The only water resource is a small unnamed stream, which runs underneath the Stop & Shop parking lot in the study area. This stream daylights south of I-95 and runs toward Baker Park and crosses Noroton Avenue. According to NRCS soils data, there are no wetland soils in the study area, however a formal delineation has not been undertaken.

Floodplains

A small portion of the study area lies within the 500-year floodplain, specifically several businesses on Heights Road and a section of the Stop & Shop parking lot (see Figure 13 on page 19). This location has experienced flooding during major storm events. South of the study area, property adjacent to the stream, including an area within Baker Park, is also located within the 500-year floodplain.

Ground Water Resources

CTDEEP's Connecticut Water Quality Standards and Classifications assist in the management of the state's surface and ground waters in accordance with the Federal Clean Water Act. This policy establishes designated uses of ground water and provides guidance for location decisions for new developments.

The ground water under the study area is classified as GA. Designated uses of Class GA ground water include existing private and potential public or private supplies of water suitable for drinking without treatment. The base flow is connected to nearby surface water bodies.

Discharges to Class GA ground water are restricted to treated domestic sewage, certain agricultural wastes, and certain water treatment discharges.

The commercial areas to the west of Edgerton Street and areas to the southwest have a ground water quality classification of GB. A Class GB designation of ground water indicates that this water is assumed to have some degradation and is not suitable for drinking without treatment. Discharges to Class GB ground water includes domestic sewage agriculture, water treatment, and clean water discharge.

Listed Species and Critical Habitats

According to the CTDEEP Natural Diversity Database, June 2016, there are no listed species or critical habitats within the study area.

Other Environmental Considerations

This report also considers hazardous materials, population and employment, and the presence of environmental justice communities.

Hazardous Materials

Based on the most recent CTDEEP GIS data, there are no hazardous sites in the study area.

Population & Housing

Data from the U.S. Census helps provide an understanding of the overall resident population. Nearly all of the data came from the 2014 American Community Survey's five-year estimates; housing characteristics were obtained from the 2010 Census Redistricting Data. The study area residences fall entirely within a single Block Group, and the demographic characteristics of this Block Group were compared with citywide, countywide, and statewide data (see Table 3 on page 22). It should be noted that the Block Group extends beyond the study area.

The Block Group contains nearly 3,000 people. Relative to the county and state, the Block Group is younger, with 32% of residents under the age of 18. There are more than 900 housing units in the Block Group, and only 5% of these units are vacant.

Table 3: Population, Housing & Income Data

	CENSUS TRACT 305, BLOCK GROUP 305	TOWN OF DARIEN	FAIRFIELD COUNTY	STATE OF CONNECTICUT
POPULATION CHARACTERISTICS				
Total Population	2,967	22,408	934,215	3,592,053
Male (%)	46%	47%	49%	49%
Female (%)	54%	53%	51%	51%
Under Age 18 (%)	32%	37%	24%	22%
Aged 18-64 (%)	60%	53%	62%	63%
Aged 65+ (%)	8%	10%	15%	16%
Hispanic and/or Non-White (%)	11%	4%	35%	30%
White, Non-Hispanic (%)	89%	93%	65%	70%
HOUSING CHARACTERISTICS				
Total Housing Units	906	7,029	361,221	1,487,891
Vacant Housing Units (%)	5%	7%	7%	8%
INCOME				
Median Household Income	$155,694	$199,444	$83,163	$69,899
Below Poverty Line (%)	6%	7%	7%	8%

Environmental Justice

In 1994, President Bill Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order further amplifies Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

This section includes an analysis to determine where environmental justice populations may be located, so that appropriate measures can be taken into consideration during the potential development of transportation improvements. Based on a review of the data presented above in Table 1, there are no known environmental justice populations located within the study area for the following reasons:

- The study area Block Group has a lower rate of Hispanics and/or non-White populations (11%) than Fairfield County (35%) and Connecticut (30%).
- Six percent of the Block Group population lives below the poverty line. This is lower than Darien (7%), Fairfield County (7%), and Connecticut (8%).
- The median income of the Block Group residents exceeds $150,000. This is more than twice the state's median income.

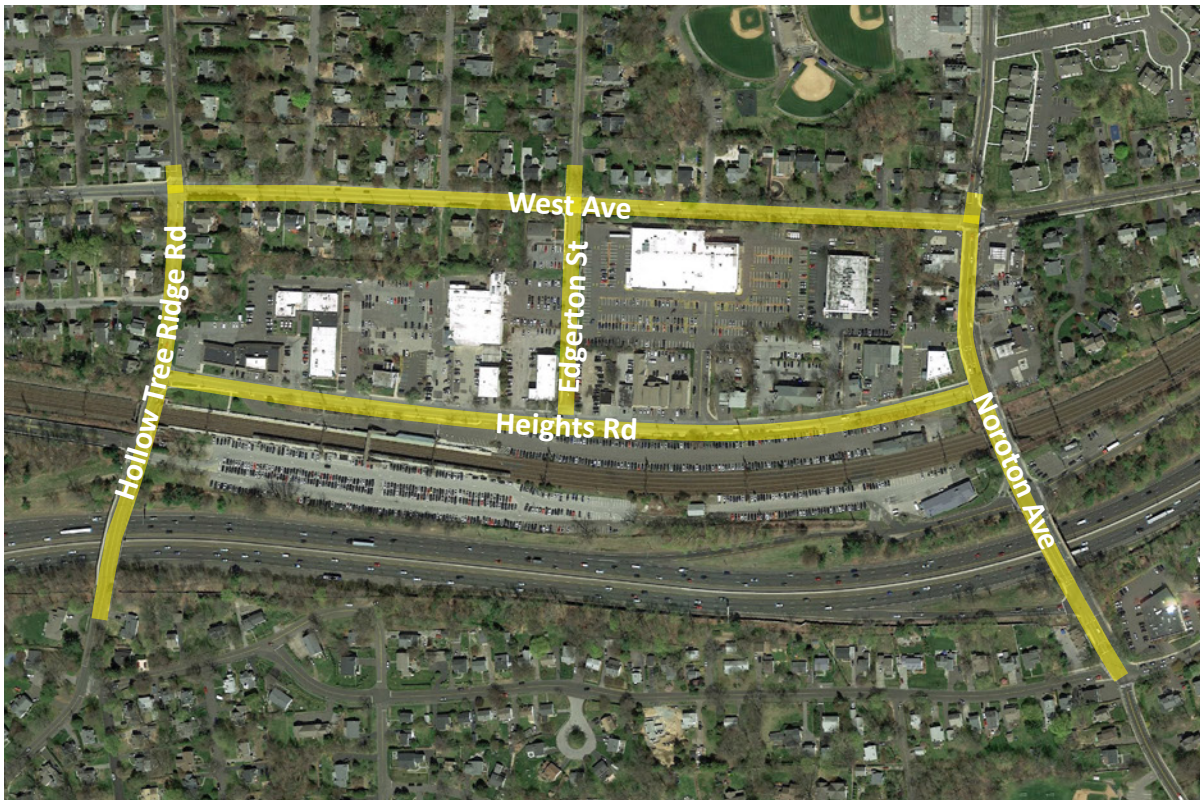
c. Transportation Infrastructure

NV5 staff performed a physical conditions inventory on November 2, 2016 to identify roadway characteristics and traffic/transportation conditions in the Noroton Heights Station area. NV5 staff also observed prevailing traffic operational, parking, and safety issues, and noted the location of bicycle and pedestrian paths to the station.

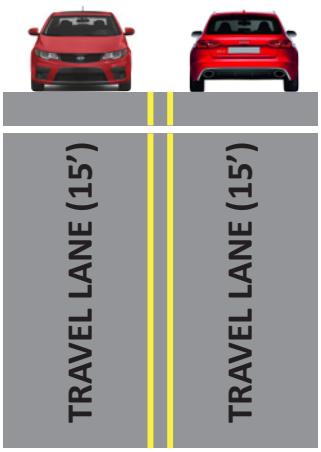
Station Area Streets

This section organizes and presents information about the main roadways in the Noroton Heights Station area: Hollow Tree Ridge Road, Heights Road, West Avenue, Noroton Avenue, and Edgerton Street (see Figure 14).

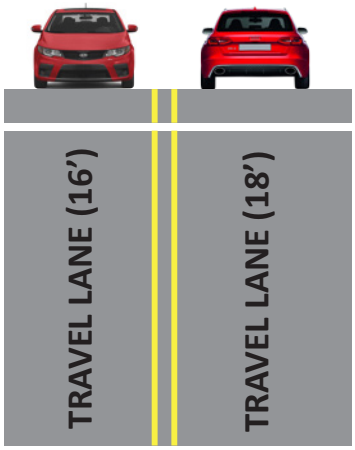
Figure 14: Station Area Streets



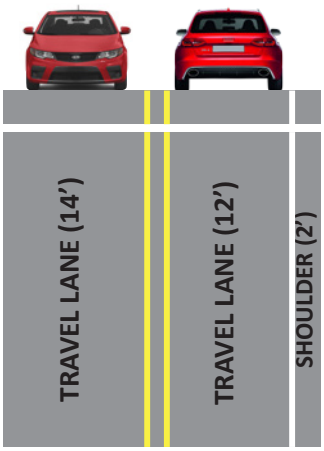
Hollow Tree Ridge Road is located west of the train station, with one travel lane in each direction and a posted speed limit of 25 mph. The road is 30 feet wide and has sidewalks along the east side from the bridge over I-95 to West Avenue. There are no sidewalks on the west side of the street. The southern portion of this road is a bridge over I-95, which has sidewalks and 2-hour on-street parking. Traffic signals are found at the intersection of West Avenue, Heights Road and at the entrance/exit to Commuter parking Area 2. There are no bicycle lanes on this road. Street lights are present, spaced approximately 150 to 250 feet apart, but does not provide sufficient pedestrian lighting.



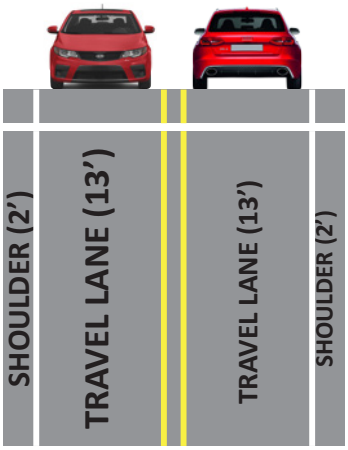
Heights Road runs parallel to the railroad tracks from Hollow Tree Ridge Road to Noroton Avenue, with one travel lane in each direction. The road ranges from 30 to 35 feet wide and has a posted speed limit of 25 mph. There is a 4-5 foot wide sidewalk, in good condition, along the south side of Heights Road between Hollow Tree Ridge Road and the easternmost entrance to the parking lot, which is approximately 350 feet from the intersection of Noroton Avenue. There are also sidewalks on the north side of Heights Road between the intersection of Noroton Avenue and Citibank (40 Heights Road). The remaining area between the edge of the property line has parking spaces perpendicular to Heights Road, entrances and exits to parking areas and intermittent sidewalks. The area typically dedicated to pedestrian space is not coordinated in material or alignment. Traffic signals are found at the intersection of Hollow Tree Ridge Road and Noroton Avenue, and a stop sign on Edgerton Street where it intersects Heights Road. There are no bicycle lanes or on-street parking on this road. Street lights are present, spaced approximately 150 to 250 feet apart, but does not provide sufficient pedestrian lighting.



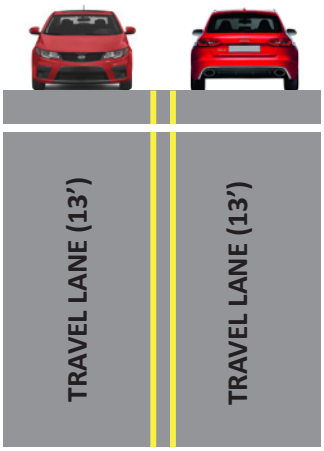
West Avenue is a residential street that runs parallel to the railroad tracks north of the commercial area. It has one travel lane in each direction and has a posted speed limit of 35 mph. It ranges from 28 to 29 feet wide with a narrow shoulder on the north side. There are no consistent sidewalks, with an asphalt walkway along the north side of the street, and no sidewalk along almost all of the south side of the street. On the south side of West Avenue, from Edgerton Street to Noroton Avenue, there is a significant grade change on the retail property. The intersection of Hollow Tree Ridge Road, Edgerton Street, and Noroton Avenue is signalized. There are no bicycle lanes or on-street parking on this road.



Noroton Avenue is located to the east of the train station, with one travel lane in each direction north of Heights Road and a posted speed limit of 25 mph. The road is 30 feet wide north of Heights Road, but widens south of Heights Road into two lanes in each direction, with turn lanes to accommodate traffic entering and exiting I-95. Sidewalks are located along both sides of Noroton Avenue. The intersection of West Avenue, Heights Road, and Ledge Road is signalized. There are no bicycle lanes on this road. Street lights are installed only on the east side of the road, spaced approximately 150 to 250 feet apart, but do not provide sufficient lighting for pedestrians.



Edgerton Street provides a connection between Heights Road and West Avenue, as well as access to four retail parking lots. It is 26 feet wide and has one travel lane in each direction and bus stops at the north and south end. It ranges from 28 to 29 feet wide with a narrow shoulder on the north side. There is a continuous walkway, made up of a short section of sidewalk on the east side of the street that ends where a sidewalk on the west side of the street begins; but there is no crosswalk. The intersection of West Avenue is signalized. There are no bicycle lanes or on-street parking on this road.

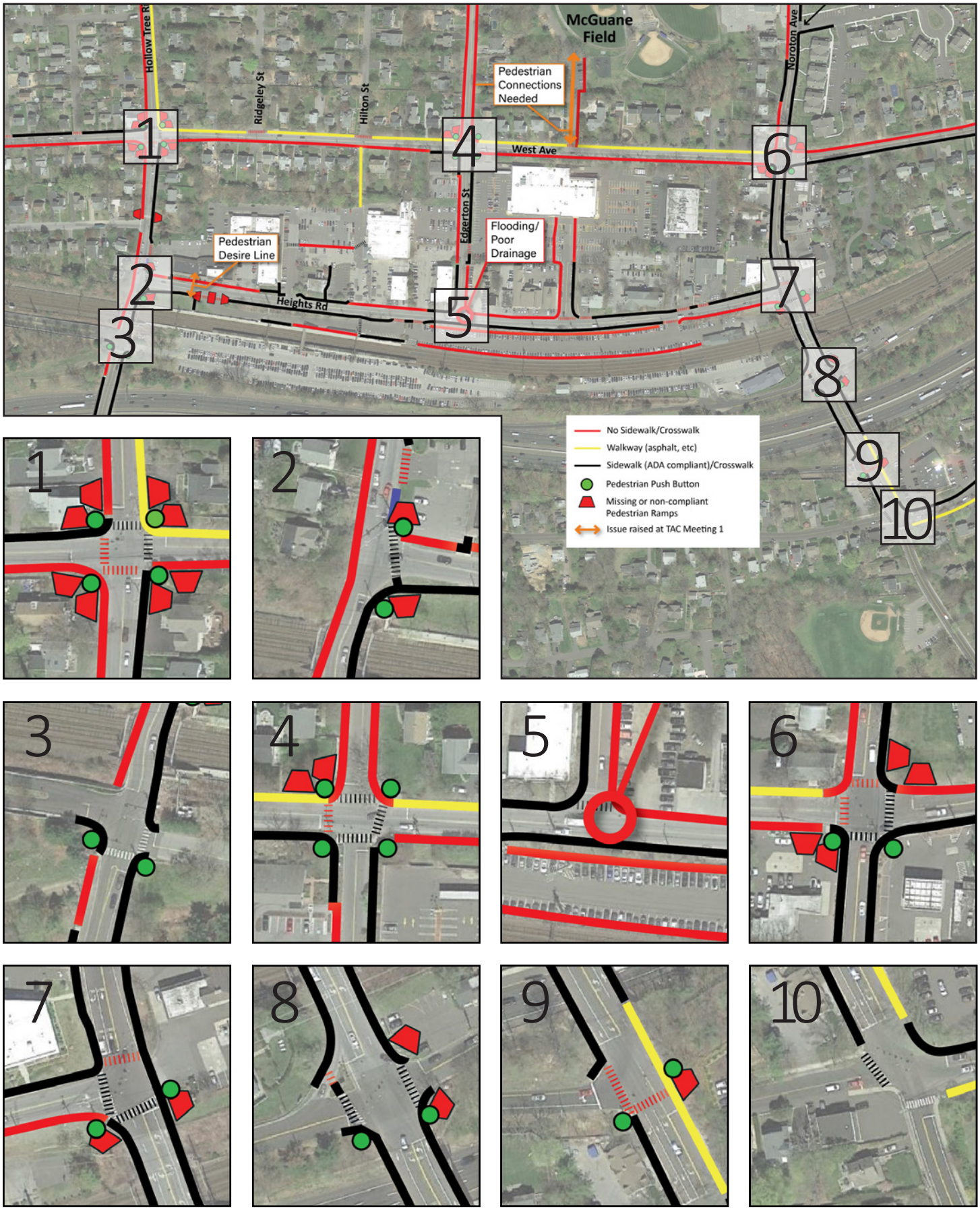


Pedestrian and Bicycle Circulation

The circulation networks for pedestrians and bicyclists are incomplete (see Figure 16 on page 27). Where crosswalks are present or would be appropriate, pedestrian ramps are generally missing. Where pedestrian ramps do exist, they are typically not ADA-compliant. Most crossings have push button pedestrian actuation, even when pedestrian ramps and crosswalks are not present. For instance, on the east side of Noroton Avenue between Maple Street/Hecker Avenue and the I-95 N exit ramp, there is a push button assembly without a crosswalk or curb cut. On Hollow Tree Ridge Road, just north of Heights Road, there is a crosswalk that does not line up with any pedestrian ramps.

Figure 15: Bicycles parked at the Noroton Heights Train Station

Figure 16: Graphic depicting the results of a pedestrian and bicycle mobility assessment

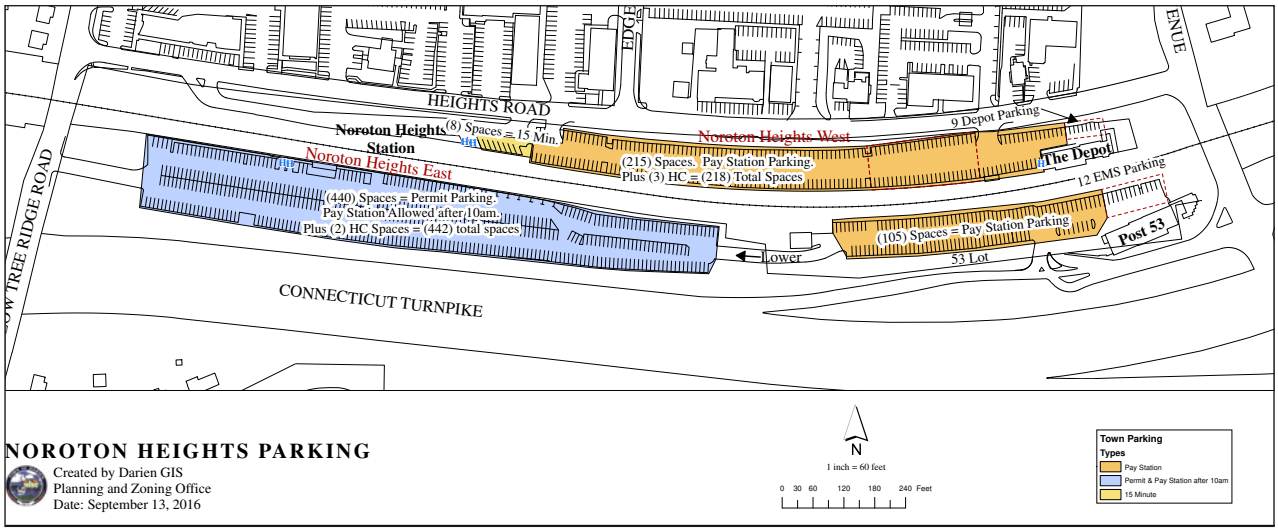


Commuter Parking Lots

This section summarizes the uses and circulation/access issues related to the station area parking supply. A summary of parking demand and utilization for the station and private lots is provided under Section 6 of this report. In general, the parking areas provide poor informational signage and wayfinding, confusing circulation patterns, and poor pedestrian access to/from, and within, the lots.

The Noroton Heights Station is served by three parking lots: Area 1, Area 2, and Area 3 (see Figure 17 and Figure 18 on page 29), all of which are located south of Heights Road. There are also several private parking lots directly north of the station across Heights Road that support the mixed-use retail and commercial properties. Although these private lots are not intended for rail station parking, many commuters were observed parking in these lots.

Figure 17: Map of Commuter Parking Areas

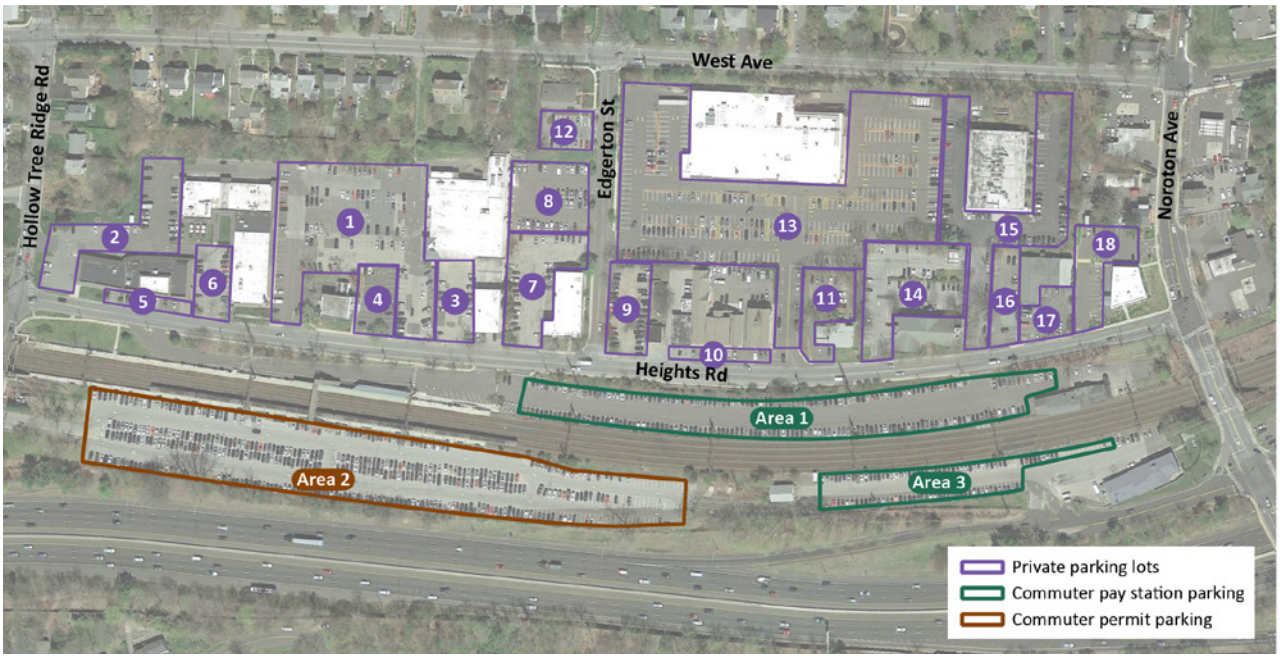


Area 1

Area 1, located in between Heights Road and the railroad tracks, consists of 218 spaces serviced by a pay station, plus eight 15-minute parking spaces directly adjacent to the platform and station building. The far eastern end of the station includes several spaces reserved for the Depot Youth Center. Bicycle racks are located just west of the station building ; both bicycles and motorized scooters typically utilize the racks. The 218 pay station spaces are typically filled to capacity most weekdays by 7:30am till 4:00pm. No more than two short-term spaces were observed utilized at any time. Only a few of the Depot Spaces were observed utilized during the peak commuter periods. A pay station is located at the western end of the lot adjacent to the westbound platform ramp.

In general, Area 1 is difficult and confusing to navigate, especially for people not familiar with the lot There are no signs indicating the type of parking available at any of the three entrances. The 15-minute parking area is indicated by two small signs attached to the platform railing. All of the access points create T-intersections along Heights Road that are not aligned with existing streets. Pedestrian access to the station is via two crosswalks that on Heights Road. One is the Hollow Tree Ridge Road intersection, and the other at Edgerton Street. Neither of these crosswalks line up directly with driveways to the station or

Figure 18: Commuter and Private Parking Lots at Noroton Heights Station



desire lines, which results in many mid-block pedestrian crossings at unmarked locations. Along Heights Road there are three access points to/from this long, continuous parking lot, none of which have any crosswalks (see Figure 19).

- The western access point is an entrance only, and leads to a long one-way eastbound driveway utilized for kiss-n-ride activity.
- The center access point is actually two exit drives adjacent to each other. One exit is intended for the kiss-n-ride driveway exits, while the other is intended for parking area exits.
- The eastern access point allows entries and exits.

Figure 19: Access points along Heights Road

Area 2

Area 2, located south of the railroad tracks, consists of 442 permit spaces (see Figure 23 on page 32). A short access road connects the lot to Hollow Tree Ridge Road. The access road is approximately 30 feet wide, without sidewalks, and has a marked crosswalk where it intersects Hollow Tree Ridge Road, creating an offset intersection with the entrance to the Avalon development. There are no signs at the entrance of this lot indicating the type of parking permitted. The access road and parking lot have a posted speed limit of 15 mph. Signs within Area 2 indicates "Permit Parking / Pay Station Parking after 10 AM". However, there are no signs indicating the connection to Area 3 and available pay station spaces.

Circulation through the lot is provided by one-way drive aisles in a counter-clockwise pattern. The drive aisle adjacent to the eastbound platform is utilized as a kiss-n-ride aisle for departing and arriving trains, although there are no formal markings or signs designating the area for that use (see . Although the drive aisles are wide enough for two-way circulation, the heavy use as kiss-n-ride justifies the one-way pattern so that the aisle provides a by-pass lane.

A narrow driveway, without sidewalks, at the eastern end of the lot connects to Area 3 as well as access to I-95 westbound entrance ramp/Ledge Road. A noticeable amount of through traffic was observed driving through the lots between Hollow Tree Ridge Road and I-95 entrance ramp/Ledge Road, particularly during the peak AM and PM traffic periods. There are no internal walkways throughout the lot, and pedestrians must share the drive aisles with vehicles. The lack of pedestrian amenities is particularly inconvenient for those using Area 3.

Figure 20: Aerial photograph of Area 2 with the "kiss-n-ride" aisle highlighted

Area 3

Area 3, located south of the railroad tracks to the east of Area 2, consists of 105 spaces of pay station parking. There are also several reserved spaces at the eastern end of this lot to support the Post 53 EMS Station. Area 3 is connected to Area 2 by a 200-foot access road without sidewalks, with one point of access on the far east (Hollow Tree Ridge Road) and west (Ledge Road/I-95 S entrance ramp) of the parking lots. There are no signs at the entrance of this lot indicating the type of parking permitted. The access road and parking lot have a posted speed limit of 15 mph. There are no sidewalks leading to/from the lot either through the lots, or connecting to Noroton Avenue. There are also no east/west crosswalks at the Ledge Road intersection to provide safe pedestrian access to destinations along Ledge Road.

Figure 21: Aerial photograph of Area 3

As previously described, Area 2 and Area 3 are often used as a cut-through by drivers accessing Noroton Avenue or the I-95 entrance ramp to bypass the signals and turning movements along Heights Road. These parking areas, however, are not designed to carry thru-traffic.

Private Parking Lots

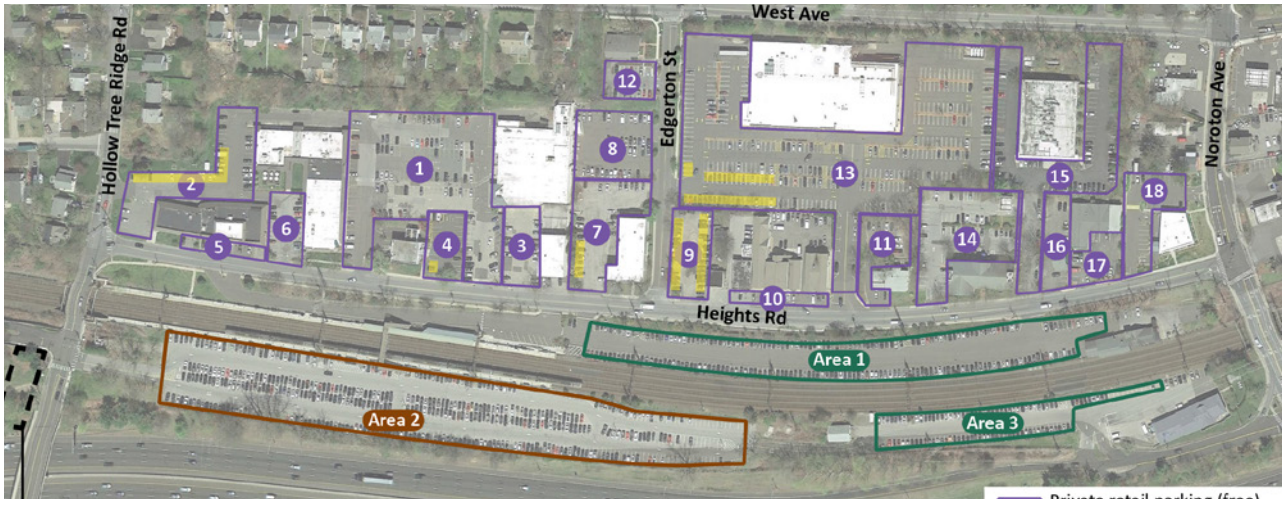
The mixed-use retail and commercial areas north of Heights Road between Hollow Tree Road and Noroton Avenue contain approximately 18 separate parking areas that serve various businesses or groups of businesses. Most of the lots are segmented and separated by the individual land uses, except for the Palmer's properties, where parking areas 1, 2, 4, and 6 provide some pedestrian and vehicular access between the lots, although some of these connections are one-way.

These 18 parking areas contain a total of 977 parking spaces. Parking observations and counts undertaken by NV5 during several visits in October and November in 2016 and in January 2017 revealed excess capacity, with the average peak utilization rate ranging from 43% to 49%. For additional details on utilization, see Section 6 of this report.

Some of these lots were observed to be used by commuters to take the train from Noroton Heights (see areas highlighted in yellow in Figure 22). Most of these spaces were occupied prior to typical retail/ commercial working hours, and also prior to the pay

LOT	ID	SPACES
1	Palmers	159
2	Liquor/Darien Doughnuts	29
3	Infinity Fitness	27
4	Wells Fargo Bank	21
5	Post Office	15
6	Southside Tavern	22
7	Faith Magazine	28
8	Palmers Employee parking	50
9	Unpaved lot	30
10	Sunday Cleaners	20
11	Brooke's Homecare	13
12	United Bank	16
13	Stop n Shop	334
14	Citibank	70
15	Equinox Gym	93
16	Hair Dresser	10
17	Subway	16
18	Chase Bank	24
Total Private Parking		**977**
Area 1	Pay Station Parking	218
Area 2	Permit Parking	444
Area 3	Pay Station Parking	95
Total Station Parking		**757**

Figure 22: Locations of commuters observed parking in private lots



station lots reaching capacity. Signs at most of these lots expressly restrict commuter parking. There are signs to indicate “customer-only” with a one-hour time (e..g, Lot 1) limits or that parking is for employees only (e.g., Lot 8). The one exception is the undeveloped, unpaved Lot 9, which appears to be occupied almost entirely by commuter parking. It is not known if this lot is being used with permission of the owner or whether any fees are being paid. It is estimated that more than 80 vehicles parked in these lots are those of commuters, including 30 in Lot 9.

This presents an opportunity to explore a formalized shared-parking agreement for the use of some portion of the private spaces for commuter parking. Due to the low overall demand for these private parking spaces, and the obvious existing use of these spaces by train commuters, an interim agreement would allow the stakeholders to “test” the true unmet demand for Noroton Heights Station parking.

Figure 23: Photo of Area 2

d. Transit & Train Service

This section provides an overview of the existing local bus and Metro-North Rail service currently offered at Noroton Heights Train Station.

Transit Service

CTtransit's Stamford Division serves the Noroton Heights Train Station with the 344 Glenbrook Road Route (formerly 42-Darien). The study area has nine bus stops, five in the eastbound direction and four in the westbound direction. The stops are signed; none of them have benches or shelters.

Route 344 makes 40 stops on its 6.5-mile route between Stamford Transportation Center and Darien Station. Of the 15 routes in the Stamford Division, Route 344 ranks 10th in ridership, seeing 240 boardings in each direction on weekdays. The most utilized stops in the study area are those near the train station and at the Stop & Shop on Edgerton Street. The other stops see three boardings or fewer per weekday.

In December 2016, the adult, single trip fare increased 25 cents to $1.75. Youth and senior/disabled passes are provided at a discount. Children age four and under ride for free. See Table 3 for all the fare offerings.

The earliest departure at Noroton Heights is at 6:19 a.m., and the latest is 7:44 p.m. on weekdays. The first departure on Saturdays is at 7:49 a.m., and the last is at 7:19 p.m. There is no Sunday service.

Service frequencies vary by time and day of week. The route offers 30 minute AM and PM peak service on weekdays; headways drop to 60 minute during the midday. There are 60 minute headways all day on Saturdays.

Train Service

Metro-North's New Haven Line offers 30-minute peak frequencies and 60-minute off-peak frequencies at Noroton Heights. On weekdays, trains headed to New York City depart from 5:01 a.m. to 12:37 a.m. Trains headed to New Haven depart from 6:44 a.m. to 2:39 a.m.

According to the 2015 Metro-North Railroad Annual Ridership Report, the New Haven Line saw more than 40 million rides in 2015, a 1.9% increase from 2014. Table 4 on page 35 shows typical weekday and weekend ridership to and from Noroton Heights Train Station. According to the 2007 MTA/Metro-North Railroad Origin-Destination Survey, 1,022 people boarded during peak periods and 310 people boarded during off-peak periods on weekdays (1,332 total weekday boardings). On Saturdays, there were 657 boardings recorded.

Figure 24: Map of the Route 344 Bus

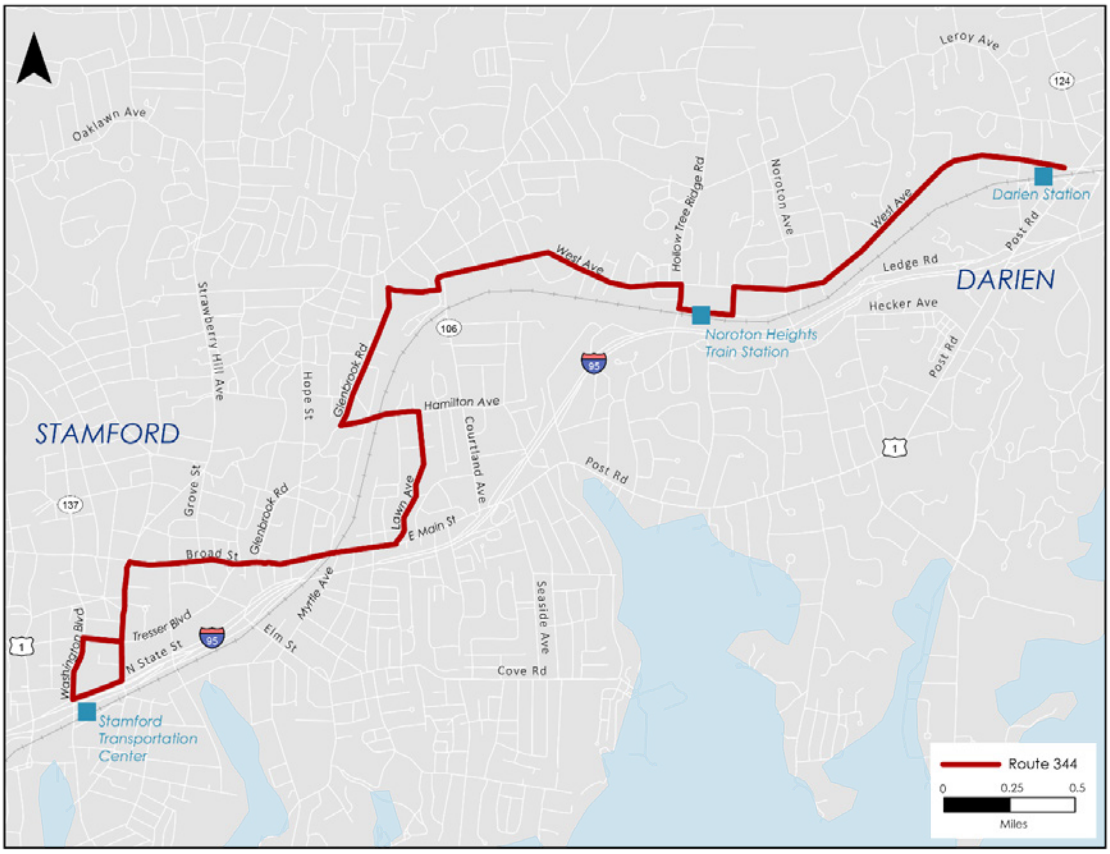


Figure 25: Bus Stops near the Noroton Heights Train Station

Table 4: Noroton Heights Train Station Boardings in 2015

NOROTON HEIGHTS STATION - TYPICAL BOARDINGS (2015)	
Weekday Inbound	1,464
Weekday Outbound	83
Saturday Inbound	379
Saturday Outbound	40
Sunday Inbound	313
Sunday Outbound	344
source: Metro-North Railroad	

Table 5: Bus Boardings & Alightings in the Station Area

DAILY BUS BOARDINGS & ALIGHTINGS			
EASTBOUND	1. West Ave & Hollow Tree Ridge Rd	0	2
	2. Heights Rd & Noroton Heights RR 1	0	2
	3. Heights Rd & Noroton Heights RR 2	1	9
	4. Edgerton St & Stop & Shop	3	13
	5. West Ave & Noroton Ave	1	1
WESTBOUND	6. West Ave & Noroton Ave	3	0
	7. Edgerton St & Heights Rd	15	0
	8. Heights Rd & Noroton Heights RR	4	0
	9. Hollow Tree Ridge Rd & West Ave	1	0

Table 6: Bus Fares

CTTRANSIT BUS FARES			
PASS TYPE	ADULT	YOUTH (5-18)	SENIOR OR DISABLED
2-Hour Pass	$1.75	$1.40	$0.85
10-Ride Ticket	$15.75	$12.60	$7.65
All-Day Pass	$3.50	-	-
3-Day Pass	$8.75	-	-
5-Day Pass	$14.00	-	-
7-Day Pass	$19.25	-	-
31-Day Pass	$63.00	-	$30.60

e. Observations of Current Conditions

The following are observations by steering TAC members who participated, along with the consultant team, on a walk-through of the station area on October 31, 2016.

Roads

- Flooding and drainage are a major issue at Heights Road near its intersection with Edgerton Street. Developers are aware of this issue.
- Where intermittent diversions occur during incidents on I-95, consider "managed-use" lanes as a potential mitigation technique.

Pedestrian Circulation

- Missing sidewalks, crosswalks and pedestrian connections in a number of locations including portions of Edgerton Street, the south side of West Avenue, and within the parking lot in front of Equinox.
- Identify and recommend improved pedestrian connections to/from/within commercial uses; e.g. consider ramp/stairs from West Avenue to northeast corner of Stop & Shop parking lot.
- Improved pedestrian connection should be provided across West Avenue and into McGuane Park.
- Investigate implementing sidewalks along Edgerton north of West Avenue to Elm Street.
- Consider reconfiguring Heights Road to provide pedestrian crossing at Donut Shop.
- The use of HAWK pedestrian crossings should be investigated at uncontrolled pedestrian crossings.

Parking

- Several retail parking lots could be consolidated to provide better traffic flow.
- The Edgerton dirt lot is currently used for commuter parking. Questions were raised about lot ownership and control and whether commuters pay to park there.

Transit & Rail Service

- Projected future increase in Metro North rail service should increase ridership, which will impact parking and traffic.
- For the Route 344 Bus, should look at bus stop locations, compare to ridership, and possibly consolidate, relocate, or eliminate some stops.

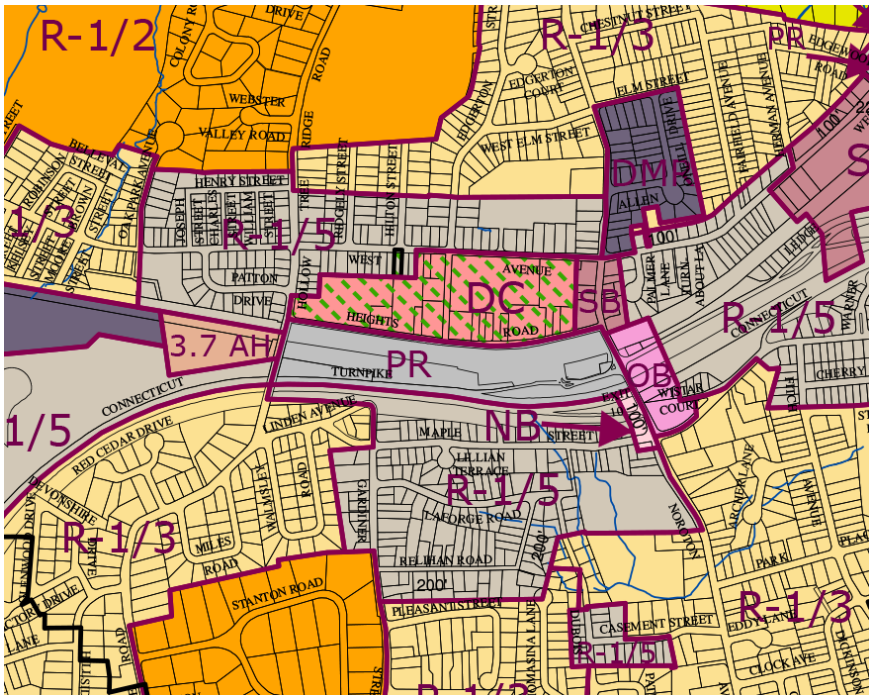
f. Zoning & Parcel Structure

Zoning

Figure 26 is an excerpt of the Town of Darien's Zoning Map focused on the Noroton Heights Station Area. Most of the commercial parcels along Heights Road are zoned DC (Designed Commercial). The NHR (Noroton Heights Redevelopment) zoning overlay also applies to these properties. The NHR is an overlay zone intended to maintain the existing retail foundation of the Noroton Heights commercial district while encouraging the development of business and professional offices and dwelling units, including affordable units, in recognition of the zone's proximity to mass transit and Interstate 95. The NHR is intended to encourage development that promotes safe pedestrian access to businesses by residents within the zone and from adjacent residential neighborhoods. The intent is to strengthen the viability of retail business in the Noroton Heights commercial district, to offer a broader range of housing and office space with convenient access to transportation, to foster pedestrian activity as fully as is practicable, and to reduce reliance on individual motor vehicles to access the retail businesses.

