

January 31, 2024

Attention: Ms. Stephanie Sarnbeat Odenath  
WellBuilt Company  
2 Armonk Street  
Greenwich, CT 06830

SLR Project No.: 141.16499.00003

**RE: Multimodal Transportation Assessment – Proposed Hotel at 0 West Park Place  
Stamford, Connecticut**

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At your request, SLR International Corporation (SLR) has prepared this letter to assess the multimodal transportation aspects of the proposed restaurant and extended-stay hotel to be located on West Park Place in downtown Stamford, Connecticut. We understand that the proposed development will replace a parking lot with a building to contain approximately 99 extended-stay hotel rooms and a ground floor restaurant of approximately 1,521 square feet (SF). **Figure 1** shows the site's location on West Park Place in downtown Stamford, as well as the nearby Stamford train station that is only approximately a half-mile from the site to the south.

**Proposed Development and Area Environs**

The proposed building is to be ten floors, with approximately 99 extended-stay hotel rooms located on floors 2 through 10. The ground floor will be occupied by a small hotel lobby and a restaurant. Also on the ground floor is a proposed porte-cochere (pick-up/drop-off) area that will provide around four short-term parking spaces and direct access to the restaurant and hotel lobby. The porte-cochere will function in a clockwise flow pattern with a separate entrance from, and exit driveway to, West Park Place. The entranceway will also provide two-way access for the adjacent-property parking lot behind Curley's Diner, as well as for the trash/loading area at the northwest corner of the proposed development.

West Park Place is a one-way (westbound) local street of one-block in length. To the west, West Park Place terminates at a stop-controlled, right-turn-only, approach to Washington Boulevard. To the east, West Park Place begins at the signalized intersection with Main Street, Summer Street, Bank Street and Clark Street. There are over two-dozen angled parking spaces along West Park Place, and the street itself functions more of a slower-speed accessway to these parking spaces and the few uses on the north side of West Park Place including the site. It is noted that the city has preliminary plans to reconfigure West Park Place as part of a project to enlarge the triangular Columbus Park that is adjacent to the south. The preliminary plans for West Park Place would convert the on-street parking to parallel parking, retaining a dozen of such spaces, and may also include other design elements to change the look of West Park Place into a sort of commercial shared-street.

No on-site parking is proposed as part of this development with the exception of the four short-term parking spaces at the on-site porte-cochere area. The development is in the process of securing the ability to park offsite nearby at 1055 Washington Boulevard and/or 1010 Washington Boulevard within their respective privately-owned parking garages, both of which are within approximately 500 feet of the site. There is also ample parking available offsite nearby via public parking garages, as well as on-street parking, which will be utilized by the proposed restaurant and could also be used by staff and hotel patrons if they so choose.

Additionally, the proposed development is well served by area transit and non-automobile options including via the nearby Stamford train station, as mentioned, with Amtrak and Metro-North service, multiple CTtransit bus routes, and the Harbor Point-Downtown Trolley. Given the proximity to public transportation, the proposed development can be classified as a Transit-Oriented Development (TOD). Moreover, the proposed development’s downtown location and main use as a hotel lends itself to high levels of ride-hail service (e.g. Uber, Lyft). As such, it is anticipated that a notable portion of the people that will travel to and from the development will do so without using a personal vehicle, and the group who do use a car will park offsite within walking distance within multiple different parking options thereby diluting any potential traffic impacts from this development on any individual intersections.

### Crash Data Summary

Crash data was obtained from the Connecticut Crash Data Repository for the most recent 5-year period (2019 to 2023) on West Park Place and at the adjacent intersections, as summarized in **Table 1**. The majority of collisions near the site resulted in property damage only. There was one collision involving a pedestrian on West Park Place in the 5-year period analyzed – this collision resulted in a possible injury.

**Table 1: Crash Data Summary**

Location	Type of Collision						Collision Severity				Total
	Angle	Rear to Side	Read-End	Sideswipe, Same Direction	Non-Motorist	Single Vehicle	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
Washington Boulevard at West Park Place	0	0	2	1	0	1	0	0	1	3	4
West Park Place	1	9	3	2	1	2	0	0	2	16	18
Main Street and Summer Street at West Park Place	0	0	1	1	0	0	0	0	0	2	2

### Parking Generation and Accommodation

As stated above, the project includes a proposed extended-stay new hotel and restaurant. Per the City of Stamford’s zoning regulation parking requirements, restaurants in this location with a gross floor area of 2,500 SF or less are not required to provide on-site parking and can rely on downtown public parking. The restaurant proposed as part of this development is approximately 1,521 SF. Restaurant staff and patrons will have access to on-street parking, parking garages, and transit within short walking distance of the proposed development. There are multiple public parking garages downtown, not to mention on-street parking, which have multiple hundreds of



empty parking spaces at any given time according to the *City of Stamford Parking Study* (BFJ Planning & THA – October 2021, parking count data from 2019).

