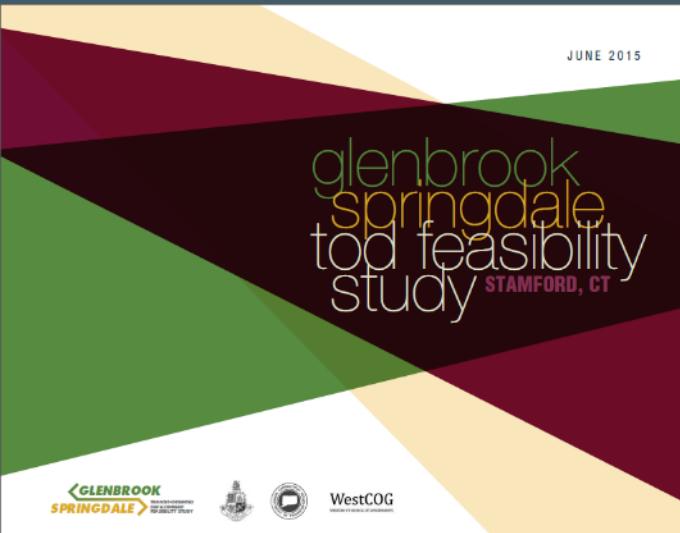


# Springdale TOD Impact Evaluation



March 10, 2016



FITZGERALD & HALLIDAY, INC.  
Innovative Planning, Better Communities

# Goal of Impact Evaluation

## What this study includes:

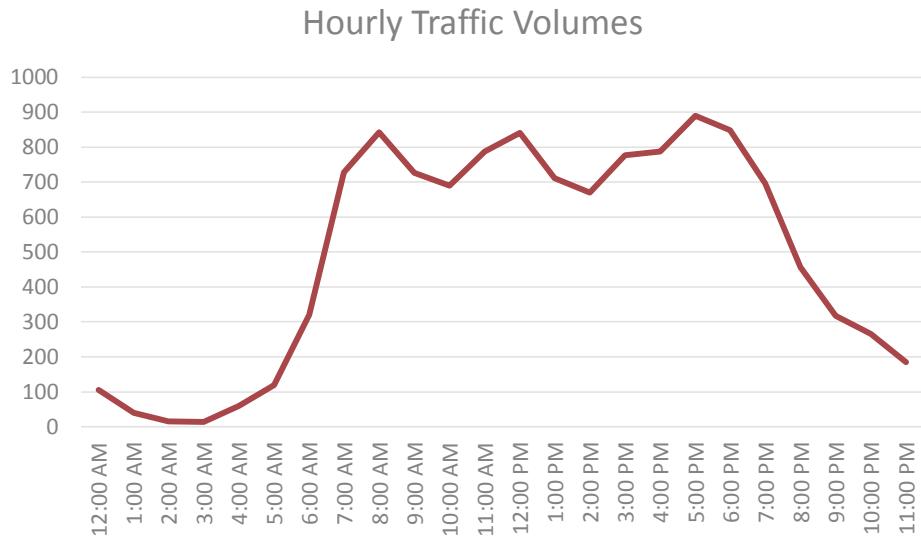
- High-level assessment of vehicular trips likely to be generated by proposed zoning recommendations in the Goody Clancy Glenbrook/Springdale TOD Feasibility Study
- Qualitative benefit and impact observations

