

11-0509-4-01
July 7, 2016

Mr. David Genovese
Baywater Properties
1019 Boston Post Road
Darien, CT 06820

Re: **Proposed Amendments to Darien Zoning Regulations (CZR #7-2016)**
Corbin Subarea Parking Related Issue
Darien, Connecticut

Dear David:

We have developed this response to comments and concerns expressed by the Town with respect to specific parking related issues; namely parking space requirements for downtown/mixed-use developments and parking space design dimensions. In this regard, we have referenced several Town-generated Reports and other documents as well as national recognized professional organizations focused on parking needs and demands of land uses, advantages to mixed-use developments in the downtown with transit accessibility, and opportunities for shared parking/joint use parking.

Summary

Based on this research and review, as summarized below, it is our opinion that the Corbin Subarea in Downtown, with its mixed-use development, parking/joint parking characteristics, and transit accessibility is appropriate to be considered for reduced parking requirements from the existing zoning regulations.

The professional organizations and the Parking Reports prepared for the Town, as discussed in this letter, support and are consistent with each other with respect to the consideration of reducing the parking requirements that are contained in the existing Zoning Regulations, as well as the recognition of further parking reductions as a result of shared parking opportunities.

It is also important to note that as part of any request to reduce the number of parking spaces for the Corbin Subarea redevelopment, a Parking Study and Parking Management Plan shall both be performed and submitted to the Town for review, as detailed in Section 660 of the Proposed Darien Zoning Regulations Text Amendment.

In addition, the parking space dimensions in the proposed Text Change are based on existing and current reliable research and guidelines developed and published by nationally recognized professional organizations used in our profession, as well as Parking-related Studies conducted for the Town in 2007 and 2015; and parking stall dimensions recognized in the DARIEN 2016 Plan of Conservation and Development.



DARIEN 2016 Plan of Conservation and Development (POCD), Revised Draft – For Community Review January 2016

In the Development Strategies Section "Chapter 8 Maintain and Enhance Downtown", the POCD has recommended Manage Downtown Parking Policies and Action Steps in its Manage Downtown Parking Section (Page 76). Action Step #6 recommends, "Revisit parking requirements and establish standards appropriate for a mixed-use downtown area." This Action Step is in reference to the Parking Study of Downtown completed by Nelson-Nygaard in 2015. As noted, the total number of parking spaces (on street and off street) as compared to the area of buildings in the downtown area reveals a parking ratio of 2.97 spaces per 1,000 square feet while the zoning regulations require new buildings to provide 6.67 spaces per 1,000 square feet. It further states that the parking supply has proven to be adequate for parking needs of downtown in most situations; and that the regulations require double the number of parking spaces actually needed (Page 76).

In the Infrastructure Strategies Section "Chapter 13 Address Transportation Needs", the POCD has recommended Manage Parking Policies and Action Steps in its Manage Parking Section Page 135), including but not limited to:

- Implement the recommendations from the 2007 Parking Study including consolidating/updating parking standards in the Zoning Regulations (Step #9); and
- Revisit the parking stall size in order to provide as much parking as possible in available areas (Step # 12).

As referenced in the POCD, most communities have adopted a parking stall width of 9 feet wide by 18 feet long with a 24- foot aisle. This results in a double parking bay width of 60 feet with 90-degree parking and a two-lane/two-way aisle for traffic flow (Page 135).

The POCD (Page 134) references the:

- 2015 Downtown Darien Parking Study prepared by Nelson/Nygaard Consulting Associates undertaken for the Darien Parking Authority (Board of Selectman),
- 2007 Parking Study prepared by Fitzgerald Halliday Inc. prepared for the Darien Planning and Zoning Commission,
- 2013 Route 1 Corridor Study prepared for SWRPA, and
- 2006 "An Action Plan for Revitalization of Downtown".

The POCD recognized that the Parking-related recommendations in these Reports/Documents are consistent with each other.

In addition, as referenced in the POCD (page 134 margin), the 2015 Downtown Darien Parking Study suggests the following parking ratios may be appropriate in certain mixed-use downtown areas:

- Multi-family residential: 1 space per unit
- Office: 2 spaces per 1,000 square feet

- Retail: 3 spaces per 1,000 square feet
- Restaurant: 6 spaces per 1,000 square feet
- In addition, off-setting peaks associated with different uses may allow a 30% reduction in actual parking use as opposed to adding the peaks together.

