



July 2, 2025

Attention: Mr. James J. Maffucci, Member
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SLR Project No.: 148.000029.00001

Client Reference No.: 17114.00002

**RE: Transportation Demand Management Plan/Parking Management Plan
Proposed Multi-family Development
488 Glenbrook Road and 37-41 Parker Avenue, Stamford, Connecticut**

SLR International Corporation (SLR) has prepared this standalone Transportation Demand Management Plan and Parking Management Plan (TDMP/PMP) for the proposed development at 488 Glenbrook Road and 37-41 Parker Avenue in Stamford, Connecticut. This TDMP/PMP supplements the earlier traffic study that was done for this development.¹ The proposed 19-unit multi-family residential development is on three floors. The site will have 28 parking spaces and use a new driveway at Parker Avenue, as well as an existing driveway exit at Glenbrook Road. **Figure 1** shows the site location and area roadways.

**Transportation Demand Management Plan/Parking Management Plan
Single-Occupancy-Vehicle Trip-Reduction Goal**

As per Section 12 of the Stamford Zoning Regulations, "...PMPs (Parking Management Plans), by themselves or in conjunction with the Transportation Demand Management Plans, are intended to discourage use of single-occupancy passenger vehicles." More specifically, the regulations aim to ensure that at least 20 percent of employees, residents, and others generally travel by transit, carpooling, ride hailing, telecommuting, bicycling, and/or walking – rather than making single-occupancy vehicle (SOV) (drive alone) trips. This is a worthy aim to help reduce automobile congestion and emissions.

Alternate Travel Mode Options

The site’s location, only one block from the Glenbrook Train Station, as well as within the mixed-use and walkable Glenbrook center area, lends itself to fewer trips to/from the site by automobile, and instead by other more sustainable modes of transportation. Glenbrook Station is a commuter rail stop on the New Canaan Branch of the Metro-North Railroad's New Haven Line. It offers weekday direct service to New York City as well as downtown New Canaan. Additionally, it is just one stop from Stamford Transportation Center, where riders can transfer to Amtrak, additional Metro-North trains, and other local bus and shuttle services.

¹ Traffic Study – Proposed Multi-Family Development – 488 Glenbrook Road and 37-41 Parker Avenue, Stamford, Connecticut. SLR, April 28, 2025.

The area surrounding this site is also served by multiple CTtransit Stamford bus routes, facilitating access to various parts of Stamford and neighboring towns. These routes include CTtransit bus routes 328, 344, and 349. This development will also have secure bicycle parking within the building. With regard to the site's location, review of U.S. Census data (*American Community Survey 5-year Estimates*, circa 2019) finds that only around 69 percent of workers who reside in the Census Tract 211 commute to work by driving alone; approximately 5 percent carpool, 9 percent use public transportation, 7 percent walk to work, 8 percent work from home, and 1 percent use other means. If future residents of this development practice similar travel characteristics, this will bode well for meeting the 20 percent+ goal.

Parking

There are to be approximately 28 parking spaces within this development, meeting the Stamford Zoning Regulation parking requirement. It bears mentioning that municipal minimal parking requirements can be at odds with SOV reduction goals. Review of Institute of Transportation Engineers (ITE) data estimates that this development will have a demand of only 24 spaces during the peak parking period overnight.

The 28 on-site parking spaces will be self-park. Within the total, there are to be 2 handicap spaces, and approximately 3 electric vehicle charging (EV) spaces. One of the handicap spaces will have EV charging, and one will be for van parking.

The on-site parking can be accessed from the Parker Avenue full-access site driveway on the west, and exited from the Parker Avenue full access driveway or Glenbrook Road exit only driveway to the east.

It is also noted that there is some on-street parking on the east side of Parker Avenue and on Glenbrook Road.