## What this study does not include:

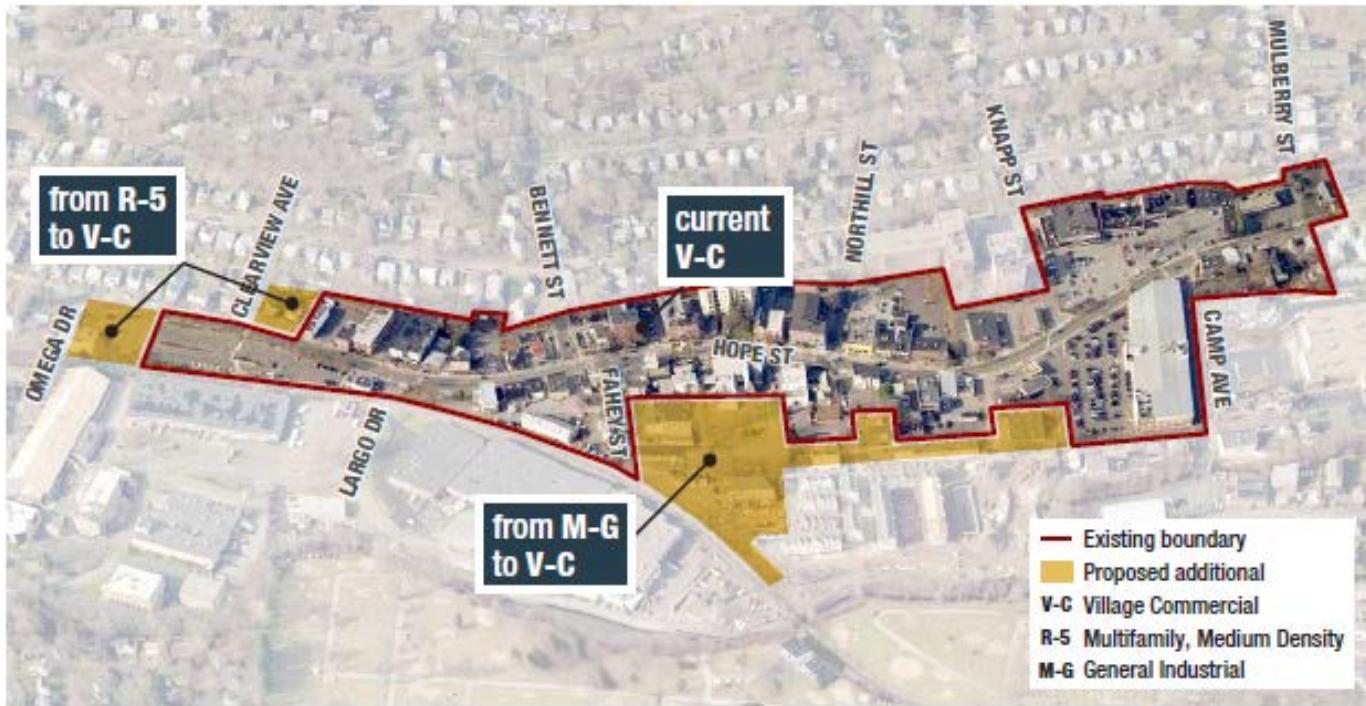
- Detailed traffic engineering operations analysis
- Corridor safety evaluation

# 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.

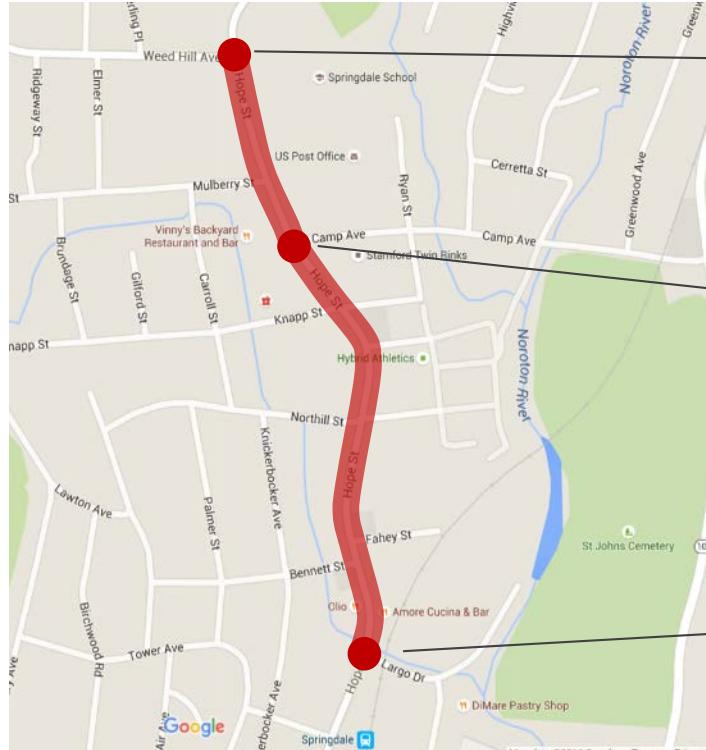
## **Scenario Two – “VC Rezoning Near Term”**