The block of Noroton Avenue between West Avenue and Heights Road is zoned SB (Service Business), while to the south it is zoned OB (Office Business). Most of the residential properties closest to the station are within the R-1/5 District, which allows 5 single-family residential lots per acre. To the west of the Noroton Heights Train Station is an area zoned 3.7 AH (3.7 Acre Hollow Tree Ridge Road Small Acreage Zone). While the original intent of this zone was to create an opportunity for affordable housing, development limitations (e.g. utilities) has led to the zoning being amended to allow a Self-Storage use, which is currently under development.

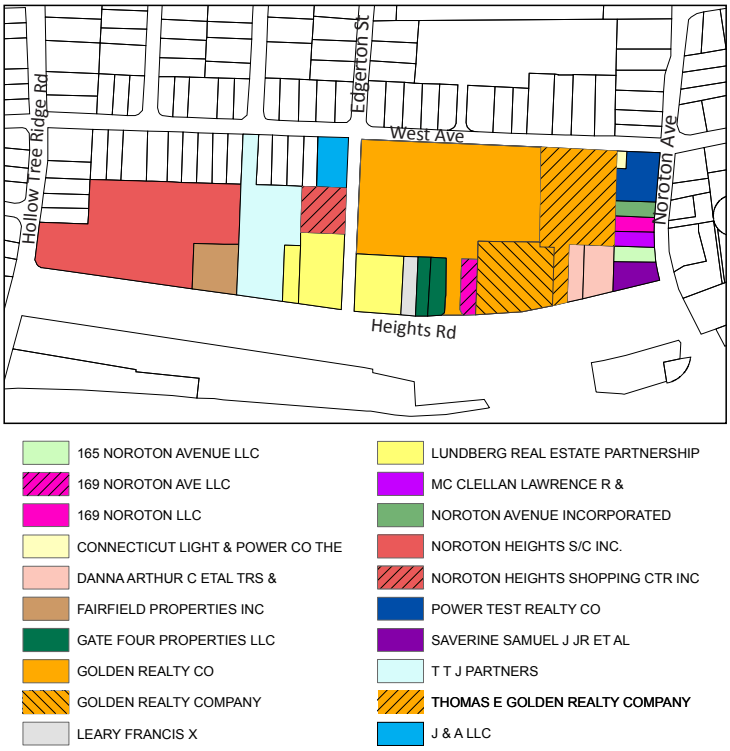
Figure 26: Excerpt of the Town of Darien's Zoning Map



Parcel Structure & Ownership

Figure 26 also shows the underlying parcel structure of the area. The parcels zoned DC and SB have a variety of owners. The parcels zoned DC are also located within the NHR overlay zone and are slated to be redevelopment in the future. Figure 27 identifies the various commercial property owners within the blocks just north of the Noroton Heights Train Station.

Figure 27: Commercial Property Ownership

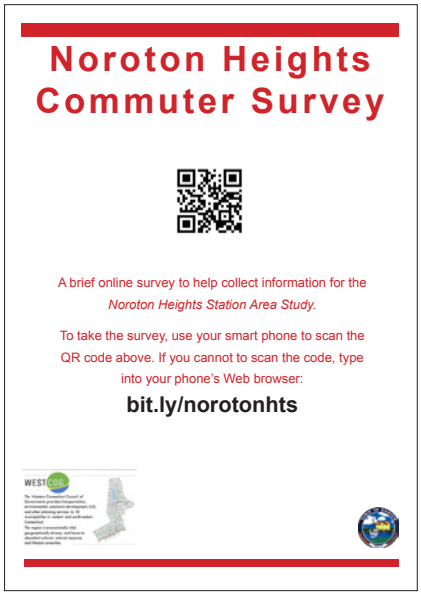


Hatch marks indicate property registered under a different name but likely the same owner as the underlying color. More properties might have common owners than those highlighted on this map.

5. Commuter Survey

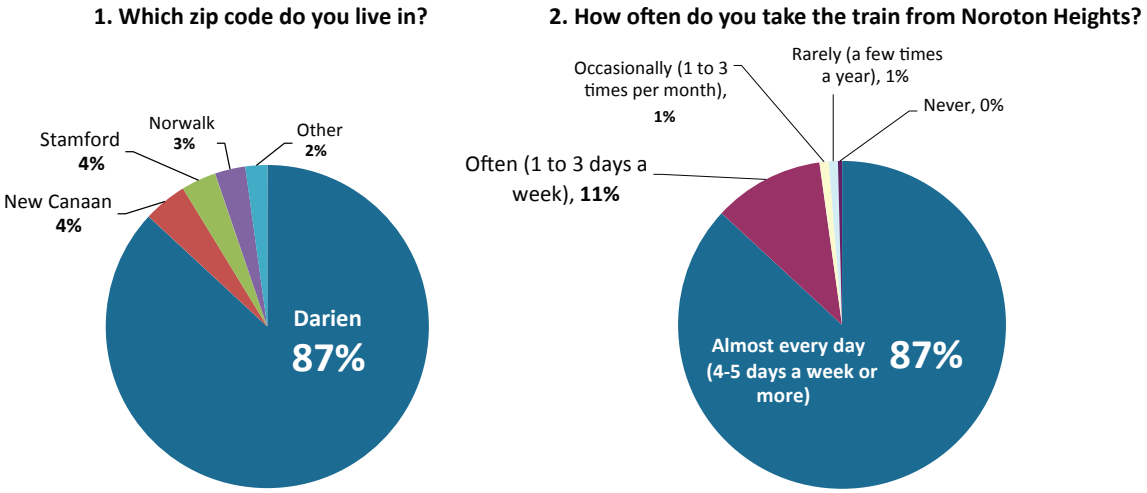
An online survey was created to better understand the characteristics and needs of the Metro-North Railroad riders who use the Noroton Heights train station. Flyers containing a QR code and a direct link to the survey were distributed to commuters by hand on January 11, 2017 (see Figure 28). A larger poster was also put on display on the platform for several weeks. More than 220 people completed the survey in its entirety. Based on 2007 ridership data, this represents approximately 22% of daily morning commuters, or 17% of total daily boardings at the Noroton Heights Station. The following is a summary of the results of the survey. The numbers correspond with the question number from the survey.

Figure 28: Flyer for the Survey



1. **In which zip code do you live?** 87% of survey respondents live in Darien, while the remainder live in New Canaan (4%), Stamford (3%), and Norwalk (3%). A few responses were received from commuters from other towns such as Redding, Greenwich, Stratford and Bethany. Overall, this generally mirrors what would be expected in terms of the catchment area and proximity to the Noroton Heights Train Station.
2. **How often do you take the train from Noroton Heights?** 87% of respondents report taking the train virtually every day, while 11% take the train 1-3 days a week. This indicates that most are commuters and frequent users of the station.

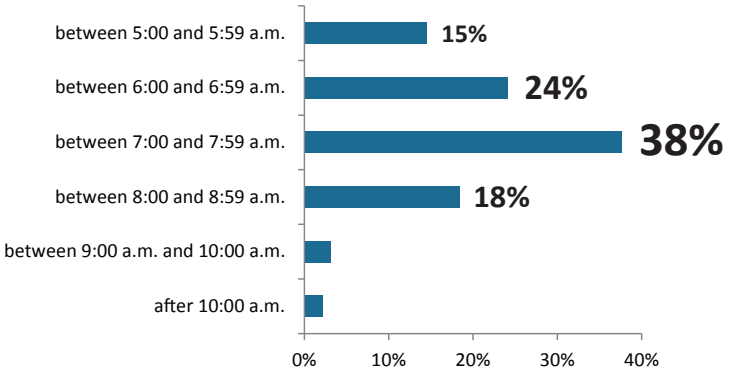
Figure 29: Commuter Survey Responses (Questions 1 and 2)



3. **What other stations do you frequently use?** More than 33% of respondents indicated also using the station in Darien, while 25% indicated also using the Stamford Transportation Center. Several respondents indicated also using Talmadge Hill, Rowayton, South Norwalk, or Glenbrook. These results suggest that pay station users who do not have permits might opt for other stations due to factors such as time of day and cost.

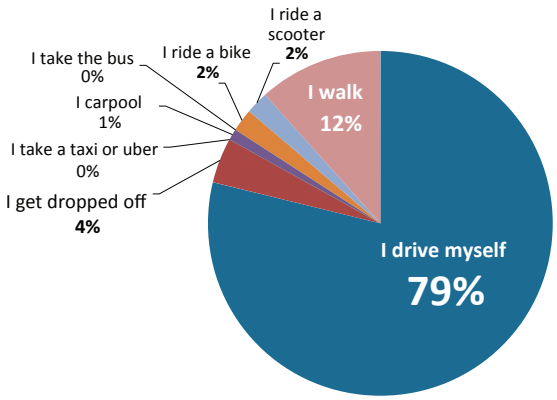
4. **At what time do you usually board the train in the morning?** The "peak" commuting hour, according to the survey results, is between 7:00 a.m. and 7:59 a.m. Almost 40% of respondents usually board the train at this time, with the next highest being between 6:00 a.m. and 6:59 a.m. This coincides with station parking utilization approaching overall capacity during the same hour.
5. **At which station do you usually get off in the morning?** In terms of destination in the morning, commuters are unanimously going to Grand Central. Very few respondents indicated an intermediate station as their destination.

Figure 30: Commuter Survey Responses (Question 4)



6. **At what time do you usually board the train to return to Noroton Heights?** Returning back to Noroton Heights, most respondents (47%) board the return train between 6:00 p.m. and 6:50 p.m. Approximately 30% board an earlier train between 5:00 p.m. and 5:59 p.m. This coincides with spaces becoming available an hour later than these departures, and over 50% empty by 7:30 p.m.
7. **How do you travel to the station?** While most people drive to the station, there are a number of people who walk to the station frequently (see Figure 31). This underscores the need to make sure that pedestrians have proper accommodations and to encourage more walking as a way to reduce parking demand. Very few respondents report taking the bus.

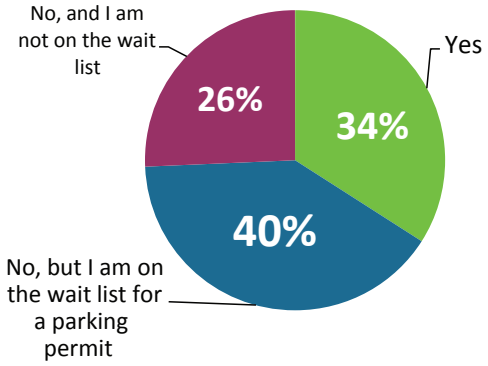
Figure 31: Commuter Survey Responses (Question 7)



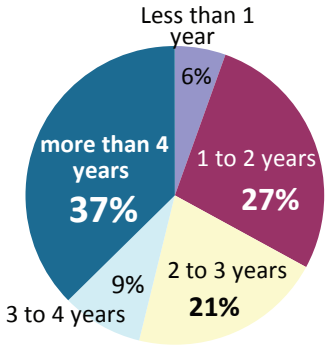
8. **Do you have a parking permit for Noroton Heights?** More than 33% of respondents have a parking permit, but more than 40% are on a wait list. 25% are not on the waiting list. In terms of waiting, there is a considerable number who have been on the waiting list for more than 4 years. This is reflected in the responses to the next question about where people typically park at the station. Half park in the pay station parking while 35% park in permit spaces. Actually 14 percent report parking in other lots off-site.
9. **How long have you been on the wait list?** More than 1/3 of respondents have been on the wait list for over 4 years. In total, 67% of respondents have been on the wait list for at least 2 years.

Figure 32: Commuter Survey Responses (Questions 8 and 9)

8. Do you currently have an annual rail parking permit for Noroton Heights?



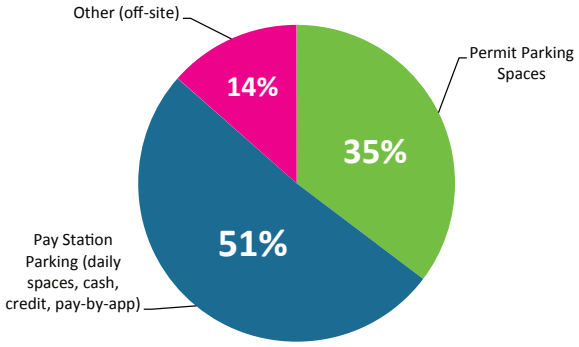
9. How long have you been on the wait list for a parking permit



10. **Where do you typically park at Noroton Heights?** More than half of respondents park in the pay station parking areas, while 35% part in permit parking spaces. Approximately 14% of respondents park off-site in one of the private lots. (Note: This indicates that a greater share of the Pay Station Area users responded to the survey, since 58% of the parking supply is Permit Parking (442 spaces), while 42% is Pay Station Parking (323 spaces). Based on the 14% responding they park off-site, there could be as many as 125 spaces being used in the private parcels to the north.

Figure 33: Commuter Survey Responses (Question 10)

10. Where do you typically park at Noroton Heights?

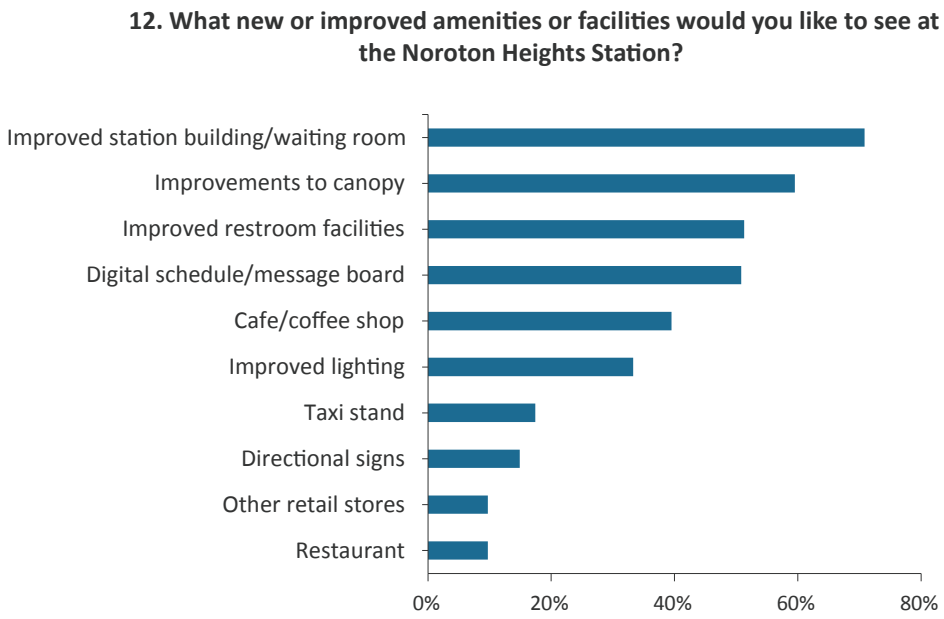


11. **When you drive to the station and park, how difficult is it for you to find a parking space?** More than 60% of respondents find a parking spot right away, while more than 25% usually have to drive around the lot until they find a space. Approximately 12% of respondents usually find the parking lots to be full, so they park somewhere else.

The last question on the survey, question #12, asked commuters about new or improved amenities they would like to see at the Noroton Heights Train Station. Respondents were able to select multiple items if they wished. The responses indicate that commuters clearly want improvements to the station facilities (see Figure 34). Respondents also had the opportunity to supply an open-ended response to the question. The following were the most frequently entered responses:

- Improve parking, especially parking supply and allocation of permit spaces
- Improve pedestrian safety through measures such as dedicated walkways through parking areas.
- Do nothing, but improve train service.

Figure 34: Commuter Survey Responses (Question 12)



Cross-Tabulations

Cross-tabulating the responses of one question with another question can help confirm findings or reveal additional insights into commuter patterns and behaviors.

- Of the respondents to who park off-site, 75% usually park before 8:00 a.m., which is approximately when pay station parking typically reaches capacity. This suggests that commuters park off-site because of opportunity and cost factors, and not by lack of available parking spaces.
- More than 75% of respondents who park in the pay station lots are on the permit wait list. Furthermore, 91% of respondents on the permit wait list use the station 4 to 5 times per week. This suggests an opportunity to reallocate and increase the number of permit parking spaces.
- 98% of respondents with permits board their train before 9:00 a.m., which is about when Area 2,

which is dedicated to permit parking, starts to reach capacity. Typically, there are approximately 20 spaces available in Area 2 after 9:00 a.m., which becomes available for pay station parking after 9:30 a.m. This suggests that the current ratio of parking permits to parking spaces is appropriate for existing demands. If an increase in permit parking spaces is considered, a similar ratio of permits to spaces should provide for efficient use of the spaces.

- Of the 24 respondents (10%) that indicated they also use other stations such as Darien and Stamford, most (91%) also reported not have difficulty finding a parking spot at the Noroton Heights Station. This suggests that other factors are influencing their occasional use of other stations.

6. Parking

a. Operations & Management

This section describes the operations and management of parking at the Noroton Heights Station, focusing on daily operations, permits, lease arrangements, and operating and capital budgets. Information on the Town's rail station parking operation is posted on the Town of Darien's website at www.darienct.gov/railroad-station-parking. A copy of the regulations governing parking at Noroton Heights Station, as well as the entire Town of Darien, is included in Appendix B.

Roles Responsibilities & Daily Operations

Figure 35: Photo of Pay Stations

Parking at the station's three commuter lots is managed by the Darien Parking Authority (which is also the Board of Selectman - BOS), in conjunction with the Town Administrator, which is an extension of the BOS, and the Department of Public Works (DPW). The Parking Authority sets policies and rates, issues permits, and manages the wait list, while DPW is responsible for lot enforcement, capital projects (with CTDOT concurrence), and train station maintenance. The Darien Police Department provides security. Annual permit parking and daily parking are both offered at the station. Annual permits are provided as tags that are hung from a vehicle's rear-view mirror. Vehicles that have an annual permit are also linked into a database that can be accessed by enforcement staff to check permit status before issuing tickets.

Daily parking is charged via pay stations or through a pay-by-app system. Payment is required between 7:00 a.m. and 3:30 p.m. Monday through Friday. Fees are $4 per day and can be paid using cash or credit card at the pay station or through the mobile app mPay2Park. Multiple consecutive days can be purchased at once. The app also allows commuters a monthly purchase for $65 per calendar month, which results in a 19 percent discount, or $3.25 per day, assuming 20 days per month. If the monthly purchase is applied all 12 months, then the annual cost is $780. The monthly purchase option can only be used to park in Area 1 or Area 3, or in Area 2 after 9:30 a.m. The pay station transaction data indicates that approximately 70 percent of pay station parking users pay through the app.

Parking Permits

To get on the wait list for an annual parking permit at the Noroton Heights or the Darien stations (Leroy West Lot), commuters can call 203-656-7330 between 9:00 a.m. and 1:00 p.m. weekdays (Town Hall is closed on holidays) or visit https://darienpermits.nsolutions.com/. There are separate waiting lists for each lot, but commuters can sign up for both lists. The Town charges an annual fee of $10 to be on the waiting list. Since the lot at the Noroton Heights Train Station is operated by the Town of Darien but owned by the

State of Connecticut, residents of other towns can hold a Noroton Heights Lot permit.

Permits in the Town of Darien are issued annually. To obtain a permit, a commuter must provide a vehicle registration. Permit renewal applications are due in mid-December, but commuters have a grace period until the end of January of the following year to renew (although a late fee is charged after the mid-December deadline). If commuters are not making changes to their permits, they can renew online at https://darienpermits.nsolutions.com. They can also renew in person or by mail. Once the permit renewal process is complete, permits that have not been renewed are offered to those persons on the waiting list.

Table 7 shows permit and wait list information for Noroton Heights Station. The Town has reduced the number of people on the wait list for both Noroton Heights and Darien Train Stations by contacting those on the wait list, requiring them to complete the requisite paper if they wish to stay on the list, and charging a $10 annual fee (this policy began in 2015). However, commuters being added to the list can still expect a wait of up to seven years at the Noroton Heights Station. The wait time is longer for Darien than Noroton Heights because commuters typically prefer to pass on a Noroton Heights permit when their name comes up and to continue waiting for Darien. As a result, the top of the list for Noroton Heights dates back to 2006, whereas the top of Darien wait list dates back to 2003.

Table 7: Annual Parking Permits and Permit Wait List

ATTRIBUTE	2012	2017
Annual Permits Issued	864	808
Ratio of Permits Issued to Permit Spaces	2:1	2:1
Persons on Wait List for Permit	1,192	999
Longest Length of Time on Wait List	7 years	7 years
Source: SWRPA 2013 Rail Stations Parking Study Update and Town of Darien, CT		

The Town of Darien raised their annual permit cost to $400 and daily parking rates to $4, up from $345 and $3, respectively, effective January 1, 2017. With respect to daily parking, multiple consecutive days can be purchased at once and, beginning March 1, 2017, the Town will offer monthly passes for the daily lots at a reduced rate.

Even with the increase to $4, the daily parking rates at the Noroton Heights and Darien train stations are among the lowest along the New Haven line. For example, Stamford charges $8 and Rowayton charges $7. The parking study, which is cited earlier in this report, suggests that the rate is raised to at least $5, matching the rate at the Old Greenwich, Cos Cob, and Riverside stations. However, raising the annual permit fee to $400 puts Darien more in line with what is being charged at Greenwich ($430) and New Canaan's Richmond and Tallmadge Hill lots ($430), but still well below the annual rates at Stamford ($1,170), South Norwalk ($1,164), East Norwalk ($816), and New Canaan ($600). Rowayton charges the least amount in the region, at $325 per year.

The Town of Darien maintains a list of permit holders and people on the wait list for a permit. Table 8 on page 47 shows the range of places of residence of permit holders as well as those on the wait list in 2017. Beyond Darien, a significant percentage of permit holders as well as people on the wait list reside in neighboring New Canaan and Norwalk. The remainder live in nearby towns.

Ownership & Lease Arrangement

The three lots at Noroton Heights are each owned by the State of Connecticut and leased to the Town. A copy of the lease is included in Appendix C.

Table 8: Place of Residence of Permitholder & Persons on Wait List

TOWN	PERMIT HOLDERS	WAIT LIST
Darien	705	844
New Canaan	41	33
Stamford	24	31
Norwalk	19	38
Wilton	13	11
Newtown	2	-
Greenwich	1	1
Roxbury	1	-
Weston	1	-
Redding	1	1
Cos Cob	-	4
Westport	-	2
Total	**808**	**999***
* The wait list includes many other towns within and outside of CT that, combined with the figures shown in this table, add up to 999		

Parking Operations and Capital Budget

Parking operation expenditures include administration, operations and maintenance, and employee benefits. Darien's total budget for the operations fund for FY 2016/2017 was $757,000. The proposed budget for FY 2017/2018 is almost $950,000. Approximately half of the parking operations fund is dedicated toward parking operations at the Norton Heights Train Station.

Parking Enforcement

The Town of Darien Department of Public Works handles enforcement at Noroton Heights Station, including issuing tickets for daily parking and for illegally parked vehicles. The Town recently started using License Plate Recognition (LPR) technology to expand its enforcement capacities and improve its efficiency. Pay stations operate on the pay by license plate model in which users enter their license plate number when paying. This information is stored in a database that enforcement staff can access to match vehicles to payments. To make parking even more efficient, the Town recently decided to allow daily parkers to park in permit spaces after 9:30 a.m. (effective January 1, 2017), instead of after 10:00 a.m.

For daily parking tickets, the fee for a violation is $30, which must be paid within 15 days from the ticket issuance or an additional penalty of $30 will be imposed. Parking tickets can be mailed to Darien Police Headquarters, paid or appealed online, or paid at Darien Police Headquarters during the Records Division hours, M-F, 7:00 a.m. to 4:30 p.m., except on legal holidays.

Abuse of a parking permit, which shall include but is not limited to, misrepresenting any fact on an application to obtain; misusing, illegally transferring, tampering with or copying a permit for use by more than one vehicle, and/or placing a permit on a vehicle other than one registered to a permit holder results in a penalty of $100 for the first violation, with the permit being revoked for a second violation.

b. Supply & Demand

Figure 36: Commuter and Private Parking Lots

Figure 36 shows the parking areas within the Noroton Heights Station Area. Areas 1, 2, and 3 provide parking primarily intended for the use of Metro-North Railroad patrons, although there are also a few spaces to support the Depot Youth Center and Post 53 EMS Station. The parking lots numbered 1 through 18 supply parking to private mixed-use developments north of the train station and Heights Road, which includes retail stores, fitness centers, banks, and some office space.

Table 9 on page 50 identifies the capacity and utilization of the parking lots. The figures that follow show parking utilization of the various lots for several hours during a typical weekday and the typical peak hour on a Saturday. The parking supply and demand analysis is summarized in the next section.

Train Station Parking

Train station parking includes 773 total spaces: 323 pay station spaces (42%), 442 permit spaces (57%), and 8 short-term spaces with a 15-minute limit.

Pay Station Parking Utilization

Area 1 reaches capacity between 7:00 and 8:00 a.m., while Area 3 reaches capacity around 8:00 a.m. These lots stay relatively full until about 4:00 p.m., when some spaces start to become available. By 7:00 p.m. the lots are less than 50% occupied.

Permit Parking Utilization

Area 2 typically approaches capacity around 9:00 a.m., but it was observed that most days there are a few spaces unoccupied, even after 9:30 a.m., when pay station parking is allowed. By 7:00 p.m. the lot is less than 40% occupied.

Private Parking Utilization

It was observed that the peak period for the private lots was around mid-morning on weekdays. During this time, the Equinox and Infinity Fitness Centers are at capacity, and several other lots are close to capacity, including the Palmer's employees (Lot 8) and the small lot in front of the Post Office and doughnut shop (Lot 5). Overall, the private parking lots were never more than 50% utilized. (Note: Lot 9 is an undeveloped parcel where commuters currently park. The lot is full on weekdays).

Figure 37: Examples of Signs in the Private Lots

As noted in Section 4c of this report, many train commuters park in the private parking areas. Typically 30 vehicles park in Lot 9, plus approximately 50 more vehicles spread out throughout the other parking lots. The Commuter Survey summarized in Section 5 of this report also indicate that 14% of commuters park in these "off-site" private lots. Extrapolating from the available train station parking, this would result in approximately 125 vehicles parked in the private lots. Therefore, it is estimated that approximately 100 vehicles are parked in the private parking lots. This would result in a total demand for commuter parking of approximately 850 parking spaces (i.e. 747 peak station demand, plus 100 in the private lots).

Planned and Future Development

One project is under construction along Hollow Tree Ridge Road, adjacent to the Avalon development, that will include 16 commuter spaces. It is not yet known how these spaces will be regulated or priced.

As discussed in Section 2 of this report, there are two proposals to redevelop the majority of the private properties north of the station along Heights Road. At the time of the writing of this report, the two developments are proposing approximately 1,100 spaces to support the new mix of uses. There is currently no proposal to provide shared parking opportunities for train commuters as part of the redevelopment.

Table 9: Parking Utilization

Lot	Description	Supply	Weekday 10 AM		Weekday 4 PM		Weekday 7 PM		Saturday 1 PM	
			Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
Private Parcels										
1	Palmers	159	51	32%	103	65%	26	16%	59	37%
2	Liquor/Darien Doughnuts	29	21	72%	27	93%	9	31%	26	90%
3	Infinity Fitness	27	24	89%	9	33%	1	4%	1	4%
4	Wells Fargo Bank	21	3	14%	4	19%	1	5%	2	10%
5	Post Office	15	6	40%	3	20%	1	7%	4	27%
6	Southside Tavern	22	11	50%	14	64%	1	5%	11	50%
7	Faith Magazine	28	21	75%	8	29%	6	21%	1	4%
8	Palmers Employee parking	50	41	82%	25	50%	17	34%	16	32%
9	Unpaved lot	30	28	93%	25	83%	0	0%	1	3%
10	Sunday Cleaners	20	5	25%	7	35%	4	20%	16	80%
11	Brooke's Homecare	13	6	46%	5	38%	2	15%	1	8%
12	United Bank	16	4	25%	7	44%	5	31%	1	6%
13	Stop n Shop	334	123	37%	105	31%	54	16%	68	20%
14	Citibank	70	25	36%	17	24%	3	4%	4	6%
15	Equinox gym	93	92	99%	45	48%	40	43%	22	24%
16	Hair Dresser	10	4	40%	0	0%	0	0%	0	0%
17	Subway	16	6	38%	3	19%	0	0%	4	25%
18	Chase Bank	24	4	17%	7	29%	0	0%	3	13%
Train Station										
Area 1	Pay Station Parking	218	218	100%	215	99%	105	48%	27	12%
Area 1	15 Minute Parking	8	1	13%	1	13%	0	0%	1	13%
Area 2	Permit Parking	442	394	89%	428	97%	170	38%	35	8%
Area 3	Pay Station Parking	105	105	100%	103	98%	38	36%	0	0%
	Sub-Total, Private Parcels	**977**	**475**	**49%**	**414**	**42%**	**170**	**17%**	**240**	**25%**
	Sub-Total, Train Station	**773**	**718**	**93%**	**747**	**97%**	**313**	**40%**	**63**	**8%**
	Total	**1750**	**1193**	**68%**	**1161**	**66%**	**483**	**28%**	**303**	**17%**

Figure 38: Weekday Morning Peak Parking Utilization

Figure 39: Weekday Late Day Peak (4:00 p.m.) Parking Utilization

Figure 40: Weekday Evening (7:00 p.m.) Parking Utilization

Figure 41: Weekend Midday Peak Parking Utilization

7. Traffic

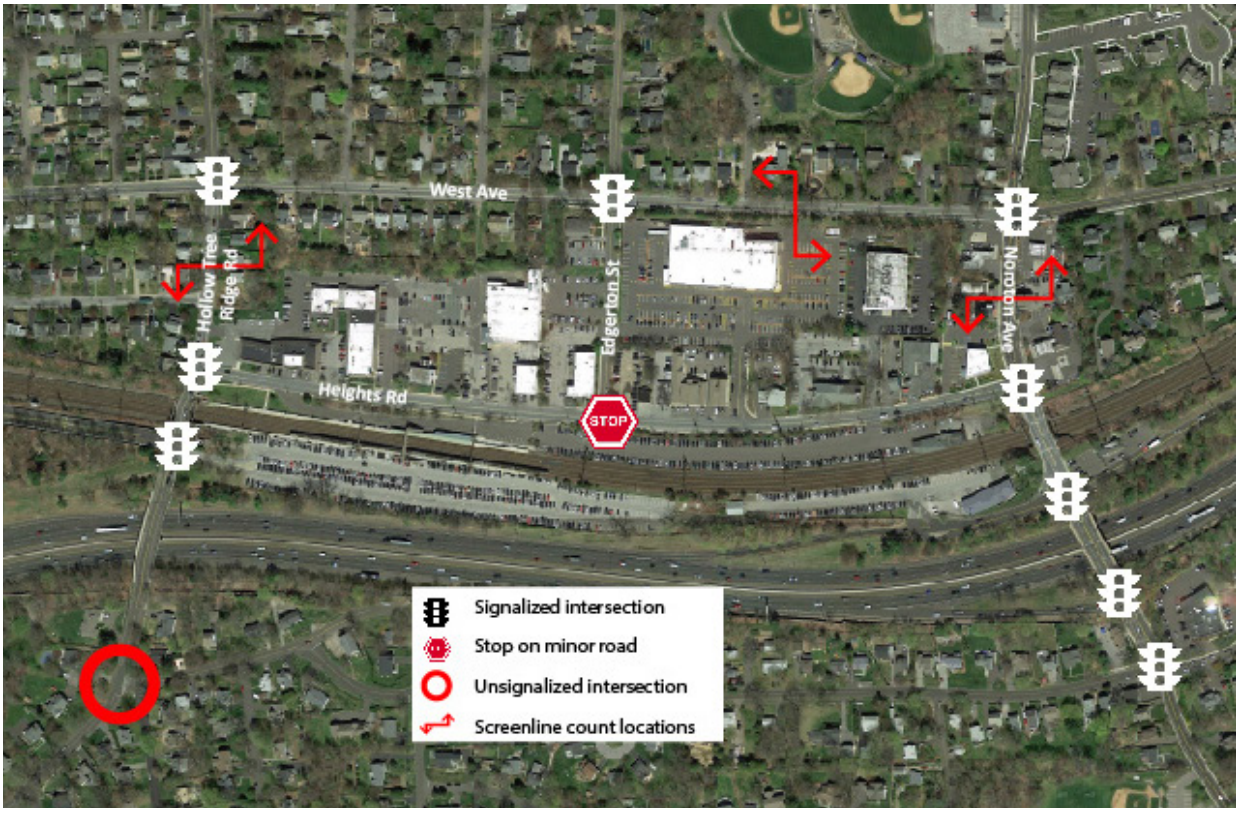
The following section describes the vehicular traffic operating conditions throughout the station area. Figure 42 highlights the intersections for which data was collected and analyzed during this study. Traffic data was collected in October 2016 for the nine signalized intersections, and two un-signalized intersections in the study area.

There are four "corridors" surrounding the station, including: Noroton Avenue and Hollow Tree Ridge Road at the east and west edges of the Station; Heights Road and West Avenue north of the Station; and Edgerton Street which leads to the middle of the Station and connects Heights Road to West Avenue.

a. Jurisdiction

All of the roadways and signals in the study area are under the "Local Traffic Authority's" (LTA) jurisdiction and control. The LTA for Darien is through the Police Commissioner's office. Any changes to signal operations or lane configurations must be approved by the LTA, but also submitted to Connecticut DOT's (CTDOT) Office of the State Traffic Administration (OSTA) for State approval.

Figure 42: Map indicating intersections analyzed

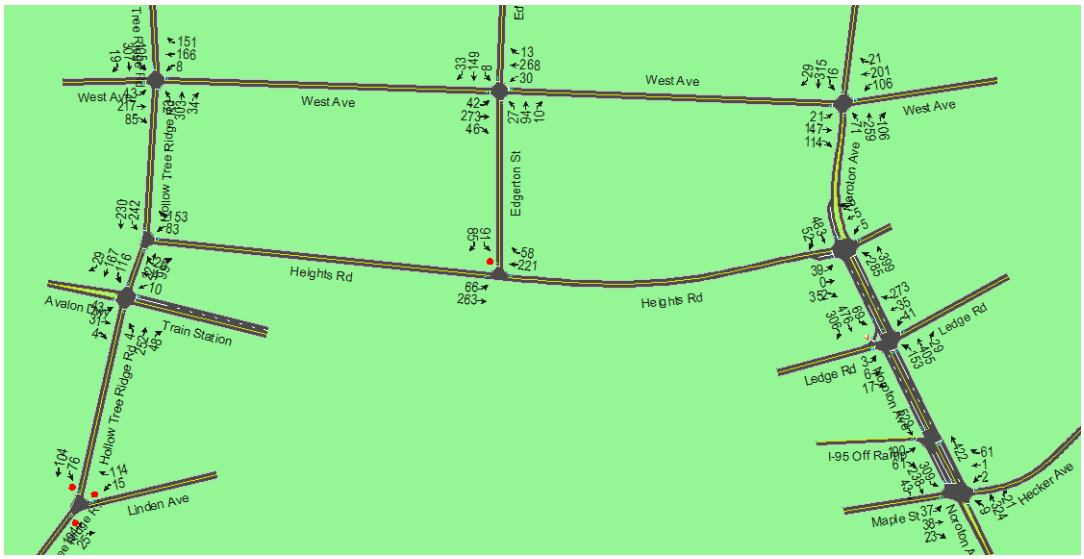


b. Lane Configurations and Signal Operations

As described earlier, all the surrounding roadways are one lane per direction, except for some additional turning lanes along Noroton Avenue. The study area includes five intersections along Noroton Avenue from Maple Street to West Avenue. The two intersections in the middle (i.e. the intersections of Noroton Avenue and Heights Road and Noroton Avenue and Ledge Road) are "clustered", meaning they operate in tandem as if one large complex intersection that provides improved performance for closely spaced intersections. Maple Street is coordinated with the cluster to form a coordinated corridor. The benefit of a coordinated corridor is improved management of traffic through the intersections where platoons of vehicles can be serviced efficiently and minimize queueing, conflicts and delays.

Similarly along Hollow Tree Ridge Road, there are two "clustered" intersections at the Avalon/Metro-North Driveway and Heights Road. The intersections along West Street are running in "free" mode, which means they are stand-alone and not coordinated with any other signals.

Figure 43: Summary of Signal Cycles

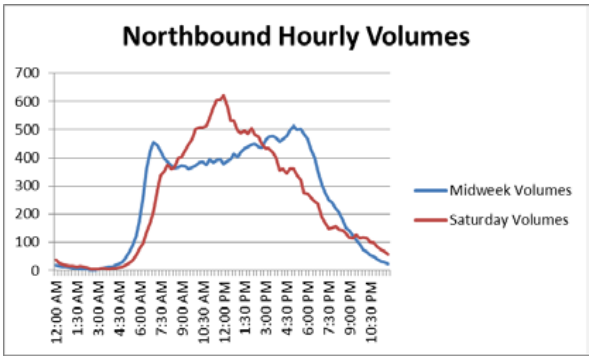


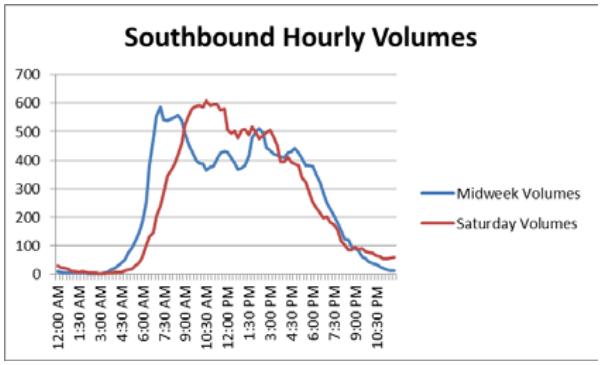
Signals along the coordinated sections of Noroton Avenue and Hollow Tree Ridge Road operate on 95 second cycles, while the signals along West Avenue operate on 60 second or 90 second cycles (See Figure 43 for a summary of signal cycles, and morning peak hour turning movement volumes). Since West Avenue is not coordinated with the intersections to the south at Heights Road, the flow of traffic and vehicle platoons is interrupted, which results in system inefficiencies. **There are opportunities to improve conditions by coordinating these intersections and adjusting cycle lengths so all signals operate on the same cycle length**.

The signals operate on the same plan all hours of the day and week. There are no "time-of-day" plans that adjust the signal timings based on time-of-day peak movements and approaches. The charts in Figure 44 on page 55 illustrate the weekday and Saturday hourly volumes along three of the study corridors. **There is further opportunity to improve conditions by implementing time-of-day plans that favor the peak direction movements through each corridor, especially along Noroton Avenue**.

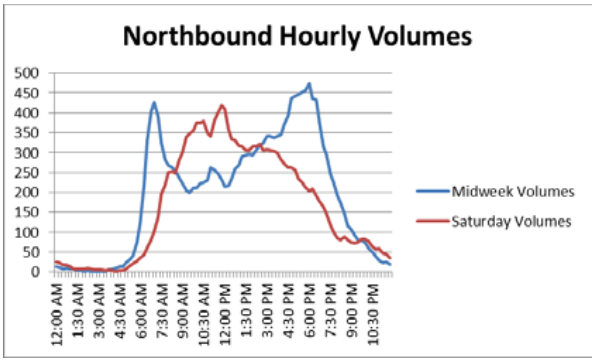
Figure 44: Traffic Volumes

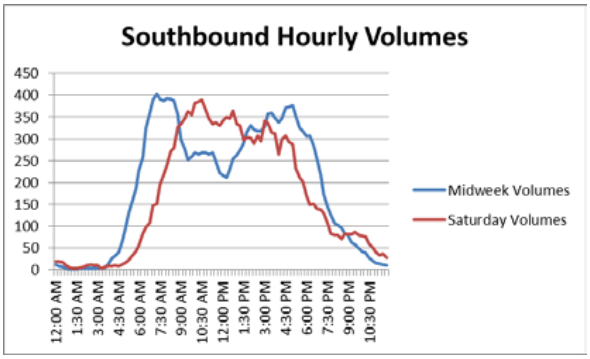
Noroton Avenue



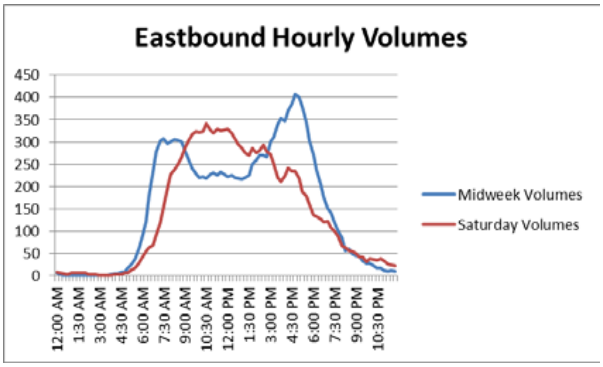


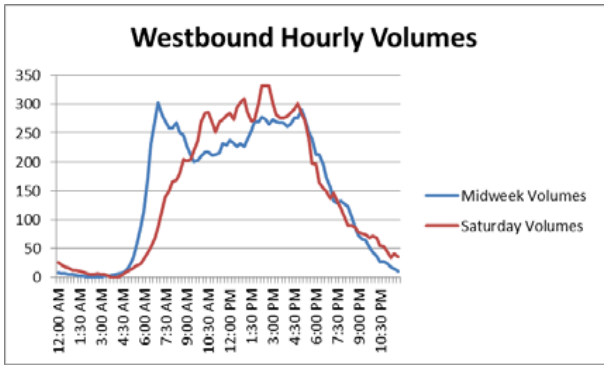
Hollow Tree Ridge Road





West Street





c. Traffic Data and Operational Analysis

Operational analysis was conducted using Synchro 9 Traffic Analysis Software for the study intersections. Table 10 on page 58 summarizes the results of the analyses for the weekday morning and evening peak periods. The metrics reflecting operations are typical for assessing traffic operations on local roadways. They include level-of-service, volume to capacity ratios, and vehicle queue lengths. Level-of-service is based on average delays experienced by vehicles on approaches to the intersection; with a level of Service D or better typically identified as acceptable operations. Volume to capacity ratio reflects the intersections ability to process traffic under given lane configurations and signal timings. Queue lengths are shown for the 50th percentile and 95th percentile queues. The 50th percentile reflects average queues, while the 95th percentile is typically utilized for design purposes (i.e. 5 percent of the time, queues reach greater than the 95th percentile queue).

For purposes of this study we have identified the following thresholds as acceptable conditions.

- **Level-of-Service (LOS) D or better is considered acceptable**. LOS E or F is considered unacceptable as these reflect extensive delays (i.e. greater than 55 seconds for signalized intersections, or 35 seconds for un-signalized intersections).
- **Volume to capacity (v/c) ratio of 0.85 or greater**. A v/c ratio above 0.85 generally results in unstable operations where some cycles experience long delays and queues that cannot be processed in on cycle.
- **50th or 95th percentile queues within 50 feet of available queue length for that lane group**. 50 feet allows for a small reservoir of only two cars between the back of the queue as estimated by the analysis software.

