

Springdale TOD Impact Evaluation



March 10, 2016

Goal of Impact Evaluation

What this study includes:

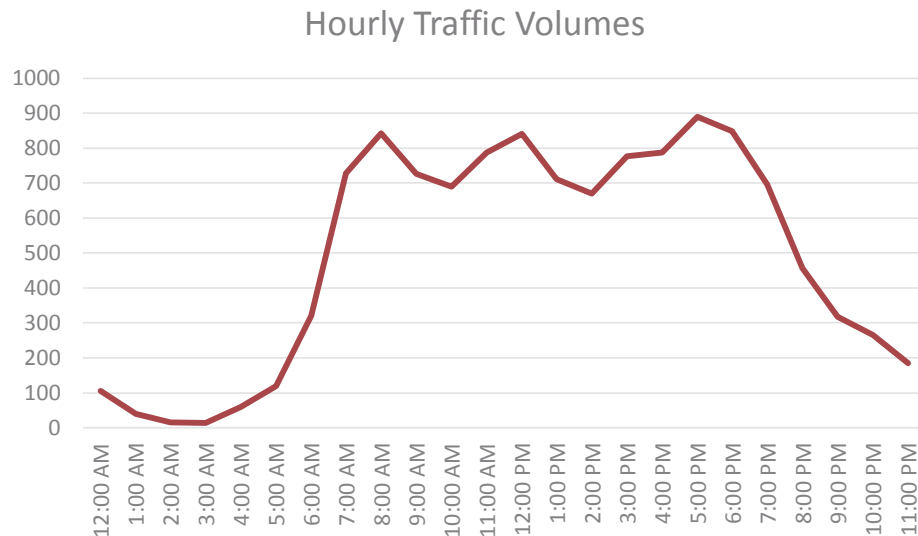
- High-level assessment of vehicular trips likely to be generated by proposed zoning recommendations in the Goody Clancy Glenbrook/Springdale TOD Feasibility Study
- Qualitative benefit and impact observations

What this study does not include:

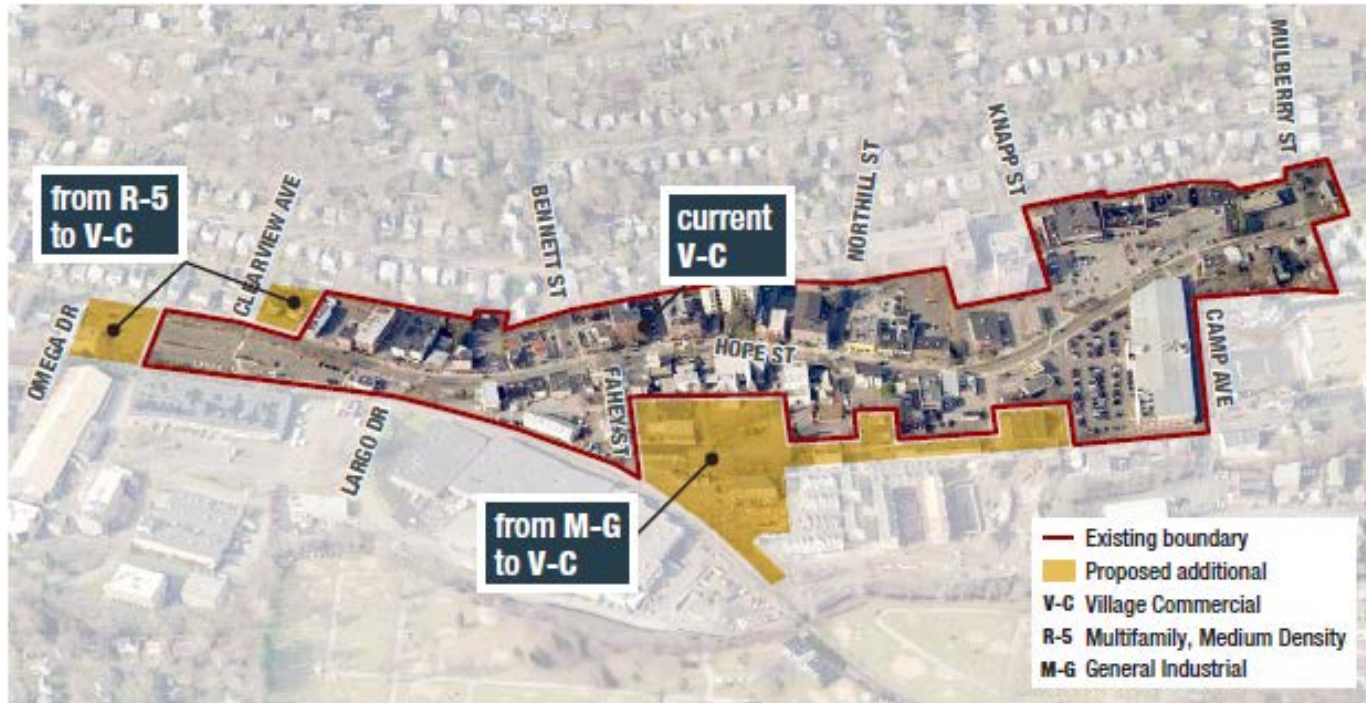
- Detailed traffic engineering operations analysis
- Corridor safety evaluation

