

July 8, 2021

City of Stamford – Zoning Board  
c/o Ralph Blessing, Land Use Bureau Chief  
via email: [rblessing@stamfordct.gov](mailto:rblessing@stamfordct.gov)

**Re: Broad/Greyrock – Applications 221-14, 221-15, and 221-16  
ZB Follow-up Items**

Dear Mr. Blessing and Board Members,

During the last hearing and in follow up discussions with LUB staff, there were a few items for which Board members requested additional information. Below and enclosed are the team's responses on those items.

### **1. Accident data**

One of the speakers mentioned a total of 219 incidents listed in the traffic report. However, it must be noted that the study area includes several intersections and stretches of road not directly related to the site. See attached **Figure 1** which notes the locations of incidents. SLR also notes that 80% of the collisions were property damage only.

The report also notes that an all-way stop at the Forest/Greyrock intersection will improve safety and the LOS at that intersection. See attached **Figure 2**, which integrates stop signs and stop bars into the City's proposed improvement plan. The proposed changes have been reviewed by TTP staff, and they are considering incorporating them into the proposed City improvements. The applicant is also contributing \$25,000 toward these improvements.

### **2. LOS Changes**

It is important to note that LOS A to LOS E are generally considered acceptable peak hour conditions in urban environments. All movements at the study intersections are expected to operate at acceptable levels under Background (2023) and Combined (2023) Conditions during both peak periods except for the southbound approach at the intersection of Broad Street at Greyrock Place in the a.m. peak period and the northbound approach at the intersection of Forest Street at Greyrock Place during the p.m. peak period. See attached **Figures 3 and 4**.

However, with the proposed mitigation (stop bars at the Forest Street intersection and modified signal timing at the Broad Street intersection), **all movements will maintain acceptable levels of operation**. See attached **Figures 5 and 6**.

The statistical data published by ITE is based on areas without the public transportation attributes and access to the train station of Stamford. CTDOT allows for a 20% transit/walk credit for developments within walking distance of transit. This credit was not applied in the traffic impact and parking study and therefore the results of the intersection capacity analysis are conservative.

### 3. *Site Driveway* –

There was a concern raised by a speaker about the safety of the existing site driveway being used to serve the proposed development. The use, location, and design of the site driveway is not only safe, but superior to many other similarly used driveways. The driveway is located as far away from nearby intersections as possible. With shared use of a single driveway the length and number of pedestrian crossings are minimized. For a stretch of over 500’ of street frontage along the properties, only a single 24’ wide driveway exists, meaning over **95% of the frontage is unimpeded sidewalk.**

Additionally, with the entrance to the garage and parking areas located to the rear of the site, vehicles and pedestrians have vastly improved, open-air, visibility of one another, further reducing the risk of any incidents. See attached **Photo Exhibit** showing other existing/approved conditions where buildings obstruct views until an exiting vehicle is almost at the sidewalk.

### 4. *Parking Demand* –

Both Redniss & Mead and SLR have reviewed and studied parking in Downtown Stamford for years. The reference in the Parking Management Plan to **0.86** spaces per unit demand was first studied when we wrote the 1:1 parking standard on behalf of the DSSD in 2011. See enclosed “Demand” exhibit from that presentation. [Also included is the “Supply” exhibit showing that we have tens of thousands of parking spaces that sit virtually unused every night in our Downtown.] The most recent “pre-pandemic” counts we have were submitted as part of the 523 Canal Street application, and include early 2020 counts for Atlantic Station and Summer House. The data show an overnight usage of **0.85** and **0.53** spaces per unit, respectively.

SLR’s submitted report uses ITE data as well as a Stamford-based multi-variable regression model to estimate potential peak demand. The raw data was included in the report appendix and is also included here for convenience. ITE data suggests a peak demand of **0.71** spaces per Dwelling Unit. The regression model is based on collected data of parked cars per occupied units and includes properties in the Downtown and areas further away with different characteristics. For instance, Eastside Commons is a condominium property (which typically has dedicated/assigned parking spaces) in the Glenbrook neighborhood. Glenview is another property in Glenbrook that is primarily 2- and 3-BR units. Both have higher demand statistics but are included in the model. The model estimates approximately 0.92 spaces per occupied unit. When factoring a typical residential building occupancy of 95%, that ratio falls to **0.87** spaces per unit.

