

## AREA NEWS

# Neighbors fighting P&Z's

By KATIE M. LAOS  
Post-Telegram staff writer

WESTPORT — Neighbors are fighting the Planning and Zoning Commission's proposal to create a Life Care Residential District at North Compo Road and Post Road East.

The zone will allow the construction of a facility to serve the growing number of elderly in the town and Fairfield County. The center would provide alternative living arrangements for adults over 62 years old in a community setting, including facilities for independent living, congregate living and nursing home care.

"This is not the kind of facility that belongs in a suburban town," said Jacqueline Heneage, co-chair-

man of the group, Keep Our Residential Zoning, formed to fight the proposal.

"Westport is small and can't provide everything for everyone. This center would not be just for Westport residents, but would be a regional facility," Heneage said.

The zone would allow up to 400,000 square feet of building space. As a comparison, the former Stauffer Chemical Co. corporate headquarters in Westport contains 380,000 square feet.

"The magnitude of this center is mind-boggling," said Heneage.

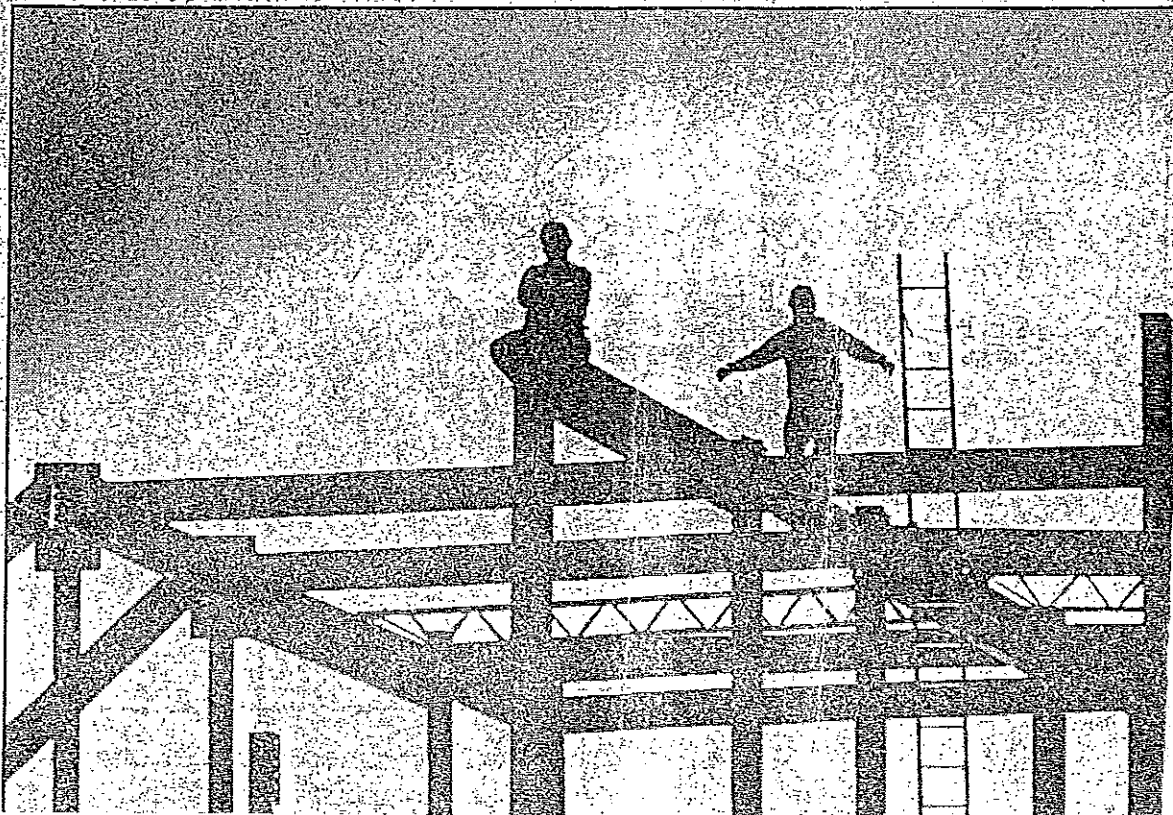
"The traffic it would generate would be intense. I believe the Planning and Zoning Commission has used bad judgment in proposing this zone anywhere in Westport."

The zone will allow the construction of a facility to serve the growing number of

Currently under consideration is the rezoning of 23 acres on the Baron's Property South at Post Road East and South Compo Road as a LCRD zone. Heneage lives across the street from the property.

"There is definitely a need for this type of facility because of the rising elderly population," said Theodore Mueller, P&Z chairman. "There is a need not just in Westport but all over Fairfield County. Each town must do its part. Right now all we have in Westport is Mediplex, a nursing home. The life care center would provide ongoing living arrangements for older citi-

## Big erector set



# Life Care district proposal

## Construction of a facility to care for elderly in the area.

...ens from those in good health to those who need nursing care."

The P&Z will hold public hearings on the proposal next Monday and Oct. 30 to air citizen's opinions.

The citizen's group is circulating a petition among property owners within 500 feet of the proposed facility to protest the rezoning. If 20 percent sign the petition, the P&Z must then approve the zone with a two-thirds vote rather than a simple majority.

Heneage said because the petitions are in circulation, she did not know how many people had signed. However, up to 50 attended a

neighborhood meeting on the proposed facility.

The group is seeking the support of the town through its Board of Selectmen because the town owns land within 500 feet of the proposed facility. Town land includes the Baron's Property North on North Compo Road as well as a parcel along Imperial Avenue.

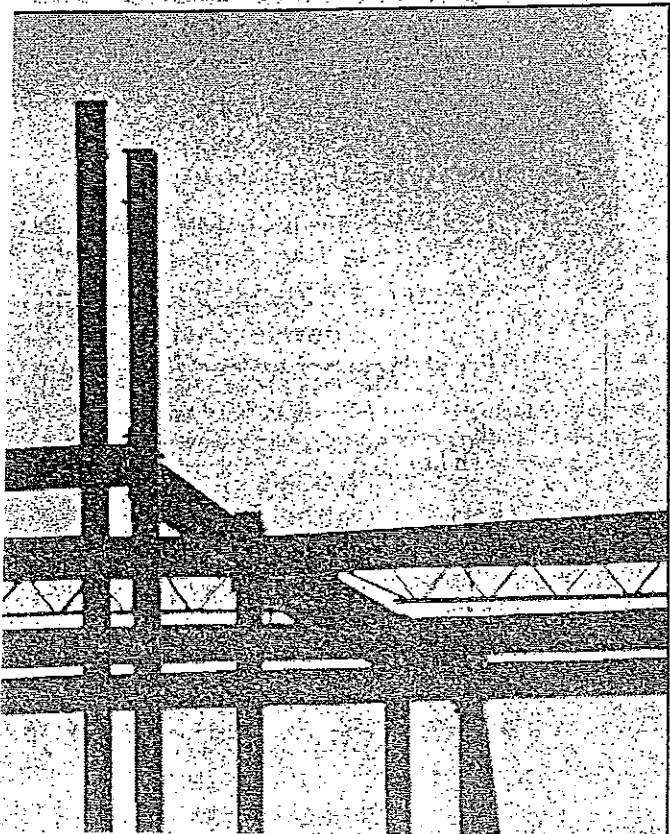
The selectmen will consider the petition request at a meeting tonight in Town Hall. Democratic First Selectman Martha Hauhuth has already spoken against the proposal because of the massive square footage allowed. Her opponent in November's municipal election, Republican Douglas Wood, is also opposed.

Developers have told the P&Z that the large size is necessary to

make a facility a profitable operation, considering the high cost of land in Westport.

"Such a center would be better located where land prices are not so high," said Heneage. "Then the operators would not have to charge the users so much."

She added that other properties in Westport also could meet requirements for a life care zone making it possible to have two such facilities in town. She noted that Westport already has the Mediplex nursing home, as well as other regional facilities such as the Hallbrook psychiatric hospital. Westport also serves as a popular regional attraction for retail sales, offices, restaurants and entertainment, she said.



## Firm seeks property tax exemption

FAIRFIELD — A Reef Road corporation that assists tax-exempt organizations in the management of their endowment funds is seeking a Bridgeport Superior Court order making it exempt from paying local property taxes.

The Common Fund, whose principal place of business is its building at 363 Reef Road, has property assessed on the 1988 grand list at a total of \$1,079,630, including \$799,610 for real estate and \$280,020 for personal property, which includes machinery, equipment, office furniture, fixtures and computers.

Assessor Thomas Browne said that assessment at the current 32 mill rate translates to \$34,548 in taxes levied on the Common Fund for the current tax year.