Traffic congestion is...

- A concern to the Springdale neighborhood
- 3 distinct peaks
- Not caused by traffic volume alone
- A byproduct of a successful place



Land Use Assumptions



Land Use Assumptions



Scenarios Tested

Scenario One – “No Zoning Changes”

assumes that the prior C-N (Commercial Neighborhood) and current MG (General Manufacturing) zoning remains and includes background growth over a 20-year time period.

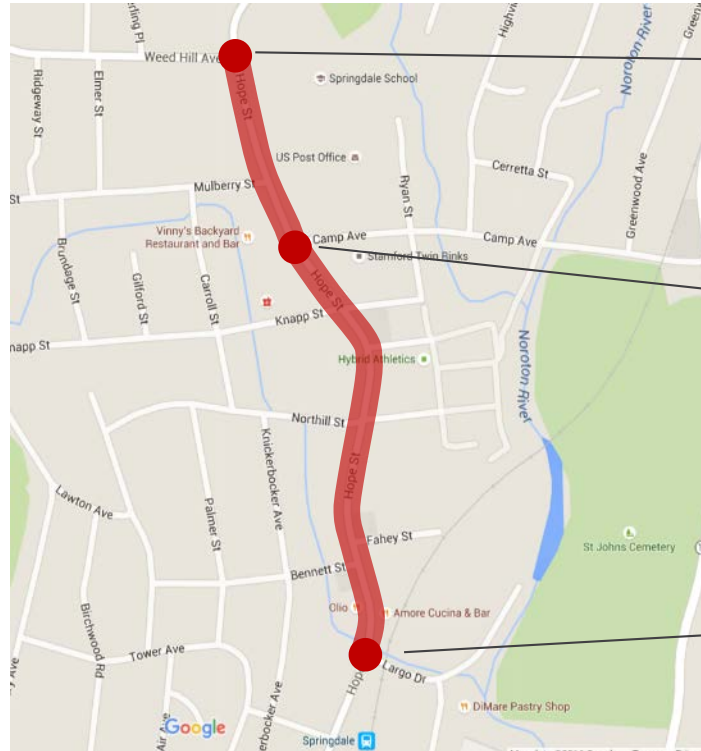
Scenario Two – “VC Rezoning Near Term”

assumes that all properties are now zoned Village Commercial (VC) and includes background growth over a 10-year time period.

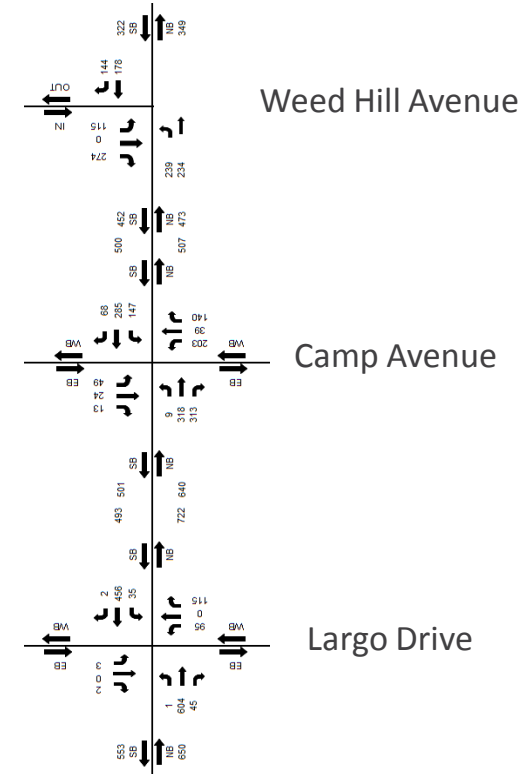
Scenario Three – “VC Rezoning Long Term”

assumes VC rezoning and a 20-year time period. Methodology is similar to scenario two. The scenario includes six “long term” properties as identified by Goody Clancy.

