

**Parking Management/Operations Plan
128-136 Broad Street, Stamford, CT
February 27, 2023**

This plan outlines the proposed operation and management of the three-level parking garage that will support the 128-136 Broad Street residential development in Stamford, CT. It was created as a follow-up to the Transportation Demand Management Plan/Parking Management Plan prepared by SLR and the City of Stamford Transportation, Traffic & Parking Office staff’s comments. It has been reviewed and approved by Propark Mobility (formerly ProPark America), one of the largest parking operators in the country, who manage 457,142 parking spaces in 750 parking facilities across the USA. This includes 96,000 valet parking spaces. In Stamford, Connecticut, Propark Mobility manages several self-park and/or valet parking facilities. They manage the valet parking operations at the Courtyard by Marriott Hotel and Landmark Square along with other properties to name just a few of their local parking management contracts.

OVERVIEW

The project will consist of 198 rental apartments and 4,324 SF of retail space in a 13-story building. All required parking will be supplied 100% on-site as follows. At grade, west of Gay Street, there will be 17 parking spaces and garage levels 2 and 3 will include 156 parking spaces. The total of 173 parking spaces are planned to be self-park. In addition, the garage will include a provision for up to 37 aisle valet parking spaces, which would bring the total parking space count to the zoning required amount of 210. See chart below.

SELF-PARKING SPACES		TYPE MARK	DIMENSIONS	COUNT
GROUND FLOOR	ADA	ADA	9'-0" x 18'-0"	1
	ADA VAN	ADA VAN	9'-0" x 18'-0"	1
	COMPACT	C	8'-6" x 16'-0"	5
	STANDARD	R	8'-6" x 18'-0"	10
	SUB-TOTAL GROUND FLOOR:			
FLOOR 2	ADA	ADA	9'-0" x 18'-0"	1
	COMPACT	C	8'-6" x 16'-0"	3
	STANDARD	R	8'-6" x 18'-0"	72
	SUB-TOTAL LEVEL 2:			
FLOOR 3	ADA	ADA	9'-0" x 18'-0"	1
	COMPACT	C	8'-6" x 16'-0"	3
	STANDARD	R	8'-6" x 18'-0"	76
	SUB-TOTAL LEVEL 3:			
TOTAL SELF-PARK				173
VALET SPACES		TYPE MARK	DIMENSIONS	COUNT
GROUND FLOOR		V	7'-0" x 17'-0"	0
LEVEL 1		V	7'-0" x 17'-0"	18
LEVEL 2		V	7'-0" x 17'-0"	19
TOTAL VALET				37
TOTAL PARKING SPACES				210



PARKING OPERATION

Primary residential vehicular access will be from Broad Street, directly to the garage ramps located on the east side of Gay Street. This portion of the garage will be secured with high-speed gates equipped with a vehicular sensing transponder so cars can enter quickly and seamlessly without delay. This guarantees that no queuing or backups will occur at Gay Street. Secondary access will be from Forest Street.

As shown in the above table, it is anticipated that 173 self-parking spaces will serve 198 apartments for a parking ratio of .874 spaces per unit. This ratio comports with the higher end of the estimated parking utilization range as contained in

SLR’s Transportation Demand Management/Parking Management Plan dated January 2023. That report indicates an expected parking utilization ratio of .71 to .90 vehicles per unit. Based upon our extensive prior experience with similar projects, the SLR estimates and consultation with Propark Mobility, 173 self-park spaces will more than satisfy the on-site parking demand at this project. **This means that the garage will very likely permanently operate as 100% self-park.**

By comparison, one of our past Stamford development projects is Summer House, a 22-story apartment rental community with a 5 level above grade structured parking garage. Since its opening in 2016 it has experienced full occupancy. The garage contains 150 self-parking spaces for 227 units, which equates to a .66 spaces per dwelling unit parking ratio. This project had a zoning parking requirement of approximately 227 spaces but was approved with plans that showed that the 227-space parking requirement could be met, upon demonstrated need, by layering in several parking methods including valet, stacker, and tandem spaces. That need never materialized, and Summer House has been operating successfully as one of the most sought-after rental communities in the downtown area despite the .66 on-site parking ratio.



Note: Section 12.D.1.c. of the Stamford zoning regulations provides for the ability to use tandem, valet parking, stackers, car elevators, or other parking management techniques. On the ground floor of this proposed project, a 15’ clear ceiling height is planned. This can easily accommodate stackers over 15 of the planned 17 parking spaces. These would be used for longer term car storage, which, in lieu of or in addition to our proposed valet plan, would even further alleviate any future potential parking constraints. If we only adopted the usage of the 15 stackers alone, in lieu of adding valet parking, that would increase the parking count to 188 spaces resulting in a parking ratio of .95 which is in excess of the high end of the parking utilization range of .90 from the SLR report.

