



*Customer-Focused Solutions*

**Stamford Urban Transitway  
New Starts Criteria Document  
Text, Templates, and Figures**

**Volume I of II**

**City of Stamford  
Stamford, CT**

**Prepared for:  
Federal Transit Administration**

**Prepared by:  
TRC  
In association with:  
Fuss & O'Neill**

**June 2000**

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# *Executive Summary*

## **EXECUTIVE SUMMARY**

### **Stamford Urban Transitway Project Description and Objectives**

The City of Stamford, Connecticut in cooperation with the Connecticut Department of Transportation is proposing to expand, through the Stamford Urban Transitway (SUT) Project, the use of rail and bus service as a means to decrease personal automobile use for work trip commutation, improve the transportation mobility of low income households, and encourage redevelopment opportunities in the City. The SUT project consists of physical and access improvements to the City's highly utilized Stamford Intermodal Transportation Center (SITC). As a committed package, plans include improvements to the train station which will double the boarding platform capacity, and an addition to the parking garage for train ridership, street alignment and operational improvements (including sidewalks and bike pathways) to improve accessibility to the SITC. In addition, modifications to public bus routes made possible by street alignment and traffic signal improvements, will improve transportation mobility of project area low income households and bus to rail intermodal passengers. Figure 1-1 provides an overview of the project area, including the SITC and the SUT within the City of Stamford.

Given the importance of the railroad and bus service afforded by the Stamford Intermodal Transportation Center (SITC) to both regional and intra-city travel, the City of Stamford and the State of Connecticut have committed approximately \$150 million to the SUT and SITC improvements package. The City of Stamford is requesting Section 5309 funding of \$23 million of the capital cost total for the SUT Project. The City funds expended approximately \$280,000 for an Environmental Assessment, planning studies, traffic studies, and Transportation System Management (TSM) improvements north of the SITC.

In a regional perspective, the SITC is the most heavily utilized mass transportation facility in the State of Connecticut. Metro-North operates 190 daily trains that stop at the SITC. Approximately 30 trains leave Stamford for New York during the morning commuter peak period and 28 trains arrive from New York into the SITC during the evening peak period. Use of the train service is multifaceted with approximately 2,500 riders using the service to commute from the Stamford area to NYC, and 1,500 riders using the trains inbound to service and manufacturing employment positions at industries located within the City of Stamford during peak hours. These inbound train riders connect to both bus and van service. During peak hours, three local bus routes, the "A," "S," and "H" lines serve businesses and residents in the eastern and southern section of Stamford. The "CC," Commuter Connection, bus line provides access to employment centers located in the Central Business District (downtown area). Overall, the SITC served by the SUT, is the transfer point for 15 local bus routes by CTTransit.

In addition to the public bus routes, a number of corporations located in eastern and southern Stamford operate van shuttles from the SITC to their corporate offices. Approximately 750 employees are transported by van from the SITC to corporate facilities such as Clairol Inc. and Pitney Bowes. The SUT will enhance bus and van access from the corporate centers to the train station at the SITC. The primary users of this connecting service are lower income employees in service and manufacturing employment positions.

The bus route alignment modifications that will be possible with construction of the SUT will significantly enhance the accessibility to employment opportunities in Stamford for limited mobility groups that arrive by train, and the work and personal trip mobility of low income households located in the project area, as well as encourage redevelopment in the SUT corridor area. Approximately five percent of the households within the census tracts served by the bus and train service feeding the SITC and the downtown Stamford area are classified as low income by the U.S. Census. Of the 773 low-income households, 224 are located within a 0.5 mile radius of SITC boarding points. The number of low income households in the southern and eastern sections of the City have been increasing over the past two years due to the availability of lower wage employment opportunities.

### **Project Commitment**

As previously noted, the SUT is a top priority of the State of Connecticut and the Southwestern Connecticut Region. This project will enhance accessibility to the SITC, which is currently under a \$150 million expansion plan. Under the expansion project, two center island platforms are being added to the railroad station which doubles the passenger platform capacity to four trains. A 1,205 space commuter parking garage expansion is being implemented. In addition to the commitment of State funds for these two project components, the City of Stamford has funded \$185,000 to date for the planning of the SUT. A total of approximately \$280,000 has been expended towards land use and environmental studies, including:

- Ridership forecasts and concept engineering design: completed by Fuss & O'Neill, engineering consultant to the City; and,
- Environmental analyses: The City's environmental consultant, TRC Environmental Corporation, has performed detailed evaluations of the SUT project corridor. Evaluations conducted include Phase I Environmental Site assessments, land use inventory, natural resources analyses, and socioeconomic impact review.

A detailed breakdown of the State and City financial commitments to the Stamford Urban Transitway project are contained in Section 7.0 of the New Starts application.

### **Land Use and Redevelopment**

The present land use in the vicinity of the SUT project is a mix of high density residential, commercial, industrial, municipal and institutional facilities. The City's land use Master Plan for the project area calls for the redevelopment of vacant land parcels for high density mixed use consisting of residential, office and commercial. Housing and employment opportunities proximate to the center City area will be generated by the planned development. The SUT project will enhance multi-modal transportation access to this planned development on both a regional (train to bus and van, auto to train) and intra-community (bus, pedestrian) basis.

## **Transportation and Environmental Benefits**

Subsequent sections of the following New Starts application document the significant transportation and environmental benefits of the SUT project. From a regional transportation perspective, the additional train ridership that will result from the new parking garage expansion and station platform improvements, in conjunction with the increased bus use attributable to more direct route alignments made possible by the SUT street access improvements to the SITC, will result in an annual decrease of 18.72 million vehicle miles of travel (VMT). This decrease in vehicle travel will benefit the I-95 corridor congestion and also improve the currently congested operations formed by the I-95 ramp and frontage road intersections with city streets, resulting in annual travel time savings of 0.89 millions of hours.

The 18.72 million reduction in VMT results in an energy saving of 116,724 MMBTU/year. Significant reductions in automobile generated air emissions (CO,NOx,VOC,PM-10) and greenhouse precursor emissions also result.

## **New Starts Application Content**

The SUT New Starts Application herein follows the template presentation format for reporting of criteria/measures contained in the Technical Guidance on Section 5309 New Starts Criteria, July 1999, by the Federal Transit Administration and therefore starts with Section 4.0 and ends with Section 7.0. Each Specific section consists of the following:

- Section 4.0 - The general project description contains requisite Certification of Technical Assumptions and Project Description.
- Section 5.0 - Mobility Improvements and Environmental Benefits presents a series of worksheets that quantify the value of travel time savings and low income households; and, provides summaries of air emission reductions, and energy savings attributable to the project. Also evaluated are Operating Efficiencies through the quantification of the change in operating cost per passenger trip and Cost Effectiveness which represents project incremental cost on a passenger basis.
- Section 6.0 - Transit Supportive Existing Land Use and Future Patterns describes the City's existing land use patterns, it's Master Plan and Neighborhood Plans, and policies to enhance train and bus use.
- Section 7.0 - Local Financial Commitment provides details on local share of project costs and capital/operation financing plan. Letters indicating elected official and public support for the Urban Transitway Project are also located in Section 7.0.

## *4.0 Project Description*

**SECTION 4.0 PROJECT DESCRIPTION**

| <b>Template 4.1 Project Description</b>   |                                 |  |
|---|---------------------------------|--|
| <b>Name of Project</b>                    | Stamford Urban Transitway (SUT) |  |
| <b>Participating Agencies</b>             |                                 |  |
| <b>Lead Agency</b>                        | <b>Name</b>                     | City of Stamford   |
|   | <b>Contact person</b>           | Mani Poola, P.E.   |
|   | <b>Address</b>                  | 888 Washington Blvd.<br>Stamford, CT 06904                   |
|   | <b>Phone</b>                    | (203) 977-4237   |
|   | <b>Fax</b>                      | (203) 977-4004   |
|   | <b>Email</b>                    | MPOOLA@ci.stamford.ct.us                                     |
| <b>Metropolitan Planning Organization</b> | <b>Name</b>                     | Southwest Regional Planning Agency                           |
|   | <b>Contact Person</b>           | Ms. Tonya Court  |
|   | <b>Address</b>                  | 1 Selleck Street Suite 210<br>East Norwalk, CT 06855         |
|   | <b>Phone</b>                    | (203) 866-5543   |
|   | <b>Fax</b>                      | (203)866-6502  |
|   | <b>Email</b>                    | court@swrpa.org  |
| <b>Transit Agency</b>                     | <b>Name</b>                     | Connecticut Transit - Stamford Division                      |
|   | <b>Contact Person</b>           | Robert Calling   |
|   | <b>Address</b>                  | 26 Elm Court<br>Stamford, CT 06902                           |
|   | <b>Phone</b>                    | (203) 327-7433   |
|   | <b>Fax</b>                      | (203) 353-0701   |
|   | <b>Email</b>                    | stamfordinfo@cttransit.com                                   |
| <b>State Department of Transportation</b> | <b>Name</b>                     | Connecticut Department of Transportation                     |
|   | <b>Address</b>                  | 2800 Berlin Turnpike<br>Newington, CT 06131-7546             |
|   | <b>Phone</b>                    | (860) 594-2000   |
|   | <b>Fax</b>                      |  |
|   | <b>Email</b>                    |  |
| <b>Other Relevant Agencies</b>            | <b>Name</b>                     | TRC Companies  |
|   | <b>Contact Person</b>           | Glenn Harkness, Senior Vice President                        |
|   | <b>Address</b>                  | Boott Mills South<br>Foot of John Street<br>Lowell, MA 01852 |
|   | <b>Phone</b>                    | (978) 656-3603   |
|   | <b>Fax</b>                      | (978) 453-1995   |
|   | <b>Email</b>                    | gharkness@trccos.com   |

| <b>Template 4.1 Project Description</b> |  |   |
|---|--|---|
| <b>Other Relevant Agencies</b>          | Name   | Fuss & O'Neill Inc.   |
|   | Contact Person   | Joseph Balskus, P.E.  |
|   | Address  | 146 Hartford Road   |
|   |  | Manchester, CT 06040  |
|   | Phone  | (860) 646-2469 x. 253   |
|   | Fax  | (860) 643-6313  |
| Email                                   | jbalskus@FandO.com   |   |
| <b>Corridor Definition</b>              | Length   | The Stamford Urban Transitway (SUT) project study area corridor is approximately 0.7 miles in length. The project encompasses the integration of existing intermodal transportation (Metro North, Amtrak, Greyhound, CT Transit, Employer Shuttle Buses, Avis, Budget, a Taxi stand, and 2,112 space parking garage), a transitway connector to the transportation center from the south and east, several bus routes along the transitway, a proposed bicycle path and pedestrian walkway, and transit supportive businesses. (See Executive Summary)  |
|   | Mode/Technology  | Expanded railroad capacity (center island platform expansion). Bus, pedestrian, bicycle, and vehicle access to the center. Parking garage expansion for bicycles and vehicles.  |
|   | Utilization of Existing Tracks/Right of Way                          | The SUT leading to the station would connect local roadways that are currently very narrow, circuitous and difficult to navigate. The proposed transitway would ease traffic congestion on the streets north of the transportation center which are over capacity. The proposed pedestrian walkways and bicycle route that would lead directly to the transportation center would provide a safe, easy, and environmentally sound way to access the transportation center. The project study area would use existing railroad tracks while incorporating two center island platforms for the boarding of passengers on two additional trains. |
|   | Number of Stations   | There is one existing station, the Stamford Intermodal Transportation Center, SITC.   |
|   | Location of Stations   | The Stamford Intermodal Transportation Center is located south of Interstate 95 and southwest of the Central Business District. See Figure 1-1.   |
|   | Station with Park and Ride Lots identifying number of parking spaces | The existing train station at the SITC is currently under construction to accommodate the center platform project. A new parking garage addition will accommodate an additional 1205 vehicles. After the addition, the parking garage will be able to accommodate 2,112 vehicles. The parking garage will also be able to accommodate bicycles.   |

### Template 4.1 Project Description

|                              |  |   |
|------------------------------|--|---|
|                              | Station with major transfer  | The SITC is a major transfer point for the Metro North Commuter Rail running between New York City and New Haven, CT. See attached schedule 1-1 (Metro North New Haven Line) in Appendix N. The SITC is also a point of transfer for Amtrak. Amtrak has services that run from Washington DC to Boston, MA. See attached schedule 1-2 (Amtrak Service Washington to Boston) in Appendix N. The new Accella train will make a stop at the transportation center. The transportation center is also a major transfer point for all bus and train riders. All of the Stamford Division CT Transit bus routes make stops at the transportation center. Additionally, there are several employer shuttles that make pick ups and drop offs at the SITC. The proposed SUT would provide easy access to this busy multi-modal transportation center by vehicle, bus, bicycle or foot. The SUT would decrease congestion on North and South State Streets which is primarily attributable to traffic entering and exiting Interstate 95 and local residential streets south of the station. |
|                              | Facilities to other modes  | The SITC is a link to the major employers in the Stamford area. The center provides a link to Employer Jitneys (Clairol, Pitney Bowes, etc), vital pick up and drop off point for CT Transit bus service and Greyhound bus departure and docking station.   |
|                              | Number of vehicles/rolling stock                                     | N/A   |
| Interim                      | Length   | The distance between each proposed bus stop is approximately 0.25 miles. The length of the pedestrian walkway from Elm Street to the transportation Center is approximately 1 mile.   |
| Segments/Phasing             | Mode/Technology  | N/A   |
|                              | Utilization of Existing Tracks/Right of Way                          | N/A   |
|                              | Number of Stations   | N/A   |
|                              | Location of Stations   |   |
|                              | Station with Park and Ride Lots identifying number of parking spaces | N/A   |
|                              | Station with major transfer facilities to other modes                | N/A   |
|                              | Number of vehicles/rolling stock                                     | N/A   |
| Type of Alignment by Segment | Above grade  | N/A   |
|                              | Below grade  | N/A   |
|                              | At grade   | N/A   |
|                              | Exclusive  | N/A   |
|                              | Mixed Traffic  | N/A   |

| <b>Template 4.1 Project Description</b>        |   |   |               |
|--|---|---|---------------|
| <b>Current Status of Existing Right of Way</b> | Ownership - who owns the right of way?                                | The majority of the existing Right-of-Way (corridor) uses public streets owned by the City of Stamford.   |               |
|  | Current Use: active freight or passenger service                      | The existing corridor is used for local travel. Additionally, several commercial vehicles (trucks) use the right-of-way to access existing businesses in the project corridor (i.e. recycling center).  |               |
|  | Abandoned?  | There are several buildings along the right-of-way that are currently not occupied by business or residents.  |               |
| <b>Capital Cost Estimate</b>                   | Current year dollars  | 23,000,000  |               |
|  | Year of Expenditure   | Section 7 outlines capital cost estimates.  |               |
| <b>Levels of Service (Existing Transit)</b>    | Headways  |   |               |
|  | Weekday Peak  | See CTTransit, Metro North Schedules in Appendix N  |               |
|  | Weekday Off-peak  | See CTTransit, Metro North Schedules in Appendix N  |               |
|  | Weekday Evening   | See CTTransit, Metro North Schedules in Appendix N  |               |
|  | Weekend   | See CTTransit, Metro North Schedules in Appendix N  |               |
|  | Hours of Service  |   |               |
|  | Weekday   | 4am-8pm New Haven Line (Metro North), 6am-8pm CTTransit   |               |
|  | Weekend   | 24 hours New Haven Line (Metro North), 6am-8pm CTTransit  |               |
| <b>Travel Demand Estimates</b>                 | Project Boardings   | Opening Year  | Forecast Year |
|  | Average Weekday   | 1168 new riders   | N/A           |
|  | Peak Period   |   |               |
|  | Midday  |   |               |
|  | Evening   |   |               |
|  | Weekend   |   |               |
|  | Peak Hour   |   |               |
|  | Pk Hr, Peak Direction   | During the Metro North Peak Period, 1,168 new riders board in am and depart in PM   |               |
|  | Peak Load   |   |               |
|  | Annual  | 292,000 new riders  |               |
|  | Transit System Linked Trips   | Opening Year  | Forecast Year |
|  | Average Weekday   | N/A   | N/A           |
|  | Annual  | N/A   | N/A           |
| Annual New Riders                              |   |   |               |
| <b>Project Function</b>                        | <i>Summarize or reference documentation addressing the following:</i> |   |               |
|  | Purpose and Need  | The City of Stamford in cooperation with the Connecticut Department of Transportation is proposing to expand through the Stamford Urban Transitway (SUT) Project the use of rail and bus service as a means to decrease personal automobile use for work trip commutation, improve the transportation mobility of low income households, and encourage redevelopment opportunities in the City. |               |

