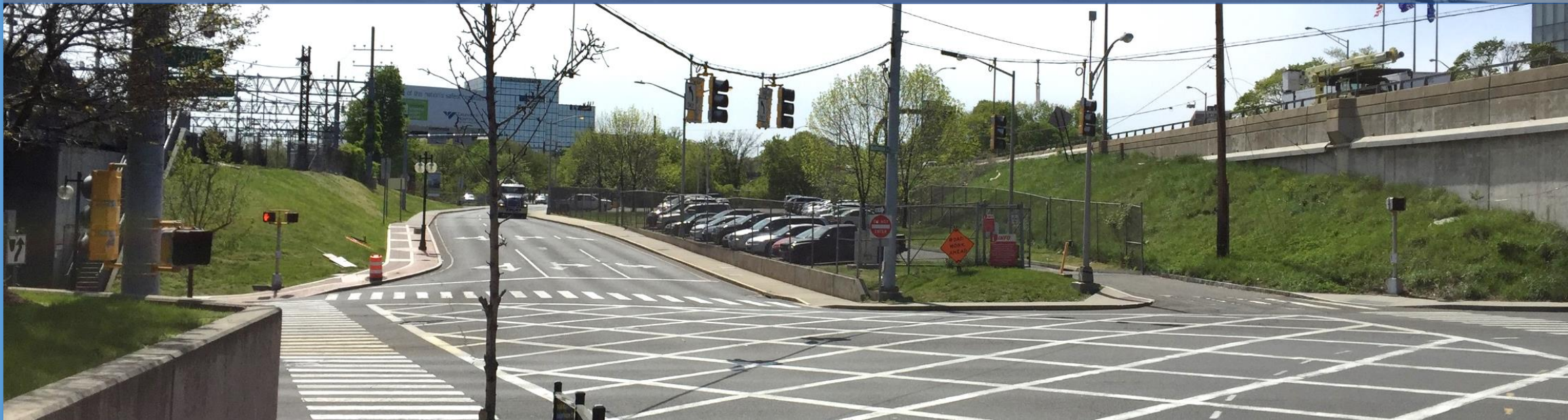




STAMFORD PARKING GARAGE

Public Information & Scoping Meeting



October 24, 2018

- 1 Project Overview
- 2 Connecticut Environmental Policy Act (CEPA)
- 3 Purpose & Need
- 4 Site Considerations
- 5 Garage Program & Functional Plan
- 6 Aesthetic Design Options
- 7 Traffic Impact Study Findings
- 8 Next Steps
- 9 Questions





Project Overview



Proposed Improvements

- A** New Parking Garage
- B** Pedestrian Bridge

**Project does not include transit oriented development (TOD) or private investment.*

Map Source: Google



Future Projects

- Original Garage Demolition
- Other potential station-area improvements
- Potential shuttle service improvements

Map Source: Google





Connecticut Environmental Policy Act (CEPA)



Purpose of CEPA Process

- Identify & evaluate the environment impacts of proposed state actions which may significantly affect the environment
- Provide an opportunity for public review and comment
(Any comments to be submitted by November 7, 2018)

What is CEPA Scoping...?

- SCOPING: Gathering & analysis of information to be used to establish the breadth (scope) of environmental review
- Performed early in project to help ensure relevant environmental concerns are considered in an adequate & timely manner
- Helps develop project alternatives that satisfy purpose & need

ENVIRONMENTAL IMPACT EVALUATION

Stamford Transportation Center Parking and Transit Oriented Development Stamford, Connecticut

State Project No. 301-047

Prepared in accordance with the
Connecticut Environmental Policy Act
Connecticut General Statute 22a-1a to 1h



Prepared for:
Connecticut Department of Transportation

August 2012

Approved for Circulation:


For Connecticut Department of Transportation

8/21/2012
Date

Prepared by:
Clough Harbour & Associates LLP



Potential Environmental Impacts to be Considered

Natural Resources

- Air Quality
- Water Quality
- Wetlands
- Floodplains
- Plants & Wildlife
- Noise

Transportation

- Traffic
- Pedestrian Facilities
- Bike Facilities
- Parking
- Transit Services

Community

- Land Use & Zoning
- Public Health & Safety
- Cultural Resources
- Compliance with State Plan of Conservation & Development

Other

- Controlled Materials
- Construction Impacts
- Aesthetics/Visual Effects

CEPA Next Steps

- Consider all public comments and regulatory agency comments
- Prepare an Environmental Impact Evaluation if significant environmental impacts are anticipated, or
- Prepare an Environmental Checklist and post in the *Environmental Monitor*





Purpose & Need



Project Purpose

- Replace the aging Original Garage structure
- Provide new low maintenance, **long service life** facility
- Meet demand for commuter parking spaces at the STC



