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ALLEN H. DUFFY
(1931-1986)

November 8, 2010

Via Hand Delivery

Board of Aldermen
Office of Legislative Services
165 Church Street
New Haven, CT 06510

Re: Application to Amend Planned Development District
PDD # 23 - Carabetta Enterprises, Inc. - Bella Vista

Dear Sir/Madam:

Enclosed please find an original and 10 sets of an Application to Amend Planned Development District with Exhibits annexed. I have also included sets of the Drawings referenced in the Application. I also enclose our check in the amount of $3,350.00 representing the filing fee.

Thank you for your attention to this matter.

Very truly yours,

James H. Segaloff

JHS/mas
Enclosures
I:\Client C\CEI\Bella Vista PDD\Board of Aldermen trnsmtl ltr with Application 110810.doc

CITY OF NEW HAVEN
HONORABLE BOARD OF ALDERMEN
OF THE CITY OF NEW HAVEN

CARABETTA ENTERPRISES, INC.
BELLA VISTA
EASTERN STREET
NEW HAVEN, CONNECTICUT

NOVEMBER 8, 2010

APPLICATION FOR AMENDMENT TO PLANNED DEVELOPMENT
DISTRICT # 23 BELLA VISTA

The Applicant, Carabetta Enterprises, Inc., hereby applies pursuant to Section 65 of the Zoning Ordinances of the City of New Haven for an amendment to Planned Development District # 23 enacted by the Board of Aldermen on January 11, 1971, known as Bella Vista.

INTRODUCTION:

The Planned Development District ("PDD") No. 23 is comprised of five parcels of land containing approximately 22 acres located on Eastern Street. The site contains 1,412 units of elderly housing and is divided into five sections. These sections were arbitrarily created in regard to FHA financing and continue the present designation although operated and controlled collectively by Carabetta Enterprises, Inc. The parcels which make up the Bella Vista community, shown on Exhibit A annexed hereto, include the following:

Bella Vista Owners	Building Name
Village Park I Realty Company	Bella Vista Section I, Bldg. A
Village Park II Realty Company	Bella Vista Section II, Bldg. B
Bella Vista Realty Company – Phase II	Bella Vista Phase II, Bldgs. C + D
Bella Vista Realty Company – Phase III	Bella Vista Phase III, Bldg. E

Carabetta Enterprises, Inc. is the General Partner of each Bella Vista owner. The original vision for the Bella Vista community was for a unified residential community, despite the fact that different Bella Vista owners own and operate different buildings, so that all driveways, pathways, community amenities and other common facilities are available for the use and enjoyment of all of the residents of the Bella Vista community. Over the course of almost four decades, the Bella Vista community has demonstrated faithfulness to this vision, and has provided safe, attractive and well-maintained housing for 1,412 elderly families. The Bella Vista communities have adapted to serve a population which is "aging in place." Today, residents enjoy the services of an elderly services coordinator, facilities for exercise and social activities, while continuing to occupy housing at rents which are at or below the area median income for New Haven. All five of the buildings at Bella Vista were originally financed by the U.S. Department of Housing and Urban Development ("HUD"), as FHA loans. As the original financings neared maturity, the Bella Vista owners elected to remain within the HUD portfolio.

At this time, all of the buildings in the Bella Vista community are encumbered by HUD-insured mortgages and are subject to affordability restrictions.

HISTORY OF PDD # 23:

A. Initial Approval:

On October 15, 1970, the City Plan Commission recommended approval of a petition for a Planned Development District. Subsequently, on January 11, 1971, the Board of Aldermen approved the petition. Approval consisted of the following:

1. Total elderly units - 1,410.
2. Five tower elements at an average height of 17 stories.
3. Grocery and related goods, drug/cosmetic outlet, barbering, etc.
4. Medical office space.
5. 700 residential parking spaces (1 per 2 elderly units and 25 spaces for the commercial tenants).
6. 438 square feet of open space/unit; approved 404 square feet/unit at grade and 32 square feet of balcony per unit.
7. Three (3) acres set aside for active recreation plus nearly three (3) additional acres for inactive recreational use.
8. Distance between facing walls of two buildings 100' instead of 255' and 50' instead of 25' between buildings where no exterior wall of one building intersects perpendicularly to any wall of another building.

B. Subsequent Approvals:

Since the approval of the PDD by the Board of Aldermen, there have been a number of minor modifications approved by the City Plan Commission. These minor modifications are listed on Exhibit B annexed to this Application.

SENIOR HOUSING NEEDS:

As life expectancy lengthens due to advancements in science, technology and medicine, senior citizens in every economic bracket are facing new challenges in the area of housing. Today, senior citizens are the fastest growing population in the country, with 1 in 8 Americans over the age of 65. It is estimated that by 2030, 1 in 4 American citizens will be over age 65, with the fastest growing subgroup being the "oldest population", those age 85 and older. This new phenomenon, coupled with high unemployment and a struggling housing market, has created an urgent need for affordable elderly housing throughout the country.

When safe and affordable housing options pose a challenge to our elderly population, their safety and overall physical and mental health become an issue, as seniors must choose between the expenses of housing, medicine, putting food on the table or paying utility bills. With less income available to meet their basic necessities, the elderly are particularly vulnerable to homelessness, eroding mental health and a greater demand for Medicaid-based eligibility for

expensive nursing home care. To prevent elderly Americans from becoming homeless or living in substandard housing in greater numbers, we must provide enough low-income housing to help sustain their healthy, independent living. This will not only promote our goals as a progressive society, but will prevent a costly and dire epidemic of homelessness amongst our fastest growing population.

New Haven is not only home to one of the largest numbers of senior citizens in the State, but to one of the largest numbers of seniors in Connecticut living below the poverty line. Carabetta Enterprises, Inc. and its Bella Vista project have played a pivotal and significant role by providing affordable housing for the elderly in the City of New Haven. All of the 1412 units are presently occupied by a population of approximately 2,000 residents. There is a waiting list of more than 100 households for the affordable housing units; the wait is more than one year. Additionally, there is a wait of approximately 60 to 90 days for the market/base rental units.

The approval of the Application to Amend the PDD will permit the construction of 399 additional units of affordable housing and additional amenities for the entire Bella Vista community and thus ensure a secure, healthy and meaningful future for many of New Haven's elderly.

PROPOSED AMENDMENT TO PDD # 23:

Carabetta Enterprises, Inc., as General Partner of the Bella Vista owners, makes this application to modify the PDD to permit the construction of 399 additional units of elderly housing within the Bella Vista community. Together with the additional units, Carabetta Enterprises, Inc. proposes to enhance the Bella Vista community by providing additional , amenities, parking and additional community buildings as well as recreational areas and facilities. All of the residents at Bella Vista, including those who will occupy the planned 399 new units, will have access to all amenities, community buildings and recreation areas presently located and to be located on the parcels which make up the Bella Vista community.

DESCRIPTION OF PROPOSED COMPONENTS OF AMENDMENT:

Two additional buildings providing 399 additional living units for the elderly. Both buildings, one consisting of 133 dwelling units, and the other building consisting of 266 dwelling units, are to be set on top of three levels of parking structures. Additional amenity space, interior and exterior, will be provided. A summary of the proposed amenities is annexed hereto as Exhibit C.

Included in this Application are the following sets of Plans and Drawings:

Site Drawings:

A-2 Survey

1. Existing conditions
2. Existing open space plan
3. Proposed open space plan
4. Grading, drainage and utilities
5. Landscaping and lighting plan

Architectural Drawings:

As Architectural Site Plan

AR1 Rendered West Elevation
AR2 Rendered East Elevation
AR3 Rendered North and South Elevation

A-1. West elevation
A-2. East elevation
A-3. North and South elevation
A-4. Entry level parking deck
A-5. Second level parking deck
A-6. Third level parking deck
A-7. Building entry level plan
A-8. Building second floor plan
A-9. Building third floor plan
A-10. Building 4^{th} – 13^{th} floor plan
A-11. Building 14^{th} – 17^{th} floor plan
A-12. Amenity floor plans
A-13. Unit Plans
A-14. Unit Plans
A-15. Enlarged West Elevation
A-16. Enlarged East Elevation
A-17. Building/site sections
A-18. Building cross section
A-19. Exterior Cladding Details

A table setting forth the required, existing and proposed zoning requirements is annexed hereto as Exhibit D.

PARKING:

The initial approval required 706 spaces (1412 elderly units requiring one space for every two units). This requirement was subsequently modified and reduced by 30 spaces to 676 spaces in 1975 by the City Plan Commission. The proposed construction will provide for 399 units of elderly housing which, pursuant to the Ordinance, will require 200 parking spaces. Thus total parking space required will be the existing requirement of 676 plus 200 = 876 spaces. There are presently 809 designated parking spaces on the site and additional parking spaces are to be provided resulting in 994 parking spaces on site. Thus all standards relative to parking spaces will be satisfied.

TRAFFIC IMPACT STUDY:

Connecticut Consulting Engineers LLC, traffic engineers and transportation planners, in accordance with the City of New Haven Zoning Ordinance Section 65, prepared a traffic analysis for the development designated as "Traffic Report Prepared for Bella Vista Expansion New

Haven, Connecticut October 18, 2010." The said study concludes that the proposed development can be safely and efficiently accommodated by the area roadways. The traffic report and all associated plans and schematics are attached hereto as Exhibit E.

STORMWATER MANAGEMENT SYSTEM:

The proposed site for the new residential towers and associated common spaces and parking garage presently consists of lawns, landscaped areas and wooded areas. The proposed development would create approximately 1.76 acres of impervious area, consisting of buildings, pavements and pedestrian plazas and walkways. Approximately 0.33 acres of existing pavement would be removed from the northwest corner of the site, for a net increase of roughly 1.43 acres in impervious area. Storm runoff from these areas would be captured by roof drains, yard drains and catch basins. Runoff would be directed to a detention basin to be built in a portion of the parking lot to be removed. This detention basin would be built as a wet pond to allow for stormwater treatment, groundwater recharge and attenuation of peak discharges to levels consistent with existing storm runoff from the site, based on the 10-year storm event. An underground detention and infiltration area may also be built to accommodate flow from the entrance drive and drop-off plaza if site conditions make it impractical to convey runoff from these areas to the proposed detention basin.

COASTAL SITE PLAN REVIEW APPLICATION:

Pursuant to the Application for the Amendment, and because the property is within the Coastal Management District, a Coastal Site Plan Review Application ("CSPR") is required. This Application is intended to constitute the CSPR Application and will subsequently address environmental aspects related to proposed soil erosion and sedimentary control measures. The control measures that will be implemented at the site will be consistent with the principles, methods and practices outlined in the Connecticut Guidelines for Soil Erosion and Sediment Control, as well as the industry standards and practices or as specifically required to the reasonable satisfaction of the City Engineer, City Plan Department or such other City commissions or agencies. It is expected that these measures will include a crushed stone construction entrance to minimize off-site migration of soils, installation of geotextile silt fences at the site perimeter and around any soil stockpiles, placement of silt traps in or hay bales around any existing or new catch basins within or adjacent to the work area, establishment of concrete truck wash down area and provision for a temporary detention basin down slope from the site.

CONSISTENCY OF APPLICATION WITH PLANNED DEVELOPMENT STANDARDS:

The proposed amendment to PDD # 23 fully complies with the four standards for a planned development district set forth in Section 65 (a) of the Zoning Ordinances which are as follows:

1. "In accordance with the Comprehensive Plan of the City, including all plans for redevelopment."

The proposed amendment is in accordance with the Comprehensive Plan of Development of the City of New Haven dated October 15, 2003 ("the Comprehensive Plan"). The Comprehensive Plan specifically recognizes the "need for affordable housing, human resources, health, recreation, social services and interpersonal communications." It "encourages the development of housing which will meet the needs for both low and moderate income households." The proposed amendment, adding 399 affordable housing units and amenities for the elderly, is an outstanding response to the suggested criteria set forth in the Comprehensive Plan.

2. "Composed of such uses and in such proportions as are most appropriate and necessary for the integrated functioning of the planned development and for the City."

There are no proposed changes in the existing uses permitted in PDD # 23. The two buildings being proposed will be used for residential purposes and the amenities and parking will be related to said use and available to all residents.

3. "So designed in space allocation, orientation, texture, materials, landscaping and other features as to produce an environment of stable and desirable character, complementing the design and values of the surrounding neighborhood, and showing such unusual merit as to reflect credit upon the developer and upon the City."

The design of the two additional buildings and additional facilities and their orientation is in keeping with the surrounding area. Further, by incorporating the proposed buildings into the existing buildings and existing space, the proposal both preserves and expands the distinctive and positive features of the Bella Vista community including expanding walkways, recreational areas and providing for additional landscaping.