All movements operate at acceptable conditions except the following. These conditions were generally observed in the field as well as estimated by the Synchro analysis software.

- **Hollow Tree Ridge Road and Avalon Driveway/MNR Driveway**: v/c ratios exceed 0.85 during the morning peak for the northbound and southbound approaches.
- **Hollow Tree Ridge Road and Heights Road**: The southbound approach is approaching capacity during the morning and evening peaks; operates at LOS F during the morning, and experiences long queues during the morning and evening peaks.
- **Hollow Tree Ridge Road/West Avenue**: The southbound approach experiences long queues close to the available storage during the morning peak.
- **Noroton Avenue/West Avenue**: The northbound approach experiences 95th percentile queues close to the available storage during the morning peak.
- **Noroton Avenue/Heights Road**: The southbound left-through lane experiences 95th percentile queues close to the available storage during the morning peak.
- **Noroton Avenue/Ledge Road**: Several movements are approaching acceptable thresholds. The westbound movement is approaching capacity with a v/c of 0.85 (Note: traffic was observed in the field to intermittently operate above capacity for short periods of times, where the queue of vehicle

could not be processed in a single cycle). The northbound and southbound approaches queues are approaching, and at times exceed, the available storage. The southbound through-right lane is approaching capacity.

- **Noroton Avenue/Maple Street/Hecker Avenue**: The southbound left turn lane is approaching, and at times exceeds, the available storage. The southbound through lane experiences 95th percentile queues close to, or above, the available storage.

As discussed earlier in this section, there are opportunities to optimize existing performance within the station area by adjusting signal operations. These opportunities will be investigated as part of the next phase of this study. Furthermore, the traffic analysis in the next phase will also account for the proposed developments located directly north and west of the train station. These include the self-storage facility currently under construction along Hollow Tree Ridge Road and the two mixed-use developments at the Palmer's and Federal Realty properties along the north side of Heights Road.

Table 10: Year 2016 Existing Traffic Conditions

Intersection	Approach	Lane Group	Weekday AM Peak Hour (7:00 to 8:00 AM)					Weekday PM Peak Hour (5:00 to 6:00 PM)				
			v/c	Delay (sec/veh)	LOS	Queue (50th Pctl) (ft)	Queue (95th Pctl) (ft)	v/c	Delay (sec/veh)	LOS	Queue (50th Pctl) (ft)	Queue (95th Pctl) (ft)
SIGNALIZED INTERSECTIONS												
Hollow Tree Ridge Rd/ Avalon Dwy/ Train Station	EB	LTR	0.22	25.7	C	50	67	0.12	26.8	C	22	48
	WB	LT	0.02	11.8	B	4	10	0.02	13.0	B	4	12
		R	0.04	11.0	B	10	19	0.06	12.9	B	14	27
	NB	LTR	**0.88**	53.1	D	246	258	0.67	38.1	D	179	276
	SB	LTR	**0.87**	44.5	D	101	m109	0.44	15.9	B	72	m97
	Overall		*	**44.5**	**D**	*	*	*	**25.6**	**C**		*
Hollow Tree Ridge Rd/ Heights Rd	WB	LR	0.63	30.5	C	153	212	0.68	34.4	C	122	211
	NB	TR	0.53	12.0	B	60	m101	0.48	7.4	A	43	84
	SB	LT	**0.97**	99.2	**F**	**304**	**#506**	**0.89**	50.4	D	195	**#562**
	Overall		*	**56.0**	**E**	*	*	*	**32.1**	**C**		*
Hollow Tree Ridge Rd/ West Ave	EB	LTR	0.66	16.7	B	73	134	0.65	15.9	B	79	149
	WB	LTR	0.59	14.7	B	67	122	0.51	13.2	B	57	110
	NB	LTR	0.70	18.5	B	94	#206	0.71	18.7	B	97	#227
	SB	LTR	0.76	22.2	C	**103**	**#229**	0.48	11.9	B	64	122
	Overall		*	**18.3**	**B**	*	*	*	**15.3**	**B**		*
Edgerton St/ West Ave	EB	LTR	0.71	18.8	B	61	#163	0.39	7.9	A	40	95
	WB	LTR	0.60	14.6	B	51	112	0.35	7.7	A	33	80
	NB	LTR	0.36	11.1	B	23	43	0.36	11.7	B	18	44
	SB	LTR	0.49	12.3	B	33	58	0.15	8.8	A	7	22
	Overall		*	**15.2**	**B**	*	*	*	**8.5**	**A**		*
Noroton Ave/ West Ave	EB	LTR	0.52	17.1	B	93	143	0.39	7.9	A	133	210
	WB	LTR	0.81	34.1	C	150	222	0.35	7.7	A	124	215
	NB	LTR	0.69	22.3	C	156	**#346**	0.36	11.7	B	157	#421
	SB	LTR	0.49	17.1	B	118	250	0.15	8.8	A	63	154
	Overall		*	**22.7**	**C**	*	*	*	**23.7**	**C**		*
Noroton Ave/ Heights Rd	EB	LT	0.14	41.7	D	22	m37	0.14	38.3	D	18	m36
		R	0.50	6.6	A	53	m62	0.41	5.4	A	39	m55
	NB	L	0.56	10.1	B	60	m103	0.49	7.0	A	61	m86
		TR	0.36	5.6	A	86	m119	0.40	5.8	A	95	137
	SB	LT	0.76	37.5	D	282	**400**	0.61	28.8	C	210	302
		R	0.10	19.1	B	22	47	0.12	19.3	B	28	56
	Overall		*	**17.3**	**B**	*	*	*	**13.2**	**B**		*
Noroton Ave/ Ledge Rd	EB	LTR	0.08	16.4	B	5	26	0.15	18.2	B	10	39
	WB	LTR	**0.85**	37.5	D	136	#266	0.81	31.8	C	119	#264
	NB	L	0.77	37.6	D	41	#102	0.23	9.0	A	21	36
		TR	0.41	12.1	B	**170**	**195**	0.41	11.8	B	**195**	**228**
	SB	L	0.16	7.1	A	12	m25	0.12	6.2	A	12	m18
		TR	**0.88**	24.0	C	**223**	**#361**	0.64	11.2	B	171	**204**
	Overall		*	**24.2**	**C**	*	*	*	**15.8**	**B**		*
Noroton Ave/ I-95 Off Ramp	EB	LR	0.76	44.1	D	154	207	0.72	44.0	D	129	188
	NB	T	0.20	6.6	A	46	73	0.18	5.2	A	37	59
	SB	T	0.27	2.4	A	13	m43	0.23	2.1	A	15	27
	Overall		*	**12.6**	**B**	*	*	*	**11.2**	**B**		*
Noroton Ave/ Maple St/ Hecker Ave	EB	LTR	0.56	44.0	D	61	99	0.58	45.2	D	47	89
	WB	LTR	0.29	12.1	B	2	32	0.45	15.5	B	12	56
	NB	LTR	0.37	9.1	A	110	144	0.32	8.6	A	93	130
	SB	L	0.52	14.8	B	**105**	**163**	0.38	9.8	A	69	**121**
		T	0.21	7.1	A	71	**114**	0.20	7.5	A	67	**119**
		R	0.05	3.0	A	5	19	0.05	4.2	A	4	24
	Overall		*	**13.3**	**B**	*	*	*	**12.0**	**B**		*

UNSIGNALIZED INTERSECTIONS													
Intersection	Approach	Lane Group	Weekday AM Peak Hour (7:00 to 8:00 AM)					Weekday PM Peak Hour (5:00 to 6:00 PM)				
			v/c	Delay (sec/veh)	LOS	Queue (50th Pctl) (ft)	Queue (95th Pctl) (ft)	v/c	Delay (sec/veh)	LOS	Queue (50th Pctl) (ft)	Queue (95th Pctl) (ft)
Heights Rd/ Edgerton St	EB	L	0.06	2.1	A	*	5	0.04	1.7	A	*	4
	SB	LR	0.43	18.3	C	*	53	0.20	13.2	B	*	18
Hollow Tree Ridge Rd/ Linden Ave	WB	LR	0.22	9.0	A	*	*	0.18	9.2	A	*	*
	NB	TR	0.37	10.3	B	*	*	0.44	11.3	B	*	*
	SB	LT	0.31	10.0	A	*	*	0.51	12.6	B	*	*

Notes:

* Synchro does not provide overall v/c ratio for signalized intersections.

v/c = volume-to-capacity ratio; LOS = Level-of-Service; NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

L = left-turn, R = right-turn, T = through movement, LTR = left/through/right, TR = through/right-turn, LT = left-turn/through, LR = left-turn/right-turn

Synchro does not provide overall delay or v/c ratios for unsignalized intersections.

Queue Notes: ~ and # symbols indicates queue length exceeds capacity, "m" indicates 95th %ile queue is metered by upstream signal

Appendices

A. Market Analysis

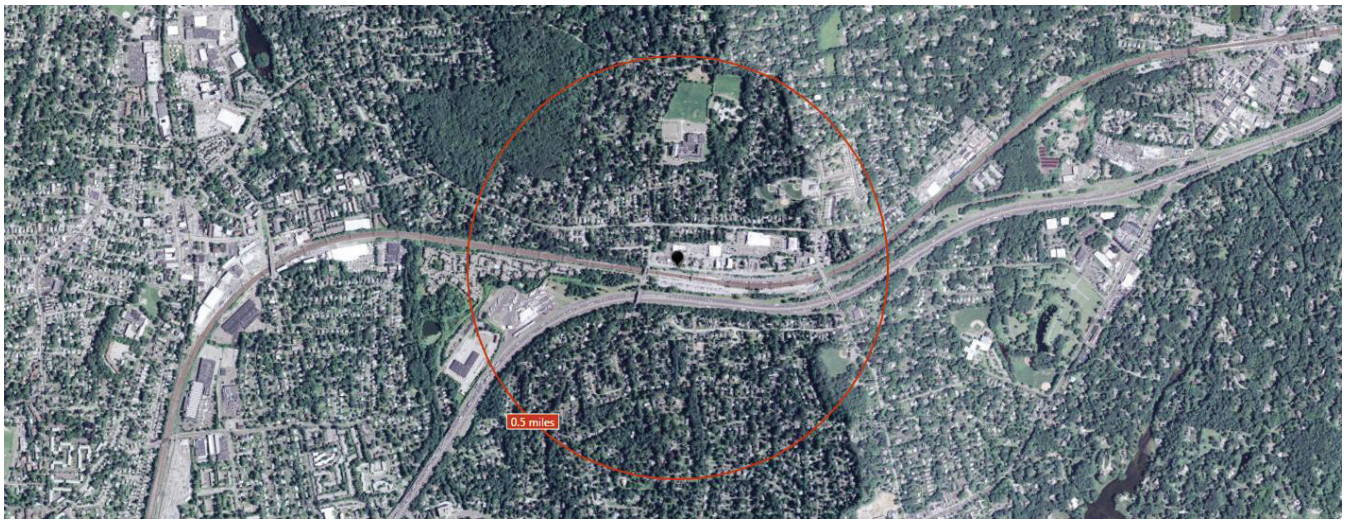
B. Railroad Station Parking Regulations - Town of Darien, CT

C. Lease Agreement - CTDOT & Town of Darien, CT

Noroton Heights Train Station Study

Darien, Connecticut

November 28, 2016



ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™

DRAFT: FOR INTERNAL REVIEW ONLY

Table of Contents

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Executive Summary

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES ™

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Background: Project Scope

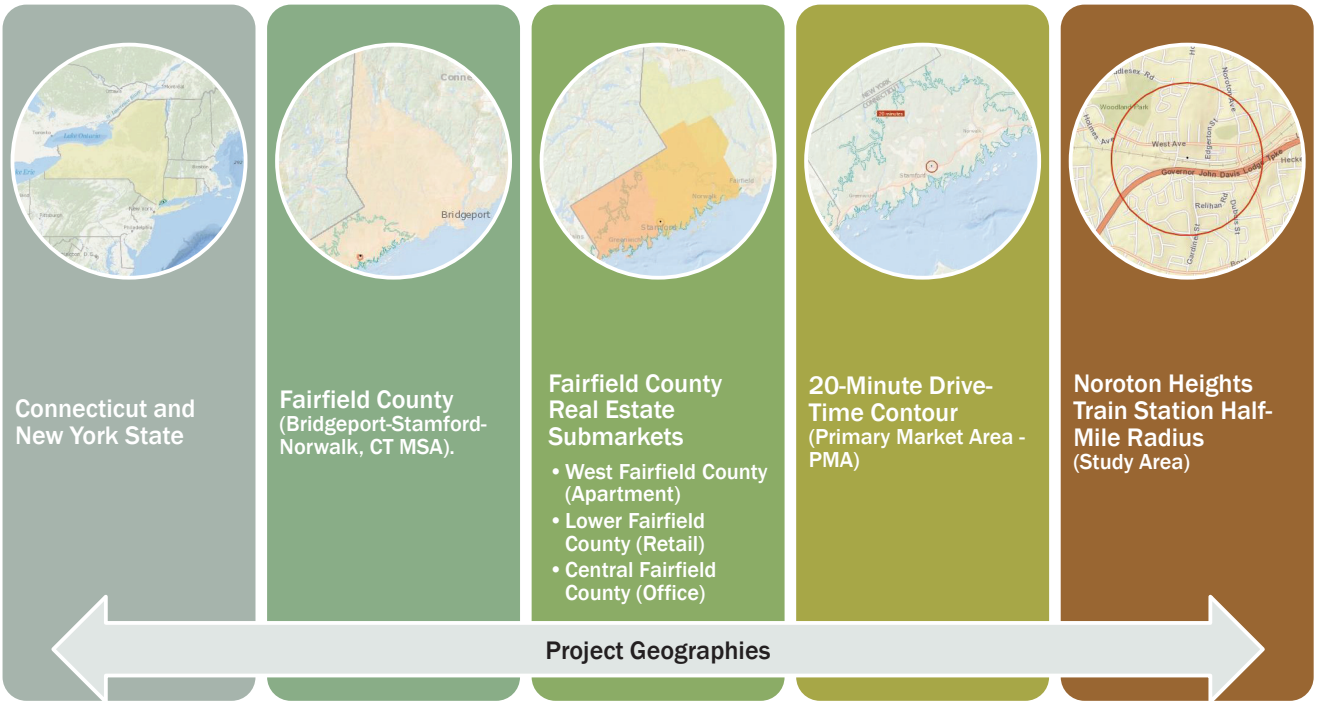
Serving on a team with the RBA Group, 4ward Planning was commissioned by WestCOG, the Town of Darien, and the Connecticut Department of Transportation to conduct a market and financial feasibility analysis in support of the Darien Noroton Heights Train Station Study. Our market analysis will examine area trends influencing the Noroton Heights Train Station located in Darien, Connecticut – particularly those within a half-mile radius of the station (the Study Area). This market analysis entails an examination of socio-economic and labor and industry trends and projections that will allow 4ward Planning to identify and evaluate market-receptive, actionable improvements for the station and surrounding area.

- Socio-Economic Trends Analysis
- Labor and Industry Trends Analysis
- Real Estate Trends Analysis

- Real Estate Supply/Demand Analysis
- Financial Feasibility Analysis

Background: Geographies

This report provides an overview of socio-economic, labor and industry, and real estate trends utilizing the following geographies:



Takeaways: Comprehensive Market Analysis

The examination of socio-economic, labor and industry, and real estate trends and projections is an important step in identifying market-receptive redevelopment improvements for the Noroton Heights Train Station and surrounding area.

Based on modest household growth projections (0.8 percent) and the multifamily development pipeline (951 multifamily units under construction) within the 20-minute PMA, there will be an estimated net housing demand for approximately 12,630 new dwelling units within the PMA by 2025. Assuming between five and 10 percent of net housing demand within the PMA could be captured within a half-mile of the train station, the Study Area could adequately support the development of between 630 and 1,260 additional residential units by 2025.

Outside of the Study Area, the projected growth in non-family households, and prevalence of a young workforce and an aging Baby Boomer population - locally and nationally - are among demographic shifts that will impact housing demand in the coming years (meaning increased demand for smaller housing units and more rental units). According to Reis, studio units, in particular, are expected to experience the greatest rising annualized rent growth within the apartment submarket, as increased demand outstrips existing supply. According to the top five Tapestry Segments, approximately 46 percent of PMA households have some preference for living in multifamily housing, particularly rental.

With approximately 58 out of every 100 PMA workers commuting from outside the area, much of this pent-up net housing demand is projected to come from local area workers who have not found suitable housing close to their places of employment. Furthermore, the substantial projected growth in both mid- and high-wage industries yields a good outlook for increased demand for multifamily housing options appealing to a range of income levels and diversity of occupations (i.e., entry-level home care positions to highly skilled roles for doctors, teachers, professors, and instructors).

Takeaways: Comprehensive Market Analysis (continued)

Successful multifamily housing development in the Study Area should consider the needs and preferences of prominent socio-economic groups in the region. While higher-end, multifamily units with ample on-site amenities or in proximity to transit should appeal to the influx of professionals in high-paying occupations, the relatively large share of cost-burdened households in Darien (particularly renter-occupied) indicates that new multifamily housing in the Study Area has the opportunity to address the existing imbalance between the demand for affordable housing and local supply.

Based on the office supply/demand analysis, there will be net new demand for nearly 1.4 million square feet of office space within the 20-minute PMA by 2025. While there will likely be new demand for new office space within the PMA, particularly from the Health Care and Social Assistance and Professional, Scientific, and Technical Services sectors, much of this new demand could be accommodated within the PMA's ample supply of vacant office space (nearly 6.8 million square feet).

Based on the retail supply/demand analysis, there may be sufficient unmet retail demand within the half-mile Study Area to support the development of a full-service restaurant. Within the 20-minute PMA, there is sufficient unmet demand within a variety of retail categories (in limited-service eating places, in particular), which could, potentially, be captured within the Study Area. However, similar to office, given the ample supply of existing vacant retail space within the PMA (1.8 million square feet), new mixed-use retail development within the Study Area should be limited to targeting the convenience retail needs of Study Area residents, workers, and transit commuters.

Nearly half of all hotels; 40 percent of all primary jobs; and 34 percent of all art, entertainment, and recreation businesses within the PMA are located within neighboring Stamford. Despite relatively high traffic volumes within the half-mile Study Area (144,100 to 152,100 vehicles per day along I-95), the existing clustering of hotels, jobs, and businesses within the PMA suggest that there is likely insufficient demand to support new hotel development within the Study Area.

Socio-Economic Trends Analysis

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES ™

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Key Findings: Socio-Economic Trends Analysis

Growth in non-family households and an aging adult population

Outside of the half-mile Study Area, the projected growth in non-family households will outpace family households, reflecting the trend among young adults to delay marriage and family rearing, and an aging adult population - particularly Empty Nesters (aged 55 to 74) and mostly retired residents (aged 74 and over). These trends - a prevalence of young workforce and an aging Baby Boomer population - are among demographic shifts that will impact housing demand in the coming years (meaning smaller housing units and more rental units).

Relatively high educational levels and incomes

In 2016, approximately 73 percent of Study Area residents and 54 percent of the 20-minute PMA residents ages 25 years and older had a bachelor's degree or higher level of education. Estimated 2016 median household income in the Study Area ($169,407) is significantly higher than that in the 20-Minute PMA ($90,962) and Fairfield County ($86,233), overall. Households earning more than $100,000 per year are estimated to increase the fastest across all geographies over the next five years.

Demand for multifamily rental housing

According to the top five Tapestry Segments (a proxy term for distinct socio-economic consumer groups), approximately 46 percent of households within the 20-minute PMA have some preference for living in multifamily housing, particularly rental housing. Successful multifamily housing development in the Study Area should consider the needs and preferences of these predominant socio-economic groups.

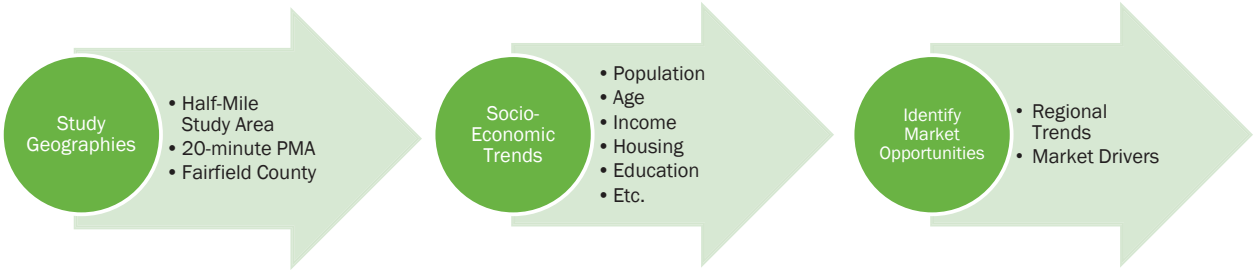
Methodology: Socio-Economic Trends Analysis

4ward Planning examined socio-economic trends to comparatively analyze the Noroton Heights Train Station Study's market area and surrounding region. The geographic areas studied include:

- **Half-Mile Radius** (the Study Area),
- **20-minute PMA** (Primary Market Area [PMA]),
- **Fairfield County** (synonymous with the Bridgeport-Stamford-Norwalk, CT Metropolitan Statistical Area [MSA]).

The analysis and recommendations that follow are based on a combination of quantitative and qualitative techniques. Quantitative analysis is underpinned by both public and proprietary data sources, including U.S. Census-based data and Esri's Community Analyst, a socio-economic data analysis tool. Estimated and projected socio-economic trends examined include population, households, educational attainment, age cohort characteristics, household income, residential tenure (own vs. rent), and household consumer expenditures.

Findings generated from these analyses are critical for understanding regional trends that will influence prospective market-receptive, actionable improvements for the station and surrounding area.



Glossary of Terms: Socio-Economic Trends Analysis

Baby Boomer: A person born between 1946 and 1964 (ages 51 to 70 years old in 2016), after the end of World War II, when birth rates spiked.

Empty Nester Household: A household in which one or more parents live after the children have left home.

Family Household: A family is a group of two or more people (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people are considered members of one family.

Flat and Moderate Growth: 4ward Planning defines flat growth as an annualized rate of change between (-)0.75 and 0.75 percent, and moderate growth as an annualized rate of change less or greater than (-)0.75 and (-)1.5 percent.

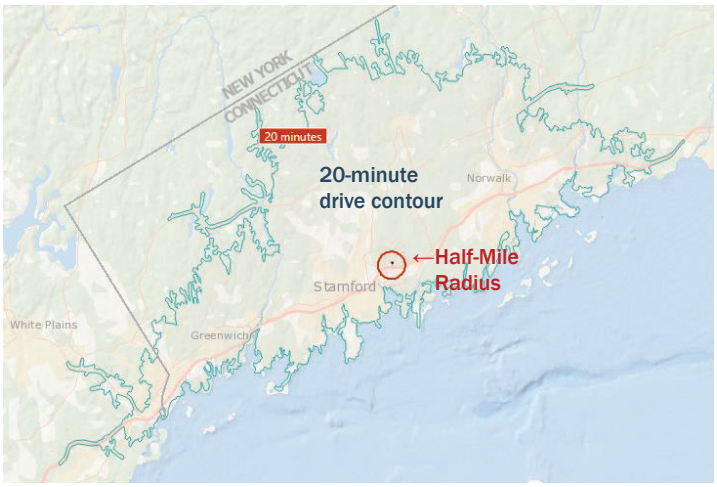
Household: A household consists of all the people who occupy a housing unit. A house, apartment, or other group of rooms or a single room, is regarded as a housing unit when occupied or intended for occupancy as a separate living quarter. The count of households excludes group quarters and institutions.

Non-Family Household: A non-family household consists of a householder living alone (a one-person household) or a householder sharing the home exclusively with people to whom he/she is not related.

Primary Market Area (PMA): A Primary Market Area is the immediate area surrounding the study area for goods, services, and other factors.

Source: US Census Bureau

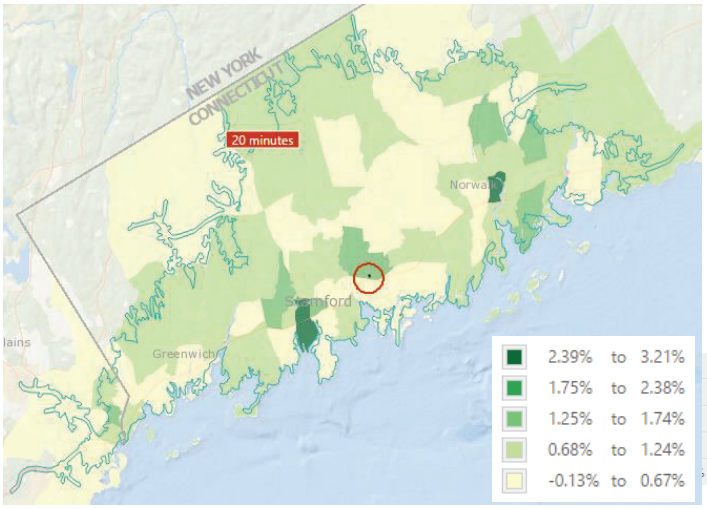
Key Findings by Study Area, 2016

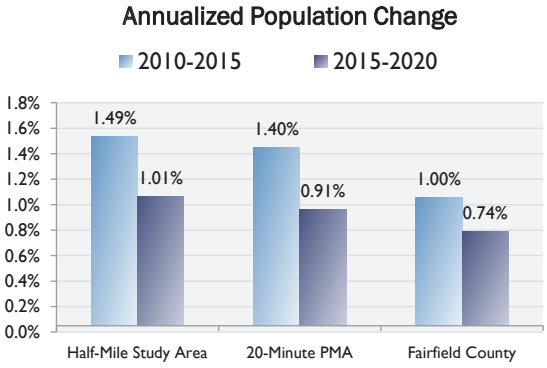


	Half-Mile Study Area	20-Minute Drive Time	Fairfield County
Population:	3,384	334,435	953,619
Total Households:	1,135	124,711	345,105
Median Age:	38.3	39.2	40.3
Median Household Income:	$169,407	$90,962	$86,233
Percent of Household Incomes >$75,000:	80%	58%	56%
Percent Owner-Occupied Housing:	69%	54%	61%

Near-Term Population Growth

As shown in the chart and table below, compared to previous years, population growth within both the half-mile Study Area and the 20-minute PMA is expected to slow, growing at 1.0 and 0.9 percent per year, respectively, over the next five years (a rate higher than the County, overall). By 2021, the 20-minute PMA is expected to increase by approximately 15,200 persons.





	2000	2010	2016	2021	Net Change (2016 – 2021)
Half-Mile Study Area	2,752	3,194	3,384	3,555	171
20-minute PMA	305,627	316,684	334,435	349,636	15,201
Fairfield County	882,567	916,829	953,619	988,892	35,273

Source: Esri

Household Formation

As shown in the table below, outside of the Study Area, the growth in non-family households is outpacing that of family households in all geographies examined. Non-family households, generally, will create greater demand for smaller dwelling units (one- and two-bedroom units).

Household Formation Trends

Half-Mile Study Area	2010		2016		2021		Annualized % Change 2010-2016	Annualized % Change 2015-2021
Total Households	1,087	100.0%	1,135	100.0%	1,182	100.0%	0.7%	0.8%
Family Households	873	80.3%	911	80.3%	950	80.4%	0.7%	0.9%
Non-Family Households	214	19.7%	224	19.7%	232	19.6%	0.8%	0.7%
Average Household Size	2.67		2.70		2.72		0.2%	0.1%

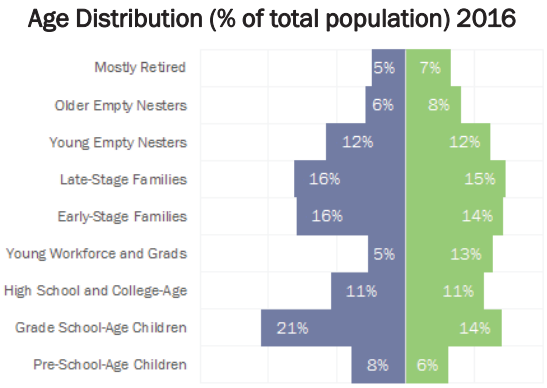
20-Minute PMA	2010		2016		2021		Annualized % Change 2010-2015	Annualized % Change 2015-2020
Total Households	119,580	100.0%	124,711	100.0%	129,605	100.0%	0.7%	0.8%
Family Households	79,108	66.2%	81,963	65.7%	84,885	65.5%	0.6%	0.7%
Non-Family Households	40,472	33.8%	42,748	34.3%	44,720	34.5%	0.9%	0.9%
Average Household Size	2.69		2.73		2.75		0.2%	0.1%

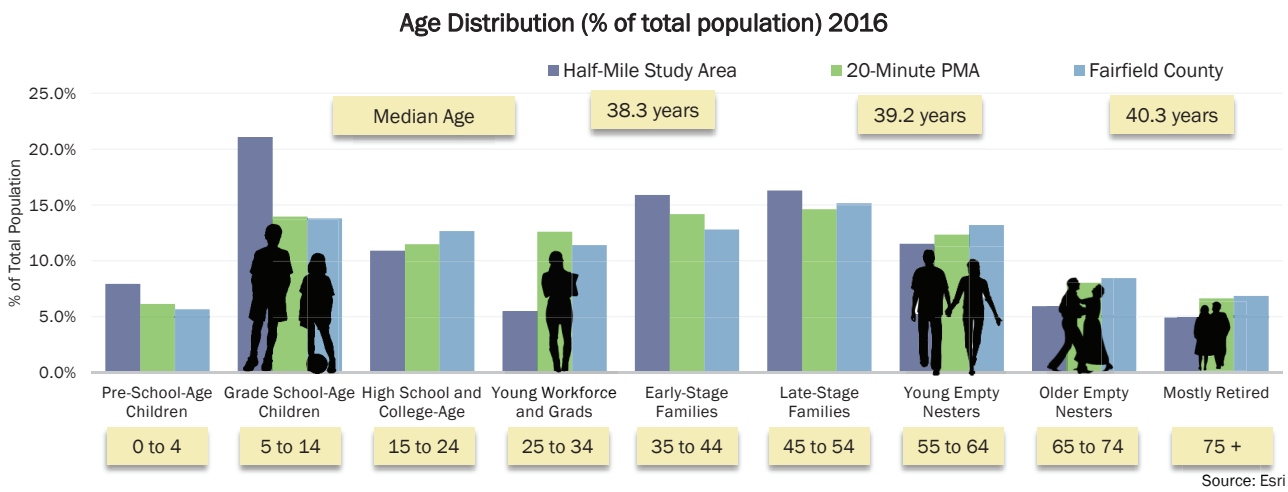
Fairfield County	2010		2016		2021		Annualized % Change 2010-2015	Annualized % Change 2015-2020
Total Households	335,545	100.0%	345,105	100.0%	355,943	100.0%	0.5%	0.6%
Family Households	232,896	69.4%	238,470	69.1%	245,370	68.9%	0.4%	0.6%
Non-Family Households	102,649	30.6%	106,635	30.9%	110,573	31.1%	0.6%	0.7%
Average Household Size	2.68		2.71		2.72		0.2%	0.1%

Source: Esri

Age Distribution

In 2016, the median age of Study Area residents (38.3 years) was younger than that of the 20-minute PMA (39.2 years) and Fairfield County (40.3 years). As illustrated in these charts, age distribution varies across age cohorts. For example, compared to the 20-minute PMA, the half-mile Study Area has a much higher share of grade school-age children (5 to 14 years), and lower share of residents within the young workforce and grads cohort (25 to 34 years).

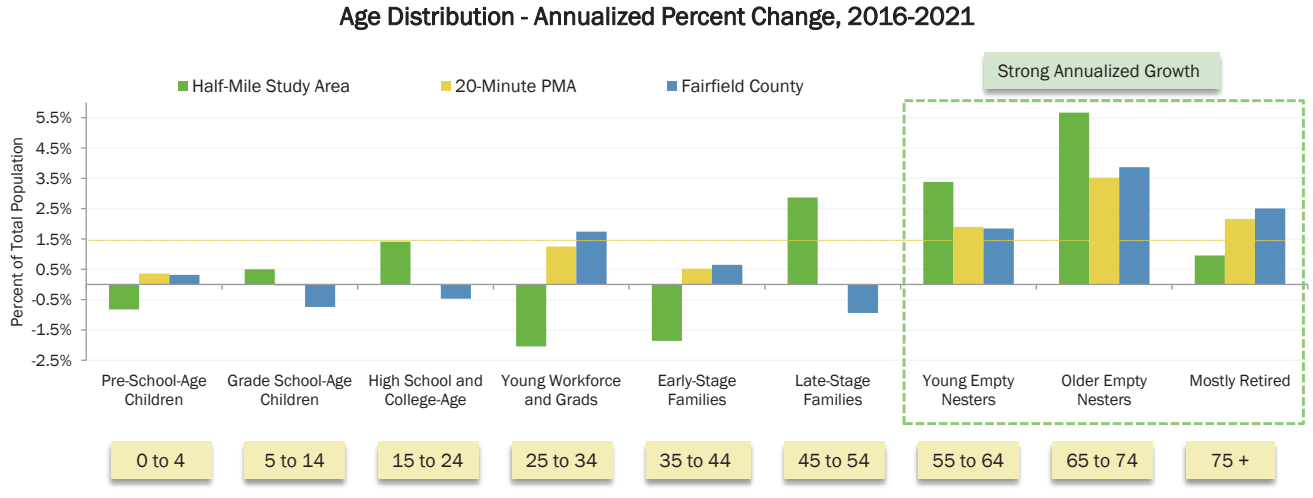




Source: Esri

Age Distribution Change

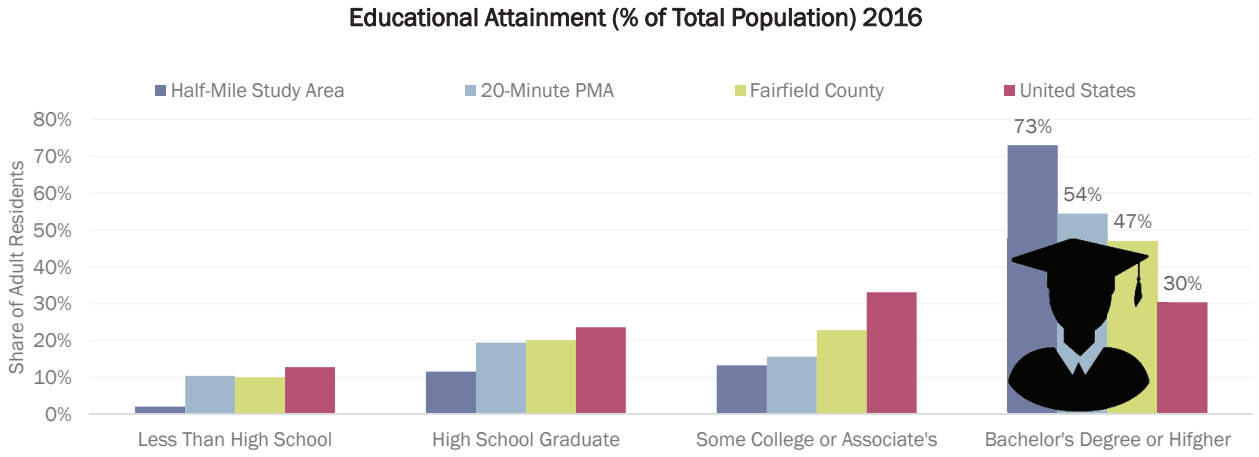
The chart below illustrates annualized 2016 to 2021 population change by age group across all geographies. The strongest annualized rate of growth within all geographies is observed among the older adult population, particularly the empty nesters cohorts and mostly retired persons. Given the relatively flat to weak population growth in all study areas (for example, a greater than 1.5 percent per annum increase would be considered strong growth), this shift is likely representative of changes in household composition, as older adult residents experience life-stage transitions (e.g., children leaving the home, divorce, or death of a spouse).



Source: Esri

Educational Attainment

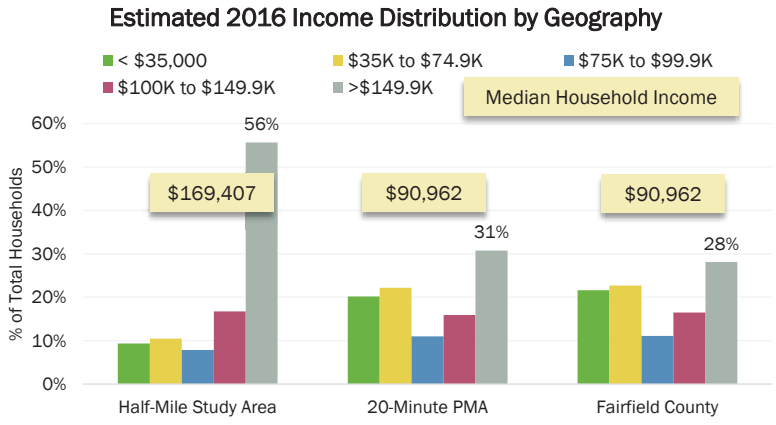
Educational attainment is a powerful predictor of economic well-being, as higher levels of educational attainment often lead to higher wages and income. Educational attainment in all geographies is relatively high, especially compared to the national average. As exhibited below, in 2016, approximately 73 percent of Study Area residents and 54 percent of 20-minute PMA residents ages 25 years and older had a bachelor's degree or higher level of education, compared to 47 percent within Fairfield County and 30 percent nationally.

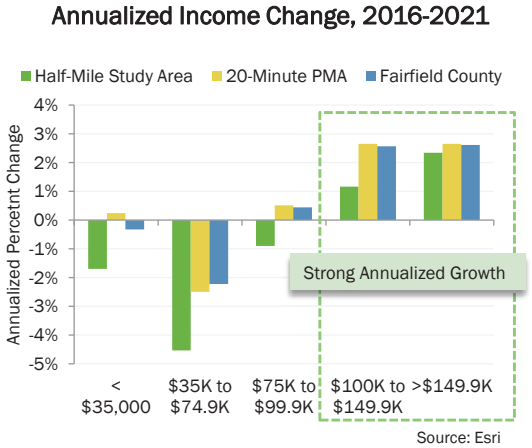


Source: Esri

Income Distribution

As shown in the graphic on the left, estimated 2016 median household income in the 20-minute PMA ($169,407) is significantly higher than that in the 20-Minute PMA ($90,962) and Fairfield County ($86,233), overall. Approximately 56 percent of households in the Study Area earn more than $150,000 annually, compared to just 31 percent of households in the 20-minute PMA and 28 percent of households in Fairfield County, overall. As shown in the graphic on the right, households earning more than $100,000 per year are estimated to increase the fastest across all geographies over the next five years.

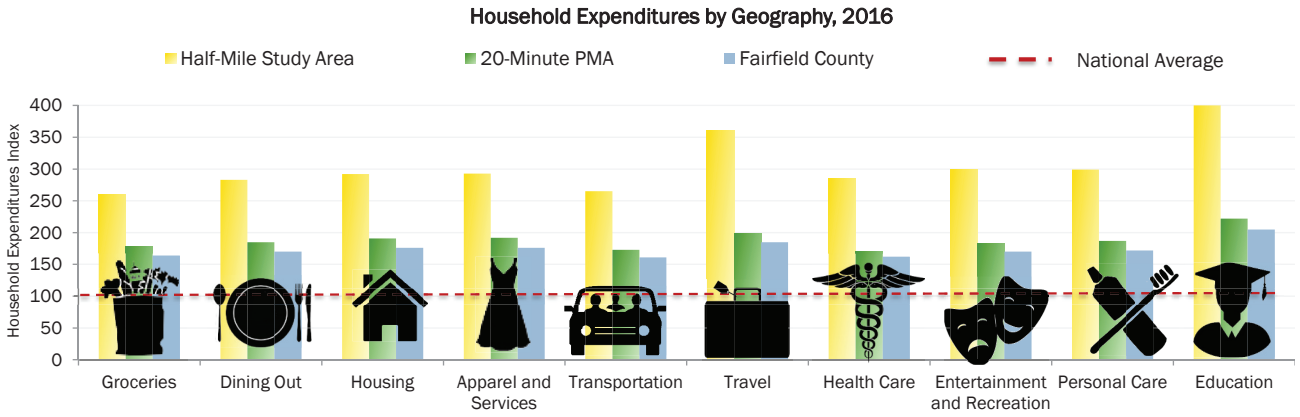




Source: Esri

Household Expenditures

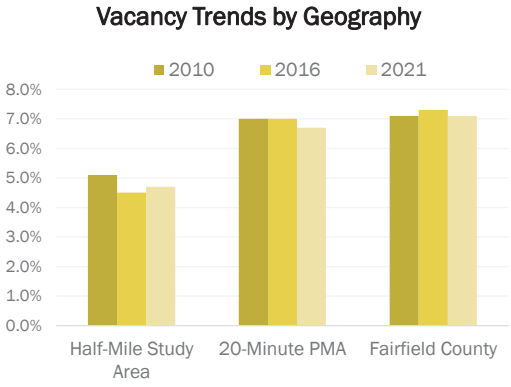
As illustrated in the graphic below, 2016 average household expenditures within all geographies, and within the Study Area in particular, are significantly higher than national average household expenditures. Reflective of higher median household incomes, Study Area households (indicated in yellow) spend two to four times the national average on selected household expenditures (indicated in red).

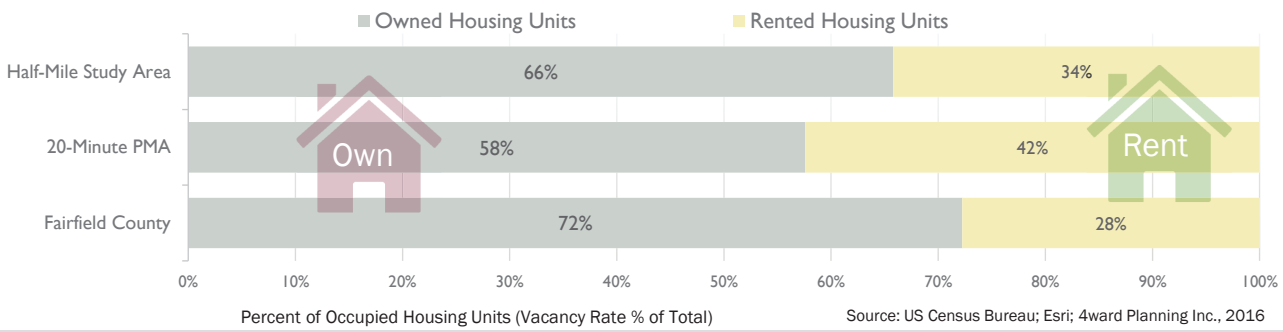


Source: ACS, US Census Bureau; Esri; 4ward Planning Inc., 2016

Housing Tenure Trends

The figure below comparatively illustrates trends in housing tenure (owner-occupied versus renter-occupied) for the study geographies, indicating that homeownership, as a percentage of all housing units, is higher within the Study Area (66 percent) than within the 20-Minute PMA (58 percent). As illustrated in the chart to the right, housing vacancy in all geographies has remained relatively stable, remaining consistently lower in the Study Area (approximately five percent), when compared to the PMA and County (both approximately seven percent), overall.