2015 Downtown Parking Study prepared by Nelson/Nygaard Consulting Associates undertaken for the Darien Parking Authority (Board of Selectman)

2015 Parking Management Plan - This Management Plan is devoted to downtown parking management findings, strategies and recommendations. It also includes key findings, strategies and recommendations that are in the "Action Plan for Revitalization of Downtown", the Route 1 Corridor Study for SWRPA, and the 2007 Parking Study for the Town by Fitzgerald Halliday. This Parking Management Plan also includes a strategy to encourage shared parking provisions for larger developments. (Page 15)

2015 Projected Conditions and Opportunities - In this Technical Memorandum, Nelson Nygaard uses its Shared Parking Model for projecting parking demand generation from new land uses in mixed-use, urban settings. Select parking requirements in this Model are:

- Multi-family dwelling: 1 space/dwelling unit
- Office: 1 space/500 sq ft of gross floor area (2 spaces/1,000 sq ft of gross floor area).
- Retail/Commercial Sales and Services: 1 space/333 sq ft of gross floor area (3 spaces/1,000 sq ft of gross floor area).

According to Nelson Nygaard, this shared Parking Model provides a more appropriate and accurate estimate of parking demand impacts likely to be generated by the new land uses expected to be developed in downtown (including in the Corbin Subarea over the next 2, 5, and 10 years. (Page 4)

2013 Route 1 Corridor Study sponsored and published by SWRPA

Key parking-related findings and recommendations:

- Town parking requirements of 6.6 off-street parking spaces for every 1,000 square feet of retail and 10 parking spaces for every 1,000 square feet of restaurant use exceed parking requirements of most locales and do not account for parking efficiencies afforded by mixed-use development well served by transit. (Page 2-41)
- For the downtown area, the Town should refine its parking regulations to reduce parking requirements for new, mixed use development and to refine its parking regulations for estimating space needed under a shared parking arrangement, as recommended in the 2007 Darien Parking Study prepared for the Town. (Page 2-41)
- The Town of Darien should consider reducing mandated parking requirements and adopting parking maximums, not minimums, into the Zoning Regulations. Parking demand in mixed use, higher density districts is substantially less than typically prescribed by minimum parking requirements. (Page 4-57)

2007 Darien Parking Study prepared Fitzgerald & Halliday Inc. prepared for the Town of Darien

The entire Technical Memorandum is devoted to Parking Goals and Objectives, Findings and Recommendations. Recommendations include:

- Provide for reduced parking requirements for mixed-use environments. (Page 21)
- Continue to provide incentives for creative parking solutions. (Page 21)

2006 "An Action Plan for Revitalization of Downtown" for Downtown Darien prepared by Connecticut Main Street Center/Darien Revitalization Inc.

This document is focused on revitalization of the Downtown and presents Guidelines, Recommendations and Steps towards this objective. The key parking related recommendation includes eliminate or decrease regulatory barriers including less stringent parking regulations. The document also recognizes the shared parking in mixed-use developments.

Proposed Parking Design Standards in the Text Amendment

The Proposed Parking Design Standards table in the Text Amendment is based on the following:

- DARIEN 2016 Plan of Conservation and Development, Revised Draft – For Community Review January 2016 in which it recognizes a parking stall width of 9 feet and length of 18 feet has been adopted in most communities; and the current parking design standard in Darien should be re-evaluated.
- Recommended Zoning Ordinance Provisions (Your Guide to Planning, Designing, Constructing and Managing Facilities, Including Off-Street Parking Spaces), dated 2012 and researched and published by the National Parking Association and its Parking Consultants Council. This document recommends a parking stall width of 9 feet wide by 18 feet long with a 24- foot aisle; and a double parking bay width of 60 feet with 90-degree parking and a two-lane/two-way aisle for traffic flow. Attached is Figure 1: Required Parking Dimensions (page 42) and Table 1: Required Parking Dimensions (page 43) of this document.
- The Urban Land Institute and International Parking Institute also reference acceptable parking stall dimensions of 9 feet in width and 18 feet in length.

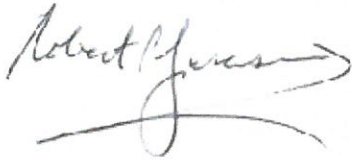
Parking Space/Rate Requirements for Land Developments

It is important to note, however, that as part of any request to reduce the number of parking spaces for the Corbin Subarea redevelopment, a Parking Study and Parking Management Plan shall both be performed and submitted for review, as detailed in Section 660 of the Proposed Darien Zoning Regulations Text Amendment.