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

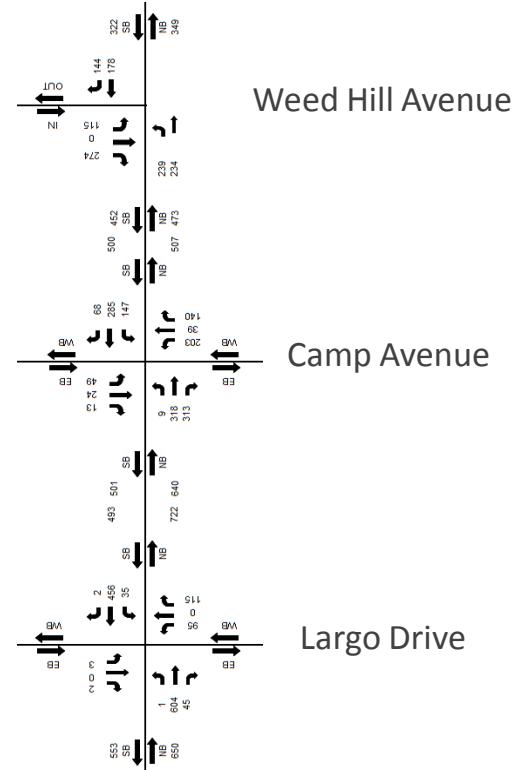
## **Scenario Three – “VC Rezoning Long Term”**

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



# Northill 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 6<sup>th</sup>
- TMC during Saturday mid-day peak from (1:00 to 2:00) on January 9<sup>th</sup>
- 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	Scenario 1 New PM Trip Total	Scenario 2 New PM Trip Total	Scenario 3 New PM Trip Total
	Total PM Peak Hour Trips			
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
<b>Total</b>	<b>620</b>	<b>660 (6%)</b>	<b>670 (8%)</b>	<b>700 (13%)</b>

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

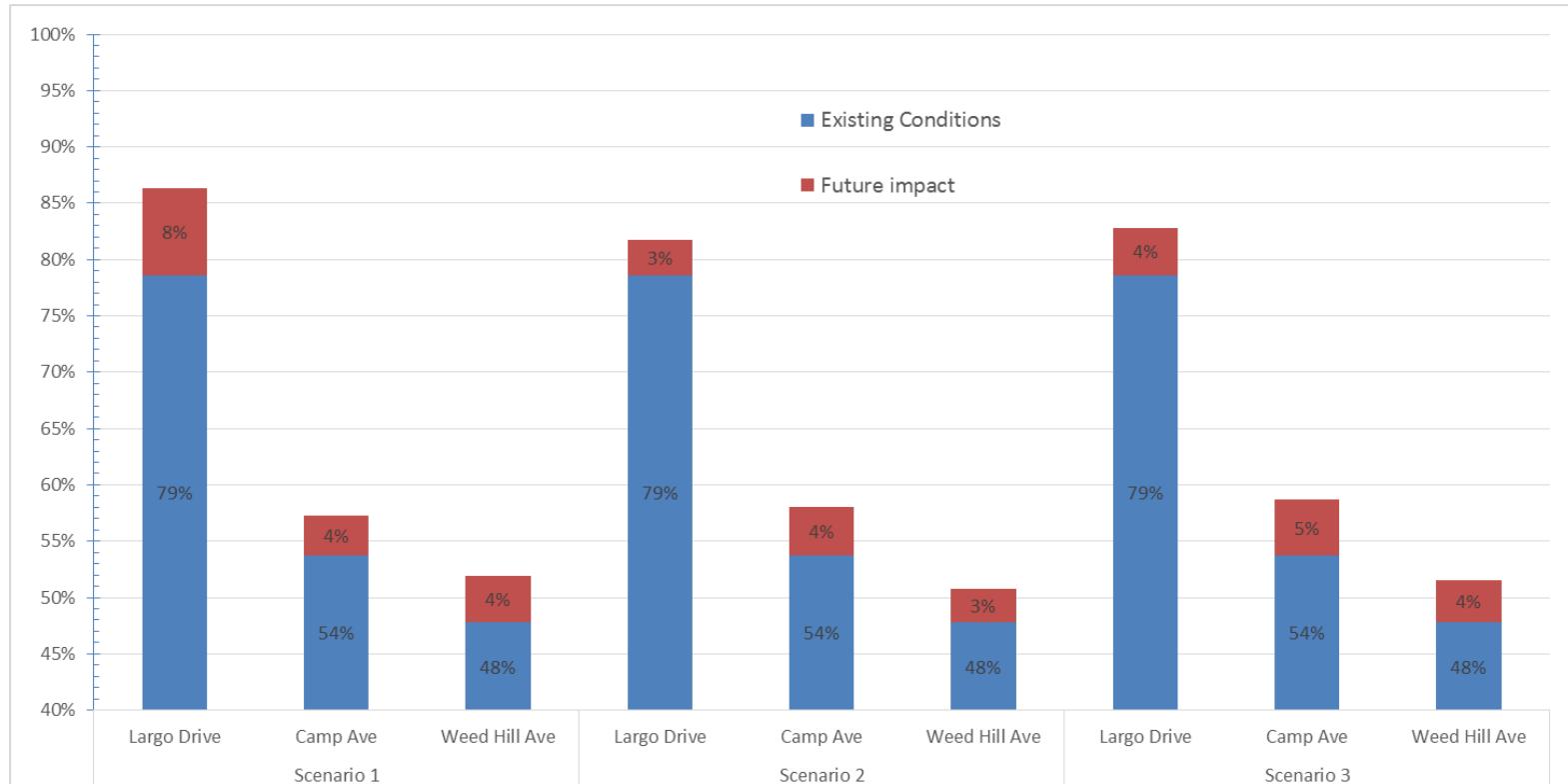
- 10% reduction of residential trips for transit and pedestrian use (Scenarios 2 and 3 only)
- 5% reduction of all trips for the internal usage in the site (Scenarios 2 and 3 only)