Parking demand generated by the proposed extended-stay hotel is anticipated to be approximately 0.25 parked vehicle per room, or one parked vehicle for every four rooms, as summarized in **Table 2**. This ratio is based on review of parking demand data from similar hotels located in center-city areas from across the country. This data from comparable center-city hotels is attached. Statistical data published by the Institute of Transportation Engineers (ITE) in their *Parking Generation Manual* (6<sup>th</sup> Edition, 2023) was also consulted to understand potential hotel-generated parking demands. However, the ITE hotel parking statistics are inflated relative to the proposed development because they include parking counts from vehicle-dependent suburban hotels. Nonetheless, the ITE’s *Parking Generation Manual* does acknowledge that parking demands at hotels can be reduced if guests use ride-hailing services, and their hotel parking count database does not yet fully take this aspect into account.

**Table 2: Parking Demand Estimate**

Use	Number of Rooms	Anticipated Peak Parking Demand	
City-Location Extended-Stay Hotel	99	1 parking space/ 4 rooms	25 parked vehicles

Source: Parking count data from comparable city-center hotels (see Appendix)

To accommodate the hotel’s anticipated peak demand of 25 parked vehicles, the hotel plans to enter into parking agreement(s) with one to two properties nearby so patrons of the proposed development can park within existing parking garage(s); 1055 Washington Boulevard and/or 1010 Washington Boulevard, both of which are within 500 feet of the site. We understand that management at both of those nearby off-site properties has stated their willingness to share their parking supply and that they have more than enough excess parking. Estimated parking utilization in the 1055 Washington Boulevard parking garage, including future hotel parking, is shown in **Table 3**. As shown, it is expected in the future, with the proposed hotel’s parking demands included that still only around 58 percent of the 1055 Washington Boulevard’s 467 parking spaces in the garage would be occupied at any given time. This means that approximately 200 parking spaces would still be available/empty, even after the proposed hotel is built/opened and its parking demands added. Additionally, ownership of 1010 Washington Boulevard has indicated that their parking garage is also around half empty and has around 150 empty parking spaces. Either one of these off-site shared-parking scenarios alone has much more empty parking than the proposed hotel would ever need to accommodate hotel patrons and employees. Additionally, as mentioned earlier, the hotel staff and patrons, as well as restaurant staff and patrons, have the option to use public parking nearby if they so choose. Again, the development is located in a transit-oriented area, including near regional and northeast corridor rail, which will likely aid in reducing this development’s parking demands.



**Table 3: 1055 Washington Boulevard Parking Garage Weekday Availability**

Time of Day	1055 Washington Boulevard Tenant Parking Demand <sup>1</sup>	Estimated Hotel Parking Demand <sup>2</sup>	Total Future Parking Demand	1055 Washington Boulevard Garage (467 Spaces) Future Utilization
Overnight	244	25	269	58%
Morning (9:00 A.M.)		20	264	57%
Midday (Noon)		17	261	56%
Afternoon (3:00 P.M.)		15	259	56%
Evening (7:00 P.M.)		17	261	56%

- Existing parking demand of 200 parked vehicles with building tenancy at 82 percent. Extrapolated to 100 percent tenancy = 244 parked vehicles.
- Overnight peak parking estimate of 25 per Table 2 above. Non-peak hourly variation based on general ITE data.

### Trip Generation and Distribution

While some hotel and restaurant patrons and employees are anticipated to utilize transit, the Harbor Point-Downtown Trolley, rail, ride-hailing, and so on, some portion of the site trips will be via automobiles. ITE data was again consulted, this time in their *Trip Generation Manual* (11<sup>th</sup> Edition, 2021). Unlike in their parking generation dataset, which only includes a combined suburban/urban hotel dataset that is therefore inflated in terms of automobile use relative to this proposed development, the ITE *Trip Generation Manual* does include separate datasets for hotels in suburban vs. urban/city-center locations. **Table 4** summarizes the site-generated traffic estimated for the proposed development during the weekday afternoon and Saturday peak hours based on ITE data for hotels in dense mixed-use urban locations.

**Table 4: Vehicular Trip Generation Estimates**

Use	ITE Land-Use Code	Size	Weekday P.M. Peak Hour			Saturday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Hotel	310	99 Rooms	10	10	20	15	5	20
Restaurant	932	1,521 SF	10	5	15	10	5	15
<b>Total</b>			<b>20</b>	<b>15</b>	<b>35</b>	<b>25</b>	<b>10</b>	<b>35</b>

Source: *Trip Generation*, 11<sup>th</sup> Edition, Institute of Transportation Engineers, 2021

Land Use 310 – Hotel; Setting/Location: Dense Multi-Use Urban

Land Use 925 – High-Turnover Sit-Down Restaurant; Setting/Location: Dense Multi-Use Urban