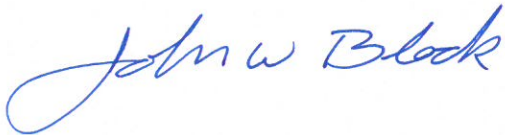
Please do not hesitate to contact us if you have any questions or concerns associated with the information in this letter and parking-related issues in the Proposed Darien Zoning Regulations Text Amendment.

Respectfully submitted,

TIGHE & BOND, INC.



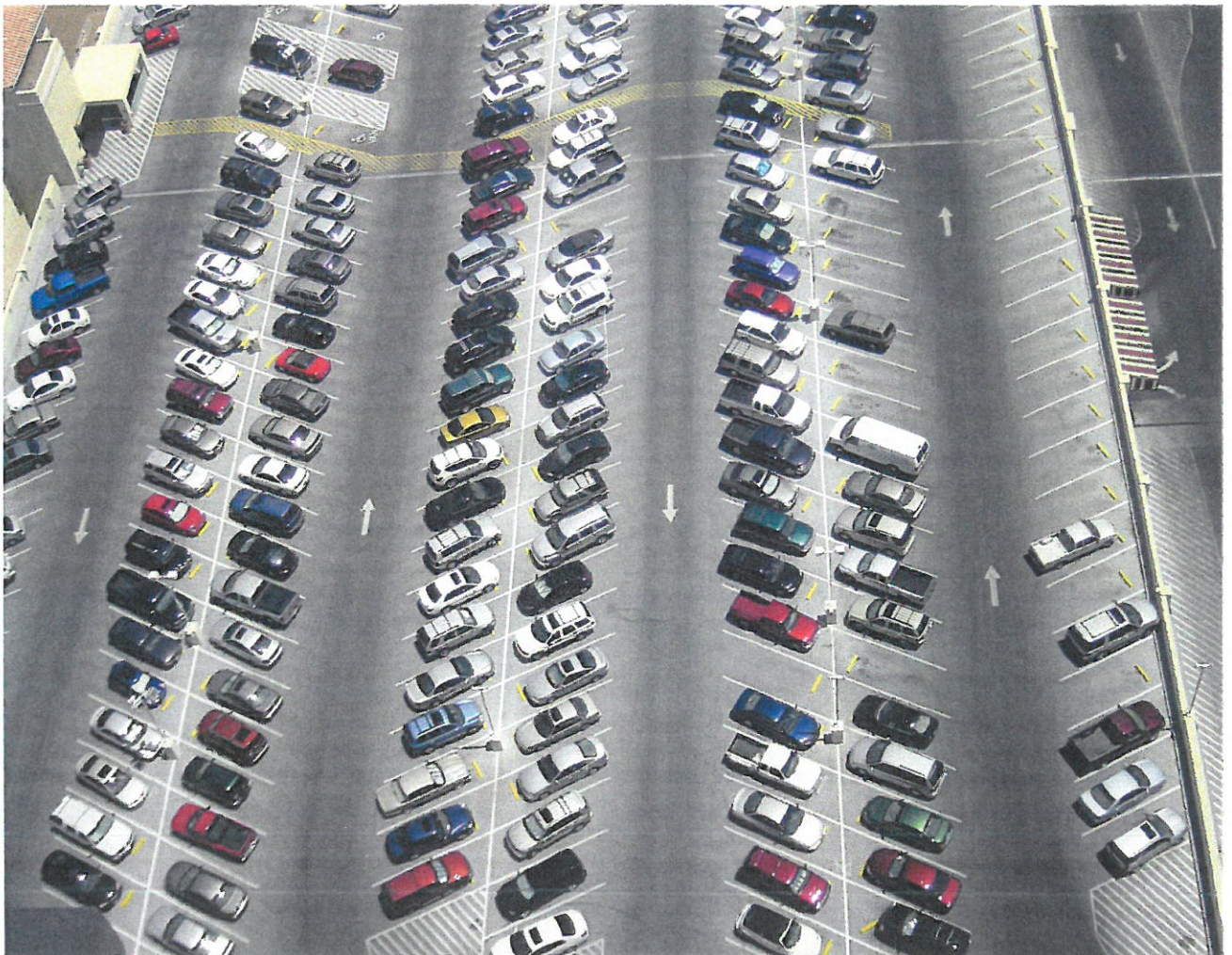
Robert P. Jurasin, P.E.
Senior Traffic & Transportation Consultant



