100 CLINTON STREET RESIDENTIAL DEVELOPMENT
STAMFORD, CONNECTICUT

Transportation Demand Management/
Parking Management Plan

Prepared for: Carmel Partners

Client Ref: 141.21074.00001

September 2022

September 26, 2022

Mr. Todd Christensen
Carmel Partners
1330 Connecticut Avenue NW, Suite 320
Washington, DC 20036

Re: Transportation Demand Management (TDM) / Parking Management Plan
100 Clinton Street Residential Development
Stamford, Connecticut
SLR #141.21074.00001

Dear Mr. Christensen,

At your request, SLR International Corporation (SLR) has prepared this combined TDM Plan and Parking Management Plan (TDMP/PMP) for the subject development in Stamford. To be located on the north side of Richmond Hill Avenue on both sides of Clinton Avenue and in the vicinity of Division Street, this development is proposed to contain a total of 471 residential units and 453 onsite parking spaces. **Figure 1** shows the site location and surrounding area. It is noted that this development is a Transit Oriented Development (TOD) as it is located only a few blocks, approximately one-quarter of a mile, northwest of the Stamford Transportation Center. This development is to be comprised of two separate buildings, one with 176 residential units and the other with 295 residential units. In total, this development is to contain 51 studio units, 216 one-bedroom units (eight of which will be two-story units), 203 two-bedroom units (15 of which will be two-story units), and one three-bedroom unit. A parking data chart demonstrating the compliance with Section 12 of the Zoning Regulations is provided in **Figure 2.**

Our analysis concludes that this proposed development is overall consistent with the City of Stamford's (City) sustainability goal of reducing single-occupancy vehicle (SOV) traffic per Sections 19.F and 19.G of the Stamford Zoning Regulations, which generally aim to result in 20 percent (or more) of residents commuting by travel modes other than by SOV (e.g., by instead using transit, walking to work, bicycling, etc.).

Non-Automobile Travel Mode Options

The site's location lends itself to fewer SOV trips. Due to its centralized location within a mixed-use neighborhood and its proximity to the Stamford Transportation Center, a 20 percent reduction in development-generated vehicle trip estimates from the Institute of Transportation Engineers (ITE) base estimates, quantified in Table 2 of our Traffic Study. Note that ITE base estimates more often than not are reflective of automobile-oriented developments, and to tailor such trip-generation estimates for developments that are located in urban and/or TOD environments it is often appropriate to apply a subsequent reduction factor (e.g., the abovementioned 20 percent 'TOD Reduction').

The Stamford Transportation Center includes both rail service (Metro-North, Amtrak, and Shore Line East) and the CTtransit Stamford Local System's bus hub, not to mention regional bus service as well as local shuttle service. Approximately a dozen CTtransit bus routes in total, as well as the Harbor Point–Downtown shuttle (City Trolley), provide service within a block of the site on Washington Boulevard or Tresser Boulevard. One CTtransit bus route (324) passes the site on Richmond Hill Avenue. The 100 Clinton Avenue development will also provide secure bicycle parking for residents.

Furthermore, review of the latest available Census data (American Community Service 5-year Estimates) finds that around half of workers who reside in this area of central Stamford (Census Tract 201.02) do commute to work using sustainable alternate modes of travel instead of SOV/driving alone; approximately 3 percent carpool, 16 percent use public transportation, 22 percent percent walk to work, 6 percent work from home, and 2 percent use other means (including some by bicycle). If future 100 Clinton Avenue residents practice similar travel characteristics, this will bode well to meeting the 20 percent+ goal.

Parking

There are proposed to be approximately 453 parking spaces within the 100 Clinton Street residential development, complying with the Stamford Zoning Regulations.[1]

Review of ITE parking generation data indicates that mid-rise multifamily residential buildings in dense multiuse urban areas on average generate just less than one parked car per unit during peak times and that such developments near rail transit generate only around 0.71 parked vehicle per unit on the whole on average, or just about three parked cars for every four residential units. In other words, the ITE data indicates that around one out of every four residential units tend not to have a car in these kinds of urban TOD developments. Review of parking count data in our files of multifamily residential buildings in central Stamford similarly indicates that a development this close to the Stamford Transportation Center and with around 57 percent of the units to be one-bedroom and studio units may end up generating around this same aggregate ratio of 0.71 parked vehicles per unit during peak periods. This would be only around 335 parked vehicles within the approximately 453 spaces, and this would typically be overnight when residential parking peaks. During the daytime, the total number of parked vehicles on site would likely be even less. Thus, the proposed 453 parking spaces for the 100 Clinton Avenue development is expected to be more than sufficient. This is inclusive of guest parking demands.