As shown in Table 4 the proposed development is estimated to generate a total of around 35 vehicle trips during peak hours, split among entering and exiting trips. The entering vehicular site trips for the hotel are largely anticipated to first enter the development’s porte-cochere area to temporarily park to unload luggage and check-in before then proceeding to one of the off-site parking locations. Hotel exiting vehicular trips are those leaving the off-site parking locations. **Figure 2** and **Figure 3** summarize these estimated hotel-generated vehicular site traffic flows



distributed along the adjacent roadway/street network. To streamline the check-in and parking process, it should be noted that the hotel plans to provide information upon reservation and a QR Code at check-in that, when scanned, will provide easy smartphone directions to off-site parking options. This may in fact lead some driving patrons to go straight to the off-site parking location before checking in. Given the multiple off-site parking locations and arrival origins from different locations, the small amount of vehicle traffic generated by this development is expected to be dispersed across the roadway network such that no individual intersection is expected to be overburdened by this development's added traffic. The restaurant-generated vehicular traffic will likely be even *more* dispersed amongst the downtown street network given that these trips are expected to utilize additional parking locations throughout the downtown.

As a one-way street, West Park Place only allows for vehicles entering and exiting the site to make right-in and right-out turns. Moreover, those motorists that use the porte-cochere will then travel the short distance down West Park Place to then make a right turn at the unsignalized intersection with Washington Boulevard (given that lefts are physically restricted by the boulevard median) before proceeding to their parking location. It should be noted that right-turns are the least impactful turning movements and are not anticipated to impact traffic Levels of Service (LOS) at these locations, nor are LOS expected to be impacted at other locations from this development given that the amount of vehicle traffic it's expected to generate is relatively low.

## Site Access and Circulation

As mentioned, the proposed development will include two driveways on West Park Place. The driveway to the west of the building will be two-way and provide access to the building's porte-cochere for patrons to be picked up or dropped off, or to park for a short period while checking into the hotel or loading and unloading luggage. This two-way west driveway will also provide access via easement for the Curley's Diner rear parking lot and will access the dumpster on the northwest side of the proposed building. A turning maneuver detail for a garbage truck is provided on the site plan details prepared by DiMarzo Site Engineering. The driveway to the east of the building will be one-way exit-only for those to exit the porte-cochere. This east site driveway will also link with a pedestrian accessway at the northeast corner of the site, and both site driveways are to have a brick-paver aesthetic.

We note that given the proposed building and driveway locations, small blind spots may exist at each driveway exit between exiting motorists and people on the sidewalk. It is recommended that blind corner convex mirror(s) be mounted as appropriate, or that a speed hump/bump be installed on the driveways north of the sidewalk or that the driveways be slightly lowered within the site north of the sidewalk before slightly ramping up to sidewalk-level.

Lastly, it was noted earlier that the city is considering turning West Park Place into a type of shared-street or woonerf design. Shared-streets typically continue to accommodate vehicle traffic but at a very low speed, and their design to look plaza-like provides a visual cue to drivers to go slow, and further deter the use of such streets by cut-through traffic. The potential shared-street reconfiguration of West Park Place is compatible with the proposed hotel.

## Conclusions

This letter was prepared to assess the multimodal transportation aspects of the proposed restaurant and extended-stay hotel to be located on West Park Place in Stamford. The results of this assessment indicate that vehicle trips generated by the proposed development will be distributed across the roadway network surrounding the site and therefore have minimal impact on the roadway network traffic flows. Additionally, as a transit-oriented development, it is



anticipated that there will be relatively low parking demand as a result of this development. For guests to check into the extended-stay hotel, or for drop-off and pick-up, a porte-cochere area will be provided onsite. Patrons who require parking will have the option of utilizing the 1010 Washington Boulevard or 1055 Washington Boulevard parking garages less than 500 feet from the development or, one of the public parking facilities nearby. Proposed restaurant patrons, and site staff, who require parking will park downtown in public parking including on-street parking as feasible.

We note that given the proposed building and driveway locations, small blind spots may exist at each driveway exit between exiting motorists and people on the sidewalk. It is recommended that blind corner convex mirror(s) be mounted as appropriate or that a speed hump/bump be installed on the driveways north of the sidewalk or that the driveways be slightly lowered within the site north of the sidewalk before slightly ramping up to sidewalk-level.

We hope this report is useful to you and the City of Stamford. If you have any questions or need anything further, please do not hesitate to contact the undersigned.