4. "So arranged as to provide a minimum of 250 square feet of usable open space per dwelling unit on the tract, except 125 square feet in the case of elderly housing units, subject to the specific minimum standards enumerated in Section 15 (a) (1) (g) of this ordinance."

The required usable open space as set forth above is satisfied. Open space areas were calculated for the existing site conditions and for the proposed development. All buildings, parking areas, driveways, roadways and sidewalks were excluded from open space, along with the inaccessible disturbed area at the northeast corner of the property. Balconies were counted as open space, along with communal recreational spaces including the green roof terrace and the secure play area. The total open space provided at present is 12.06 acres, against a requirement of 4.05 acres based on 1,412 units at 125 square feet per unit, per Section 65 (a) (4) of the New Haven Zoning Ordinance. The total open space with the proposed expansion would be 11.54 acres, against a requirement of 5.20 acres based on 125 square feet per unit for 1,811 units.

CONCLUSION:

The proposed buildings, amenities, parking, open space and recreational areas are all consistent with the terms, conditions and requirements in the PDD as approved by the Board of Aldermen in January 1971 and as modified to date. At the time that the City Plan Commission issued its report on October 15, 1970, it concluded that the proposed project "represents an ideal combination of uses: (1) its recreational potential is realized at no expense to the City; and (2)

the pressing need for housing, which is especially heavy in the critical category of elderly housing, is addressed by a $15-20 million dollar development which will be added to the City's Grand List." Forty years later these words ring true, only more so. Approval of this Application will significantly increase the Grand List, will provide extensive recreational amenities for the residents and will help to meet the "pressing" and "critical" need for affordable housing for the elderly in our community.

Respectfully submitted,

CARABETTA ENTERPRISES, INC.

By Susman, Duffy & Segaloff, P.C.
Its Attorney

By: _____
James H. Segaloff

By: _____
Laura M. Sklaver

59 Elm Street
New Haven, Connecticut 06510
Phone: (203) 624-9830
Fax: (203) 562-8430
E-mail: jsegaloff@susmanduffy.com
E-mail: lsklaver@susmanduffy.com

EXHIBIT A

Description of Parcels

All that certain piece or parcel of land situated in the Town and County of New Haven, State of Connecticut containing 22.05 acres more or less, bounded and described as follows:

WESTERLY	by Eastern Street, 1105 feet, more or less;
NORTHERLY	by land now or formerly of Dwight J. Alling and Dorothy R. Alling, 410 feet, more or less;
WEST	again by land now or formerly of Dwight J. Alling and Dorothy R. Alling, 342 feet, more or less;
NORTH	again in part by land now or formerly of Louis Ferraro and Raffaela Ferraro and in part by land now or formerly of the Foxon Concrete Corporation in all 437 feet, more or less;
EASTERLY	in part by land now or formerly of the Foxon Concrete Corporation and in part by land now or formerly of Joseph F. Carabetta and being the East Haven Town Line;
SOUTHERLY	by land now or formerly of the Housing Authority of the City of New Haven, 850 feet, more or less.

EXHIBIT B

Minor Modifications PDD #23

File No.	Date	Action Taken
747-11	12-19-74	Minor modification request to postpone construction of pedestrian bridge and community building on top of Building #3. Commission indicated bridge must proceed but agreed to further consider the matter of the community building.
754-11	5-21-75	Request to slightly reduce parking for Phase II and III; approved.
876-23	4-22-81	Approval. Minor modification to permit vinyl clad chain link fence.
944-7	8-3-83	Approved: Minor modification in detailed plans to permit 4 tables in existing deli.
1150-10	7-15-92	Approved: Minor modification for grocery beer license for existing grocery store in building II.
1365-2	5-18-05	Approved: Minor modification for new parking lot.
1397-4	1-17-07	Approved: Minor modification for new parking lot.

EXHIBIT C

Summary of Proposed Amenities

BELLA VISTA AMENITIES

OCTOBER 21, 2010

LIST OF PROPOSED AMENITY SPACE

AQUA THERAPY CENTER	1, 780 SF
Lockers (men & womens)	800 SF
DAY CARE	1, 673 SF
HEALTH/CLINIC/THERAPY	877 SF
COMMUNITY ROOMS per floor BUILDING #6	535 SF
LIBRARY/COMPUTER	963 SF
VICTORIA "2" ROOM (SECOND FLOOR)	4, 465 SF
ROOF TOP TERRACE (GREEN ROOF)	4, 506 SF
COMMUNITY ROOM First floor BUILDING #7	908 SF
TOTAL INTERIOR SPACE ALLOCATION	12, 001 SF
ROOF TOP TERRACE (GREEN ROOF)	4, 506 SF
EXTERIOR PLAYGROUND Elevation 58.00'	9, 950 SF

EXHIBIT D

Zoning Ordinances: Required, Existing and Proposed
Amendment to PDD #23

	Required	Existing	Proposed
Site Area	1 Acre minimum	964,085 SF +/- 22.1 Acres +/-	964,085 SF +/- 22.1 Acres +/-
Frontage		1,100 Feet	1,100 Feet
Building Coverage		171,950 SF +/-	202,160 SF +/-
Height	17 Stories	17 Stories	17 Stories
Front Yard		154 Feet	40 Feet
Side Yard		43 Feet	43 Feet
Rear Yard		83 Feet	83 Feet
Building Separation	100 Feet Facing Window Walls 50 Feet Horizontal Separation	100 Feet/50 Feet	70 Feet/50 Feet
Maximum Units	1400	1412	1811
Impervious Coverage		39%	46%
Parking for Residents	1 per 2 units	676 Required 809 Provided	876 Required 994 Provided
Parking Space Size	200 SF	200 SF	153 SF
Open Space	125 SF / Unit	176,500 SF Required 525,460 SF Provided	226,375 SF Required 507,090 SF Provided

EXHIBIT E

Traffic Report

TRAFFIC REPORT

PREPARED
FOR

BELLA VISTA EXPANSION

NEW HAVEN, CT.

OCTOBER 18, 2010

PREPARED BY:

CONNECTICUT CONSULTING ENGINEERS LLC.
ONE PRESTIGE DR
MERIDEN, CT. 06450
(203) 639-8636

October 19, 2010

Tony Padelli
The Carabetta Organization/Carabetta Brothers, Inc.
200 Pratt Street
Meriden, CT 06450

Re: Bella Vista Expansion
New Haven, Connecticut

Dear Mr. Padelli:

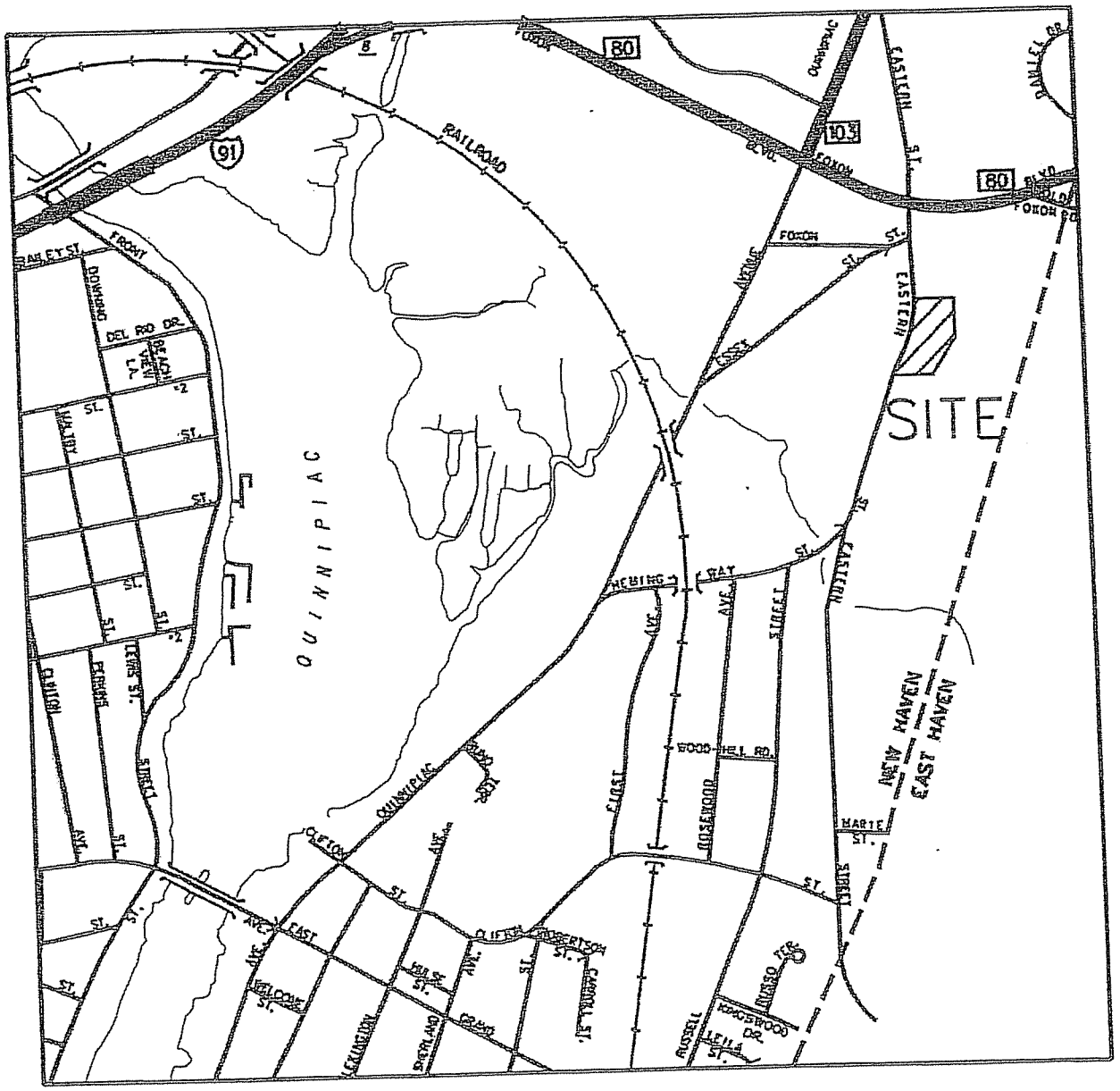
As requested, we have prepared this traffic study to evaluate the impact of a proposed expansion to the Bella Vista Community residential development in New Haven, Connecticut. This report has been developed to assist the local commission in their review of this proposal.

Scope of Work

This study was conducted to determine the anticipated impact of a 399-unit expansion at the Bella Vista Community. We made a review of existing traffic conditions as well as an inventory of traffic volumes and operational characteristics.

Site Environs

The site in located on the east side of Eastern Street in New Haven, see Figure 1. Currently, the Bella Vista Community development contains 1,412 residential units in five buildings. Access to the site is provided via one driveway, which connects to Eastern Street at a signalized intersection.



SITE LOCATION

Bella Vista Community Expansion
New Haven, Connecticut

CONNECTICUT CONSULTING ENGINEERS

FIGURE 1

In the site vicinity, Eastern Street is a two lane, bidirectional city-street that provides access to mostly high-density residential dwellings. Eastern Street begins at Route 80 (Foxon Road) north of the site and travels south until the road begins to curve east, where it becomes known as Laurel Street. Along the site frontage, Eastern Street is approximately 48 feet wide, which allows for a bypass in the southbound direction for motorists passing by any vehicle turning into the site. The speed limit on Eastern Street is 25 miles per hour.