Potential Transportation and Parking Demand Management / Single-Occupancy-Vehicle (SOV) Trip-Reduction Techniques

Periodic traffic and parking count studies of this development are to be done after it has opened and is mostly occupied to quantify and evaluate its actual traffic and parking demands (discussed in the next section) per the Stamford Zoning Regulations. If these follow-up studies find that the goal is not being met – that at least one in five people travel to/from this site by means other than by SOVs – then this development shall implement one or more TDM/automobile-use reduction techniques/strategies:

- Provide transit information to residents, employees, commercial patrons and visitors
- Provide reduced-cost or free transit passes to residents and employees
- Provide reduced-cost ride-hail (e.g. Uber/Lyft) service to residents and employees
- Provide a car-share service at the site (e.g., Zipcar, or a similar service)
- Provide a bike-share and/or scooter-share service at the site

Moreover, if parking usage on the site is found to be regularly at capacity, then a higher level of parking management may be needed. This could include, but may not be limited to, one or more of the following:

- Charge or charge more to residents to park on-site
- Seek a shared-parking agreement with a nearby property that has excess parking
- Expand the city's residential parking permit program to include streets near the site



Table 1 lists effectiveness of the different TDM techniques according to available research that was found. Note that multiple TDM measures, if implemented together, may not necessarily be additive but rather some degree of multiplicative. In any event, it is worth reiterating that the site’s location may alone result in the zoning regulation goal of fewer SOV trips being made without the need for TDM measures. Research published by the Transportation Research Board (TRB) report on the [Effects of TOD on Housing, Parking, and Travel](#) indicates that the number of vehicle trips associated with Transit-Oriented-Developments (TODs) are generally around half of what they are in non-TODs (rates varied “from 70% to 90% lower for projects near downtown to 15% to 25% lower for complexes in low-density suburbs”). In other words, around half of the trips that would otherwise likely be made via automobile driving are instead made by walking, transit, bicycle, ride-share, or some combination thereof at TODs.

Table 1: TDM Technique Potential Effectiveness

TDM Technique/Strategy	Potential Effectiveness	Source
Provide transit information on-site to residents, et al.	4 percent to 12 percent reduction in automobile trips.	Online TDM Encyclopedia - TDM Marketing (vtpi.org)
Provide reduced-cost or free transit passes to residents and employees	3 percent to 30 percent reduction in automobile trips.	TDM Success Stories (vtpi.org)
Provide reduced-cost ride-hail service to residents and employees		TheConversation CTV News
Provide microtransit service for the site	10 percent to 15 percent reduction in automobile trips.	Microtransit for urban mobility: analysis, case study
Provide a car-share service at the site	Each shared-vehicle could replace 9 to 13 cars and reduce driving by around 44 percent.	SmartCitiesDive
Provide a bike-share and/or scooter-share service at the site	Approximately 37 percent of trips on shared micromobility replace a car trip.	Micromobility State of the Industry Report
Increase the cost to park on site: resident monthly parking, commercial employee parking, commercial patron hourly parking	5 percent to 15 percent reduction in vehicle ownership and 10 percent to 30 percent reduction in automobile trips.	TDM Success Stories (vtpi.org)
Remove the ability for some users to park on the site		



Follow-up Study Reporting Requirements

Transportation Demand Management

- 1 After this building is more than three-quarters occupied, traffic at the site is to be quantified. This could be done one or two ways: (i) a questionnaire survey of building occupants shall be conducted to quantify the mode of transportation that they use to get to/from the site on a typical day, and/or (ii) the total number of peak-hour vehicle trips to/from the site driveways shall be counted. For option (ii), the site driveway traffic counts shall be pro-rated to the building occupancy as appropriate, and if the driveway vehicle traffic counts are found to be higher than the vehicle-trip-generation numbers estimated in our above-cited traffic study then one or more of the TDM measures herein shall be implemented. Per the zoning regulations, the building occupancy travel survey or driveway traffic counts are to be done annually and not later than January 15.
- 2 *If* the zoning regulation goal is not being met – that at least one in five people (20 percent) travel to/from this site by means other than by SOVs – then the building owner, tenant or property manager shall submit to the City of Stamford Transportation, Traffic and Parking (TTP) and Land Use Bureaus, by no later than March 31, one or more of the TDM strategies, along with parking management as appropriate, listed in the section above for implementation.