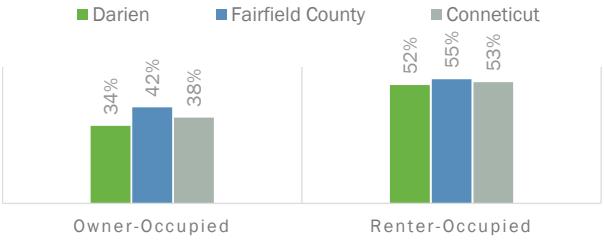
Source: US Census Bureau; Esri; 4ward Planning Inc., 2016

Cost-Burdened Households by Tenure

According to the Department of Housing and Urban Development (HUD), households that spend more than 30 percent of their incomes on housing are considered "cost-burdened" and may have difficulty affording necessities such as food, clothing, transportation, and medical care. According to 2010 to 2014 estimates provided by the U.S. Census, approximately 34 percent of all owner-occupied households with a mortgage (1,840 households) and 52 percent of all renter-occupied households (433 households) in Darien pay more than 30 percent of their monthly household incomes on either mortgage or rent. The share of cost-burdened owner- and renter-occupied households in Darien is lower than within Fairfield County overall (42 percent of owners and 55 percent of renters) and the State of Connecticut (38 percent and 53 percent, respectively), overall. The imbalance between the demand for affordable rental housing and the supply of low-cost rentals can be seen across all geographies. Accordingly, area housing experts report observing an increasing number of cost-burdened households among both renters and owners, but predominantly in the rental housing market.

Households Paying More than 30 Percent of Income on Mortgage or Rent

	Darien	Fairfield County	Conneticut
Owner-Occupied	1,408	7,653	242,802
Renter-Occupied	433	6,813	221,735
Total	**1,841**	**14,466**	**464,537**



Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, 4ward Planning Inc., 2016

Cost-Burdened Households by Income Category

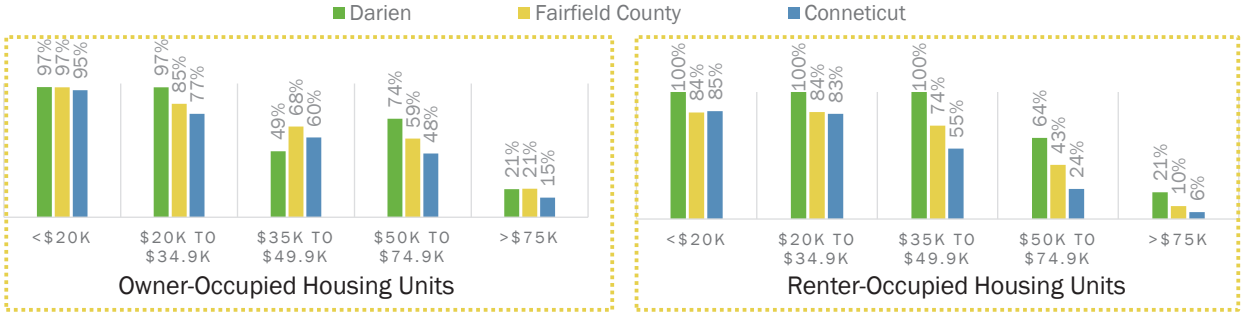
Within Darien, approximately 97 percent of owner-occupied households earning less than $35,000 per year (an affordable monthly housing cost would be $875 or less) are cost-burdened while approximately 100 percent of renter-occupied households earning less than $50,000 per year (an affordable monthly housing cost would be $1,250 or less) are cost-burdened. Interviews with housing experts reference the burden on lower-income owner-occupied households evidenced by a growing number of them transitioning to the rental market.

Affordable Housing Cost Range

Income Range	30% of Monthly Income
<$20K	$500 or less
$20K to $34.9K	$500 - $875
$35K to $49.9K	$875 - $1,250
$50K to $74.9K	$1,250 - $1,875
>$75K	$1,875 or more

In general, illustrated below, the share of both owner- and renter-occupied cost-burdened households, across nearly all income categories, is higher within Darien than within the County and State, overall.

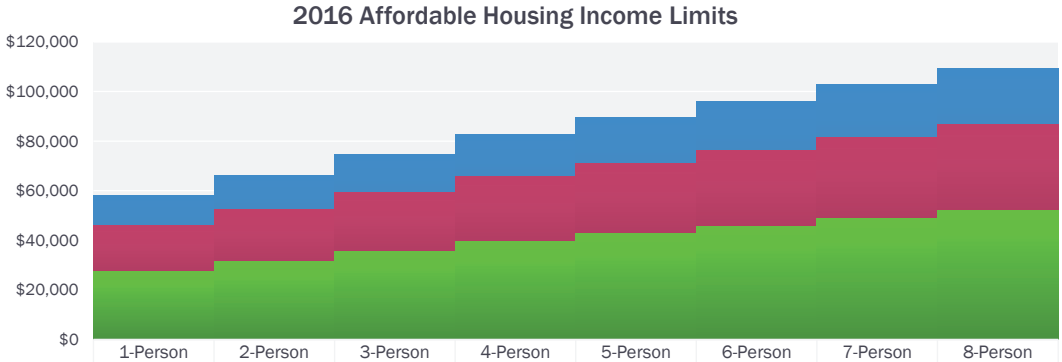
Percent of Households Paying More than 30 Percent of Income on Mortgage or Rent



Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, 4ward Planning Inc., 2016

Affordable Housing Income Limits: Stamford-Norwalk, CT HMFA

Affordable housing refers to dwelling units in which total housing costs are deemed affordable to those who have a predetermined median household income. The chart below illustrates the 2016 affordable housing income limit data provided by HUD, which is based on area median household incomes and adjusted by family size. Based on 2016 data provided for the Stamford-Norwalk, CT HMFA (the HUD Metro Fair Market Rent area, which includes Darien, Greenwich, New Canaan, Norwalk, Stamford, Weston, Westport, Wilton), affordable housing income limits range from $27,600 for an extremely low-income, one-person household to $109,300 for an eight-person, low-income household.

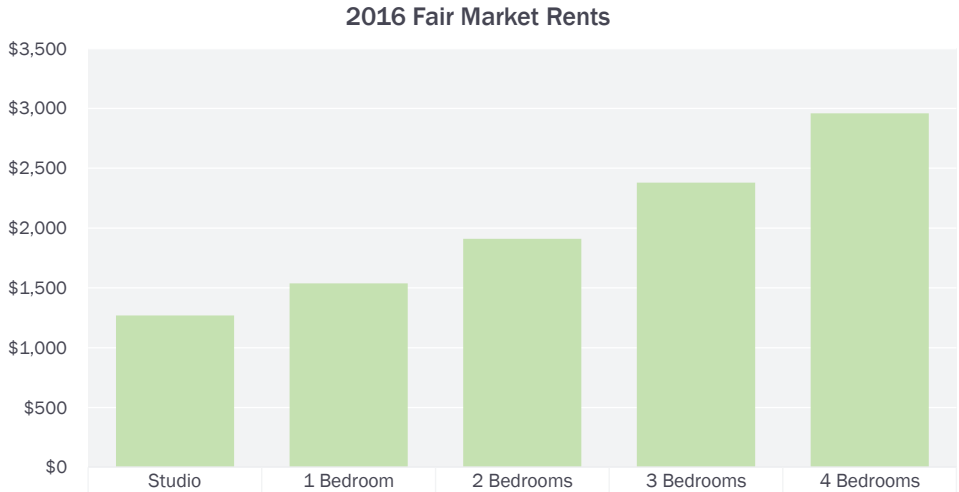


	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person	7-Person	8-Person
Low-Income Limit (50-80%)	$58,000	$66,250	$74,550	$82,800	$89,450	$96,050	$102,700	$109,300
Very Low-Income Limit (30-50%)	$46,000	$52,550	$59,100	$65,650	$70,950	$76,200	$81,450	$86,700
Extremely Low-Income Limit (>30%)	$27,600	$31,550	$35,500	$39,400	$42,600	$45,750	$48,900	$52,050

Source: HUD, 2016

Fair Market Rents: Stamford-Norwalk, CT HMFA

Fair Market Rents (FMRs) are gross rent estimates primarily used by HUD's Housing Choice Voucher program and include the cost of rent and basic utilities (except telephones, cable or satellite television service, and internet service). Based on FMR data provided for the Stamford-Norwalk, CT HUD Metro FMR area, fair market rents range from approximately $1,270 for a studio apartment to $2,960 for a 4-bedroom rental unit.



	Studio	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms
Stamford-Norwalk, CT HUD Metro FMR Area	$1,269	$1,538	$1,910	$2,379	$2,959

Source: HUD, 4ward Planning Inc., 2016

Tapestry Segments: An Overview

Esri's Tapestry Segmentation process classifies U.S. residential neighborhoods into 65 unique segments based on demographic variables such as age, income, home value, occupation, household type, education, and other consumer behavior characteristics and demographic and socio-economic characteristics.

According to Esri, companies, agencies, and organizations have used segmentation to divide and group their consumer markets to more precisely target their best customers and prospects. This targeting method is, purportedly, superior to using "scattershot" methods that might attract preferred groups. Segmentation explains customer diversity, simplifies marketing campaigns, describes lifestyle and life-stage, and incorporates a wide range of data.

Segmentation systems operate on the theory that people with similar tastes, lifestyles, and behaviors seek others with the same tastes - "like seeks like." These behaviors can be measured, predicted, and targeted. Esri's Tapestry Segmentation system combines the "who" of lifestyle demography with the "where" of local neighborhood geography to create a model of various lifestyle classifications or segments of actual neighborhoods with addresses - distinct behavioral market segments.

4ward Planning applied Esri's Tapestry Segments model to identify the socio-economic groups with a strong propensity to live in multifamily housing. A more detailed description of the Tapestry Segments 4ward Planning identified as exhibiting this housing preference can be found in the Appendix.

Source: Esri; 4ward Planning Inc., 2016

Top Tapestries: 20-minute PMA

The chart below compares the top 10 Tapestry Segments by share of total households located within the 20-minute PMA, along with key socio-economic metrics and spending potential index (comparing local average expenditures to the national average). Based on the top five Tapestry Segments, approximately 46 percent of households within the 20-minute PMA have some preference for living in multifamily housing, particularly rental. Successful multifamily housing development in the Study Area should consider the needs and preferences of these prevalent, top socio-economic groups (by share of total households), highlighted below and on the following page.

Tapestry Segment	Typical Housing	Share of Households	Median Age	Average HH Size	Median HH Income	Housing Spending Index*	Percent Renters
Top Tier	Single Family	24.9%	46.2	2.82	$157,000	272	10%
International Marketplace	High-Density Apts.; SF	16.2%	32.3	3.04	$41,000	85	72%
City Lights	Multiunits; SF	16.0%	38.8	2.56	$98,000	117	48%
Urban Chic	Single Family	11.5%	42.6	2.30	$60,000	187	33%
Pleasantville	Single Family	8.0%	41.9	2.86	$85,000	148	16%
Enterprising Professionals	Multiunits; SF	4.9%	34.8	2.46	$77,000	139	48%
Metro Renters	Multiunit Rentals	3.5%	31.8	1.66	$52,000	111	79%
Young and Restless	Multiunit Rentals	2.9%	29.4	2.02	$36,000	69	86%
Golden Years	SF; Multiunits	2.7%	51.0	2.05	$61,000	129	36%
Savvy Suburbanites	Single Family	1.6%	44.1	2.83	$104,000	178	9%

Source: Esri; 4ward Planning Inc., 2016

Top Tapestries:
20-Minute Drive-Time

The graphic below presents the top 10 Tapestry Segments by share of total households, highlighting those Tapestries with some propensity to live in multifamily housing (e.g., International Marketplace, City Lights, etc.).

Source: Esri; 4ward Planning Inc., 2016

Labor & Industry Trends Analysis

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES ™

4WARD PLANNING™

Key Findings: Labor & Industry Analysis

Dominated by Health Care and Social Assistance

As throughout Connecticut and New York, Health Care and Social Assistance is the largest industry employer in the Bridgeport-Stamford-Norwalk MSA, comprising 14 percent of total area employment. Retail Trade, the second largest industry in the MSA, and Educational Services, the fourth largest, are top industry employers in all three study areas. Manufacturing is more prominent in the MSA than in the State of Connecticut as a whole, and, accordingly, the recent decline in this industry was more prominent at the metro level (a loss of six percent in recent years) than statewide (a drop of one percent).

Growth in Health Care and Social Assistance

According to State of Connecticut Department of Labor projections, Health Care and Social Assistance is projected to be the fastest growing industry over the next decade, with an expected increase of approximately 24 percent (bringing about 13,530 new jobs to the metro area) by the year 2025. The Education Services sector is also expected to increase by about 34 percent (12,240 new jobs in the metro) during this period.

An influx of mid- to high-wage jobs

Health Care and Social Assistance and Educational Services will continue to provide a substantial number of mid-wage jobs across a diversity of occupations (i.e., entry-level home care positions; highly-skilled roles for doctors and specialists, teachers, professors, and instructors). Substantial projected growth in mid- to high-wage-paying industries (e.g., Professional, Scientific, and Technical; and Finance and Insurance) yields a good outlook for increased demand for rental housing options that appeal to a range of income levels. Higher-end rental units with ample on-site or proximal amenities may appeal to the smaller, but notable, influx of professionals fulfilling high-paying occupations in the region.

Methodology: Labor & Industry Trends Analysis

4ward Planning Inc. conducted an examination of labor and industry trends in the Bridgeport-Stamford-Norwalk metro area and surrounding region. Based on the appropriate scale of geographic analysis, as well as data availability, the following study areas were analyzed:

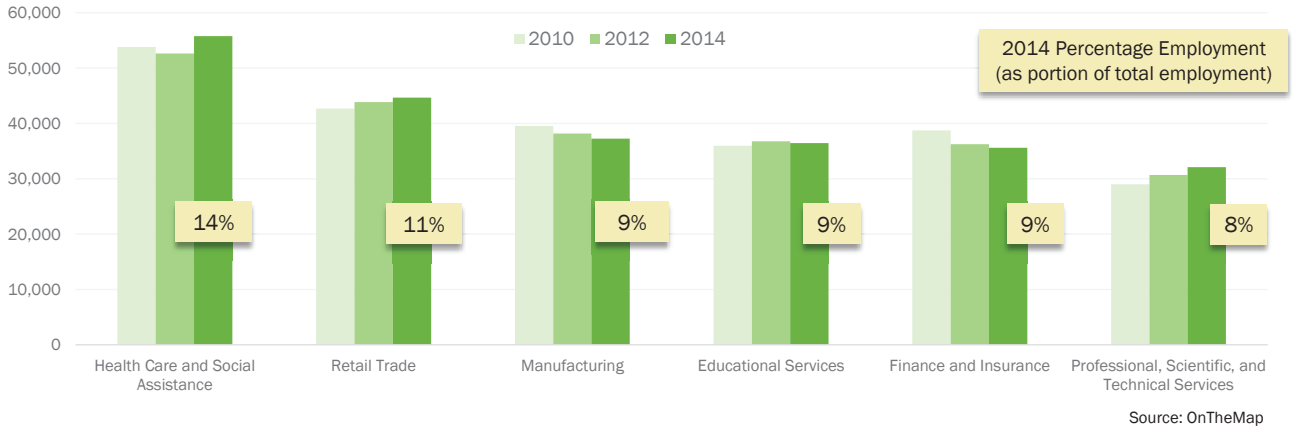
- **Bridgeport-Stamford-Norwalk, CT MSA**;
- **State of Connecticut**; and
- **State of New York**

Industry and labor data were gathered from the U.S. Census Bureau's *OnTheMap* data server, as well as from Quarterly Workforce Indicators (QWI) reports. Work area analysis was performed for the most recent available years. Employment growth rate projections from both the State of Connecticut's and State of New York's Departments of Labor, were also utilized. Labor characteristics analyzed include primary job employment, average monthly earnings, and job creation, among others.

Top Six Industries by Total Employment: MSA

The chart below depicts the top six industries, by employment, in the Bridgeport-Stamford-Norwalk MSA. Healthcare and Social Assistance is the largest industry, comprising 14 percent (55,754 jobs) of total MSA employment, followed by the Retail Trade (11 percent) and Manufacturing (nine percent) industries. Between 2010 and 2014, the Health Care and Social Assistance and Retail Trade sectors grew by four and five percent, respectively, each adding nearly 2,000 jobs. Meanwhile, Manufacturing saw a six percent decline (a loss of roughly 2,300 jobs), and the Finance and Insurance industry, the fifth largest in the MSA, saw even greater losses (an eight percent drop, or about 3,100 jobs), during this same time period.

Bridgeport-Stamford-Norwalk, CT MSA - Top Six Industries by Employment



Source: OnTheMap

Employment by Industry: MSA

The table below presents employment projections for the top 10 industries based on 2014 employment data provided by *OnTheMap* and industry growth projection rates provided by the State of Connecticut Department of Labor for the Southwest Workforce Investment Area (WIA) (containing Darien). Health Care and Social Assistance, the largest sector by current employment, is projected to increase by over 26 percent (adding 14,759 jobs). Professional, Scientific, and Technical Services, the sixth largest industry, is expected to grow by 19 percent (adding 6,109 new jobs), while Accommodation and Food Services, the seventh largest industry, will increase by over 15 percent (3,983 jobs). Finance and Insurance and Manufacturing are two of the top 10 largest industries expected to see a decline (a loss of 1,321 and 110 jobs, respectively) by 2025.

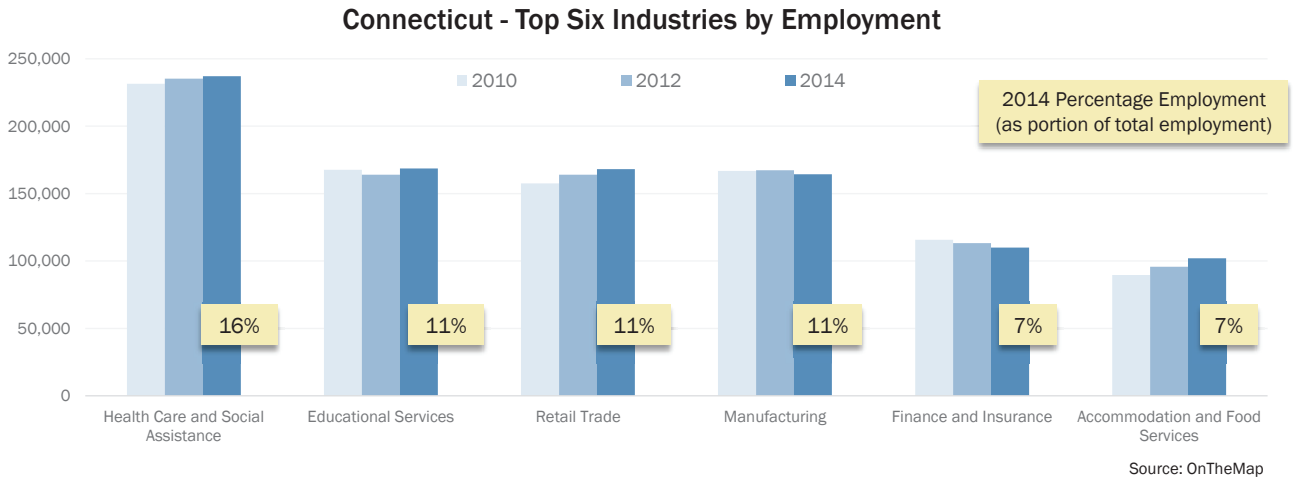
Employment by Industry, Top 10 Industry Projections: MSA

Industry	2014 Estimated Employment	2025 Projected Employment	Numeric Change	Percent Change
Health Care and Social Assistance	55,754	70,513	14,759	26.5%
Retail Trade	44,667	47,274	2,607	5.8%
Manufacturing	37,228	37,118	-110	-0.3%
Educational Services	36,452	39,904	3,452	9.5%
Finance and Insurance	35,607	34,286	-1,321	-3.7%
Professional, Scientific, and Technical Services	32,089	38,198	6,109	19.0%
Accommodation and Food Services	25,297	29,280	3,983	15.7%
Administration & Support, Waste Management and Remediation	22,730	25,252	2,522	11.1%
Wholesale Trade	16,250	19,003	2,753	16.9%
Other Services (excluding Public Administration)	15,766	17,663	1,897	12.0%

Source: OnTheMap; Connecticut Department of Labor

Top Six Industries by Total Employment: Connecticut

The chart below depicts the top six industries, by employment, in the State of Connecticut. As in the Bridgeport-Stamford-Norwalk MSA, Health Care and Social Assistance is the largest industry employer, comprising 16 percent of total state employment (1,361,417 jobs); growth in this industry has remained relatively flat in recent years, increasing only two percent (about 5,600 jobs) between 2010 and 2014. Among the six largest industries, notable growth is observed in the Retail Trade and Accommodation and Food Services industries, which increased by seven and 14 percent, respectively, during this same time period. Similar to MSA industry trends, the Manufacturing and Finance and Insurance industries have both experienced some decline in recent years.



Source: OnTheMap

Employment by Industry: Connecticut

The table below presents employment projections for the State of Connecticut's top 10 industries based on 2014 employment data provided by *OnTheMap* and statewide industry growth projection rates provided by the State of Connecticut's Department of Labor. Health Care and Social Assistance, the largest industry employer in the State, is projected to bring approximately 30,731 new jobs over the next decade. The Professional, Scientific, and Technical Services industry will make the next largest contribution to new jobs in the State, introducing over 13,634 new positions within the next decade. The Public Administration sector, the tenth largest industry in the State, is the only one among top industries expected to see a decline (a loss of 2,262 jobs, or four percent) by 2025.

Employment by Industry, Top 10 Industry Projections: Connecticut

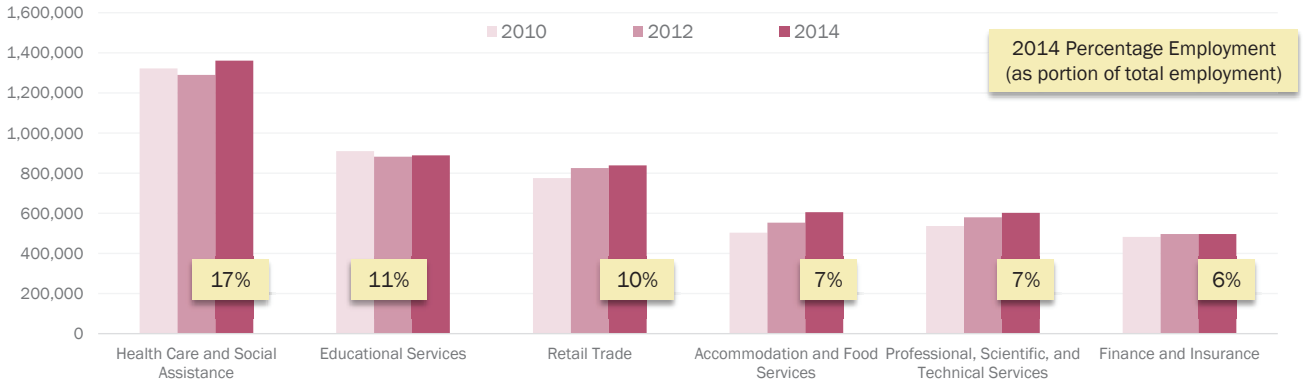
Industry	2014 Estimated Employment	2025 Projected Employment	Numeric Change	Percent Change
Health Care and Social Assistance	237,126	267,857	30,731	13.0%
Educational Services	168,606	175,943	7,337	4.4%
Retail Trade	168,060	173,347	5,287	3.1%
Manufacturing	164,352	169,393	5,041	3.1%
Finance and Insurance	109,926	115,555	5,629	5.1%
Accommodation and Food Services	101,959	109,156	7,197	7.1%
Professional, Scientific, and Technical Services	93,273	106,907	13,634	14.6%
Administration & Support, Waste Management and Remediation	75,610	84,696	9,086	12.0%
Wholesale Trade	63,220	66,508	3,288	5.2%
Public Administration	56,768	54,506	-2,262	-4.0%

Source: OnTheMap; Connecticut Department of Labor

Top Six Industries by Total Employment: New York

The chart below depicts the top six industries, by employment, in the State of New York. Similar to the Bridgeport-Stamford-Norwalk MSA and State of Connecticut, Health Care and Social Assistance is the largest industry employer in the State, comprising 17 percent of total employment in 2014, despite experiencing some decline in earlier years (a two percent loss, or 32,486 jobs) between 2010 and 2012. The second largest industry, Educational Services, saw similar losses (a three percent drop, or a loss of 27,292 jobs) between 2010 and 2012. Meanwhile, the Retail Trade; Accommodation and Food Services; and Professional, Scientific and Technical Services industries all saw strong growth in recent years, increasing by eight, 20, and 12 percent, respectively, between 2010 and 2014.

New York - Top Six Industries by Employment



Source: OnTheMap

Employment by Industry: New York

The table below presents employment projections for the top 10 industries based on 2014 employment data provided by *OnTheMap* and statewide industry growth projection rates provided by the State of New York's Department of Labor. The Health Care and Social Assistance sector is projected to bring approximately 364,787 new jobs over the next decade. The Accommodation and Food Services and Professional, Scientific, and Technical Services sectors will make the next two largest contributions to new jobs in the State, contributing approximately 168,334 and 164,761 new jobs, respectively. The Educational Services sector will bring approximately 101,671 new jobs by 2025. All top 10 industries in New York are expected to see some growth during this time period.

Employment by Industry, Top 10 Industry Projections: New York

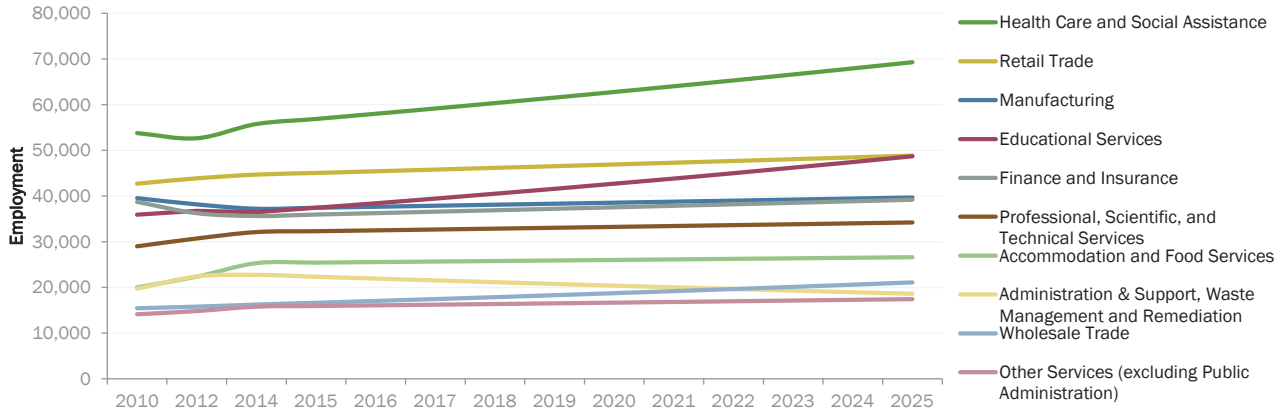
Industry	2014 Estimated Employment	2025 Projected Employment	Numeric Change	Percent Change
Health Care and Social Assistance	1,361,417	1,726,204	364,787	26.8%
Educational Services	888,811	990,482	101,671	11.4%
Retail Trade	838,948	920,479	81,531	9.7%
Accommodation and Food Services	605,740	774,074	168,334	27.8%
Professional, Scientific, and Technical Services	602,504	767,265	164,761	27.3%
Finance and Insurance	496,098	518,563	22,465	4.5%
Public Administration	455,424	468,571	13,147	2.9%
Manufacturing	447,917	452,216	4,299	1.0%
Administration & Support, Waste Management and Remediation	407,719	499,090	91,371	22.4%
Wholesale Trade	329,295	338,034	8,739	2.7%

Source: OnTheMap; New York Department of Labor

Long-Term Employment Growth: MSA

Health Care and Social Assistance, the largest and fastest growing industry in the Bridgeport-Stamford-Norwalk MSA, will maintain its dominance, with projections for substantial growth (24 percent or roughly 13,530 new jobs) in the coming decade. With a notable increase projected to occur in Educational Services during this same time period (nearly 37 percent or roughly 12,240 jobs), this sector will gain its place as the second largest industry in the MSA, surpassing growth in the Retail Trade (currently the second largest employer).

Bridgeport-Stamford-Norwalk, CT MSA - Top 10 Industries, Projected Growth in Employment

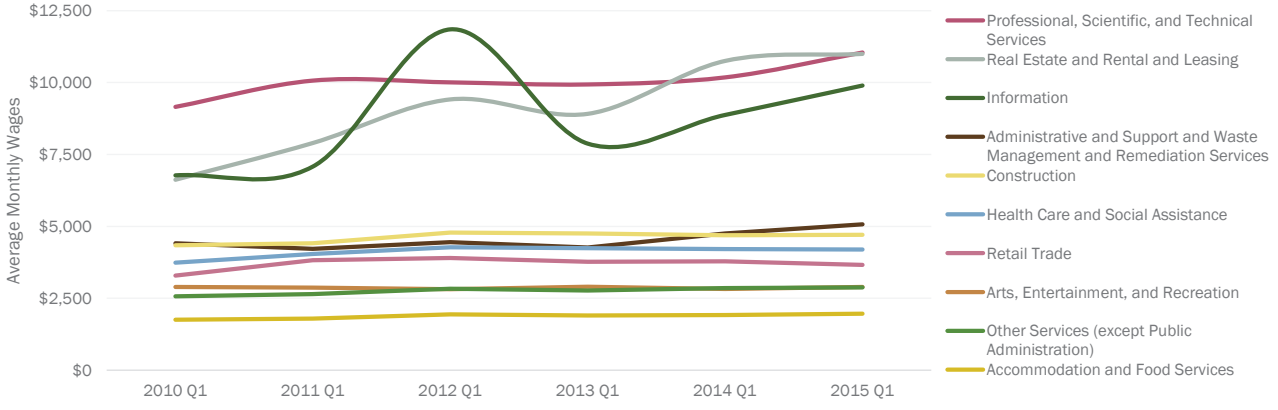


Source: OnTheMap

Average Monthly Earnings: MSA

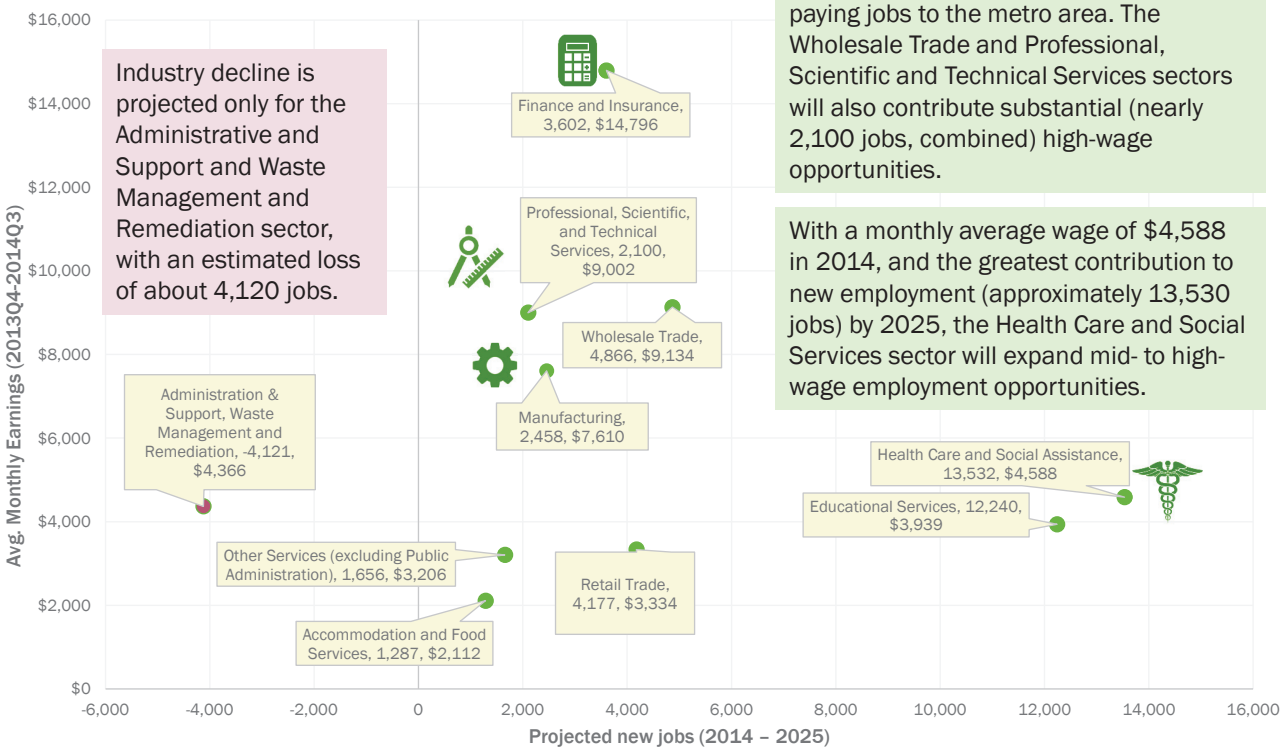
The table below depicts annual average monthly earnings in the Bridgeport-Stamford-Norwalk MSA for the first quarters of 2010 through 2015. Industry earnings have fluctuated most among high-wage industries: most notably in the Information sector, which saw a substantial spike and peak levels in 2012, followed by a significant drop the following year. A similar pattern, to a lesser extent, was observed in the Real Estate and Rental and Leasing sector. Wage earnings in these industries, as well as in Professional, Scientific, and Technical Services, rose between 2013 and 2015. All other industries saw some fluctuation during the five-year period - notably Administrative and Support and Waste Management and Remediation, where wages have increased in recent years.

Bridgeport-Stamford-Norwalk, CT MSA – Top 10 Industries, Average Monthly Wages 2010 – 2015



Source: QWI

Industry Growth/Loss Projections: MSA



Industry decline is projected only for the Administrative and Support and Waste Management and Remediation sector, with an estimated loss of about 4,120 jobs.

The Finance and Insurance sector's projected growth will bring 3,600 high-paying jobs to the metro area. The Wholesale Trade and Professional, Scientific and Technical Services sectors will also contribute substantial (nearly 2,100 jobs, combined) high-wage opportunities.

With a monthly average wage of $4,588 in 2014, and the greatest contribution to new employment (approximately 13,530 jobs) by 2025, the Health Care and Social Services sector will expand mid- to high-wage employment opportunities.

Source: QWI

REAL ESTATE ANALYSIS

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES ™

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Methodology: Real Estate Trends & Supply/Demand Analysis

4ward Planning conducted an in-depth real estate trends and supply/demand analysis for the half-mile Study Area, the 20-minute PMA, and the corresponding multifamily, retail, and office real estate submarkets (as defined by Reis and illustrated on the following page).

Real Estate Trends Analysis

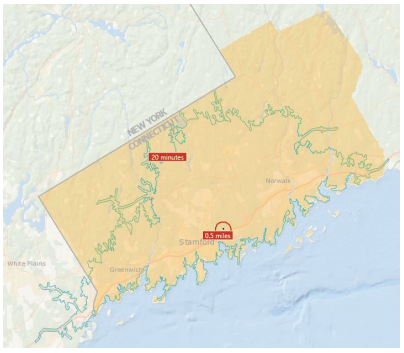
In order to gain an understanding of local supply, demand, occupancy and pricing factors for a broad range of land uses within the Study Area, 4ward Planning utilized a variety of primary and secondary resources to examine the competitive supply (existing and proposed) within the Noroton Heights Station half-mile radius and PMA for each of the desired land uses; and identified opportunities and challenges for establishing these land uses within the station area. Key land-use metrics examined include: residential (townhouse/condos/flats), retail (convenience and specialty), lodging, and office. The following metrics were examined: vacancy and absorption rates and trends; lease rates and residential price points; building permit activity; and land prices (per acre and square foot). In order to "ground truth" data findings, quantitative analysis was supplemented with active broker and developer interviews.

Real Estate Supply-Demand Analysis

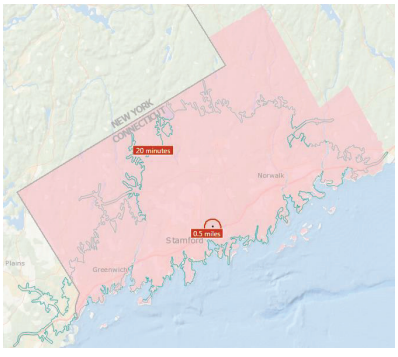
Based on real estate trend findings, 4ward Planning conducted a supply/demand analysis, identifying prospective areas of unmet demand for high-density residential, retail (convenience and specialty), lodging, and office product within the station area. Unmet land-use demand estimates were projected out 15 years and presented as residential units (inclusive of affordable units) and commercial square footage prospectively captured by the station area over the 15-year period.

Methodology: Real Estate Submarkets

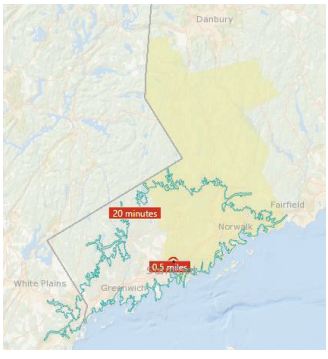
Apartment Submarket
West Fairfield County

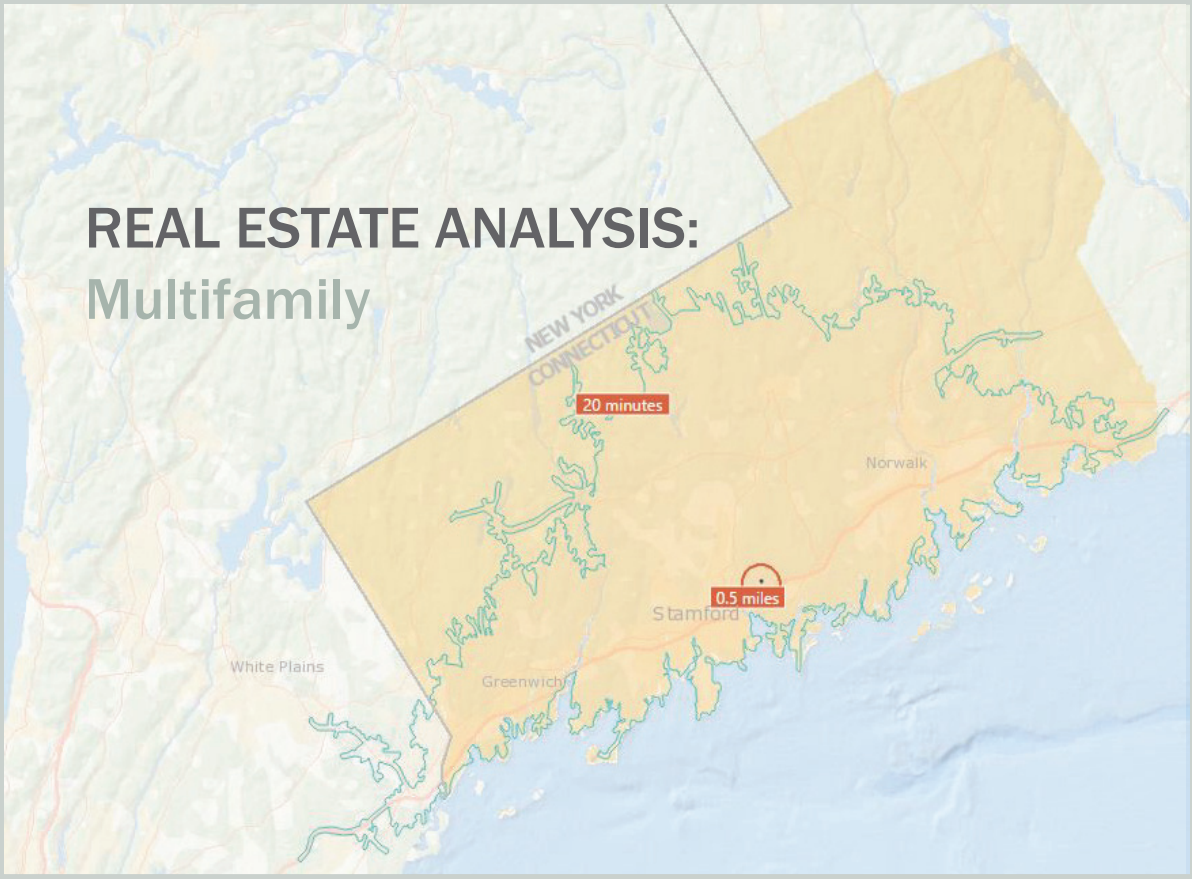


Retail Submarket
Lower Fairfield County



Office Submarket
Central Fairfield County





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Key Findings: Multifamily

Inventory growth in Submarket expected to slow

Although the apartment inventory growth in the West Fairfield Submarket has been extremely strong (growing 3.1 percent per year), Reis forecasts that inventory growth will slow considerably (to just 1.5 percent per year) over the next five years. By 2020, Reis expects that another 1,735 units will be completed within the Submarket.

Newer apartments asking $2,577 per month in rent

According to Reis, as of second-quarter 2016, the average asking rent within the West Fairfield Submarket was approximately $1,512 per month, with average asking rents for apartments built after 2009 asking $2,577 per month. Annualized asking-rent apartment growth within the Submarket, over the next five-years, is projected to remain well above inflation for all categories of bedroom counts, save for three-bedroom units. Studio units, in particular, are expected to experience greater annualized rent growth, as increased demand for such units outstrips existing supply over the next five years.

Demand for 630 to 1,260 units by 2025

According to data provided by Reis, there are 951 multifamily units (low-income, townhomes, and apartments) currently under construction within the 20-minute PMA. Assuming between five and 10 percent of net housing demand in the 20-minute PMA could be captured within a half-mile radius of the Noroton Heights train station, the Study Area could adequately support the development of between 630 and 1,260 additional residential units by 2025.