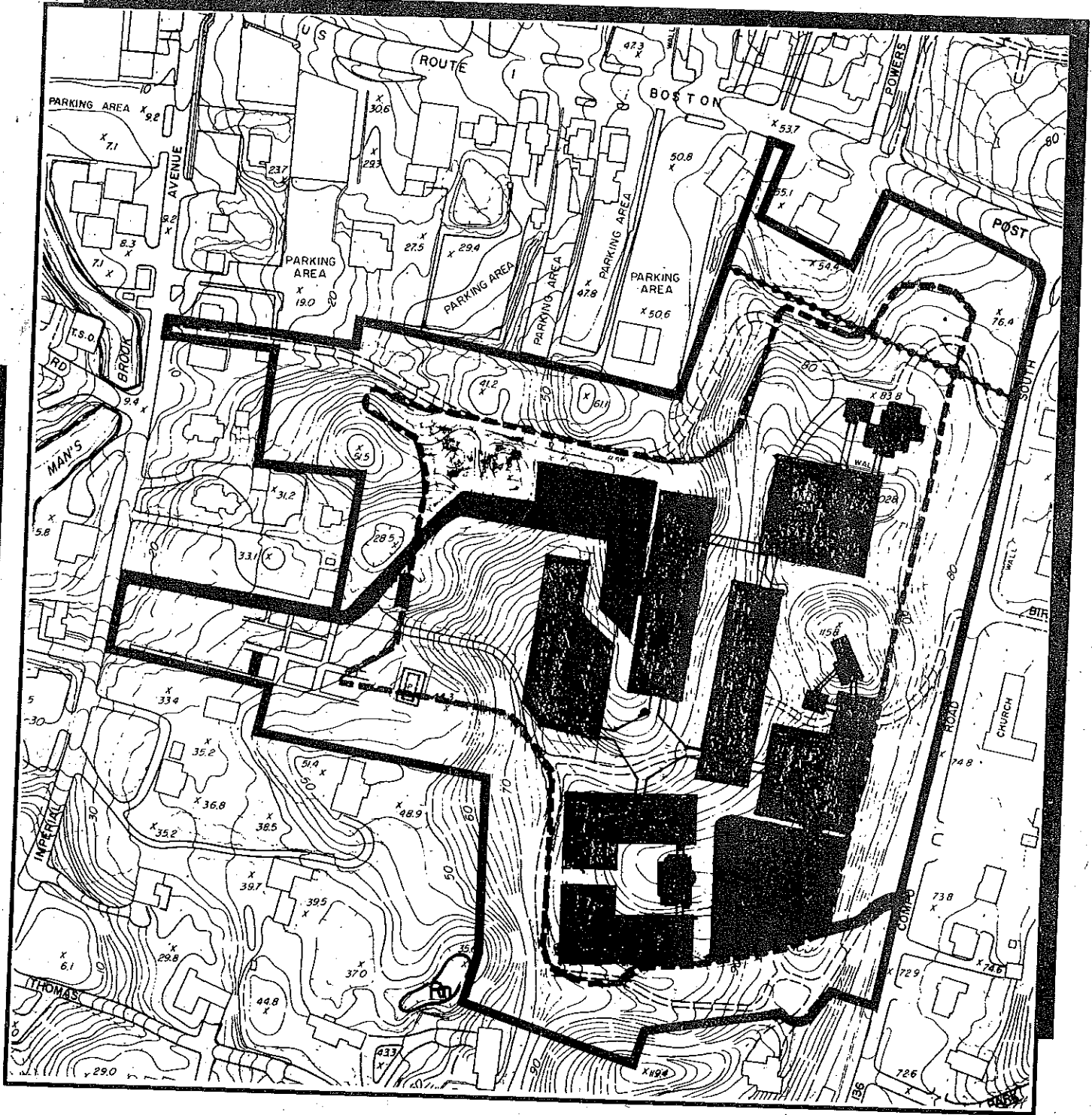
Browne said the Common Fund is being assessed like any other investment consulting firm in town that charges their clients a fee for the service.

The group applied for tax-exempt status in 1985, but that request was denied by

## Proposed life care center

This hypothetical plan by Todd DiScala illustrates how a life care facility would look on the Baron's Property South. The dashes indicate the 100-foot setback. The dotted line shows the area currently zoned commercial. The light grey buildings are for housing and recreational use. The dark grey are driveways and parking lots. The total coverage is 235,700 square feet including the buildings and parking. At least 40 percent of the parking spaces are not shown because they must be concealed, probably underground. There would be 163 outside parking spaces and 108 concealed spaces. Mr. DiScala said developers usually opt to place the spaces underground for two reasons: Garages are expensive and must be considered part of the total coverage.

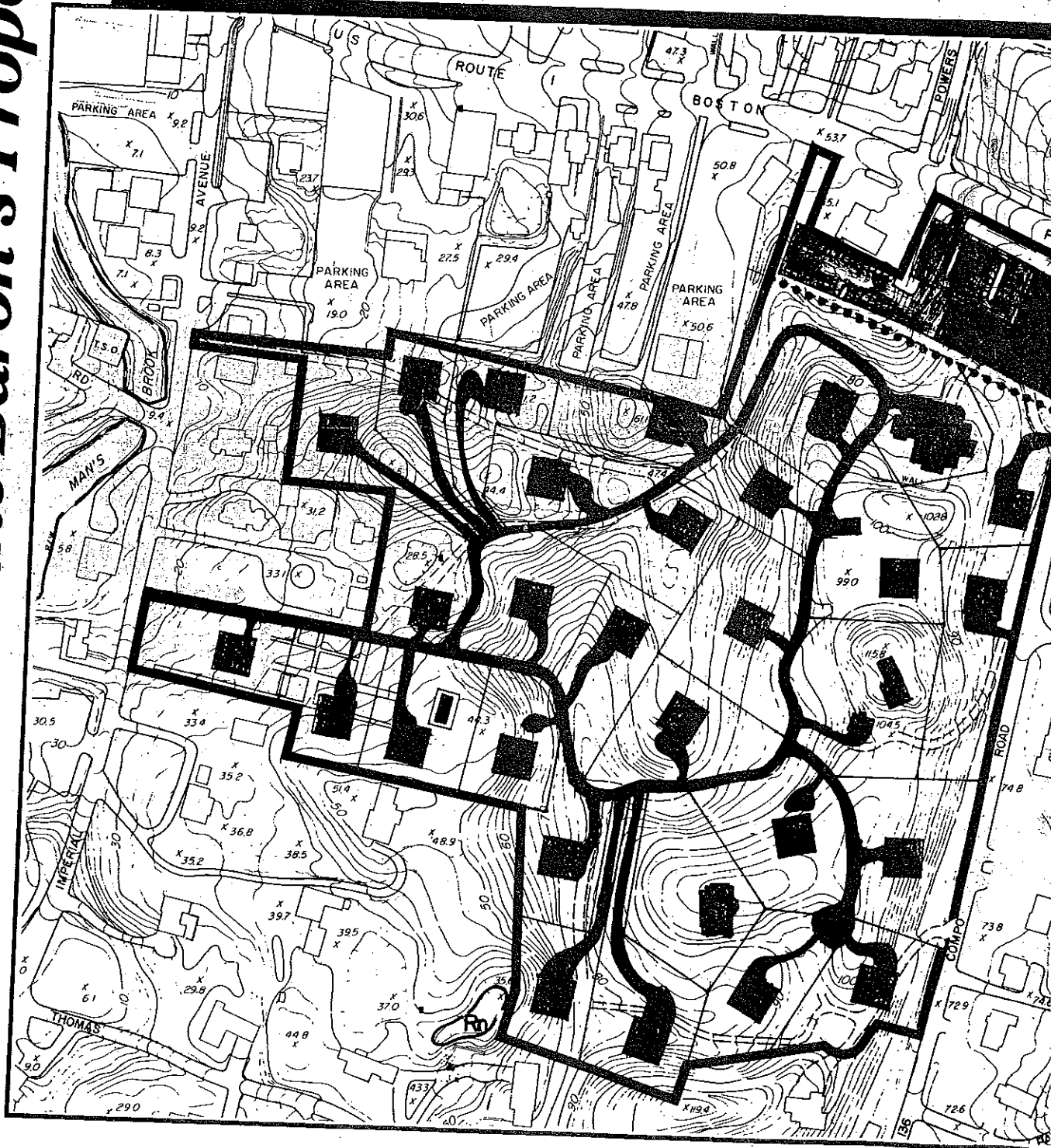
See  
related  
story,  
page 8



# Proposals for the Baron's Property South

## Current zoning possibilities

This plan shows a hypothetical development of the Baron's Property South under current zoning. The configuration of houses, driveways and streets is purely speculative, according to Planning Aide Todd DiScala who drew the diagram. The front parcel along the Post Road East is a shopping center and parking lot. The total square footage is 18,175 square feet. Twenty-nine single-family homes — four already exist — cover the rest of the hilly property. Total coverage is 96,800 square feet. Each house shown here is 3,200 square feet, although Mr. DiScala said the houses could be 50 percent larger. Most of the building lots are larger than the prescribed half acre because much of Baron's Property South is too steep to be built on. On this map, this unbuildable land is divided among all the properties. The commercial space would have 100 parking spaces, 60 aboveground and 40 concealed. The homes would have a total of 58 spaces. The diagram shows the shopping center as one building. In reality there would have to be two buildings because no building in a General Business District can be over 10,000 square feet.