What we collected...



PM Peak Traffic
4:00 – 6:00 PM



Camp Ave



Northhill St/Cushing St



Knapp St/Greenway St



Bike/Ped Amenities



How we collected the data...

- Intersection Turning Movement Counts (TMCs) during PM Peak Period (4:00 to 6:00) on January 6th
- TMC during Saturday mid-day peak from (1:00 to 2:00) on January 9th
- Video recording and manual counting of all vehicles
- Observations on traffic flow

What did we use this data for?

- To approximate how much traffic is generated by land uses in the neighborhood, as a percent of total traffic (50%)
- To serve as a base on which to add future traffic growth projections
- To understand how traffic is distributed by direction through the corridor in the peak hour (50-60% NB)
- To investigate potential impact of land use changes on intersection traffic

How was Stamford's growth considered?

Street	location	Year				% change	Annual change
		1991	1994	1996	2008		
Weed Hill Ave	West of Hope St		8,300		7,800	-6%	-0.4%
Church St	East of Hope St		17,500		15,500	-11%	-0.9%
Camp St	East of Hope St	10,000			9,200	-8%	-0.5%
Hope St	North of Mulberry			11,700	10,900	-7%	-0.6%
Hope St	North of Glenbrook		14,600		14,400	-1%	-0.1%
Hope St	North of Rose		18,000		19,100	6%	0.4%

Assumed a 0.25% increase in background traffic per year

Where is redevelopment proposed?



Total PM Peak Hour Trips by Zone

ZONE	Existing Conditions Total PM Peak Hour Trips	Scenario 1 New PM Trip Total	Scenario 2 New PM Trip Total	Scenario 3 New PM Trip Total
1	100	110	140	140
2	180	170	190	140
3	220	230	160	150
4	20	40	80	80
5	30	40	30	120
6	70	70	70	70
Total	620	660 (6%)	670 (8%)	700 (13%)

Assumes suburban, auto-oriented, and stand-alone uses

TOD Design Assumptions

Hope Street—Potential Character near Station



TOD Design Assumptions



The intersections of Hope Street and Largo Drive and Clearview Avenue should be specially paved to enhance pedestrian connectivity to the station.

Why Does Design Matter?