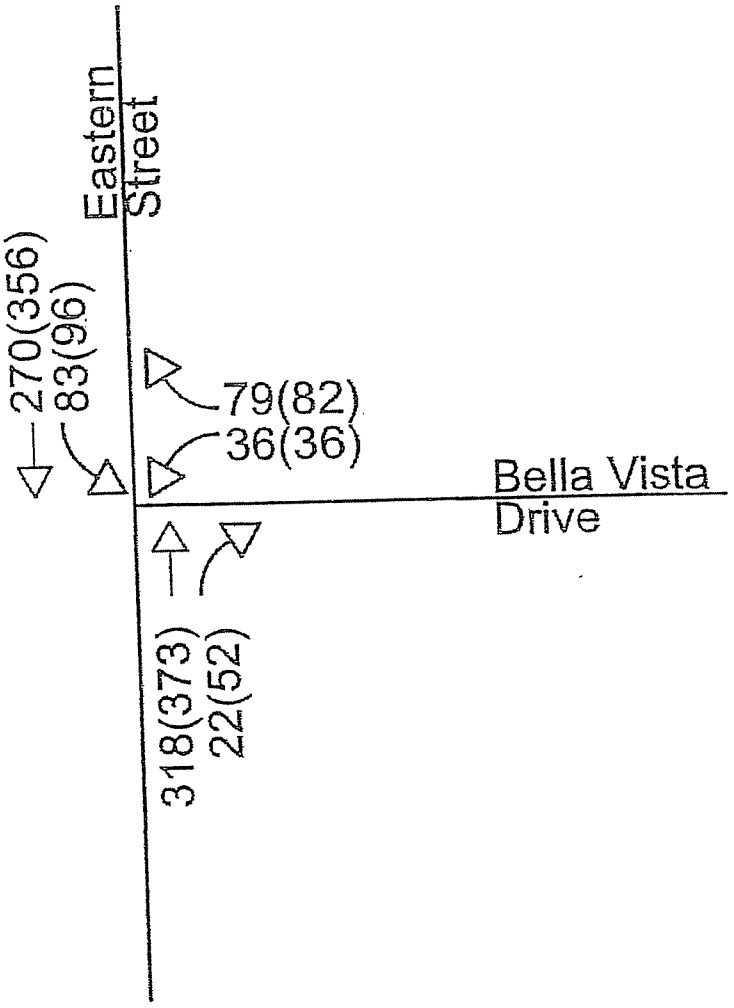
Bella Vista Drive is a two lane, two way city street that provides access directly into the Bella Vista Community development. The roadway is approximately 44 feet wide near its intersection with Eastern Street. There is no posted speed limit on Bella Vista Drive.

Existing Traffic Volumes

Manual turning movement counts were conducted on Wednesday, October 13, 2010 from 7:00-9:00 A.M. and 4:00-6:00 P.M. These counts were conducted at the signalized intersection of Eastern Street and Bella Vista Drive and account for the typical commuter weekday peak hours. Figure 2 shows the exiting peak hour volumes.

Accidents

Accident data was requested for the intersection of Eastern Street and Bella Vista Drive for the latest three year time period available. The New Haven Police Department has not yet furnished us with this information. If necessary, an addendum to this traffic study can be submitted at a later date to include this accident data.



EXISTING TRAFFIC VOLUMES

Bella Vista Community Expansion
New Haven, Connecticut

LEGEND

XX - MORNING PEAK HOUR
(XX) - AFTERNOON PEAK HOUR

CONNECTICUT CONSULTING ENGINEERS

FIGURE 2

Sight Lines

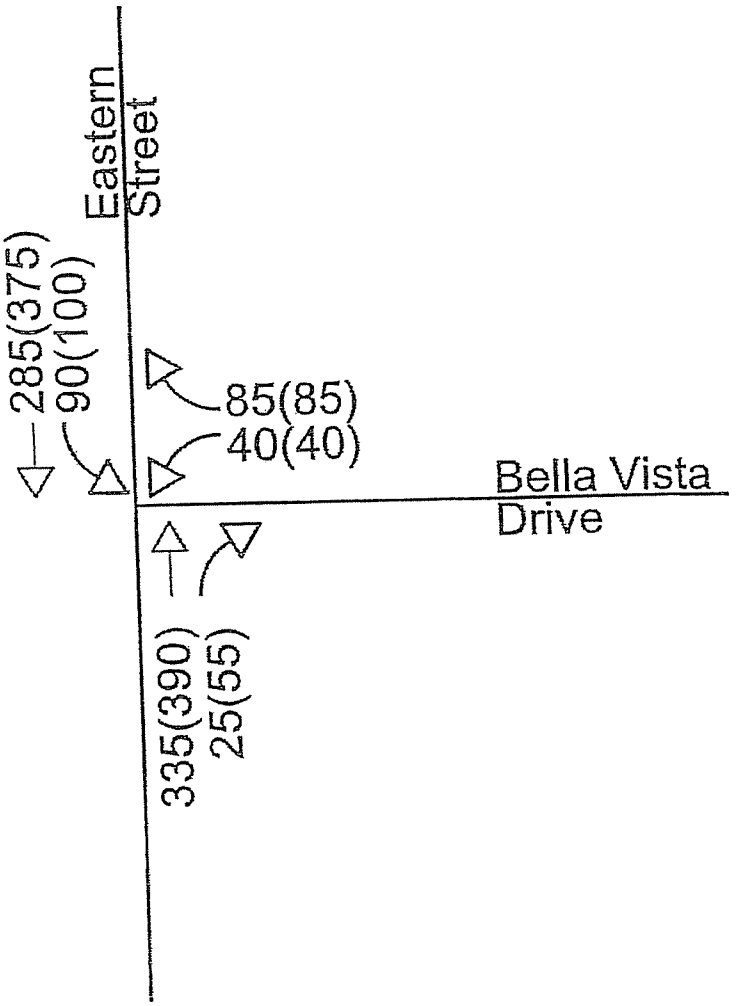
The existing Bella Vista Drive will provide the only access to the proposed additional residential units. A field review of the existing conditions showed that the sight line distances onto Eastern Street exceed 500 feet in both directions. For the posted speed limit of 25 miles per hour, ConnDOT guidelines indicate a required 280 feet. Accordingly, safe sight lines are available.

Future Traffic Volumes

Two future traffic volume scenarios were developed to use as input for a traffic impact analysis. The first, called background traffic reflects future traffic condition without the proposed development. The second, called combined traffic, is the sum of the background traffic plus the anticipated site traffic.

Background Traffic Volumes – Background traffic volumes were developed at the intersection of Eastern Street at Bella Vista Drive to serve as a basis from which to determine operating conditions without the proposed development. The existing traffic was increased by 1.5 percent per year to 2013, the anticipated opening year of the proposed expansion. This traffic increase reflects the normal growth in this area. Figure 3 shows the background traffic volumes for both the morning and afternoon time periods.

Anticipated Site Traffic Volumes – Estimates of site traffic volumes were developed using the existing traffic entering and exiting the Bella Vista facility. The current facility contains 1,412 residential units. This existing development currently generates 220 vehicular trips (105in/115out) during the morning peak hour and 266 vehicular trips (148in/118out) during the afternoon peak hour. The proposed development will provide an additional 399 units. By prorating the proposed number of units with the existing number of units, the proposed expansion is anticipated to generate 65 vehicular trips (30in/35out) during the



BACKGROUND TRAFFIC VOLUMES

Bella Vista Community Expansion
New Haven, Connecticut

LEGEND

XX - MORNING PEAK HOUR
(XX) - AFTERNOON PEAK HOUR

CONNECTICUT CONSULTING ENGINEERS

FIGURE 3

morning peak hour and 75 vehicular trips (40in/35out) during the afternoon peak hour.

To determine the directional distribution of the anticipated site traffic, the existing traffic pattern at the site driveway was reviewed. It was seen that currently a majority, approximately 70 percent, of the traffic accessing the site travels to and from Route 80 to the north of the site. Based on this observed traffic pattern, the anticipated site traffic volumes were distributed onto the roadway. Figure 4 shows the site traffic distribution for the morning and afternoon peak hours.

Combined traffic Volumes – To access the impact of the additional traffic from the proposed expansion, combined traffic volumes were developed by adding the site traffic to the background traffic. These resulted in weekday morning and afternoon peak hour combined traffic volumes and are shown in Figure 5.

Analyses – A series of analyses was conducted to evaluate the impact of the traffic that would be generated by the expansion of the Bella Vista development. These analyses were conducted for the intersection of Eastern Street and Bella Vista Drive. The analyses are used to determine the quality of operation near the site and are based on procedures outlined in the Highway Capacity Manual (HCM)[1] and utilize Synchro 6[2] software. In general, the quality of operation is measured and expressed as a Level of Service (LOS). The levels of service are expressed with letter designations between A through F. LOS A represents little or no vehicle delay while LOS F reflects an intersection or movement which is over capacity and where log delays can be expected. A description of LOS for signalized intersections along with the analysis worksheets are enclosed in the Appendix. A summary of the LOS analyses is provided in Table 1.

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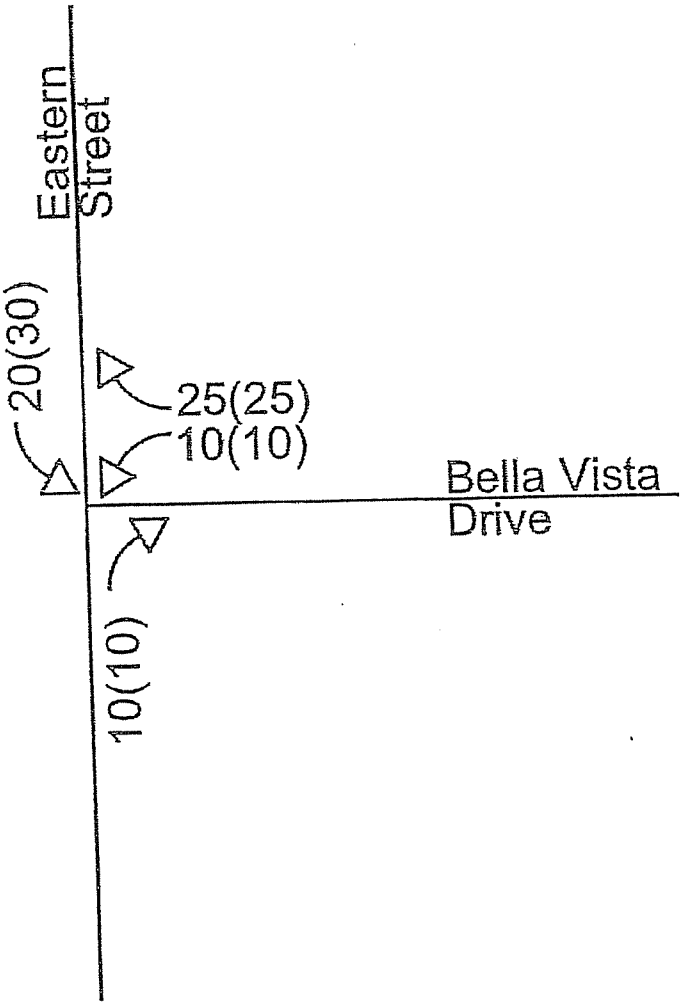
[1] Highway Capacity Manual 2000, Transportation Research Board, 2000
[2] SYNCHRO 6, Traffic Signal Coordination Software, Trafficware, 1993-2003



ANRICIPATED SITE TRAFFIC VOLUMES

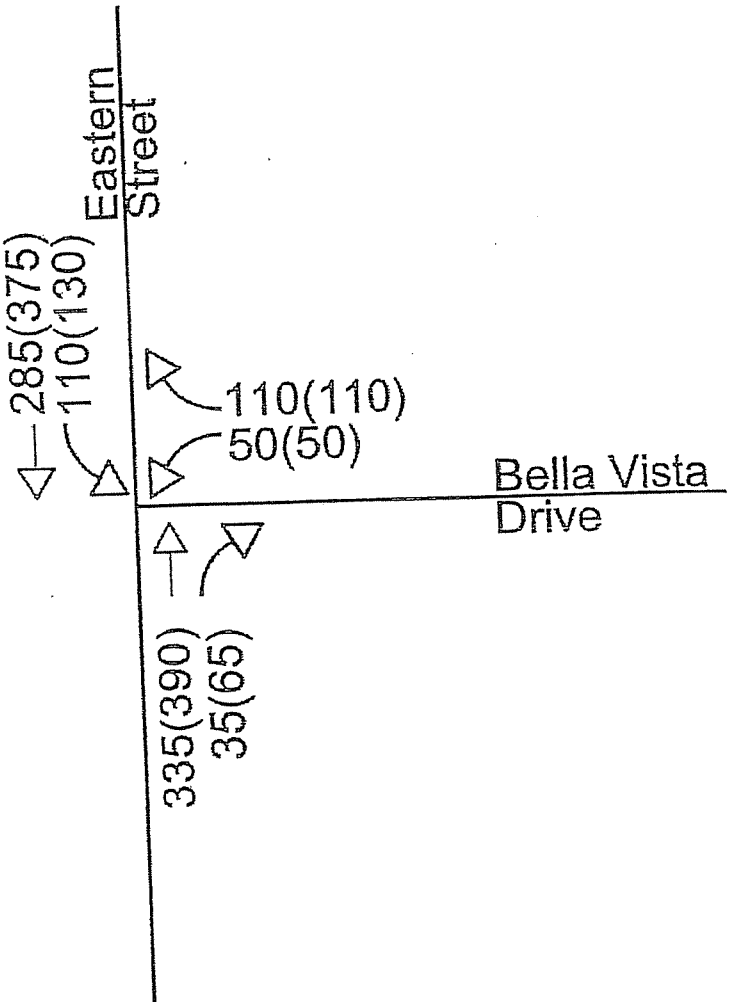
Bella Vista Community Expansion
New Haven, Connecticut

LEGEND

XX - MORNING PEAK HOUR
(XX) - AFTERNOON PEAK HOUR

CONNECTICUT CONSULTING ENGINEERS

FIGURE 4



COMBINED TRAFFIC VOLUMES

Bella Vista Community Expansion
New Haven, Connecticut

LEGEND

XX - MORNING PEAK HOUR
(XX) - AFTERNOON PEAK HOUR

CONNECTICUT CONSULTING ENGINEERS

FIGURE 5

Table 1
CAPACITY ANALYSIS SUMMARY

Location/Movements	Level of Service / Delay (sec) Background Traffic Weekday Morning Peak Hour	Background Traffic Weekday Afternoon Peak Hour	Combined Traffic Weekday Morning Peak Hour	Combined Traffic Weekday Afternoon Peak Hour
Eastern Street at Bella Vista Drive				
Northbound Approach	B (12.8)	B (15.1)	B (14.5)	B (15.6)
Southbound Approach	A (4.1)	A (5.1)	A (5.0)	A (6.1)
Westbound Approach	B (11.2)	B (13.4)	B (11.9)	B (14.0)
OVERALL	A (8.8)	B (10.3)	B (10.0)	B (11.1)

As shown, the analysis indicated that all movements and the overall intersection operate at good LOS's. Based on the analysis, it can be seen that the anticipated site traffic will not significantly impact the traffic operation at this local intersection. In fact, the only LOS change was seen during the morning weekday peak hour where the overall LOS changed from an A to B. However, it should also be noted that the increase in delay during this time period is only anticipated to be 1.2 additional seconds.