| <b>Template 4.1 Project Description</b> |  |   |         |
|---|--|---|---------|
|   | Goals and Objective  | The project has four goals: increase bus and train ridership, decrease personal automobile use, provide a catalyst for redevelopment south and east of the SITC, and provide Opportunity for low income households.   |         |
|   | Relationship of project to regional transportation system including: | The existing SITC is the most heavily utilized mass transportation facility in the State of Connecticut.  |         |
|   | Intermodal access points   | Stamford Intermodal Transportation Center is an access point for Metro North, Amtrak, CT Transit, Greyhound, and other modes of transportation. Stamford is a "gateway" to Washington, D.C., N.Y. City, and Boston, MA.   |         |
|   | Impact of project and overall use of regional transportation system  | The project will result in an increase in both bus and train ridership and additional trains going into and out of the station.   |         |
| <b>Corridor Travel Markets</b>          | Number of Riders   | Number  | Percent |
|   | To Central Business District   | N/A   |         |
|   | To Suburban Employment/Activity Centers                              | See Table 6.3   |         |
|   | Work Trips   |   |         |
| <b>Project Milestones/Schedule</b>      | Planning Milestones  | The City of Stamford began construction on the center island platforms in 1996. The platforms are expected to be completed by 2002. The parking garage expansion is in the final engineering design phase and has funds appropriated to complete the project. Redevelopment is expected to occur for several years after the construction of the SUT. |         |
|   | Planning Studies Initiated   | Neighborhood Development Plans  |         |
|   | Planning Studies Completed   | Stamford Harbor Area Development Plan, Sasaki Associates, Inc. and the Stamford Master Plan   |         |
|   | LPA selected   | N/A   |         |
|   | LPA included in the financially constrained long range plan          | N/A   |         |
|   | Proposed Implementation Schedule                                     | N/A   |         |
|   | Included in Financially Constrained TIP                              | N/A   |         |
|   | Initiation of DEIS   | A Draft Environmental Assessment was completed by the City's Consultant TRC Environmental Corporation, in January 2000. A DEIS is not anticipated at this time.   |         |
|   | Completion of DEIS   | N/A   |         |
|   | Initiation of FEIS   | N/A   |         |
|   | Completion of FEIS   |   |         |

| <b>Template 4.1 Project Description</b>             |                  |  |
|---|------------------|--|
|   | FFGA             |  |
|   | Start-Up         |  |
|   | Public Referenda |  |
| <b>Project Management</b><br>Project Manager        | Name             | City of Stamford   |
|   | Contact          | Mani Poola, P.E.   |
|   | Address          | 888 Washington Blvd<br>Stamford, CT 06904-2152               |
|   | Phone            | (203) 977-4237   |
|   | Fax              | (203) 977-4004   |
|   | Email            | MPOOLA@ci.stamford.ct.us                                     |
| <b>Agency CEO</b>                                   | Name             | Dannel Malloy, Mayor   |
|   | Address          | 888 Washington Blvd<br>Stamford, CT 06904-2152               |
|   | Phone            | (203) 977-4150   |
|   | Fax              |  |
|   | Email            |  |
| <b>Key Staff:</b><br>Overall New Starts<br>Criteria | Name             | TRC Environmental Corp.                                      |
|   | Contact          | Glenn Harkness   |
|   | Address          | Boott Mills South<br>Foot of John Street<br>Lowell, MA 01852 |
|   | Phone            | (978)656-3613  |
|   | Fax              | (978) 453-1995   |
|   | Email            | gharkness@trccos.com   |
| <b>Key Staff:</b><br>Overall New Starts<br>Criteria | Name             | Fuss & O'Neill   |
|   | Contact          | James Parry, P.E.  |
|   | Address          | 146 Hartford Road<br>Manchester, CT                          |
|   | Phone            | (860) 646-2469   |
|   | Fax              | (860) 643-5921   |
|   | Email            | jparry@fando.com   |
| <b>Key Staff:</b><br>Ridership Forecasts            | Name             | Fuss & O'Neill   |
|   | Contact          | Joseph Balskus, P.E.   |
|   | Address          | 146 Hartford Road<br>Manchester, CT                          |
|   | Phone            | (860) 646-2469   |
|   | Fax              | (860) 643-6313   |
|   | Email            | jbalskus@FandO.com   |
| <b>Key Staff:</b><br>Cost Estimates                 | Name             | Mani Poola, P.E.   |
|   | Address          | City of Stamford<br>888 Washington Street<br>Stamford, CT    |
|   | Phone            | (203) 977-4237   |
|   | Fax              | (203) 977-4004   |
|   | Email            | MPOOLA@ci.stamford.ct.us                                     |

| <b>Template 4.1 Project Description</b>               |         |  |
|---|---------|--|
| <b>Key Staff:<br/>Environmental<br/>Documentation</b> | Name    | Steve Damiano  |
|   | Address | Boott Mills South<br>Foot of John Street<br>Lowell, MA 01852 |
|   | Phone   | (978) 656-3657   |
|   | Fax     | (978) 453-1995   |
|   | Email   | sdamiano@trccos.com  |
| <b>Key Staff:<br/>Land Use<br/>Assessment</b>         | Name    | Judy Bartos  |
|   | Address | Boott Mills South<br>Foot of John Street<br>Lowell, MA 01852 |
|   | Phone   | (978) 656-3506   |
|   | Fax     | (978) 453-1995   |
|   | Email   | jbartos@trccos.com   |
| <b>Key Staff:<br/>Financial<br/>Assessment</b>        | Name    | Mani Poola. P.E.   |
|   | Address | City of Stamford<br>888 Washington Street<br>Stamford, CT    |
|   | Phone   | (203) 977-4237   |
|   | Fax     | (203) 977-4004   |
|   | Email   | MPOOLA@ci.stamford.ct.us                                     |
| <b>Key Staff:<br/>Project Maps</b>                    | Name    | Judy Bartos  |
|   | Address | Boott Mills South<br>Foot of John Street<br>Lowell, MA 01852 |
|   | Phone   | (978) 656-3506   |
|   | Fax     | (978) 453-1995   |
|   | Email   | jbartos@trccos.com   |

## Template 4.1 Project Description

### Contractors

|  |         |  |
|--|---------|--|
| <b>Current Prime Contractors</b>             | Name    | TRC Environmental Corp.                                      |
|  | Address | Boott Mills South<br>Foot of John Street<br>Lowell, MA 01852 |
|  | Phone   | (978) 970-5600   |
|  | Fax     | (978) 453-1995   |
|  | Email   |  |
| <b>Prime Contractor:<br/>Project Manager</b> | Name    | Glenn Harkness   |
|  | Address | Boott Mills South<br>Foot of John Street<br>Lowell, MA 01852 |
|  | Phone   | (978) 656-3603   |
|  | Fax     | (978) 453-1995   |
|  | Email   | gharkness@trccos.com   |
| <b>Current Subcontractors</b>                | Name    | Fuss & O'Neill   |
|  | Address | 146 Hartford Road<br>Manchester, CT 06040                    |
|  | Phone   | (860) 646-2469   |
|  | Fax     | (860) 643-6313   |
|  | Email   |  |
| <b>Previous Planning Consultants</b>         | Name    | Sasaki Associates, Inc.                                      |
|  | Address | 64 Pleasant Street<br>Boston, MA 02472                       |
|  | Phone   | (617) 926-3300   |
|  | Fax     |  |
|  | Email   |  |

## Template 4.2 Certification Of Technical Assumptions

### Lead Agency Certification Of Technical assumption in the development of The new starts criteria submission

The \_\_\_\_\_, acting in the capacity as lead agency for \_\_\_\_\_, the proposed New Starts project, understands that the Section 5309 New Starts criteria are used to evaluate the worthiness of proposed projects across the nation and that it is important that projects sponsors address the criteria in a consistent manner.

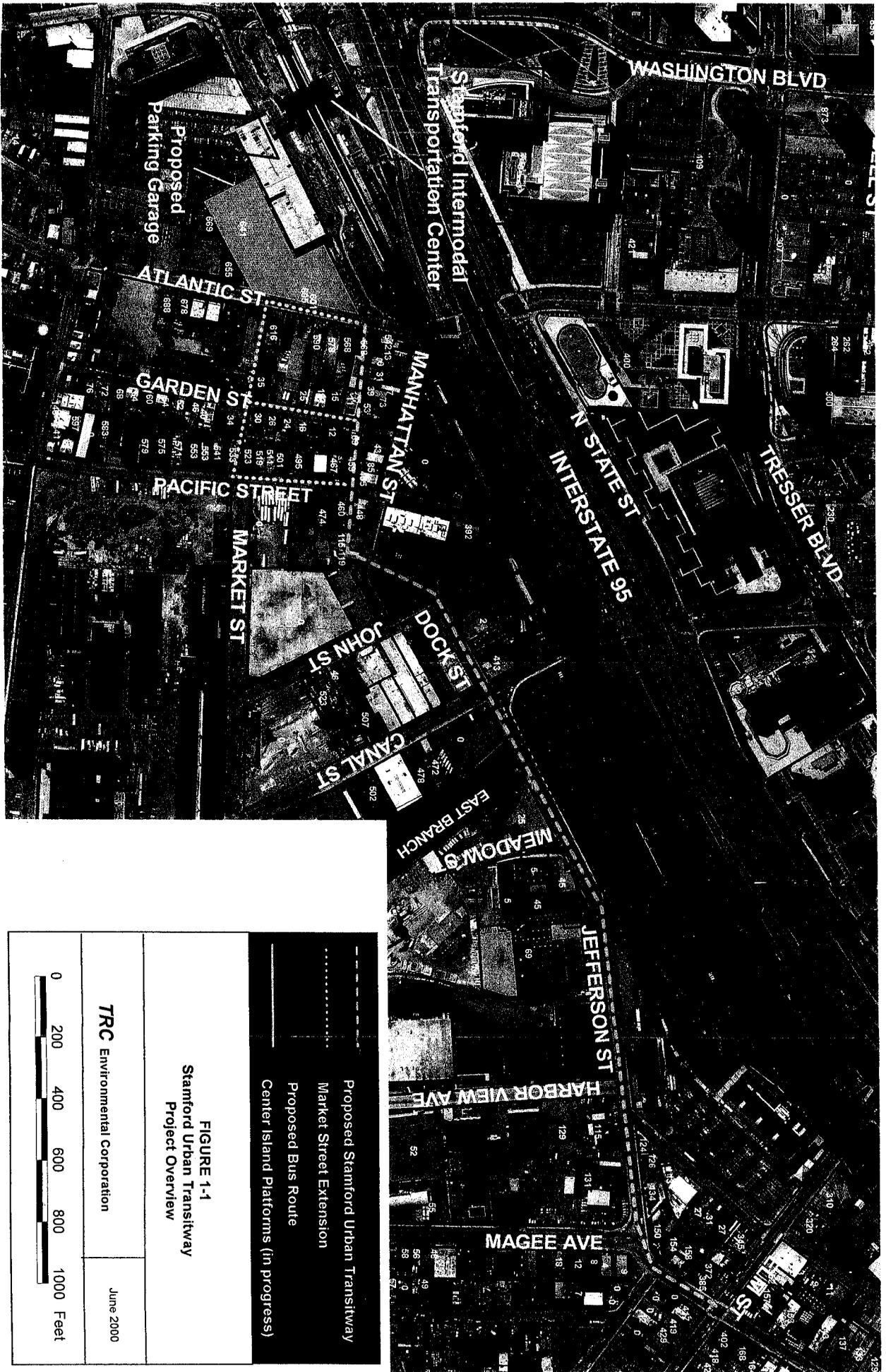
As Chief Executive Officer of \_\_\_\_\_, I hereby certify that \_\_\_\_\_ has followed FTA's Technical Guidance on Section 5309 New Starts Criteria in the preparation of this submission, including:

- Assuming identical highway and transit networks outside the corridor for the No Build, the TSM and the Build alternatives for the travel demand forecasts;
- Defining the build alternative as the project for which we are seeking FTA New Starts funding;
- Developing ridership forecasts for the New Starts project that are based on the same set of growth forecasts and land use assumptions that are used to estimate ridership for the NO Build and TSM alternatives;
- Allocating the population and employment growth on the basis of locally adopted land use plans;
- Analyzing the Build, TSM and No Build alternatives within the same basic policy setting, i.e., the model assumptions, parameters, and inputs are the same for all alternatives except for changes in the transportation network or other data that are directly attributable to each alternative.
- Reporting the New Starts criteria and specific measures only for the Section 5309 New Starts transit investment and not for the complete build alternative.

Any methods and assumptions that differ from those described in this section have been discussed with and concurred in by FTA.

\_\_\_\_\_  
Chief Executive Officer

\_\_\_\_\_  
Date



**FIGURE 1-1**  
**Stamford Urban Transitway**  
**Project Overview**

**TRC** Environmental Corporation

June 2000



- Proposed Stamford Urban Transitway
- Market Street Extension
- Proposed Bus Route
- Center Island Platforms (in progress)

*5.0 Mobility Improvements  
and  
Environmental Benefits*

## **SECTION 5.0 MOBILITY IMPROVEMENTS**

### **5.1 Travel Time Savings (New Starts Criteria Template 5.1)**

The proposed Stamford Urban Transitway (SUT) corridor project will enhance the vehicle travel link to the Stamford Intermodal Transportation Center (SITC), therefore will provide the following travel time savings as analyzed under the New Starts Criteria. Also planned and approved by the City of Stamford is the SITC Parking Garage investment, which will result in travel time savings. The City of Stamford has analyzed the “build” SUT project under New Starts Criteria versus the “No Build” (existing) and “Transportation System Management” (TSM) alternatives for the project. The following summarizes New Starts Template 5.1 – Travel Time Savings.

#### **5.1.1 New Start Forecast vs. No Build Existing Service**

##### *Bus/Rail Transit*

Automobile travel time savings compared with the “No Build” (existing) will occur as a result of the increased bus and rail ridership incurred by the construction of the SUT and use of the new parking garage addition at the SITC. The proposed SUT will provide an efficient direct link to the SITC, and is therefore more attractive to the general public to access the transit facility. A review of Bus/Rail transit analysis follows.