September 19, 1989, revised October 6, 1989  
Westport Planning and Zoning Staff

FACT SHEET  
PROPOSED  
LIFE CARE RESIDENTIAL DISTRICT (LCRD)

PURPOSE

To provide alternative living arrangements for the older adults in a community setting.

Includes:           Independent Living  
                      Congregate Living  
                      Nursing Home Facilities

WESTPORT POPULATION PROJECTIONS

The number of Westport residents over the age of 60 is projected to increase from 16.8% in 1985 to 27.8% in 2010, while the total population of Westport is projected to decrease.

|                                | 1985   | 1990   | 1995   | 2000   | 2005   | 2010   |
|--------------------------------|--------|--------|--------|--------|--------|--------|
| Total Population               | 24,750 | 24,450 | 24,400 | 24,100 | 23,400 | 22,500 |
| 60 and over                    | 4,150  | 4,610  | 5,010  | 6,250  | 5,620  | 6,250  |
| % of population<br>60 and over | 16.8%  | 18.9%  | 19.2%  | 20.8%  | 24%    | 27.8%  |
| 59 and under                   | 20,600 | 19,840 | 19,390 | 17,850 | 17,780 | 16,250 |
| Median age                     | 38.9   | 40.3   | 41.9   | 44.2   | 46.4   | 48     |

Information obtained from the office of Policy and management, Connecticut Census Data Center

POPULATION TO BE SERVED

Persons over 62 years old and their spouses.

SITE SIZE

At least 15 acres  
600 ft. depth X 400 ft. width

SITE REQUIREMENTS

Must be served by public transportation  
Must have public or private sanitary sewers  
Must be adjacent to and have 400 ft. frontage on an arterial street.

AN ARTERIAL STREET IS DEFINED IN THE TOWN PLAN AS FOLLOWS

The Post Road or streets of considerable length which serve major traffic centers of activity and interconnect towns and crosstown areas as shown on the Town Plan Street Classification Map in the Town Plan of Development.

DENSITY

TOTAL FOR EACH ACRE

|                     | 23 acre site | 15 acre site |
|---------------------|--------------|--------------|
| 8 independent units | 184          | 120          |
| 4 congregate units  | 92           | 60           |
| 2 beds              | <u>46</u>    | <u>30</u>    |
|                     | 322          | 210          |

12 TOTAL number of units and 2 nursing beds for one acre

MAXIMUM TOTAL NUMBER OF UNITS FOR A LCRD SITE

184 independent units  
92 congregate units  
46 nursing beds

276 TOTAL number of units and 46 nursing beds for a site

On a site with existing dwelling units, those units will be included in the total number of units and be an integral part of the project

BUILDING SIZE

One building 60,000 sq. ft. maximum

The total of all buildings cannot exceed 290,000 sq. ft maximum on a site. This is the maximum size proposed and can be reduced.

15% of the floor area must be for dining rooms, recreation and common areas.

FACT SHEET  
Proposed LCRD

Page 3.

HEIGHT

2 1/2 stories

COVERAGE

Building 20%  
Total 40%

SETBACKS

100 ft. from the all property lines

UNIT TYPES

Efficiency, one bedroom and two bedrooms

PARKING

40% must be within a garage

Independent residential dwellings .75 spaces/unit  
Congregate housing .75 spaces/unit  
Nursing home .50 spaces/unit

TRAFFIC

Life care facility with 276 total units  
and 46 nursing beds. 924 trips per  
24 hour period

Parking: 233 spaces, 93 in garage

Population estimate: 386

COMPARATIVE TRAFFIC INFORMATION  
LIFE CARE FACILITIES

9/26/89, Revised 9/28/89, Revised 10/6/89

Planning and Zoning Sta.

| Name of Facility   | Dwelling units/<br>Nursing beds | Avg. A.M.<br>Peak<br>(7-9am) | Avg. P.M.<br>Peak<br>(4-6pm) | Avg. Daily<br>Trips (ADT)<br>(weekday) | ADT<br>(Saturday) |
|--|---------------------------------|------------------------------|------------------------------|--|-------------------|
| <i>Traffic counts done by F.A. Heskath &amp; Assocs in Seabury Traffic Report, 1988</i>        |                                 |                              |                              |  |                   |
| Gables, Nov. 1987<br>Farmington, CT  | 155/0                           | 15                           | 45                           | 451                                    | -                 |
| Duncaster, Aug. 1987<br>Bloomfield, CT   | 216/40                          | 55                           | 86                           | 850                                    | 636               |
| <i>Institute of Traffic Engineers Trip Generation: 4th Edition, 1987</i>                       |                                 |                              |                              |  |                   |
| Congregate Fac.<br>(2 facilities studied)  | 182 units                       | 11                           | 31                           | 390                                    | -                 |
| Retirement Com.<br>(5 facilities studied)  | 182 units                       | 73                           | 73                           | 602                                    | 473               |
| Nursing Fac.<br>Per bed basis  | 112 for ADT<br>96 for peak      |                              | 20                           | 291                                    | 241               |
| Proposed Westport<br>Life Care Facility  | 184\92/46                       | 89                           | 99                           | 924                                    | 735               |
| <i>Existing Zoning, I.T.E. (no life care)</i>  |                                 |                              |                              |  |                   |
| Specialty Shopping<br>Center per 1,000<br>sq. ft. for 18,175<br>sq. ft. GFA<br>(sample size 3) |                                 |                              |                              | 739                                    | 756               |
| 29 single family<br>(78 subdivisions<br>studied)   | 29 homes                        | 22                           | 29                           | <u>290</u>                             | <u>294</u>        |
| Total under existing<br>zoning   |                                 |                              |                              | 1029                                   | 1050              |



NEVAS, NEVAS, CAPASSE, RUBIN & SAREZKY  
ATTORNEYS AT LAW

COLONIAL GREEN

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P.O. BOX 791

WESTPORT, CONN. 06881

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VIRGINIA AND D.C.

\*\*ADMITTED ALSO IN MASS.

September 11, 1989

The Planning & Zoning Commission  
Town of Westport  
Town Hall  
Myrtle Avenue  
Westport, CT 06880

Re: Town Plan Amendment No. 25, Zoning Amendments Nos.  
382 A and 382 B, Life Care Residential District.

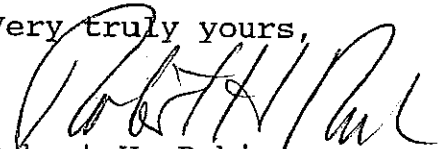
Dear Members of the Commission:

I understand that the public hearings on the above matter which did not go forward on September 11, 1989, will be rescheduled for some time in October.

I shall be representing the owners of the so-called Baron's Property which will be affected by the amendments if they are adopted, and shall be away on vacation from October 12 to October 23, 1989.

Therefore, I request that the hearing not be rescheduled for a date during the period.

Very truly yours,

  
Robert H. Rubin

RHR:mm

cc: Arthur W. Hooper, Jr., Esq.



10 Old Redding Rd  
Weston, CT 06883

Kevin Williams  
fax (203) 226-1860

RECEIVED

SEP 13 1989

WESTPORT P. & Z. C.



# WESTPORT, CONNECTICUT

MARTHA S. HAUHUTH  
First Selectman

September 5, 1989

Mr. Theodore Mueller  
Chairman  
Planning & Zoning Commission  
Town of Westport  
Westport, CT 06880

Dear Ted:

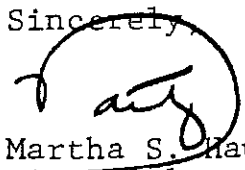
The purpose of this letter is to comment on the Commission's proposed zoning regulation changes to allow Live Care Centers. Life Care Centers are an important response to the needs of an aging population. I have no doubt that such a facility would be well received in Westport. I support such a change to our zoning regulations. I am, however, concerned about several things:

- . While the need for Life Care Centers is evident, I hope the Commission will be very careful about the scale of any specific facility in relationship to any neighborhood.
- . In order to be a profit-making operation, I assume that such a facility needs to be large. I hope the Commission will give serious consideration to encouraging non-profit Life Care Centers. In this way we could reduce the size, and hopefully make services more available.
- . This is a fundamental change to our zoning regulations. I'm not sure that the people of Westport recognize the magnitude of the change. I hope that the Commission will broadly publicize its intentions and that you will schedule several public hearings.

Mr. Theodore Mueller  
Page Two  
September 5, 1989

This is one of the most important planning decisions that has been made in this Town in a long time. I think we should do it, but I think we should be extremely careful about how we do it, and extremely open to the concerns of Westporters.