Regards,

**SLR International Corporation**



**Neil C. Olinski, MS, PTP**  
Principal Transportation Planner  
[Nolinski@slrconsulting.com](mailto:Nolinski@slrconsulting.com)



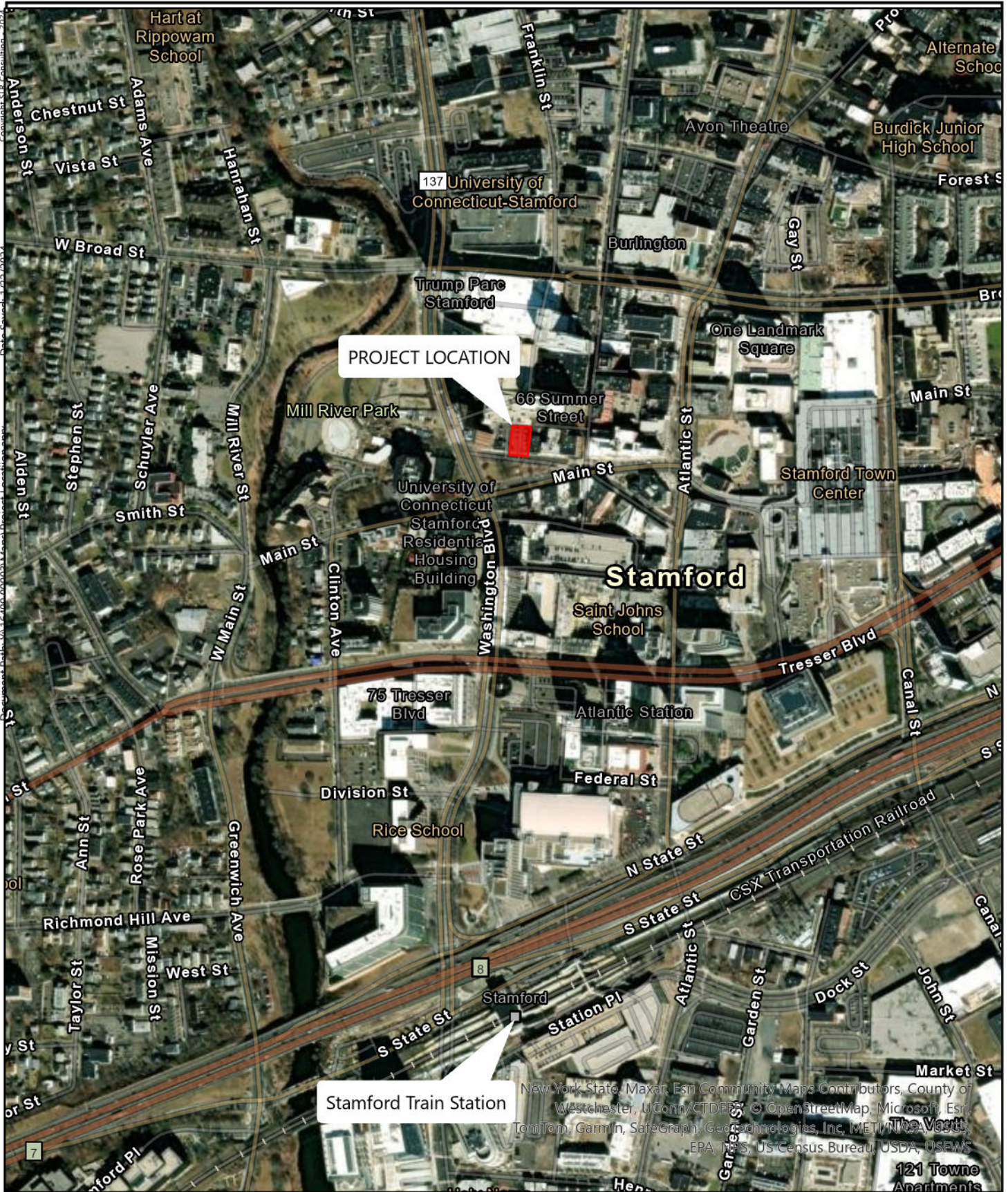
**Kim Guthrie, EIT**  
Project Transportation Engineer  
[Kguthrie@slrconsulting.com](mailto:Kguthrie@slrconsulting.com)

Attachments

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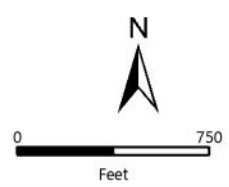