The existing Cove Road and Shippan Avenue bus routes, designated as the “A” and “S” routes respectively (see Figure 1-1, originate in residential neighborhoods in Stamford’s south side and proceed northerly towards downtown Stamford. Both routes ultimately converge on Elm Street and make various downtown stops on Tresser Boulevard and Atlantic Street before stopping near the SITC and returning to their point of origin in the Cove Road and Shippan Avenue neighborhoods. The “A” route experiences nearly 600 daily riders while the “S” route registers just under 300 riders per day. Many of these passengers work in Westchester County and the New York City area and use bus transit as a means of commuting to the SITC to board the Metro North railroad. Due to the northerly diversions along Tresser Boulevard and the frequent number of downtown stops, railroad bound passengers along the existing “A” and “S” bus routes often experience significant delay before reaching their destination, and use automobiles to access the SITC.

To calculate the total vehicle hours per day and total hours per year saved, it is assumed that the average vehicle travel speed throughout the intra-Stamford commute is less than 30 miles per hour due to the number of traffic signals within this area. For commuters to New York City, a one-way trip was estimated to take approximately 1 hour and 15 minutes. Travel time savings will occur for existing bus transit users (Routes “A” and “S”) as a result of existing routes being diverted to the proposed SUT. Of the 589 daily riders on the “A” route, approximately 50% are estimated to be traveling to the rail station (295 riders). Nearly 80% of the 278 riders on the “S” route are estimated to be traveling to the rail station (222 riders). “A” route riders will experience approximately 2.5 minutes of travel time savings while “S” route riders experience over 4 minutes of travel time savings compared to the No-Build and TSM alternatives.

The construction of the proposed SUT, with priority lanes and priority bus signals, will enable buses to provide faster and efficient access to the SITC from the Cove Road and Shippan Avenue neighborhoods. The Cove Road neighborhood also is part of the City's redevelopment plans. The new SUT will preclude the need for buses to divert north to Tresser Boulevard by providing direct access from Elm Street to the SITC via Jefferson Street and the realigned Dock Street (i.e. SUT improvements). Upon discharging the passengers off at the SITC, buses along the "A" and "S" routes will turn north on Washington Boulevard and traverse Atlantic Street and Tresser Boulevard on route back to Shippan Avenue and Cove Road.

The revised "A" bus route will provide a savings of 0.13 miles and over 2 minutes in travel time per bus while the revised "S" route will save over .3 miles and 4 minutes of travel time per bus. Since each revised bus route will traverse the downtown area in the reverse direction as the existing routes, the majority of the major downtown stops along Washington Boulevard, Atlantic Street, and Tresser Boulevard will be retained. Bus passengers from the Shippan and Cove neighborhoods commuting to the Tresser Boulevard/Atlantic Street area will not experience an increase in travel time as a result of the revised bus routes.

#### *Stamford Intermodal Transportation Center (SITC) New Parking*

Also linked to increased transit ridership is the State of Connecticut Department of Transportation's plan to build additional parking for the SITC users. Of the 1205 new parking spaces in the garage, it is assumed that 60% (723) of the facility users are new transit riders while 40% (482) of the users are existing riders currently using other stations or getting dropped off. The 723 new riders were previously commuting by car 50 miles to work in New York City for a total of 100 miles round trip. It can now be assumed their current commute by car is reduced to an average of only 10 miles round trip to the rail station (all intra-Stamford travel). Of the remaining 482 transit users, it is assumed that 50% of them are riders that have chosen to divert to the SITC from other stations, thereby reducing their round trip commute to the rail station from 30 miles to 10 miles. The remaining 50% of existing riders which were previously dropped off at the station will now choose to park and ride, thereby eliminating one 10 mile intra-Stamford round trip per passenger.

For commuters that are reverting from car use to the train, there will be a significant travel time savings experience. It was calculated that there will be 723 new rail riders as a result of the SITC and SUT New Starts Project. With the proposed project, the new rail riders will travel only 10 miles round trip (intra-Stamford) by car to the rail station and board a 45 minute express train to Grand Central Station, a total time savings of 1,076 hours/day or 269,000 hours/year.

#### 5.1.2 Transportation System Management (TSM) Improvements Alternative

The City of Stamford has been engaged in TSM improvements throughout the downtown area north of the SITC and in some areas to the south. The TSM alternative in the immediate SITC area for existing bus transit users is limited to priority bus signals installed primarily along Tresser Boulevard for the "A" and "S" routes. Although signal delay would be reduced along the existing bus routes, the routes to the rail station are longer and traverse more signals than the

proposed SUT routes. Therefore, the total travel time saved under the TSM alternative is significantly less than the time saved under the SUT New Starts proposal.

By incorporating the TSM measures, it is assumed that the maximum increase in the number of new transit riders will be approximately 5%. According to the latest United States Census Tract Survey (1990), there are 8,817 workers in the project area neighborhoods that currently have bus service available. Approximately 10% of these workers currently use public transportation. The study area neighborhoods where public transportation is available include Census Tract numbers 219, 220, 221, and 224. As a result of the TSM alternative, a 5% increase in the bus ridership is assumed to result in over 40 additional riders and a net travel time savings of 108 hours/day, or 27,000 hours/year. This is far less than the savings anticipated under the SUT New Start proposal.

**Travel Time Savings Worksheet**

| e (hrs) | Total Daily Change (hours) |                   | Annual Factor | Total Annual Change (millions of hours) |                   |
|---------|----------------------------|-------------------|---------------|---|-------------------|
|         | New Start vs. No-Build     | New Start vs. TSM |               | New Start vs. No-Build                  | New Start vs. TSM |
| Users   | 27                         | 15                | 250           | 0                                       | 0                 |
| ers     | 1,283                      | 108               | 250           | 0.321                                   | 0.027             |
| al      | 314                        | 139               | 250           | 0.079                                   | 0.035             |
| el Time | 1,624                      | 262               | 250           | 0.4                                     | 0.066             |

Annual factor is derived from 50 five day work weeks per year (assumes 10 holidays/non-business days per year)

(Continued on Next Page)

**Template 5.2 Low Income Households Worksheet**

| Census Tract                         | Number of Total Households | Number of Low-Income Households | Fraction of Tract within 1/2 mi. of New Start Boarding Points | Number of Total HH's within 1/2 mile of boarding Points | Number of Low-Inc. HH's within 1/2 Mile of Boarding Points |
|--------------------------------------|----------------------------|---------------------------------|---|---|--|
| City of Stamford                     | 41,945                     | 1,105                           |   |   |  |
| Tract 201                            | 1,404                      | 29                              | 0.63  | 878   | 18   |
| Tract 215                            | 1,946                      | 133                             |   | -   |  |
| Tract 217                            | 2,430                      | 43                              | 0.54  | 1,322   | 23   |
| Tract 218                            | 3,633                      | 118                             |   | -   |  |
| Tract 220                            | 1,097                      | 31                              |   | -   |  |
| Tract 221                            | 2,454                      | 58                              | 0.54  | 1,323   | 31   |
| Tract 222                            | 924                        | 108                             | 0.61  | 565   | 66   |
| Tract 223                            | 1,663                      | 253                             |   | -   |  |
| <b>Total for All Boarding Points</b> | <b>15,551</b>              | <b>773</b>                      |   | <b>4,087</b>  | <b>139</b>   |

Please see attachment QQ, U.S. Census Bureau Poverty 1999.

1. The 1990 census states 2.83 persons per family for tract 201, therefore used Three person family poverty level as low income household (\$13,423). The actual low income level used is \$14,999 because it is the end of income level 3 outlined in the Census data.
2. The 1990 census states 2.82 persons per family for tract 217, therefore used Three person family poverty level as low income household (\$13,423). The actual low income level used is \$14,999 because it is the end of income level 3 outlined in the Census data.
3. The 1990 census states 3.11 persons per family for tract 221, therefore used Three person family poverty level as low income household (\$13,423). The actual low income level used is \$14,999 because it is the end of income level 3 outlined in the Census data.
4. The 1990 census states 3.47 persons per family for tract 222, therefore used average of three person and four person household poverty threshold. Average poverty threshold used is \$15,170.50  $((13,410+13,423+16,895+16,954) / 4)$  The actual low income level used is \$14,999 because it is the end of income level 3 outlined in the Census data.

### **Template 5.3. Environmental Benefits**

The current air quality designation for the region as designated by the U.S. Environmental Protection Agency (EPA) in accordance with National Ambient Air Quality Standards (NAAQS) is "attainment" for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), lead (Pb), and sulfur dioxide (SO<sub>2</sub>). Current designations for ozone and particulate matter (PM<sub>10</sub>) are "non-attainment".

The proposed project results in a net reduction of Carbon Monoxide (CO), particulate matter (PM<sub>10</sub>), nitrogen oxides (NO<sub>x</sub>). Greenhouse gas emissions (CO<sub>2</sub>) also result in a net reduction from the TSM and No Build alternatives. The proposed SUT New Starts project results in a net reduction in criteria pollutant, precursor emissions, and greenhouse gas emissions because of the number of new rail passengers and the increased usage of bus transportation to the SITC and Central Business District. Additionally, the project does not cause any other transportation related pollutant emissions.

Template 5.6, Change in Regional Energy Consumption, shows a reduction of 116,724 mmBTU/year and 115,789 mmBTU/year when compared to both the No-Build and TSM alternatives respectively.

Template 5.3

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5-9

**Template 5.4**

**Template 5.5. Change in Greenhouse Gas Emissions Worksheet**

| Fuel Type    | Change in mmBTU/Year          |                     | CO2 consumption<br>(tons CO2/ million BTU) | Change in CO2 Emissions (TPY) |                      |
|--------------|-------------------------------|---------------------|--|-------------------------------|----------------------|
|              | New Start<br>vs. No-<br>Build | New Start<br>vs TSM |  | New Start vs.<br>No-Build     | New Start vs.<br>TSM |
| Gasoline     | -116,724                      | -116,724            | 0.0765                                     | -8,929                        | -8,929               |
| Diesel       | -0.000114                     | -0.000114           | 0.0788                                     | -0.00000898                   | -0.00000898          |
| CNG          | N/A                           | N/A                 | 0.0585                                     |                               |                      |
| LPG          | N/A                           | N/A                 | 0.0678                                     |                               |                      |
| M85/E85      | N/A                           | N/A                 | 0.0765                                     |                               |                      |
| Electricity  | N/A                           | N/A                 | 0.0665                                     |                               |                      |
| <b>Total</b> |                               |                     |  | <b>-8,929</b>                 | <b>-8,929</b>        |

### Template 5.6. Change in Regional Energy Consumption Worksheet

| Veh. Class                   | Regional VMT/Year |     |             | Change in VMT/Year     |                  | Energy Consumption<br>(BTU/veh-mi) | Change in mmBTU/Year   |                   |
|------------------------------|-------------------|-----|-------------|------------------------|------------------|------------------------------------|------------------------|-------------------|
|                              | *No-Build         | TSM | New Start   | New Start vs. No-Build | New Start vs TSM |                                    | New Start vs. No-Build | New Start vs. TSM |
| Passenger Veh. (LDV/LDT)     | 0                 | 0   | -18,726,750 | -18,726,750            | -18,726,750      | 6,233                              | -116,724               | -116,724          |
| Heavy-Duty Vehicle           | 0                 | 0   | 0           | 0                      | 0                | 22,046                             | 0                      | 0                 |
| Bus/Diesel                   | 0                 | 0   | 0           | -0.00273               | -0.00273         | 41,655                             | -0.000114              | -0.000114         |
| Bus/CNG                      | N/A               | N/A | N/A         | N/A                    | N/A              | 41,655                             | N/A                    | N/A               |
| Bus/LPG                      | N/A               | N/A | N/A         | N/A                    | N/A              | 41,655                             | N/A                    | N/A               |
| Bus/M85 or E85               | N/A               | N/A | N/A         | N/A                    | N/A              | 41,655                             | N/A                    | N/A               |
| Bus/Electric                 | N/A               | N/A | N/A         | N/A                    | N/A              | 41,655                             | N/A                    | N/A               |
| Light or Heavy Rail/Electric | N/A               | N/A | N/A         | N/A                    | N/A              | 77,739                             | N/A                    | N/A               |
| Commuter Rail/ Diesel        | N/A               | N/A | N/A         | N/A                    | N/A              | 100,000                            | N/A                    | N/A               |
| Commuter Rail/ Electric      | N/A               | N/A | N/A         | N/A                    | N/A              | 100,000                            | N/A                    | N/A               |
| Total                        |                   |     |             |                        |                  |                                    | -116,724               | -116,724          |

\* The Regional Vehicle Miles Traveled per year is not easily calculated. Additionally, regional vehicle miles traveled would not be representative of the project area. As a result, the existing conditions/No-Build Alternative was used as a base (0) in order to calculate the change in energy consumption as a result of the TSM and New Starts alternatives.

### **Template 5.7. Change in Operating Cost Per Passenger Trip**

The new Starts Technical Guidance, July 1999, Template 5.7 requires a cost per passenger mile summary. In order to get a better understanding of the project, it was determined that developing costs per passenger trip instead of per passenger mile would be more appropriate for this project. The MetroNorth, New Haven Line and CT Transit Stamford Division costs were taken from the available Connecticut Department of Transportation (ConnDOT) publications for Fiscal Year 1999. The change in operating cost per passenger trip was determined for the MetroNorth railroad as well as CT Transit (bus).

The rail costs reveal a minimal change in overall system related costs due to the fact that the system related costs include transit facilities outside the project area. The Metro North New Haven Line includes all train stations between New Haven, CT and Grand Central Station, NY. (See Appendix N for a complete listing of New Haven Line Metro North Stations). Adding the increased passengers from the SUT New Start Project reflects a modest increase in the passenger trips when compared to the regional bus and rail transit system.

**TEMPLATE 5.7:  
CHANGE IN OPERATING COST PER PASSENGER MILE WORKSHEET**

| Factor   | Alternative |        |           | Comparison                    |                      | Source/<br>Calculation  |
|--|-------------|--------|-----------|-------------------------------|----------------------|---|
|  | No-Build    | TSM    | New Start | New Start<br>vs. No-<br>Build | New Start vs.<br>TSM |   |
| Bus Route<br>Annual<br>Operating Cost<br>(millions)  | \$0.96      | \$0.96 | \$0.96    |                               |                      | Source:<br><u>Connecticut<br/>Department of<br/>Transportation</u>                              |
| Bus Route<br>Annual<br>Passenger<br>Miles (millions) | 0.65        | 0.68   | 0.98      |                               |                      | Source:<br><u>Connecticut<br/>Department of<br/>Transportation</u>                              |
| Bus Route<br>Costs per<br>Passenger Mile             | \$1.48      | \$1.41 | \$0.98    | (\$0.50)                      | (\$0.43)             | Calculation:<br><u>Annual Operating<br/>Cost/Annual<br/>Passenger-Miles<br/>(Line 1/Line 2)</u> |

## **Template 5.8. Incremental Cost Per Incremental Passenger Supplemental Worksheet**

The Stamford Urban Transitway portion of the New Starts project involves roadway related construction. The roadway section of the project cost estimates were revised to include only roadway pavement related items. The revisions to the project cost were Total Right of Way preparation, signals and pavement. The Total Right of Way preparation costs were assumed to include demolition of buildings and roadway bed preparation (except final grading and paving). Signals items were consolidated to include traffic signal related estimated costs. Pavement was consolidated to include only roadway pavement construction and drainage items.