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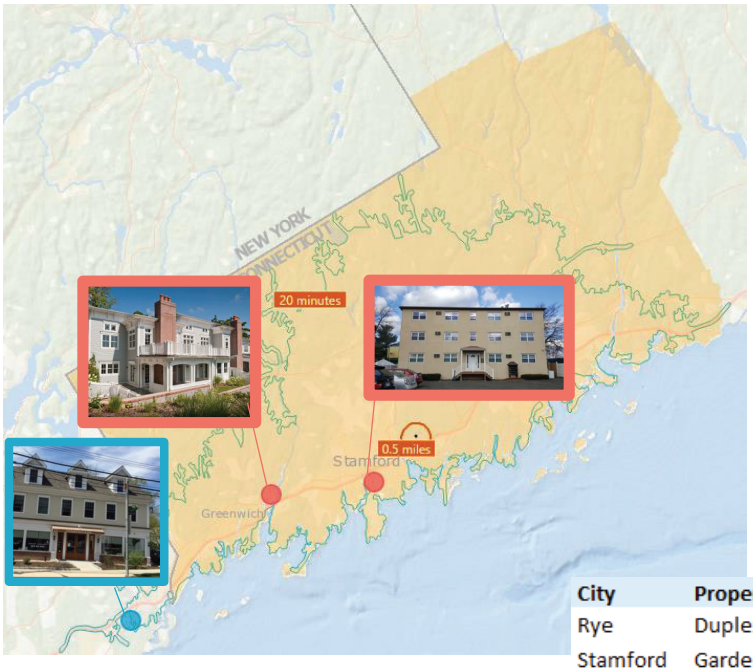
Available Multifamily Inventory: 20-Minute PMA



According to data provided by LoopNet, there are just three multifamily properties for sale within the 20-minute drive-time contour (PMA) – including one multifamily rental garden/low-rise property located in Stamford (asking over $1.1 million), one luxury condominium garden/low-rise property located in Cos Cob (asking over $7.7 million), and one mixed-use duplex property located in Rye (includes two one-bedroom apartments and 1,400 square feet of ground-floor retail, and asking over $1.8 million).

Multifamily Buildings For Sale

City	Property Subtype	Asking Price	Units	Price Per Unit
Rye	Duplex	$1,850,000	2	$308,333
Stamford	Garden/Low-Rise	$1,180,000	6	$196,667
Cos Cob	Garden/Low-Rise	$7,750,000	3	$2,583,333

Source: LoopNet; 4ward Planning, Nov, 2016

Multifamily Pipeline: Submarket & 20-Minute PMA

According to 2015 New Housing Authorizations data provided by the Connecticut Department of Economic and Community Development (DECD), there are 934 multifamily buildings (of five or more units) in the development pipeline within West Fairfield County. As presented in the table to the right, just two percent of these multifamily units (16 units) are located within Darien.

Multifamily Housing Authorizations: West Fairfield Submarket, 2015

	Units	Percent
Stamford	599	64%
Norwalk	319	34%
Darien	16	2%
Total	**934**	934

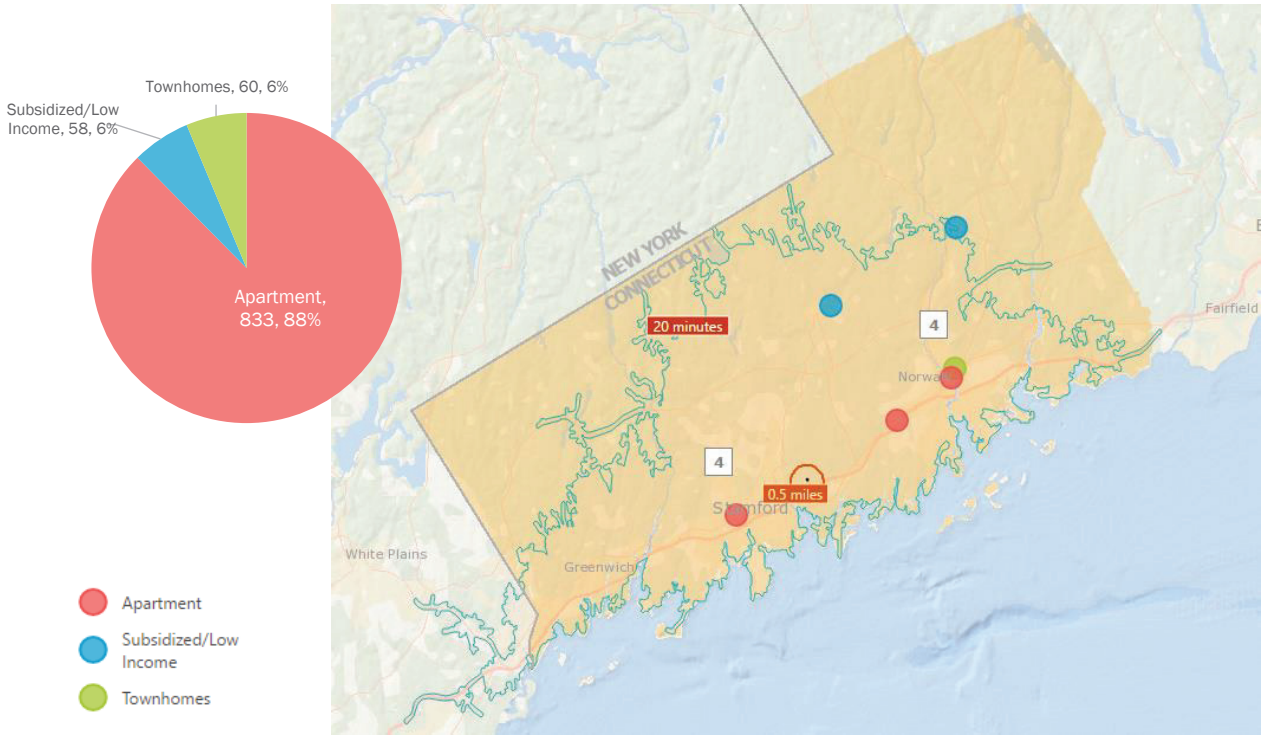
According to data provided by Reis (presented in the table to the right and mapped on the following page), 951 multifamily units (low-income townhomes and apartments) are currently under construction within the 20-minute PMA.

Multifamily Construction Projects: 20-minute PMA, 2016

Type	Low Income	Town-homes	Apts.	Total
Stamford			405	405
Norwalk		60	428	488
New Canaan	38			38
Wilton	20			20
Total	**58**	**60**	**833**	**951**

Source: DECD, 2015; Reis, as of 9/12/2016; 4ward Planning Inc., 2016

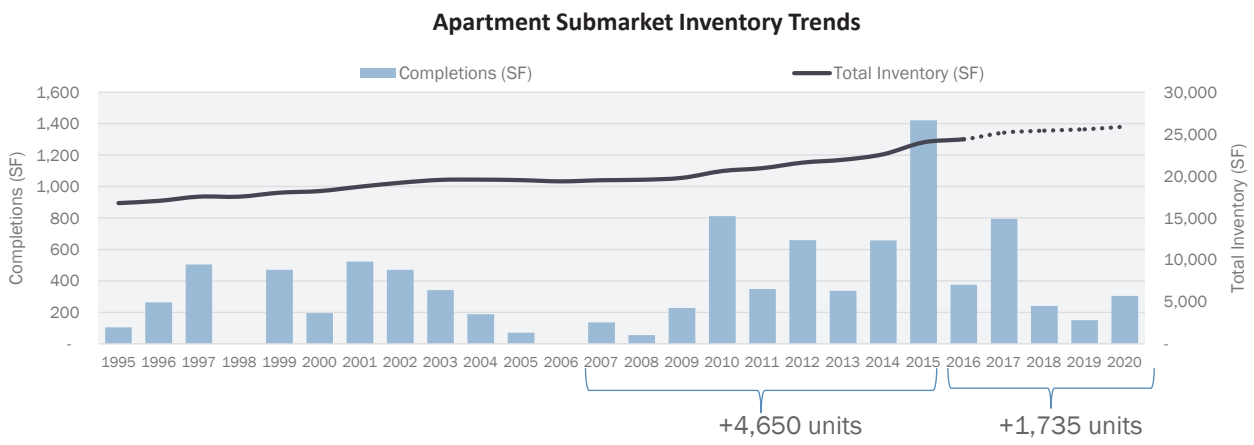
Multifamily Construction Projects: 20-Minute PMA



Source: Reis; 4ward Planning Inc., as of 9/12/2016

Multifamily Inventory: West Fairfield Submarket

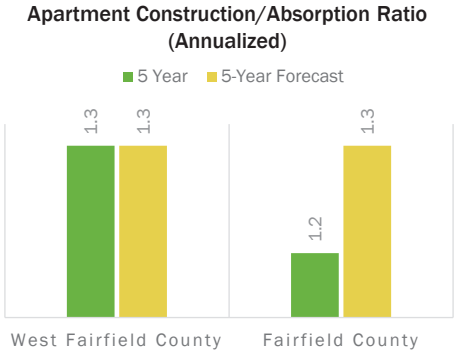
According to second-quarter 2016 data provided by Reis, there are 24,150 apartment units within the West Fairfield Submarket (encompassing the Study Area). From 2007 to 2015, the apartment inventory in this submarket increased by 4,650 units (growing by 2.7 percent per year), with 1,422 units delivered in 2015, alone. By 2020, Reis expects that another 1,735 units will be completed within the Submarket, growing by 1.8 percent per year, over the next four years.

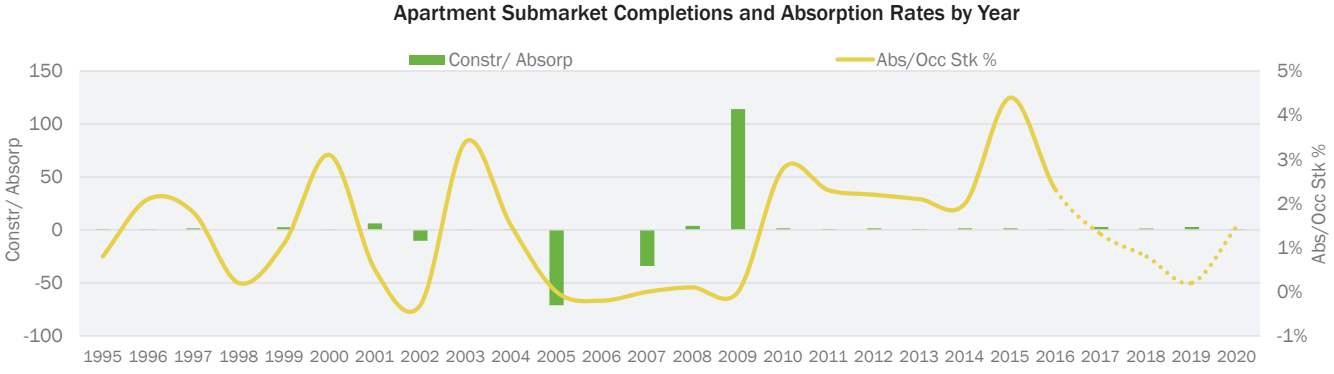


Source: Reis; 4ward Planning 2016

Multifamily Construction & Absorption: West Fairfield Submarket

The construction/absorption ratio measures the degree to which completed residential units are occupied (rented) in a given period. The lower the ratio, the healthier the indicator for demand. As the ratio rises, it is an indicator of supply increasingly outpacing demand. On an annualized basis, over the past five years, the average apartment construction/absorption ratio within the West Fairfield Submarket has been 1.3 (slightly higher than the County, overall). According to Reis, this ratio is projected to remain constant over the next five-year period, at a ratio similar to the County over the same forecast period.

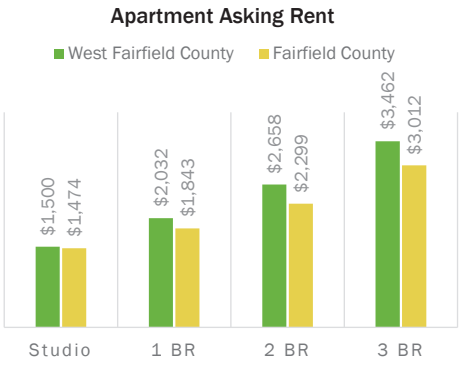


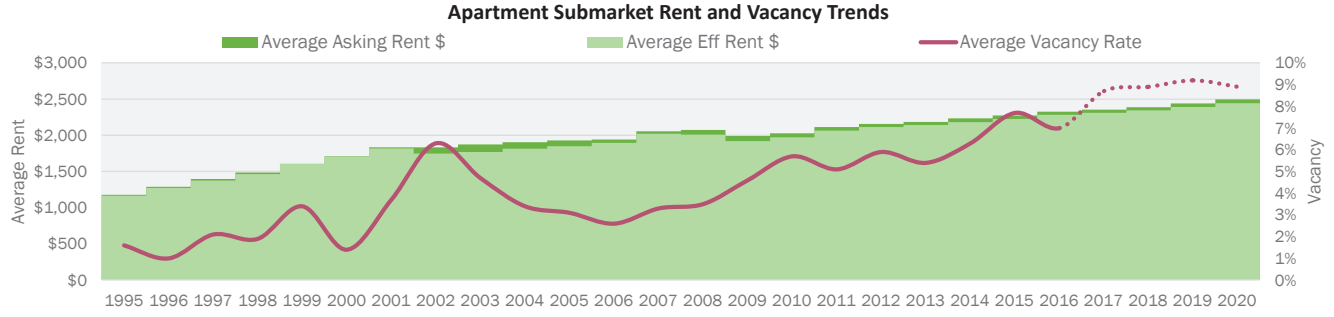


Source: Reis; 4ward Planning 2016

Multifamily Asking Rents & Vacancy: West Fairfield Submarket

According to Reis, as of the second-quarter 2016, the average asking rent within the West Fairfield Submarket is approximately $1,512 per month, with the average effective rent (after rent concessions and waived fees) at $1,466 per month. The chart below illustrates Submarket vacancy rate trends in relation to rental rate trends, and shows a steadily rising vacancy rate (at an estimated 7.9 percent, as of June 2016) - projected to increase through 2018, before leveling off in 2019.





Source: Reis; 4ward Planning 2016

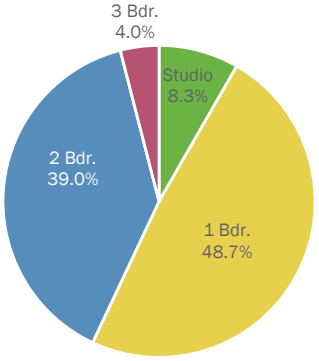
Multifamily Inventory: West Fairfield Submarket

Nearly 88 percent of the total apartment inventory within the West Fairfield Submarket is composed of either one- or two-bedroom units (48.7 and 39.0 percent, respectively). A relatively small 8.3 percent and 4.0 percent of inventory is comprised of studios and three-bedroom units, respectively. On average, asking rents for apartments built after 2009 (composing 44 percent of the inventory in the Submarket and serving, generally as the competitive supply to prospective new housing built within the Study Area) are asking $2,577 per month.

Apartment Submarket Building Age Characteristics

Year Built	Inventory By Building Age	Vacancy Rate By Age	Asking Rent by Age
Before 1970	17%	3.2%	$1,899
1970-1979	2%	3.7%	$1,734
1980-1989	4%	2.5%	$2,181
1990-1999	12%	2.7%	$2,277
2000-2009	21%	3.5%	$2,408
After 2009	44%	11.3%	$2,577
All	100%	6.7%	$2,291

Apartment Submarket Bedroom Unit Mix

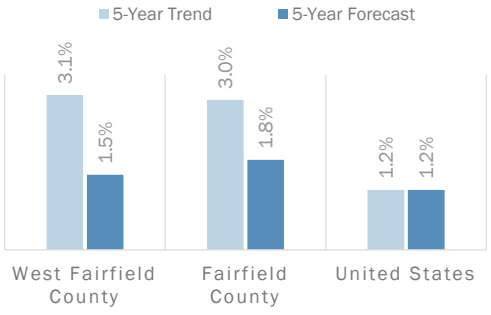


Source: Reis; 4ward Planning 2016

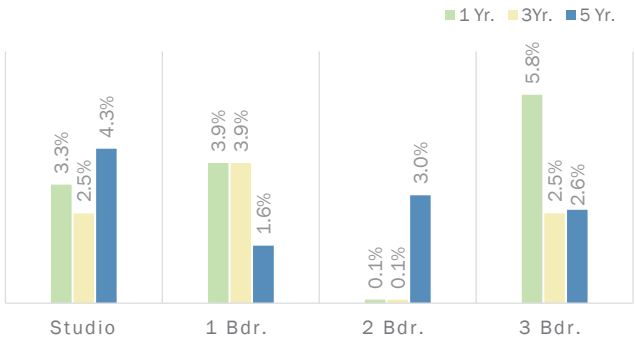
Multifamily Growth Trends & Forecasts

According to Reis, over the past five years, the apartment inventory growth in both the West Fairfield Submarket and Fairfield County has been extremely strong, with annualized growth of 3.1 and 3.0 percent, respectively, as compared to 1.2 percent for the entire U.S. apartment market over the same five-year period. Over the next five years, Reis forecasts that annualized inventory growth will slow considerably within both the Submarket (1.5 percent) and the County (1.8 percent). Annualized asking-rent apartment growth within the Submarket, over the next five years, is projected to remain well above inflation for all categories of bedroom counts, save for three-bedroom units, according to Reis. Studio units, in particular, are expected to experience rising annualized rent growth, as increased demand for such units outstrips existing supply, over the next five years.

Apartment Inventory Growth Trends and Forecasts (Annualized)



Apartment Submarket Asking Rent Growth



Source: Reis; 4ward Planning 2016

Supply/Demand Analysis: Key Demand Scenario Assumptions

Net Household Formation from 2016 to 2026 Based on Esri's Household Growth Forecasts

Households within the 20-minute PMA are projected to increase by 9,950 from 2016 to 2025, at 0.8 percent per year.

Employment Growth Based on a Modest Average Annual Growth Rate of 0.9 Percent over 2014 Base Employment

Based on 2014 employment data provided by *OnTheMap* and 2012 to 2022 employment by industry projections provided by State of Connecticut Department of Labor for the Southwest Workforce Investment Board (WIB), workers employed within the 20-minute PMA are projected to increase by approximately 5,650, from 2016 to 2025.

3% of Those Working in the 20-minute PMA but Living Elsewhere Represent Pent-Up Demand

Approximately 58 out of every 100 workers commute from outside the 20-minute PMA. It is assumed three out of every 100 of these workers would trade their commutes if adequate housing choice was available.

2% of Current Housing Stock in the 20-minute PMA is Physically Obsolescent and Unmarketable

Approximately 2 out of every 100 housing units in the 20-minute PMA were built before 1940, increasing the incidence of obsolescence.

1.0% of Remaining Housing Stock Becomes Obsolescent Annually

All housing stock gradually wears out over time and, on average, one out of every 100 units becomes obsolescent, annually.

Demand by Tenure will Reflect Top Tapestry Segments with Preferences for Multifamily Housing

Thirty-five percent of new-unit demand within the 20-minute PMA will be for rental housing.

Housing Vacancy Projections Based on Esri's Vacancy Projections

Housing vacancy is based on Esri's projections for the 20-minute PMA.

Supply/Demand Analysis: 20-Minute PMA

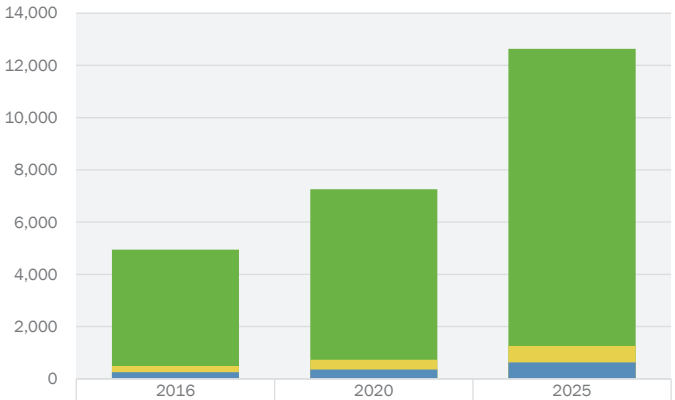
	2016	2020	2025
Housing Demand Metrics			
Population	334,440	346,510	362,210
Households (each household in radius represents demand for one housing unit)	*124,710*	*129,590*	*134,660*
Estimated Workers within 20-Minute Drive	179,424	186,726	196,529
Estimated Workers Residing Outside 20-Minute Drive (59%)	105,150	108,300	113,990
Estimated Pent-Up Housing Unit Demand from Commuting Area Workers (1%)	*3,155*	*3,249*	*3,420*
Estimated Number of Vacant Housing Units (5% is a natural/average vacancy rate factor)	*9,382*	*6,610*	*6,602*
Estimated Aggregate Housing Unit Demand in 20-Minute Drive	***137,247***	***139,449***	***144,682***
Housing Supply Metrics			
Estimated Housing Units in 20-Minute Drive	134,030	134,981	134,981
Subtract Physically Obsolescent Units (2% of total units, 1% annual obsolescence rate)	***2,681***	***2,789***	***2,932***
New Units to Add (based on multifamily construction estimates)*	951		
Estimated Net Marketable Housing Units in 20-Minute Drive	*132,300*	*132,192*	*132,049*
Net Housing Demand/Supply Calculation			
Estimated Aggregate Housing Unit Demand in 20-Minute Drive	*137,247*	*139,449*	*144,682*
Subtract Estimated Net Marketable Housing Units in 20-Minute Drive	*132,300*	*132,192*	*132,049*
Net Housing Unit Demand/(Excess Units) (Assumes no new housing beyond 2016)	**4,946**	**7,257**	**12,633**

* Omits half of the new apartment units at Kennedy Flat that are already occupied.

Source: 4ward Planning Inc. 2015

Multifamily Housing Demand/Capture: By 2025

Assuming between five and 10 percent of net housing demand within the 20-minute PMA could be captured within a half-mile radius of the Noroton Heights train station, the Study Area could adequately support the development of 630 to 1,260 residential units by 2025.



	2016	2020	2025
20-Minute Drive Demand	4,946	7,257	12,633
Project Capture (10%)	490	730	1,260
Project Capture (5%)	250	360	630

Share of Housing by Various Demographic Categories	2016	2020	2025
Replacement	2,681	2,789	2,932
Household Growth and Pent-up Worker Demand	2,266	4,468	9,701
Owner-Occupied (40%)	2,968	4,354	7,580
Renter-Occupied (60%)	1,978	2,903	5,053
1-Bdr (25%)	2,226	3,266	5,685
2-Bdr (55%)	1,731	2,540	4,422
3+ Bdr (20%)	989	1,451	2,527
HH Income $75k or Greater (35%)	2,226	3,266	5,685
HH Income $40k to $74.9K (35%)	1,731	2,540	4,422
HH Income $39.9k and Less (30%)	989	1,451	2,527
Age 29 or Younger (20%)	1,484	2,177	3,790
Age 30 to 54 (65%)	1,731	2,540	4,422
Age 55 or Older (15%)	1,731	2,540	4,422

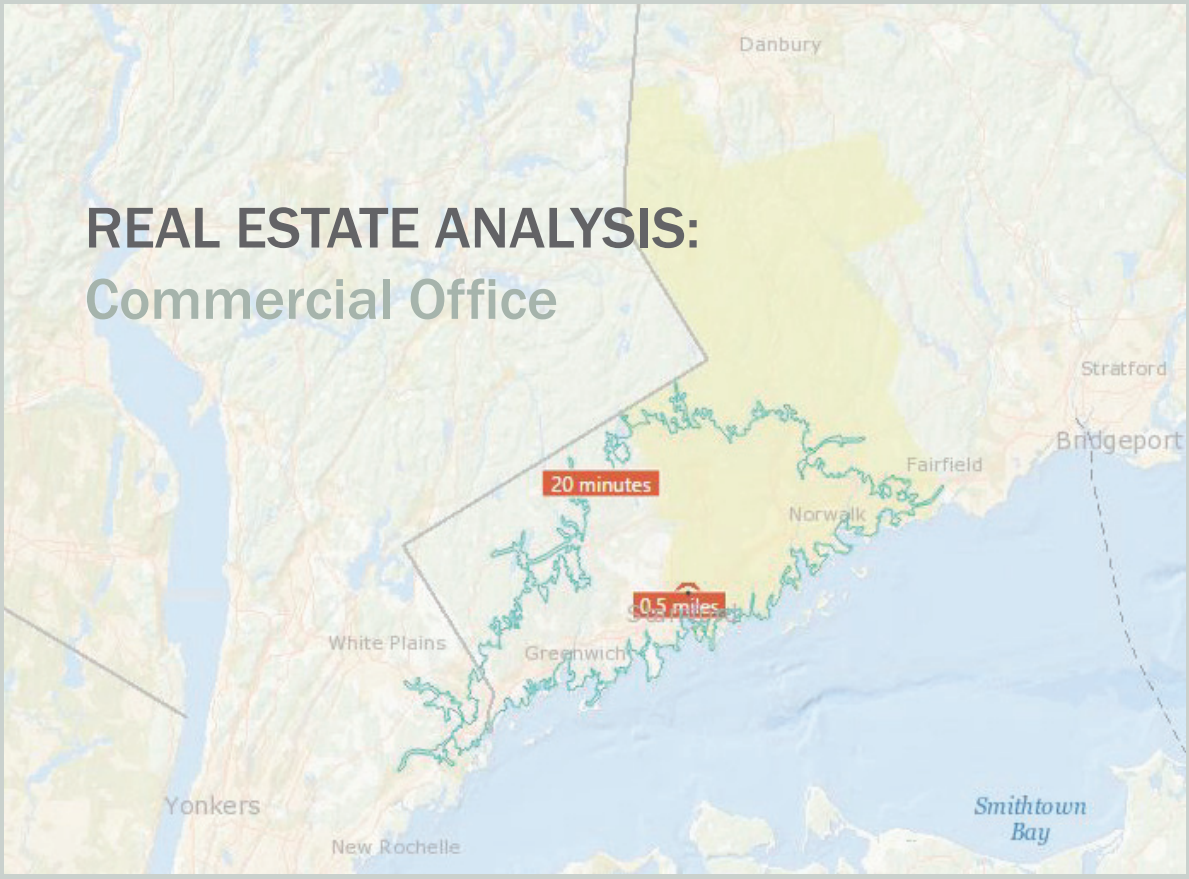
Source: 4ward Planning Inc. 2016

Takeaway: Real Estate Analysis

The foregoing real estate analysis indicates there is sufficient unmet demand for new multifamily rental housing within Noroton Heights train station's Primary Market Area (the 20-minute drive-time contour from the station). The analysis demonstrates this demand is generated by a combination of projected household formation, pent-up need from area workers who currently commute into the Primary Market Area, and necessary replacement of physically obsolescent housing.

Finally, it should be understood that this real estate analysis is based on currently observed market conditions and economic factors and, as such, the conclusions reached are subject to change with future changes to market-area conditions (e.g., significant new supply delivered within the next three years) and economic factors (e.g., a significant downturn in the regional economy/substantial rise in the unemployment rate).

REAL ESTATE ANALYSIS:
Commercial Office



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Key Findings: Office

6.8 million square feet of available office space

According to data provided by LoopNet, within the 20-minute drive-time contour, there is nearly 6.8 million square feet of available office space, with approximately 959,560 square feet of this space for sale (72 percent office building space) and 5.8 million square feet for lease (81 percent office building space). Although no new office space has been completed in the Submarket since 2010, Reis expects an additional 631,000 square feet of office space will be completed and 462,000 square feet of net office space will be absorbed over the next four years (bringing the average office vacancy rate down to 22.9 percent, over the next five years).

$28 to $37 per square foot

According to data provided by Reis, over the next four years, average annual asking rents in the Central Fairfield County Submarket are projected to increase from $33.34 per square foot to $36.59 per square foot (1.9 percent per year). Average asking rents for office space vary widely by building age, from nearly $28.50 per square foot for office space in buildings built before 1970, to $37.72 per square foot for office space in buildings built after 2009.

Greatest demand is for medical office space

According to the supply/demand analysis, by 2025, there will be net new demand for over 1.7 million square feet office space within the 20-minute drive-time contour (58 percent of this demand within the Health Care and Social Assistance sector; Educational Services; and Finance and Insurance sectors).

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Available Office Inventory: 20-Minute PMA

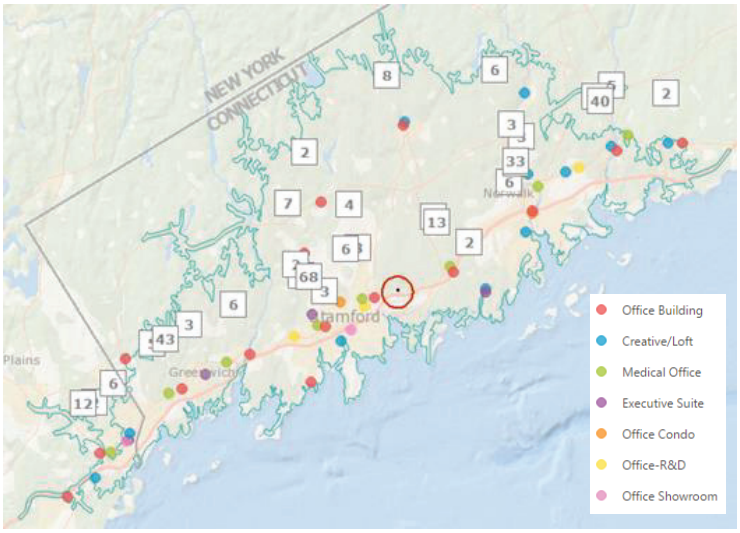
According to data provided by LoopNet, within the 20-minute drive-time contour (PMA), there is nearly 6.8 million square feet of available office space, with approximately 959,560 square feet of this space for sale (72 percent of which is office building space) and 5.8 million square feet for lease (81 percent of which is office building space). Office building space has the highest office asking sales price ($385 per square foot), while executive suite space has the highest office asking lease price ($34 per square foot per year).

Office Space For Sale

Type	Properties	Building Size (SF)	Average Price Per SF
Office Building	16	689,410	$385
Flex Space	1	5,000	$245
Medical Office	6	242,650	$188
Office Condo	4		$158
Office Showroom	2	22,500	$138
Grand Total	**29**	**959,560**	**$280**

Office Space For Lease

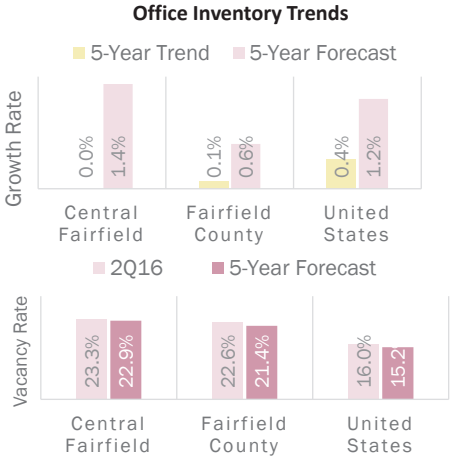
Type	Spaces	Space Available (SF)	Average Asking Rent (Per SF/Year)
Executive Suite	16	7,337	$34.31
Medical Office	41	99,555	$32.60
Office Building	582	4,738,966	$32.43
Creative/Loft	53	84,250	$26.60
Office-R&D	6	901,406	$11.00
Grand Total	**698**	**5,831,514**	**$31.71**



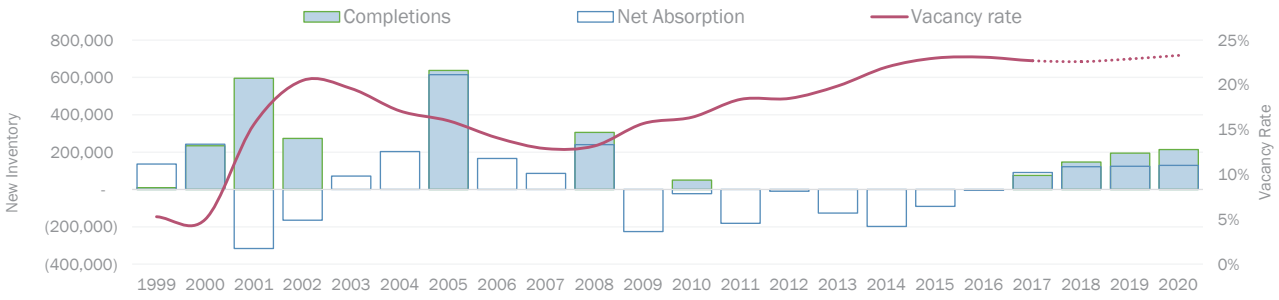
Source: LoopNet; 4ward Planning, Nov, 2016

Office Inventory & Vacancy:
Central Fairfield County Submarket

According to second-quarter 2016 data provided by Reis, the Central Fairfield County office submarket has a vacancy rate of 23.3 percent, slightly higher than the vacancy rate within the County (22.6 percent) but much higher than the national vacancy rate (16.0 percent). As illustrated below, although no new office space has been completed in the Submarket since 2010, Reis expects an additional 631,000 square feet of office space will be completed over the next four years, and 462,000 square feet of net office space will be absorbed (bringing the average office vacancy rate down to 22.9 percent, over the next five years).



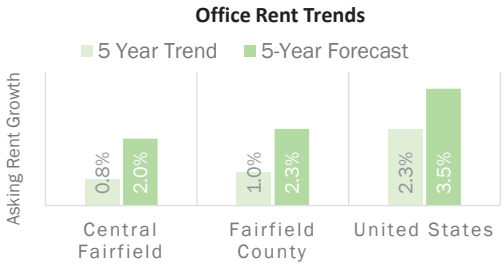
Office Inventory and Vacancy Trends: Central Fairfield County Submarket

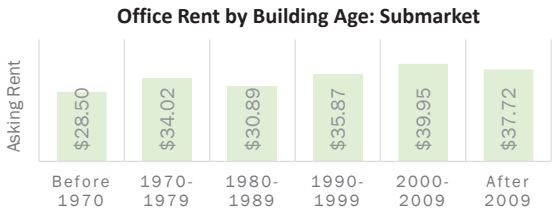


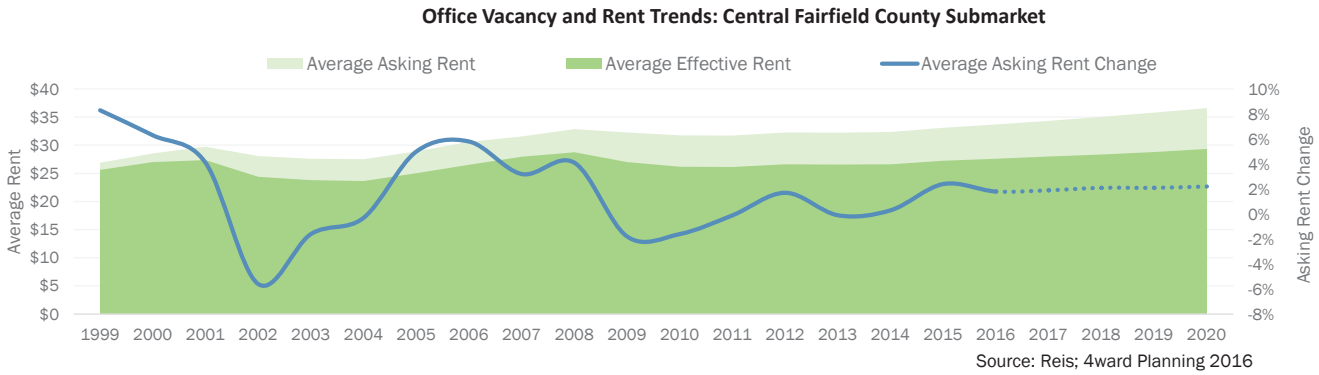
Source: Reis; 4ward Planning 2016

Office Rent Trends:
Central Fairfield County Submarket

According to data provided by Reis, over the next four years, average annual asking rents in the Central Fairfield County Submarket are projected to increase from $33.34 per square foot to $36.59 per square foot (1.9 percent per year). Average asking rents for office space vary widely by building age, from nearly $28.50 per square foot for office space in buildings built before 1970, to $37.72 per square foot for office space in buildings built after 2009.







Source: Reis; 4ward Planning 2016

Methodology: Key Steps for Deriving Office Demand

Projecting 2026 Primary Jobs

To determine projected office space demand, primary jobs in the 20-minute drive-time contour (an approximate 10-mile buffer from the station) were projected through 2025, based on 2014 employment data by industry sector, provided by *OnTheMap,* and 2012 to 2022 industry employment growth rates provided by the State of Connecticut's Department of Labor for the Southwest Workforce Investment Board (WIB), which includes Darien.

Estimating the Number of Office Workers

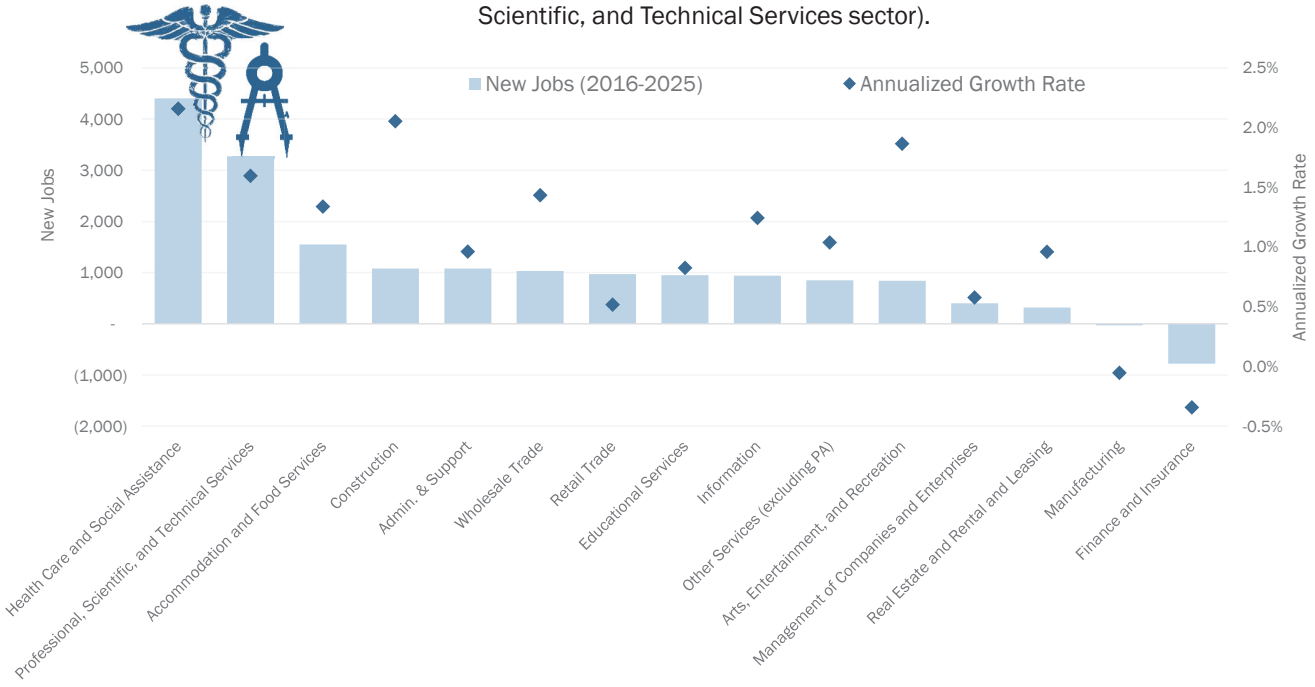
The National Center for Real Estate Research study has estimated the percentage of workers in various industry sectors that typically work in an office environment. Using these percentages, 4ward Planning estimated the number of employees in the 20-minute drive-time contour who would, likely, require office space.

Determining Office Space Demand

Assuming a space requirement of 175 square feet per employee (a relatively conservative requirement), the total demand for office space was estimated based on the projected number of office workers for each year through 2025.

Projected Job Change (2016 to 2025)

Based on employment estimates provided by *OnTheMap* and projected 2012 to 2022 employment growth rates provided by the State of Connecticut's Department of Labor, by 2025, there will be approximately 16,875 net new jobs within the 20-minute drive-time contour (45 percent within the Health Care and Social Assistance sector and Professional, Scientific, and Technical Services sector).



Source: OnTheMap, NJ Department of Labor and Workforce Development; 4ward Planning, Inc., 2016

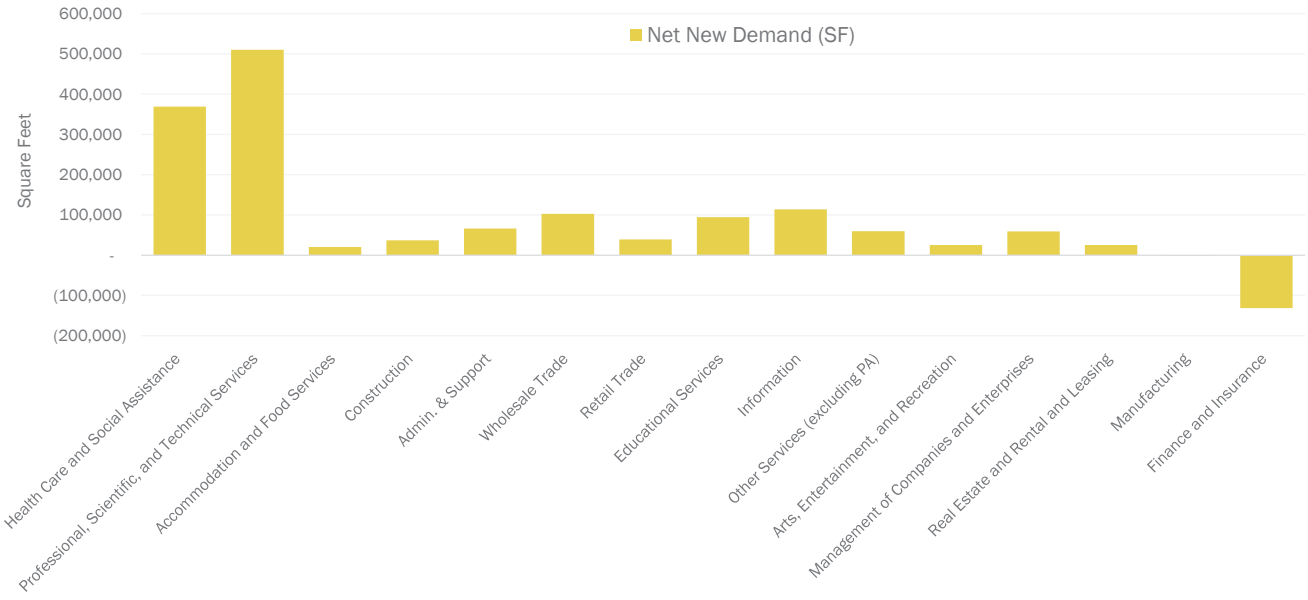
Projected Net New Office Workers (2016 to 2025)

Based on the estimated percent of office workers by industry provided by the National Center for Real Estate, by 2025, there will be approximately 8,750 net new office workers within the 20-minute drive-time contour (63 percent of these workers within the Health Care and Social Assistance sector and Professional, Scientific, and Technical Services sector).

Source: OnTheMap, NJ Department of Labor and Workforce Development; National Center for Real Estate; 4ward Planning, Inc., 2016

Projected Net New Office Demand (2016 to 2025)

Assuming an estimated ratio of 175 square feet per office worker, by 2025, there will be net new demand for nearly 1.4million square feet of office space within the 20-minute drive-time contour (63 percent of this demand within the Health Care and Social Assistance sector and Professional, Scientific, and Technical Services sector).



Source: OnTheMap, NJ Department of Labor and Workforce Development; 4ward Planning, Inc., 2016

Takeaway: Office Supply/Demand

The table to the right depicts projected demand (2016 to 2025) for net new jobs, office workers, and office square footage across industries within the 20-minute drive-time contour. Metrics highlighted in red indicate a decrease in demand for office square footage, based on a projected net loss in the number of office workers in those industries. It should also be noted that net new positive demand does not necessarily signal the need for new office space.