Parking

- 1 After this building is more than three-quarters occupied, the number of parked vehicles associated with this development are to be counted (onsite, and offsite if necessary) using the city's Parking Occupancy Count Form. Per the zoning regulations, these parking counts are to be done annually and not later than January 15. A copy of the city's standardized Parking Occupancy Count Form is attached.
- 2 *If* these on-site parking counts show an insufficient supply of parking, then the building owner, tenant or property manager shall submit to the City of Stamford TTP and Land Use Bureaus, by no later than March 31, one or more of the parking management strategies, along with TDM strategies as appropriate, listed in the section above for implementation.

Note that non-compliance with these reporting requirements would be a zoning violation pursuant to Section 248 of the City of Stamford Code.

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

Regards,

SLR International Corporation



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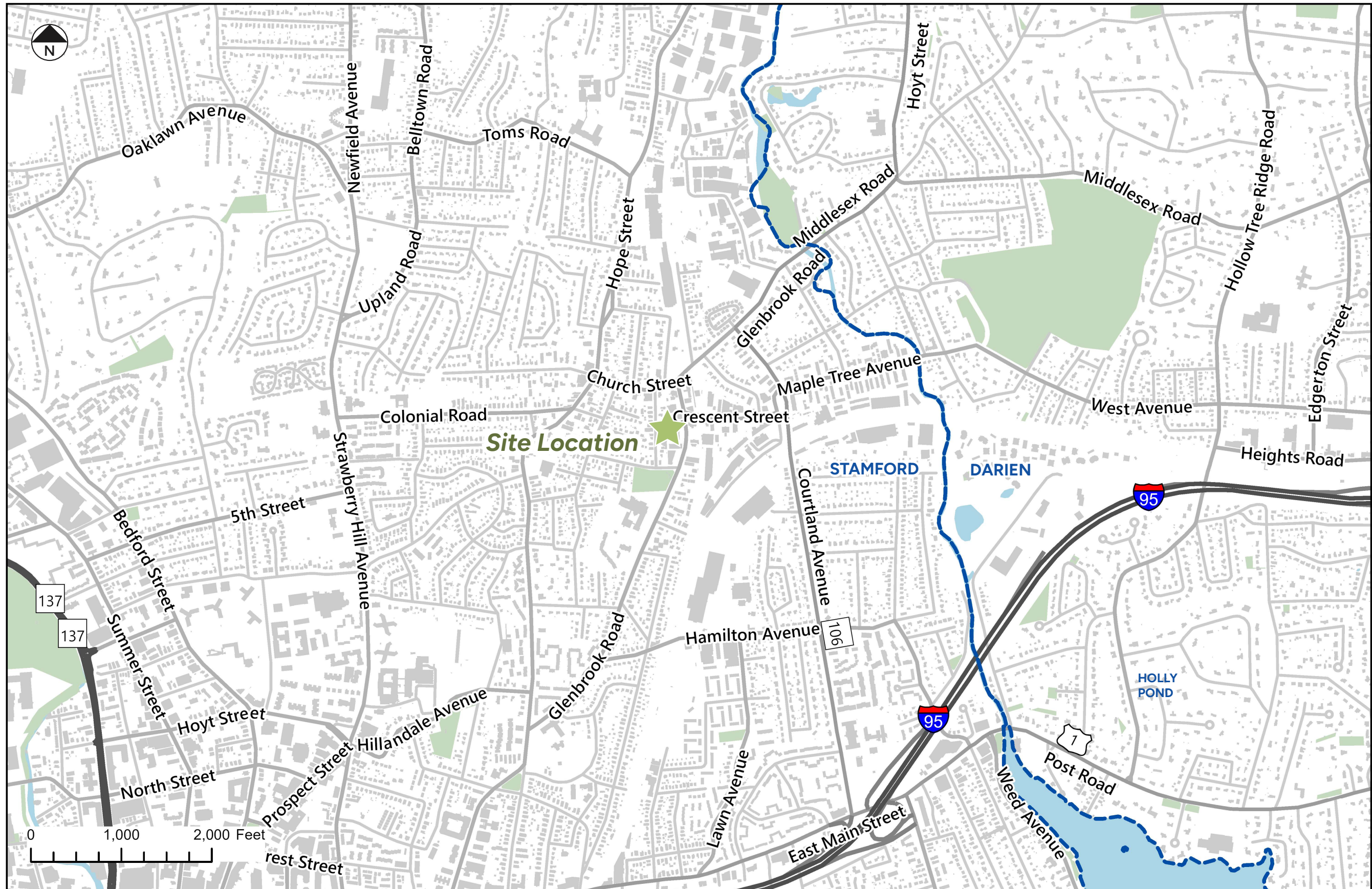