**TEMPLATE 5.8:  
INCREMENTAL COST PER INCREMENTAL PASSENGER WORKSHEET**

| Line | Factor   | Alternative |           |             | Comparison<br>New Start vs. No-Build |
|------|--|-------------|-----------|-------------|--------------------------------------|
|      |  | No-Build    | TSM       | New Start   |                                      |
| 1    | Annualized Capital Cost (current year dollars)                     | \$0         | \$4,050   | \$3,227,500 |                                      |
| 2    | Total Annual Operating and Maintenance Cost (current year dollars) | \$0         | \$10,000  | \$100,000   |                                      |
| 3    | Total Annualized Cost in Forecast Year (current year dollars)      | \$0         | \$14,050  | \$3,327,500 |                                      |
| 4    | Total Annual Ridership (forecast year)                             | 4,003,350   | 4,041,200 | 4,295,350   |                                      |
| 5    | Incremental Annualized Cost  |             |           |             | \$3,327,500                          |
| 6    | Incremental Annual Ridership                                       |             |           |             | 292,000                              |
| 7    | Cost-Effectiveness (Incremental Cost per New Rider)                |             |           |             | 11.40                                |

**TEMPLATE 5.9  
INCREMENTAL COST PER INCREMENTAL PASSENGER  
SUPPLEMENTAL WORKSHEET**

| Alternative: New Start                         |   |  |  |  |
|--|---|--|--|--|
| Item   | Useful Life (Years)                       | Annualization Factor   | Total Cost   | Annualized Cost  |
| Right-of-Way                                   | 100                                       | 0.070  | \$10,000,000   | \$700,000  |
| Right-of-Way Preparation (Major grading, etc.) | 100                                       | 0.070  | \$5,000,000  | \$350,000  |
| Structures                                     | 30  | 0.081  | \$20,000,000   | \$1,620,000  |
| Trackwork                                      | 30  | 0.081  | \$0  | \$0  |
| Traffic Signals                                | 30  | 0.081  | \$500,000  | \$40,500   |
| Pavement construction, drainage                | 20  | 0.094  | \$5,500,000  | \$517,000  |
| Rail vehicles                                  | 25  | 0.086  | \$0  | \$0  |
| Buses  | 12  | 0.126  | \$0  | \$0  |
| Contingencies                                  | item-specific                             |  |  |  |
| Engineering, construction management           | allocate proportionally among other items |  |  |  |
| <b>Total</b>                                   |   |  |  | <b>\$3,227,500</b>   |
|  |   | Source<br>Based on 7 percent discount rate and assumed useful life of item | Source<br>New Start Cost Estimate (City of Stamford) | Calculation<br>Annual Cost = Total Cost * Annualization Factor |

## **SECTION 6: TRANSIT SUPPORTIVE EXISTING LAND USE AND FUTURE PATTERNS**

The following provides a narrative summary of TRC's and the City of Stamford's assessment of the Existing Transit Supportive Existing Land Use and Future Patterns. The New Starts Measurement Factor Templates follow the narrative, including Existing land use; Containment of sprawl; Transit-supportive corridor policies; Supportive zoning regulations near transit station; Tools to implement; Performance of land use policies; and Other land use factors.

### **6.1 Assessment of Existing Land Use - Existing Corridor and Station Area**

Measurement factors for existing land use in the Stamford Intermodal Transportation Center (SITC) and Stamford Urban Transitway (SUT) corridor are summarized in tabular format in the New Starts Templates 6.1 and 6.2a. Existing land use patterns are depicted in a series of figures, Figure 6-1 through Figure 6-5. These data provide the basis for describing the project as a densely populated, densely developed mixed central business district with a concentrated use of the SITC by local and regional commuters. As shown on Template 6.2a, employment numbers from 1990 Census data within a ½ mile radius (land area + 978 acres) of the SITC/SUT is 6950, representing 11.6% of persons employed in Stamford. Centered around the SITC, the City of Stamford has been engaged for more than 15 years in improving infrastructure, the pedestrian environment, housing availability, and stabilization of residential neighborhoods, while also improving business growth under their Master Plan. The City estimates that with the completion of the SUT and the overall SITC development project, redevelopment opportunities centered around this transit infrastructure will encourage redevelopment growth that will in turn increase population and employment growth. The twenty-year forecast for the Corridor area suggests a 38.6% growth in population and 142% growth in employment. Presently, bus and train ridership is approximately 24,777 on an average weekday. Ridership is expected to increase 4% per year.

Template 6.5 worksheet describes the parking, square footage of office and retail space and parking within the ½-mile radius of the SITC/Transitway corridor. These are the major local traffic generators of vehicle travel that can be reduced with the use of the SITC facility.

The SITC and SUT area, particularly the area south of I-95 includes a wide range of land uses in contrast to the relatively uniform office and commercial use in the Central Business District located north of I-95. The area south of I-95 containing the SITC and SUT is zoned General Industrial. The SUT corridor area, Dock Street and Jefferson Street, remain an important area of South Stamford because of the proximity to the Central Business District (CBD), the SITC, Interstate 95, and the waterfront. There are residential, industrial, municipal, and commercial uses of varying scale and condition located directly adjacent to each other (see Figure 1-1 and 6-2). Generally, the project area has developed with little land use organization or policy change, typical of older urban centers with development cycles over many years. Today there are several vacant industrial buildings in the SUT corridor area. The neighborhood between Atlantic and Pacific Streets is composed of two long blocks with small parcels indicative of residential scale, however, the area contains several small industrial and commercial uses, mixed with residential housing and vacant lots.

It has been estimated that approximately 25,000 people use train and bus service daily to and from the SITC. Bus service originates and terminates at the SITC. There are eleven routes (CTTransit) that serve the City of Stamford. Two routes specifically serve the corridor area. The City is also developing a Vanpool service to reduce single occupancy vehicle travel. Although very close to the SITC and Stamford's Central Business District, the current roadway connection to the SITC is circuitous and congested.

The SUT corridor area is typified by small intersections and a somewhat confusing street network. Several intersections are aggravated by limited access to and from South Stamford. A mixture of commercial, industrial, construction vehicles, and private vehicles use the existing system. Traffic studies conducted as part of the train station garage expansion project indicated that current traffic volumes approach capacity levels at key intersections during peak hours, including Washington Boulevard and Station Place, Atlantic Street and Station Place and at points all along North and South State Streets.

#### 6.1.1 Existing Corridor/Station Area Parking

There are an estimated 28,434 parking spaces available within a ½ mile of the SITC that are primarily provided by and for office and commercial traffic generators (State Traffic Commission). Currently there are 1,385 parking spaces available at the SITC. The State Department of Transportation is building a parking garage addition that will accommodate 1,205 spaces. A waiting list exists for occupancy of these spaces.

To reduce City single occupancy parking, the Southwest Corridor Implementation Plan recommends an increase of 200 people per day in Vanpool ridership. This will be accomplished by providing more direct and rapid assistance in designing vanpool programs at the worksite, and by offering a wide range of Vanpool options. With the redevelopment of the SUT, the Vanpool will be more appealing because of the travel time savings that the SUT will accomplish.

#### 6.1.2 Planning Process and Stage of Development

In addition to a focus by the City Planning Department, the planning process by the City of Stamford has included the coordination of a special committee assembled by the "Stamford Partnership". The Committee has monitored overall project progress, conducted interviews with key property owners and constituencies, and held public meetings. Studies of existing land use conditions were performed and traffic and market projections calculated.

### 6.2 Containment of Urban Sprawl

The documents provided in this submittal all reflect an integration of more than 10 years of planning and conceptual design that concentrate on the expansion of the existing SITC and transportation services. Therefore, urban containment and growth management center around providing efficient commuter services. In addition, the City of Stamford has established redevelopment plans for the SUT area that will attract residential, commercial and industrial use in close proximity to an existing transportation center. These initiatives as well as the extension/enhancement of a transitway (the SUT) to expedite local and regional travel to the area, provide a long-range opportunity for containing urban sprawl and maximizing urban resources.

### **6.3 Transit Supportive Corridor Policies**

The City has demonstrated that existing narrow north/south roadways and intersections near the SITC have queuing delays resulting from a combination of poor roadway conditions and use of the SITC by buses and cars, and local business truck haulers. As a result, the system affords limited use. For vehicles, the narrow width of these roads, and the lack of bus turning lanes adds to the congestion problems. Although the corridor area is favorable for a pedestrian friendly environment to and from the SITC, the existing sidewalks are narrow and unconnected.

The supportive corridor policies and commitment developed by the City of Stamford for the SITC and SUT are well documented in Section 6 of the New Starts reference templates and attachments. Overall, the City of Stamford has completed the planning process for the build-out and maximum use of the SITC, obtained authorization for several principal supportive projects such as the SITC station island platform expansion and parking garage, and area neighborhood redevelopment projects. These plans and projects represent an estimated 90% of the overall SITC based development. The remaining principal project is the authorization and funding of the SUT connector project which will provide a more efficient local traffic link to existing major employment centers, future development, Interstate 95, and the SITC.

### **6.4 Supportive Zoning Regulations Near Stations**

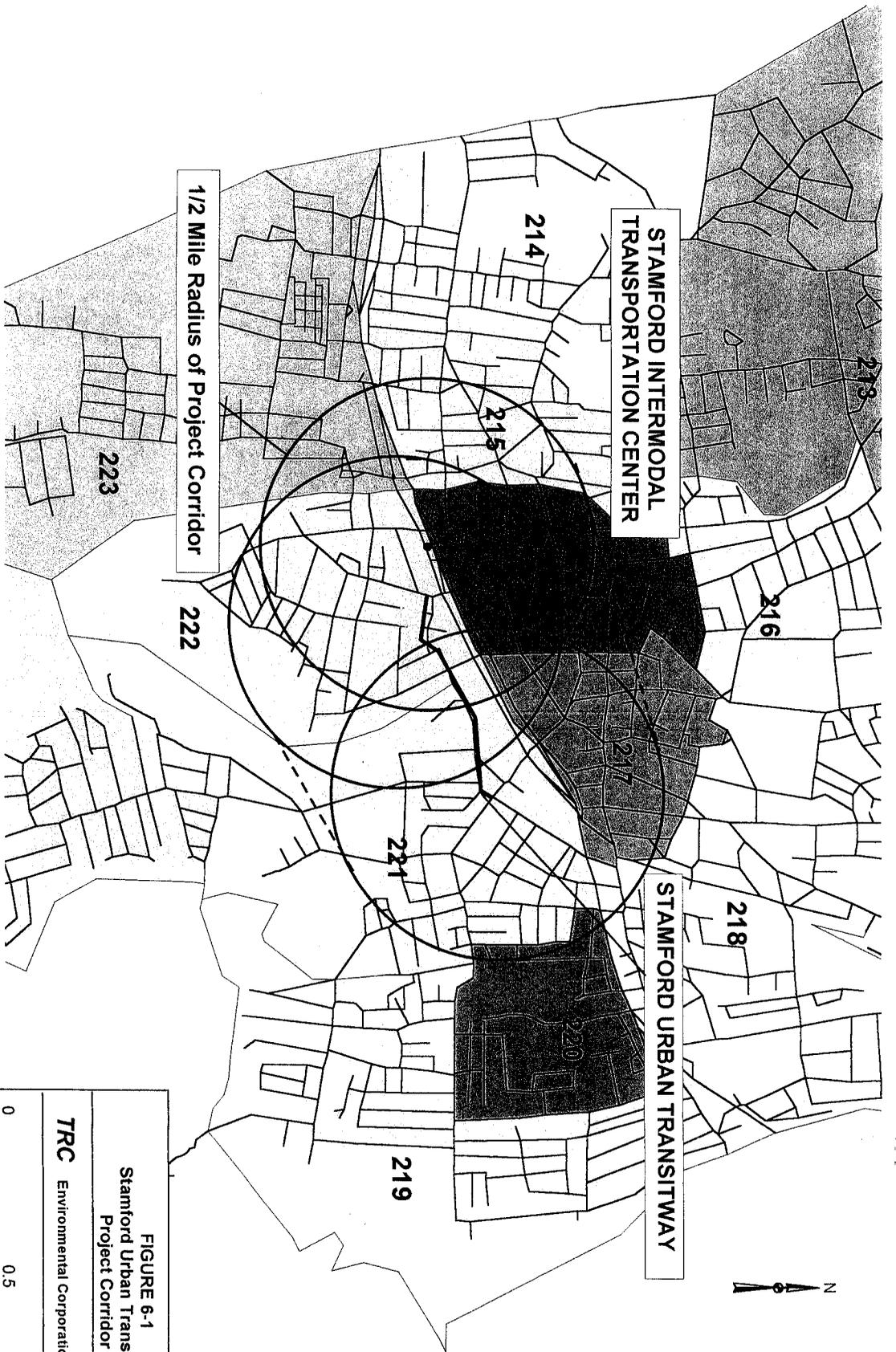
The City of Stamford has recognized the need for a direct east-west link to the SITC for more than 15 years as the use of the facility has increased. While specific zoning changes have not been necessary to date, the Stamford Planning and Zoning Department supports the objectives of several revitalization plans proposed for the surrounding neighborhoods with the knowledge that an efficient east-west link to the SITC south of I-95 is necessary. As in the case of the SITC garage project, the project was approved and the zoning regulations implemented to support the goal of the area and the SUT project. Furthermore, the planning process has involved the goals of improving the pedestrian environment, local road and utility infrastructure, housing availability, ensuring stabilization of sound residential neighborhood and directing future business growth. Applications and changes in zoning could occur, and are expected to occur within the legal framework of existing "Variance" provisions in the City's Zoning ordinance. This process, when it becomes necessary, affords changes without compromising the goals of The Master Plan Amendment and other surrounding neighborhood plans. Indeed, the Master Plan Amendment provides the framework for implementation of land use controls and growth management through comprehensive re-zoning and detailed planning and zoning support.

### **6.5 Tools To Implement Land Use Policies**

The City of Stamford spent \$30,000 on a community based planning process to establish a shared vision of the redevelopment of the project area. There is strong support for the SUT demonstrated through the establishment of the Stamford Partnership, government, business and community collaborative consisting of residents City planners, businesses, property owners and other key stakeholders. Furthermore, as a transit based City initiative, the proposed SUT project has consistently been listed as a top priority by both the Southwestern Connecticut Region and the State of Connecticut. The project is recognized as an identified need in the 1994 and 1998 South Western Region Long Range Transportation Plan.