	New Jobs	New Office	Net New Demand (SF)
Health Care and Social Assistance	4,400	2,110	369,080
Professional, Scientific, and Technical Services	3,270	2,920	510,420
Accommodation and Food Services	1,550	110	20,100
Construction	1,080	210	36,760
Admin. & Support	1,080	380	66,180
Wholesale Trade	1,030	590	102,520
Retail Trade	970	220	39,200
Educational Services	950	540	94,560
Information	940	650	114,020
Other Services (excluding PA)	850	340	59,720
Arts, Entertainment, and Recreation	840	140	25,080
Management of Companies and Enterprises	400	340	59,280
Real Estate and Rental and Leasing	320	140	25,370
Manufacturing	(30)	(10)	(1,530)
Finance and Insurance	(780)	(750)	(131,180)
Total	16,870	7,930	1,389,580

Takeaway: Office Space

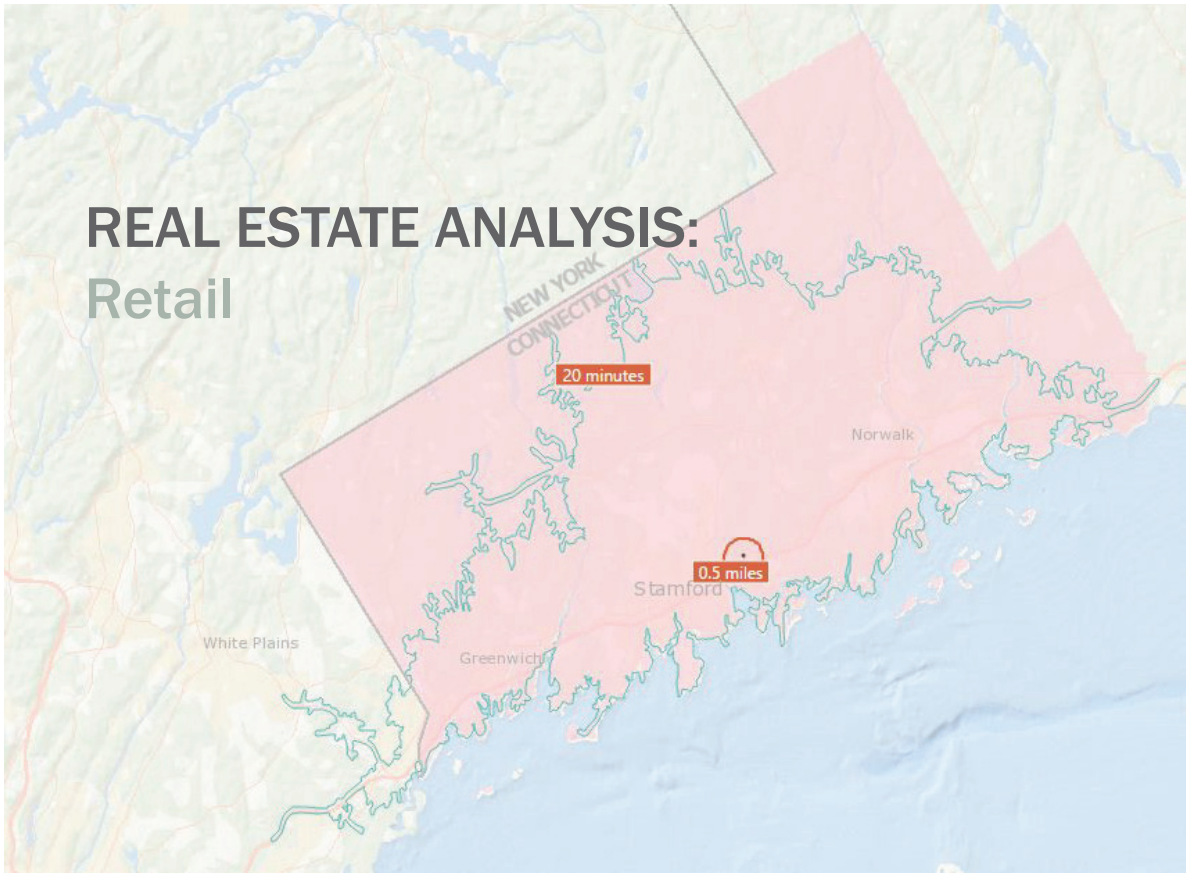
Based on the office supply/demand analysis, by 2025, there will be net new demand for nearly 1.4 million square feet of office space within the 20-minute drive-time contour. Approximately 369,080 square feet of this net office space demand will be within the Health Care and Social Assistance sector, and 510,420 square feet of this net office space demand will be within the Professional, Scientific, and Technical Services sector.

According to data provided by LoopNet, within the 20-minute drive-time contour, there is nearly 6.8 million square feet of available office space, with approximately 959,560 square feet of this space for sale (72 percent of which is office building space) and more than 5.8 million square feet for lease (81 percent of which is office building space).

The foregoing analysis demonstrates that while there will likely be new demand for new office space within the 20-minute PMA, particularly from the Health Care and Social Assistance and Professional, Scientific, and Technical Service sectors, much of this new demand could potentially be accommodated within the existing supply of vacant office space.

Available Office Space: 20-Minute PMA

Type	For Sale (SF)	For Lease (SF)	Total
Office Building	689,410	4,738,966	5,428,376
Office-R&D		901,406	901,406
Medical Office	242,650	99,555	342,205
Creative/Loft		84,250	84,250
Office Showroom	22,500		22,500
Executive Suite		7,337	7,337
Flex Space	5,000		5,000
Grand Total	**959,560**	**5,831,514**	**6,791,074**



Key Findings: Retail

1.8 million square feet of available retail space

According to data provided by LoopNet, within the 20-minute drive-time contour, there is more than 1.8 million square feet of available retail space, with approximately 247,160 square feet of this space for sale (14 percent) and more than 1.5 million square feet for lease (86 percent).

People leaving to buy most convenience retail goods

Based on 2016 data provided by the Directory of Major Malls, ratio of major retail shopping center space within the 20-minute drive-time contour (7.3 square feet per person), is much lower than the ratio within Fairfield County (38 square feet per person), overall. According to data provided by Esri, the 20-minute drive-time contour is experiencing "leakage" in some of the selected convenience retail categories (in limited-service eating places and health and personal care stores, in particular) - meaning people living within the trade area shop outside the trade area for many of these selected goods and services.

Demand for more eating establishments

Within the half-mile Study Area, full-service restaurants is the only retail category experiencing sufficient leakage to represent potential opportunities for new retailers, or for existing retailers to extend their marketing outreach to accommodate the excess demand. Within the 20-minute PMA, there is unmet demand within a variety of retail categories (in limited-service eating places, in particular), which could, potentially, be captured within the Study Area.

Available Retail Inventory: 20-Minute PMA

According to data provided by LoopNet, within the 20-minute drive-time contour (PMA), there is more than 1.8 million square feet of available retail space, with approximately 247,160 square feet of this space for sale (14 percent) and more than 1.5 million square feet for lease (86 percent). Free-standing retail building space composes approximately 51 percent of available retail space for sale, with other retail building space composing approximately 31 percent of available retail space for lease. Vehicle-related retail space has the highest retail asking sale price ($772 per square foot), while outlet center retail space has the highest retail asking lease price ($113 per square foot per year).

Retail Space For Sale

Type	Properties	Building Size (SF)	Average Price Per SF
Free Standing Bldg	10	126,694	$391
Street Retail	4	33,040	$193
Neighborhood Center	1	22,940	
Retail (Other)	2	19,292	$695
Strip Center	1	17,000	$559
Vehicle Related	2	13,753	$772
Retail Pad	1	6,000	$183
Day Care	1	5,844	$267
Restaurant	1	2,600	$500
Grand Total	**23**	**247,163**	**$414**

Retail Space For Lease

Type	Spaces	Space Available (SF)	Average Asking Rent (per SF/Year)
Retail (Other)	72	477,010	$48
Street Retail	95	337,743	$57
Free Standing Bldg	47	192,887	$38
Neighborhood Center	31	166,512	$36
Strip Center	38	137,781	$38
Community Center	15	78,125	$36
Restaurant	13	63,948	$37
Specialty Center	6	43,497	$75
Power Center	6	35,200	$55
Retail Pad	4	21,814	$66
Outlet Center	2	4,694	$113
Grand Total	**329**	**1,559,211**	**$47**

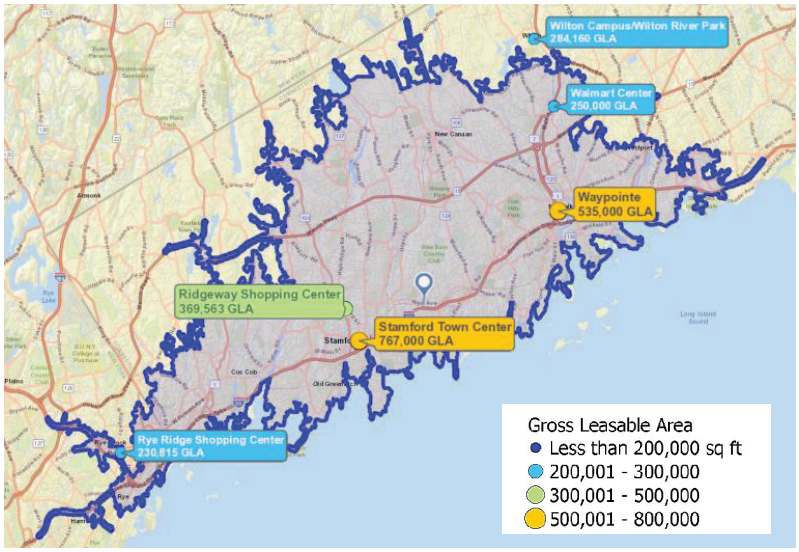
Source: LoopNet; 4ward Planning, Nov, 2016

Major Shopping Centers: 20-Minute PMA

Based on 2016 data provided by the Directory of Major Malls, there is over 2.4 million square feet of major retail shopping center space (complexes containing at least 200,000 square feet under roof) within the 20-minute drive-time contour. Located approximately two miles away, the Ridgeway Shopping Center and Stamford Town Center have over 1.3 million combined square feet of retail space.

The 20-minute drive-time contour has approximately 7.3 square feet of gross leasable area (GLA) per person, a ratio much lower that within Fairfield County (38 square feet per person) overall.

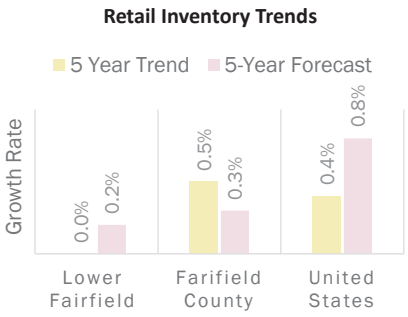
Name	City	Opened	Classification	GLA (SF)
Walmart Center	Vernon	1963	Community Center	250,000
Rye Ridge Shopping Center	Stamford	1947	Power Center	230,815
Wilton Campus	Vernon	1963	Community Center	284,160
Ridgeway Shopping Center	Stamford	1947	Power Center	369,563
Stamford Town Center	Stamford	1982	Regional Center	767,000
District Center At Waypointe	Norwalk	2014	Lifestyle/Specialty Center	535,000
			Total GLA (SF)	**2,436,538**
			GLA per Person	**7.3**

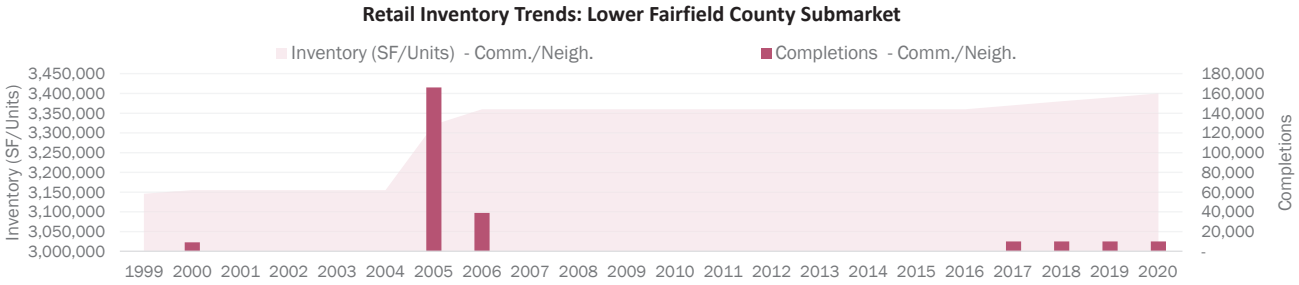


Source: Esri, Directory of Major Malls, Inc., 2016

Retail Inventory: Lower Fairfield County Submarket

According to second-quarter 2016 data provided by Reis, within the Lower Fairfield County retail submarket, there is over 1.4 million square feet of neighborhood shopping center space and nearly 1.9 million square feet of community shopping center space. Although no new retail space has been added within the Submarket since 2006, Reis expects an additional 40,000 square feet of new neighborhood and community shopping center space will be completed within the Submarket over the next five years, growing at a rate of 0.2 percent per year over the next five years (at a rate less than the metro, but similar to the nation).



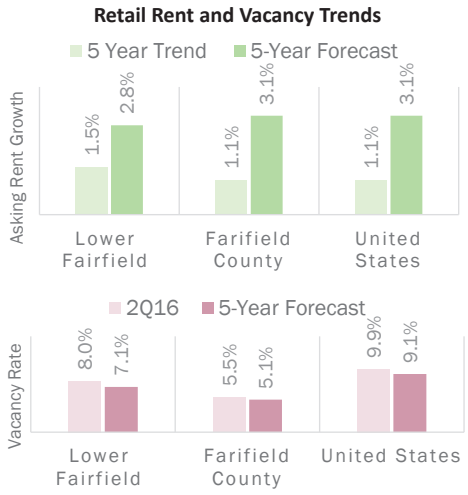


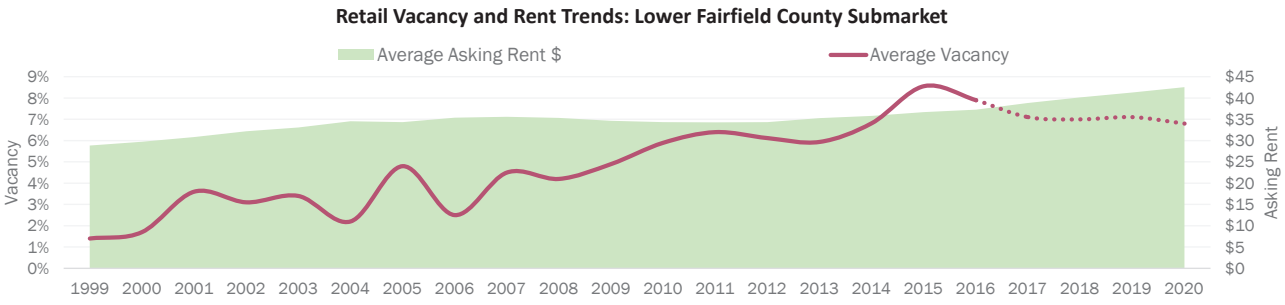
- Neighborhood Shopping Center: shopping complexes constructed around a supermarket and/or drug store anchor, with 30,000 to 150,000 square feet of gross leasable area or GLA)
- Community Shopping Center: retail property offering a wider range of apparel and general merchandise with GLA between 100,000 to 350,000 square feet, and generally anchored by one to two Big Box stores

Source: Reis; 4ward Planning 2016

Retail Vacancy and Rent Trends:
Lower Fairfield County Submarket

According to second-quarter 2016 data provided by Reis, average asking rent for neighborhood and community shopping center space within the Submarket is $42.55 per square foot per year. Over the next five years, Reis expects that average asking rents will grow by 2.8 percent per year, a rate comparable to the metro but less than the national average, overall. The average vacancy rate for neighborhood and community shopping center space within the Submarket is 8.0 percent, a rate higher than the County overall (7.1 percent), and is expected to decrease to 7.1 percent over the next five years.

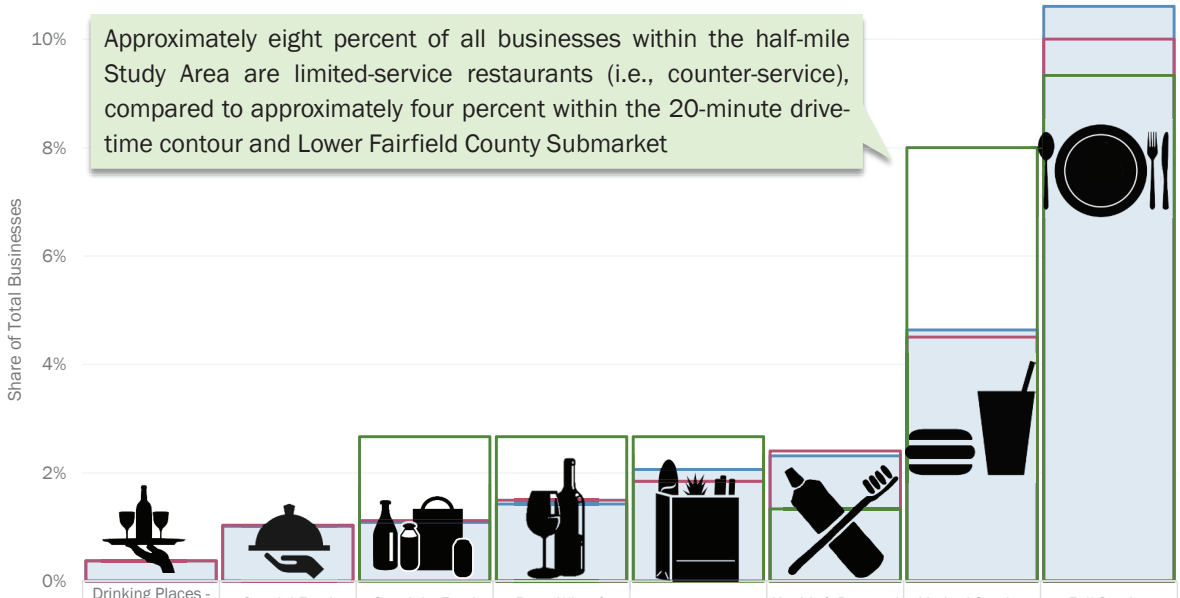




Source: Reis; 4ward Planning 2016

Estimated 2015 Business Mix

Approximately eight percent of all businesses within the half-mile Study Area are limited-service restaurants (i.e., counter-service), compared to approximately four percent within the 20-minute drive-time contour and Lower Fairfield County Submarket

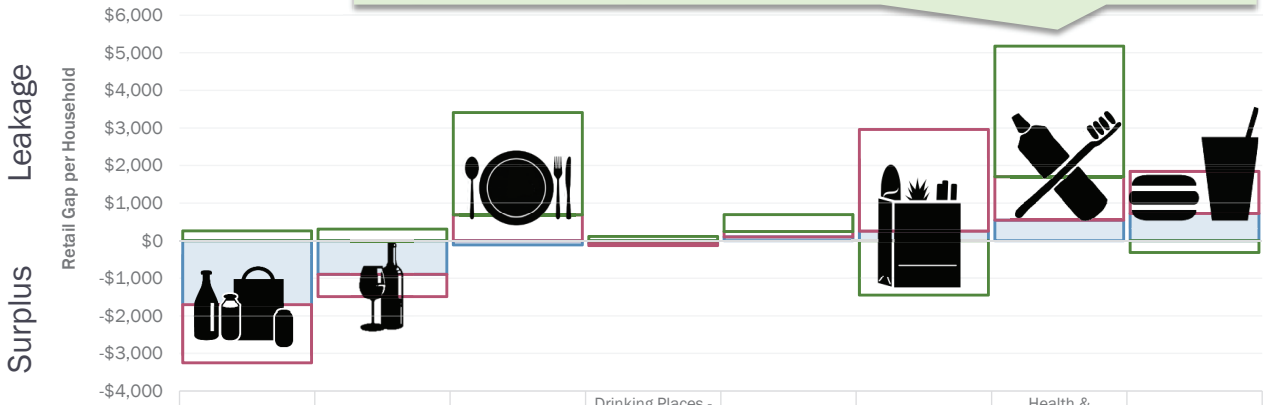


	Drinking Places - Alcoholic Beverages	Special Food Services	Specialty Food Stores	Beer, Wine & Liquor Stores	Grocery Stores	Health & Personal Care Stores	Limited-Service Eating Places	Full-Service Restaurants
20-Minute Drive	0.4%	1.0%	1.1%	1.4%	2.1%	2.3%	4.6%	10.6%
Lower Fairfield Submarket	0.4%	1.0%	1.1%	1.5%	1.8%	2.4%	4.5%	10.0%
Half-Mile Study Area	0.0%	0.0%	2.7%	2.7%	2.7%	1.3%	8.0%	9.3%

Source: Esri; 4ward Planning Inc., 2016

2016 Retail Gap per Household

According to data provided by Esri, the Lower Fairfield County Submarket is experiencing a "leakage" in selected convenience retail categories (in limited-service eating places and health and personal care stores, in particular) - meaning that people living within the trade area shop outside the trade area for many of these selected goods and services.



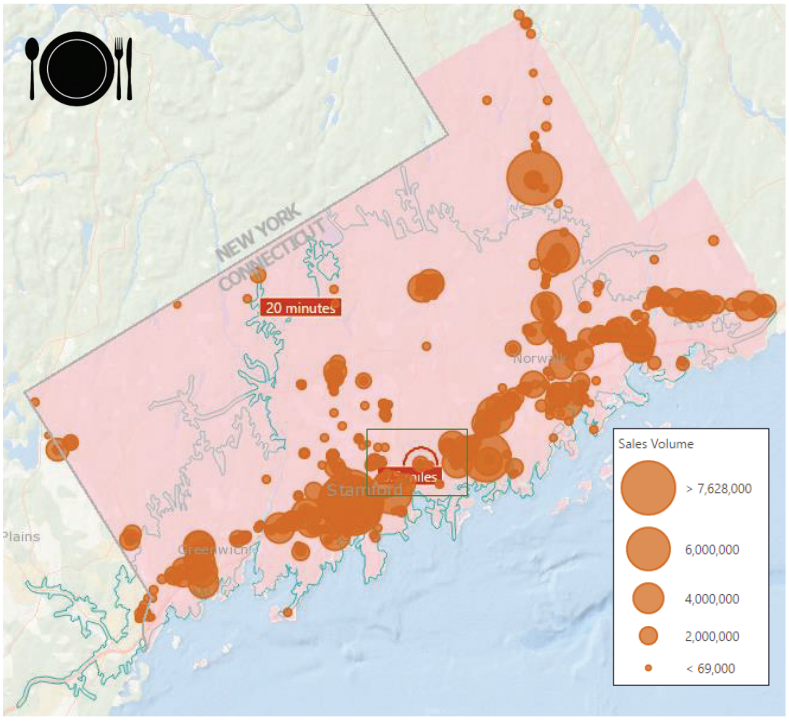
	Specialty Food Stores	Beer, Wine & Liquor Stores	Full-Service Restaurants	Drinking Places - Alcoholic Beverages	Special Food Services	Grocery Stores	Health & Personal Care Stores	Limited-Service Eating Places
Half-Mile Study Area	$258	$311	$2,721	$115	$451	($1,446)	$3,474	($313)
Lower Fairfield Submarket	($1,545)	($592)	$689	($63)	$142	$2,707	$1,158	$1,120
20-Minute Drive	($1,705)	($896)	($115)	($69)	$100	$254	$546	$722

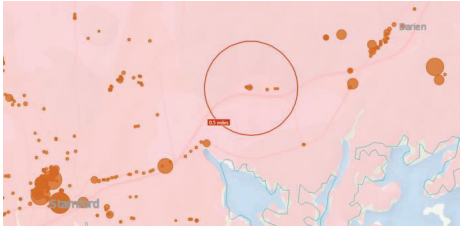
The 20-minute drive-time contour is also experiencing a "surplus" of retail sales in selected convenience retail categories (in specialty food and beer, wine and liquor stores, in particular) - meaning that some retailers are attracting customers who live outside the trade area.

Source: Esri; 4ward Planning Inc., 2016

Limited- and Full-Service Restaurants

The map to the right illustrates the location of both limited- and full-service restaurants, along with annual sales volume, according to data provided by Esri. As illustrated below, eating establishments located in nearby Stamford or Darien currently have higher sales volumes than those within the half-mile Study Area.

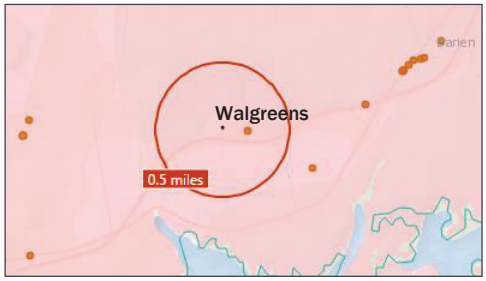


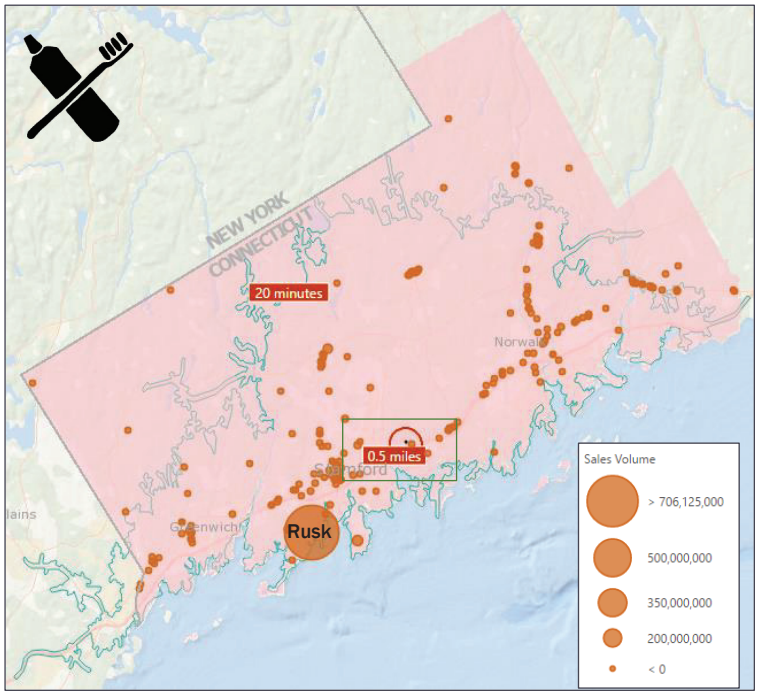


Note: Based on NAICS-Based Code 445110 Source: Esri, 4ward Planning Inc., 2016

Health and Personal Care Stores

The map to the right illustrates the location of health and personal care stores, along with annual sales volume, according to data provided by Esri. As illustrated below, there is one Walgreens store located inside the half-mile Study Area. The Rusk beauty stores in Stamford have the highest volume of sales in the Submarket.

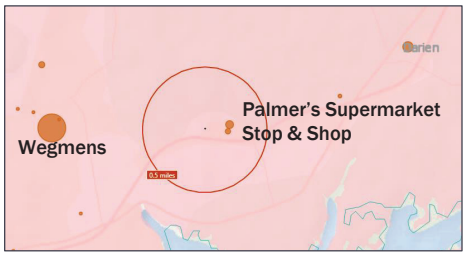


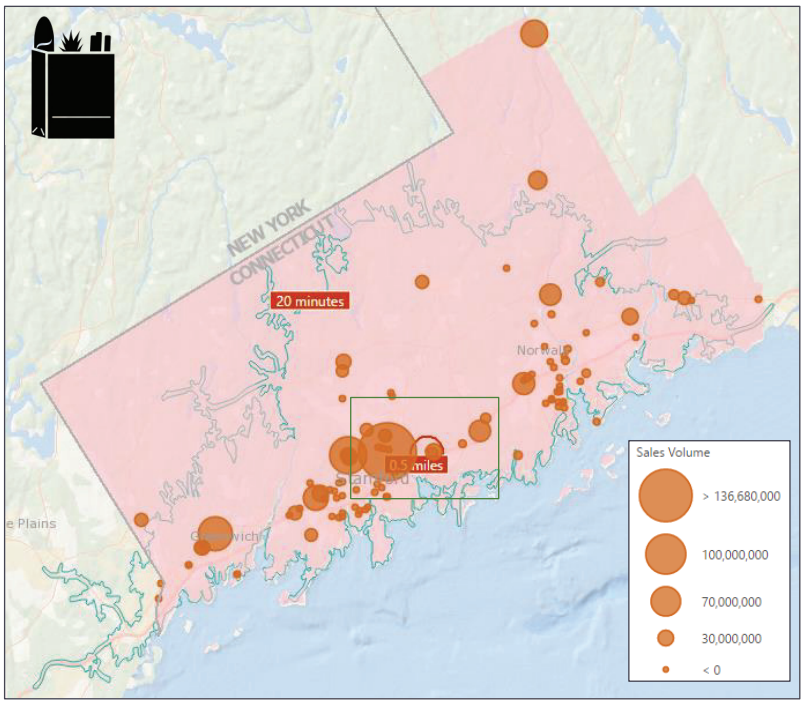


Note: Based on NAICS-Based Code 4461 Source: Esri, 4ward Planning Inc., 2016

Grocery Stores

The map to the right illustrates the location of grocery stores, along with annual sales volume, according to data provided by Esri. As illustrated below, there are two grocery stores located inside the half-mile Study Area and a larger Wegmans located just over a mile from the station site.





Note: Based on NAICS-Based Code 445110 Source: Esri, 4ward Planning Inc., 2016

Methodology: Retail Metric Assumptions

- 4ward Planning utilized various residential and commercial data sources to conduct a retail gap/leakage analysis for the half-mile Study Area and the 20-minute drive-time contour (PMA).
- Esri retail marketplace data was the primary source for information on existing retail demand and sales for the Study Area.
- Retail metrics for average sales per square foot and size by category was adapted from data provided by BizStats, an online retail data service, to reflect currently observed neighborhood-retail supply trends. Retail metric assumptions are also presented in the table to the right.
- Accordingly, 4ward Planning developed a rough percent capture estimate for new commercial and/or mixed-use development demand within the station site.

Retail Category	Avg. Sales/SF	Average Size	Est. Percent Capture
Food & Beverage Stores			
Grocery Stores	$400	45,000	70%
Specialty Food Stores	$600	30,000	70%
Beer, Wine & Liquor Stores	$400	8,000	70%
Health & Personal Care Stores	$1,000	17,000	90%
Food Services & Drinking Places			
Full-Service Restaurants	$530	6,000	75%
Limited-Service Eating Places	$550	3,400	80%
Special Food Services	$550	4,000	75%
Drinking Places - Alcoholic Beverages	$500	2,500	80%

Source: BizStats; 4ward Planning Inc., 2016

Existing Retail Store Capture Estimates: Study Areas

Based on the retail metric assumptions outlined on the following page, the table below compares existing supportable square-foot and store-equivalent estimates by selected retail category for the half-mile Study Area and 20-minute drive-time contour. Retail estimates presented in **red** represent retail categories experiencing a "surplus" of retail sales (supply exceeds the area's demand), while estimates in **green** represent retail categories experiencing a "leakage" of retail sales (where demand exceeds supply). Within the half-mile Study Area, there is sufficient retail demand to represent a potential opportunity for a new full-service restaurant to enter the trade area, or for an existing restaurant to extend their marketing outreach to accommodate the excess demand. Within the larger 20-minute drive-time contour, there is unmet demand within a variety of retail categories (limited-service restaurants, in particular), which could be potentially captured within the Study Area.

	Half-Mile Radius		20-Minute Drive	
	Supportable SF	Store Equivalent	Supportable SF	Store Equivalent
Grocery Stores	(2,872)	(0)	55,537	1
Specialty Food Stores	342	0	(248,090)	(8)
Beer, Wine & Liquor Stores	794	0	(251,541)	(31)
Health & Personal Care Stores	3,549	0	61,306	4
Full-Service Restaurants	4,371	1	(20,223)	(3)
Limited-Service Eating Places	(516)	(0)	131,033	39
Special Food Services	698	0	17,062	4
Drinking Places - Alcoholic Beverages	209	0	(13,828)	(6)
	6,574	1	(268,744)	(1)

Source: 4ward Planning Inc., 2016

Regional Attractions & Lodging

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES ™

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Key Findings: Regional Attractions & Lodging

High traffic volume along I-95

Hotel developers pay close attention to traffic counts because high levels of traffic can drive significant "walk-in" and leisure traveler business. The most recent data provided by Esri shows that average daily traffic volumes along the portion of Interstate 95 that is located within the half-mile Study Area range from 144,100 to 152,100 vehicles per day.

Jobs, attractions, and hotels are clustered in Stamford

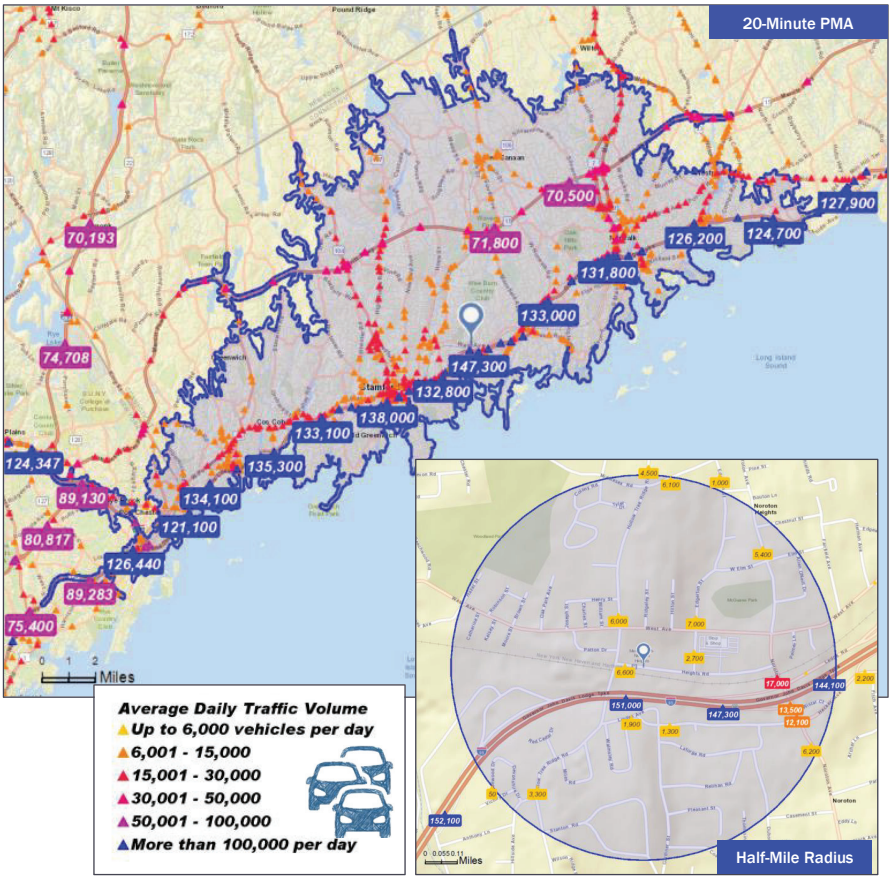
Employment and regional attraction clusters can drive hotel demand from both business and leisure travelers. According to data provided by the U.S. Census and Esri, there are approximately 181,288 primary jobs within a 10-mile radius (representing the approximate 20-minute PMA); 500 arts, entertainment, and recreation businesses; and 44 hotels within the 20-minute PMA. Nearly half of all hotels are located within the City of Stamford alone, which also contains 40 percent of all primary jobs and 34 percent of the PMA's art, entertainment, and recreation businesses.

No hotels in immediate area

Despite high traffic volumes, the existing clustering pattern of hotels within the PMA suggest that there may not be sufficient hotel demand within the Study Area.

Traffic Counts

High levels of traffic can drive significant "walk-in" and leisure traveler business. According to traffic count data provided by Esri, average daily traffic volumes within the 20-minute PMA (right) are highest along Interstate 95, where average daily traffic volumes are well over 100,000 vehicles per day. Specifically within the half-mile Study Area, average daily traffic volumes range from 144,100 to 152,100 vehicles per day along Interstate 95. These high traffic volumes might typically be attractive to a potential hotel developer.

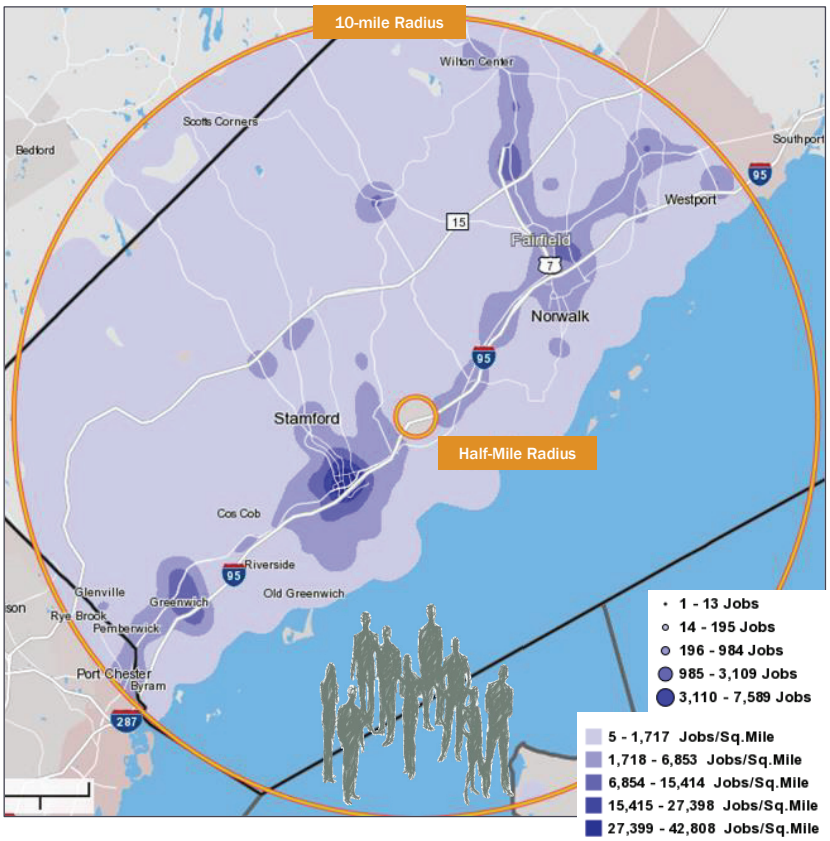


Source: Esri, 4ward Planning Inc., Nov 2016

Employment Centers

Since companies that receive regular visits from vendors, customers, consultants, and others can be a crucial component of hotel revenue, identifying employment clusters can help predict unmet hotel demand in a given area. The map to the right illustrates the location and size of employment clusters within the 10-mile radius, according to data provided by the U.S. Census Bureau.

In 2014, there were approximately 181,288 primary jobs located within a 10-mile radius, with 71,700 of these jobs (40 percent) located within the City of Stamford and just 265 of these jobs located within the half-mile Study Area.

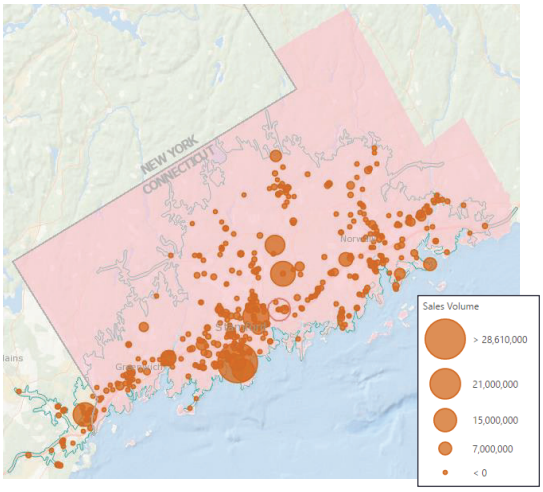


Source: OnTheMap, 4ward Planning Inc., Nov 2016

Arts, Entertainment, and Recreation

Identifying local clusters of art, entertainment, and recreation attractions can also help predict unmet hotel demand in a given area, as regional overnight visitors can be another driver of hotel demand. As presented in the map and chart below, and based on data provided by Esri, there are approximately 500 arts, entertainment, and recreation businesses within the 20-minute PMA - with 34 percent of these businesses located within the City of Stamford alone. Approximately 58 percent of these businesses (292 businesses) are amusement, gambling, and recreation businesses; 30 percent (151 businesses) are performing arts, spectator sports, and related businesses; and 11 percent are museums, historical sites, and similar institutions.

City	Amusement, Gambling, and Recreation Industries	Museums, Historical Sites, and Similar Institutions	Performing Arts, Spectator Sports, and Related Industries	Grand Total
Stamford	90	15	65	170
Norwalk	70	14	28	112
Greenwich	26	8	10	44
New Canaan	16	5	16	37
Darien	25	3	4	32
Westport	19	4	7	30
Port Chester	12	2	3	17
Rye	7	3	4	14
Old Greenwich	7	2	4	13
Cos Cob	9	1		10
Rye Brook	5		2	7
Wilton	3		3	6
Riverside	1		4	5
West Harrison	1			1
Harrison			1	1
Greens Farms	1			1
Grand Total	**292**	**57**	**151**	**500**



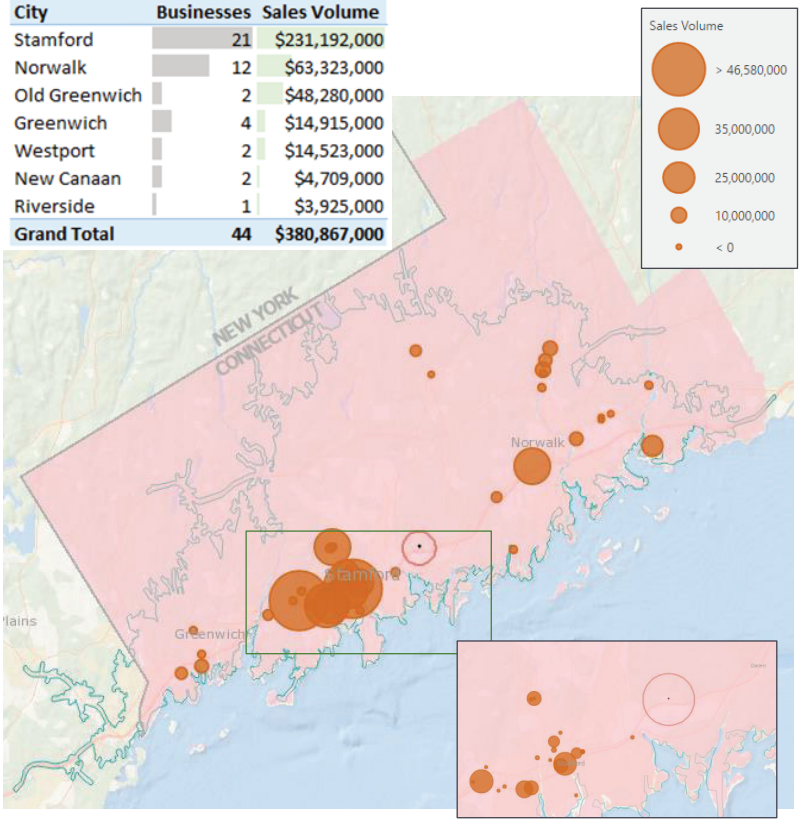
Note: Based on NAICS-Based Code 711 Source: Esri, 4ward Planning Inc., 2016

Hotels

As illustrated in the map to the right, and based on data provided by Esri, there are approximately 44 hotels within the 20-minute PMA. Nearly half of all hotels (21 hotels) are located within the City of Stamford alone, which also contains 40 percent of all primary jobs and 34 percent of the PMA's arts, entertainment, and recreation businesses.