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Attachments: Figure 1 - Site Location Map
City of Stamford Parking Occupancy Count Form

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CITY OF STAMFORD PARKING OCCUPANCY COUNT FORM

Date	
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Authorized Submitter Name	
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Submitter Phone Number	
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Submitter Email	
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Property Address	
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Development Name	
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Please note the following
blackout times when parking
counts *cannot* taken

Martin Luther King Jr. Day
weekend

Presidents Day weekend

Good Friday weekend

Memorial Day weekend

Juneteenth

Independence day and
closest weekend

The month of August

Labor day weekend

Columbus Day and closest
weekend

Veterans day and closest
weekend

The Wednesday before
Thanksgiving and the
associated weekend

The week before Christmas
Day to January 2nd.

Number of units (number of employees for commercial buildings):		
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Unit Composition/Mix (i.e. x-Studio, y-1-Bedroom, z-2-Bedrooms, etc.): (Square footage for commercial buildings)	Studio	1 Bedroom	2 Bedroom	3 Bedroom
	BMR Studio	BMR 1 Bedroom	BMR 2 Bedroom	BMR 3 Bedroom
Square Footage:				

Number of units occupied:		
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% Occupied

#DIV/0!

Parking Garage Size (total # of spaces):		
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Number of Parking Permits Issued:		
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Is parking bundled or unbundled?		
If parking is unbundled, what fees are charged?		

Implementation of any Parking Demand Management Strategies? (Please an X below the option)		Valet Parking	Shared parking	Stackers	Other

Describe implementation and use of Parking Demand Management Strategies:	
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Electric Vehicle Parking	
Number of Electric Vehicle Charging Spaces	

Bicycle Parking			
Number of Bike Parking Spaces		Class A	Class B

Shared Parking	
Number of Shared Vehicles	
Cost of Shared Vehicles Charged (per hour, day, trip, etc)	
Average number of trips per vehicle per day	

Week of Count (week 1):

Wednesday Count Date:

	Standard Parking Spaces	Electric Vehicle Spaces	Class A Bike Parking Spaces	Class B Bike Parking Spaces
6:00 am Count:				
12:00 pm Count:				
6:00 pm Count:				
12:00 am Count:				

Saturday Count Date:

	Standard Parking Spaces	Electric Vehicle Spaces	Class A Bike Parking Spaces	Class B Bike Parking Spaces
6:00 am Count:				
12:00 pm Count:				
6:00 pm Count:				
12:00 am Count:				

Week of Count (week 2):	
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Wednesday Count	Date:
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	Standard Parking Spaces	Electric Vehicle Spaces	Class A Bike Parking Spaces	Class B Bike Parking Spaces
6:00 am Count:				
12:00 pm Count:				
6:00 pm Count:				
12:00 am Count:				

Saturday Count	Date:
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	Standard Parking Spaces	Electric Vehicle Spaces	Class A Bike Parking Spaces	Class B Bike Parking Spaces
6:00 am Count:				
12:00 pm Count:				
6:00 pm Count:				
12:00 am Count:				