John W. Block, P.E., L.S.
Senior Vice President

Recommended Zoning Ordinance Provisions

Your Guide to Planning, Designing Constructing and
Managing Facilities, Including Off-Street Parking Spaces





Recommended Zoning Ordinance Provisions

*Your Guide to Planning, Designing Constructing and
Managing Facilities, Including Off-Street Parking Spaces*

Recommended Zoning Ordinance Provisions Committee:

Mary S. Smith, Chair

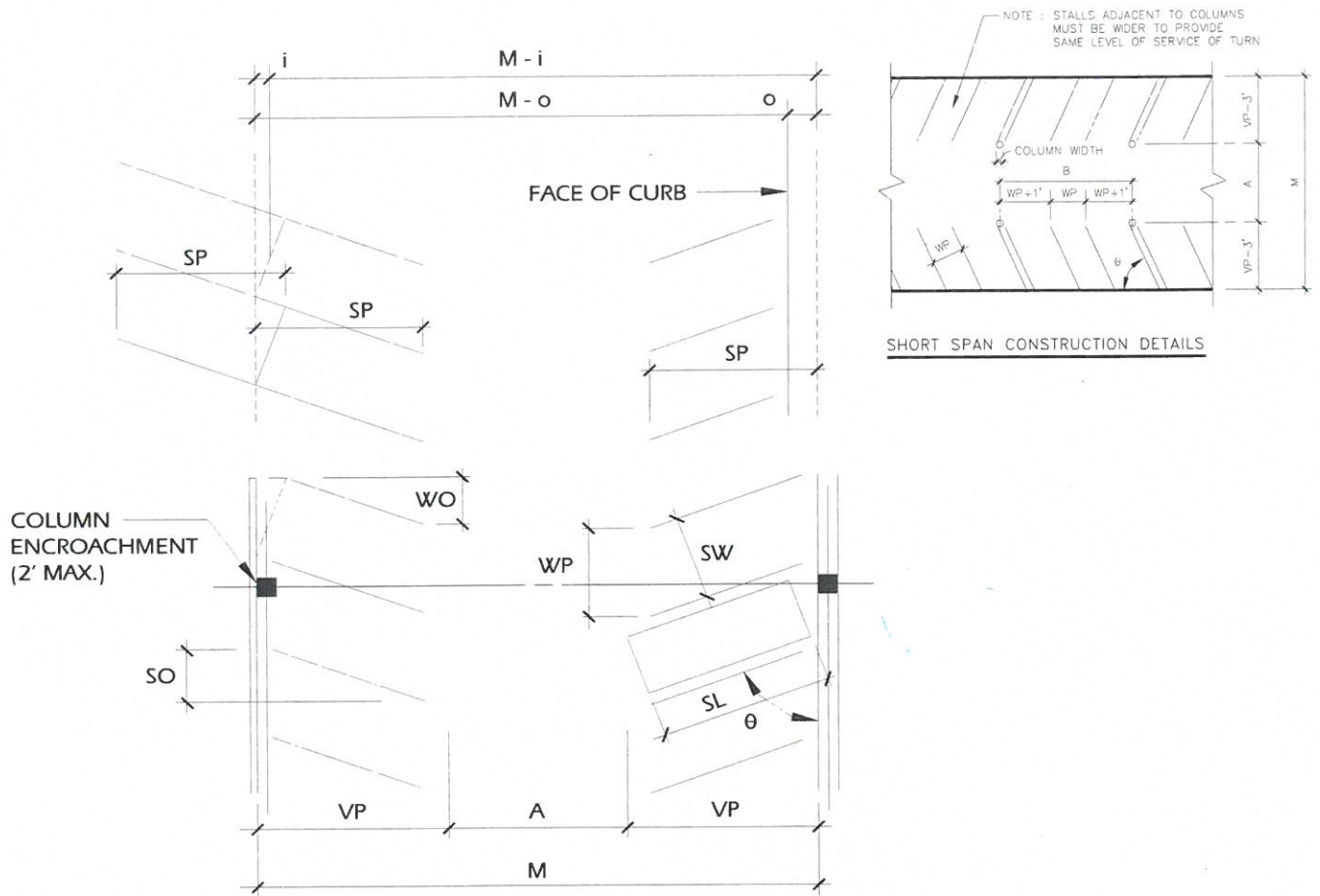
L. Dennis Burns

John G. Burgan

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Figure1: Required Parking Dimensions