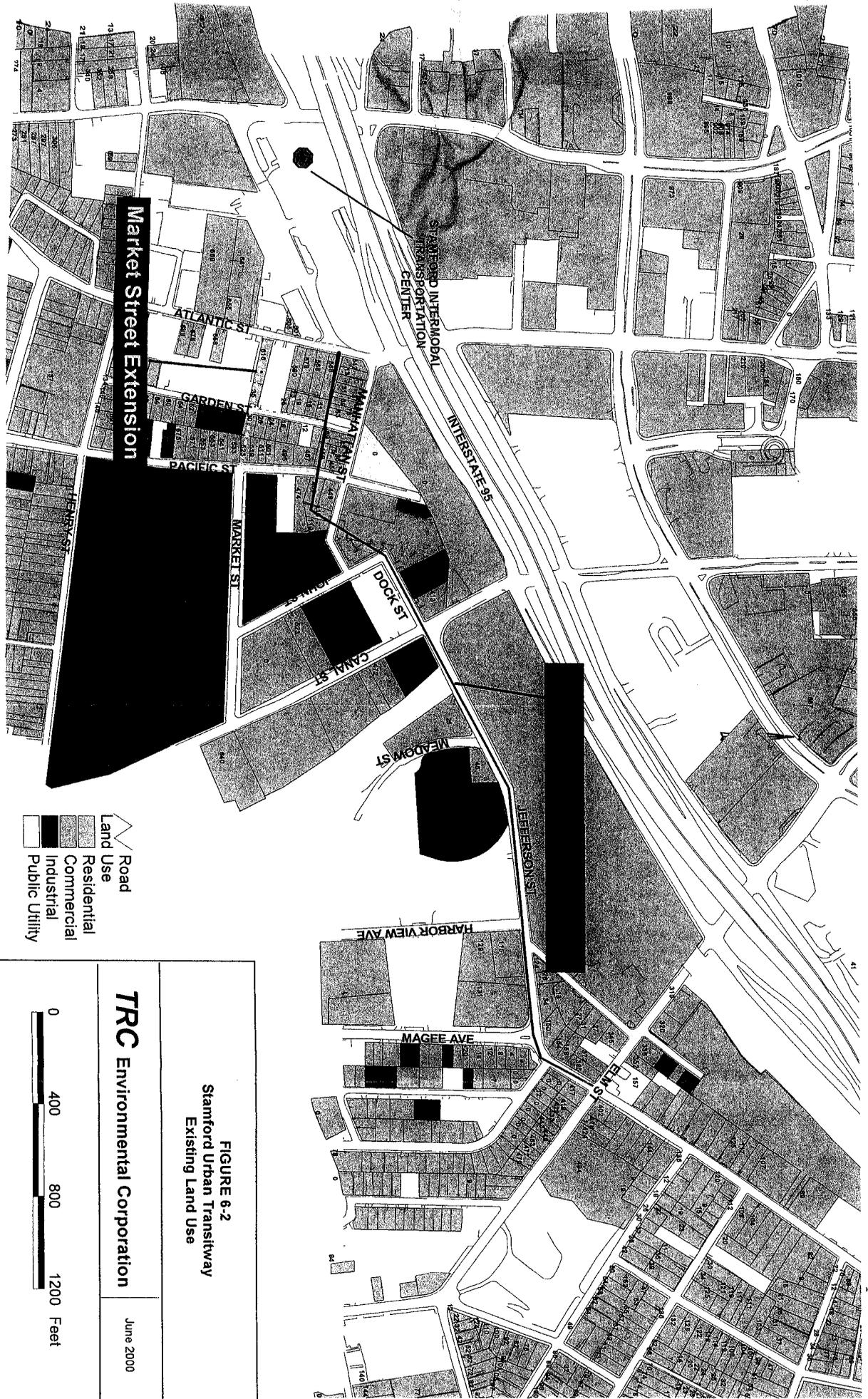
## **6.6 Other Land Use Supportive Factors**

Through the pursuit of three key redevelopment programs, the City of Stamford has demonstrated a concerted effort to expand and utilize redevelopment programs that are expected to increase the use and efficiency of the SITC. These programs include the Brownfields National Partnership, the Stamford Enterprise Zone and the Neighborhood Revitalization Zone.



Central Business District is defined as Tracts 201 and 217

|   |                  |
|---|------------------|
| <p><b>FIGURE 6-1</b><br/> <b>Stamford Urban Transitway</b><br/> <b>Project Corridor</b></p> |                  |
| <p><b>TRC</b><br/>         Environmental Corporation</p>                                    | <p>June 2000</p> |
| <p>0                      0.5                      1<br/>         Miles</p>                 |                  |



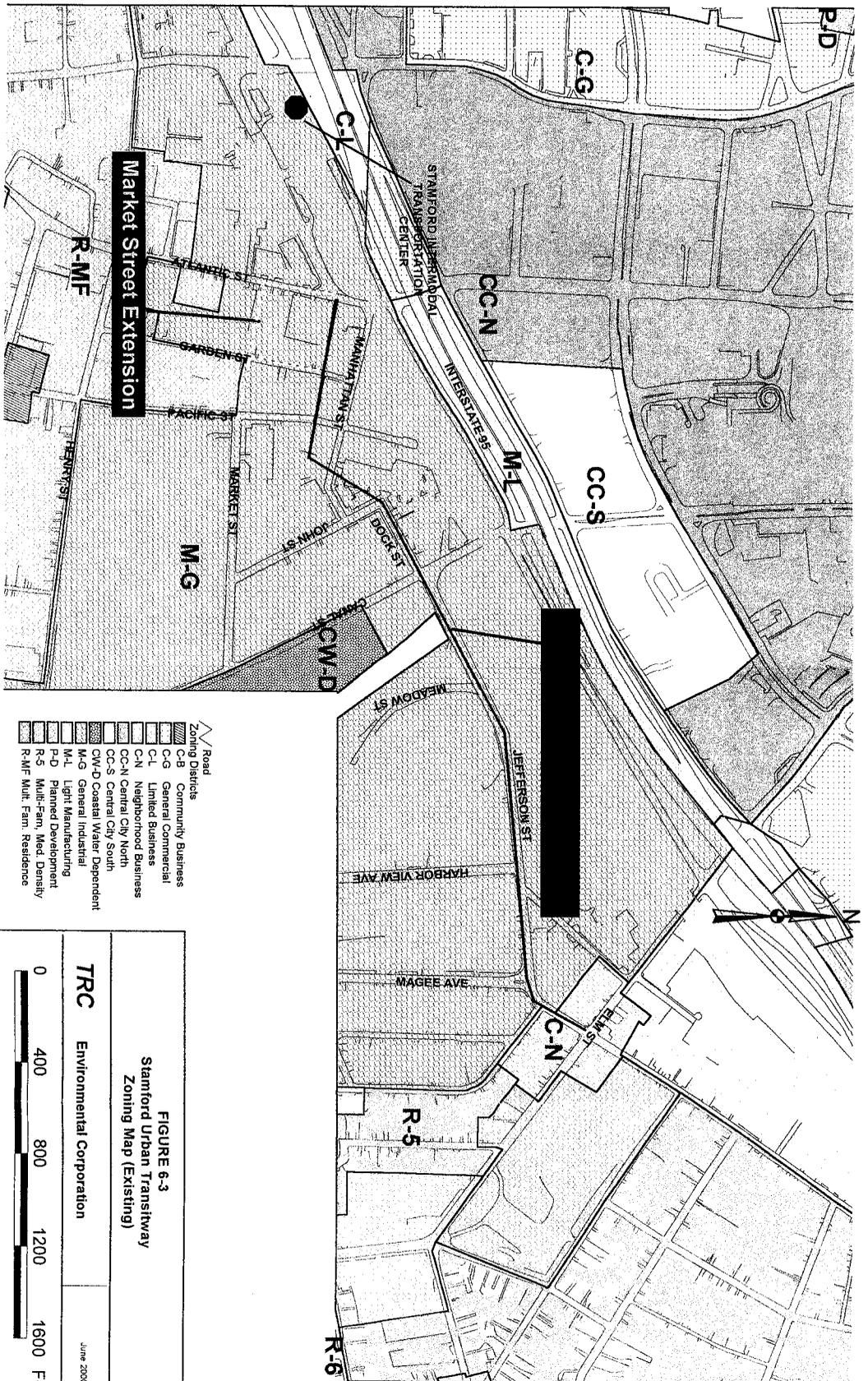
**FIGURE 6-2**  
**Stamford Urban Transitway**  
**Existing Land Use**

**TRC** Environmental Corporation

June 2000



-  Public Utility
-  Industrial
-  Commercial
-  Residential
-  Road
-  Land Use



**Market Street Extension**

**FIGURE 6-3**  
 Stamford Urban Transitway  
 Zoning Map (Existing)

TRC Environmental Corporation June 2000

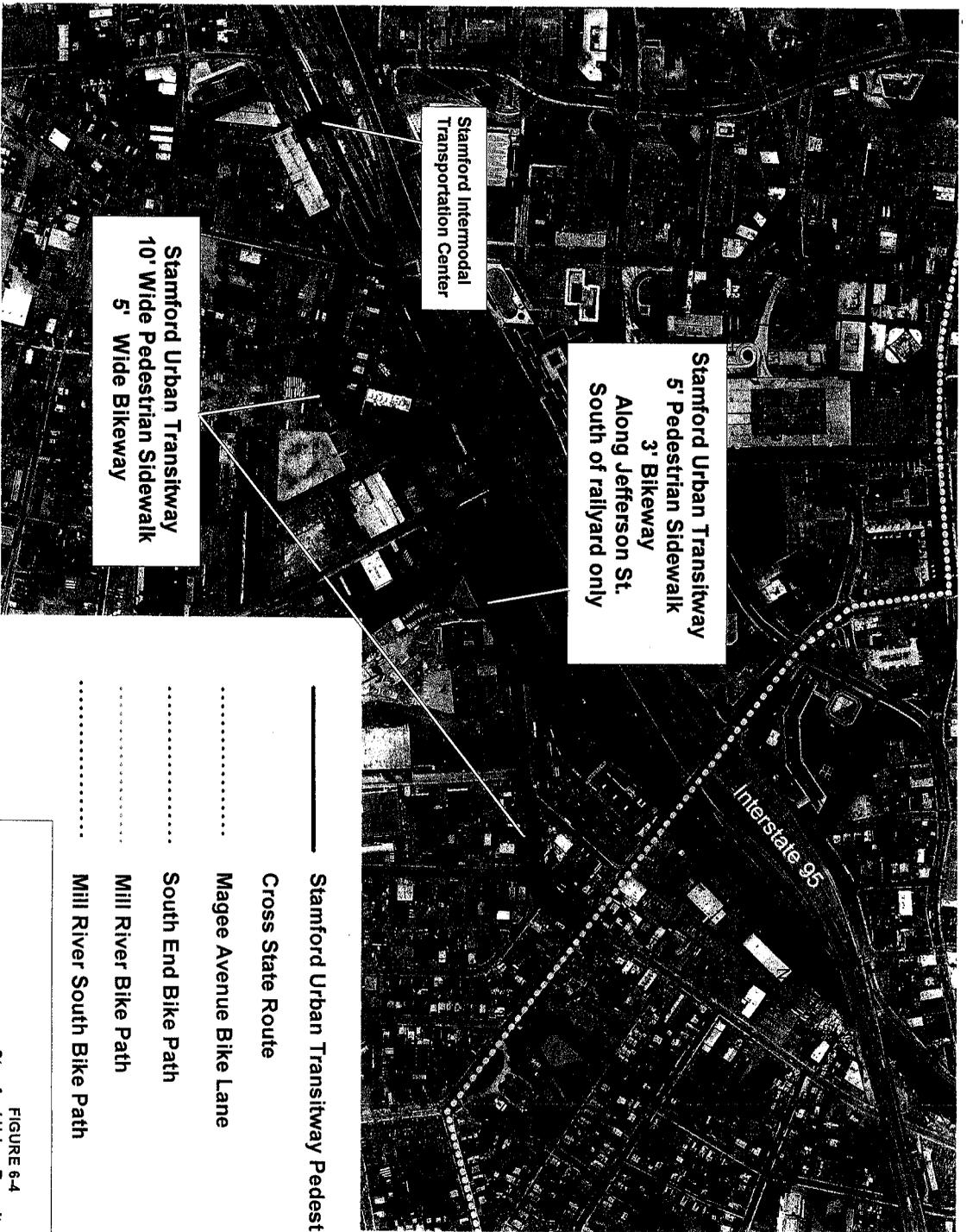


FIGURE 6-4  
 Stamford Urban Transitway  
 Proposed Pedestrian and Bikeway Plan





## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested   | Reference to Local Documentation Supporting New Start Land Use Criterion  |
|---|---|
| 1. Existing Land Use  |   |
| Existing corridor and station area development (population, employment, high trip generators).                            | <p>The actual project boundary for the Stamford Urban Transitway (SUT) consists of the portion of roadway extending from Atlantic Street to Elm Street as depicted on the aerial photograph in Figure 1-1. However the project corridor, defined by a 1/2 mile radius of the project, encompasses the Stamford Intermodal Transportation Center (SITC) and areas within the Central Business District (CBD), and neighborhoods south of Interstate 95. Please note that the CBD is defined as Tracts 201 and 217. Figure 6-1 is a graphic of the project corridor. Using ArcView GIS software, the project corridor was calculated by placing 3 circles, each scaled at 1/2 mile radius with center origins placed at:</p> <ol style="list-style-type: none"> <li>1. SITC – most western end of project</li> <li>2. Elm Street – most eastern end of project</li> <li>3. Market Street – captures southern portion of project extending into Market Street area.</li> </ol> <ul style="list-style-type: none"> <li>• In keeping with the New Starts Criteria template, Table 6.2a provides quantitative land use information on base and forecast year numbers for population, households and employment for the City of Stamford, the CBD, and 1/2 mile radius corridor. Table 6.2b is the worksheet for estimating the 1/2 mile corridor within census tracts.</li> <li>• Table 6.3 lists the most current and available information on 27 existing high trip generators in the project area. Fourteen generators are listed as strictly business offices and are considered to be major employment centers in this area. Of the remaining 13 generators, there is the SITC, 1 hospital, 2 hotels, the downtown campus of the University of Connecticut, and 8 mixed use businesses which may include a combination of retail, office, restaurant, food store, or related service store. Appendix A provides source information and a location map of the existing high trip generators.</li> </ul> |
| Existing corridor and station area development character (land use mix, pedestrian facilities, pedestrian site planning). | Existing land uses consist of residential, industrial, municipal, and commercial uses of varying scale and condition within a predominantly zoned General Industrial District. The project area is a densely populated and developed mixed-use district with a concentrated use of the SITC. Please Refer to Appendix B – Dock Street Connector/Jefferson Street Area Development Plan – The Cecil Group, 1998 (Section 2 and 3, p. 3-4) for a written detailed description of land use in the project area.  |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested  | Reference to Local Documentation Supporting New Start Land Use Criterion  |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Figure 6-2 - Existing Land Use</li> <li>• Figure 6-3 – Zoning Map (Existing)</li> <li>• Table 6.4 - Permitted Land Uses Within Zoning Districts. This table was excerpted from the City of Stamford's Zoning Regulations and depicts the allowable uses within each zoning district. The zoning in the immediate vicinity of the SITC and SUT is M-G (General Industrial).</li> <li>• Pedestrian environment – There is generally a lack of pedestrian amenities in the area of the project corridor. Walking routes are designed mainly for vehicular use and provide limited visibility for pedestrians. While sidewalks exist on most streets, they are of varying condition and are interrupted in several areas by wide curb cuts. Lighting in the corridor is not pedestrian friendly. The <i>proposed</i> pedestrian walkways and bikeway for the SUT is presented in Figure 6-4– Proposed Pedestrian and Bikeway Plan.</li> </ul>  |
| <p>Existing corridor and station area parking supply and existing regional parking policies.</p> | <p>Approximately 28,434 parking spaces are available within ½ mile of the SITC, and are associated with high trip generators as calculated in Table 6.5. The total square footage associated with the 28,434 parking spaces is 4,606,308 ft<sup>2</sup> based on a standard 9'x18' space.</p> <p>Parking regulations vary depending on the type of high trip generator. For a description of regional parking policies/requirements, see Appendix C – Zoning Regulations – City of Stamford, CT – Section 12 – Parking Policy. Item K of Section 12 gives the zoning board the ability to restrict the number of parking spaces available when the board deems necessary or when parking spaces may be in excess of what is needed. See also Items H &amp; I.</p> <ul style="list-style-type: none"> <li>• Existing parking spaces per square footage of commercial development = 0.002 parking spaces/ft<sup>2</sup> of office and retail development. This number is based on available parking data associated with high trip generators presented in Table 6.5 and Appendix A.</li> <li>• Parking spaces per employee in the CBD and/or other major employment centers = 5.4 parking spaces/employee. This number is based on available parking spaces associated with high trip generators listed in Table 6.5, and employment data from 1990 census tabulated in Table 6.2a.</li> </ul> |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested   | Reference to Local Documentation Supporting<br>New Start Land Use Criterion  |
|---|--|
| 2. Containment of Sprawl  |  |
| Planned density and market trends for development within corridor and region. | <p>The documents provided in this submittal all reflect an integration of more than 10 years of planning and conceptual design that center on the expansion of the existing Stamford Intermodal Transportation Center (SITC), transportation services, and the extension/enhancement of a connector roadway (Stamford Urban Transitway (SUT)) to expedite travel in this area. Therefore, urban containment and growth management policies are in place. The <u>1984 Master Plan Amendment for the City of Stamford</u> is the primary document used by the city that provides growth management policy and guidelines for land use in the municipality. Two major documents for redevelopment of the corridor and surrounding area have been produced where preferred alternatives have been chosen for the most favorable redevelopment potential and realignment of streets. These two documents are the <u>Dock Street Connector/Jefferson Street Area Development Plan</u> by the Cecil Group, and the <u>Stamford Harbor Area Development Plan</u> by Sasaki Associates, Inc. These two development plans incorporate fully, the objectives of the Master Plan and accompanying neighborhood plans by addressing a mixed use concept that can support a mixture of new market rate housing, commercial and/or "clean" (e.g. computer related) light assembly uses while enhancing access to the SITC. The planned mixed use in the vicinity of the project area is significant, in addition to optimal use of the SITC as a means to alleviate growing traffic congestion, and to achieve a return of the public investment in these facilities by encouraging the creation of mass transit-dependent development. The Master Plan encourages development in the vicinity of the SITC that does not conflict with peak traffic periods such as, retail, hotel, restaurant, café, theaters, etc. Finally, the Master Plan Amendment incorporates a philosophy of preserving the character of surrounding neighborhoods. This insures that new development will be both compatible with and can be accommodated by existing side-street capacities, sanitary sewers, water supply systems, and other public services.</p> <p>The SITC is currently in the process of a \$150 million upgrade that includes the SUT, an expanded parking garage, two center island platforms, and redevelopment plans. The expansion of the parking garage will provide an additional 1205 parking spaces, and the construction of the center island platforms will double the station's platform capacity, allowing four through trains to simultaneously board passengers. These improvements respond to greater use of the SITC, and place additional pressure on the additional transportation network. The full benefit of the improvements to the SITC can only</p> |