Sincerely,

A handwritten signature in cursive script, appearing to read 'M. Hauhuth', enclosed within a circular scribble.

Martha S. Hauhuth  
First Selectman

MSH:ps



# WESTPORT CONNECTICUT

THE PLANNING & ZONING COMMISSION

TOWN HALL, 110 MYRTLE AVENUE

WESTPORT, CONNECTICUT 06880

(203) 226-8311

TO: The Planning and Zoning Commission

FROM: The Planning Staff

DATE: June 26, 1989

RE: COMPARATIVE TRAFFIC ANALYSIS FOR VARIOUS DEVELOPMENT SCHEMES  
(Average Trips Per Day)

The following Compares four possible land use options for the Baron's Property South by virtue of the Average Trips generated in and out of the property in a day. For the commercial zone, item #3, three different methods are utilized to show potential trip generation under existing zoning. These methods include, a) a verbal survey of traffic engineers, b) an actual study done for a 13,806 sq. ft. shopping center which includes a drive-up bank and c) an average, empirically derived by the Institute of Traffic Engineers for a "specialty shopping center." Attachments showing schedule characteristics from a 370 unit Life care facility in New York and a the methodology from the Birchwood corners traffic study are included.

|  | Existing | Potential Under<br>Existing Zoning | P&ZC Proposed<br>Multi-Family | Life<br>Care |
|--|----------|------------------------------------|-------------------------------|--------------|
| 1. Four Single Family<br>Residences  | 40       | 0                                  | 0                             | 0            |
| 2. 31 Single Family<br>Residences  | 0        | 310                                | 0                             | 0            |
| 3. Commercial  |          |                                    |                               |              |
| a) Survey of Traffic<br>Engineers  | 0        | 272 - 545                          | 0                             | 0            |
| b) Birchwood Corners<br>420 Post Rd. W.<br>13,806 sq. ft. floor area<br>Traffic Study Estimate<br>(at peak hour) | 0        | 1,400<br>(130)                     | 0                             | 0            |
| c) ITE average for<br>Specialty Shopping<br>Center @ 18,175 sq. ft.<br>(40.7/1,000 sq. ft.)                      | 0        | 739                                | 0                             | 0            |
| 4. 49 - 66 Cluster Housing<br>Units  | 0        | 0                                  | 294 - 396                     | 0            |
| 5. Life Care<br>350 units  | 0        | 0                                  | 0                             | 1,155        |

420 Post Road WEST

WESTPORT, CT PAGE 2

HILLS LANE IS A PRIVATE ROAD WHICH SERVES AS VEHICULAR ACCESS FOR A CONDOMINIUM DEVELOPMENT FOUND TO THE NORTH. THIS PRIVATE ROAD HAS AN ASPHALTIC SURFACE OF 25 FEET IN WIDTH. SNAPSHOTS CONTAINED IN THIS REPORT ILLUSTRATE THE GENERAL GEOMETRIC FEATURES FOUND IN THE AREA OF THE SUBJECT SITE. A REPORT DEVELOPED FOR THE TOWN OF WESTPORT BY RPPW INDICATES THAT THE DAILY TRAVEL ON HILLS LANE TO BE APPROXIMATELY 350 VEHICULAR TRIPS. A PM PEAK HOUR FOUND 24 ENTERING FROM THE POST ROAD WEST AND 7 LEAVING THE PRIVATE ROAD.

IT PROPOSED TO DEVELOP THE SUBJECT SITE AT 420 POST ROAD WEST WITH A BUILDING WHICH WILL HAVE A FOOT PRINT OF 10,795 FT<sup>2</sup> AND A TOTAL FLOOR AREA OF 13,806 FT<sup>2</sup>. THIS FLOOR AREA WILL BE DIVIDED INTO A BRANCH BANK OPERATION HAVING A DRIVE-UP TELLER STATION, OFFICE SPACE AND RETAIL SALES SPACE. OFF-STREET PARKING SPACES ARE PROVIDED FOR 67 VEHICLES.

TRAFFIC GENERATION STUDIES PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS IN "TRIP GENERATION, 1982 EDITION" INDICATES THAT BRANCH BANKS WITH DRIVE-UP STATIONS ACCOUNT FOR 192 TRIPS PER 1,000 FT<sup>2</sup> GFA; OFFICE SPACE ACCOUNTS FOR 12.3/1,000 FT<sup>2</sup> AND RETAIL USE ACCOUNTS FOR 40.7/1,000 FT<sup>2</sup>. USING THESE FACTORS IT IS MY ESTIMATE THAT THIS SITE WILL ACCOUNT FOR 1,440 VEHICULAR TRIPS ENTERING AND/OR LEAVING THE SITE DURING AN AVERAGE BUSINESS DAY. IT IS ESTIMATED THAT 130 VEHICLES WILL BE FOUND DURING THE PEAK HOUR.

**ANTICIPATED TRIP GENERATION**  
**EPWORTH MANOR RETIREMENT COMMUNITY AND NURSING HOME**  
**CLIFTON PARK, NEW YORK**

| COMPONENT  | ESTIMATED VEHICLE TRIPS |           |           |               |           |           |               |           |            |             |            |            |
|--|-------------------------|-----------|-----------|---------------|-----------|-----------|---------------|-----------|------------|-------------|------------|------------|
|  | A.M.                    |           |           | Midday        |           |           | P.M.          |           |            | Weekday (2) |            |            |
|  | Peak Hour (1)           |           |           | Peak Hour (1) |           |           | Peak Hour (1) |           |            | Weekday (2) |            |            |
|  | In                      | Out       | Total     | In            | Out       | Total     | In            | Out       | Total      | In          | Out        | Total      |
| I - Continuing<br>Care Facility:<br>210 Units (3)    | 21                      | --        | 21        | 7             | 7         | 14        | 12            | 35        | 47         | 73          | 73         | 146        |
| II - Skilled<br>Nursing<br>Facility:<br>120 Beds (3) | 26                      | 13        | 39        | 3             | 7         | 10        | 23            | 40        | 63         | 138         | 138        | 276        |
| - Adult Home:<br>40 Beds (3)                         | --                      | --        | --        | --            | --        | --        | --            | --        | --         | --          | --         | --         |
| <b>TOTAL</b>   | <b>47</b>               | <b>13</b> | <b>60</b> | <b>10</b>     | <b>14</b> | <b>24</b> | <b>35</b>     | <b>75</b> | <b>110</b> | <b>211</b>  | <b>211</b> | <b>422</b> |

(1) VPH: Vehicles Per Hour.

(2) VPD: Vehicles Per Day (24 hours).

(3) Includes administrative, nursing and support staff and 20 percent visitation rate per bed (unit) and limited off-site vehicular travel by residents of these beds (units).

SOURCE: Wilbur Smith Associates.

April 13, 1989

EPWORTH MANOR RETIREMENT COMMUNITY  
 CLIFTON PARK HEALTH CONTINUUM  
 Analysis of Project Population by Shift

*210 units*

*61 employees/day*

RESIDENTIAL COMMUNITY:

|         |       |       |       |            |
|---------|-------|-------|-------|------------|
| Shift 1 | 6:30  | _____ | 2:30  | (12 staff) |
| Shift 2 | 9:00  | _____ | 5:00  | (23 staff) |
| Shift 3 | 2:30  | _____ | 10:30 | (21 staff) |
| Shift 4 | 10:30 | _____ | 6:30  | (5 staff)  |

STAFF COVERAGE:

|                  | 6:30<br>to<br>9:00 | 9:00<br>to<br>2:30 | 2:30<br>to<br>5:00 | 5:00<br>to<br>10:30 | 10:30<br>to<br>6:30 |
|------------------|--------------------|--------------------|--------------------|---------------------|---------------------|
| Administrative   | 0                  | 3                  | 4                  | 1                   | 0                   |
| Dietary          | 8                  | 12                 | 18                 | 14                  | 0                   |
| Housekeeping     | 0                  | 6                  | 6                  | 0                   | 3                   |
| Maintenance      | 2                  | 5                  | 5                  | 2                   | 0                   |
| Professional     | 0                  | 5                  | 7                  | 2                   | 0                   |
| Security         | 1                  | 3                  | 3                  | 1                   | 1                   |
| Medical Response | <u>1</u>           | <u>1</u>           | <u>1</u>           | <u>1</u>            | <u>1</u>            |
| STAFF TOTAL      | 12                 | 35                 | 44                 | 21                  | 5                   |

210 dwellings x 1.25 persons/dwelling = 262 residents  
 Average age 75 years and older





AMENDMENT# **382-A**

Revised: 6/26/89  
7/17/89

Section 19 Life Care Residential District

19-1 Purpose

The purpose of the Life Care Residential District is to provide alternative living arrangements for the elderly in a community setting, including independent living, congregate living and nursing home facilities designed to meet the special needs of the elderly on sites that are at least 15 acres in size, served by public transportation, public or private sanitary sewers and are adjacent to an arterial street as defined in the Town Plan of Development.

