

PARKING & TRANSPORTATION DEMAND MANAGEMENT PLAN PROPOSED RESIDENTIAL / MIXED-USE DEVELOPMENT

**900 Long Ridge Road
Stamford, CT
July 12, 2023**

This plan has been prepared in support of a proposed redevelopment of an existing suburban office park. The overall site encompasses 36.5 acres within the Mixed-Use Campus Master Plan Category and the C-D (Designed Commercial) Zoning district. The site maintains approximately 230,000 sf of commercial office in 2 buildings with structured and surface parking.

PROJECT OVERVIEW

The Applicant proposes to redevelop the existing office buildings with a new multifamily community featuring 508 apartments and 20,000± sf of complementary nonresidential space which may include daycare, professional/medical office and/o small scale convenience services. Apartments will be comprised of 56 studio, 235 one-bedroom, 202 two-bedroom, and 15 three-bedroom units. The new buildings will include lower-level garages as well as surface spaces, and will maintain the existing stand-alone garage structure. In total, the site will provide 820 spaces to support the mix of proposed uses, and utilize a shared parking arrangement to maximize the efficiency of the provided parking. A total of 80 EV charging stations and 126 bicycle parking spaces (63 Class A and B) are being provided. The proposed development will include modern tenant amenities, landscaped courtyards, and natural walking trails (some of which will be publicly accessible). , onsite and publicly accessible bicycle storage areas, and electric vehicle charging stations.

EXISTING DATA

Section 12 requires a total of 779 spaces for the proposed number and bedroom mix residential units. Depending on the mix of nonresidential uses occupying the proposed 20,000 square feet, another 40-60 space could be required.

Proposed onsite parking will meet and exceed the minimum requirements for residential and is expected to easily accommodate the total demand by sharing the pool of parking with the non-residential uses. A shared parking analysis prepared by Kimley-Horn has been provided with the application.

PARKING OPERATIONS

Residential

Parking operations will be actively supervised by the onsite property management employees. A total of 820 self-parking spaces are proposed for the residential buildings. Garage spaces are provided within the lower levels of Buildings A and C. Additional surface spaces are conveniently located between Buildings A, B, and C as well as adjacent to Buildings B and Building D. The existing multi-level garage is also proximate to both Buildings D and C.

To comply with code, 17 handicapped-accessible spaces are proposed. A total of 80 electric vehicle charging spaces are proposed, representing more than 10% of the required parking. These spaces are conveniently located within the garages of Buildings A and C. A total of 63 Class A and 63 Class B bicycle parking spaces are also proposed.

Non-residential

The proposed nonresidential uses are located within Buildings A and C and will utilize parking within the respective garages of each building. The applicant is anticipating 40 spaces in each garage to be shared with the residential uses. This amount and location are subject to change based on the needs of the tenants. A shared parking analysis has been prepared by Kimley-Horn and shows that the overall pool of parking is more than sufficient to support a wide range of nonresidential uses.

All parking will be self-park and actively monitored by onsite management.

ADDITIONAL PARKING CAPACITY

The offset peak demand times of residential (typically late evening and overnight) and nonresidential uses (typically weekdays late morning to early evening) create an ideal situation for sharing of spaces. If additional parking is needed, the site maintains acres of unused site coverage for additional parking areas, as well as several other parking strategies permitted and further outlined in Section 12, which states that up to 20% of required parking may be provided using tandem, stackers, and/or other parking management techniques.

DEMAND MANAGEMENT STRATEGIES

Unbundled Parking

The rent structure of the residential units is proposed to be “unbundled” with regard to parking. Apartments will not automatically include a “free” parking space (which has been demonstrated to encourage vehicle ownership and usage). The separate charge for spaces provides an incentive for residents to consider an alternative to individual car ownership and usually results in lower demand. It also allows those residents without cars to enjoy a lower cost of living (rather than pay for parking they do not need).

Bicycle Parking

To encourage ridership, and in satisfaction of the Zoning Regulations bicycle parking is provided throughout the site. Over the last several years, Stamford has made efforts to create a more bike-friendly road system. This has included new bike lanes, sharrows, bicycle parking, and other traffic calming measures throughout the City. The number of people biking to work in the US has gone up by 43% since 2000.¹ With the continued efforts of the City to make Stamford a more bike-friendly community, this trend may continue and be realized locally.

Public Transportation

The proposed development is located approximately 3.7 miles from the Stamford Transportation Center, which provides access to both Amtrak and Metro North Railroad services, as well as Greyhound and Peter Pan buses.

A CT Transit stop (336) is located along the site frontage which runs from Rock Rimmon to the Stamford Transportation Center with stops near the Merritt Parkway, Bulls Head, and Downtown Stamford.

Additionally, Uber, Lyft, Metro Pool and NuRide provide corporate and personal ride sharing programs that are currently utilized by residents in the area.

LOADING

Loading spaces are provided in locations convenient to each of the buildings. Two spaces are situated near the main pedestrian entrances of Buildings C and D. Two more spaces are located along the drop-off driveway of Building A. Finally, two spaces near the northeast corner of Building B will operate as shared parking/loading spaces and managed accordingly.

REPORTING

Reporting will be submitted annually pursuant to Section 19.F.5 and 19.G.5 of the Zoning Regulations. If demand is not being met, the parking methods mentioned above, or alternate solutions, can be explored. Similarly, if the demand management goals of the regulations are not being met, the Applicant will submit proposals for increasing the tenant use of transportation means other than single occupancy vehicles.

¹ Complete TRI "Cycling and Biking Statistics" 3/4/23 (<https://completetri.com/cycling-and-biking-statistics>.)