Summary and Conclusion

This study was conducted to assess the traffic impact of a proposed 399 residential unit expansion at the Bella Vista Community off Eastern Street in New Haven, Connecticut. An existing condition profile was developed which included traffic counts at the intersection of Eastern Street and Bella Vista Drive. A field reconnaissance was performed to review the site and its environs and sight distances. Area roadways were reviewed for the quality of service and traffic impact at the study intersection. Traffic analysis was performed for both before and after this expansion is built. Based on this review, we found that the proposed development can be safely and efficiently accommodated by the area roadways.

We hope this study is useful to you and the City of New Haven in your review of this proposal. If you have any questions or need further information, please do not hesitate to contact us.

Very Truly Yours
Connecticut Consulting Engineers

Scott Poryanda. P.E.
President

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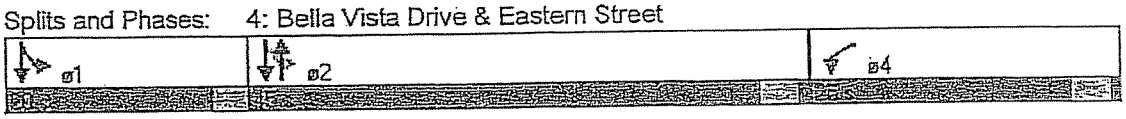
APPENDIX

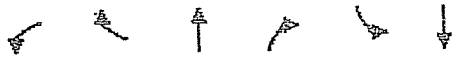
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	16	12	12	16
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50		50	50
Trailing Detector (ft)	0		0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.991			
Flt Protected	0.984					0.988
Satd. Flow (prot)	1886	0	2092	0	0	2086
Flt Permitted	0.984					0.825
Satd. Flow (perm)	1886	0	2092	0	0	1742
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	92		5			
Headway Factor	0.85	1.00	0.85	1.00	1.00	0.85
Link Speed (mph)	25		25			25
Link Distance (ft)	377		1034			319
Travel Time (s)	10.3		28.2			8.7
Volume (vph)	40	85	335	25	90	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	92	364	27	98	310
Lane Group Flow (vph)	135	0	391	0	0	408
Turn Type				D.P+P		
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Detector Phases	4		2		1	1 2
Minimum Initial (s)	4.0		4.0		3.0	
Minimum Split (s)	25.0		30.0		7.0	
Total Split (s)	25.0	0.0	45.0	0.0	20.0	65.0
Total Split (%)	27.8%	0.0%	50.0%	0.0%	22.2%	72.2%
Maximum Green (s)	21.0		41.0		17.0	
Yellow Time (s)	3.0		3.0		3.0	
All-Red Time (s)	1.0		1.0		0.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	
Recall Mode	None		Min		Min	
Act Effct Green (s)	7.2		14.1			22.4
Actuated g/C Ratio	0.17		0.37			0.59
v/c Ratio	0.34		0.50			0.37
Control Delay	11.2		12.8			4.1
Queue Delay	0.0		0.0			0.0
Total Delay	11.2		12.8			4.1
LOS	B		B			A
Approach Delay	11.2		12.8			4.1
Approach LOS	B		B			A
Queue Length 50th (ft)	9		67			29
Queue Length 95th (ft)	54		163			73

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	297		954		1239	
Turn Bay Length (ft)						
Base Capacity (vph)	791		1360		1460	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.17		0.29		0.28	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 37.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 56.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Bella Vista Drive & Eastern Street



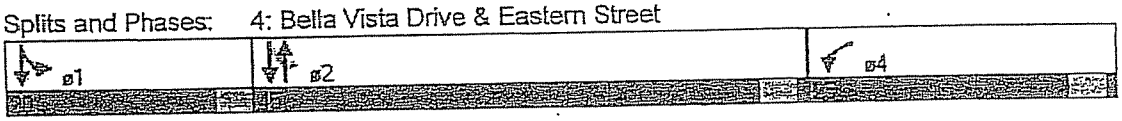


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	16	12	12	16
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50		50	50
Trailing Detector (ft)	0		0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.983			
Flt Protected	0.984					0.990
Satd. Flow (prot)	1886	0	2075	0	0	2090
Flt Permitted	0.984					0.703
Satd. Flow (perm)	1886	0	2075	0	0	1484
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	92		10			
Headway Factor	0.85	1.00	0.85	1.00	1.00	0.85
Link Speed (mph)	25		25			25
Link Distance (ft)	377		1034			319
Travel Time (s)	10.3		28.2			8.7
Volume (vph)	40	85	390	55	100	375
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	92	424	60	109	408
Lane Group Flow (vph)	135	0	484	0	0	517
Turn Type					D.P+P	
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Detector Phases	4		2		1	1 2
Minimum Initial (s)	4.0		4.0		3.0	
Minimum Split (s)	25.0		30.0		7.0	
Total Split (s)	25.0	0.0	45.0	0.0	20.0	65.0
Total Split (%)	27.8%	0.0%	50.0%	0.0%	22.2%	72.2%
Maximum Green (s)	21.0		41.0		17.0	
Yellow Time (s)	3.0		3.0		3.0	
All-Red Time (s)	1.0		1.0		0.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	
Recall Mode	None		Min		Min	
Act Effct Green (s)	7.4		17.9			28.0
Actuated g/C Ratio	0.15		0.39			0.61
v/c Ratio	0.36		0.59			0.50
Control Delay	13.4		15.1			5.1
Queue Delay	0.0		0.0			0.0
Total Delay	13.4		15.1			5.1
LOS	B		B			A
Approach Delay	13.4		15.1			5.1
Approach LOS	B		B			A
Queue Length 50th (ft)	10		93			41
Queue Length 95th (ft)	62		221			97

Lane Group	WBL	WBT	NBL	NBT	SBL	SBT
Internal Link Dist (ft)	297		954		239	
Turn Bay Length (ft)						
Base Capacity (vph)	729		1269		1274	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.19		0.38		0.41	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 45.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 66.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Bella Vista Drive & Eastern Street

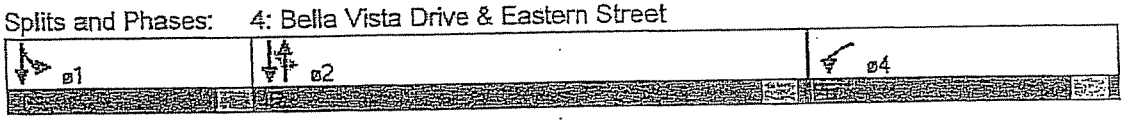


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	16	12	12	16
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50		50	50
Trailing Detector (ft)	0		0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907		0.987			
Flt Protected	0.985					0.986
Satd. Flow (prot)	1886	0	2084	0	0	2082
Flt Permitted	0.985					0.735
Satd. Flow (perm)	1886	0	2084	0	0	1552
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	116		8			
Headway Factor	0.85	1.00	0.85	1.00	1.00	0.85
Link Speed (mph)	25		25			25
Link Distance (ft)	377		1034			319
Travel Time (s)	10.3		28.2			8.7
Volume (vph)	50	110	335	35	110	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	120	364	38	120	310
Lane Group Flow (vph)	174	0	402	0	0	430
Turn Type					D.P+P	
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Detector Phases	4		2		1	1 2
Minimum Initial (s)	4.0		4.0		3.0	
Minimum Split (s)	25.0		30.0		7.0	
Total Split (s)	25.0	0.0	45.0	0.0	20.0	65.0
Total Split (%)	27.8%	0.0%	50.0%	0.0%	22.2%	72.2%
Maximum Green (s)	21.0		41.0		17.0	
Yellow Time (s)	3.0		3.0		3.0	
All-Red Time (s)	1.0		1.0		0.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	
Recall Mode	None		Min		Min	
Act Effct Green (s)	7.6		15.0			23.9
Actuated g/C Ratio	0.17		0.36			0.57
v/c Ratio	0.41		0.54			0.43
Control Delay	11.9		14.5			5.0
Queue Delay	0.0		0.0			0.0
Total Delay	11.9		14.5			5.0
LOS	B		B			A
Approach Delay	11.9		14.5			5.0
Approach LOS	B		B			A
Queue Length 50th (ft)	12		71			33
Queue Length 95th (ft)	67		177			84

Lane Group	EBL	EBT	WBT	NBL	SBT
Internal Link Dist (ft)	297	954		239	
Turn Bay Length (ft)					
Base Capacity (vph)	785	1288		1305	
Starvation Cap Reductn	0	0		0	
Spillback Cap Reductn	0	0		0	
Storage Cap Reductn	0	0		0	
Reduced v/c Ratio	0.22	0.31		0.33	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 41.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 60.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Bella Vista Drive & Eastern Street

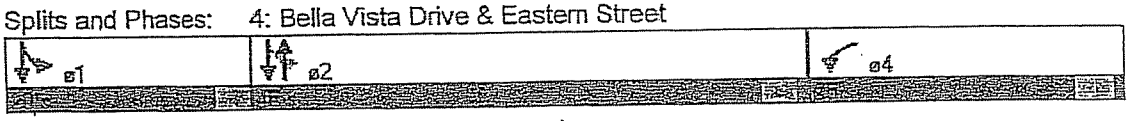


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	16	12	12	16
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50		50	50
Trailing Detector (ft)	0		0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907		0.981			
Flt Protected	0.985					0.987
Satd. Flow (prot)	1886	0	2071	0	0	2084
Flt Permitted	0.985					0.598
Satd. Flow (perm)	1886	0	2071	0	0	1262
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	116		12			
Headway Factor	0.85	1.00	0.85	1.00	1.00	0.85
Link Speed (mph)	25		25			25
Link Distance (ft)	377		1034			319
Travel Time (s)	10.3		28.2			8.7
Volume (vph)	50	110	390	65	130	375
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	120	424	71	141	408
Lane Group Flow (vph)	174	0	495	0	0	549
Turn Type					D.P+P	
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Detector Phases	4		2		1	1 2
Minimum Initial (s)	4.0		4.0		3.0	
Minimum Split (s)	25.0		30.0		7.0	
Total Split (s)	25.0	0.0	45.0	0.0	20.0	65.0
Total Split (%)	27.8%	0.0%	50.0%	0.0%	22.2%	72.2%
Maximum Green (s)	21.0		41.0		17.0	
Yellow Time (s)	3.0		3.0		3.0	
All-Red Time (s)	1.0		1.0		0.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	
Recall Mode	None		Min		Min	
Act Effct Green (s)	7.9		18.8			29.4
Actuated g/C Ratio	0.16		0.39			0.61
v/c Ratio	0.44		0.60			0.57
Control Delay	14.0		15.6			6.1
Queue Delay	0.0		0.0			0.0
Total Delay	14.0		15.6			6.1
LOS	B		B			A
Approach Delay	14.0		15.6			6.1
Approach LOS	B		B			A
Queue Length 50th (ft)	14		100			46
Queue Length 95th (ft)	76		235			115

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Internal Link Dist (ft)		297	954		939	
Turn Bay Length (ft)						
Base Capacity (vph)		733	1252		1141	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		50		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio		0.24	0.40		0.48	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 47.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Bella Vista Drive & Eastern Street