**SLR**  
 195 CHURCH STREET  
 7TH FLOOR  
 NEW HAVEN, CT 06511  
 203.344.7887

**LOCATION MAP**  
 PROPOSED EXTENDED-STAY HOTEL  
 WELLBUILT COMPANY  
 0 WEST PARK PLACE  
 STAMFORD, CONNECTICUT

SCALE 1" = 750'  
 DATE 1/22/2024  
 141.16499.00003  
 PROJ. NO.  
**FIG. 1**

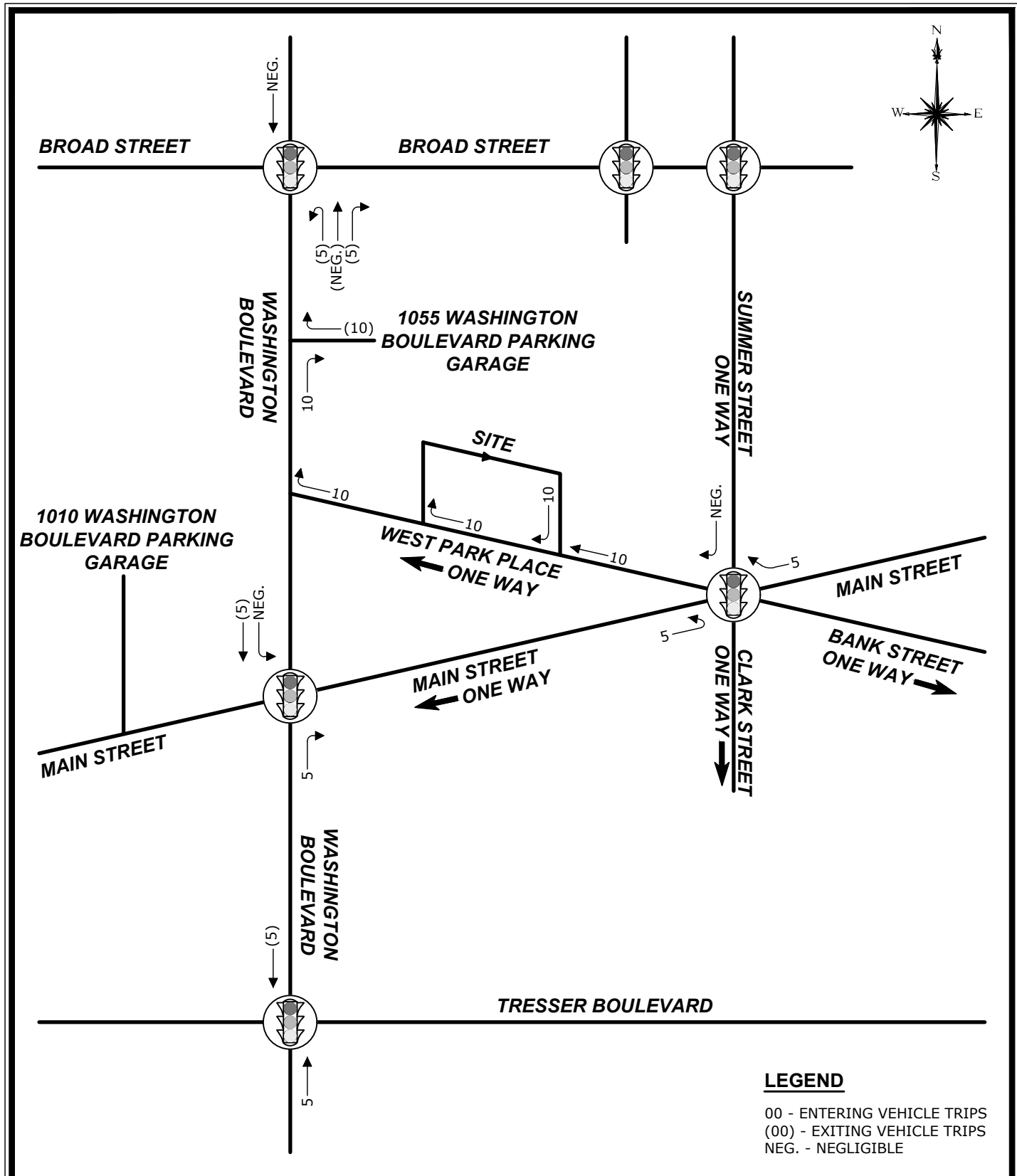


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Plotted by: KJUTHRIE On this date: Mon, 2024 January 29 - 5:53pm