19-2 Permitted Uses

In an LCRD, no land, building, or structure shall be used and no building shall be hereafter erected, altered, or added to, unless otherwise provided in these regulations except for one (1) or more of the following uses:

19-2.1 Special Permit Uses

The following uses are permitted subject to special permit and site plan approval in accordance with Sec. 43, herein.

19-2.1.1 One-family dwelling, two-family dwellings, congregate housing, nursing homes, independent residential dwellings in conjunction with a Life Care Facility in principal buildings subject to the conditions herein.

19-2.1.2 Any other use permitted in a Res. AAA District, except uses in Sec. 11-2.4.12, Accessory Apartment and Sec. 11-2.4.5 Leasing of Rooms.

19-2.1.3 Related accessory buildings, structures and uses, except uses in Sec. 11-2.4.6 Customary Home Occupations.

19-2.2 Accessory building, Structures and Uses

19-2.2.1 Outdoor recreational uses, swimming pools, tennis courts and platform tennis courts.

19-2.2.2 Manager's Office and/or community recreation center.

19-2.2.3 Private garages, garages detached from a principal dwelling shall not exceed the allowable height.

19-2.2.4 Other buildings, structures and uses not listed above, customarily accessory to a permitted principal use, provided that:

(a) Each such accessory building or structure shall not exceed 300 sq. ft. of gross floor area;

(b) No such accessory building or structure shall exceed the allowable height.

(c) No such accessory building shall be occupied or used as a rooming unit or a dwelling unit.

19-2.2.5 No accessory building or structure shall include any activity conducted for gain or profit.

19-3 Lot Area, Width, Depth & Frontage

Each LCRD site shall have a minimum area of 15 acres, a minimum depth of 600 ft., a minimum width of 400 ft. and minimum frontage of 400 ft. on an Arterial Street as defined in the Town Plan of Development.

19-4 Density

The maximum density for a life care complex shall not exceed:

- a) Independent Residence 8 units/AC  $\times 15 = 120$   $\times 3300$
- b) Congregate Residence 6 units/AC  $\times 90 = 540$   $\times 3300$
- c) Nursing beds 2.5 beds/AC

On a site with existing dwelling units, said dwellings shall be included in the total unit density and shall be made an integral part of the project.

19-4.1 Maximum Total Aggregate

The total number of residential units and beds on all LCRD sites shall not exceed the following:

- a) Independent Residential 368
- b) Congregate Residential 276
- c) Nursing beds 116

184  
 138  
 57.5  
 379

19-4.2 Maximum Total

The total number of residential units and beds on any one LCRD site shall not exceed the following

- a) Independent Residential 184
- b) Congregate Residential 138
- c) Nursing beds 58

19-4.3 Bedrooms

For the purpose of these LCRD regulations, libraries, dens, studios, studies, lofts and other similar spaces shall be deemed to be bedrooms by the Commission

19-4.4 Floor Area

19-4.4.1 Unit Types

Residential dwelling units shall be limited to efficiency, one-bedroom and two-bedroom units.

19-5 Setbacks

No principal or accessory building, structure or use, shall extend closer than 100 ft. from any property line. No street, road, driveway, parking area, cul-de-sac, background area, or part thereof, shall be located within the 100 ft. setback area, except for access ways or access drives leading directly from the development across the setback area to existing streets.

19-6 Height

No principal building or other structure shall exceed a height of two and one-half (2 1/2) stories or thirty-five (35) feet, whichever is less. No accessory building or structure shall exceed a height of 16 feet.

19-7 Coverage

The building coverage shall not exceed twenty (20) percent of the area of the lot that lies within the LCRD. The total coverage shall not exceed forty (40) percent of the area of the lot that lies within the LCRD.

19-8 Building Size

No one building shall contain more than 60,000 square feet.

19-9 Building Spacing

Groups of buildings on a single lot shall be so arranged that the minimum horizontal distance between the nearest walls or corners of any principal and/or accessory detached buildings shall not be less than one-half the sum of the height of such adjacent buildings.

19-10 Sidewalks

Sidewalks shall be provided between buildings and parking areas, streets and driveways and along the adjacent arterial street(s). All sidewalks within a public right-of-way shall conform to Town or State Standards. All other sidewalks shall have driveway ramps and shall have a minimum width of three (3) Ft. in a maximum gradient of six (6) percent.

9-11 Landscaping, Screening and Buffer Areas

Landscaping, screening and buffer areas for Special permit uses shall be provided in accordance with Section 35 of the Supplementary Regulations.

19-11.1 Exterior Lighting

Exterior lighting shall be provided and maintained by the property owner at all access points to streets, parking areas, building entrances and elsewhere for the safety of vehicular and pedestrian traffic. All exterior lighting shall be low-level. The glare from light sources shall be shielded from roads and abutting properties.

19-11.2 Refuse Areas

Refuse collection areas shall be provided and conveniently located for all units. The collection areas shall be properly screened and supplied with covered receptacles.

19-11.3 Mail Boxes

Mail boxes shall be provided and conveniently located for all units. The mail boxes shall be covered from the elements.

19-12 Utilities

19-12.1 All utilities and conduits within the site shall be underground.

19-12.2 No zoning certificate of compliance shall be issued for any dwelling unit unless and until such unit has been connected to a public water supply, suitable power supply and either a public sanitary sewer line or an approved private community sewerage system.

9-12.3 Storm drainage facilities shall be provided and shall be designed to achieve a zero impact run-off based on a 25-yr. storm flow. Street culverts and bridges shall be designed for a 100-yr. storm flow.

19-12.4 All storm drainage facilities and public sanitary sewers shall be designed and constructed in accordance with Town Standards, subject to the approval of the Town Engineer.

19-13 Parking shall be provided in accordance with Section 34. At least forty (40) percent of all required parking shall be within a garage.

19-14 Architectural Design

The architectural design, scale and mass of buildings and other structures, including, among other elements, the exterior building material, color, roofline, and building elevation shall be of such character so as to protect property values in the neighborhood and to preserve and improve the appearance and beauty of the community. Pitched roofed buildings shall be required. Approval shall be obtained from the Architectural Review Board.

19-15 MFD Cap

Any dwelling units approved pursuant to this section shall not be counted in the MFD Cap. pursuant to Section 4-5 of these zoning regulations.

19-16 Maximum Building sq. ft.

The total sq. ft. of all buildings on any LCRD site shall not exceed four hundred thousand (400,000) sq. ft. At least fifteen (15) percent of the gross square footage shall be set aside for dining room, recreation areas and common areas etc.

19-17 Roads and Driveways

The major access and collector roads within the LCRD project shall be designed and constructed to Town Road Standards, subject to approval of the Town Engineer.

19-18 Occupancy

Occupancy of all dwelling units and beds in the nursing home shall be limited to persons age 62 and over and their spouses.

19-19 Certificate of Need

Prior to the issuance of a zoning permit a certificate of need for the nursing facility shall be obtained from the State Commission on Hospital and Health Care and shall be submitted to the Zoning Enforcement Officer.



Section 34      Parking Standards

34-3 Parking Standards

Life Care Complex

|  |                         |
|--|-------------------------|
| <u>Independent Residential dwellings</u> | <u>0.75 spaces/unit</u> |
| <u>Congregate Housing</u>                | <u>0.75 spaces/unit</u> |
| <u>Nursing Home</u>                      | <u>0.50 spaces/unit</u> |

Section 5-2      Definitions

Nursing Home      Means an establishment which furnishes, in single or multiple facilities, food and shelter to two or more persons unrelated to the proprietor and, in addition, provides services which meet a need beyond the basic provision of food, shelter and laundry.

Congregate Housing      Means a form of residential dwelling units in one or more buildings having available to the occupants of the dwelling units facilities and services on site including, but not limited to, congregate meals, housekeeping and personal services, and shall have communication to 24 hour nursing services. Such dwelling units shall only be occupied by individuals and their spouses and/or others providing care to such individuals.

Independent Residential Dwellings      A form of residential dwelling unit that is an integral part of a life care facility with independent kitchen facilities occupied by at least one elderly person and spouse.

Life Care Community      Means a housing development planned, designed and operated to provide a full range of accommodations and services for older adults, including independent living, congregate housing, and nursing home including medical care where residents may move from one level to another as their needs change.

File

6 Pequot Trail, Westport

September 18, 1989

Mr. Ted Mueller  
Chairman, Planning & Zoning Commission

Dear Ted,

My conclusion, after reviewing Town Plan Amendment 382A, is that it doesn't stand a chance of surviving a public hearing, because (a) it is grossly over-intensive, (b) it creates a floating zone, and (c) it devastates the 1000-unit cap on multi-family dwellings. I'd like to explain how I came to this conclusion, and to offer some suggestions.