# PM Peak Hour Vehicular Trips after Adjustment

ZONE	Existing Conditions		Scenario 1	Scenario 2	Scenario 3
	Total PM Peak Hour	Trips	New PM Trip Total	New PM Trip Total	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
<b>Total</b>	<b>620</b>		<b>660 (6%)</b>	<b>630 (2%)</b>	<b>640 (3%)</b>

Assumes urban, transit-oriented, and mixed uses

# Intersection Utilization

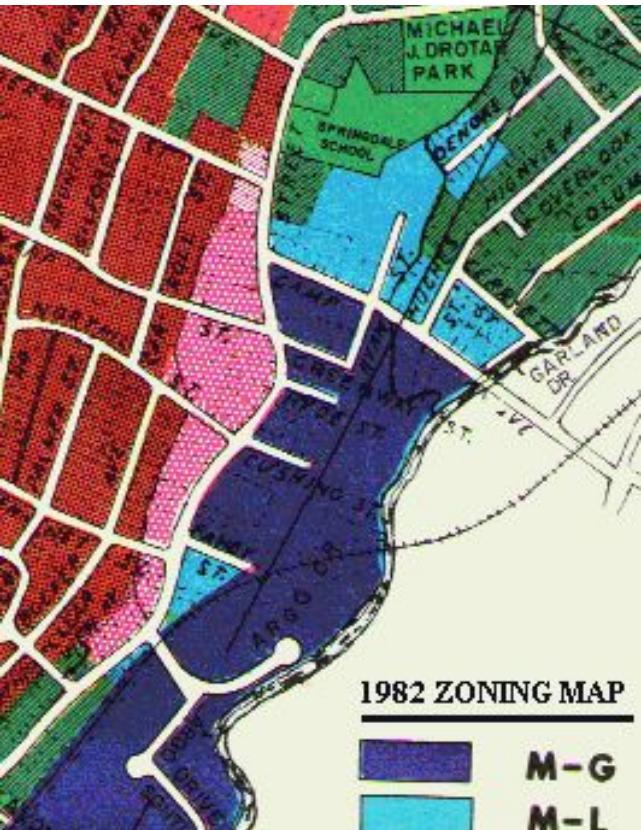