**Template 6.1. Land Use Summary Information and Supporting Documentation**

| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion   |
|-----------------------|--|
|                       | <p>be achieved by establishing a direct link from Interstate 95 to the station by the SUT project. In addition, the SUT project proposes to incorporate priority bus lanes and signals, and pedestrian and bicycle lanes.</p> <ul style="list-style-type: none"> <li>• <u>1984 Master Plan Amendment for the City of Stamford, CT</u> (Appendix D).</li> <li>• <u>Dock Street Connector/Jefferson Street Area Development Plan – The Cecil Group, Inc –1998</u> (Appendix B).</li> <li>• <u>Stamford Harbor Area Development Plan – Sasaki Associates, Inc – 1999</u> (Appendix E).</li> <li>• <u>Neighborhood Development Plans</u>. Please note that the locations of “neighborhoods” are delineated on a Neighborhood Orientation Map which can be found accompanying the Master Plan Amendment in Appendix D.             <ul style="list-style-type: none"> <li>○ <u>Central Business District (CBD) Descriptive Plans and Guidelines –1987</u>. (Appendix F).</li> <li>○ <u>South End Neighborhood Plan</u> (Appendix F).</li> <li>○ <u>Cove/East Side Neighborhood Plan</u> (Appendix F).</li> </ul> </li> <li>• <u>1999 Connecticut Master Transportation Plan</u> – Excerpts of Chapter 3 of this plan are included in Appendix G. This document describes transportation improvements for the SITC and vicinity, and describes aspects of the Southwest Corridor Study, of which Stamford is included.</li> <li>• Population and employment data in template form is provided in Template 6.2a. Most of the base year information was obtained from the 1990 census data for selected tracts within the City of Stamford.</li> <li>• Existing major employment centers are described in Appendix E and included within Template 6.3 and Appendix A - Existing High Trip Generators, Supplemental Information. The majority of high trip generators listed in Template 6.3 consist of offices. <u>The Harbor Area Development Plan</u> (Appendix E, Appendices, p. A-2 and B-10 to 14) focuses on future development sites in the South End Harbor area. Some of these sites will likely serve as future major employment areas. In this plan, several alternatives were considered prior to a recommended alternative that met land use relationships and strategic objectives of the Master Plan. In addition to residential development, proposed site development plans include office space, retail, hotel, and public facilities.</li> <li>• The most recent available economic analysis for the City of</li> </ul> |

**Template 6.1. Land Use Summary Information and Supporting Documentation**

| Information Requested       | Reference to Local Documentation Supporting<br>New Start Land Use Criterion   |
|-----------------------------|---|
|                             | <p>Stamford is available in the form of a needs assessment for Southwestern, CT for the years 1995-1997, produced by The Workplace, Inc., February 1998. This document has been included in Appendix H – <u>1998 Workforce Development Needs Assessment Update for Southwestern, CT</u>. This report examined three areas critical to developing regional workforce development agenda: the economy, the labor force, and the education, training, and employment infrastructure. This report indicates that employment in the Stamford area is considerably more concentrated in service industries. From 1995 to 1997 almost all of the job growth in southwestern Connecticut occurred in the Stamford Labor Market Area, with 4700 new jobs created in the services sector followed by finance, insurance and real estate with 2500. As of July of 1997, the Stamford labor market regained all of the jobs lost in the recession from 1988 to 1992. Additionally, the May 2000 issue of The Connecticut Economic Digest cites that while Stamford is considered a major city by many in Connecticut, some in mid-town Manhattan consider Stamford to have smaller-town attractiveness. In 1999 Stamford had 185 housing permits issued, the second highest in Connecticut next to New Haven. This year as of May 2000, a year to date total of housing permits issued in Stamford is 316, the highest overall in the state (the second highest permits issued to date is 129 in Hamden).</p> |
| Growth management policies. |   |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested   | Reference to Local Documentation Supporting<br>New Start Land Use Criterion   |
|---|---|
| <b>3. Transit Supportive Corridor Policies</b>  |   |
| <p>Plans and policies to increase corridor and station area development (density increases, infill development policies, targeted employment development policies).</p> | <p>The need for a direct east-west link to the Stamford Intermodal Transportation Center (SITC) in addition to improving the pedestrian environment, infrastructure, housing availability, ensuring the stabilization of a sound residential neighborhood and directing future business growth, has been recognized for more than 15 years. Several regional, city, and neighborhood plans have been developed concurrently and are contingent upon each other with the goal of coordinated development of the proposed corridor that includes the municipality in conjunction with the SITC and the Stamford Urban Transitway (SUT). The proposed SUT is a critical element to the transportation network in the vicinity of Interstate 95 and the SITC. The project will be a significant catalyst for new development in the project corridor and surrounding area in addition to providing the mechanism for which the goals of various neighborhood plans can be reached. The following documents are relevant to these issues:</p> <ul style="list-style-type: none"> <li>• <u>1999 Connecticut Master Transportation Plan – Chapter 3</u>. See Appendix G for excerpts of Chapter 3. This plan incorporates SITC improvements in Stamford with a regional goal of better utilizing transportation services. Also included in Appendix G is the <u>South Western Long Range Transportation Plan 1993-2013</u>. The SUT meets the goals of this plan which include preserving and maintaining transportation systems and minimizing detrimental impacts, increasing system productivity, providing required capacity, and promoting transportation enhancements.</li> <li>• <u>1984 Master Plan Amendment for the City of Stamford, CT</u>. See Appendix D. This plan is the general land use plan designed to guide the nature and extent of community growth and development while balancing and considering goals of existing adjacent neighborhoods.</li> <li>• <u>Dock Street Connector/Jefferson Street Area Development Plan – The Cecil Group, Inc –1998</u>. See Appendix B. Potential redevelopment within the proposed corridor specifically adjacent to the SUT roadway is described, with the intent of preserving the location of existing historic buildings. (Refer to page 30, Alternative B for site location map). Alternative B of the plan proposes to redevelop: <ul style="list-style-type: none"> <li>○ the 20-acre former Yale &amp; Town site at Market and Pacific Streets for residential and commercial use;</li> <li>○ the Manager Electric site on Washington Boulevard into mixed use office, housing and retail;</li> <li>○ new residential construction on blocks south of Dock Street;</li> </ul> </li> </ul> |

**Template 6.1. Land Use Summary Information and Supporting Documentation**

| Information Requested   | Reference to Local Documentation Supporting New Start Land Use Criterion  |
|---|---|
|   | <ul style="list-style-type: none"> <li>○ Pacific Plumbing (484 Pacific Street) into a mix of artist housing;</li> <li>○ Pitney-Bowes into flex office space or residential use;</li> <li>○ Hotel at Atlantic Avenue and the (new) Dock Street; and,</li> <li>○ large parcels along John and Canal Streets into low rise, flexible office/light industrial space.</li> <li>• <u>Neighborhood Development Plans.</u> <ul style="list-style-type: none"> <li>○ <u>Stamford Harbor Area Development Plan</u> – Sasaki Associates, Inc – 1999. This plan emphasizes proposed potential development of the South End and waterfront areas, and includes portions of the proposed corridor ½ mile radius corridor (Appendix E). In addition to the waterfront, the Harbor Area Development Plan focuses on 12 major development sites, 6 of which lie within the proposed corridor (see page A-2 and A-15 “Development Framework”). These sites will be potentially redeveloped into retail, office, hotel, or residential space.</li> <li>○ <u>Central Business District (CBD) Descriptive Plans and Guidelines</u> (1987). This plan emphasizes a need to ensure connections between the SITC and CBD; ensure flexibility in lot size, building bulk, and open space to adjust to market conditions as well as the overall plan for the Transportation Center District; and provide an appropriate location for high density commercial development in proximity to Interstate 95 (Appendix F).</li> <li>○ <u>South End Neighborhood Plan</u> (Appendix F).</li> <li>○ <u>Cove/East Side Neighborhood Plan</u> (Appendix F).</li> </ul> </li> <li>• The pressure to develop commercial properties and housing in selected locations given current market dynamics in Stamford, coupled with strong economics, implies that an approach offering increased density as a means to encourage development is more viable. Tax increment financing will potentially be used as a development strategy to make development feasible, providing a key source of funding.</li> </ul> |
| <p>Plans and policies to enhance transit-friendly character of corridor and station area development (increase land use mix, promotion of housing and transit-oriented retail, expand pedestrian facilities, pedestrian site planning).</p> | <p>The above documents are relevant to enhancing transit-friendly character of corridor development. In addition, please see additional documents produced by the City of Stamford in Appendix I – Stamford Urban Transitway and the Transportation Plan Section 5. The documents presented in Appendix I describe in greater detail, the proposed transitway improvement elements and improvements to the overall inter-community level of transportation services. The</p>  |

**Template 6.1. Land Use Summary Information and Supporting Documentation**

| <b>Information Requested</b>  | <b>Reference to Local Documentation Supporting<br/>New Start Land Use Criterion</b>   |
|---|---|
|   | <p>Transportation Plan, Section 5, provides additional information regarding transit services, pedestrian connections, and land use/design, alternative mode, and demand management mitigation measures. Figure 6-4 shows the Proposed Pedestrian and Bikeway Plan.</p> <p>Additionally, The 1984 Master Plan Amendment states that “appropriate zoning should encourage the concentration of intensive segments of commercial development within walking distance of the SITC. Concurrently the amount of parking that may be constructed on-site should be severely restricted for all new office building development to force the transfer of personal vehicular trips to mass transit modes. This would also tend to assure activity generated uses that are pedestrian/shopper oriented, rather than a proliferation of lifeless parking garages at sidewalk level”.</p> <p>Favorable to this project is the fact that ridership infrastructure and incentive is already in place with the SITC, which includes Metro-North commuter rail and Amtrak train in addition to bus and van pool services. Increasing population and employment numbers along with proposed redevelopment of the South End Harbor area and 3 Brownfield sites within 1 mile of the SITC are expected. These increases and redevelopment in combination with the fact that the SITC lies at a critical node within the regional and national transportation system, could render the no-build alternative as disastrous in the future.</p> |
| <p>Parking policies (allowances for reductions in parking requirements and traffic mitigation requirements for development near station areas, plans for park-and-ride lots, parking management).</p> | <p>See Appendix C: Zoning Regulations - <u>Section 12</u> – City of Stamford, CT</p>  |