### 5. *Sustainability* –

The Sustainability Scorecard was submitted and will be reevaluated and reviewed with LUB staff as part of a Building Permit submission, once design items and building systems are further along. The site/building will also include:

- High efficiency type condensing furnaces in all of the residential units;
- Energy Star appliances for all of the dwelling units and amenity spaces;
- Daylighting and high efficiency all electric HVAC systems in commercial space;

- Shared parking for mixed-uses integrated into the development;
- Transit supportive design, density, and location;
- Electric vehicle charging stations and conveniently located bicycle storage areas;
- Indoor and outdoor water management and stormwater retention;

**6. Trees –**

While the site does not lend itself to maintaining the mature trees that have grown during the years the site has been vacant, trees are a renewable resource. The applicant is willing to increase the tree plantings along the western border with the City garage parcel. With City permission, up to 3 additional trees can be planted along the shared property line.

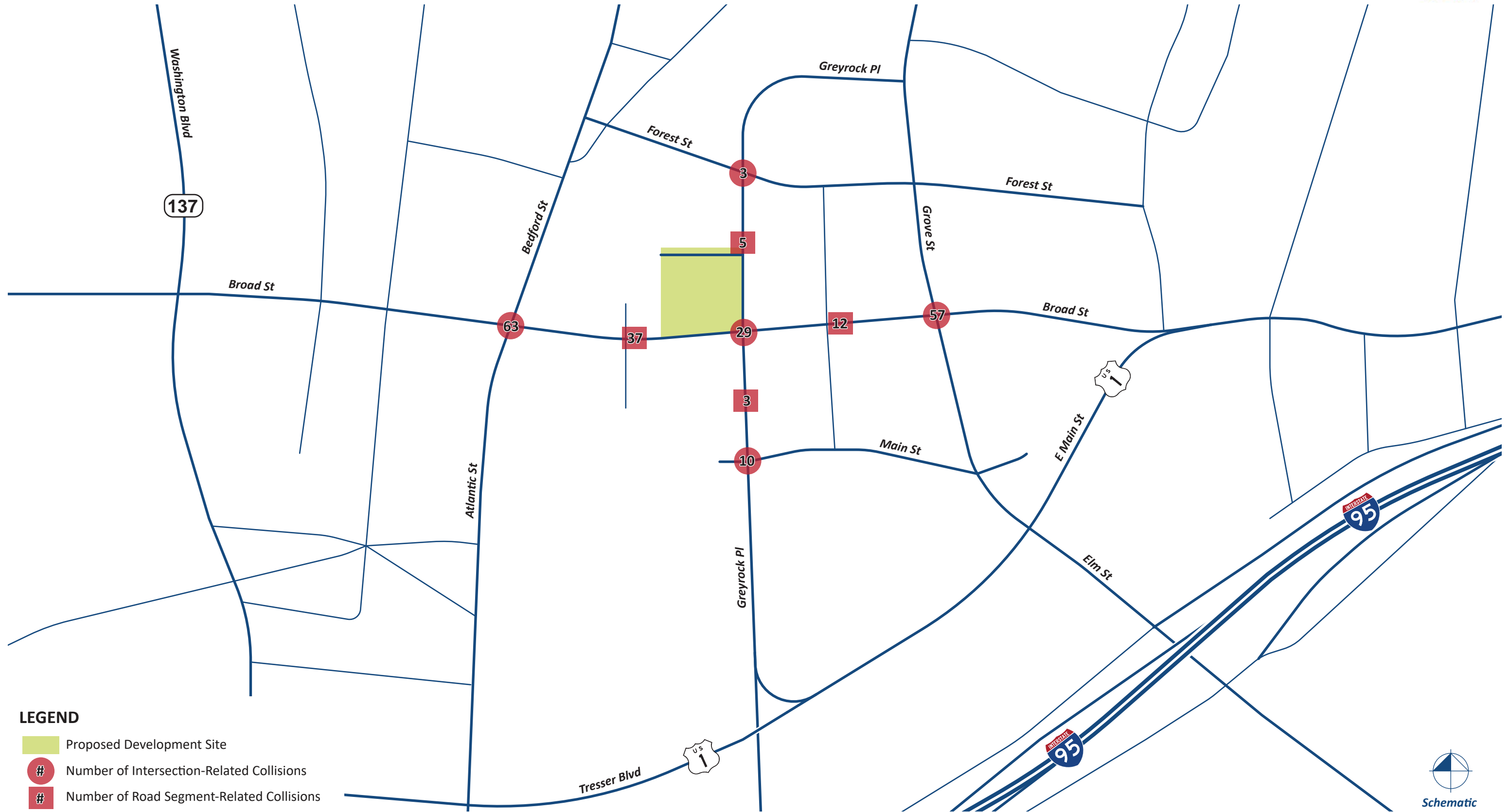
The applicant is also willing to donate another 5 street trees to be placed in areas of the Downtown where there are currently empty tree wells.