DEFINITION OF BASIC LAYOUT DIMENSIONS

θ = ANGLE OF PARK	VP = VEHICLE PROJECTION
M = MODULE	WP = WIDTH PROJECTION
A = AISLE WIDTH	SW = STALL WIDTH
i = INTERLOCK REDUCTION	SL = STALL LENGTH
o = OVERHANG	WO = WALL OFFSET
DESIGN VEHICLE = 6'-4" x 16'-9"	SO = STRIPE OFFSET
SP = STRIPE PROJECTION = 16'-0"	
PARALLEL STALL LENGTH = 20'-9"	

Table 1: Required Parking Dimensions

Angle of Parking	Stall Width		Module	Vehicle Projection	Aisle	Interlock	Overhang	Wall Offset	Stripe Offset
	9'0"	8'6"							
	WP	WP	M	VP	A	I	O	WO	SO
0	9'0"	NA	43'0"	NA	24'0"	NA	NA	NA	NA
45	12'9"	12'0"	48'0"	17'8"	12'8"	3'2"	1'9"	10'8"	16'6"
50	11'9"	11'1"	49'9"	18'3"	13'3"	2'11"	1'11"	9'5"	13'10"
55	11'0"	10'5"	51'0"	18'8"	13'8"	2'7"	2'1"	8'3"	11'7"
60	10'5"	9'10"	52'6"	19'0"	14'6"	2'3"	2'2"	7'2"	9'6"
65	9'11"	9'5"	53'9"	19'2"	15'5"	1'11"	2'3"	6'1"	7'8"
70	9'7"	9'1"	55'0"	19'3"	16'6"	1'6"	2'4"	5'0"	6'0"
75	9'4"	8'10"	56'0"	19'1"	17'10"	1'2"	2'5"	3'10"	4'5"
90	9'0"	8'6"	60'0"	18'0"	24'0"	0'0"	2'6"	1'0"	0'0"

Notes:

- 1 Add 1 ft to stall width where adjacent to walls, columns and other obstructions to door opening and turning movement into the stall.
- 2 9'0" stalls shall be used except that 8'6" stalls may be used for the following uses as defined herein: residential, general business offices, data processing/telemarketing/operations offices, industrial, storage/wholesale, utility, and educational (except for cultural/ recreational/ entertainment uses at educational use campuses)
- 3 Add 1 ft to stall width for stalls next to curbs and islands to reduce trip hazard.
- 4 Angles of parking between 76 and 89 degrees not permitted.
- 5 Dimensions may be interpolated for angles between 45 and 75
- 6 Deduct 1 ft from aisle, and corresponding module, for parking in structures or where guides (columns, guardrails, bumper walls) or curbs are provided at least 25% of the stalls.
- 7 All dimensions based on Design Vehicle of 6'7" by 17'1", parked 11" from front of stall
- 8 Light poles and columns may protrude into a parking module a maximum of 2 ft combined as long as they do not impact more than 25 % of the stalls. For example, either a one ft encroachment on both sides of the aisle, or a 2 ft encroachment on one side only, is acceptable.
- 9 Interlock reductions cannot be taken where there is encroachment by columns, light poles or other obstructions for more than 25% of the stalls in the bay.
- 10 All dimensions rounded to the nearest inch.
- 11 Aisles and corresponding modules are for two-way traffic flow for 90 degree parking and one-way traffic flow for angled parking between 45 and 75 degrees.
- 12 For two traffic flow and angled parking, a minimum 24 ft aisle is required. For parallel parking along a two-way drive, a minimum aisle of 24 ft. is required.
- 13 Parallel parking stall length is 21'0".

Commentary: Above dimensions are those necessary for less experienced designers to lay out parking. For assistance in determining design vehicle size and other dimensions appropriate to community, see Recommended Guidelines for Parking Geometrics, Parking Consultants Council.

Article VIII—Administration and Enforcement

This Ordinance shall be administered by the Zoning Administrator (or by the designated individual, group or agency empowered by law to act in the review and/or approval of requests and petitions for the granting of zoning) under the powers granted by statute to the (City) of _____. Approval of all such requests and petitions may be granted by the Zoning Administrator, or upon his recommendation, by the Zoning Board of Appeals for the Governing Body of the (City) of _____. Appeals may be taken under the terms of the Zoning Ordinance of the (City) of _____ fees, penalties and operations set forth in the Zoning Ordinance of the (City) of _____ shall apply except for those applicable provisions expressly relating to vehicular parking which become null and void upon the adoption of this Ordinance.