**Template 6.1. Land Use Summary Information and Supporting Documentation**

| Information Requested   | Reference to Local Documentation Supporting<br>New Start Land Use Criterion   |
|---|---|
| <b>4. Supportive Zoning Regulations Near Stations</b>   |   |
| Zoning ordinances that support increased development density in transit station areas.  | <p>Appendix J - Zoning Regulations; Section 9, City of Stamford, CT specifically describes development standards within the Transportation Center Design District and encourages mixed use development as long as there is a compatible and functional relationship to the Central Business District (CBD) and surrounding neighborhoods. Infrastructure capacity must be judged adequate by The Zoning Board.</p> <ul style="list-style-type: none"> <li>• Please see Section 9 – Transportation Center Design District (p.9-34 to 9-40).</li> </ul>   |
| Zoning ordinances that enhance transit-oriented character of station area development (zoning support for housing and retail, pedestrian oriented urban design and site planning guidelines and regulations, requirements for pedestrian, bicycle, and transit facilities). | <p>The City of Stamford has recognized the need for a direct east-west link to the Stamford Intermodal Transportation Center (SITC) as the use of the facility has increased. While zoning changes have not been necessary to date, the Stamford Planning and Zoning Department supports the objectives of several revitalization plans proposed for the surrounding neighborhoods with the knowledge that an efficient east-west link to the SITC south of Interstate 95 is necessary. The planning process has involved the goals of improving the pedestrian environment, transportation infrastructure, and housing availability. Applications for zoning changes could occur within the legal framework of existing variance provisions in the City’s zoning ordinance. The Master Plan Amendment provides the framework for implementation of land use controls and growth management through comprehensive re-zoning and detailed planning. Zoning support includes:</p> <p><u>Zoning Regulations – City of Stamford, CT – Appendix J.</u></p> <ul style="list-style-type: none"> <li>• Section 7 – Area and Supplemental Regulations. See S-10 (p. 7-9) Transportation Center Pedestrian Connection.</li> <li>• Section 9 – Planned Development District (p. 9-6 to 9-10)</li> <li>• Section 9 – Mixed Use Development District Parts A and B (p. 9-11 to 9-19).</li> <li>• Section 9 – Transportation Center Design District (p.9-34 to 9-40).</li> <li>• Section 9 – Designed Commercial District (p. 9-42 to 9-43).</li> <li>• Section 9 – Designed Industrial District (p. 9-44 to 9-50).</li> </ul> <p>Please also see Appendix B, page 43 &amp;51, Zoning Recommendations</p> |
| Zoning ordinances for reduced parking and traffic mitigation.   | <ul style="list-style-type: none"> <li>• Section 12 - Automobile Parking and Loading Space (Appendix C) of the Zoning Regulations for the City of Stamford describe parking reductions that may be granted by the Zoning Board. See Item K (p. 12-12) Parking Reduction and Transportation Management Plan in Section 12.</li> <li>• Although not zoning ordinances per se, street design guidelines</li> </ul>   |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| <b>Information Requested</b> | <b>Reference to Local Documentation Supporting<br/>New Start Land Use Criterion</b>                      |
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|                              | and transit oriented street design for traffic mitigation are also addressed in Appendix B, pages 36-39. |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested  | Reference to Local Documentation Supporting New Start Land Use Criterion  |
|--|---|
| <b>5. Tools to Implement Land Use Policies</b>   |   |
| <p>Endorsement and participation of public agencies, organizations and the private sector in development and planning process.</p> | <p>The City of Stamford spent \$30,000 on a 12-month, community based planning process to establish a shared vision of the redevelopment of the project area. There is strong support for the Stamford Urban Transitway (SUT) by residents, businesses, property owners and other key stakeholders. These groups have been kept involved and have worked with the City of Stamford over the past several months in conjunction with the Stamford Partnership (government/business/community collaborative). The Stamford Partnership has completed a \$50,000 detailed planning study for the corridor (presented as Appendix B). As a result of this study and an additional \$105,000 of engineering and environmental studies by the City of Stamford, acquisition, relocation, demolition and construction costs have been identified.</p> <p>The proposed project has consistently been listed as a top priority by both the Southwestern Connecticut Region and the State of Connecticut. The project is recognized as an identified need in the 1994 and 1998 South Western Region Long Range Transportation Plan. See Appendix K for letters of endorsement.</p>  |
| <p>Tools and actions to promote transit-oriented development</p>   | <ul style="list-style-type: none"> <li>• <u>Economic Feasibility of Development Associated with Stamford Urban Transitway.</u> A tax increment financing approach will likely be used to pay for capital investment needed to make development feasible and generate the new taxes. <ul style="list-style-type: none"> <li>○ Tax Increment Financing - See Appendix B, p. 44-49 and 53-54.</li> <li>○ Cost and revenue estimates – Appendix B, p.44-50, and Appendix E, p. E-1 to E-11.</li> </ul> </li> </ul> <p>The following economic assistance programs offer various economic incentives and tax benefits to businesses that would likely find the project corridor attractive due to the proximity to Interstate 95 and the Stamford Intermodal Transportation Center (SITC).</p> <ul style="list-style-type: none"> <li>• <u>Enterprise Zone Program</u> – Stamford has a designated state Enterprise Zone, consisting of census Tract 222 and 223. Sixty-one percent of Tract 222 lies within the project corridor while 5.7 % of Tract 223 lies within the corridor. Benefits include: a) a 5-year, 80% property tax abatement; b) 10-year, 25% or 50% business tax credit; c) \$750 for each new full-time job created.</li> </ul> |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested   | Reference to Local Documentation Supporting New Start Land Use Criterion  |
|---|---|
|   | <ul style="list-style-type: none"> <li>• <u>Economic Development and Manufacturing Assistance</u> – Loans and loan guarantees to businesses for job retention or expansion including funding and tax credits for acquisition of real property, infrastructure improvements and renovation or expansion of facilities.</li> <li>• <u>Brownfields Cleanup Revolving Loan Fund Pilot (BCRLF)</u>– EPA is funding Revolving Loan Fund Programs (each funded up to \$500,000 over five years) to capitalize loan funds for the environmental cleanup of brownfields. The BCRLF will provide assistance to applicants not likely to be able to access traditional financing. Stamford will use the grant to leverage funds to clean up three major sites in its South End and Waterside neighborhoods, all within a mile of the SITC and proposed SUT. The pilot anticipates that the successful turnaround of these properties will act as a catalyst for the redevelopment of numerous smaller sites in the harbor area.</li> <li>• <u>Small Business Assistance</u> – Assists small businesses in securing financial, entrepreneurial training, and contract opportunities. Administers small and Minority Business Set-Aside program.</li> <li>• <u>Small Cities Community Development Block Grant Program</u> – Federally funded program provides grants to eligible municipalities for economic development, affordable housing, community facilities and services and revitalization or development projects.</li> </ul> |
| <p>Involvement of development community in supporting station area plans.</p> | <p>A planning process has been conducted that has included coordination with a special committee assembled by the Stamford Partnership to discuss progress on the project, interviews with key property owners and constituencies, public meetings and presentations, and meetings with participating public agencies.</p> <ul style="list-style-type: none"> <li>• See Appendix E: Appendix C of Harbor Area Development Plan Appendices – Planning Process Participants in Harbor Area Development Plans.</li> </ul> <p>As previously mentioned in Section 2, The Harbor Area Development Plan exists as one of two major redevelopment plans that will be utilized in redevelopment of the area.</p>   |
| <p>Public involvement in corridor and station area planning.</p>              | <p>Since the determination of the need to improve access to the train station was identified, many efforts have been undertaken to better clarify the course of action.</p>   |

**Template 6.1. Land Use Summary Information and Supporting Documentation**

| <b>Information Requested</b> | <b>Reference to Local Documentation Supporting<br/>New Start Land Use Criterion</b>  |
|------------------------------|--|
|                              | Public involvement and outreach were key elements in all of the studies and reports. See Appendix L - Public Outreach Efforts and Community Involvement, for legal notices, display ads, and minutes of public hearing meetings. |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested   | Reference to Local Documentation Supporting<br>New Start Land Use Criterion   |
|---|---|
| <b>6. Performances of Land Use Policies</b>                               |   |
| Demonstrated cases of developments affected by transit-oriented policies. | The rail system in Stamford has existed for many years. Construction of the railroad began in 1848, and enlargement and electrification of the railyard occurred in 1895. Transit-oriented policy associated with the existing Stamford Intermodal Transportation Center (SITC) in effect, was developed concurrently with the 1984 Master Plan Amendment for the City of Stamford, CT (Appendix D), along with subsequent redevelopment plans for the corridor (Appendix B and E). In addition to the long-term need for an effective east-west link to the SITC via the proposed Stamford Urban Transitway (SUT), several other improvements such as two center island platforms to double the station's platform capacity, expanding the parking garage, and repairing/replacing older buses have been proposed and incorporated into Connecticut's Master Transportation Plan (Appendix G). Policies to support transit-oriented development has promulgated well-integrated and readily identifiable objectives and plans. |
| Corridor development targets.   | Corridor development targets have been highlighted previously throughout this document and include: <ul style="list-style-type: none"> <li>• Stamford Urban Transitway;</li> <li>• Expansion of the existing parking garage;</li> <li>• Construction of center island platforms to increase train platform capacity at the SITC; and</li> <li>• Various office, retail, and residential housing redevelopment proposals in addition to improving the South End (including brownfields sites) and nearby waterfront. Proposed redevelopment is explained in greater detail in Section 3 of this template (Transit Supportive Corridor Policies).</li> </ul>  |
| Station area development proposals and status.                            | The status of the corridor development target are as follows: <ul style="list-style-type: none"> <li>• The SUT has been awarded and begun preliminary design.</li> <li>• A Phase I Site Investigation has been completed as of January 2000.</li> <li>• Expansion of the existing parking garage has funds apportioned and is in the preliminary engineering phase.</li> <li>• Construction of center island platforms at the SITC began in 1996 and is expected to be complete by 2001.</li> <li>• Ancillary redevelopment in the project area will be ongoing for several years following construction of the SUT.</li> </ul>   |

## Template 6.1. Land Use Summary Information and Supporting Documentation

| Information Requested  | Reference to Local Documentation Supporting New Start Land Use Criterion  |
|--|---|
| <b>7. Other Land Use Considerations</b>  |   |
| <p>Other unidentified or unusual circumstances, conditions, or constraints under which the transit agency operates and which influence local and regional land use policies, plans, and implementations.</p> | <ul style="list-style-type: none"> <li>• <u>Brownfields Redevelopment</u> - The Brownfield's National Partnership has selected the City of Stamford as a Brownfield's Showcase Community. The Stamford Harbor Redevelopment Project seeks to restore the 250-acre harbor area to a major economic and recreational resource. Restoration of the harbor area will also provide a much-needed economic boost to Stamford's two lowest income neighborhoods, Waterside and South End, which are located within a state Enterprise Zone (Tracts 222 and 223). The city is targeting three of the harbor's largest brownfield sites for redevelopment. Two of these areas are located within the project corridor, and the third is located approximately one mile from the Stamford Intermodal Transportation Center (see Figure 6-5 – Stamford Brownfields Sites). The city expects that none of these three sites will require public investment in environmental cleanup, as current owners and new developers will likely absorb cleanup costs.</li> <li>• <u>Stamford Enterprise Zone</u> - Qualified financial or service firms, manufacturers, research and development operations and warehousing/distribution facilities can receive significant economic incentives to expand or relocate their businesses in Stamford, CT. In addition to favorable tax structure, companies can qualify to receive significant property tax abatements and corporate tax credits under the Enterprise Zone Program and under the Urban Jobs Program. These programs may include abatements for existing and new construction projects, and Stamford's rental rates can be as much as 50% lower than Manhattan rates. See Appendix M. Stamford's Enterprise Zone consists of census Tract 222 and 223. Sixty-one percent of Tract 222 lies within the project corridor while 5.7 % of Tract 223 lies within the corridor.</li> <li>• <u>Neighborhood Revitalization Zone</u> - The South End neighborhood has been earmarked as a Neighborhood Revitalization Zone (NRZ), under state legislation. The NRZ allows expedited public approvals, land acquisition for specific projects, and targeted state funding.</li> </ul> |

## Template 6.2a – Quantitative Land Use Information

| Data   | Base Year (1990)                 | Forecast Year <sup>1</sup><br>(2020) | Growth (%) |
|--|----------------------------------|--------------------------------------|------------|
| <b>Metropolitan Area (City Wide)</b>         |                                  |                                      |            |
| Total Population                             | 108,056                          | 127,383                              | 17.9       |
| Total Employment <sup>2</sup>                | 60,010                           | 87,111                               | 45.2       |
| <b>Central Business District<sup>3</sup></b> |                                  |                                      |            |
| Total Employment                             | 4125                             | 7384                                 | 79         |
| Employment – Percent of Metropolitan Area    | 6.9                              | 8.4                                  | 21.7       |
| Employment Density (employees/acre)          | 4                                | 8                                    | 100        |
| Total Development (sq. ft)                   | See ½ Mile Radius Corridor Below | ---                                  | ---        |
| Commercial - Office                          | ---                              | ---                                  | ---        |
| Commercial - Retail                          | ---                              | ---                                  | --         |
| Other  | ---                              | ---                                  | ---        |
| <b>½ Mile Radius Corridor<sup>4</sup></b>    |                                  |                                      |            |
| Total Population                             | 12, 800                          | 17,746                               | 38.6       |
| Total Employment                             | 6,950                            | 16820                                | 142        |
| Total Households                             | 5,283                            | 6871                                 | 30.1       |
| Population – Percent of Metropolitan Area    | 11.8                             | 13.9                                 | 17.8       |
| Employment - Percent of Metropolitan Area    | 11.6                             | 19.3                                 | 66.4       |
| Corridor Area (acre)                         | 978                              | 978                                  | 0          |
| Population Density (person/acre)             | 13                               | 18.1                                 | 39.2       |
| Employment Density (employee/acre)           | 7                                | 17.1                                 | 144        |

## Template 6.2a – Quantitative Land Use Information

| Data                                    | Base Year (1990) | Forecast Year <sup>1</sup><br>(2020) | Growth (%)  |
|---|------------------|--------------------------------------|-------------|
| Total Development (sq. ft) <sup>5</sup> | 18,371,312       | 31,205,812                           | 69.9        |
| Commercial – Office (sq. ft)            | 15,132,468       | 16,678,668                           | 10.2        |
| Commercial - Retail (sq. ft)            | 1,929,500        | 2,052,600                            | 6.4         |
| Other (sq. ft)                          | 1,309,344        | 2,629,444                            | 100.8       |
| <b>Transit Ridership</b>                |                  |                                      |             |
| Average Weekday - Bus                   | 9,919            | 21,734                               | 119 (4%/yr) |
| Average Weekday - Train                 | 14,858           | 32,556                               | 178 (4%/yr) |
| Annual – Bus and Train                  | 7,134,634        | 13,572,500                           | 90          |

<sup>1</sup> Forecast numbers for population, employment, and households were derived by assuming an annualized rate (over 30 years using base census year 1990) determined by the percent change between 1980 – 1990 census data for these categories. Central Business District and Corridor are defined below in footnotes 3 and 4, respectively.

<sup>2</sup> Employment data includes employed individuals 16 years or older in the civilian labor force taken from last available census data 1990.

<sup>3</sup> CBD base year estimates are derived from 1990 census population and employment data, Tracts #201 and #217.

<sup>4</sup> Corridor base year estimates are derived from 1990 census population and employment data, percentage of corridor within tract numbers 201, 215, 217, 218, 220, 221, 222, 223. Refer also to Figure 6-1 for graphic depiction of corridor.

<sup>5</sup> Numbers for base year square footage of development are based on available 1999 data associated with high trip generators (Appendix A and Template 6.5). Forecast numbers for development were derived by estimating the square footage of development within the corridor from proposed development plans: Dock St./Jefferson St. Area Redevelopment Plan (Appendix B), and Stamford Harbor Area Development Plan (Appendix E).

**Template 6.2b - Calculations Worksheet for Estimating Quantitative Land Use Information**

| Tract     | Census Tract Total Land Area (sq. ft) | Population    | Households    | Employment    | Fraction of Tract within 1/2 mile | Within 1/2 Mile of Station Land Area (sq. ft) | Population    | Households   | Employment   |
|-----------|---------------------------------------|---------------|---------------|---------------|-----------------------------------|---|---------------|--------------|--------------|
| Tract 201 | 9,772,409                             | 2827          | 1404          | 1349          | 0.625                             | 6,105,719                                     | 1766          | 877          | 843          |
| Tract 215 | 8,043,615                             | 5717          | 1946          | 2837          | 0.499                             | 4,012,749                                     | 2852          | 971          | 1415         |
| Tract 217 | 8,347,933                             | 4589          | 2430          | 2776          | 0.544                             | 4,538,868                                     | 2495          | 1321         | 1509         |
| Tract 218 | 25,692,420                            | 9188          | 3633          | 5265          | 0.020                             | 506,988                                       | 181           | 72           | 104          |
| Tract 220 | 8,115,427                             | 2767          | 1097          | 1494          | 0.056                             | 452,826                                       | 154           | 61           | 83           |
| Tract 221 | 24,490,440                            | 6011          | 2454          | 3309          | 0.539                             | 13,191,182                                    | 3238          | 1322         | 1782         |
| Tract 222 | 18,953,638                            | 2968          | 924           | 1771          | 0.611                             | 11,575,955                                    | 1813          | 564          | 1082         |
| Tract 223 | 38,782,980                            | 5270          | 1663          | 2310          | 0.057                             | 2,211,571                                     | 301           | 95           | 132          |
|           | <b>142,198,862</b>                    | <b>39,337</b> | <b>15,551</b> | <b>21,111</b> |                                   | <b>42,595,858</b>                             | <b>12,800</b> | <b>5,283</b> | <b>6,950</b> |

1/2 mile radius of corridor calculated by placing 3 circles each scaled 1/2 mile in radius with center origins placed at (See Figure 6-1) for graphical depiction of corridor).