The existing clustering pattern of hotels within the PMA suggest that there may not be sufficient hotel demand within the Study Area.

City	Businesses	Sales Volume
Stamford	21	$231,192,000
Norwalk	12	$63,323,000
Old Greenwich	2	$48,280,000
Greenwich	4	$14,915,000
Westport	2	$14,523,000
New Canaan	2	$4,709,000
Riverside	1	$3,925,000
Grand Total	**44**	**$380,867,000**



Note: Based on NAICS-Based Code 721110 Source: Esri, 4ward Planning Inc., 2016

APPENDIX

Detailed Tapestry Segments

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES ™

DRAFT: FOR INTERNAL REVIEW ONLY

Tapestry Segments: *Top Tier (24.9% of PMA Households)*

Profile Overview

The residents of the wealthiest Tapestry market, *Top Tier*, earn more than three times the U.S. household income. They have the purchasing power to indulge any choice, but what do their hearts' desire? Aside from the obvious expense for the upkeep of their lavish homes, these consumers select upscale salons, spas, and fitness centers for their personal well-being and shop at high-end retailers for their personal effects. Whether short or long, domestic or foreign, their frequent vacations spare no expense. Residents fill their weekends and evenings with opera, classical music concerts, charity dinners, and shopping. These highly educated professionals have reached their corporate career goals. With an accumulated average net worth of over 1.5 million dollars and income from a strong investment portfolio, many of these older residents have moved into consulting roles or operate their own businesses.

Neighborhood Characteristics

- Married couples without children or married couples with older children dominate this market.
- Housing units are owner-occupied with the highest home values - and above average use of mortgages.
- Neighborhoods are older and located in the suburban periphery of the largest metropolitan areas, especially along the coasts.

Socio-Economic Traits

- *Top Tier* is a highly educated, successful consumer market: more than one in three residents has a postgraduate degree.
- Annually, they earn more than three times the U.S. median household income, primarily from wages and salary, but also self-employment income (Index 177) and investments (Index 242).
- These are the nation's wealthiest consumers. They hire financial advisers to manage their diverse investment portfolios, but stay abreast of current financial trends and products.
- Socially responsible consumers who aim for a balanced lifestyle, they are goal-oriented and hardworking, but make time for their kids or grandkids, and maintain a close-knit group of friends.
- These busy consumers seek variety in life. They take an interest in the fine arts; read to expand their knowledge; and consider the Internet, radio, and newspapers as key media sources.
- They regularly cook their meals at home, attentive to good nutrition and fresh organic foods.

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *International Marketplace (16.2% of PMA Households)*

Profile Overview

International Marketplace neighborhoods are a rich blend of cultures, found in densely populated urban and suburban areas, almost entirely in the Middle Atlantic (especially in New York and New Jersey) or in California. Almost 40% of residents are foreign-born; 1 in 4 households are linguistically isolated. Young, Hispanic families renting apartments in older buildings dominate this market; about two-fifths of households have children. Over one-fifth of households have no vehicle - typically those living in the city. Workers are mainly employed in white-collar and service occupations (especially food service and building maintenance). One-fifth of workers commute using public transportation, and more walk or bike to work than expected. Median household income is lower, but home values are higher, reflecting the metropolitan areas in which they live. Consumers are attentive to personal style; purchases reflect their youth and their children. True to their culture, residents visit Spanish language websites, watch programs on Spanish TV networks, and listen to Hispanic music.

Neighborhood Characteristics

- Densely settled urban periphery of large metropolitan areas, East and West Coasts.
- Young, diverse family market: 41% families with children (married couple or single parent), plus married couples without children and a notable proportion of multigenerational households (Index 174).
- Approximately 72% of householders in multiunit apartment buildings, 30% in 2–4 unit structures (Index 375).
- Majority of apartments built before 1970 (68%), 30% built before 1940 (Index 223).
- 1 or 2 vehicles for two-thirds of households; 22% have no vehicle (Index 246).

Socio-Economic Traits

- Almost 40% of the population were born abroad; almost 1 in 4 households have residents who do not speak English.
- 29% have no high school diploma (Index 201); 29% have a high school diploma only (Index 101).
- Labor force participation rate is 68% and higher than the U.S. average; unemployment is also higher, at 10.9%.
- These are hard-working consumers, striving to get ahead; style matters to them.
- Preserving the environment and being in tune with nature are very important.
- Media used most often is the Internet

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *City Lights (16.0% of PMA Households)*

Profile Overview

City Lights, a densely populated urban market, is the epitome of equality. The wide-ranging demographic characteristics of residents mirror their passion for social welfare and equal opportunity. Household types range from single-person to married-couple families, with and without children. A blend of owners and renters, single-family homes and town homes, midrise and high-rise apartments, these neighborhoods are both racially and ethnically diverse. Many residents have completed some college or a degree, and they earn a good income in professional and service occupations. Willing to commute to their jobs, they work hard and budget well to support their urban lifestyles, laying the foundation for stable financial futures.

Neighborhood Characteristics

- Half of the homes are single-family residences or townhomes.
- Tenure is 50-50: half of households are owned and half are rented. Median home value (Index 182) and average gross rent (Index 129) exceed U.S. values.
- Households include families, both married couples and single parents, as well as singles. The distribution is
- similar to the U.S., with slightly more single-person households (Index 109).
- Housing is older in this market: 2 out of 3 homes were built before 1970.
- Most households own one vehicle, but public transportation is still a necessity for daily commutes.

Socio-Economic Traits

- *City Lights* residents earn above average incomes, but lag the nation in net worth.
- Labor force participation exceeds the U.S. average (Index 105). Residents work hard in professional and service occupations but also seek to enjoy life.
- These consumers save for the future, often to achieve their dream of home ownership. They often engage in discussion about financial products and services among their peers. They earn dividend incomes from their portfolios but steer away from risky investments.
- These consumers are price savvy but will pay for quality brands they trust.
- Reflecting the diversity of their neighborhoods, residents stand by their belief in equal opportunity.
- Attuned to nature and the environment, and when they can, purchase natural products.

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *Urban Chic (11.5% of PMA Households)*

Profile Overview

Urban Chic residents are professionals that live a sophisticated, exclusive lifestyle. Half of all households are occupied by married-couple families and about 30% are singles. These are busy, well-connected, and well-educated consumers - avid readers and moviegoers, environmentally active, and financially stable. This market is a bit older, with a median age of almost 43 years, and growing slowly, but steadily.

Neighborhood Characteristics

- More than half of *Urban Chic* households include married couples; 30% are singles.
- Average household size is slightly lower at 2.37.
- Homes range from pre-war to recent construction, high-rise to single-family. Over 60% of householders live in single-family homes; more than one in four live in multiunit structures.
- Two-thirds of homes are owner-occupied.
- Major concentrations of these neighborhoods are found in the suburban periphery of large metropolitan areas on the California coast and along the East Coast.
- Most households have two vehicles available. Commuting time is slightly longer, but commuting by bicycle is common (Index 236).

Socio-Economic Traits

- Well-educated, more than 60% of residents hold a bachelor's degree or higher (Index 223).
- Unemployment rate is well below average at 5% (Index 62); labor force participation is higher at 69%.
- Residents are employed in white-collar occupations - in managerial, technical, and legal positions.
- Over 40% of households receive income from investments.
- Environmentally aware, residents actively recycle and maintain a "green" lifestyle.
- These busy, tech-savvy residents use PCs extensively for an array of activities such as shopping, banking, and staying current - a top market for Apple computers.

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *Pleasantville (8.0% of PMA Households)*

Profile Overview

Prosperous domesticity best describes the settled denizens of *Pleasantville*. Situated principally in older housing in suburban areas in the Northeast (especially in New York and New Jersey), and secondarily in the West (especially in California), these slightly older couples move less than any other market. Many couples have already transitioned to empty nesters; many are still home to adult children. Families own older, single-family homes and maintain their standard of living with dual incomes. These consumers have higher incomes and home values and much higher net worth (Index 400). Older homes require upkeep; home improvement and remodeling projects are a priority - preferably done by contractors. Residents spend their spare time participating in a variety of sports or watching movies. They shop online and in a variety of stores, from upscale to discount, and use the Internet largely for financial purposes.

Neighborhood Characteristics

- Suburban periphery of large metropolitan areas, primarily in Middle Atlantic or Pacific states.
- Most homes owned (and mortgaged) (Index 141).
- Households composed of older married-couple families, more without children under 18, but many with children over 18 years (Index 141).
- Older, single-family homes: two-thirds built before 1970, close to half from 1950 to 1969.
- One of the lowest percentages of vacant housing units at 4.7% (Index 42).
- Suburban households with 1 or 2 vehicles and a longer travel time to work (Index 119).

Socio-Economic Traits

- Education: 64% college educated, 34% with a bachelor's degree or higher.
- Low unemployment at 7.8%; higher labor force participation rate at 67% (Index 107); higher proportion of HHs with 2 or more workers (Index 116).
- Many professionals in finance, information/technology, or management.
- Median household income denotes affluence, with income primarily from salaries, but also from investments (Index 131) or Social Security (Index 108) and retirement income (Index 124).
- Not cost-conscious, these consumers are willing to spend more for quality and brands they like.
- Prefer fashion that is classic and timeless as opposed to trendy.
- Use all types of media equally (newspapers, magazines, radio, Internet, TV).

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *Enterprising Professionals (4.9% of PMA Households)*

Profile Overview

Enterprising Professionals residents are well-educated and climbing the ladder in STEM (science, technology, engineering, and mathematics) occupations. They change jobs often and therefore choose to live in condos, town homes, or apartments; many still rent their homes. The market is fast-growing, located in lower-density neighborhoods of large metro areas. Enterprising Professionals residents are diverse, with Asians making up over one-fifth of the population. This young market makes over one and a half times more income than the U.S. median, supplementing their income with high-risk investments. At home, they enjoy the Internet and TV on high-speed connections with premier channels and services.

Neighborhood Characteristics

- Almost half of households are married couples, and 30% are single-person households.
- Housing is a mixture of suburban single-family homes, row homes, and larger multiunit structures.
- Close to three-quarters of the homes were built after 1980; 22% are newer, built after 2000.
- Renters make up nearly half of all households.

Socio-Economic Traits

- Median household income is one and a half times that of the U.S.
- Over half hold a bachelor's degree or higher.
- Early adopters of new technology in hopes of impressing peers with new gadgets.
- Enjoy talking about and giving advice on technology.
- Half have smartphones and use them for news, accessing search engines, and maps.
- Work long hours in front of a computer.
- Strive to stay youthful and healthy, eat organic and natural foods, run and do yoga.
- Buy name brands and trendy clothes online.

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *Metro Renters (3.5% of PMA Households)*

Profile Overview

Residents in this highly mobile and educated market live alone or with a roommate in older apartment buildings and condos located in the urban core of the city. This is one of the fastest growing segments; the popularity of urban life continues to increase for consumers in their late twenties and thirties. *Metro Renters* residents income is close to the U.S. average, but they spend a large portion of their wages on rent, clothes, and the latest technology. Computers and cell phones are an integral part of everyday life and are used interchangeably for news, entertainment, shopping, and social media. *Metro Renters* residents live close to their jobs and usually walk or take a taxi to get around the city.

Neighborhood Characteristics

- Over half of all households are occupied by singles, resulting in the smallest average household size among the markets: 1.66.
- Neighborhoods feature 20+ unit apartment buildings, typically surrounded by offices and businesses.
- Renters occupy close to 80% of all households.
- Public transportation, taxis, walking, and biking are popular ways to navigate the city.

Socio-Economic Traits

- Well-educated consumers, many currently enrolled in college.
- Very interested in the fine arts and strive to be sophisticated; value education and creativity.
- Willing to take risks and work long hours to get to the top of their professions.
- Become well-informed before purchasing the newest technology.
- Prefer environmentally safe products.
- Socializing and social status very important.

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *Young and Restless (2.9% of PMA Households)*

Profile Overview

Gen Y comes of age: well-educated young workers, some of whom are still completing their education, are employed in professional/technical occupations, as well as sales and office/administrative support roles. These residents are not established yet, but are striving to get ahead and improve themselves. This market ranks in the top five for renters, movers, college enrollment, and labor force participation rate. Almost 1 in 5 residents move each year. Close to half of all householders are under the age of 35, the majority living alone or in shared nonfamily dwellings. Median household income is still below the U.S. average. Smartphones are a way of life, and Internet use is extensive. *Young and Restless* consumers are diverse, favoring densely populated neighborhoods in large metropolitan areas; over 50% are located in the South (almost a fifth in Texas), with the rest chiefly in the West and Midwest.

Neighborhood Characteristics

- One of the youngest markets: Half the householders under age 35;median age: 29.4.
- Primarily single-person households (Index 163) with some shared households (Index 201).
- Highly mobile market, beginning careers and changing addresses frequently.
- Naturally, one of the top five renter markets (Index 237).
- Apartment rentals popular: 45% in 5–19 unit buildings (Index 507), 26% in 20+ unit buildings (Index 325).
- Majority of housing built in 1970 or later (83%).

Socio-Economic Traits

- Education completed: 2 out of 3 have some college, an associate's degree, or a bachelor's degree or higher. Education in progress: almost 15% are still enrolled in college (Index 185).
- Labor force participation rate is exceptionally high at 75.4%; unemployment is low at 7.8%.
- These are careful shoppers, aware of prices, and demonstrate little brand loyalty.
- They like to be the first to try new products, but prefer to do research before buying the latest electronics.
- Most of their information comes from the Internet and television, rather than traditional media.
- Carry their cell phone everywhere they go.

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *Golden Years (2.7% of PMA Households)*

Profile Overview

Independent, active seniors nearing the end of their careers or already in retirement best describes *Golden Years* residents. This market is primarily singles living alone or empty nesters. Those still active in the labor force are employed in professional occupations; however, these consumers are actively pursuing a variety of leisure interests - travel, sports, dining out, museums, and concerts. They are involved, focused on physical fitness, and enjoying their lives. This market is smaller, but growing, and financially secure.

Neighborhood Characteristics

- This older market has a median age of 51 years and a disproportionate share (nearly 30 percent) of residents aged 65 years or older.
- Single-person households (over 40 percent) and married-couple families with no children (one-third) dominate these neighborhoods; average household size is low at 2.05 (Index 79).
- Most of the housing was built after 1970; approximately 43 percent of householders live in single-family homes and 42 percent in multiunit dwellings.
- These neighborhoods are found in large metropolitan areas, outside central cities, scattered across the U.S.

Socio-Economic Traits

- *Golden Years* residents are well-educated - 20% have graduate or professional degrees, 26% have bachelor's degrees, and 26% have some college credits.
- Unemployment is low at 7% (Index 76), but so is labor force participation at 55% (Index 88), due to residents reaching retirement.
- Median household income is higher in this market, more than $61,000. Although wages still provide income to 2 out of 3 households, earned income is available from investments (Index 172), Social Security benefits (Index 153), and retirement income (Index 149).
- These consumers are well-connected: Internet access is used for everything from shopping or paying bills to monitoring investments and entertainment.
- They are generous supporters of the arts and charitable organizations.
- They keep their landlines and view cell phones more as a convenience.

Source: Esri Tapestry Segmentation, 2016

Tapestry Segments: *Savvy Suburbanites (1.6% of PMA Households)*

Profile Overview

Savvy Suburbanites residents are well-educated, well-read, and well-capitalized. Families include empty nesters and empty nester wannabes, who still have adult children at home. Located in older neighborhoods outside the urban core, their suburban lifestyle includes home remodeling and gardening plus the active pursuit of sports and exercise. They enjoy good food and wine, plus the amenities of the city's cultural events.

Neighborhood Characteristics

- Established neighborhoods (most built between 1970 and 1990) found in the suburban periphery of large metropolitan markets.
- Married couples with no children or older children; average household size is 2.83.
- 91% owner-occupied; 71% mortgaged (Index 156).
- Primarily single-family homes, with a median value of $311,000 (Index 175).
- Low vacancy rate at 4.5%.

Socio-Economic Traits

- Education: 48.1% college graduates; 76.1% with some college education.
- Low unemployment at 5.8% (Index 67); higher labor force participation rate at 68.5% (Index 109) with proportionately more two-worker households at 65.4%, (Index 122).
- Well-connected consumers that appreciate technology and make liberal use of it for everything from shopping and banking to staying current and communicating.
- Informed shoppers that do their research prior to purchasing and focus on quality

Source: Esri Tapestry Segmentation, 2016

For more information, please contact:

Todd Poole
646.383.3611
tpoole@landuseimpacts.com

ARTICLE X. - PARKING REGULATIONS

Sec. 74R-1. - Definitions.

For the purposes of these regulations, the following definitions shall apply:

(a) *Vehicle:* Any device in, upon, or by which any person or property is or may be transported upon a highway and which is required by the laws of the State of Connecticut to be registered with the state commissioner of motor vehicles.

(b) *Person:* Any individual, firm, partnership, association or corporation.

(c) *Operation:* Every individual who shall operate a vehicle as the owner thereof, or as the agent, employee or permittee of the owner, or is in actual physical control of a vehicle.

(d) *Park* or *parking:* The standing of a vehicle, whether occupied or not, upon a municipal off-street parking lot, other than temporarily for the purpose of, and while actually engaged in, receiving or discharging passengers or loading or unloading merchandise or in obedience to traffic regulations, signs or signals or an involuntary stopping of the vehicle by reason of causes beyond the control of the operator.

(e) *Pay station:* Any mechanical or electronic mechanism not inconsistent with these regulations placed or erected for the regulation of parking by authority of these regulations.

(f) *Pay station zone:* Any area in which a pay station is installed and in operation to govern daily parking spaces.

(g) *Parking space:* Any space within a municipal off-street parking lot which is duly designated for the parking of a single vehicle by lines painted or durably marked or by signs.

Sec. 74R-2. - Vehicle position within space; compliance with signs.

Vehicles shall be parked on a municipal off-street parking lot within the lined spaces and in accordance with all posted signs or instructions. It shall be unlawful to park any vehicle in such a way that said vehicle shall not be entirely within the limits of the space so designated.

Sec. 74R-3. - Parking time limited.

(a) A vehicle shall not remain parked on a municipal off-street parking lot for an uninterrupted period longer than the time specified herein:

(b)

Darien station .....12 hours
Noroton Heights station .....12 hours

Center Street lots .....3 hours
Center Street lots (certain spaces designated by signs) .....1 hour and 12 hours
Grove Street (certain spaces designated by signs) .....3 hours and 12 hours
Squab Lane and Squab Lane lot .....12 hours
Mechanic Street lot (as designated) .....3 hours
Mechanic Street lot .....12 hours
Leroy-West lot .....12 hours
Tilley Municipal Parking Lot (certain spaces designated by signs) .....15 minutes, 1 hour and 2 hours

(b) Vehicles which have been parked on a municipal off-street parking lot for the time permitted shall not be reparked in the same lot within one hour thereafter.

(c) Up to 12 spaces in the Center Street lot shall be set aside and reserved for free parking by members of volunteer agencies provided they are performing volunteer duties at the time their vehicles are parked and provided their agency has in advance been formally recognized by the board of selectmen as an approved volunteer agency. Such approvals shall be reviewed from time to time.

(d) The Town will issue free permits for employees of the property owner, or such owner's designee of address to park in designated spaces in the upper lots of the Tilley Municipal Parking Lot. The Town will issue up to two free permits per apartment unit to property owners within the Tilley Municipal Parking Lot block for parking in designated spaces in the lower and mid-level of the Tilley Municipal Parking Lot.

Sec. 74R-4. - Compliance with directional signs.

Vehicles shall be driven into or out of a parking lot in accordance with the directions indicated by posted signs or road markings.

Sec. 74R-5. - Parking permits—Restrictions.

(a) Only those vehicles for which a valid parking permit has been issued shall be parked in the designated areas of the Mechanic Street, Grove Street, Squab Lane, Leroy West, or the Noroton Heights station lot. After 9:30 a.m. any available permit space may be used by a daily parker with payment of the daily rate in the Noroton Heights, Squab Lane and Leroy

West lots. Preference for parking in the all-day spaces of the Center Street, Mechanic Street and a portion of the Grove Street lots shall be given to employees of local business establishments.

(b) Parking permits shall be issued by the parking division. Application for permits shall be made to the parking division and permits will be issued in the order received to the extent that parking spaces are available. Only Darien residents, Darien taxpayers, or employees of local business establishments shall be eligible for such permits, except that nonresidents of Darien shall be eligible for parking permits at the Noroton Heights station parking lot to the extent that parking spaces remain available at those lots. Permits shall be issued only for a vehicle registered in the name of the applicant or for leased vehicles.

(c) Fees for the permit and refunds for that period of the permit not used shall be in accordance with section 74R-6

(d) A permit shall be valid only in the lot for which it is issued.

(e) The permit shall be displayed in a proper manner so that it may be easily viewed and authenticated by Town of Darien Parking Personnel. Failure to do so may result in a fine.

(f) It shall be the responsibility of the permittee to have the permit displayed in his vehicle at all times. If it should become lost or destroyed or if another vehicle is substituted, the permittee shall immediately notify the parking division.

(g) Permits shall not be transferable. Illegal transfer of a permit shall result in a fine.

(h) That portion of the Noroton Heights station lot, westbound, to the north and west of the Depot and extending to the westerly side of the curb cut on Heights Road shall be restricted to patrons of the Depot between 8:00 p.m. and midnight, when the designated area is appropriately signed. Unauthorized persons shall be ordered from the area by the police department.

Sec. 74R-6. - Same—Fee schedule; expiration, duration.

(a) The fee or rebate for a:

(1) A fee or rebate for a Parking Permit, including State Sales Tax, for all lots shall be as follows:

Beginning or Terminating Date	**Fee**	**Rebate**
January 1-31	400.00	366.67
February 1-28 (29)	366.67	333.33
March 1-31	333.33	300.00
April 1-30	300.00	266.67
May 1-31	266.67	233.33
June 1-30	233.33	200.00

July 1-31	200.00	166.67
August 1-31	166.67	133.33
September 1-30	133.33	100.00
October 1-31	100.00	66.67
November 1-30	66.67	33.33
December 1-31	33.33	-

(b) The expiration for all permits shall be December thirty-first of the year for which it is issued.

(c) The fee is determined by the date [the] applicant is notified that a permit is available. Example: If the applicant is notified on February 1 that a permit is available, the fee for the permit for the period February 1 to December 31 for all lots would be $366.67.

(d) A rebate on permits returned to the parking division is determined by the date the permit is actually returned. Example: If the permit is returned May 1, the rebate for all lots would be $233.33.

(e) Permits shall not be issued for any period of time shorter than the remaining portion of the calendar year for which it is issued.

(f) A fee of $20.00 shall be imposed for reissuance of a sticker that is lost, misplaced, stolen, or where the vehicle is sold and the sticker cannot be removed and transferred to the replacement vehicle.

(g) Separate permits shall be issued to business owners for their employees to park in designated areas within the Mechanic Street and Center Street lots. The fee for these permits, including state sales tax, shall be $85.00 for the calendar year, provided permit holders will not be guaranteed a space will be available when they need it.

(h) Permit renewals shall be made available at least 30 days prior to the renewal deadline. Permit renewals which are submitted 15 business days after the deadline shall be subject to a fine of $25.00. Permit renewals which are submitted between 16 and 30 business days after the deadline shall be subject to a fine of $50.00. No permit renewals will be accepted later than 30 business days after the deadline. Permit holders seeking a renewal greater than 30 business days after the deadline shall be placed on the waiting list as of the date of their expiring permit.

Sec. 74R-7. - Train station pay station zone.

(a) *Designated.* Effective November 1, 2013, designated off-street train station parking spaces in each of the following lots or areas shall constitute a pay station zone: Darien station, including both northbound and southbound lots; designated spaces in the Leroy East lot; the

Noroton Heights station lot bound by Heights Road and the Metro-North railroad tracks and designated spaces in the Noroton Heights lot abutting Post 53.

(b) *Operation of pay stations.* When any vehicle shall be parked in any parking space requiring daily payment, the operator of such vehicle shall, upon entering the parking space, immediately deposit or cause to be deposited in such pay station such proper payment as is required in accordance with directions provided at the pay station, and failure to pay and operate the pay station shall constitute a violation of these regulations. Payment to the pay station may be provided directly at said pay station or electronically using a mobile computing application sanctioned by the town for such purposes. Upon payment, the parking space may be lawfully occupied by such vehicle during the period of time which has been prescribed for the area in which said parking space is located. If any vehicle shall remain parked in any such parking space beyond the parking time limit, and if the pay station shall indicate such illegal parking, such vehicle shall be considered as parking overtime and such parking shall be deemed a violation of these regulations.

(c) *Parking time limits.* Daily parking or standing a vehicle in a designated space shall be lawful upon payment of the required parking fee. It shall not be necessary to operate said pay station on Saturdays, Sundays and legal holidays.

(d) *Daily parking fee.* The daily parking fee shall be $4.00 or $65 per month when purchased through the mobile computing application sanctioned by the town for such purpose. These fees shall be subject to revision in accordance with section 74-23 of the Darien Codified Ordinances.

Sec. 74R-9. - Parking of vehicles for business purposes prohibited.

No motor vehicle dealer, repairer of motor vehicles, retail dealer of gasoline or motor oil, or renter or lessor of motor vehicles shall park any vehicle in any off-street parking facilities of the town when the purpose of said parking is the sale, rent, lease, hire or service or repair of said vehicle.

Sec. 74R-10. - Enforcement.

It shall be the duty of the employees of the police department and the parking division to enforce the provisions of these regulations except as hereinabove provided.

Sec. 74R-11. - Penalty for violations.

Any person who shall violate section 78-23, or the regulations adopted pursuant to it, shall pay a penalty of $30.00. In the event such penalty shall not be paid within 15 days, an additional penalty of $30.00 shall be added and paid.

Abuse of a parking permit, which shall include but is not limited to, misrepresenting any fact on an application to obtain a permit; misusing, illegally transferring, tampering with or copying a permit for use by more than one vehicle, and/or placing a permit on a vehicle other than one registered to the permit holder shall result in a penalty of $100.00 for the first violation. In the event of a second violation, the parking permit shall be invalidated and revoked. If there is a waiting list as of the time a permit is revoked, the person holding the permit will be placed on the waiting list as of the date of the revocation.

Any person who parks in a fire lane shall pay a penalty in accordance with C.G.S. § 29-291c.

Any person who parks in a handicapped space and does not display a bona fide handicapped emblem shall pay a penalty in accordance with C.G.S. § 14-253a(l).

Sec. 74R-12. - Furnishing copy to permittee; effective time of amendments.

(a) A copy of the currently effective municipal off-street parking regulations shall be given to each person holding a parking permit issued pursuant to this regulation at the time the permit is issued.

(b) Changes to these regulations shall be effective 15 days after the date of publication in a newspaper published in the town, if any there be, otherwise in Stamford or Norwalk.

STATE LEASE

TOWN OF DARIEN
OFFICE OF THE SELECTMAN

August 5, 2010

Jeffrey Parker, Commissioner
Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111

Re: Agreement No. 5.27-03(04)
Rail File No. (35) 7001-Misc-30
Exercise of Option to Renew Lease

Dear Commissioner Parker:

In accordance with the Second Supplemental Agreement between the State of Connecticut, Department of Transportation and the Town of Darien, the Town hereby provides notice of its intent to extend the term of said agreement. The Town of Darien has "the option to renew for one (1) additional two (2) year period" when the term expires on June 30, 2010. This renewal would extend the expiration of the above agreement to June 30, 2012.

We look forward to a successor agreement to extend this productive relationship between the Town and State beyond 2012.

Sincerely,

Karl F. Kilduff
Administrative Officer

Cc: , James P. Redeker, Bureau Chief – Bureau of Public Transportation
File

RECORDED IN _____ LAND RECORDS AT VOLUME _____ PAGE _____

Agreement No. 5.27-03(04)

SECOND SUPPLEMENTAL AGREEMENT

BETWEEN

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

AND

TOWN OF DARIEN

RAIL FILE NO. (35) 7001-MISC-30

THIS SECOND SUPPLEMENTAL AGREEMENT, concluded at Newington, Connecticut, this day of 20 , by and between the State of Connecticut, Department of Transportation, Stephen E. Korta, II, Commissioner, acting herein by H. James Boice, Interim Bureau Chief, Bureau of Public Transportation, hereunto duly authorized, hereinafter referred to as the State, and the Town of Darien, a municipal corporation having its territorial limits within the County of Fairfield, State of Connecticut, having a principal place of business at Two Renshaw Road, Darien, Connecticut 06820, acting herein by Evonne M. Klein, its First Selectwoman, hereunto duly authorized, hereinafter referred to as the Second Party.

WITNESSETH: THAT,

WHEREAS, the parties to this Second Supplemental Agreement executed and delivered to each other a Lease Agreement, No. 12.30-04(97), dated September 8, 1998, and a First Supplemental Agreement, No. 9.24-03(02), dated August 21, 2003, hereinafter collectively referred to as the "Original Agreement", and

WHEREAS, the parties hereto desire to modify the Original Agreement to specifically outline the Town's maintenance responsibilities at the Darien and Noroton Heights Railroad Stations, as outlined in the "Definition of Maintenance Responsibilities" attached hereto as Attachment A; and to establish a new Capital Improvement Fund to be used at both the Darien and Noroton Heights Railroad Stations, and

WHEREAS, the State has the authority, pursuant to Sections 4b-3(f), 13b-4(12) and 13b-36(b) of the General Statutes of Connecticut, as revised, to enter into this Agreement.

NOW, THEREFORE, KNOW YE:

1). Article 1 of the Original Agreement is hereby deleted and the following is substituted in lieu thereof:

1. The term of this Lease is for a ~~five (5)~~ six (6) year period of time commencing ~~July 1, 2005, to and including June 30, 2010~~ *July 1, 2004, to and including June 30, 2010, with the Second Party having the option to renew for one (1) additional two (2) year period.

2). Article 3 of the Original Agreement is hereby deleted and the following is substituted in lieu thereof:

3. There shall be no annual fee paid to the State under the terms of this Lease. In lieu of an annual lease payment, the Second Party agrees to invest all revenue derived from rail parking and rail-related leases into the day-to-day maintenance and capital improvements of the Darien and Noroton Heights Railroad Station buildings and surrounding grounds, rail station parking, and mutually agreed upon rail station services.

The Second Party shall establish two separate funds, an Operating Fund and a Capital Improvement Fund.

A. *Operating Fund*

•It is hereby understood and agreed by the parties hereto that all revenue generated from all sources derived from the use of the properties described herein shall be deposited into the Operating Fund.

•The Second Party shall establish and maintain adequate records which show the monthly gross revenue and expenses charged against the gross. The Town agrees to furnish the State with monthly bank statements evidencing all deposits and statements showing applicable expenses charged against the gross.

•Expenses shall include maintenance of buildings and parking lots (as outlined in attached Attachment A), administrative, accounting, security costs, expenses incurred in training Town personnel and designated contractors on roadway worker protection, utilities, independent auditors, and any other mutually agreed upon, town-allocated applicable costs, including debt service. The basis of accounting for these records and for related funds shall be the modified accrual basis of accounting.

•In addition, by signing this Lease, the Second Party hereby certifies that it has established and maintains an internal control structure and procedures that are adequate and effective for accounting and financial reporting of railroad lease operations under this Lease.

B. *Capital Improvement Fund*

•The Second Party shall establish a Capital Improvement Fund by depositing, on a yearly basis, at least twenty (20) percent of the gross revenue in the Operating Fund. This capital improvement fund will be established and maintained in accordance with the Darien Town Charter and as called for in the third full paragraph on page 3 of

this document. The Second Party agrees that these funds will be used for the purpose of advancing on a regular basis the capital improvements and repairs as called for under this Lease.

•The Second Party shall establish and maintain adequate records which show the monthly gross revenue and expenses charged against the gross. The Town agrees to furnish the State with monthly bank statements evidencing all deposits and statements showing applicable expenses charged against the gross.

•The Second Party agrees to use the Capital Improvement funds to make capital improvements at both the Darien and Noroton Heights Railroad Stations, specifically addressing the conditions currently existing at the Noroton Heights station as identified in Urbitran's report, a copy of which is attached hereto and made part hereof. The Second Party agrees to make a good faith effort to correct all deficiencies noted in the report within a period of four (4) years from the execution of this Lease. The Second Party will not be obligated to contribute any funds for improvements beyond the revenue generated from the use of the properties described herein.

•Each year, the Second Party, through its Board of Selectmen, Board of Finance and Representative Town Meeting, shall appropriate funds into the Capital Improvement Fund in an amount it deems reasonable and necessary to carry out necessary improvements and repairs under the terms of this Lease.

•In the event there is a surplus in the Capital Improvement Fund upon the termination of this Lease, as determined by the State and the Second Party's independent auditor, the Second Party shall pay the State any balance remaining in the Fund.

•For the purpose of defining the surplus as set forth in the preceding paragraph, all funds appropriated by the Second Party from the Capital Improvement Fund, with the State's approval, for continued improvement and structural maintenance as described herein, shall be deemed expenditures from the Fund and not considered as surplus.

•The State reserves the right to approve or disapprove the use of the funds in the Capital Improvement Fund to ensure improvement and maintenance of rail station buildings, rail station parking, and rail station services, described herein. Such approval shall not be unreasonably withheld.

•The Town will be required to submit all proposed improvement plans to the State for review and approval. The Second Party agrees and understands that no Capital Improvement funds are to be used to cover normal operating and maintenance costs.

3). Article 5 of the Original Agreement is hereby deleted and the following is substituted in lieu thereof:

5. Where there is a charge for parking, a minimum annual parking fee per vehicle of Two Hundred Seventy-five Dollars ($275.00) shall be charged. The State hereby reserves the right to review and approve any and all parking fees that exceed the aforementioned minimum fee.

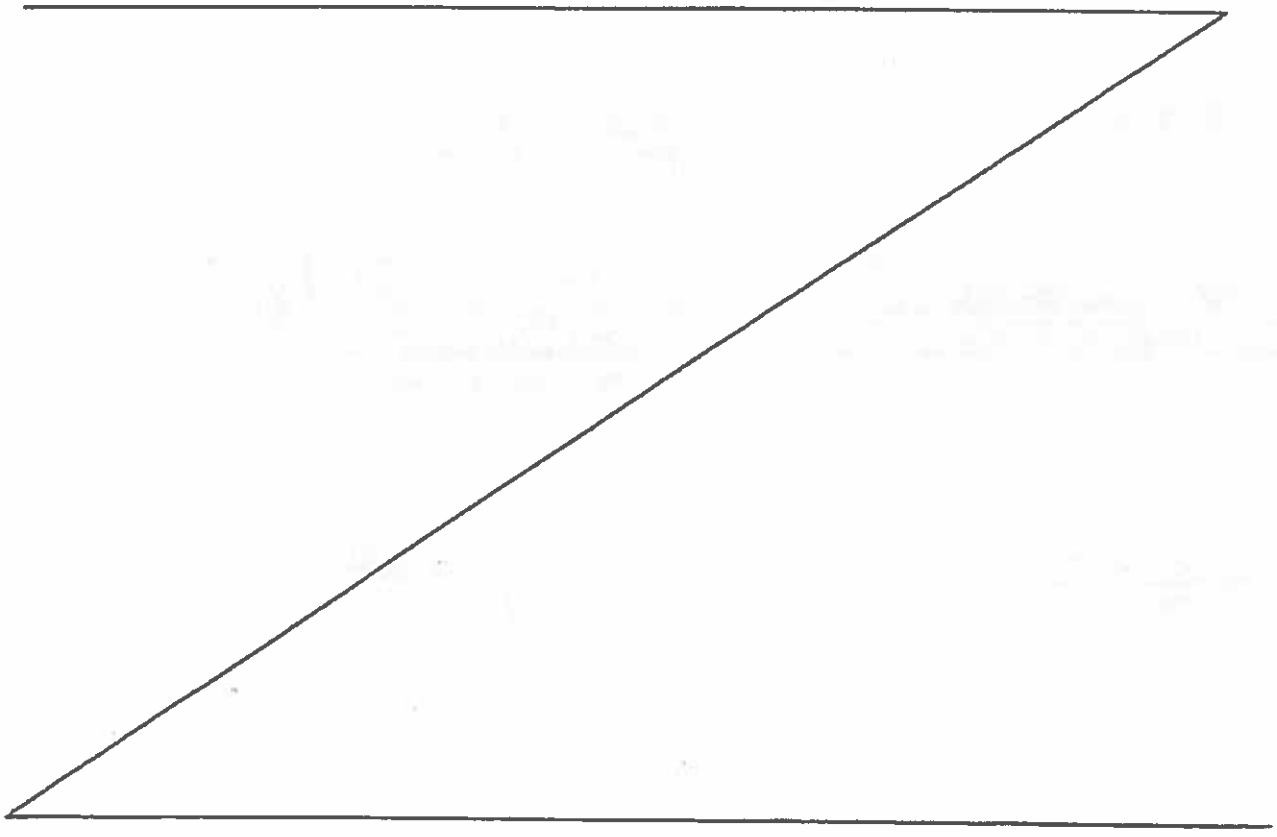
4). The Second Party is hereby put on notice that with the enactment of Title 49, Code of Federal Regulations, Part 214, entitled "Roadway Worker Protection", it may be necessary to have year-round railroad station platform maintenance performed by "qualified" railroad employees and/or personnel who have received the required Roadway Worker Protection training. Railroad station platform maintenance shall encompass concrete platform(s), platform stairs, canopy(ies), canopy gutters, light fixtures (including bulb replacement), ramps, shelters, railings, and seating and shall include, but not be limited to, recycling/trash removal, snow removal and ice control. Costs associated with platform maintenance shall be deemed a mutually agreed upon expense to be deducted from the Operating Fund in accordance with the terms of this Agreement.

5). Article 12 of the Original Agreement is hereby deleted and the following is substituted in lieu thereof:

12. This Lease may be terminated by either party hereto, without cause, by providing the other party with one year's prior written notification at the addresses recited on page 1 hereof.

6). It is mutually understood and agreed by the parties hereto that when pages 1 through and including 7 hereof are duly recorded in the land records of the town(s) in which the said parcel(s) of land exist(s), the said pages are and shall continue to function as a "Notice of Lease" pursuant to Section 47-19 of the Connecticut General Statutes, as revised.

7). All terms and conditions of the Original and First Amendment Agreements not amended, modified or deleted herein are and shall remain in full force and effect.



IN WITNESS WHEREOF, the parties hereto do hereby set their hands and seals on the day and year indicated.

WITNESSES:

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
Stephen E. Korta, II, Commissioner

_____
Name:

By _____(Seal)
H. James Boice
Interim Bureau Chief
Bureau of Public Transportation

_____
Name:

Date: _____

WITNESSES:

SECOND PARTY
TOWN OF DARIEN

Margaret T. Dwyer
Name: Margaret T. Dwyer

By Evonne M. Klein (Seal)
Evonne M. Klein
First Selectwoman

Grace Hanafee
Name: Grace Hanafee

Date: 23 June 2005

STATE OF CONNECTICUT)
) ss: Newington _____ A.D., 20 ____
COUNTY OF HARTFORD)

Personally appeared for the State, H. James Boice, Signer and Sealer of the foregoing Instrument and acknowledged the same to be the free act and deed of the Department of Transportation, and his free act and deed as Interim Bureau Chief, Bureau of Public Transportation, before me.

My Commission Expires:

_____
Notary Public

STATE OF CONNECTICUT)
) ss: Town of Darien 23 June A.D., 2005
COUNTY OF Fairfield)

Personally appeared for the Second Party, Evonne M. Klein, Signer and Sealer of the foregoing Instrument and acknowledged the same to be the free act and deed of the Town of Darien, and his free act and deed as First Selectwoman, before me.

My Commission Expires:

Elizabeth L. Mason
Notary Public

APPROVED AS TO FORM:

Elizabeth L. Mason
NOTARY PUBLIC
State of Connecticut
My Commission Expires 12/31/08

_____
Attorney General
State of Connecticut

Date: _____

This Agreement is made with the approval of the undersigned pursuant to Section 4b-3(f) and Section 13b-4(12) of the General Statutes of Connecticut, as revised.

_____ Date: _____

Name:
Title:
For State Properties Review Board
State of Connecticut

ATTACHMENT A

DEFINITION OF MAINTENANCE RESPONSIBILITIES
BETWEEN
THE STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
AND
TOWN OF DARIEN
FOR THE
MAINTENANCE OF RAILROAD STATION PREMISES

The Town agrees to comply with the following conditions with respect to the maintenance of the railroad station premises at the Darien and Noroton Heights Railroad Stations, to include station platforms, station buildings and parking areas, as referenced to Agreement Number 12.30-04(97).

AREA OF RESPONSIBILTY:

All work to be performed within the Scope of Work of this Definition of Maintenance responsibilities is to take place within, on and specifically limited to the designated areas on the Darien and Noroton Heights Railroad Station Maps, attached to this Definition of Maintenance Responsibilities as Exhibit B, hereinafter and collectively referred to as the "Premises". They are the responsibility of the Town subject to these specifications. The maps are part of the contract specifications and must be adhered to as such.

GROUNDS MAINTENANCE:

General Statement:
Work under this section shall consist of regular trash removal, removal of recycled trash, snow removal of parking areas, stairways, walkways, station maintenance including, but not limited to general repairs to structural elements such as: lighting, elevator, tunnel, walkways, stair maintenance and maintenance on the stations' platforms. All materials labor, equipment, and supplies are to be furnished by the Town. (See attached Exhibit A). Specifically excluded herefrom is the responsibility for maintaining the structural integrity of the platforms. Specifically excluded herefrom is an obligation to maintain and/or repair any live rail facilities. The State retains the sole responsibility for all major structural renovations and/or repairs. In the event there is a material default under the lease by the Town, then the State, upon written notice to the second party, may draw funds remaining in the capital improvement fund as surplus at the end of the year to pay for any of the above cited work. Surplus will mean monies not previously appropriated by the Town and approved by the State for continued improvement and structural maintenance as defined herein.

Regular Trash Removal:
Trash contained in the trashcans will be emptied on a daily basis. The off site disposal of the trash is the responsibility of the Town. Disposal of all materials must comply with

local, state and federal laws. The Town will ensure all trashcans are positioned correctly in their respective assigned locations.