As stated above, upon demonstrated need, a valet parking plan will be implemented which would increase the on-site space count up to 210 spaces, or 1.06 spaces per unit. That said and as noted above, **173 self-parking spaces are anticipated to more than adequately serve the project at full occupancy. See tables below that describe how the valet would be added if required.**

Demand Level I: Anticipated Garage Usage at Stabilization (.87 spaces per unit)

Floor	Single	Tandem	Valet	Total
1	17	0	0	17
2	69	7	0	76
3	73	7	0	80
Total	159	14	0	173
Percent	92%	8%	0%	100%

Demand Level II: Full Garage Capacity (1.06 spaces per unit)

Floor	Single	Tandem	Valet	Total
1	17	0	0	17
2	69	7	19	93
3	73	7	18	96
Total	159	14	37	210
Percent	75.7%	6.7%	17.6%	100%



Note: A total of 10 spaces will be designated for Electric Vehicle charging. Class A bicycle parking will be accommodated within the ground floor bike storage area, and Class B spaces are located at-grade by Broad Street adjacent to the main lobby entrance and are covered by upper levels of the building.

Valet parking, If Required

At its inception, the building will operate solely on a self-park basis without the use of any valet spaces (Demand Level I). The garage will continue to operate in this manner through the lease-up process, and as long as the garage parking demand allows. If parking demand exceeds .874 spaces per unit, a 24-hour valet parking system (Demand Level II) will be implemented which will activate the addition of up to 37 spaces located on garage levels 2 and 3. Note: Any self park spaces that are obstructed by the addition of aisle valet spaces would also become valet spaces making the total valet space count not more than 89 spaces. Staging for the valet parking operation will be on level 2 with a valet station being positioned adjacent to the elevator vestibule. The 24-7, fully staffed, valet station will include a lock box to securely store car keys. A dedicated cell phone and hard-wired phone will be available so that residents can communicate directly with valet staff via direct call, voice mail or text message. All car keys will be tagged with permit numbers and a vehicle condition ticket will be completed by the parking attendant(s) on duty each time a car is taken into their possession.

Upon entering the high speed gated garage and proceeding to the second floor, residents will drop off their vehicles in the valet staging area and hand their keys to the valet attendant on duty. Departing resident vehicles will have been staged according to the stated resident scheduling requests or learned routines. For example, automobiles that are not typically used daily or not at all during the week will be positioned in remote positions in the valet area of the garage. On the contrary, vehicles that are required routinely or at specified times would be positioned in easily accessible/unobstructed areas requiring minimal shuffling of automobiles.

If a valet parking operation is implemented, a minimum of one attendant will be on duty at all times, 24 hours per day. The actual schedule and staffing will be adjusted as the parking operator becomes familiar with usage patterns that emerge. Staffing levels shall always be maintained at levels adequate to ensure a successful valet operation.

DEMAND MANAGEMENT

Monthly parking charges will be separate from the rent (unbundled).

Alternate Parking Options (should a tenant desire to park off-site):

There are close to 5,616 public parking spaces within a 5-minute walk of the project site including, Bedford Street (658 spaces), Stamford Town Center (3,883 spaces), Target (600 spaces), and the URC Garage (475 spaces).

Walk Score

The property features a Walk Score of 96, a “Walker’s Paradise”, where daily errands do not require a car. This high Walk Score, in conjunction with other modes of transportation will serve to minimize parking demand as many of our residents will not need to own a car. In addition to being highly walkable, the site also has an “Excellent Transit” score of 73 and “Very Bike-able” score of 76. Convenient accessibility to local businesses and area amenities encourages residents to travel on foot, via bicycle, or to utilize one of the many rideshare services such as Uber or Lyft.

Alternate Transportation

- The project currently plans to offer a train station shuttle which will further alleviate the need for car ownership.
- The project site is located approximately 0.9 miles from the Stamford Transportation Center, which features bus services in addition to Metro North Railroad and Amtrak train services.
- The Harbor Point Trolley, which runs from 7AM to 11PM from the South End through Downtown Stamford, stops nearby on Broad Street twice an hour.
- As stated above, rideshare services, such as Uber and Lyft, are readily on demand and will be utilized by residents in the downtown area.

CONCLUSION

Based upon the above, it should be clear that 173 self-parking spaces with the potential for up to an additional 37 valet parking spaces, upon demonstrated need, will be more than sufficient to satisfy the parking needs for the planned 198 apartments.