Sincerely,



Raymond R. Mazzeo, AICP

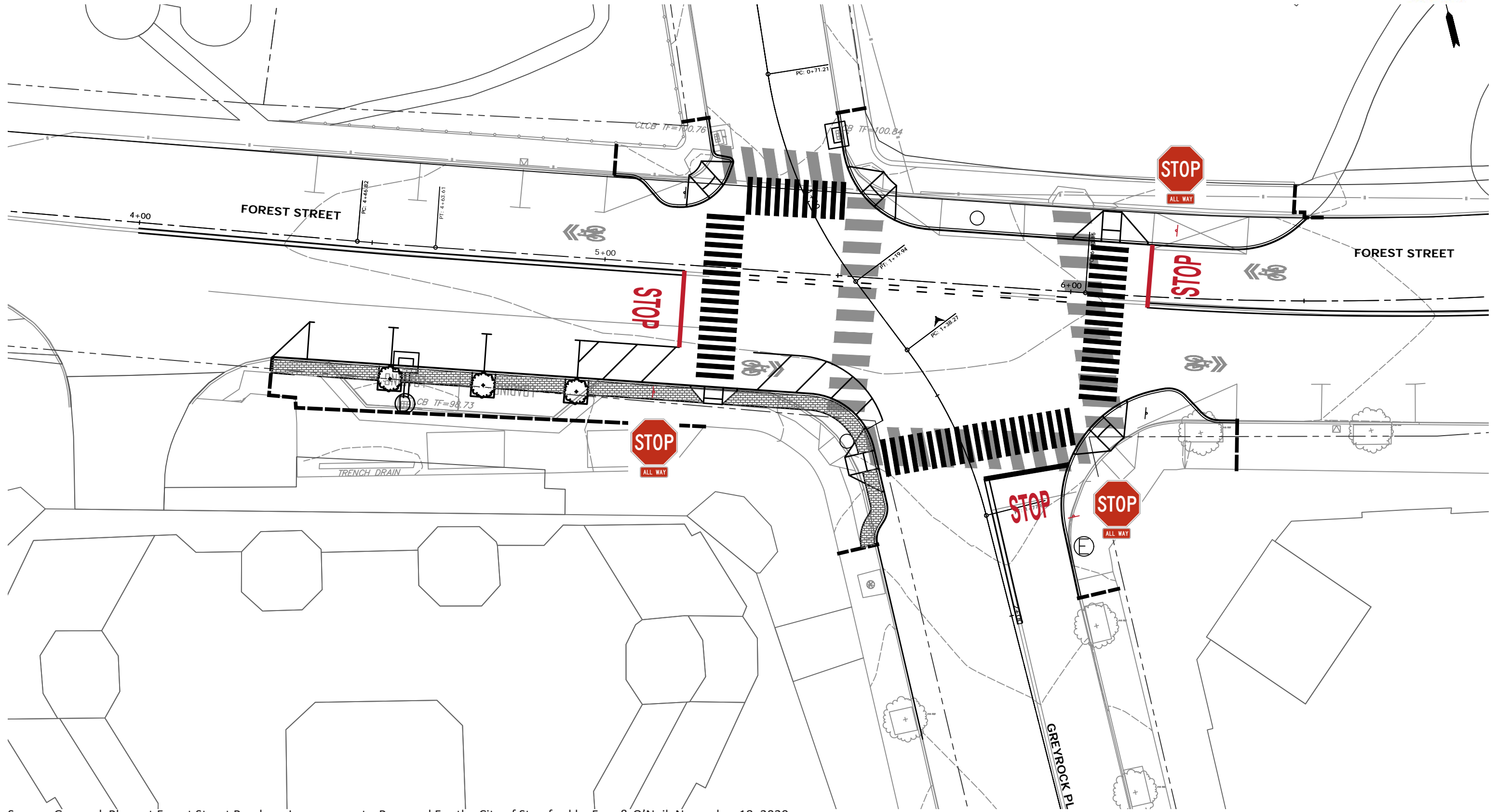
cc: V. Mathur (Associate Planner)