Recycled Material Trash Removal:
Recycled material(s) in the blue State/MN-provided trash and recycling centers will be emptied on a daily basis. The off site disposal of the recycled material trash is the responsibility of the Town. The Town will ensure all trash and recycling centers are positioned correctly in their respective assigned locations on the Premises. Maintenance of the recycling bins is the responsibility of the Town. Disposal of all materials must comply with local, state and federal laws.

Snow Removal:
Snow removal activities for Premises including, but not limited to, parking areas, ramps, stairs and walkways leading to and up to the station platform(s). Upon snow fall or snowstorm event the Town will deploy its forces to the Premises and begin snow removal activities. If freezing rain, sleet or hail occurs, the Town will sand Premises including, but not limited to, parking areas, ramps, stairs and walkways leading to and up to the station platform(s) with ice-melt material approved by Metro North Railroad. The Town will be responsible for providing storm coverage during NHL weekly day and evening operating hours, as well as, weekend operating hours. Snow removal and ice control operations will require twenty-four (24) hour service seven-(7) days a week Sundays through Saturdays. All damage to curbs, light poles/fixtures, concrete work, fences, signs/sign posts and plantings resulting from snow removal/ ice control operations is the sole responsibility of the Town and shall be repaired or replaced in kind at no cost to the State after each year's snow season. At the end of the snow season, the contractor shall remove all sand, debris, and other material that has been deposited on the property during the winter. All such debris as stated above shall also be removed from non-Premises areas if such material was deposited during snow operations. At the end of each season, drainage must be inspected and cleaned as required.

STATION MAINTENANCE:

General Statement:
Work under this section shall consist of regular day-to-day maintenance, repairs and/or replacement to the Premises and station building, parking areas, stairways, walkways, railings, and ramps. Station maintenance shall include, but not be limited to, lighting, elevator, tunnel, walkways, where applicable, stair maintenance and all maintenance on the stations' platforms. All materials labor, equipment, and supplies are to be furnished by the Town. Specifically excluded herefrom is the responsibility for maintaining the structural integrity of the platforms. Specifically excluded herefrom is any obligation to maintain and/or repair any live rail facilities. The State retains the sole responsibility for all major structural renovations and/or repairs. In the event there is a material default under the lease by the Town, then the State, upon written notice to the second party, may draw funds remaining in the capital improvement fund as surplus at the end of the year to pay for any of the above cited work. Surplus will mean monies not previously appropriated for continued improvement and structural maintenance as defined herein.

The Town shall be responsible for the day-to-day maintenance, including but not limited to, general repairs to structural elements including elevators and tunnels where

applicable, and daily maintenance and/or replacement of any and all railings, stairs, ramps, parking areas, lighting and maintenance to station buildings. All restrooms, where applicable, must be cleaned on a daily basis. The day-to-day maintenance, shall include, but not be limited to, daily inspection, cyclical painting, cleaning and repair of all deficiencies.

The Town shall be responsible for the day-to-day maintenance of tunnels and the up and over walkways, where applicable, including, but not limited to, daily inspection, cyclical painting, cleaning and repair of all deficiencies.

Security:
The Town will be responsible for all security at the station Premises, to include station platforms, station buildings and parking areas. The Town will be responsible for the opening and closing of the station(s).

Criteria for Safety:
All Town personnel and their designated contractors working in the vicinity of the railroad or on railroad property must receive roadway worker protection (RWP) training. All costs associated with this training are the responsibility of the Town. Such training will be provided by the Metro North Safety and Training Unit prior to performing any work activities, and annually thereafter. All Town employees and their designated contractors working in the vicinity of the railroad or on railroad property must wear a hard hat; a fluorescent, approved safety vest; OSHA-approved safety glasses; and proper work boots at all times. Annual contractor safety training and re-certification will be the sole responsibility of the Town to coordinate. The Town shall contact Mr. Jim Griffin or his successor or replacement of the Metro North Safety Department, (212) 340-2022 to coordinate classes. Any contract work performed on the Premises that has the potential to impact the railroad or enter into the foul envelope will require RWP training and railroad protective services.

Where Metro North (MNR) protective services are required for the Town and/or designated contractors to perform required maintenance, the Town will be responsible for paying all fees associated with the required MNR protective services. If the Town and/or designated contractors fail to report to the location that MNR protective services have been scheduled, the Town will be responsible for paying all fees associated with the required MNR protective services.

The Town and/or designated contractors must contact Metro North Capital Train Master, William Schilling or his successor or replacement at 203-786-2989 to schedule required MNR protective services. The Town and/or designated contractor will be required to give a two-week notice for required MNR protective services.

In the event of an emergency, contact the MTA Metro North Police Department at 800-682-9117.

Attachments:
Exhibit A Maintenance Items
Exhibit B Lease Agreement Maps
(Darien and Noroton Heights Railroad Stations)

WITNESS:

Name:

TOWN OF DARIEN

By _____
Evonne Klein
First Selectwoman

Date: 13 June 2005

WITNESS:

_____
Name:

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

By _____
H. James Boice
Interim Bureau Chief
Bureau of Public Transportation

Date: _____

Exhibit A

Maintenance Items

The following is a list of maintenance items:

Stairways:		*As Needed or Directed*		
Steps	inspection	repairs		
Ramps	inspection	repairs		
Handrails	inspection	repairs		
Platforms:				
Snow removal	inspection	as needed		
Platform surface	inspection	cleaning (power washing twice annually)		
Expansion joints	inspection	repairs		
Handrails/perimeter railings	inspection	repairs		
Yellow safety stripe	inspection	repairs		
Bench seats	inspection	repairs		
Passenger Shelters:				
Glazing/ Lexan/ Plexiglass	inspection	cleaning	repairs	
Bench seats	inspection	cleaning	repairs	
Waiting Area/Platforms	inspection	cleaning	repairs	trash removal
Lighting:				
Fixtures/Poles/Systems	inspection	repairs		
Conduit	inspection	repairs		
Bulbs	inspection	repairs		
Ballast	inspection	repairs		
Canopies:				
Canopy top	inspection	repairs	cyclical painting	
Gutters/Downspouts	inspection	repairs		
Pedestrian Up & Over	inspection	repairs		
Roadway (under Track)	repairs			
Pedestrian Tunnels:				
Tunnels (stairs)	inspection	repairs	maintenance	cleaning

Trash/Recycle:
Responsible for the removal of trash and recyclable items from receptacles
Responsible for the replacement of damaged receptacles

Elevators/Escalators:
Inspection – Maintenance – Repairs – Cleaning

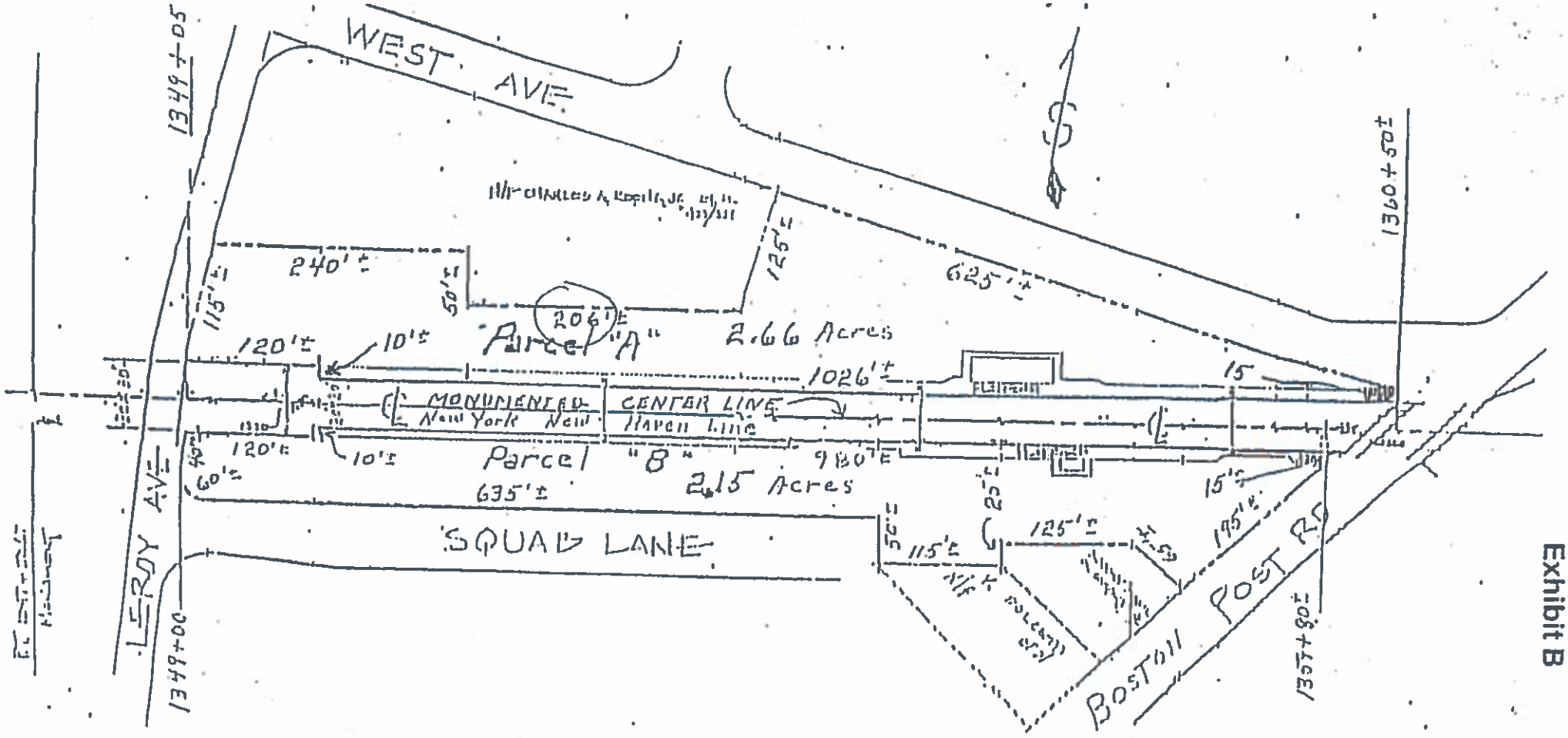


Exhibit B

DATE	REVISION	REM. BY

Drawn By Natal A Date 7/16/97
Checked By _____ Date _____
Appr. By _____ Date _____

TOWN NO. 35
PROJECT NO. 7001 MISC.
SERIAL NO. 30
SHEET 1 OF 1

I HEREBY CERTIFY THAT THIS MAP IS SUBSTANTIALLY CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF

TITLE _____

DATE _____

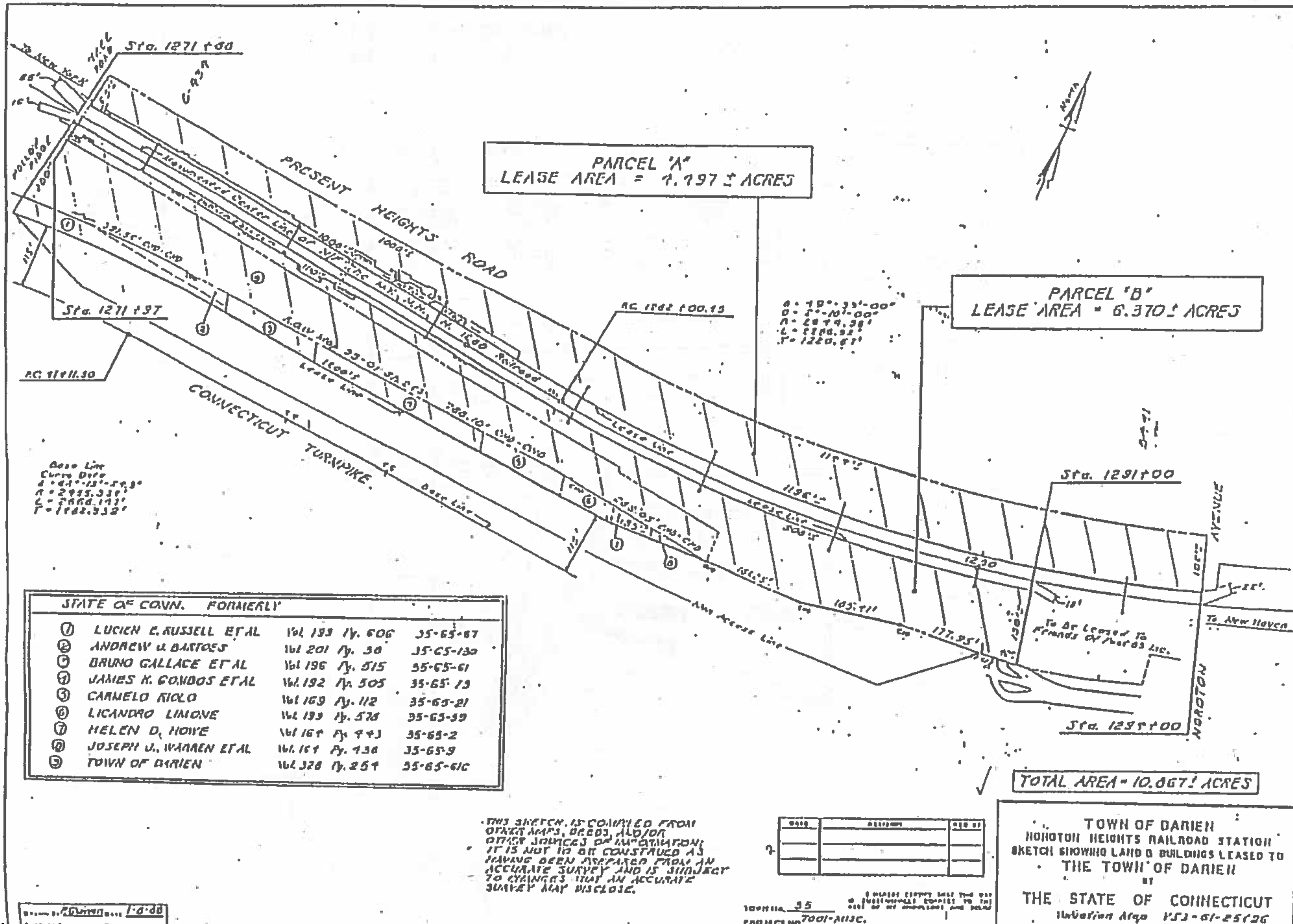
THIS MAP CONFORMS TO CLASS II OF CODE OF CONNECTICUT TECHNICAL COUNCIL NO.

TOWN OF DARIEN
DARIEN RAILROAD STATION
SKETCH SHOWING LAND & BUILDINGS
LEASED TO THE TOWN OF DARIEN
BY
STATE OF CONNECTICUT
VALUATION MAP V53-61-27 ✓

SCALE 1" = 100' (Reduced) July 19 97

BUREAU OF PUBLIC TRANSPORTATION - OFFICE OF RAIL OPERATIONS

THIS PRINT HAS BEEN REDUCED IN SIZE
CATED SCALE APPLIES TO ORIGINAL ONLY



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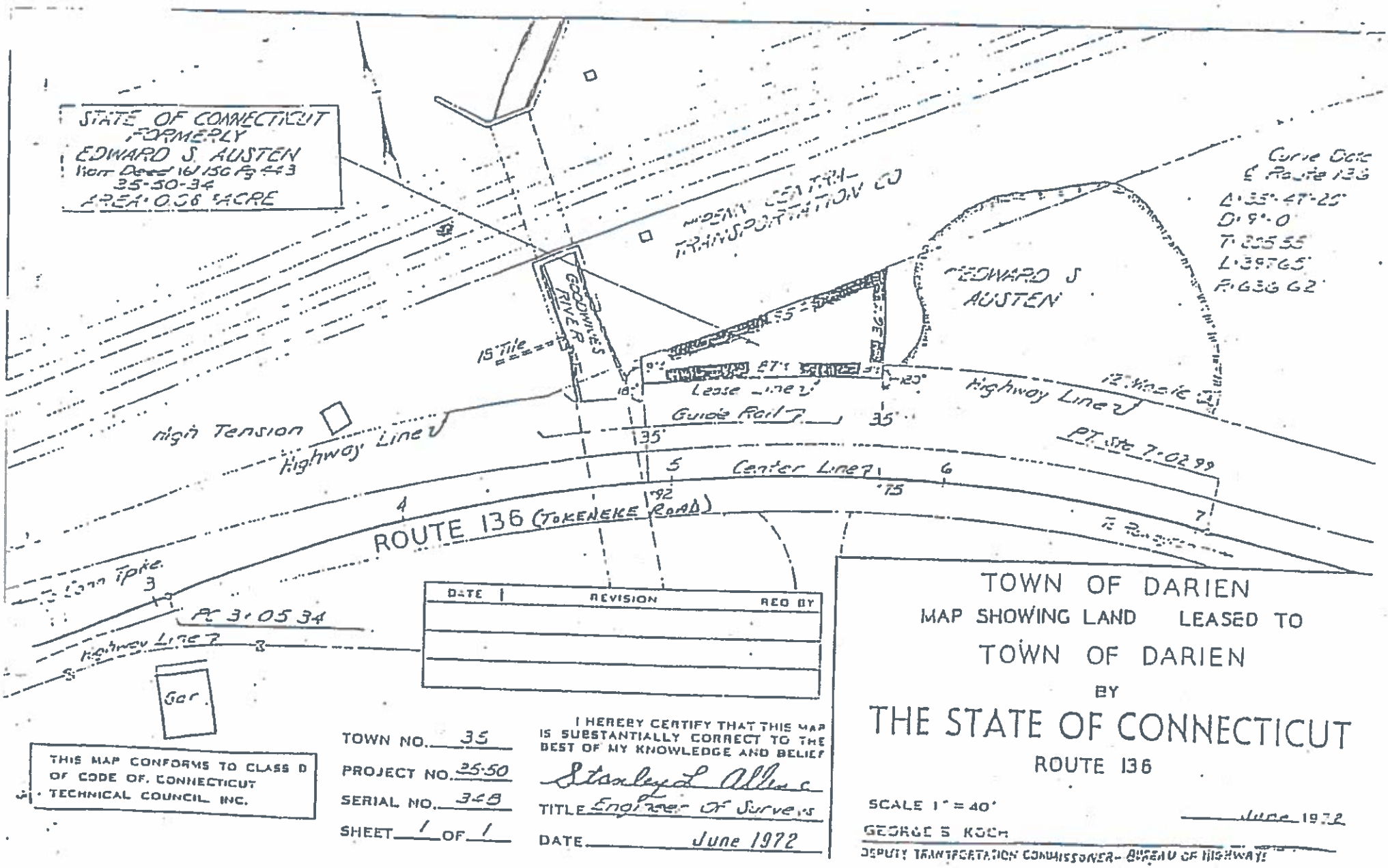


DATE	REVISION	REQ BY

THIS MAP CONFORMS TO CLASS D OF CODE OF CONNECTICUT TECHNICAL COUNCIL INC.

TOWN NO. 35
PROJECT NO. 25-50
SERIAL NO. 348
SHEET 1 OF 1

I HEREBY CERTIFY THAT THIS MAP IS SUBSTANTIALLY CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF

Stanley L Allen

TITLE Engineer of Surveys

DATE June 1972

TOWN OF DARIEN

MAP SHOWING LAND LEASED TO

TOWN OF DARIEN

BY

THE STATE OF CONNECTICUT

ROUTE 136

SCALE 1" = 40'

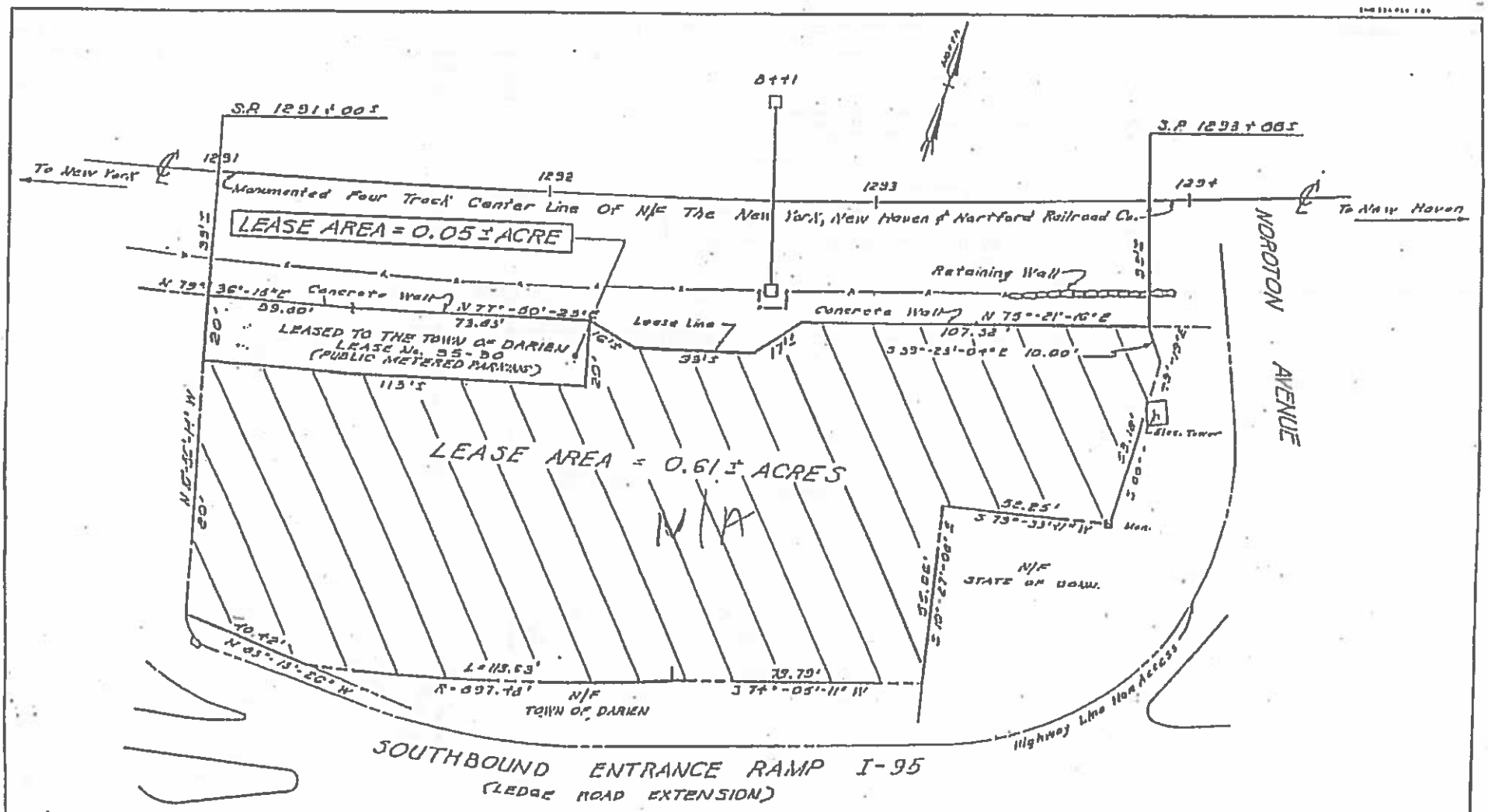
June 1972

GEORGE S KOCH

DEPUTY TRANSPORTATION COMMISSIONER- BUREAU OF HIGHWAYS

72

THIS PRINT HAS BEEN REDUCED IN SIZE
INDICATED SCALE APPLIES TO ORIGINAL ONLY



THIS SKETCH IS COMPILED FROM OTHER MAPS, DEEDS, AND/OR OTHER SOURCES OF INFORMATION; IT IS NOT TO BE CONSTRUED AS HAVING BEEN PREPARED FROM AN ACCURATE SURVEY AND IS SUBJECT TO CHANGES THAT AN ACCURATE SURVEY MAY DISCLOSE.

Note: Bearings & Dimensions from Map Entitled "Map Prepared for Friends Of Post 53 Incorporated, Darien, Connecticut, Scale 1"=20', February 20, 1987, Wilson H. Seymour and Associates, P.C. Land Surveyors, Darien, Conn." Conn. L.S. Reg. No. 11302, Revised Sept. 14, 1987".

DATE	REVISION	APP'D

TOWN OF DARIEN
SKETCH SHOWING LAND LEASED TO
FRIENDS OF POST 53 INCORPORATED
BY
THE STATE OF CONNECTICUT
Location Map Y53-C1-26
SCALE 1"=50' (reduced) October, 1987
SURVEY AND MAP BY THE ENGINEERING DEPARTMENT OF THE DARIEN

Drawn by: P. Curran Date: 10-21-87
Compared by: _____ Date: _____

TOWN No. 95
PROJECT No. 7201-4113C.
SERIAL No. 492
SHEET 1 OF 1
TITLE _____
DATE _____

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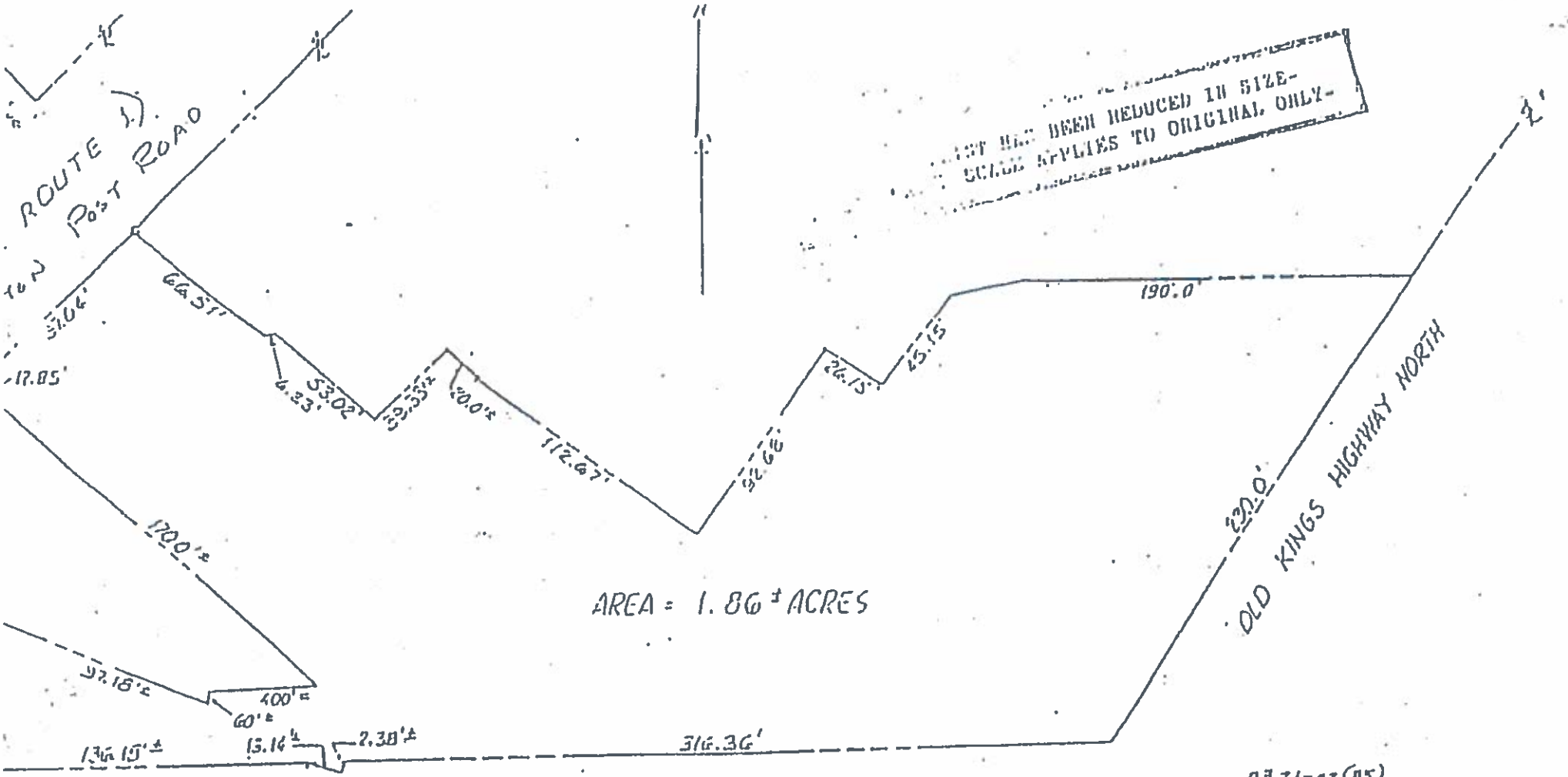

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SCALE APPLIES TO ORIGINAL ONLY-

03.21-02 (05)

DATE	REVISION	REQ. BY

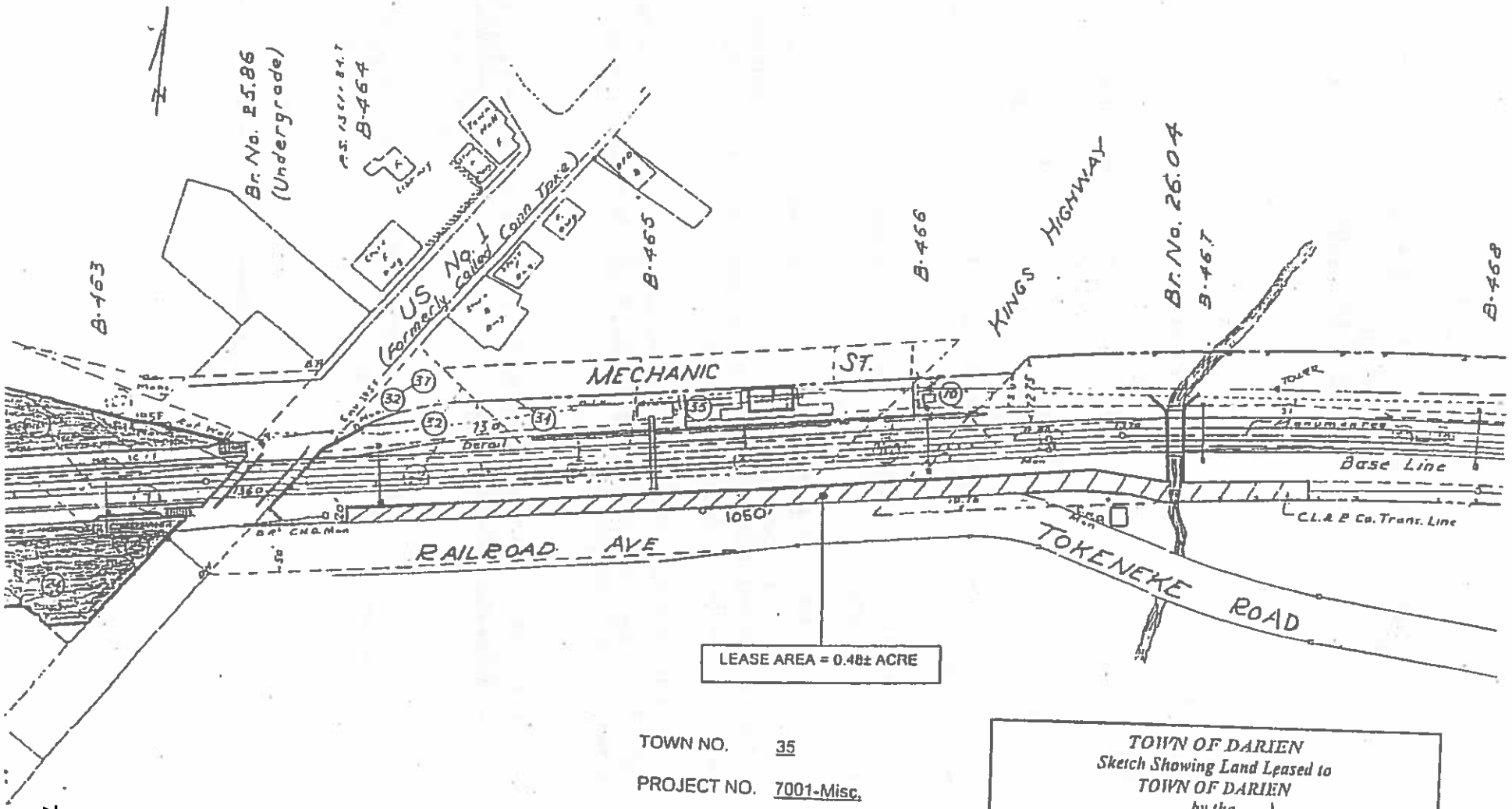
TOWN OF DARIEN
SKETCH SHOWING LAND LICENSED TO
TOWN OF DARIEN
BY
THE STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

SCALE 1" = 40' JULY 19 83

Title Rpt. 35-110 (1915)

TOWN NO. 35
PROJECT NO. 35-110
SERIAL NO. 44
SHEET 1 OF 1

Mapping : by Allen Davis Associates, Dated 11-24-82



DATE	REVISION	REQ. BY

TOWN NO. 35

PROJECT NO. 7001-Misc.

SERIAL NO. 30

SHEET 1 OF 1

DRAWN BY MRH DATE 9/19/2002

TOWN OF DARIEN
Sketch Showing Land Leased to
TOWN OF DARIEN
by the
State of Connecticut
Dept. of Transportation
Scale: 1"=100' (Reduced) *September 2002*

BUREAU OF PUBLIC TRANSPORTATION-OFFICE OF RAIL OPERATIONS

05-11

CONSIDERATION AND ACTION ON LEASE AGREEMENT BETWEEN CONNECTICUT DEPARTMENT OF TRANSPORTATION AND TOWN OF DARIEN REGARDING DARIEN AND NOROTON HEIGHTS TRAIN STATIONS

WHEREAS, there exists a lease between the State of Connecticut Department of Transportation and the Town of Darien for certain properties in or about the Darien Railroad Station and the Noroton Heights Railroad Station; and

WHEREAS, said lease was entered into by document dated September 8, 1998; and

WHEREAS discussions have been held between representatives of the Town of Darien and representatives of the State of Connecticut Department of Transportation; and

WHEREAS, proposed changes have been submitted to and reviewed by the Board of Selectmen of the Town of Darien; and

WHEREAS, The Board of Selectmen of the Town of Darien on May 26, 2005 approved the proposed changes.

BE AND IT IS HEREBY RESOLVED that the Representative Town Meeting of the Town of Darien hereby adopts and approves a second Supplemental Agreement between the State of Connecticut Department of Transportation and the Town of Darien, a copy of which is attached hereto and made part hereof.

BE IT FURTHER RESOLVED that the Representative Town Meeting of the Town of Darien hereby authorizes its First Selectwoman, Evonne M. Klein, to execute said lease on behalf of the Town of Darien.

** **ITEM 05-11 CARRIED ON A RISING TALLY VOTE OF 53 IN FAVOR, 1 OPPOSED, 1 ABSTENTION.**

I, Donna E. Rajczewski, Town Clerk, and Clerk of the Representative Town Meeting, certify that **Resolution 05-11** was passed at a special meeting of the RTM held June 13, 2005.

Donna E. Rajczewski 6/27/05

CON-32 REV.7/01
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Rail File # (35) 7001-Misc-30
Darien

CERTIFICATE OF INSURANCE

This is to certify that the Insurance Company named herein has issued to the named insured the policies listed below, that these policies are written in accordance with the Insurance Company's standard policies and endorsements, except as indicated below or as noted in the attachments hereto, which policies and endorsements will be made available to the Department of Transportation upon request, that they provide coverages and limits of liability shown with respect to the hazards indicated, that they are in force on this date, and that this Certificate is furnished in accordance with and for the purpose of satisfying the requirements of the Department of Transportation in connection with the award and the performance of any contract or agreement, or the issuance of any permit or authorization by the Transportation Commissioner or duly authorized agent. The Insurance Company agrees to investigate and defend the insured against all claims for damages, even if groundless.

NAME OF INSURED Town of Darien - additional insureds: State of Connecticut and Metro-North Commuter Railroad Co.

ADDRESS 2 Renshaw Road CITY Darien STATE CT

HAZARDS	POLICY NUMBER	EFFECTIVE DATE	EXPIRATION DATE	COVERAGES AND LIMITS OF LIABILITY BODILY INJURY LIABILITY AND PROPERTY DAMAGE LIABILITY	
				ALL PERSONS / ALL DAMAGES EACH ACCIDENT or OCCURRENCE	AGGREGATE
A OWNER'S AND CONTRACTOR'S PROTECTIVE LIABILITY FOR AND IN THE NAME OF THE STATE OF CONN (1)(2) SEE BELOW					
*B COMMERCIAL GENERAL LIABILITY (1) SEE BELOW	LAP0032526804	07/01/2004	07/01/2005	1,000,000	3,000,000
*C EXPLOSION, COLLAPSE, OR UNDERGROUND DAMAGE LIABILITY (1) SEE BELOW					
*D AUTOMOBILE LIABILITY OWNED AUTOMOBILES HIRED AUTOMOBILES NON-OWNED AUTOMOBILES (1) SEE BELOW	LAP0032526804	07/01/04	07/01/05	1,000,000	1,000,000
*E RAILROAD PROTECTIVE LIABILITY (1)(2) SEE BELOW					
*F EXCESS/UMBRELLA LIABILITY (1) SEE BELOW					
G VALUABLE PAPERS and RECORDS	xxxxxxxxxxxx	xxxxxxx	xxxxxxx	POSSESSION	ALL OTHER
VALUABLE PAPERS and RECORDS					
H BLASTING (1) SEE BELOW					
I ** WORKERS' COMPENSATION	06WC003517504	07/01/04	07/01/05	STATUTORY COVERAGES AND LIMITS	
J					

* State of Connecticut Is Named as Additional Insured.

** Compensation Commissioner's Certificate shall be supplied herewith by self-insured party

Note: If Excess/Umbrella Liability Insurance is needed to meet the Agreement/Contract, etc. minimum requirements, complete Section F above.

Check This Certificate is issued in accordance with the terms of:

☐ Construction Contracts ☐ Lease Agreement Rights of Way ☐ Demolition Contracts

☐ Permit Work No _____ ☐ Agree No _____

☐ Engineering ☐ Project No _____ ☒ Other Specify & including all operations incidental thereto. Rail File #(s) as noted above

PARTY FOR NOTICE Bureau Public Transportation Unit 7440 Name Office of Rail

(1) It is agreed that the herein named Insurance Company will not use the defense of sovereign immunity in the adjustment of claims or in the defense of any suit brought against the State unless the Connecticut Department of Transportation Commissioner consents in writing to do so.

(2) It is agreed that the Insurance Company will bill premiums and audit charges earned under the protective liability policy(ies) to the above named insured, however, if named insured is different from the vendor, consultant, contractor or party of record, the vendor, consultant, contractor or party of record will be billed.

IN THE EVENT OF ANY RESTRICTIVE AMENDMENT TO, ANY CHANGE IN, CANCELLATION OF OR FAILURE TO RENEW ANY ONE OR MORE OF SAID POLICIES THE CIRMA (INSURANCE COMPANY) SHALL GIVE NOT LESS THAN THIRTY DAYS WRITTEN NOTICE TO THE PARTY FOR NOTICE TO WHOM THIS CERTIFICATE IS ISSUED OF SUCH AMENDMENT, CHANGE, CANCELLATION, OR FAILURE TO RENEW

Connecticut Interlocal Risk Management Agency

DATED THIS 8th DAY OF July 2005

ISSUED TO: Department of Transportation
Office of Rail
Property Management Unit
50 Union Avenue 3rd Floor West
New Haven, CT 06519

CIRMA
(Insurance Company)
900 Chapel St., New Haven, CT 06510
(Address)
CIRMA
(Agency)
900 Chapel St., New Haven, CT 06510
(Address)
(Authorized Agent's Name & Signature)

Printed on recycled or recovered paper.

CON-32 REV.7/02
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Rail File # (35) 7001-Misc-30
Darien

CERTIFICATE OF INSURANCE

This is to certify that the Insurance Company named herein has issued to the named insured the policies listed below, that these policies are written in accordance with the Insurance Company's standard policies and endorsements, except as indicated below or as noted in the attachments hereto, which policies and endorsements will be made available to the Department of Transportation upon request, that they provide coverages and limits of liability shown with respect to the hazards indicated, that they are in force on this date, and that this Certificate is furnished in accordance with and for the purpose of satisfying the requirements of the Department of Transportation in connection with the award and the performance of any contract or agreement, or the issuance of any permit or authorization by the Transportation Commissioner or duly authorized agent. The Insurance Company agrees to investigate and defend the insured against all claims for damages, even if groundless.

NAME OF INSURED Town of Darien - additional insureds: State of Connecticut and Metro-North Commuter Railroad Co.

ADDRESS 2 Renshaw Road CITY Darien STATE CT

HAZARDS	POLICY NUMBER	EFFECTIVE DATE	EXPIRATION DATE	COVERAGES AND LIMITS OF LIABILITY BODILY INJURY LIABILITY AND PROPERTY DAMAGE LIABILITY	
				ALL PERSONS / ALL DAMAGES EACH ACCIDENT or OCCURRENCE	AGGREGATE
A OWNER'S AND CONTRACTOR'S PROTECTIVE LIABILITY FOR AND IN THE NAME OF THE STATE OF CONN (1)(2) SEE BELOW					
*B COMMERCIAL GENERAL LIABILITY (1) SEE BELOW	LAP0032526805	07/01/2005	07/01/2006	1,000,000.	3,000,000
*C EXPLOSION COLLAPSE OR UNDERGROUND DAMAGE LIABILITY (1) SEE BELOW					
*D AUTOMOBILE LIABILITY OWNED AUTOMOBILES HIRED AUTOMOBILES NON OWNED AUTOMOBILES (1) SEE BELOW	LAP0032526805	07/01/2005	07/01/2006	1,000,000.	1,000,000
*E RAILROAD PROTECTIVE LIABILITY (1)(2) SEE BELOW					
*F EXCESS/UMBRELLA LIABILITY (1) SEE BELOW					
G VALUABLE PAPERS and RECORDS	XXXXXXXXXXXX	XXXXXXX	XXXXXXX	POSSESSION	ALL OTHER
VALUABLE PAPERS and RECORDS					
H BLASTING (1) SEE BELOW					
I ** WORKERS' COMPENSATION	06WC003517505	07/01/2005	07/01/2006	STATUTORY COVERAGES AND LIMITS	
J					

* State of Connecticut Is Named as Additional Insured

** Compensation Commissioner's Certificate shall be supplied herewith by self-insured party

Note: If Excess/Umbrella Liability Insurance is needed to meet the Agreement/Contract, etc. minimum requirements, complete Section F above.

Check This Certificate is issued in accordance with the terms of:

☐ Construction Contracts ☐ Lease Agreement Rights of Way ☐ Demolition Contracts

☐ Permit Work No _____ ☐ Agree No _____

☐ Engineering ☐ Project No. _____ ☒ Rail File #(s) as noted above
Other Specify & including all operations incidental thereto

PARTY FOR NOTICE Bureau Public Transportation Unit 7440 Name Office of Rail

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DATED THIS 8th DAY OF July 2005 CIRMA
(Insurance Company)

ISSUED TO: Department of Transportation
Office of Rail
Property Management Unit
50 Union Avenue 3rd Floor West
New Haven, CT 06519

900 Chapel St., New Haven, CT 06510
(Address)

CIRMA
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(Authorized Representative & Signature)

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