INTENSITY

1. Number of Units

As you know, the Baron's South comprises 22.57 acres (983,149 square feet) zoned Res. A (1/2 acre), and 1.67 acres (72,745 s.f.) zoned General Business District (GBD), for a total of 24.24 acres (1,055,894 s.f.).

The proposed Life Care Residential District (LCRD) permits a density of 14 residence units and 2.5 nursing beds per acre, for a total of 16.5 units per acre. The maximum permitted number on any site is 322 residence units and 58 nursing beds for a total of 380 units. (These numbers imply a 23 acre rather than a 24 acre site. I cannot explain this small discrepancy.)

Under existing zoning, the Res. A zone would permit 24\* single family houses, and the GBD zone would permit a commercial building with a floor area of 18,000 s.f.

By way of comparison, the maximum permitted density for condos (PRD zone) is 5 units per acre (see Section 15-4.1) versus 16.5 in the LCRD.

## 2. Building Coverage

The proposed building coverage is 20%. This cap will nearly be reached, because the permitted square footage of all buildings is 400,000 s.f. Assuming two-story buildings, this represents a building coverage of 200,000 s.f.  $200,000 \div 1,056,000 \text{ s.f.} = 18.9\%$  building coverage.

Under existing regulations, permitted building coverage in the Res. A zone is 15%. Despite the trend to bigger houses it is doubtful if this level will be reached, because, as previously noted, due to the excessive slope most of the lots will be oversized.

---

\* The staff has estimated that 10 of the 22 acres in the Res. A zone are "excessive slope" as defined in our regulations, and hence do not fully qualify in meeting minimum acreage requirements. As a result of this, plus the need to build internal roads, the staff esitimated the number of dwellings to be 24. See memos of 5/9/88 and 6/20/88.

In the GBD zone the building coverage will probably be about 12 1/2%. This figure is obtained by dividing the permitted Floor Area Ratio of .25 by an assumed 2 stories.

### 3. Total Coverage

40% in the LCRD versus 25% in a Res. A zone. Not applicable in a GBD zone (although, in fact, all the available space would be dedicated to parking).

### 4. Traffic

The Post Road/Compo Road intersection is one of the busiest, and if memory serves me correctly, one of the most dangerous cross-roads in town.

The 380 proposed units would generate 1254 vehicle trips per day, based on the average of 3.3 vehicle trips per day per unit used by the staff.

Under existing zoning the 24 houses in the Res. A zone would generate 240 trips per day, based on the staff assumption of 10 trips per house per day.

The traffic generated by the 18,000 s.f. commercial building varies greatly, depending on its use. A staff memo of 6/26/89 shows a range from 272 trips per day (15 trips per 1000 s.f.) for a general office building to 1,400 trips per day (78 trips per 1000 s.f.) for a drive-in bank. The drive-in bank figure is not applicable, because the regulations do not permit one drive-in bank within 500 feet of another (Sec. 24-2.3.3), and there already is a drive-in bank at the cross-roads, but there are other possible uses

with high traffic generation potential. However, I do not believe we should accept that the developer has complete discretion in selecting the user. Traffic at the intersection is already so intense that I think the Commission could reasonably, and therefore legally, by means of the Site Plan review process, prevent a developer from selecting a user that would generate an excessive amount of traffic. Alternatively, or additionally, we can amend the GBD Zone regulations to make any permitted use generating more than a specified number of trips per day subject to Special Permit.

For the moment I propose we use the figure of 739 trips per day (40.7 trips per 1000 s.f.) -- applicable to a Specialty Shopping Center -- which is one of the figures mentioned by the staff. (I think this figure is conservatively high; some may consider it too generous and prefer a figure closer to the 272 trips per day generated by an office building.) Adding 739 to the 240 trips from the Res. A zone gives a total of 979 versus 1254 for the LCRD. The LCRD figure is the greater by 28%.

##### 5. Floor Area Ratio (FAR)

The FAR is applicable to business zones only, but the scale of the LCRD is so big that I thought it would be instructive to see how it compared with a commercial zone, in terms of FAR.

To make a fair comparison an adjustment has to be made, because required parking is excluded from FAR computations (Sec. 34 -10.1.5) whereas the LCRD requires that 40% of required parking be contained in a garage (Sec. 19-13) and the garage is included in the 400,000 s.f. ceiling. Because of this distinction, I made these calculations:

Required Parking

322 units x .75 = 241

58 beds x .50 = 29

270 cars

40% of 270: 108 cars

Required area for 108 cars: 30,000 s.f. (Sec. 34-9.1 and page 359)

Max. size all buildings: 400,000 s.f.

Less garage space: 30,000 s.f.

Max. Size for purpose of FAR: 370,000 s.f.

FAR =  $370,000 \div 1,056,000 = 0.35$

The calculated 0.35 FAR compares with the 0.25 limit in commercial zones.

6. Parking

As noted above, the LCRD requires that 40% of required parking be in a garage.

The parking requirements of Section 34-10 are much more severe. These provide that where buildings on a single lot exceed 60,000 s.f. of gross floor area, 80% of the required parking must be concealed below grade. This section applies to "commercial, retail, service or office buildings".

Do the LCRD buildings come within the purview of Sec. 34-10 as "service" buildings?. If not, should they?

## FLOATING ZONE

Amendment 382A is specific to the Baron's South, but it also permits another 380 units (for a total of 760) to be built on any site that is 15 acres or more in size, adjacent to an arterial street (we have 24, criss-crossing the Town) and served by public transportation and sewers. In other words, the LCRD Zone floats over the whole of Westport.

One of the disadvantages of a floating zone is that one cannot estimate the consequences of the change of zone in a known place. In the case of the Baron's South, for example, we can evaluate the impact of the additional traffic generated in the context of the traffic situation at the Post Road/Compo intersection. We don't have this opportunity if the zone floats. A 15-acre site would generate 150 trips a day if zoned 1-acre, 817 if zoned LCRD (15 x 16.5 x 3.3). It would be foolish to impose this additional traffic burden on many of the arterials feeding into, say, the Merritt or the Railroad Station, but there is nothing that can be said or done about it now, at a public hearing, since the problem is still only hypothetical. The neighbors won't turn out, since they don't know that they are destined to become neighbors, and we won't have the benefit of their views. Contrast this with the Baron's South situation, where the neighbors know they will be affected, and where they are likely to turn out in force.

People who own single family homes -- which is most of us -- assume reasonably stable zoning. If single family zoning in their neighborhood is to be changed to multi family at 16.5 units per acre, it is only fair that they be given as much notice as possible, so that they can express their views during the legislative process. The floating zone deprives them of this notice.



I don't think I need belabor this point. You are familiar with Westport's bitter experience with the floating DDD zones. We must not repeat that mistake.

#### 1000-UNIT MFD CAP

The 1987 Town Plan of Development starts by outlining the plan's "underlying philosophy." The first and second considerations listed are to restrict commercial and multi-family residential development and to protect single family residential areas. To that end, the plan recommended a cap of 1000 multi-family units, and as you know we are very close to that cap today. There is a case for relaxing that limit, modestly, in the interests of a good cause, but there is absolutely no case, in my opinion, for ignoring the 1000-unit cap, agreed upon so recently and after so much debate, by the addition of the <sup>700</sup>~~750~~ units permitted by Amendment 382A.

#### RECOMMENDATIONS

- (1) Confine the LCRD proposal to the Baron's South. Eliminate the floating zone.
- (2) Reduce the number of units by one-third, the maximum building square footage by one-third, the building coverage from 20% to 15%, and the overall coverage from 40% to 25%. Increase the concealed parking from 40% to 80%. The effect of these changes would be as follows:

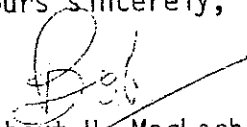
|                   | <u>Amendment<br/>382A</u> | <u>Recommended<br/>Change</u> | <u>Existing<br/>Zoning</u> |
|-------------------|---------------------------|-------------------------------|----------------------------|
| No. of units      | 380                       | 253                           | 24 + 18,000 s.f            |
| Building coverage | 20%                       | 15%                           | 15% (Res. A)               |
| Total coverage    | 40%                       | 25%                           | 25% (Res. A)               |
| Vehicle trip/day  | 1254                      | 836                           | 979                        |
| FAR               | 0.35                      | 0.23 <sup>±</sup>             | 0.25 (GBD)                 |
| Concealed Parking | 40%                       | 80%                           | 80%                        |
| MFD Cap           | 1760                      | 1253                          | 1000                       |

I continue to have serious misgivings about the proposal, even at this reduced level of intensity. For example, the number of units per acre, although reduced to 11, is still twice the level permitted in our condo zones, and the 1000 unit cap is exceeded by 25%. However, the proposed change does bring the proposal a little closer to what might be acceptable, and it may generate a useful exchange of views.