\*Information on traffic accident statistics was obtained from the Connecticut Crash Data Repository for the 3-year period of January 1, 2018, to March 4, 2021.

**Figure 1**  
 Collision Locations Map





Source: Greyrock Place at Forest Street Roadway Improvements, Prepared For the City of Stamford by Fuss & O'Neil, November 18, 2020

**Figure 2**  
Proposed Mitigations at Forest Street and Greyrock Place



**Figure 3**  
AM Peak Period Background and Combined Conditions LOS Results



**Figure 4**  
PM Peak Period Background and Combined Conditions LOS Results



Figure 5  
AM Peak Period Mitigated Conditions LOS Results





Figure 6  
PM Peak Period Mitigated Conditions LOS Results

## OVERNIGHT RESIDENTIAL PARKING USE DATA - STAMFORD CENTER

	Date	Approx. Number of Occupied Residential Units	Number of Parked Cars	Approx. Number of Parking Spaces	Parking Space Utilization	Parking Demand Ratio (parked cars per occupied unit)	Approximate % of Single Bedroom Units	Distance to Train Station (in miles)	Distance to Downtown: Main & Atlantic (in miles)	Is the First Parking Space included in the Rent (1 for yes and 0 for no)?
Park Square West - Phase I (2)	7/12/06	143	122	165	74%	0.85	53%	0.46	0.07	0
	7/13/06	143	123	165	75%	0.86	53%	0.46	0.07	0
	11/19/09	138	121	165	73%	0.88	53%	0.46	0.07	0
	12/3/09	138	110	165	67%	0.80	53%	0.46	0.07	0
Park Square West - Phase I (1)	6/21/11	136	118	165	72%	0.87	53%	0.46	0.07	0
	10/6/11	136	112	165	68%	0.82	53%	0.46	0.07	0
	10/7/11	136	101	165	61%	0.74	53%	0.46	0.07	0
	10/8/11	136	104	165	63%	0.76	53%	0.46	0.07	0
	5/4/14	135	133	165	81%	0.99	53%	0.46	0.07	0
5/6/14	135	134	165	81%	0.99	53%	0.46	0.07	0	
Canterbury Green (2)	11/19/09	104	93	400	23%	0.89	88%	0.62	0.25	0
	12/2/09	104	90	400	23%	0.87	88%	0.62	0.25	0
BLVD (1)	6/21/11	75	70	119	59%	0.93	44%	0.65	0.27	0
	3/6/14	90	84	119	71%	0.93	44%	0.65	0.27	0
	3/7/14	90	75	119	63%	0.83	44%	0.65	0.27	0
	5/4/14	90	84	119	71%	0.93	44%	0.65	0.27	0
	5/6/14	90	80	119	67%	0.89	44%	0.65	0.27	0
Biltmore (2)	11/19/09	161	161	450	36%	1.00	55%	0.58	0.20	0
	12/3/09	161	155	450	34%	0.96	55%	0.58	0.20	0
Parallel 41 (1)	3/6/14	118	147	170	86%	1.25	49%	0.73	0.37	0
	3/7/14	118	118	170	69%	1.00	49%	0.73	0.37	0
	4/24/14	118	132	170	78%	1.12	49%	0.73	0.37	0
	4/25/14	118	126	170	74%	1.07	49%	0.73	0.37	0
	5/4/14	118	140	170	82%	1.19	49%	0.73	0.37	0
5/6/14	118	119	170	70%	1.01	49%	0.73	0.37	0	
The Fairfield Apartments (1)	4/24/14	256	287	413	69%	1.12	53%	1.12	0.68	1
	4/25/14	256	257	413	62%	1.01	53%	1.12	0.68	1
	5/4/14	256	257	413	62%	1.01	53%	1.12	0.68	1
	5/6/14	256	252	413	61%	0.99	53%	1.12	0.68	1
Newbury Commons (2)	11/19/09	242	244	350	70%	1.01	58%	0.82	0.46	1
	12/3/09	242	237	350	68%	0.98	58%	0.85	0.46	1
100 Prospect (1)	9/2/14	82	75	187	40%	0.91	100%	0.85	0.42	1
	9/4/14	82	74	187	40%	0.90	100%	0.85	0.42	1
	9/7/14	82	75	187	40%	0.91	100%	0.85	0.42	1
Avalon Greyrock (2)	7/12/06	302	246	460	53%	0.81	34%	0.74	0.32	1
	7/13/06	302	247	460	54%	0.82	34%	0.74	0.32	1
	11/19/09	306	309	460	67%	1.01	34%	0.74	0.32	1
	12/2/09	306	309	460	67%	1.01	34%	0.74	0.32	1
Avalon Greyrock (1)	6/21/11	295	326	460	71%	1.11	34%	0.74	0.32	1
	7/9/11	295	327	460	71%	1.11	34%	0.74	0.32	1
	7/10/11	295	345	460	75%	1.17	34%	0.74	0.32	1
	7/12/11	295	343	460	75%	1.16	34%	0.74	0.32	1
Eastside Commons (1)	7/12/11	108	150	240	63%	1.39	5%	0.97	0.66	1
Glenview House Apartments (1)	7/12/11	135	180	300	60%	1.33	11%	0.87	0.54	1
	6/12/12	135	188	300	63%	1.39	11%	0.87	0.54	1
	7/11/12	135	179	300	60%	1.32	11%	0.87	0.54	1
	7/12/12	135	184	300	61%	1.36	11%	0.87	0.54	1
	8/23/12	135	187	300	62%	1.38	11%	0.87	0.54	1
	8/29/12	135	192	300	64%	1.42	11%	0.87	0.54	1
	9/6/12	135	167	300	56%	1.24	11%	0.87	0.54	1
9/7/12	135	174	300	58%	1.29	11%	0.87	0.54	1	