TOD Trip Reduction Assumptions

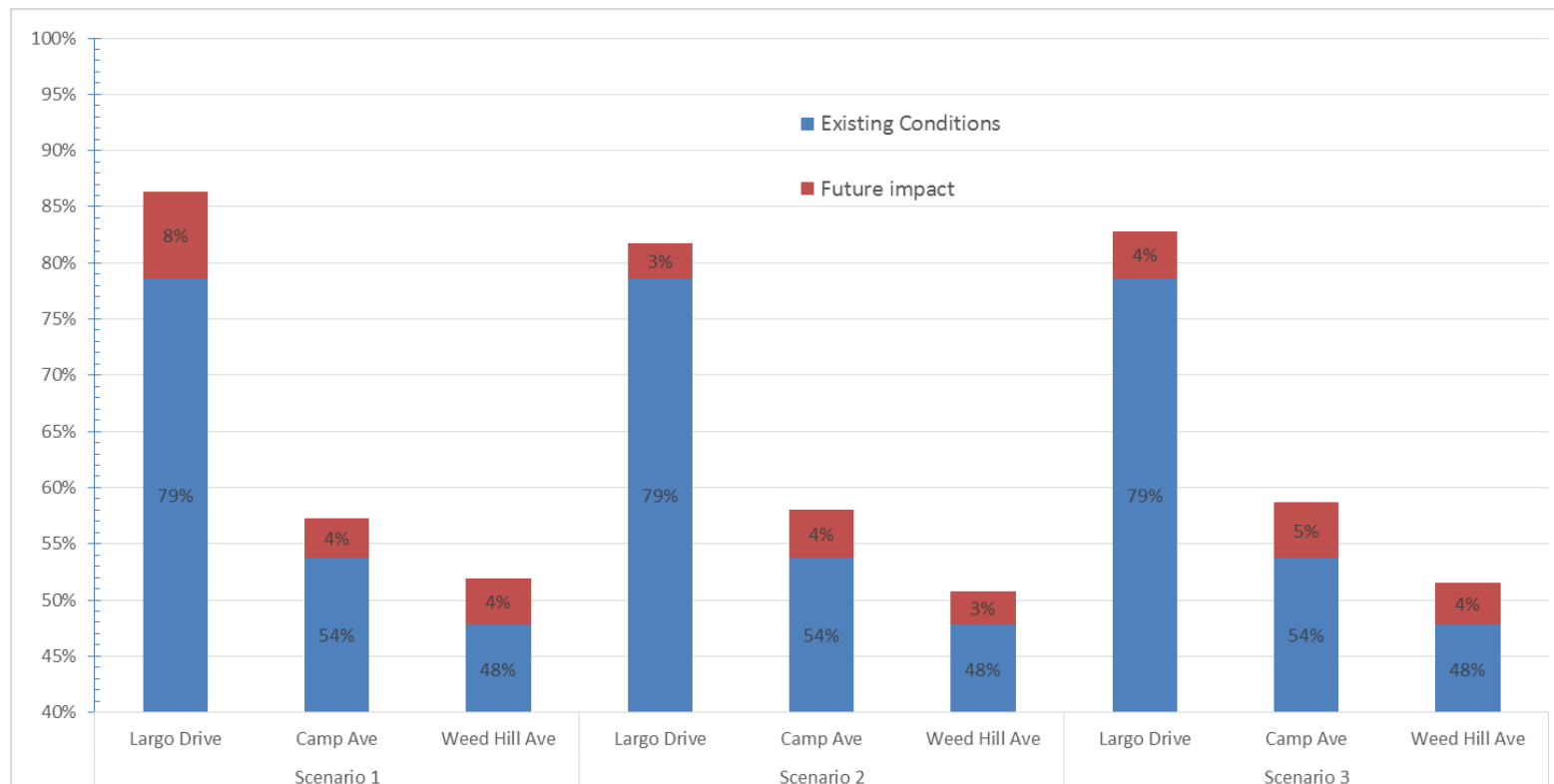
- 10% reduction of residential trips for transit and pedestrian use (Scenarios 2 and 3 only)
- 5% reduction of all trips for the internal usage in the site (Scenarios 2 and 3 only)

PM Peak Hour Vehicular Trips after Adjustment

ZONE	Existing Conditions Total PM Peak Hour Trips	Scenario 1 New PM Trip Total	Scenario 2 New PM Trip Total	Scenario 3 New PM Trip Total
1	100	110 (+10)	140 (+40)	130 (+30)
2	180	170 (-10)	180 (-10)	130 (-10)
3	220	230 (+10)	140 (-20)	140 (-10)
4	20	40 (+20)	70 (-10)	70 (-10)
5	30	40 (+10)	30	100 (-20)
6	70	70	70	70
Total	620	660 (6%)	630 (2%)	640 (3%)

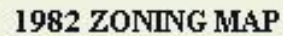
Assumes urban, transit-oriented, and mixed uses