The total of 453 onsite parking spaces will be self-park. Within the total, there are to be approximately 10 handicap spaces, 37 electric vehicle charging (EV) spaces, and 13 CarShare (rental car service) parking spaces. There is also to be bicycle parking within the site, as mentioned above, for dozens of bicycles.

Vehicle parking for residents within the site will be unassigned and unbundled. Unbundled parking is where a monthly parking pass will not automatically be included in the cost of rent. Instead, residents who want to park may pay separately for a monthly parking pass. Unbundled parking is generally a proven method to lower residential parking demand and can allow those residents without a car to not have to pay for parking (that would otherwise be embedded in their lease) that they do not need. Virtually every multifamily development in Downtown, as well as the South End, unbundles parking.

[1] It's worth mentioning when discussing TDM that zoning regulation minimum parking requirements can be at odds with SOV reduction goals.

Access to the on-site residential parking is to be gate controlled at both site driveways – one on the west side of Clinton Avenue and one on the east side of Clinton Avenue. Building guests will also be able to access the onsite parking via the driveway gate control, which will entail parking validation by building management to exit the garage.

There will be onsite loading via two loading bays, each with their own curb cut separate from the parking garage driveways – one on the west side of Clinton Avenue and one on the south side of Division Street. There will furthermore be the ability that loading take place on Clinton Avenue and/or Division Street adjacent to the site given that the on-street parking is allowed on one side of each street today.

TDM/Parking Management – Monitor, Evaluate, and Increasingly Manage if Necessary

Periodic follow-up traffic and parking studies should be done after this development has opened and is mostly occupied (i.e., more than three-quarters occupied) to quantify and evaluate its actual traffic and parking demands. The number of peak-hour vehicle trips to/from the site should be counted to determine if it is meeting the aforementioned 20 percent reduction goal (see Table 2 of our Traffic Study), and the peak number of parked vehicles at the site should also be counted to determine if parking should be better managed.

If the reduced traffic goals are found to not be met, in that at least one in five residents travel to/from this site by means other than by SOVs, then the 100 Clinton Avenue development should implement TDM/automobile-use reduction strategies. TDM strategies could include but may not necessarily be limited to one or more of the following:

- Provide transit information to residents of the site.
- Increase the cost to park on site.
- Provide additional CarShare vehicles on site if demand warrants.

If parking usage in the site is found to be regularly at or over capacity, which is not expected, then an increased degree of parking management will also be needed. This could include the parking demand management/reduction strategy to charge more to park on site (as mentioned above) but could also be addressed by increasing the parking supply on site through means such as valet parking, stackers, and/or tandem parking. If parking turns out to be greatly oversupplied within the site, then it may make sense to lease excess supply to a third party and/or repurpose the excess/unused parking spaces for a different use.

TDMP/PMP Summary and Recommendations

This TDMP/PMP for the proposed residential development to be located at 100 Clinton Avenue in Stamford, Connecticut, was produced in accordance with City Zoning Regulation requirements. Estimates of the amount of new traffic and parking that could be anticipated to be generated by the proposed development were made based on industry statistical data as well as data in our files. With regard to vehicular traffic volumes generated by this development, based on the site's location alone, we anticipate that the site's trip generation will be 20 percent less than the ITE base estimates and that at least one in

five residents will travel to/from this site by mode other than SOV. With regard to parking demands generated by this development, we also anticipate that this residential development will generate less parking than there will be parking spaces on site. To confirm and quantify these estimates, we recommend the following to determine if the City-regulation vehicular traffic reduction goals are being met for this development:

- After the 100 Clinton Avenue residential development is built and three-quarters or more occupied, conduct and report on peak-period vehicle traffic counts of the site driveways. If these postdevelopment real-world site driveway vehicle traffic counts are found to be higher than the estimated vehicle-trip-generation numbers with the 20 percent 'TOD Reduction' accounted for, which are shown in Table 2 of our predevelopment Traffic Study, and adjusted as appropriate based on the actual building occupancy, then TDM measures (listed above and again below) should be implemented.