(1) Milone and MacBroom Data

(2) Tighe & Bond Data

**MULTIPLE REGRESSION SUMMARY OUTPUT**

***Regression Statistics***

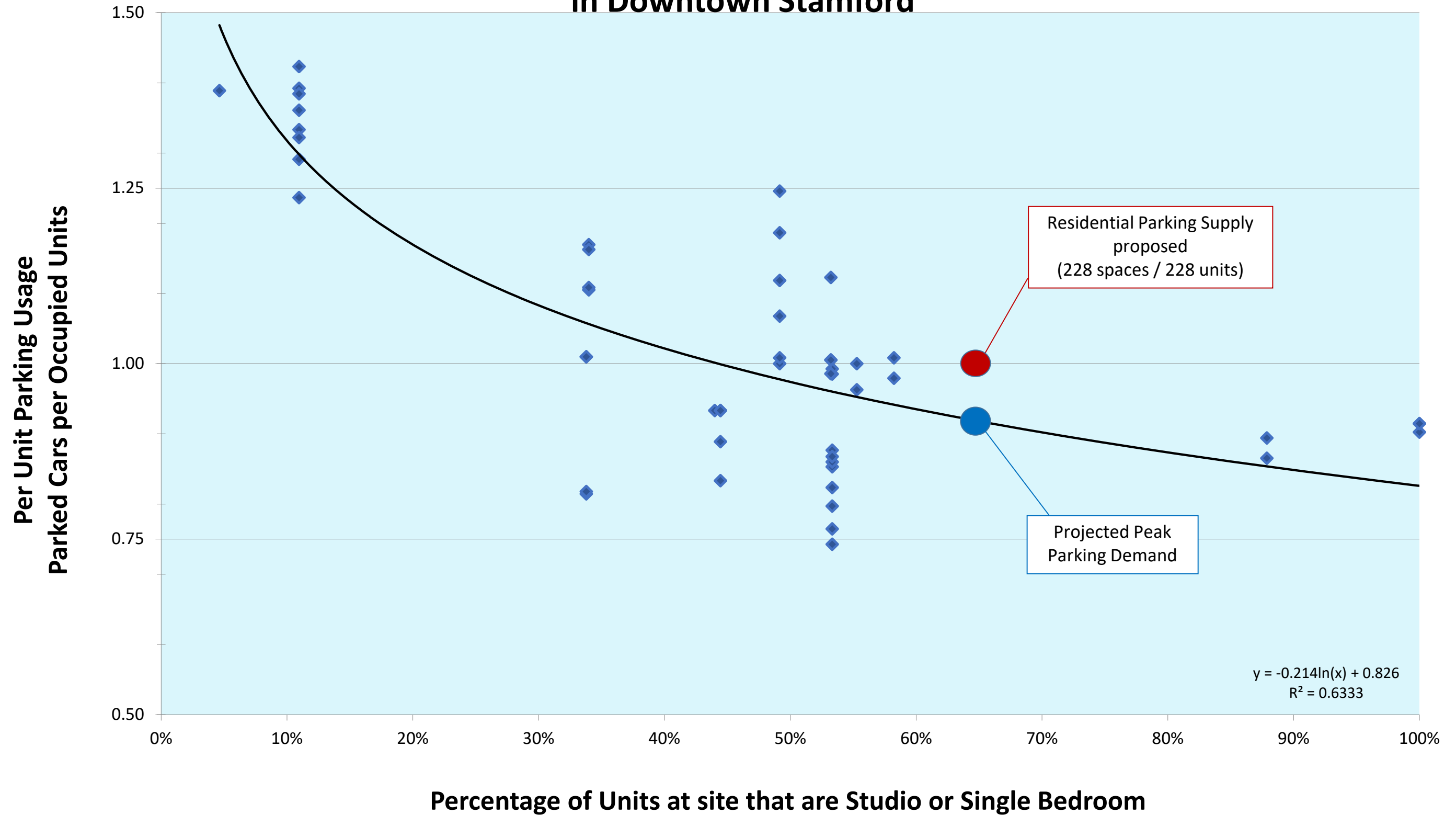
Multiple R	0.864631582
R Square	0.747587773
Adjusted R Square	0.737070597
Standard Error	0.095087198
Observations	51

**ANOVA**

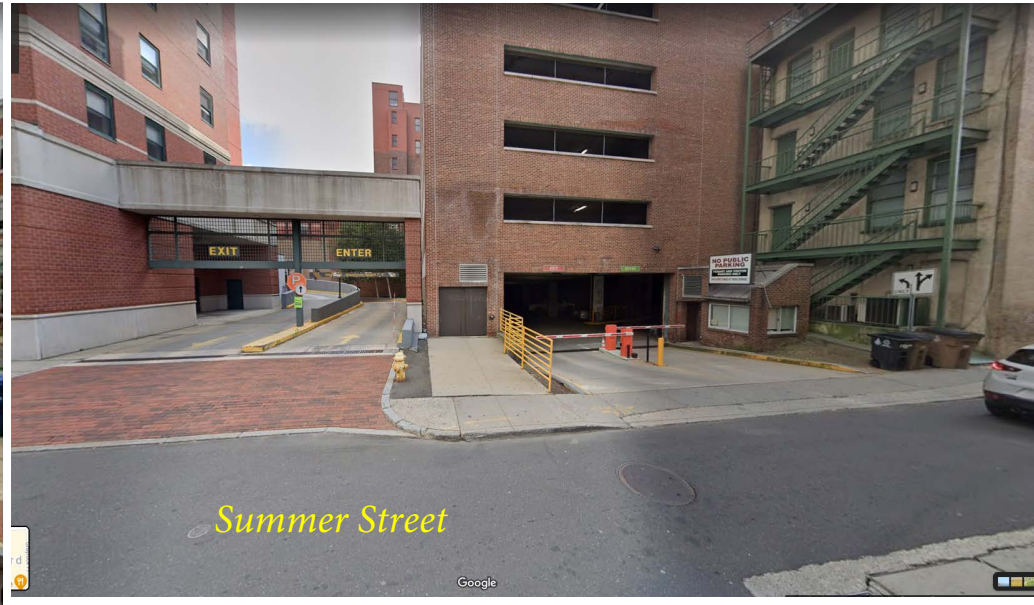
	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
Regression	2	1.285396579	0.642698289	71.08255713	4.47352E-15
Residual	48	0.433995612	0.009041575		
Total	50	1.719392191			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
Intercept	0.980128777	0.04025478	24.34813396	1.15664E-28	0.899191117	1.061066437
Log Transformation of % 1BR	-0.173998224	0.02122201	-8.19895114	1.10391E-10	-0.216667936	-0.131328513
Log Transformation of Dist in mi to Main & Atlantic	0.090736579	0.019460205	4.662673226	2.51671E-05	0.051609213	0.129863944