A.M. TRAFFIC COUNTS (7:00 to 9:00)
Wednesday October 13th, 2010
Location 1
New Haven, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Bradshaw Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax 203-469-0215 rtcrdc@aol.com

Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 1

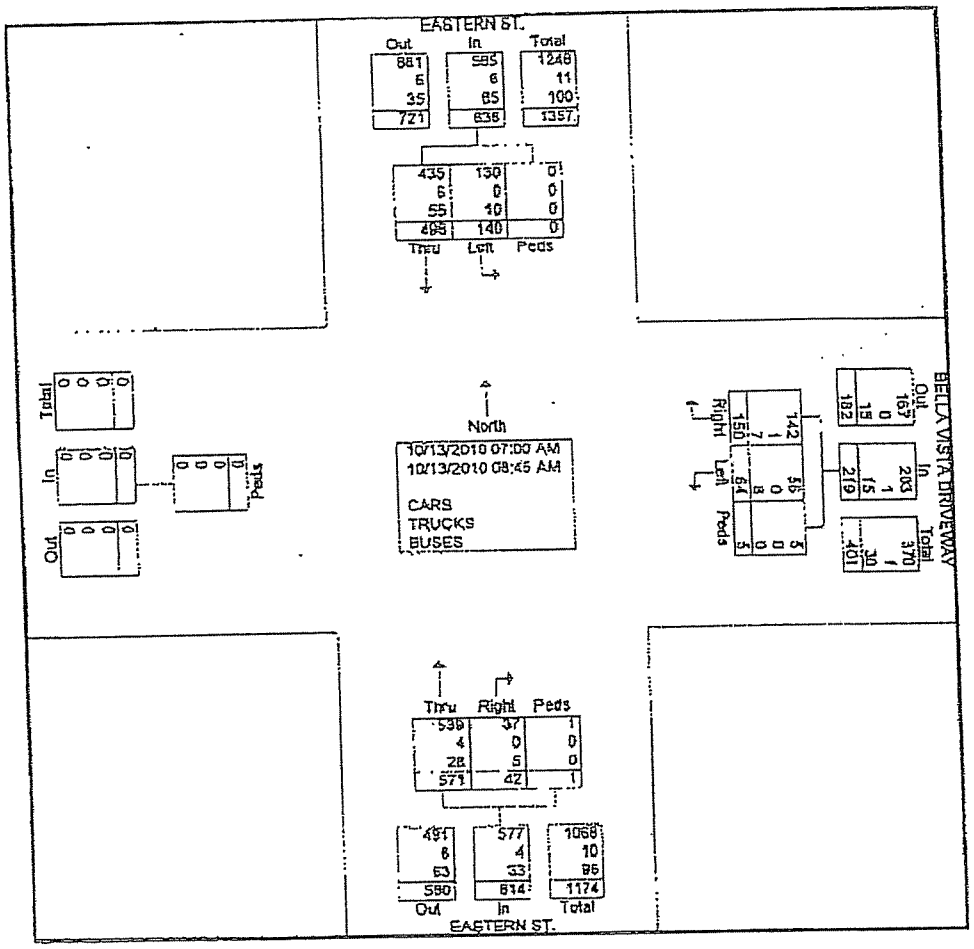
Groups Printed- CARS - TRUCKS - BUSES

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
07:00 AM	45	13	0	58	10	6	1	17	2	75	1	78	0	0	153
07:15 AM	53	10	0	63	11	6	0	17	6	71	0	77	0	0	157
07:30 AM	60	14	0	74	18	10	1	29	4	76	0	80	0	0	183
07:45 AM	67	23	0	90	14	8	1	23	4	95	0	99	0	0	212
Total	225	60	0	285	53	30	3	86	16	317	1	334	0	0	705
08:00 AM	73	12	0	85	20	10	2	32	12	68	0	80	0	0	197
08:15 AM	70	14	0	84	27	8	0	35	2	79	0	81	0	0	200
08:30 AM	55	21	0	76	27	11	0	38	5	59	0	64	0	0	178
08:45 AM	73	33	0	106	23	5	0	28	7	48	0	55	0	0	189
Total	271	80	0	351	97	34	2	133	26	254	0	280	0	0	764
Grand Total	496	140	0	636	150	64	5	219	42	571	1	614	0	0	1469
Apprch %	78	22	0		68.5	29.2	2.3		6.8	93	0.2		0		
Total %	33.8	9.5	0	43.3	10.2	4.4	0.3	14.9	2.9	38.9	0.1	41.8	0	0	
CARS	435	130	0	565	142	56	5	203	37	539	1	577	0	0	1345
% CARS	87.7	92.9	0	88.8	94.7	87.5	100	92.7	88.1	94.4	100	94	0	0	91.6
TRUCKS	6	0	0	6	1	0	0	1	0	4	0	4	0	0	11
% TRUCKS	1.2	0	0	0.9	0.7	0	0	0.5	0	0.7	0	0.7	0	0	0.7
BUSES	55	10	0	65	7	8	0	15	5	28	0	33	0	0	113
% BUSES	11.1	7.1	0	10.2	4.7	12.5	0	6.8	11.9	4.9	0	5.4	0	0	7.7

Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
:30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 2

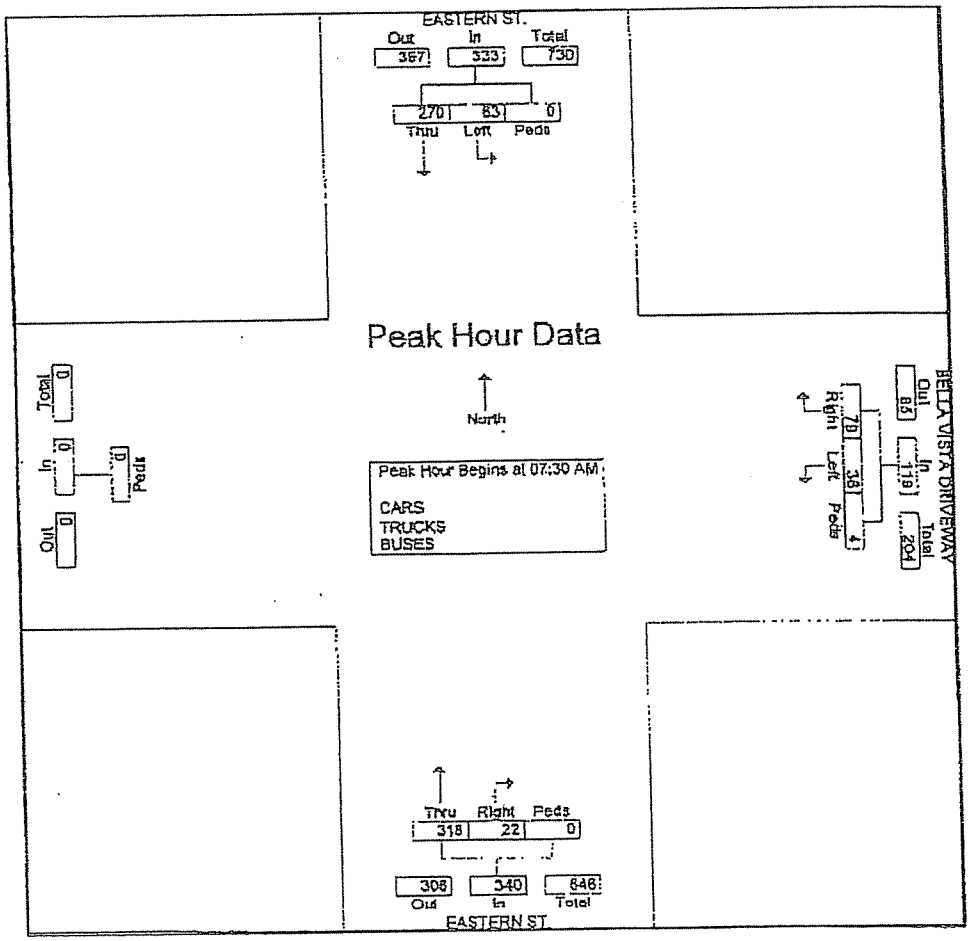


Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
:30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 3

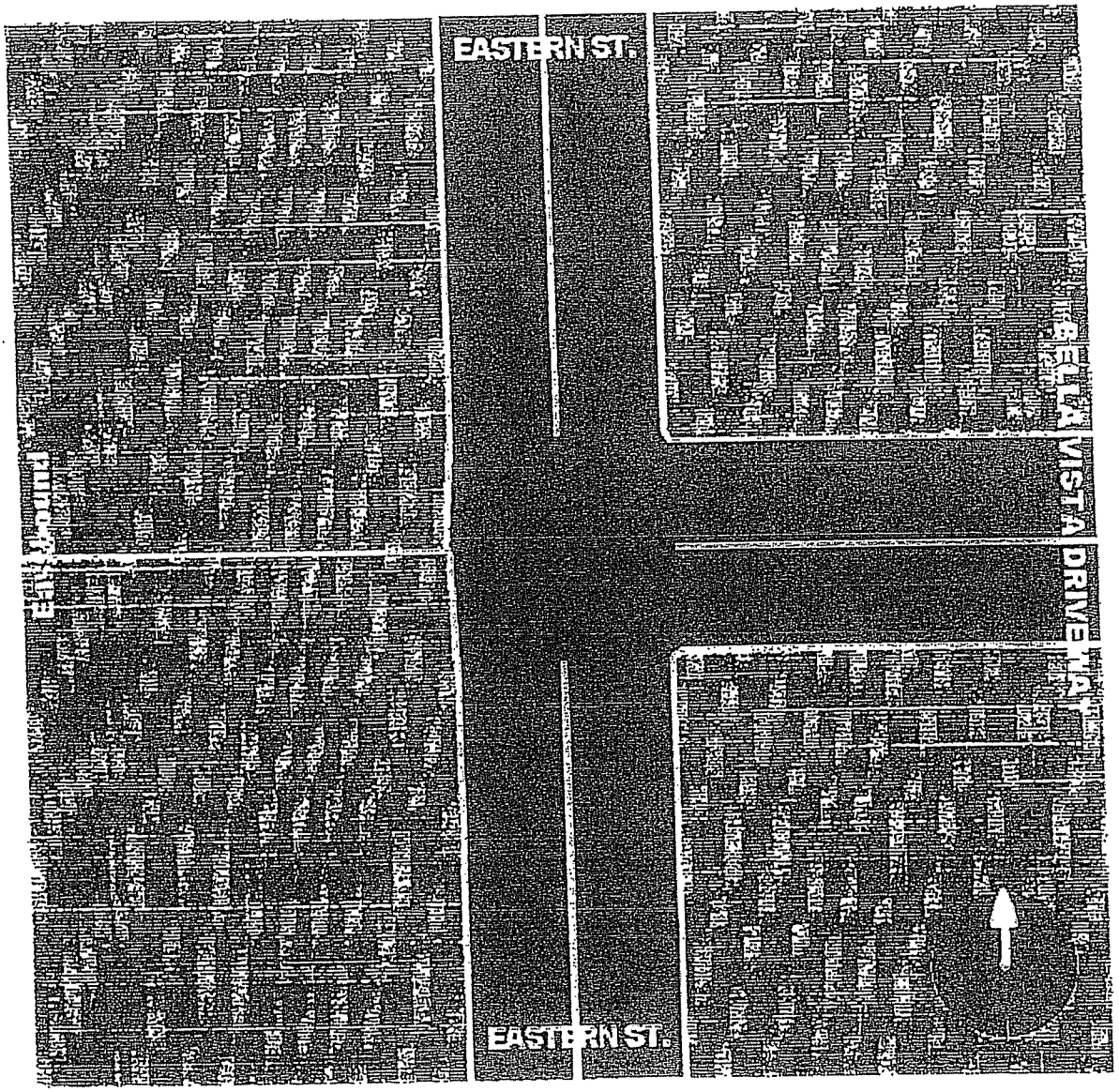
	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	60	14	0	74	18	10	1	29	4	76	0	80	0	0	183
07:45 AM	67	23	0	90	14	8	1	23	4	95	0	99	0	0	212
08:00 AM	73	12	0	85	20	10	2	32	12	68	0	80	0	0	197
08:15 AM	70	14	0	84	27	8	0	35	2	79	0	81	0	0	200
Total Volume	270	63	0	333	79	36	4	119	22	318	0	340	0	0	792
% App. Total	81.1	18.9	0		66.4	30.3	3.4		6.5	93.5	0		0		
PHF	.925	.685	.000	.925	.731	.900	.500	.850	.458	.837	.000	.859	.000	.000	.934



Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
:30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 4



Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

CARS
PEAK HOUR
:30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 5

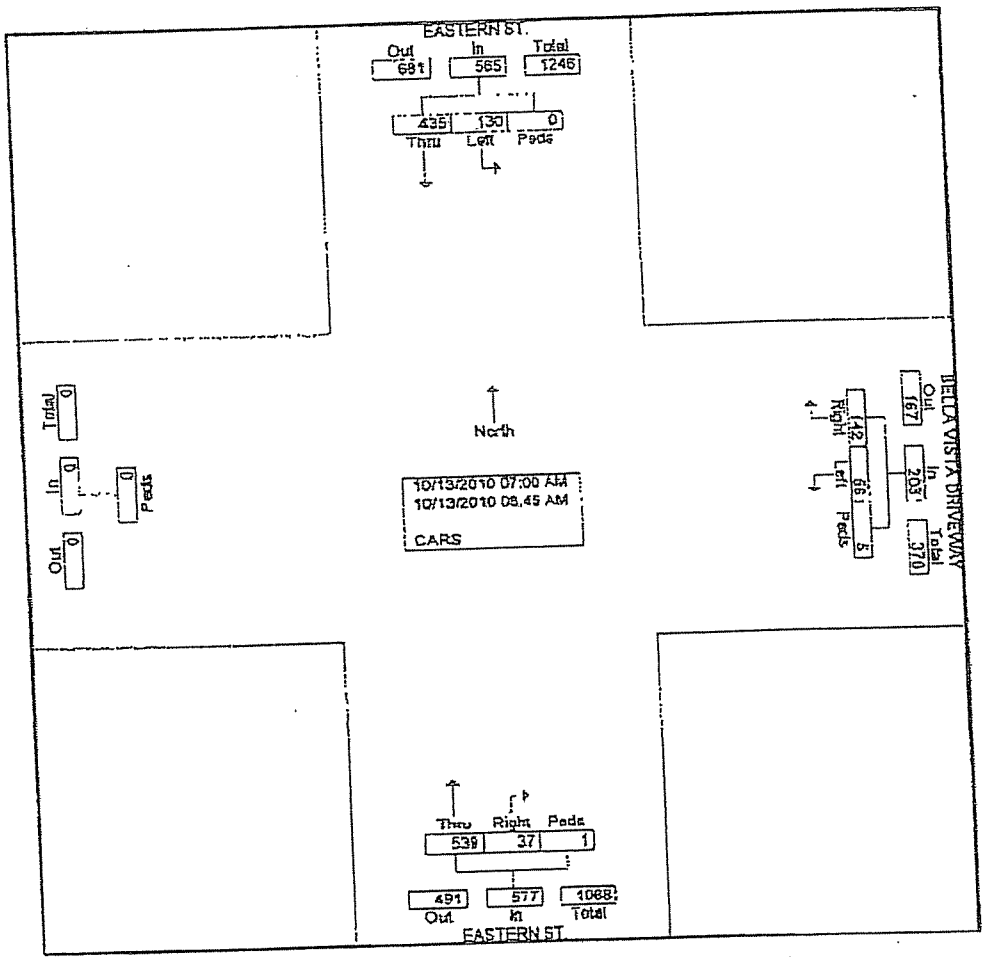
Groups Printed- CARS

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
07:00 AM	38	10	0	48	9	5	1	15	2	68	1	71	0	0	134
07:15 AM	50	10	0	60	10	5	0	15	5	84	0	89	0	0	144
07:30 AM	50	13	0	63	18	9	1	28	4	75	0	79	0	0	170
07:45 AM	64	21	0	85	12	7	1	20	3	92	0	95	0	0	200
Total	202	54	0	256	49	26	3	78	14	299	1	314	0	0	648
08:00 AM	66	11	0	77	19	10	2	31	11	64	0	75	0	0	183
08:15 AM	65	14	0	79	27	7	0	34	2	74	0	76	0	0	189
08:30 AM	47	19	0	66	25	10	0	35	4	55	0	59	0	0	160
08:45 AM	55	32	0	87	22	3	0	25	6	47	0	53	0	0	165
Total	233	76	0	309	93	30	2	125	23	240	0	263	0	0	697
Grand Total	435	130	0	565	142	56	5	203	37	539	1	577	0	0	1345
Apprch %	77	23	0		70	27.6	2.5		6.4	93.4	0.2		0		
Total %	32.3	9.7	0	42	10.6	4.2	0.4	15.1	2.8	40.1	0.1	42.9	0	0	

Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

CARS
PEAK HOUR
:30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 8



Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

TRUCKS
PEAK HOUR
:30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 7

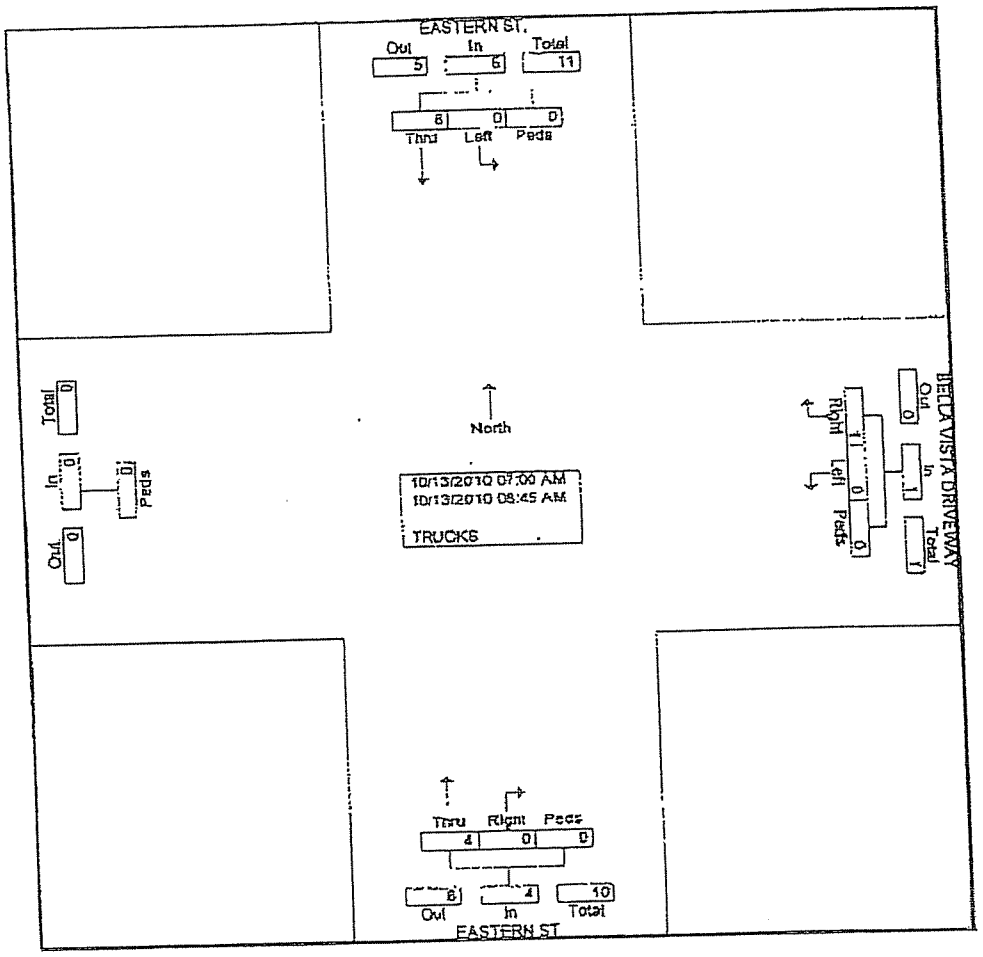
Groups Printed- TRUCKS

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	2	0	2	0	0	3
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2
08:30 AM	2	0	0	2	1	0	0	1	0	1	0	1	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	1	0	0	1	0	2	0	2	0	0	8
Grand Total	6	0	0	6	1	0	0	1	0	4	0	4	0	0	11
Apprch %	100	0	0		100	0	0		0	100	0		0		
Total %	54.5	0	0	54.5	9.1	0	0	9.1	0	36.4	0	36.4	0	0	

Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

TRUCKS
PEAK HOUR
.30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 8



Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

BUSES
PEAK HOUR
30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 9

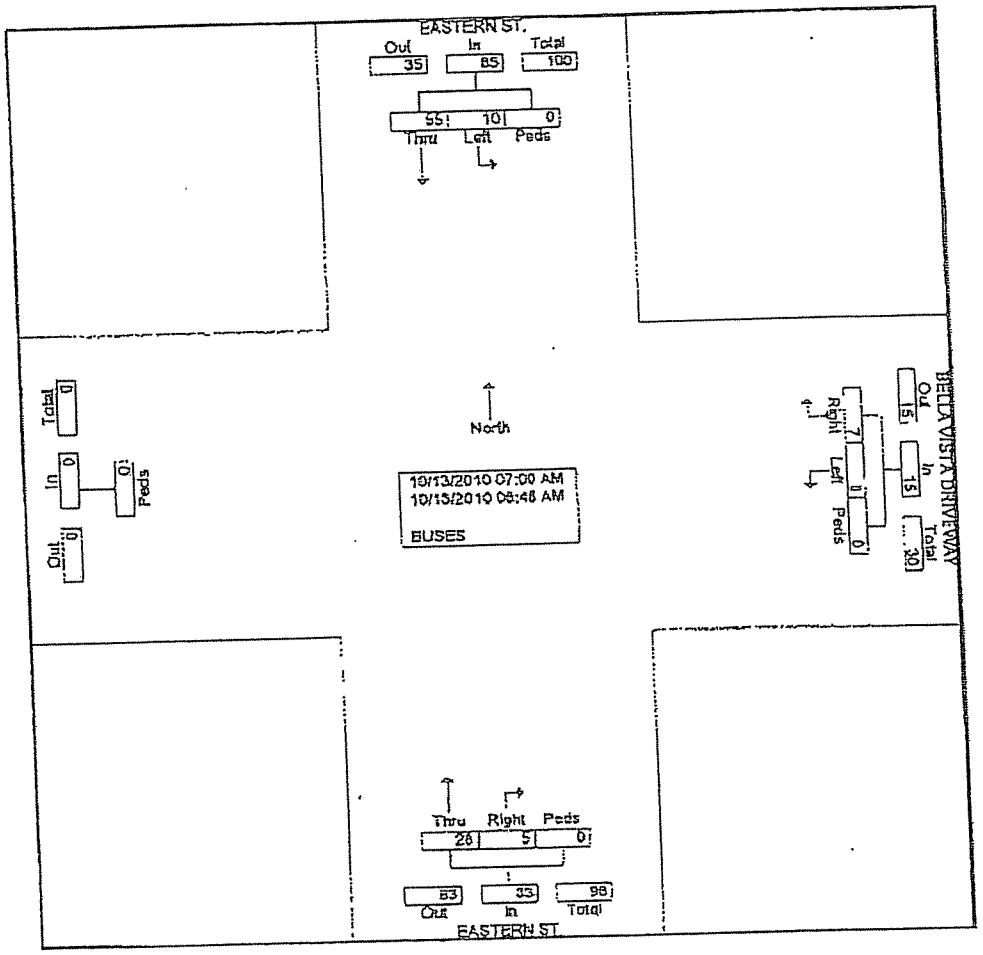
Groups Printed- BUSES

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
07:00 AM	7	3	0	10	1	1	0	2	0	7	0	7	0	0	19
07:15 AM	3	0	0	3	1	1	0	2	1	5	0	6	0	0	11
07:30 AM	9	1	0	10	0	1	0	1	0	1	0	1	0	0	12
07:45 AM	3	2	0	5	2	1	0	3	1	3	0	4	0	0	12
Total	22	6	0	28	4	4	0	8	2	16	0	18	0	0	54
08:00 AM	5	1	0	6	1	0	0	1	1	4	0	5	0	0	12
08:15 AM	4	0	0	4	0	1	0	1	0	4	0	4	0	0	9
08:30 AM	6	2	0	8	1	1	0	2	1	3	0	4	0	0	14
08:45 AM	18	1	0	19	1	2	0	3	1	1	0	2	0	0	24
Total	33	4	0	37	3	4	0	7	3	12	0	15	0	0	59
Grand Total	55	10	0	65	7	8	0	15	5	28	0	33	0	0	113
Apprch %	84.6	15.4	0		46.7	53.3	0		15.2	84.8	0		0		
Total %	48.7	8.8	0	57.5	6.2	7.1	0	13.3	4.4	24.8	0	29.2	0	0	

Eastern St. at Bella Vista Driveway
A.M. TRAFFIC VOLUMES 7:00 TO 9:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

BUSES
PEAK HOUR
30 TO 8:30 A.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 10



P.M. TRAFFIC COUNTS (4:00 to 6:00)
Wednesday October 13th, 2010
Location 1
New Haven, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Brookview Dr. East Haven, CT 06512 Tel. 203-530-2642 Fax 203-468-0215 rtcvdc@aol.com

Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
:00 TO 5:00 P.M.