- Likewise, after the 100 Clinton Avenue residential development is built and three-quarters or more occupied, conduct parking counts of the site (during the day and at night) to understand if the site is underparked or overparked. The findings of the postdevelopment parking counts of the site, adjusted as appropriate based on the actual building occupancy, shall inform if onsite parking should be managed differently. Particularly, if it is found that the onsite parking supply is being filled to capacity, then TDM measures should be implemented. Conversely, if there is routinely found to be many empty parking spaces, then it may make sense to lease excess supply to a third party and/or repurpose the excess/unused parking spaces for a different use.

- Per Section 19.G.5 of the Stamford Zoning Regulations, after the 100 Clinton Avenue residential development is built and three-quarters or more occupied, conduct a survey to understand the mode split of commuters living in this development. Per the regulations, this should be reported by the middle of January "of each year." "Should fewer than 20% of the building occupants use means of transportation other than a single occupied car, the owner, tenant or property manager [of this development] shall, by March 31st of such year, submit proposals for increasing that share to the [City of Stamford] Transportation, Traffic and Parking and Land Use Bureaus for comments and approval."

The following are TDM strategies that the 100 Clinton Avenue residential development is agreeable to if City-regulation vehicular traffic/SOV reduction goals are not being met:

- Provide transit information to residents of the site.
- Increase the cost to park on site.
- Provide additional CarShare vehicles on site if demand warrants.

We hope this TDMP/PMP is useful to you and the City. If you have any questions or need further information, please do not hesitate to contact either of the undersigned.

Sincerely,

SLR International Corporation

Emily A. Foster, PE
Associate Transportation Engineer

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Senior Transportation Planner

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Figure 1
Site Location

Block A			
Unit Type	**Total Units**	**Parking Ratio**	**Parking Required**
Market Rate			
Studio	30	0.75	22.50
1 Bedroom	78	1.00	78.00
2 Bedroom	49	1.25	61.25
Total	***157***		***161.75***
BMR			
Studio	3	0.50	1.50
1 Bedroom	9	0.75	6.75
2 Bedroom	6	1.00	6.00
Total	***18***		***14.25***
BMR Deeply Affordable			
1 Bedroom	1	0.33	0.33
Total	***1***		***0.33***
BLOCK A TOTAL	**176**		**177**
Additional Requirements & Deductions			
9 EV Spaces			4.5
		Total	***182***
Shared Vehicle Reduction (10%) (5 Shared Vehicle Spaces)			-18
		Total	***164***
TOTAL PARKING REQUIRED			**164**
Total Parking Provided			
Regular Spaces			137
Compact Spaces			13
EV Spaces			9
Shared Vehicle Spaces			5
		Total	***164***

Total Development (Block A + Block B)	
TOTAL PARKING REQUIRED	**485**
Total Parking Provided	
Regular Spaces	343
Compact Spaces	60
EV Spaces	37
Shared Vehicle Spaces	13
Total	***453***
Total Bicycle Parking Provided	
Class A	24
Class B	18
Total	***42***

Block B			
Unit Type	**Total Units**	**Parking Ratio**	**Parking Required**
Market Rate			
Studio	16	0.75	12.00
1 Bedroom	115	1.00	115.00
2 Bedroom	133	1.25	166.25
3 Bedroom	1	1.50	1.50
Total	***265***		***294.75***
BMR			
Studio	2	0.50	1.00
1 Bedroom	13	0.75	9.75
2 Bedroom	15	1.00	15.00
Total	***30***		***25.75***
BLOCK B TOTAL	**295**		**321**
Additional Requirements & Deductions			
28 EV Spaces			0
		Total	***321***
Shared Vehicle Reduction (10%) (8 Shared Vehicle Spaces)			-32
		Total	***289***
TOTAL PARKING REQUIRED			**289**
Total Parking Provided			
Regular Spaces			206
Compact Spaces			47
EV Spaces			28
Shared Vehicle Spaces			8
		Total	***289***
Total Bicycle Parking Provided			
Class A			36
Class B			30
		Total	***66***

Figure 2
Parking Chart