# Relationship of Parking Usage to Percentage of Multi-Family Housing that are Studio or Single-Bedroom in Downtown Stamford



# Existing Driveway Exhibit



July 7, 2021

# Existing Driveway Exhibit



July 7, 2021

# DEMAND

## GREATER DOWNTOWN STAMFORD - RESIDENTIAL PARKING <sup>(1)</sup>

	SITE	AVERAGE OCC SPACES	AVERAGE OCC UNITS	DEMAND/OCC UNIT	TOTAL UNITS	DEMAND/TOTAL UNITS	ZONE
1	Newberry Commons	248.3	248.3	1.00	280	0.89	PD/RH
2	Stamford Corners	182.5	189.0	0.97	189	0.97	RH
3	The Blvd <sup>(2)</sup>	70.0	75.0	0.93	94	0.74	PD
4	Bedford Towers	70.0	144.0	0.49	144	0.49	CL
5	Avalon Greyrock	306.5	299.5	1.02	306	1.00	PD
6	The Classic	93.0	90.3	1.03	144	0.65	PD
7	ParcGrove	362.0	381.0	0.95	402	0.90	MXD

**AVERAGE:**

**0.93**

**0.85**

8	The Biltmore	132.0	155.8	0.85	161	0.82	CCN
9	Canterbury Green	97.5	101.3	0.96	104	0.94	CCN
10	Park Sq West Phase 1 <sup>(2)</sup>	118.8	139.6	0.85	143	0.83	CCN

**AVERAGE:**

**0.88**

**0.85**

(1) Data compiled 1984-2011 from several sources including Tighe & Bond, Milone & MacBroom, Redniss & Mead, property managers, etc.

(2) Site visit on 12/6/11 at approximately 10:30pm produced the following results:

**The BLVD:** 90 (occ spaces) ÷ 94 DU = **0.96** (29 Vacant Spaces)

**P.S.West:** 133 (occ spaces) ÷ 143 DU = **0.93** (33 Vacant Spaces, assuming basement fully parked)

**SUPPLY****POTENTIAL OFFSITE PARKING**

	Lot Name	No. of Spaces	Operator	Daily Rate	Monthly Rate	Hourly Rate	Additional Detail
A	Bedford Street Garage	850	City / Laz Pkg	\$9.00	\$75	\$1.00	*
B	Summer Street Garage	482	City / Laz Pkg	\$9.00	\$75	\$1.00	*
C	Park Square West Garage	47	City	\$24 (meter)	\$75	\$1.00	
D	Bell Street Garage	850	City / Laz Pkg	\$9.00	\$75	\$1.00	*
E	Stamford Town Center Garage	3,883	Propark Inc.	\$4 (meter)	\$65	\$0.50/3 hrs.	Free on Sundays
F	Target	550	Propark Inc.	\$11.00	\$75	1st 2 hrs. \$1	\$2/hr. after 2nd hour
G	Landmark Square	980	Propark Inc.	\$16.00	\$95	\$4.00	50+ monthly spaces available. Wknd & Evng \$3 to 3 Hrs ~ \$5/5
H	177 Broad St Garage	540	Propark Inc.	\$15.00	\$127	\$3.50	
I	Canterbury Green Garage	428	Propark Inc.	\$15.00	\$127	\$3.50	
J	Wachovia Bank Garage	110	Propark Inc.	\$6.00	\$74	\$2.00	\$6/Evng and Wknd
K	300 Atlantic St Garage	754	Propark Inc.	\$15.00	\$127	\$3.50	50+ monthly spaces available; \$3 Evening
L	400 Atlantic St Garage	910	Propark Inc.	\$12.00	\$95	\$3.00	200+ monthly spaces available - managed by the property
M	One Stamford Plaza Garage	600	Propark Inc.	\$15.00	\$127	\$3.50	100+ monthly spaces available
N	Two Stamford Plaza Garage	590	Propark Inc.	\$15.00	\$127	\$3.50	
O	Three Stamford Plaza Garage	625	Propark Inc.	\$15.00	\$127	\$3.50	
P	Four Stamford Plaza Garage	715	Propark Inc.	\$15.00	\$127	\$3.50	100+ monthly spaces available
	<b>SUBTOTAL</b>	<b>12,914</b>					