Intersection Utilization

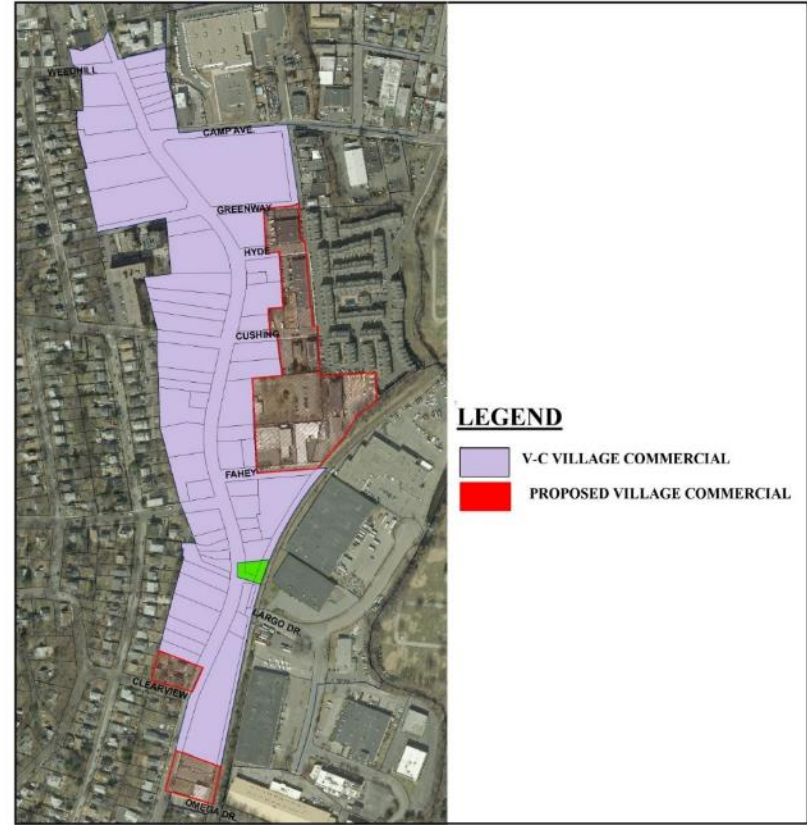
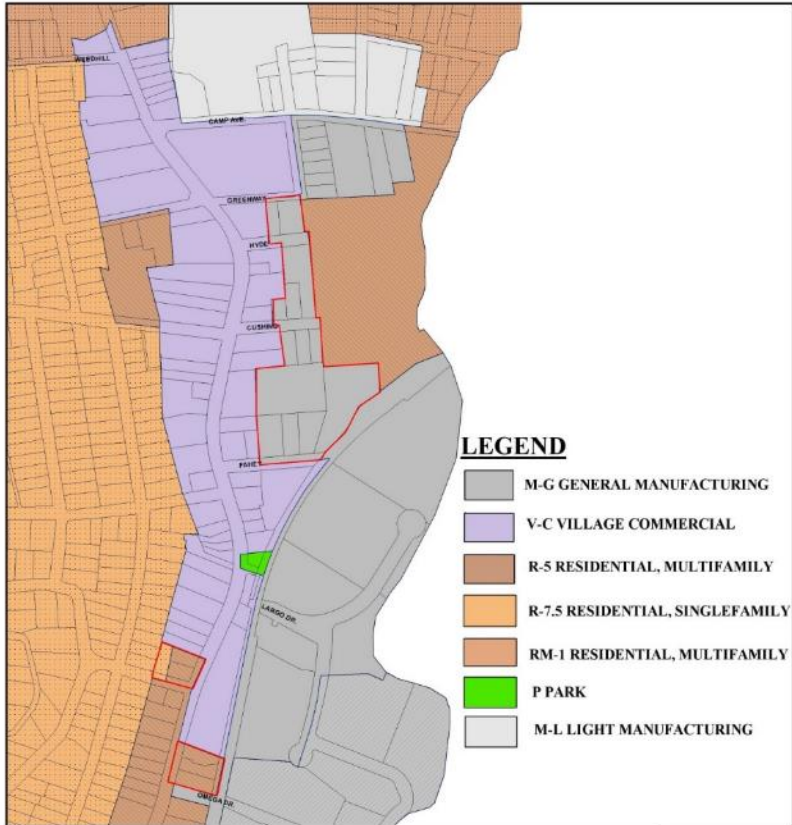


Conclusions/Observations

- Redevelopment under VC zoning will result in lower traffic impact than under current zoning
- Background traffic growth is assumed to increase by about 0.25% per year
- Camp Ave and Weed Ave have available capacity
- Largo Drive will have greatest impact, but a future project should improve traffic flow
- Truck traffic should decrease under VC zoning



PROPOSED ZONING



ZONING STANDARDS: M-G

ZONING DISTRICT

- The M-G Zone is the most intense industrial/commercial zone.
- M-G development is “as-of-right” unless the lot is larger than 40,000 square feet or the building is larger than 20,000 square feet.
- Intense development is permitted – 80% building coverage, 4 stories, building setbacks of 10 feet (front), 0 feet (side) and 15 feet (rear).
- Intense Uses are permitted, for example: Contractor’s Materials & Equipment Storage, Cement Block manufacture, Freight Classification, Bulk Storage of Petroleum Products, Recycling Preparation, Pulp Paper Manufacture, Utility Service Yard, Processing of Junk, Storage of Construction Equipment, Warehouse, Car Wash, Auto Service.
- Groundwater Pollution – many of these uses are incompatible with Springdale’s designated groundwater aquifer.

M-G USES IN PROPOSED REZONING AREA

• PARKING LOTS	27%
• LUMBER YARD	23%
• MANUFACTURING	14%
• GYM/DANCE STUDIO	11%
• RESIDENTIAL APARTMENTS	6%
• TILE/GRANITE SHOP	5%
• COMMERCIAL VEHICLE STORAGE	5%
• AUTO REPAIR	5%
• OFFICE/WAREHOUSE	4%

EXAMPLES OF M-G TYPE DEVELOPMENT



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