- (3) Postpone the public hearing to enable the changes to be made, and to give the Commission the opportunity of visiting the site.

Please let me know if you would like to discuss these or any other points.

Yours sincerely,

  
Robert H. MacLachlan

RHM/cjm

cc: Commissioners, K. Barnard, W. Minor

# MacLachlan objects to density of life care center

By LILI WRIGHT  
 illing the elderly housing zone proposed for the Baron's Property South "grossly over-inflated," Planning and Zoning Commissioner Bob MacLachlan said the upcoming hearings on October 16 and 20 postponed and amendment rewritten.

When asked why he waited over six months after the life care concept was first discussed, and just weeks before the first public hearing to voice his criticism, Mr. MacLachlan cited time constraints.

"I hadn't the time to study it when it was put forward — only recently did I have time to do it," said Mr. MacLachlan, who lives on Pequod Trail. "Had I known then what I know now having studied it, I certainly would have voted against it being put forward."

Mr. MacLachlan's memo compares the parameters of existing zoning to what could be built in a life care zone. "This is an analysis that should have been done in shop by the P&Z and staff," said Mr. MacLachlan.

Mr. MacLachlan proposes reducing the allowable dwelling units in a life care center from 380 to 253, reducing the square footage from 400,000, building coverage from 20 to 15 percent and total coverage from 40 to 25 percent.

He also recommends that more of the parking spaces be concealed from view — up to 80 percent from 40 percent. He thinks only one life care facility should be permitted in Westport.

Mr. MacLachlan does not know if the reduced bulk would make the project economically unfeasible — opening the door for another Saugatuck School fiasco where no developer would bid on the project. "I think that is a question only a developer would know," he said.

"I am in favor of a life care facility," said incumbent Commissioner Sylvia Komarow, a Save Westport Now candidate. "It has to be approached very thoughtfully. What they are proposing is very dense. I don't want this thing to be ramrodded through."

Mrs. Komarow advised the following sequence of events: public hearing, further research, and a final vote.

"Seven people cannot think of every issue and question," said Mrs. Komarow. "When the public comes in we have a lot more heads working on this."

Vice chairman Nancy Gilchrist agrees the P&Z needs to hear input from the public.

As for Mr. MacLachlan's suggested reduction in bulk, Mrs. Gilchrist emphasized that the

LCRD can apply to any Westport properties which meet its qualifications. Although the LCRD might seem too intensive for the Baron's Property South, Mrs. Gilchrist said it might be appropriate for a larger or more isolated property.

"If it were that piece of property (the Baron's Property South), probably the numbers would be closer to Mr. MacLachlan's, and not what we have gone out to the public with," Mrs. Gilchrist said. "In public noticing, you go out with the maximum ... we can always reduce the scale and size."

Besides, Ms. Gilchrist notes, no project could be approved without intense scrutiny by the public and the commission.

Commissioner Jim DeStefano says before further researching is done, the P&Z needs input from the public. "Mr. MacLachlan is correct. It is a very intensive use of the site. I believe that is what is necessary to make a life care facility viable."

As for reducing the project's bulk, Mr. DeStefano said the proposed dimensions are already modest compared to existing life care facilities — further reductions would likely make the project economically unfeasible for developers.

Mr. DeStefano said he has not decided if it is in the best interest of the town to rezone this pivotal property. "I will reserve judgment on whether that is appropriate or not until after the public hearing," he said.

Mr. MacLachlan concludes his memo by saying that even if the proposed reductions were made, he would still have misgivings about its bulk. The life care center would allow 11 dwelling units (framing from apartments to nursing beds) per acre, twice what is allowed in condominium zones.

In addition, the Town Plan of Development calls for a cap of no more than 1,000 multifamily dwelling units in Westport. The LCRD would add 800 units, surpassing the limit.

Mr. MacLachlan also suggests that the commissioners visit the site, a standard procedure for most applications. "I think it would be very desirable for the P&Z, before it passes a resolution of this nature, to look at the place," Mr. MacLachlan said. "It is a mystery. We haven't seen inside these walls."

Mrs. Barnard said under normal circumstances Mr. MacLachlan's memo might disqualify him from sitting on the case because he appears to have made up his mind before hearing public testimony. However, since the applicant is the P&Z, it is unlikely the other commissioners would ask him to step down, she said.

Both Commissioner Dan Katz, a Democrat running for reelection who lives on South Compo Road, and alternate Steve Lawrence have bowed off this case, citing conflict of interest.

Mr. MacLachlan maintains he still has an open mind. "It would be a pity if study lead to disqualification."

## AMISH QUILT SALE

SAT., OCT. 7th ~ 9:00 am to 5:00 pm

GREENWICH CIVIC CENTER

HARDING RD, OLD GREENWICH, CT

Our third annual sale featuring Quilts, Wall Hangings, Pillows, Dolls, Toys, Furniture, Rugs, Books, Baked Goods, and much more from the Amish Community & Craftsmen of Lancaster County, PA.

# Enjoy the Art of Dining Excellence At Truly

**STOREFRONT**

# Kluchnik goes for it again

By KEVIN MAYHOOD

John Kluchnik, 46, officially began his campaign for first selectman with a quiet interview this week. Mr. Kluchnik, a driver/laborer for the Parks and Recreation Department, speaks softly of ideals that Westport should represent and solutions to problems the town faces. This is the second campaign for Mr. Kluchnik — he faced Republican First Selectman Bill Seiden and then-Democratic challenger Marty Hauhuth in 1985.

For the challenge this year against Mrs. Hauhuth, the incumbent, and Republican candidate Doug Wood, Mr. Kluchnik has expanded his campaign. He hopes to capture more than the 290 votes he received in 1985.

"We need to go beyond questioning such issues as slowing commercial development," he said. "People, people's lives are what count."

His main plea is for a sense of stewardship for the town. "Strength through unity is the way to achieve it. "People have become too busy with themselves to become involved with others. We've got to work together to take care of one another.

"We've got to work together to keep Westport a great place to live and keep it affordable for those fortunate enough to live here now."

Mr. Kluchnik, a 1961 Staples graduate, said the salaries in Westport's education system are a problem. "They are too top-heavy."

He called for a salary freeze for teachers and administrators at the highest step in the salary pay scale.

He also is recommending an "equal dollar" pay hike for all town and education employees. "Rather than every employee receiving a percentage increase," he said, "a new employee

*continued on page 10*



John Kluchnik

# Post Road shopping strip

rooms, dining halls and on-site nursing care. Residents can travel around Westport via minibus or walk to town.

## An analysis

Which do you prefer? Which is better for Westport? Would you want to live in the life care center?

*continued on page 8*

## Life care fact sheet available

The Planning and Zoning Department has prepared an 11-page information packet on the life care center proposal. These fact sheets can be picked up at the department's Town Hall office. The packets include the basic requirements of a Life Care Residential District (LCRD); population projections; statistics on the Baron's Property South if developed under current zoning; comparison of LCRD to other Westport zones and other towns' life care zones; statistics on existing life care facilities in the state; comparative traffic studies and comparisons of existing Westport commercial strips and condominiums.

# P&Z board supports life care proposal

merical buildings and some 21.5 acres of residential to all multifamily housing. The new zone, Cluster Residential District (CRD), allowed multifamily housing to be grouped on a section of the property.

The P&Z has the authority to rezone a Westport property if it deems the zone change is for the public's well-being.

Opponents do have recourse. Property owners can debate the rezoning at the public hearing. They can also file a protest petition which can help their case. If 20 percent of the homeowners

within a 500-foot radius of the property line sign a protest petition, the amendment must be passed by a two-thirds vote of commissioners rather than a simple majority. If the P&Z does pass the regulation, property owners can appeal the rezoning in court.

The cluster housing plan was fiercely opposed by the baron's estate. Attorney for the estate Roger Leifer claimed the plan would devalue the property. Executor John Paul Reiner threatened to sue.

*continued on page 10*

By LILI WRIGHT

Imagine that the Baron's Property South were developed overnight:

Westport residents woke up to find 29 houses on half-acre lots sprinkled over the hilly property. Along the Post Road East, there was a new shopping center with retail stores and offices, a little larger than Birchwood Corners shopping center at 420 Post Road West.

Or — forget the shopping center and houses and imagine a different scenario:

The 23-acre property now houses a large life care complex which some 450 elderly residents call home. The facility is the size of the former Stauffer Chemical Company complex, 380,000 square feet. Its expensive apartments are open to all those over 62 years old who can afford to move in. This community for the elderly includes recreational

By LILI WRIGHT

Fear of new commercial development along the Post Road East prompted the Planning and Zoning Commission (P&Z) to propose rezoning the Baron's Property South one year ago.

Although the 23-acre property has sat untouched for years, the P&Z speculated that the death of Baron Walter Langer Von Langendorff and the settling of his estate would mean development for this pivotal piece of real estate.