195 CHURCH STREET, 7TH FLOOR  
 NEW HAVEN, CT 06510  
 203.344.7857  
 SLRCONSULTING.COM

**PROPOSED EXTENDED-STAY HOTEL**

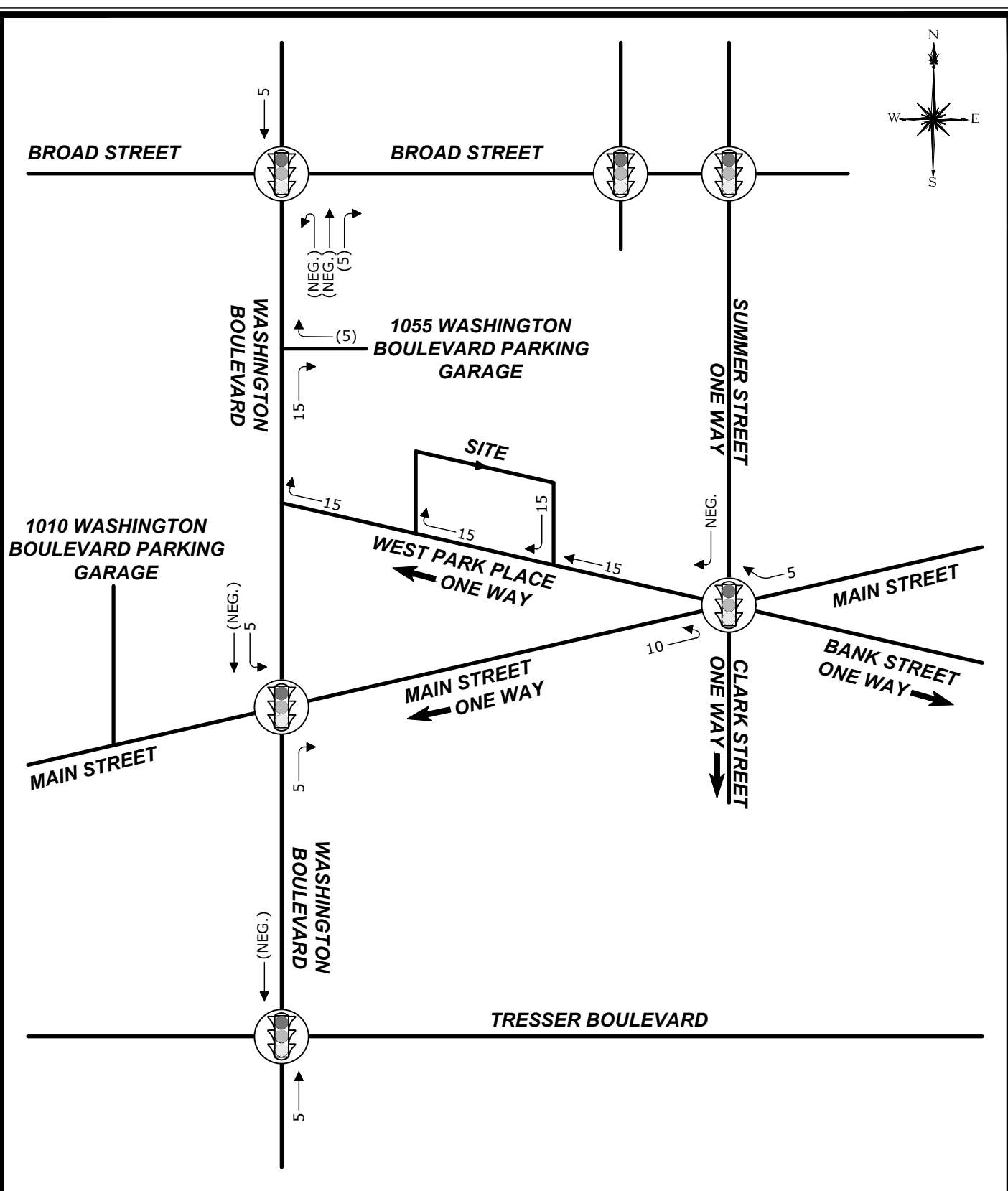
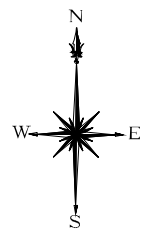
**WEEKDAY AFTERNOON PEAK HOUR  
 HOTEL-GENERATED TRAFFIC**

**0 WEST PARK PLACE  
 STAMFORD, CONNECTICUT**

DATE	JANUARY 2024	
SCALE	N.T.S.	
PROJ. NO.	141.16499.00003	
DESIGNED	DRAWN	CHECKED
	KPG	NCO

DRAWING NAME:  
**FIG. 2**





Drawing: W:\CADDESIGN\16499.00003--DE\CAD\TRAFFIC\TRAFFIC FLOW DIAGRAMS.DWG Layout TabSAT TRPS

Plotted by: KJUTHRIE On this date: Mon, 2024 January 29 - 5:53pm



**PROPOSED EXTENDED-STAY HOTEL**  
**SATURDAY PEAK HOUR**  
**HOTEL-GENERATED TRAFFIC**  
 0 WEST PARK PLACE  
 STAMFORD, CONNECTICUT

DATE	JANUARY 2024		
SCALE	N.T.S.		
PROJ. NO.	141.16499.00003		
DESIGNED	DRAWN	CHECKED	
	KPG	NCO	
DRAWING NAME:			
<b>FIG. 3</b>			