	South State St Lot	122	Propark Inc.	N/A	\$70	N/A	
	I-95 Lot	30	Propark Inc.	N/A	\$65	N/A	
	Peoples United Bank	300	GB Parking	N/A	N/A	N/A	\$4 flat rate Thu-Fri-Sat evening
G	West Park Place Lot	80	City	N/A	\$75	\$1.00	5 hour max
K	Majestic Theatre Lot (Lower Sum	80	City	N/A	N/A	\$1.00	5 hour max
R	Bedford St Lot Metered	137	City	N/A	N/A	\$1.00	4 hour max
A	Government Center Garage	561	City	Permit	Permit	N/A	
P	St. John's Lot on Bell Street	240	City	\$9.00	\$75	\$1.00	
	St Andrew's Lot on Franklin St	50	City	N/A	\$75	\$1.00	
	On-Street Meter Parking	675	City	N/A	N/A	\$1.00	enforced 9:30am-6pm
L	Holiday Inn Garage	582	Propark Inc.	\$12.00	\$80	\$2.00	
	Burlington Coat Factory	200	GB Parking	N/A	N/A	FREE to Customers	
	Marriot Courtyard Valet Garage	118	Propark Inc.	\$16.00	\$75	\$3.00	<b>\$8 flat rate nights/weekends</b>
	Spring Street	60	GB Parking				tues-Sat \$3 up to 2hrs, \$5 Evening / \$5 Thurs-Sat nite
A	Marriot Hotel Garage	325	Propark Inc.	\$10.00	N/A	\$2.00	<b>\$18 Valet Parking Available</b>
D	Morton's Valet Location	5	Propark Inc.	\$10.00	N/A	N/A	
	Metro Center Garage	635	Laz Parking	\$25.00	\$250	\$4.00	Anything over 4 hours is \$25
	Transportation Center Garages	2094	Propark Inc.	\$8.00	\$70	\$1.00	
	Court House Parking	625	State of CT	N/A	N/A	N/A	Court related parking only - Free
	<b>SUBTOTAL</b>	<b>6,919</b>					

<b>GRAND TOTAL</b>	<b>19,833</b>
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\*\$3 flat rate evenings after 5 PM  
 \$5 flat rate evenings after 10 PM  
 Saturday & Sunday free until 5:00PM  
 Monthly corporate rate \$70.



## Parking Ratio Analyses

### 523 Canal Street - Changes

	Original Approval		Modified Approval		Notes
<b>Units</b>	173	183	183		-10 Additional Studios -142 studios; 41 1BRs
<b>Self-Park</b>	140 (0.81)	160 (0.87)	160 (0.87)		-11 new compact spaces -3 new shared vehicles (net 9)
<b>Full Capacity</b> (Valet + Stackers)	233 (1.35)	252 (1.38)	252 (1.38)		-Ratio of 1.04/DU without stackers

### Comparative Parking Data

	Garage Capacity (Self-Park)			Garage Usage		Notes
	Total Spaces	Units	Bedrooms	Tags Issued	Demand / Unit	
<b>Summer House</b>	150	227 (0.66)	320 (0.47)	120	0.53	-Actual peak usage may be less than Tags Issued -Building running at normal occupancy (95%) -\$150 monthly charge; some tenants park at Target (\$85/mo)
<b>Atlantic Station (North Tower)</b>	321	325 (0.99)	475 (0.68)	275	0.85	-Actual peak usage may be less than Tags Issued -Building running at normal occupancy (93%) -\$150 monthly charge for first vehicle, \$175 for second
<b>Urby</b>	571	672 (0.85)	799 (0.71)	n/a	n/a	-Building still in "lease-up" phase.
<b>Lennar</b> (St. John Tower A)	285	414 (0.69)	655 (0.44)	n/a	n/a	-Building still under construction.