Last fall the P&Z proposed rezoning the 23-acre property from 18,000 square feet of com-

*Excerpts from*  
U.S. ROUTE 1 CURB CUT

CONSOLIDATION/REDUCTION STUDY

TECHNICAL MEMORANDA I & II

prepared for

South Western Regional Planning Agency

June 30, 1989

Jacquemart Associates, Inc.  
5 Union Square West, 7th Floor  
New York, NY 10003  
(212) 463-7070

in conjunction with

I.K. Chann Associates

TABLE 4

ACCIDENTS AND ACCIDENT RATES (BETWEEN INTERSECTIONS ONLY)

| Municipality | Section Number | From Mile Post to Mile Post <sup>1</sup> | 1985-87 # of Accidents <sup>2</sup> | Million Veh. Miles | Accident Rate <sup>3</sup> |
|--------------|----------------|--|-------------------------------------|--------------------|----------------------------|
| Greenwich    | 1              | 0.00-0.98                                | 55                                  | 19.726060          | 2.79                       |
| "            | 2              | 1.00-1.73                                | 105                                 | 16.559385          | 6.34                       |
| "            | 3              | 1.77-2.29                                | 72                                  | 12.088651          | 5.96                       |
| "            | 4              | 2.35-3.20                                | 50                                  | 22.035778          | 2.27                       |
| "            | 5              | 3.22-4.14                                | 106                                 | 17.789899          | 5.96                       |
| "            | 6              | 4.16-4.80                                | 72                                  | 14.521887          | 4.96                       |
| "            | 7              | 4.86-5.63                                | 39                                  | 10.702321          | 3.64                       |
| Stamford     | 8              | 5.65-6.66                                | 40                                  | 9.227567           | 4.33                       |
| "            | 9              | 6.68-7.64                                | 45                                  | 20.189246          | 2.23                       |
| "            | 10             | 7.66-8.46                                | 73                                  | 12.324228          | 5.92                       |
| "            | 11             | 8.48-8.98                                | 26                                  | 5.454925           | 4.77                       |
| Darien       | 12             | 9.00-9.84                                | 18                                  | 8.698682           | 2.07                       |
| "            | 13             | 9.86-10.81                               | 13                                  | 9.081933           | 1.43                       |
| "            | 14             | 10.83-11.80                              | 53                                  | 11.606001          | 4.57                       |
| "            | 15             | 11.82-12.86                              | 47                                  | 16.928680          | 2.78                       |
| Norwalk      | 16             | 12.90-13.71                              | 135                                 | 13.342879          | 10.12                      |
| "            | 17             | 13.73-14.66                              | 126                                 | 17.167775          | 8.34                       |
| "            | 18             | 14.68-15.60                              | 24                                  | 11.231169          | 2.14                       |
| "            | 19             | 15.64-16.53                              | 82                                  | 13.242203          | 6.19                       |
| "            | 20             | 16.55-17.15                              | 115                                 | 14.935801          | 7.70                       |
| "            | 21             | 17.20-17.98                              | 163                                 | 17.246251          | 9.45                       |
| Westport     | 22             | 18.00-18.61                              | 47                                  | 12.023098          | 3.91                       |
| "            | 23             | 18.63-19.21                              | 33                                  | 8.001526           | 4.12                       |
| "            | 24             | 19.24-20.22                              | 199                                 | 18.407686          | 10.81                      |
| "            | 25             | 20.24-21.20                              | 207                                 | 18.222100          | 11.36                      |
| "            | 26             | 21.22-22.07                              | 118                                 | 16.320610          | 7.23                       |
| "            | 27             | 22.09-22.65                              | 97                                  | 11.569044          | 8.38                       |

Source: Connecticut DOT 1985-87 Traffic Accident Surveillance Report

- 1 The missing links represent the distances associated with the intersections that were excluded from the analysis.
- 2 Numbers of Accidents as reported by municipalities. Note that the reporting procedures vary. For instance, the Norwalk Police Department reports all accidents investigated including accidents on private property and accidents where little or no damage is evident.
- 3 Number of Accidents in 3 years per Million Vehicle Miles.

be a need to develop stricter guidelines for gas stations especially at street corners. The City sometimes relaxes its own driveway standards.

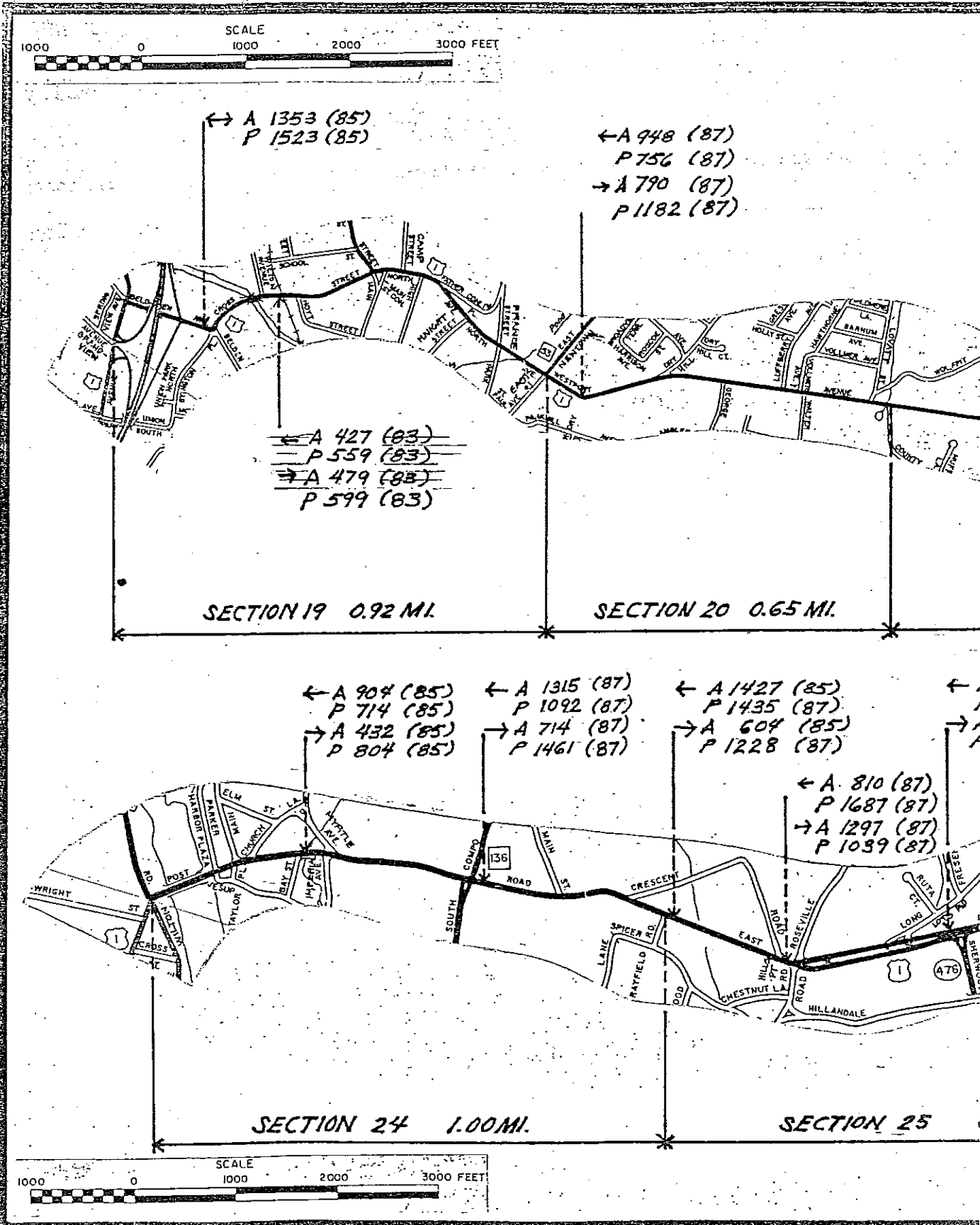
It was also noted that a more systematic consolidation of driveways along major arterials may be difficult to achieve, because of the accessibility and exposure that is required by the commercial uses.

#### 7.5 Town of Westport

The 1987 Town Plan of Development classifies US Route 1 as a four-lane arterial (the only one in Westport) - a four-lane roadway with free access that serves both local and regional traffic. Numerous traffic deficiencies are identified in the plan, especially along US Route 1. The cost to improve the deficiencies along Route 1 has been estimated at \$7,250,000.

In 1984, Westport ranked second in the number of accidents per mile of roads (state and town roads), having dropped from first place in 1982. The reduction of curb cuts was one of the measures proposed by the plan to improve safety along Route 1.

Note that the Westport sections 24 and 25 in Figure 2 showed an unusually high accident rate given their curb cut densities.



**US ROUTE 1  
CURB CUT STUDY**  
 JACQUEMART ASSOC. INC.  
 JAN. 1989

FIGURE  
**US ROUTE 1**