1. Transportation Center - most western end of project
2. Elm St - most eastern end of project
3. Market Street - captures southern portion of project extending into Market Street area

Central Business District defined by Tracts 201, 217

### Template 6.3 – Existing High Trip Generators

Source for Existing High Trip Generators: See Appendix A

| Generator                                      | Annual Attendance | Typical Daily | Daily Peak Capacity |
|--|-------------------|---------------|---------------------|
| Stamford Intermodal Transp. Ctr.               | 7,134,634         | 24,777        | N/A                 |
| Ten Stamford Forum – Office                    | 175,500           | 702           | 702                 |
| Stamford Town Center – Retail                  | 965,750           | 3863          | N/A                 |
| Champion Inter. Corp. – Office                 | 242,500           | 970           | 970                 |
| Marriott Hotel                                 | 116,750           | 467           | 467                 |
| Eight Stamford Forum – Office                  | 168,750           | 675           | 675                 |
| First Stamford Place – Office-Hotel            | 741,500           | 2966          | 2966                |
| General Reinsurance – Office                   | 380,000           | 1520          | 1520                |
| 4&6 Stamford Forum – Office                    | 310,500           | 1242          | 1242                |
| GTE – Office                                   | 145,250           | 581           | 581                 |
| Station Plaza – Office/Retail                  | 157,250           | 629           | N/A                 |
| Canterbury Green – Res/Retail/Office           | 152,500           | 610           | N/A                 |
| East Main St. Plaza Development – Office       | 68,750            | 275           | 275                 |
| URC Parcel 9 – Office                          | 192,500           | 770           | 770                 |
| URC Parcel 38 – Office/Res.                    | 218,000           | 872           | 872                 |
| Waterside Plaza – Marina/Food/Office           | 87,500            | 350           | N/A                 |
| Hospital/Miller Office, Continuing Care Center | N/A               | 1116          | N/A                 |
| 1055 Washington Blvd. – Office                 | 121,000           | 484           | 484                 |
| URC Parcel 2 – Mixed                           | 122,500           | 490           | 490                 |
| 1010 Washington Blvd. – Office                 | 95,750            | 383           | 383                 |
| Feldman Equities – Office                      | 218,750           | 875           | 875                 |

### Template 6.3 – Existing High Trip Generators

Source for Existing High Trip Generators: See Appendix A

| <b>Generator</b>                    | <b>Annual Attendance</b> | <b>Typical Daily</b> | <b>Daily Peak Capacity</b> |
|-------------------------------------|--------------------------|----------------------|----------------------------|
| Stamford Harbor Park - Office       | 236,500                  | 946                  | 946                        |
| Broadmoor – Res/Retail              | N/A                      | 973                  | 973                        |
| East Main St. Development – Mixed   | 60,250                   | 241                  | N/A                        |
| Swiss Bank – Office                 | 875,000                  | 3500                 | 3500                       |
| University of CT – Downtown Campus  | 250,750                  | 1003                 | 1003                       |
| Food Store & Related Service Stores | 136,500                  | 546                  | 546                        |

**Template 6.4 – Permitted Land Uses Within Zoning Districts**

Page 1













**Template 6.5 Worksheet - Parking, Square Footage of Office & Retail within  
1/2 mile-defined radius  
(Source: Major Traffic Generators, Appendix A)**

| <b>Cert. No.</b> | <b>Development</b>                     | <b>Dev.<br/>Type</b> | <b>Sq. Footage</b> | <b>Parking</b> | <b>Within<br/>CBD<sup>1</sup></b> |
|------------------|--|----------------------|--------------------|----------------|-----------------------------------|
| 278              | Ten Stamford Forum                     | Office               | 251,300            | 702            | X                                 |
| 279              | Stamford Town Center                   | Retail               | 1,000,000          | 3,863          | X                                 |
| 288              | Champion Inter. Corp.                  | Office               | 460,000            | 970            | X                                 |
| 308A             | Marriott Hotel                         |                      | 312,000            | 467            | X                                 |
| 313              | Eight Stamford Forum                   | Office               | 236,000            | 675            | X                                 |
| 368              | First Stamford Place                   | Office               | 1,147,000          | 2,966          |                                   |
| 370              | General Reinsurance                    | Office               | 506,574            | 1,520          | X                                 |
| 371              | 4&6 Stamford Forum                     | Office               | 443,900            | 1,242          | X                                 |
| 394              | Railroad Station                       |                      | 270,000            | 1,385          |                                   |
| 420              | GTE - Office                           | Office               | 228,500            | 581            | X                                 |
| 424              | Station Plaza                          | Retail               | 247,000            | 629            |                                   |
| 429              | Canterbury Green                       | Retail               | 380,500            | 610            | X                                 |
| 437              | East Main St. Plaza<br>Development     | Office               | 97,794             | 275            | X                                 |
| 438              | URC Parcel 9                           | Office               | 270,000            | 770            | X                                 |
| 439              | URC Parcel 38                          | Office               | 9,000,100          | 872            | X                                 |
| 450              | Waterside Plaza                        | Office               | 105,700            | 350            |                                   |
| 478C             | Hospital                               | Office               | 485,000            | 1,116          | X                                 |
| 504              | 1055 Washington Blvd.                  | Office               | 160,000            | 484            | X                                 |
| 516              | URC Parcel 2                           | Retail               |                    | 490            | X                                 |
| 547              | 1010 Washington Blvd.                  | Office               | 125,800            | 383            | X                                 |
| 572              | Feldman Equities                       | Office               | 300,000            | 875            | X                                 |
| 578A             | Stamford Harbor Park                   | Office               | 389,000            | 946            |                                   |
| 662              | Broadmoor                              | Retail               | 190,000            | 973            | X                                 |
| 1080             | East Main St. Development              | Retail               |                    | 241            | X                                 |
| 1256             | Swiss Bank                             | Office               | 1,410,800          | 3,500          | X                                 |
| 1328             | University of CT -<br>Downtown Campus  | Office               | 242,344            | 1,003          | X                                 |
| 1334             | Food Store & Related<br>Service Stores | Retail               | 112,000            | 546            | X                                 |
|                  |  |                      | <b>18,371,312</b>  | <b>28,434</b>  |                                   |

<sup>1</sup> CBD defined as Tracts 201 and 217

## *7.0 Local Financial Commitment*

## SECTION 7.0 LOCAL FINANCIAL COMMITMENT

The financial plan is developed to identify candidate funding sources for the Stamford Urban Transitway (SUT) project. The funding for the SUT will conform to the Federal Transit Administration (FTA) guidelines.

The SUT is in the Preliminary Engineering design phase. The estimated project costs are from the planning phase of this project expressed in 2000 dollars. The financial plan and the project costs will be revised during the engineering design phase and extended to reflect the multi-year financial commitment that the project requires.

The City of Stamford, FTA and the State of Connecticut have provided significant financial and planning support for the \$150,000,000 upgrade of the Stamford Intermodal Transportation (SITC) facility. The City and the State of Connecticut had participated in funding and implementing the Rail Trail II, Gateway I, and Gateway II projects under the Surface Transportation Program. The total project costs for the above referenced projects is about \$5,500,000. Some portions of the project were funded by the private entities. A section of the Rail Trail I project will be completed under SITC funding. The funds for completing the critical SUT link to the SITC are sought from the Federal Transit Administration through the New Starts Criteria Application.

In order to meet local commitments, the City of Stamford is in the process of implementing a redevelopment program to attract transit riders within the half-mile radius of the facilities in conjunction with the improvements of the SITC and SUT projects. A significant amount of CMAQ funds have already been allocated to the SITC and parking garage projects. Furthermore, the State is looking into an ISTEA (Intermodal Surface Transportation Efficiency Act) demonstration grant. If the state does not qualify for an ISTEA, an alternate way to finance the project may be through tax increment financing.

The City of Stamford is firmly committed to financing the proposed project and community redevelopment. The proposed project is not only a vital improvement and link to the SITC, but to the New England metropolitan area (New York City and Boston, MA) and Washington, D.C.

### THE ESTIMATED TOTAL PROJECT COSTS FOR THE STAMFORD URBAN TRANSITWAY

FEDERAL SHARE (New Starts): \$18,000,000

LOCAL SHARE: \$ 5,000,000  
*Total Project Cost:* \$23,000,000

#### LOCAL SHARE BREAKOUT:

Balance from Past Capital Fund Appropriations: \$ 525,000  
Approved Capital Budget Program:  
Year 2000 \$ 750,000  
Year 2001 \$ 2,500,000



**Template 7.1 New Starts Project Finance Worksheet**

| <b>Project Name</b>  | <b>Stamford Transitway</b>     | <b>Date</b>                                      |
|--|--------------------------------|--|
| New Starts Project Finance Description                               |                                |  |
| Total Capital Cost (Current Year \$) \$23,000,000                    |                                | Total Capital Cost (2005) \$24,000,000           |
| Section 5309 New Starts Share (YOE)                                  |                                | Percent of Total Cost (YOE)                      |
| Capital Cost Non Section 5309 New Starts Share (Year of Expenditure) |                                |  |
| <b>Other Federal Sources (Non 5309 New Starts</b>                    | <b>Type of Funds</b>           | <b>Dollar Amount</b> <b>% Total Capital Cost</b> |
| 1) EPA   | Brownfield Pilot Program       | \$190,000    1%                                  |
| 2)   |                                |  |
| 3)   |                                |  |
| <b>State Sources</b>   | <b>Type of Funds</b>           | <b>Dollar Amount</b> <b>% Total Capital Cost</b> |
| 1)   |                                |  |
| 2)   |                                |  |
| 3)   |                                |  |
| 4)   |                                |  |
| <b>Local Sources</b>   | <b>Type of Funds</b>           | <b>Dollar Amount</b> <b>% Total Capital Cost</b> |
| 1) Capital Project Fund  | Bonds                          | \$5,775,000    24%                               |
| 2)   |                                |  |
| 3)   |                                |  |
| 4)   |                                |  |
| <b>Private Sector / In Kind match / Other</b>                        | <b>Type of Match / Funding</b> | <b>Value</b> <b>% Total Capital Cost</b>         |
| 1)   |                                |  |
| 2)   |                                |  |
| 3)   |                                |  |
| <b>Total Non Section 5309 Share</b>                                  |                                |  |

**Template 7.1 New Starts Project Finance Worksheet (Continued)**

| <b>Project Name</b>                                | <b>Stamford Transitway</b> | <b>Date</b>                    | <b>1-Jun-00</b>             |
|--|----------------------------|--------------------------------|-----------------------------|
| <b>New Starts Project Finance Description</b>      |                            |                                |                             |
| <b>New Starts Project Financial Commitment</b>     |                            |                                |                             |
| <b>Other Federal Sources (Non 5309 New Starts)</b> | <b>New / Existing</b>      | <b>Committed / Uncommitted</b> | <b>Supporting Documents</b> |
| 1)   |                            |                                |                             |
| 2)   |                            |                                |                             |
| 3)   |                            |                                |                             |
| <b>State Sources</b>                               | <b>New / Existing</b>      | <b>Committed / Uncommitted</b> | <b>Supporting Documents</b> |
| 2)   |                            |                                |                             |
| 3)   |                            |                                |                             |
| 4)   |                            |                                |                             |
| <b>Local Sources</b>                               | <b>New / Existing</b>      | <b>Committed / Uncommitted</b> | <b>Supporting Documents</b> |
| 1)   |                            |                                |                             |
| 2)   |                            |                                |                             |
| 3)   |                            |                                |                             |
| 4)   |                            |                                |                             |
| <b>Private Sector / In Kind Match / Other</b>      | <b>New / Existing</b>      | <b>Committed / Uncommitted</b> | <b>Supporting Documents</b> |
| 1)   |                            |                                |                             |
| 2)   |                            |                                |                             |
| 3)   |                            |                                |                             |
| <b>Total Non Section 5309 Share</b>                |                            |                                |                             |

**Template 7.1 New Starts Project Finance Worksheet (Continued)**

| Project Name   | Stamford Transitway        | Date  | 1-Jun-00             |
|--|----------------------------|---|----------------------|
| New Starts Project Finance Description   |                            |   |                      |
| Innovative Finance Methods   |                            |   |                      |
| State / Local Funding Source   | Anticipated Funding Amount | Supporting Documents  |                      |
| 2)   |                            |   |                      |
| 3)   |                            |   |                      |
| 4)   |                            |   |                      |
| Operating and Maintenance Cost Worksheet   |                            |   |                      |
| Farebox Revenue  |                            |   |                      |
| State Revenue Source A   |                            |   |                      |
| State Revenue Source B   |                            |   |                      |
| State Revenue Source C   |                            |   |                      |
| Local Revenue Source A   | New / Existing             | Committed / Uncommitted   | Supporting Documents |
| Local Revenue Source B   |                            |   |                      |
| Total  |                            |   |                      |
| Summary Data from the Proposed New Starts Project Operating<br>finance Plan      |                            |   |                      |
| New Starts project Average Annual Operating Cost, Forecast Year<br>Dollar Amount |                            | Total Transit System Annual<br>Operating cost, Forecast Year<br>Dollar Amount |                      |
| Proposed Sources of Operating Funds  | Amount                     | Type of Funding Source  | Annual / Dedicated   |
| Farebox Revenue  |                            |   |                      |
| State Revenue A  |                            |   |                      |
| State Revenue b  |                            |   |                      |
| Local Revenue  |                            |   |                      |
| Local Revenue B  |                            |   |                      |
| Total  |                            |   |                      |

**Template 7.1 New Starts Project Finance Worksheet (Continued)**

| Project Name                              |              | Stamford Urban Transitway                     |              |
|---|--------------|---|--------------|
| Transit System Operating Characteristics  | Number/Value | Future Transit System with New Starts Project | Number/Value |
| <b>Current Systemwide Characteristics</b> |              |   |              |
| Farebox Recovery Percent                  | N/A          | Farebox Recovery Percent                      | N/A          |
| Number of Buses                           | N/A          | Number of Buses                               | N/A          |
| Number of Rail Vehicles (type)            | N/A          | Number of Rail Vehicles                       | N/A          |
| Number of Rail Vehicles (type)            | N/A          | Number of Rail Vehicles                       | N/A          |
| Current Annual Passenger Boardings        | N/A          | Annual Boardings (Forecast)                   | N/A          |
| Daily Passenger Boardings                 | N/A          | Daily Boardings (Forecast)                    | N/A          |
| Average Fare                              | N/A          | Average Fare                                  | N/A          |
| Average Age of Buses                      | N/A          |   | N/A          |
| Average Age of Rail Vehicles              | N/A          |   | N/A          |
| Average Age of Rail Vehicles              | N/A          |   | N/A          |

**Template 7.1 New Starts Project Finance Worksheet (Continued)**

| <b>Prior State or Local Expenditures for Project Planning/ROW/Overmatch</b> | <b>Project or Funding Type</b>  | <b>Value</b>   | <b>% of Total Costs</b>          |                |
|---|---------------------------------|----------------|----------------------------------|----------------|
| 1) Environmental Assessment   | City Capital Funds              | \$75,000       |                                  |                |
| 2) Traffic Studies  | City Capital Funds              | \$25,000       |                                  |                |
| 3) TSM  | City Capital Funds              | \$150,000      |                                  |                |
| 4) Planning Studies   | City Capital Funds              | \$30,000       |                                  |                |
| 5)  |                                 |                |                                  |                |
| <b>Prior State or Local Expenditures for Project Planning/ROW/Overmatch</b> | <b>Supporting Documentation</b> |                |                                  |                |
| 1)  |                                 |                |                                  |                |
| 2)  |                                 |                |                                  |                |
| 3)  |                                 |                |                                  |                |
| 4)  |                                 |                |                                  |                |
| 5)  |                                 |                |                                  |                |
| <b>Previous New Starts Investments in the Region</b>                        |                                 |                |                                  |                |
| <b>Project Name</b>   | <b>Federal Funding Share</b>    |                | <b>State/Local Funding Share</b> |                |
|   | <b>Amount</b>                   | <b>Percent</b> | <b>Amount</b>                    | <b>Percent</b> |
|   |                                 |                |                                  |                |
|   |                                 |                |                                  |                |
|   |                                 |                |                                  |                |
|   |                                 |                |                                  |                |
|   |                                 |                |                                  |                |
|   |                                 |                |                                  |                |
|   |                                 |                |                                  |                |