File Name : 825-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 1

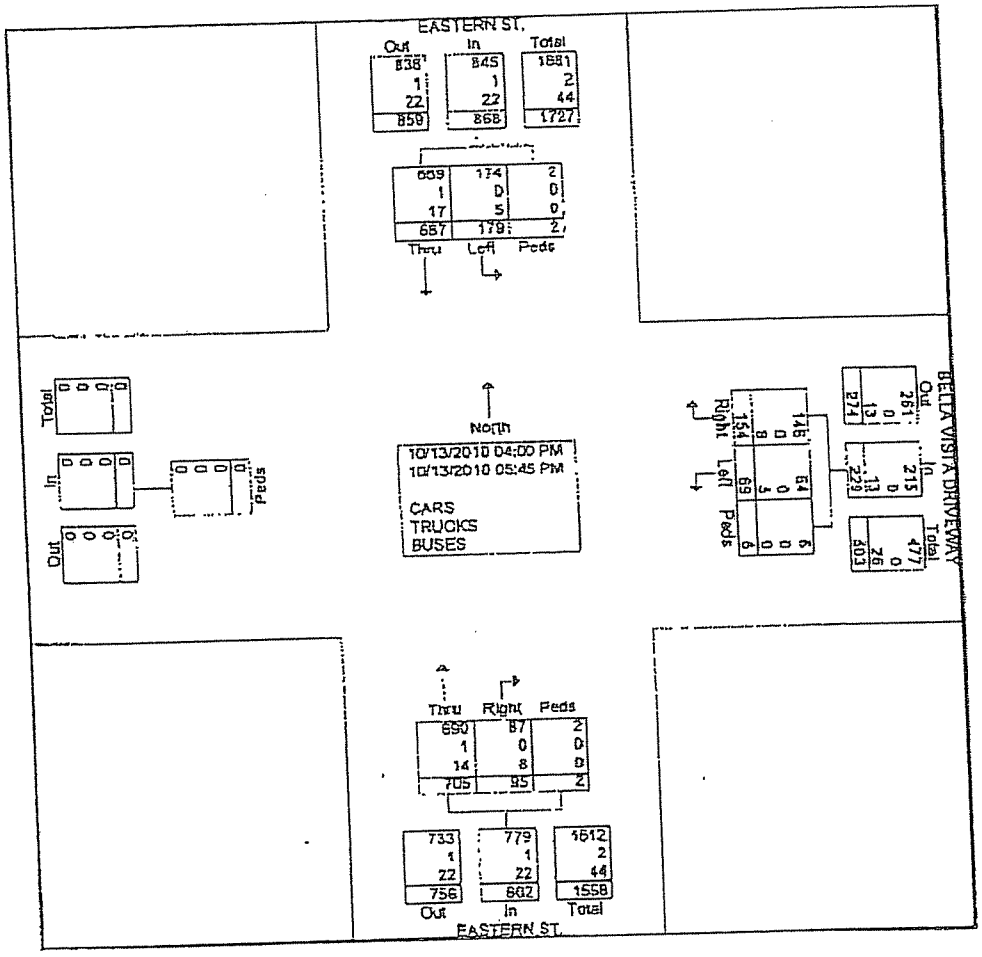
Groups Printed- CARS - TRUCKS - BUSES

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
04:00 PM	80	20	0	100	28	9	1	38	15	97	2	114	0	0	252
04:15 PM	106	34	0	140	21	4	1	26	10	87	0	97	0	0	263
04:30 PM	87	23	0	110	16	16	3	35	15	90	0	105	0	0	250
04:45 PM	83	19	0	102	17	7	1	25	12	99	0	111	0	0	238
Total	356	96	0	452	82	36	6	124	52	373	2	427	0	0	1003
05:00 PM	86	21	0	107	20	7	0	27	16	97	0	113	0	0	247
05:15 PM	97	23	0	120	21	9	0	30	4	83	0	87	0	0	237
05:30 PM	71	17	0	88	16	5	0	21	13	82	0	95	0	0	204
05:45 PM	77	22	2	101	15	12	0	27	10	70	0	80	0	0	208
Total	331	83	2	416	72	33	0	105	43	332	0	375	0	0	896
Grand Total	687	179	2	868	154	69	6	229	95	705	2	802	0	0	1899
Apprch %	79.1	20.6	0.2		67.2	30.1	2.6		11.8	87.9	0.2		0		
Total %	36.2	9.4	0.1	45.7	8.1	3.6	0.3	12.1	5	37.1	0.1	42.2	0	0	
CARS	659	174	2	845	146	64	6	216	87	690	2	779	0	0	1840
% CARS	97.4	97.2	100	97.4	94.8	92.8	100	94.3	91.6	97.9	100	97.1	0	0	96.9
TRUCKS	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2
% TRUCKS	0.1	0	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0.1
BUSES	17	5	0	22	8	5	0	13	8	14	0	22	0	0	57
% BUSES	2.5	2.8	0	2.5	5.2	7.2	0	5.7	8.4	2	0	2.7	0	0	3

Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
:00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 2

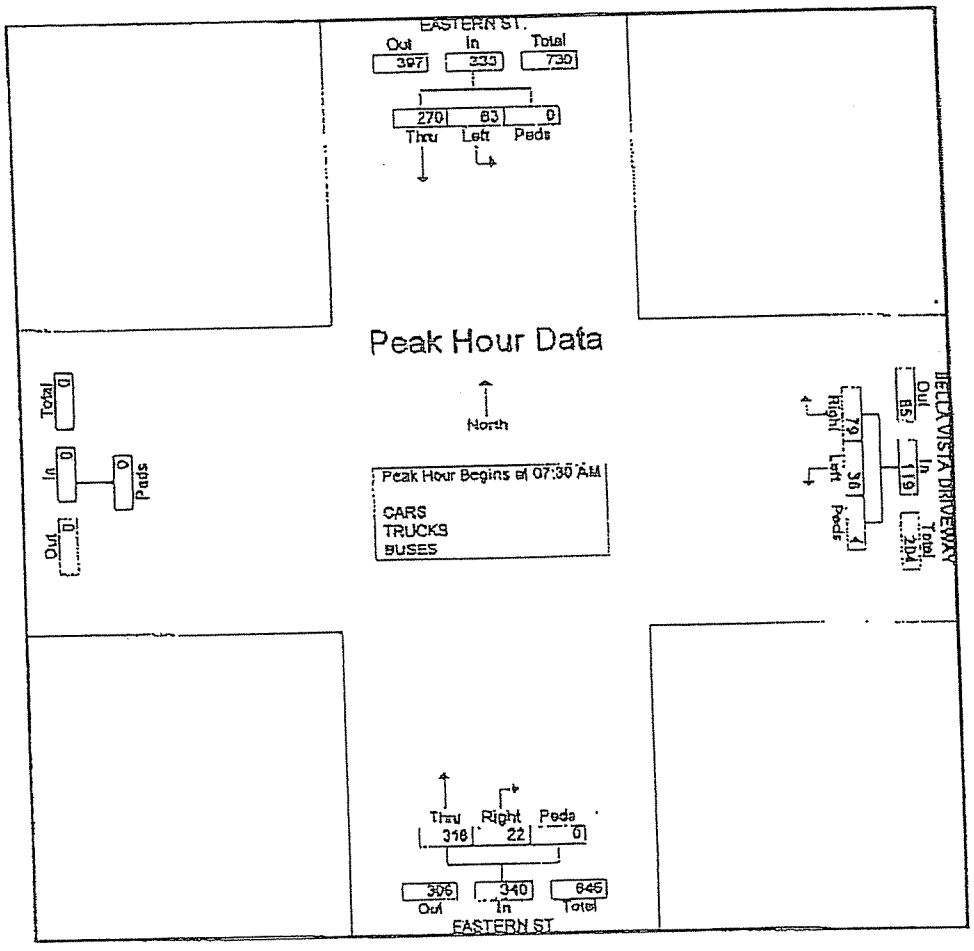


Eastern St at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
:00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 3

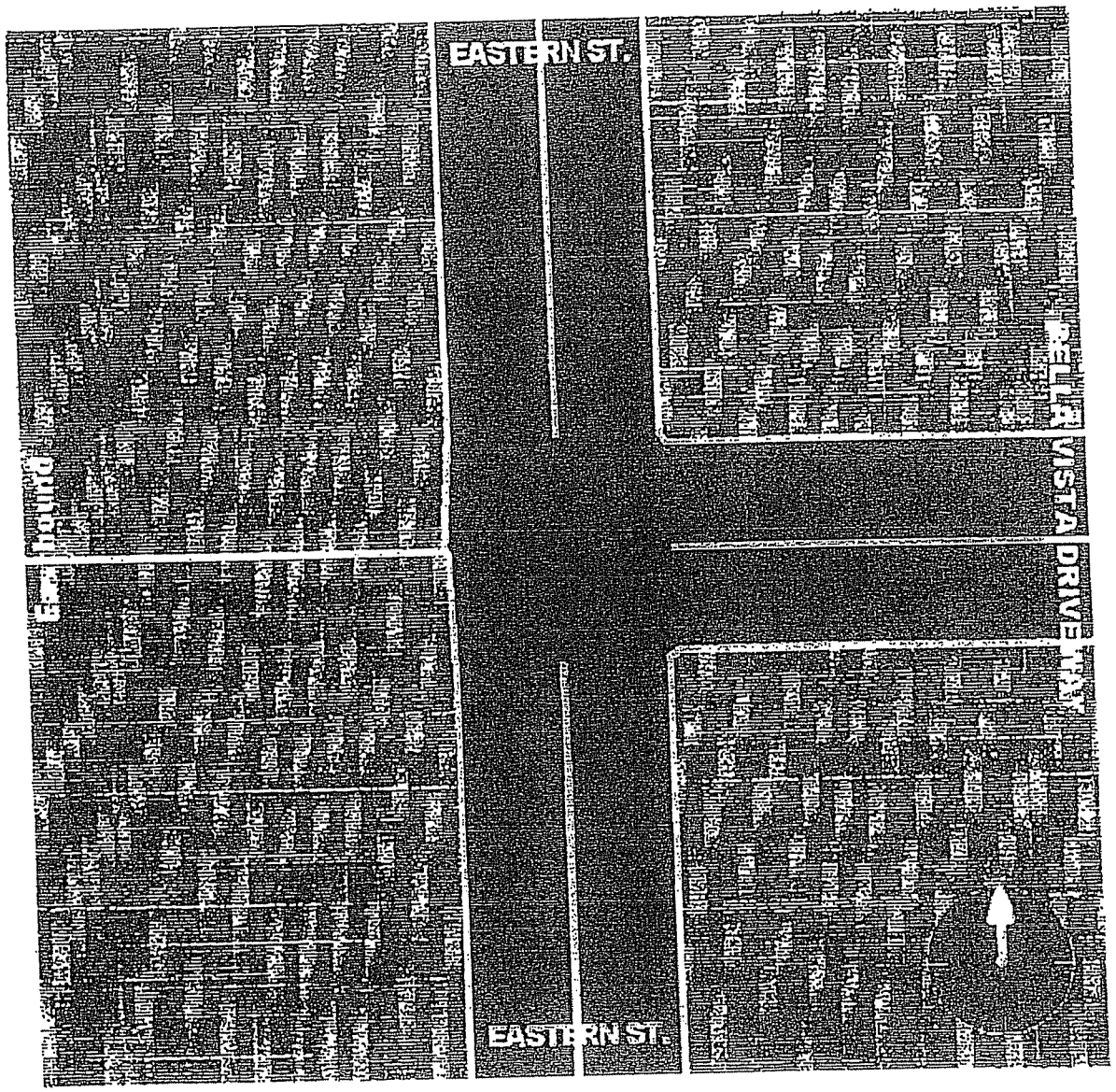
	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	60	14	0	74	18	10	1	29	4	76	0	80	0	0	183
07:45 AM	67	23	0	90	14	8	1	23	4	95	0	99	0	0	212
08:00 AM	73	12	0	85	20	10	2	32	12	68	0	80	0	0	197
08:15 AM	70	14	0	84	27	8	0	35	2	79	0	81	0	0	200
Total Volume	270	63	0	333	79	36	4	119	22	318	0	340	0	0	792
% App. Total	81.1	18.9	0		66.4	30.3	3.4		6.5	93.5	0		0		
PHF	.925	.685	.000	.925	.731	.900	.500	.850	.458	.837	.000	.859	.000	.000	.934



Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

ALL VEHICLES
PEAK HOUR
:00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 4



Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

CARS
PEAK HOUR
.00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 5

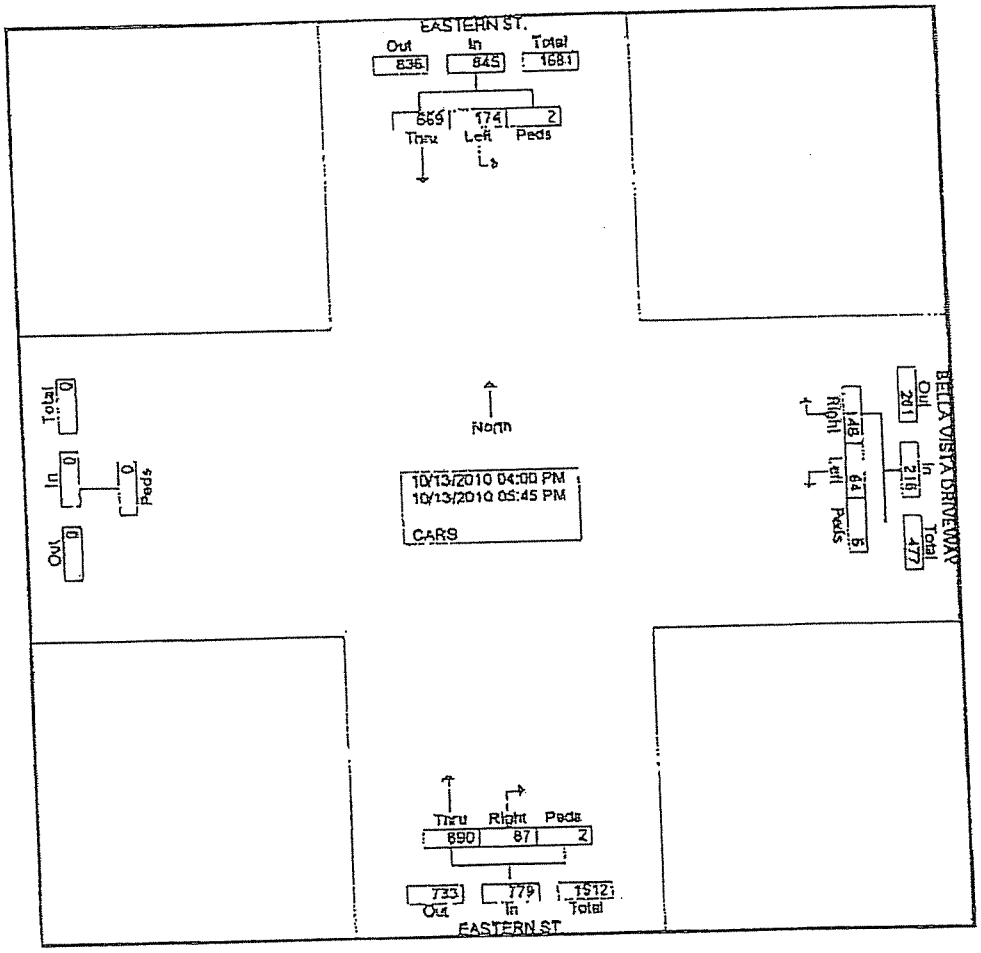
Groups Printed- CARS

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
04:00 PM	73	19	0	92	27	9	1	37	15	90	2	107	0	0	236
04:15 PM	104	34	0	138	21	3	1	25	9	86	0	95	0	0	258
04:30 PM	87	22	0	109	15	15	3	33	14	88	0	102	0	0	244
04:45 PM	79	18	0	97	17	8	1	24	11	98	0	109	0	0	230
Total	343	93	0	436	80	33	6	119	49	362	2	413	0	0	968
05:00 PM	83	21	0	104	19	7	0	26	16	96	0	112	0	0	242
05:15 PM	96	22	0	118	20	8	0	28	3	83	0	86	0	0	232
05:30 PM	70	17	0	87	14	5	0	19	11	80	0	91	0	0	197
05:45 PM	77	21	2	100	13	11	0	24	8	69	0	77	0	0	201
Total	326	81	2	409	66	31	0	97	38	328	0	366	0	0	872
Grand Total	669	174	2	845	146	64	6	216	87	690	2	779	0	0	1840
Apprch %	79.2	20.6	0.2		67.6	29.6	2.8		11.2	88.6	0.3		0		
Total %	36.4	9.5	0.1	45.9	7.9	3.5	0.3	11.7	4.7	37.5	0.1	42.3	0	0	

Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

CARS
PEAK HOUR
00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 8



Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

TRUCKS
PEAK HOUR
00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 7

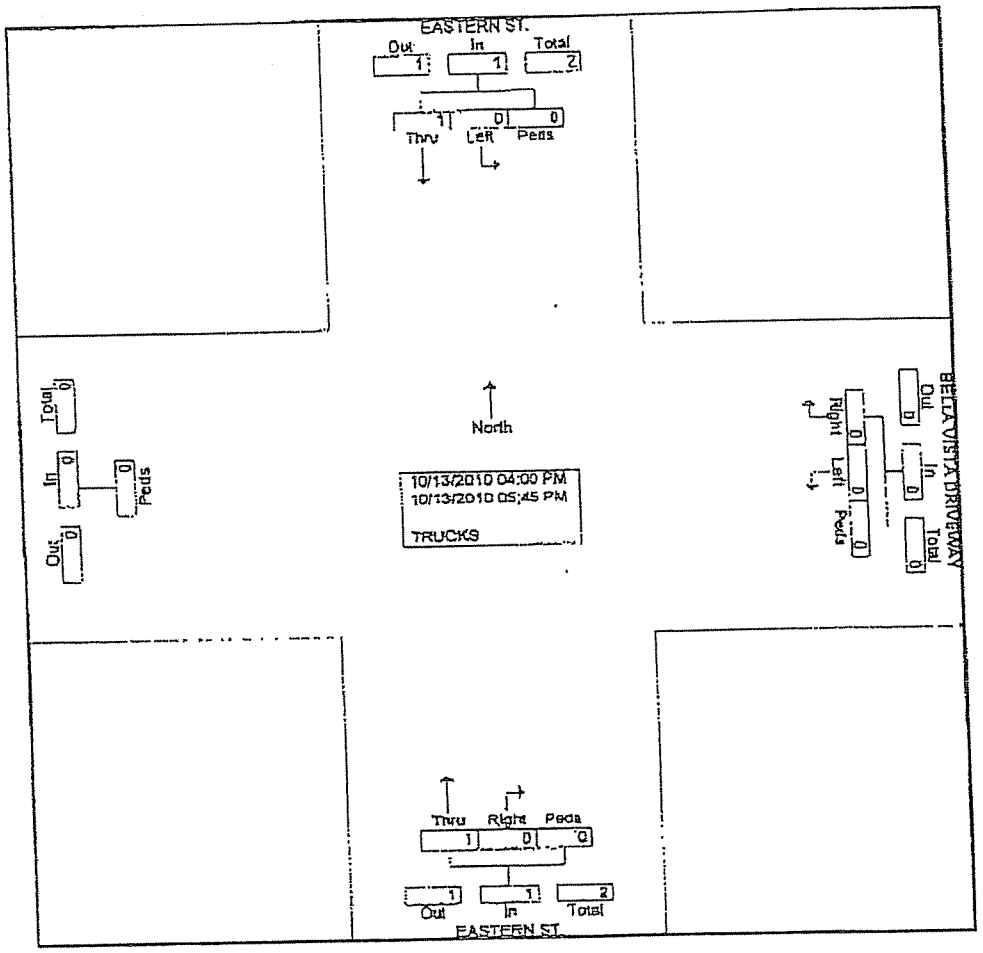
Groups Printed- TRUCKS

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Grand Total	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2
Apprch %	100	0	0		0	0	0		0	100	0		0		
Total %	50	0	0	50	0	0	0	0	0	50	0	50	0	0	

Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

TRUCKS
PEAK HOUR
00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 8



Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

BUSES
PEAK HOUR
00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 9

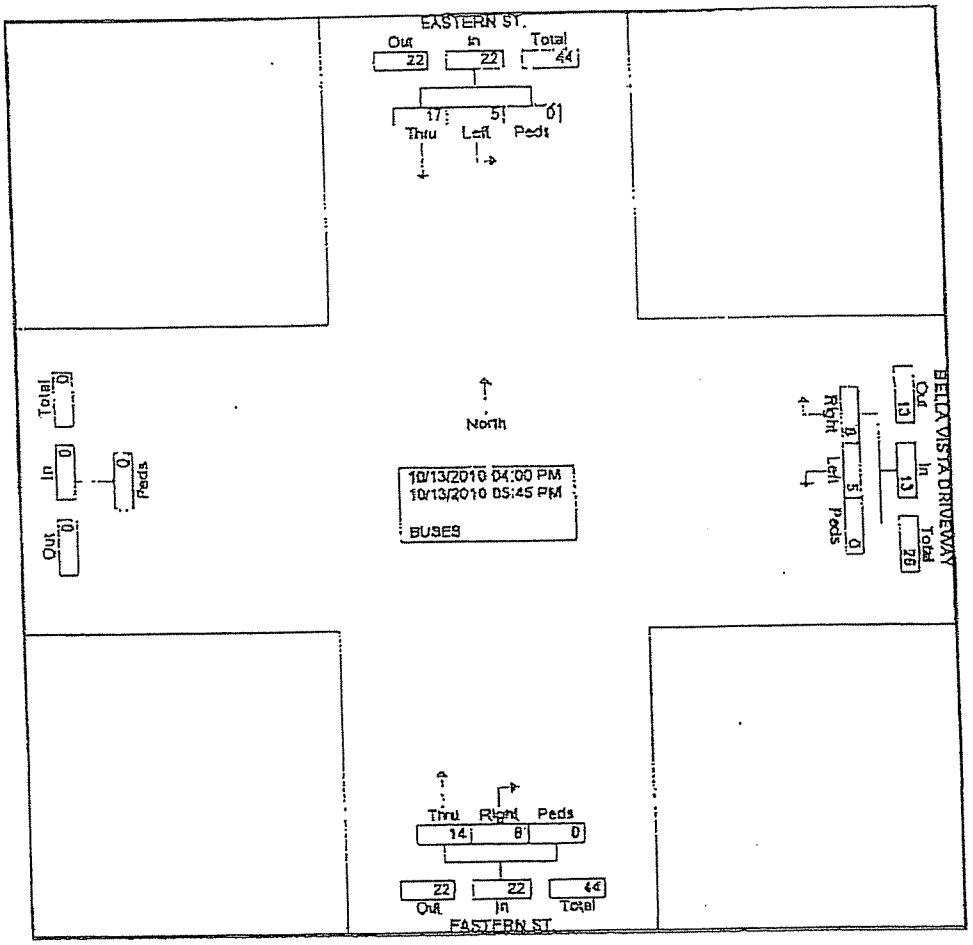
Groups Printed- BUSES

	EASTERN ST. Southbound				BELLA VISTA DRIVEWAY Westbound				EASTERN ST. Northbound				Eastbound		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Int. Total
04:00 PM	6	1	0	7	1	0	0	1	0	7	0	7	0	0	15
04:15 PM	2	0	0	2	0	1	0	1	1	1	0	2	0	0	5
04:30 PM	0	1	0	1	1	1	0	2	1	2	0	3	0	0	6
04:45 PM	4	1	0	5	0	1	0	1	1	1	0	2	0	0	8
Total	12	3	0	15	2	3	0	5	3	11	0	14	0	0	34
05:00 PM	3	0	0	3	1	0	0	1	0	1	0	1	0	0	5
05:15 PM	1	1	0	2	1	1	0	2	1	0	0	1	0	0	5
05:30 PM	1	0	0	1	2	0	0	2	2	2	0	4	0	0	7
05:45 PM	0	1	0	1	2	1	0	3	2	0	0	2	0	0	6
Total	5	2	0	7	6	2	0	8	5	3	0	8	0	0	23
Grand Total	17	5	0	22	8	5	0	13	8	14	0	22	0	0	57
Apprch %	77.3	22.7	0		61.5	38.5	0		36.4	63.6	0		0		
Total %	29.8	8.8	0	38.6	14	8.8	0	22.8	14	24.6	0	38.6	0	0	

Eastern St. at Bella Vista Driveway
P.M. TRAFFIC VOLUMES 4:00 TO 6:00
New Haven, CT
prepared by Reliable Traffic Counts, LLC

BUSES
PEAK HOUR
00 TO 5:00 P.M.

File Name : 625-1W
Site Code : 00000001
Start Date : 10/13/2010
Page No : 10



PRORATE

1,412 → 105 in / 115 out - AM

148 in / 118 out - PM

399 → 30 in / 33 out → 30 / 35

42 in / 33 out → 40 / 35