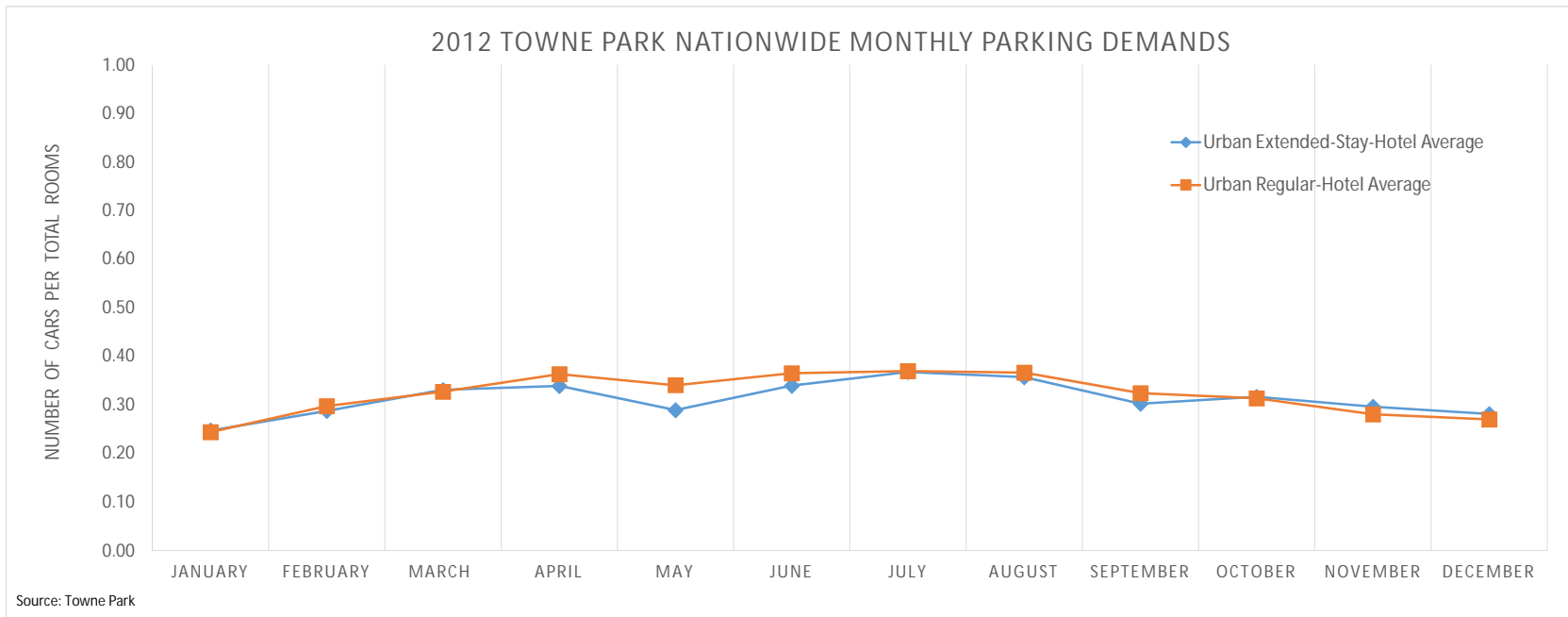
## Hotel Parking Demand

<b>The Lloyd Hotel - Stamford 94 rooms</b>			
Month	Spaces Occupied	Ratio Per Occ Room	Ratio Per Total Rooms
September	12.6	0.21	0.13
October	13.2	0.22	0.14
November	13.0	0.21	0.14
December	12.8	0.21	0.14
January	9.7	0.16	0.10
February	12.8	0.21	0.14
March	12.2	0.20	0.13
<b>Average</b>	<b>12.3</b>	<b>0.20</b>	<b>0.13</b>
*2022-23 average monthly peak parking (65% occ)			

<b>Mint House @ The Reserve Nashville 61 rooms</b>			
Month	Spaces Occupied	Ratio Per Occ Room	Ratio Per Total Rooms
January	4	0.09	0.07
February	6	0.14	0.10
March	12	0.28	0.20
April	16	0.37	0.26
May	18	0.42	0.30
June	20	0.47	0.33
July	20	0.47	0.33
August	20	0.47	0.33
September	20	0.47	0.33
October	18	0.42	0.30
November	12	0.28	0.20
December	6	0.14	0.10
<b>Average</b>	<b>14</b>	<b>0.34</b>	<b>0.23</b>
*2022 average monthly peak parking (70% occ)			

<b>Locale - Nashville 26 rooms</b>			
Month	Spaces Occupied	Ratio Per Occ Room	Ratio Per Total Rooms
January	4	0.23	0.14
February	4	0.25	0.16
March	4	0.23	0.15
April	2	0.13	0.08
May	2	0.11	0.07
June	1	0.05	0.03
July	2	0.14	0.09
August	2	0.12	0.08
September	1	0.07	0.05
October	1	0.09	0.06
November	1	0.08	0.05
December	2	0.09	0.06
<b>Average</b>	<b>2</b>	<b>0.13</b>	<b>0.08</b>
*2022 average monthly peak parking (64% occ)			

