Kimley»Horn

# MEMORANDUM

To: Zoning Board Office
City of Stamford

From: John Canning, P.E.
Veronica Prezioso, P.E.
Thomas Zhao, E.I.T.

Date: September 19, 2023

Subject: **Response to Transportation, Traffic & Parking Department Comments**
900 Long Ridge Road
City of Stamford, CT

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Kimley-Horn and Associates, Inc. ("Kimley-Horn") has reviewed the Interoffice Memorandum prepared by the City of Stamford's Transportation, Traffic & Parking ("TTP") Department, dated August 18th, 2023, regarding Kimley-Horn's Traffic Assessment, dated July 11th, 2023, for the proposed development at 900 Long Ridge Road, City of Stamford, Connecticut.

Based on the comments in the Interoffice Memorandum, Kimley-Horn has revised our Traffic Assessment for the proposed mixed-use residential located at 900 Long Ridge Road. Kimley-Horn has the following responses to the TTP Department's comments below.

## Responses to Traffic Assessment Comments

**TTP Comment #1:** The higher value of fitted curve equation or average rate should be used for site-generated traffic estimation, particularly for the multifamily residential uses.

> **Response:** Kimley-Horn has reviewed the site-generated traffic estimation (particularly, the multifamily residential uses) and based on the TTP Department's Comment #1, our revised Traffic Assessment now uses the higher value of fitted curve for *ITE LUC 221: Multifamily Housing (Mid-Rise)* at 212 total trips versus the lower average rate at 188 total trips.

**TTP Comment #2:** The Traffic Assessment states that the trip distribution at the study intersection was based on existing traffic patterns on Long Ridge Road. A review of the existing traffic volumes indicates heavier traffic from/to the north on Long Ridge Road. Please justify the directional splits (40% north and 60% south) of trip distribution at the site driveway intersection. Please also justify the universal trip distribution pattern that was applied to both the residential and commercial uses proposed on the site. The travel patterns for residential and commercial uses are generally different and should be estimated separately unless the commercial trips are insignificant.

**Response:** Most of the trips are commuters expecting to work in Stamford and would therefore travel to and from a southern direction. Through traffic on Long Ridge Road past the site driveway indicates 60% travel to and from the south in the AM and 54% travel to and from the south in the PM. Based on this, and the expectation that most residents would likely work in or travel to Stamford, it was assumed that 60% would travel to and from the south.

Attached census data indicates that 55% of Stamford residents work in Stamford and that the vast majority live south of the site. Based on the census data, we have prepared a revised Traffic Assessment with the following splits:

- **Residential:**
  - **AM & PM:** 55% to/from the south, 45% to/from the north.
  - Based on census data as described above.
- **Office**
  - **AM & PM:** 32% to/from the south, 68% to/from the north.
  - Based on existing office volumes and driveway turning movements.
- **Daycare:**
  - **AM:** 72% to the south, 43% from the south, 28% to the north, 57% from the north.
  - **PM:** 43% to the south, 72% from the south, 57% to the north, 28% from the north.
  - Based on passing through movements with assumptions on how many parents might return to the downtown or to Merritt Parkway to continue their journey.
- **Sundries Shop & Café/Restaurant:**
  - **AM & PM (Primary Purpose):** 70% to/from the south, 30% to/from the north.
  - Based on population density.
  - **AM & PM (Pass-By):** 60% from the north, 40% from the south.
  - Based on existing Long Ridge Road through volumes combined with the convenience of right-in/right-out movements, as opposed to left-in/left-out movements.

Apart from the daycare, the non-residential components were relatively minor traffic generators. Daycare was assumed to be more downtown Stamford-oriented, as there are more residents and jobs south of the site than north of the site.

**TTP Comment #3:** The entering and exiting traffic volumes at the site driveway and Long Ridge Road intersection under Build Traffic Volumes Conditions as shown on Figure 5 do not match the New Mixed-Use Trips estimated as shown on Table 2. The traffic volumes calculation should be revised.

**Response:** Pass-by trips are trips that exist on the road today that will stop by the proposed development, once operational. The “New Mixed-Use Trips” row found in Table 2 do not include the pass-by trips (reflected in the “Pass-By Credit” row, also in Table 2) as these vehicles already exist on the road. The driveway trips in Figures 5A and 5B consist of the new Project-generated trips (i.e., the “New Mixed-Use Trips”), plus the pass-by trips by adding their associated turn-in/turn-out movements to the driveway.

**TTP Comment #4:** The traffic signal yield point for Long Ridge Road offset starts at yellow time. Please revise the capacity analysis accordingly.

**Response:** The Synchro analyses now have an offset with reference to the start of yellow time.

**TTP Comment #5:** Please include a summary of queue analysis results for the study intersection.

**Response:** A summary of queue analysis results has been included in the revised traffic study.

**TTP Comment #6:** The TTP Department reviewed the Shared Parking Analysis for the mixed-use development. The Department requests additional review on the shared parking demand based on time-of-day factors for both weekdays and weekends per ULI methodology. The peak parking demand should be estimated to ensure the development provides sufficient parking spaces for all and shared uses proposed on the site.

**Response:** The revised Traffic Assessment now contains more information regarding the Shared Parking analysis, including how the base parking ratios were obtained and the time-of-day factors that were used in the analysis. The peak parking demand will be 781 spaces in December at 12:00 AM (midnight). A total of 820 parking spaces are proposed in a combination of structured parking and surface parking lots, which meets the peak parking demand of 781 spaces.

**TTP Comment #7:** Due to the additional site-generated traffic exiting the site during the weekday morning peak hour and entering the site during the weekend afternoon peak hour and impacts to the signalized intersection of the site driveway and Long Ridge Road, the applicant shall contribute $250,000 in cash toward upgrading the traffic signal and improving safety at the intersection, including:

a.) Install crosswalk on the south leg of Long Ridge Road.
b.) Replace the existing side street green pedestrian signal with ADA compliant pedestrian signals for the proposed crosswalk.
c.) Replace the traffic signal cabinet; upgrade video detection camera to City standard; rewire the existing traffic signal; and reinstall the LED lamp for the signal indications.
d.) Optimize the traffic signal timing splits to accommodate the additional site-generated traffic.

**Response:** This is acknowledged by Kimley-Horn.

**TTP Comment #8:** The applicant shall be responsible for developing the traffic signal plan to reflect the proposed signal revisions. The City will submit the revised traffic signal plan and encroachment permit to CTDOT for review and approval.

**Response:** This is acknowledged by Kimley-Horn. The Applicant will develop a traffic signal plan to reflect required proposed signal revisions.

## Responses to Parking and Transportation Demand Management Plan Comments

**TTP Comment #1:** Refer to Comment #6 under Traffic Assessment. Additional reviews on the shared parking demand based on time-of-day factors for both weekdays and weekends per ULI methodology should be conducted. The peak parking demand should be estimated to ensure the development provides sufficient parking spaces for all and shared uses proposed on the site.

**Response:** Please see our response to Comment #6 under Traffic Assessment above.