# Conclusions/Observations

- 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

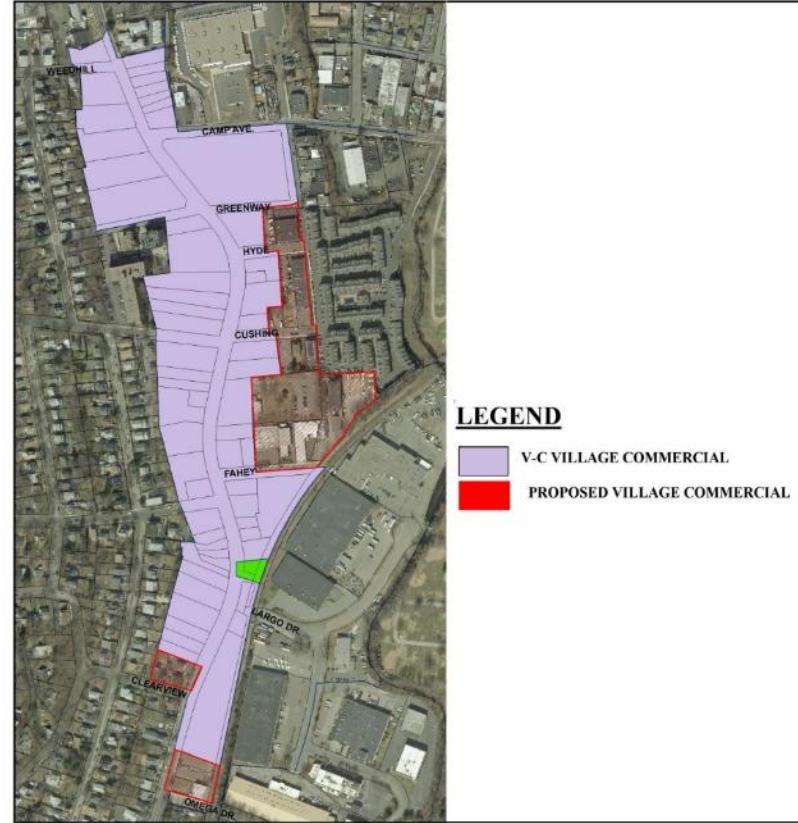
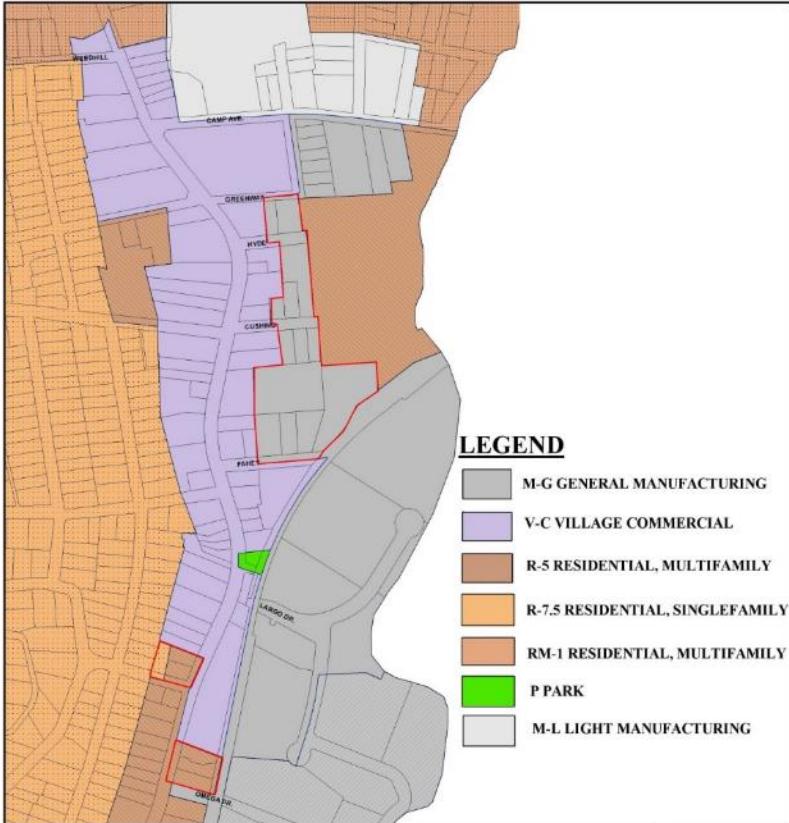
# 1982 – INDUSTRIAL ZONING IN SPRINGDALE

PROJECT NAME



# EXISTING ZONING PROPOSED ZONING

PROJECT NAME



# 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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