<b>Locale - Houston 34 rooms</b>			
Month	Spaces Occupied	Ratio Per Occ Room	Ratio Per Total Rooms
January	5	0.19	0.15
February	6	0.23	0.19
March	3	0.11	0.08
April	6	0.23	0.18
May	3	0.11	0.09
June	5	0.17	0.14
July	6	0.24	0.19
August	4	0.13	0.10
September	5	0.18	0.14
October	6	0.23	0.18
November	4	0.14	0.11
December	6	0.21	0.17
<b>Average</b>	<b>5</b>	<b>0.18</b>	<b>0.14</b>
*2022 average monthly peak parking (79% occ)			



2012

	January	February	March	April	May	June	July	August	September	October	November	December
<b>Extended-Stay Hotel</b>												
Homewood Suites - Austin, TX	0.29	0.44	0.51	0.46	0.39	0.52	0.65	0.48	0.37	0.41	0.38	0.34
Residence Inn - Baltimore, MD Inner Harbor	0.23	0.27	0.29	0.41	0.41	0.40	0.36	0.43	0.32	0.33	0.29	0.23
Residence Inn - Bethesda, MD	0.33	0.29	0.37	0.34	0.25	0.32	0.32	0.34	0.32	0.33	0.34	0.35
Residence Inn - Denver, CO City Center	0.17	0.15	0.22	0.21	0.22	0.22	0.24	0.24	0.21	0.21	0.21	0.21
Homewood Suites - Seattle, WA	0.21	0.29	0.26	0.27	0.18	0.23	0.27	0.30	0.28	0.31	0.26	0.28
Urban Extended-Stay-Hotel Average	0.25	0.29	0.33	0.34	0.29	0.34	0.37	0.36	0.30	0.32	0.30	0.28

	January	February	March	April	May	June	July	August	September	October	November	December
<b>Regular Hotel</b>												
Embassy Suites - San Antonio, TX	0.36	0.44	0.53	0.52	0.45	0.57	0.67	0.53	0.45	0.40	0.42	0.40
Hyatt Regency - Dallas, TX	0.17	0.15	0.18	0.21	0.16	0.13	0.10	0.17	0.14	0.21	0.20	0.15
Hampton Inn and Suites - Baltimore, MD	0.25	0.35	0.43	0.48	0.44	0.50	0.51	0.47	0.35	0.37	0.35	0.32
Hampton Inn - Baltimore, MD Camden Yards	0.19	0.23	0.22	0.35	0.33	0.42	0.35	0.38	0.27	0.23	0.24	0.21
SpringHill Suites - Baltimore, MD Inner Harbor	0.19	0.31	0.35	0.36	0.40	0.42	0.41	0.44	0.40	0.38	0.29	0.24
Fairfield Inn and Suites - Baltimore, MD	0.18	0.21	0.26	0.33	0.36	0.35	0.32	0.36	0.31	0.29	0.26	0.24
Doubletree Crystal City - Washington, D.C.	0.08	0.12	0.18	0.20	0.19	0.21	0.20	0.15	0.16	0.16	0.12	0.09
Fairfield Inn - Washington, D.C.	0.15	0.15	0.19	0.26	0.19	0.22	0.22	0.21	0.18	0.19	0.17	0.18
Hilton Garden Inn - Washington, D.C. Franklin Square	0.15	0.17	0.22	0.25	0.17	0.22	0.24	0.26	0.19	0.18	0.14	0.18
SpringHill Suites - Denver, CO	0.23	0.23	0.22	0.26	0.24	0.24	0.26	0.20	0.22	0.20	0.20	0.24
Hyatt Regency at Colorado Convention Ctr - Denver, CO	0.16	0.19	0.15	0.17	0.16	0.21	0.21	0.20	0.17	0.14	0.13	0.15
Courtyard Marriot - Philadelphia, PA Downtown	0.15	0.18	0.19	0.24	0.21	0.22	0.22	0.19	0.21	0.19	0.18	0.17
SpringHill Suites - Louisville, KY	0.35	0.48	0.46	0.56	0.50	0.54	0.47	0.50	0.53	0.46	0.37	0.35
Embassy Suites - Nashville, TN	0.38	0.45	0.50	0.49	0.51	0.44	0.54	0.49	0.45	0.51	0.41	0.38
Hilton Garden Inn - Nashville, TN Vanderbilt	0.52	0.58	0.61	0.59	0.58	0.63	0.60	0.61	0.55	0.58	0.50	0.51
Hampton Inn and Suites - Nashville, TN	0.41	0.57	0.64	0.62	0.61	0.64	0.62	0.64	0.60	0.57	0.54	0.58
SpringHill Suites / Sleep Inn - Memphis, TN	0.22	0.31	0.29	0.32	0.35	0.31	0.37	0.41	0.37	0.36	0.27	0.19
Courtyard Marriot - San Francisco, CA Fisherman's Wharf	0.25	0.27	0.30	0.32	0.30	0.31	0.34	0.37	0.30	0.24	0.27	0.31
Urban Regular-Hotel Average	0.24	0.30	0.33	0.36	0.34	0.37	0.37	0.37	0.32	0.31	0.28	0.27

Figure 2