

# **PARKING & TRANSPORTATION DEMAND MANAGEMENT PLAN PROPOSED RESIDENTIAL DEVELOPMENT**

**Walton Place  
Stamford, CT**

**July 21, 2022**

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This plan has been prepared in support of a proposed residential development encompassing approximately 1.95 acres of land in Master Plan Category 11 (Downtown) and the R-HD Zone with frontage on Prospect Street, Walton Place, and Bedford Street.

## **PROJECT OVERVIEW**

The Applicant proposes to redevelop the existing site which currently contains a former church structure and former retail building with associated surface parking. The proposed development will consist of 224 apartments in a 15-story building and preservation of the historic church structure for reuse as tenant amenity space. Apartments will be comprised of 37 studio, 89 one-bedroom, 86 two-bedroom, and 12 three-bedroom units. The new building will include 250 spaces in a multi-level garage and 12 surface spaces for a total of 262 self-park spaces. An addition of 11 street parking spaces will also be created along the site frontage on Prospect Street. The proposed development will include modern tenant amenities, including a lounge, pool, fitness, indoor and outdoor recreational areas, communal terraces, as well as private terraces and balconies.

## **EXISTING DATA**

With the proposed unit mix, the parking standards require 243 spaces for residents of the site (approximately 1.1 spaces per unit). Historical parking demand in buildings further from public parking and the Stamford Transportation Center, within the Downtown has been 1.0 PS/DU or less. Buildings more proximate to the proposed site have shown a typical demand closer to 0.86 PS/DU. Considering the building location, density, proximity to mass transit, and offsite public parking infrastructure, the parking demand is likely to be on the lower end of the spectrum.

The site is located less than one mile from both the Stamford Transportation Center and approximately 500' from the municipal parking facility on Forest Street. The site has a Walk Score of 92 "Walker's Paradise", Transit Score of 70 "Excellent Transit", and a Bike Score of 76 "Very Bikeable".

The proposed onsite parking exceeds the minimum requirement by 19 spaces and provides a ratio of nearly 1.2 spaces per unit. Given the site's urban location and proximity to multiple transit nodes and many retail, restaurant and service establishments, the provided parking is expected to easily meet/exceed residential demand.

## **PARKING OPERATIONS**

Primary vehicle access for residents will be from the north end of the site on Bedford Street, in the vicinity of an existing driveway, and leading directly into the multi-level garage. A secondary access drive at the north end on Prospect Street will access a handful of covered surface parking spaces. A one-way drive aisle from Prospect to Bedford will serve the loading area at the rear of the building. Along the Walton Place frontage will be a one-way drop-off/pick-up loop with 5 parallel parking spaces, primarily for use by short term visitors, small deliveries, and livery services.

All required parking is accommodated by onsite self-park spaces. A total of 262 spaces serve the 224 apartments at a rate of nearly 1.2 spaces per unit. Aside from 12 surface spaces, all parking is located within the multi-level garage including one basement level, one at-grade, and two upper garage levels – all served by a 26' wide two-way ramping system. The parking operation includes 12 sets of tandem spaces and 24 pairs of self-operable vehicle stackers. These spaces will likely serve some of the two- and three-bedroom units that are more likely to have more than one vehicle in a single household. An additional 11 public parking spaces will be created along the Prospect Street frontage.

Twelve spaces will be designated for Electric Vehicle charging. Class A bicycle parking will be accommodated within the basement level amenity area with direct elevator access from the main floor. Class B spaces are located at-grade by the Prospect Street entrance and are covered by upper levels of the building.

## **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).

### **Public Parking**

The building is located approximately 500' from the municipal garage and parking lot which are accessible from Forest Street and Broad Street, and provide a total of nearly 1,000 spaces. The garage offers hourly and monthly parking rates. Additional privately operated public parking facilities are also available within the neighborhood.

### **Public Transportation**

The proposed development is located within a mile of the Stamford Transportation Center, which provides access to both Amtrak and Metro North Railroad services, as well as Greyhound and Peter Pan buses.

The Harbor Point Trolley stops nearby (Broad Street) twice an hour during its continuous loop (7am – 11pm) through the Downtown and South End. This trolley is free of charge.

Connecticut Transit has multiple stops in the vicinity of the site (Bedford at Forest), including the 351 (Connector-Downtown Loop) and 331 (High Ridge Road) and 333 (Newfield Ave). Two of the most traveled stops are located at the nearby intersection of Main and Atlantic Streets (Old Town Hall and Veterans Park). Nearly every line of Stamford's CT Transit buses makes regular stops at one of these two locations, including local, intercity (Greenwich, Darien, Norwalk) and interstate (Port Chester, White Plains) routes.

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

### **Bicycle Storage**

To encourage ridership as an alternate means of travel, and as an amenity to building residents, the applicant is providing safe and convenient access to bicycle parking spaces. Additional indoor and/or outdoor bike parking may be installed on the ground level in the future if there is such demand.