Photo Credit: Stamford Advocate



Project Purpose

Needs for the Project

- Address the poor condition & continued degradation of the Original Garage
- Satisfy **existing** commuter parking demands at the STC



Photo Credit: Stamford Advocate



Project Need

Commuter Parking at STC

Public Parking Facilities
➔ 1,275± parkers

Private Parking Facilities
➔ 1,200± parkers

Map Source: Google



Commuter Parking at STC

Public Parking Facilities
➔ 2,100± parkers

Private Parking Facilities & Elsewhere
➔ 375± parkers

Existing Demand for New Garage
➔ 825± parkers

Map Source: Google



Needs for the Project

- Replace the potential loss of private commuter parking supply with **State-owned & maintained** parking spaces
- Meet expectations for availability, accessibility & convenience of parking at STC



Photo Credit: Stamford Advocate



Project Need

Needs for the Project

- Minimize, manage commuter disruption & commuter parking during construction of the proposed facility



Photo Credit: Stamford Advocate

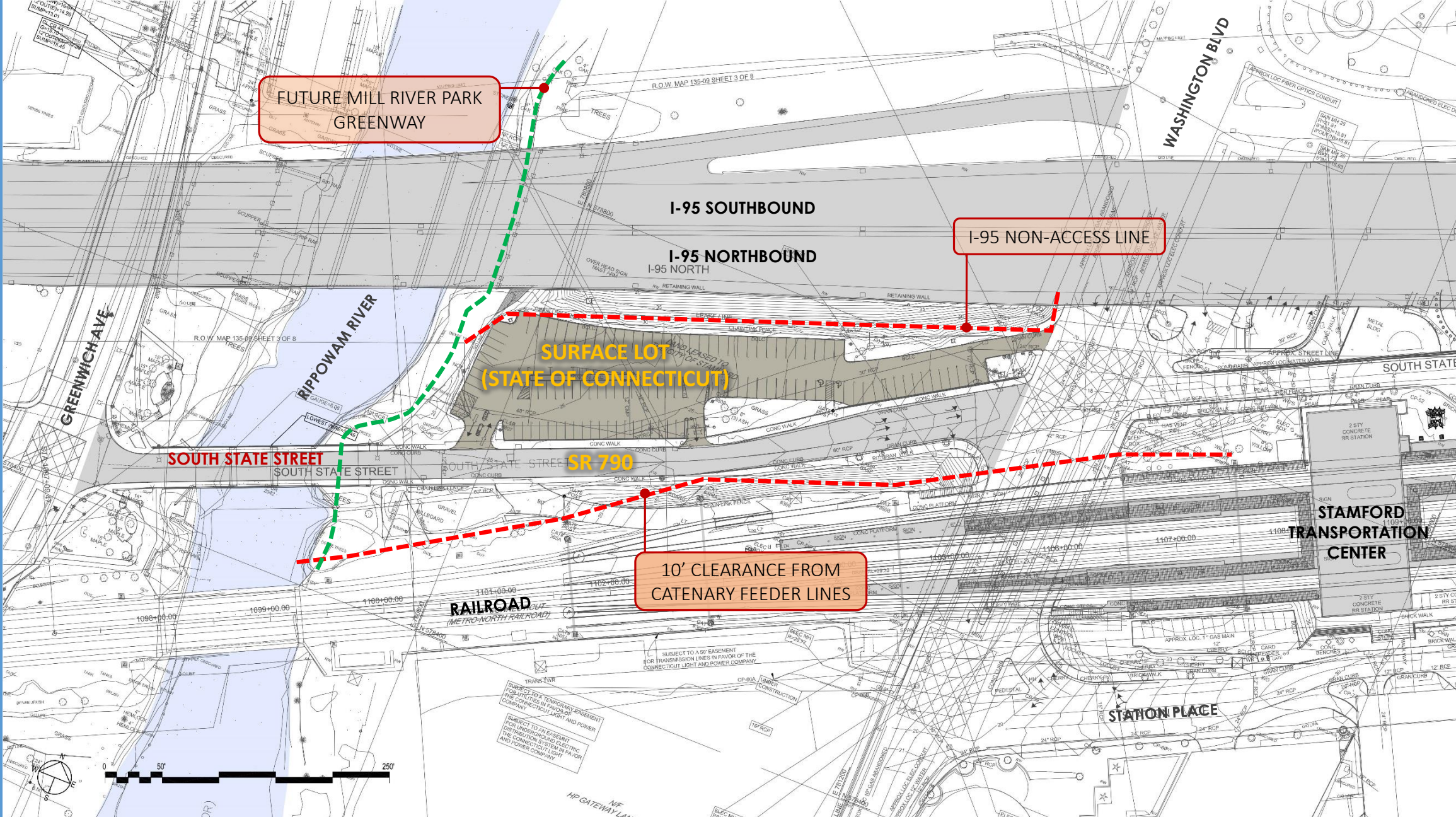


Project Need

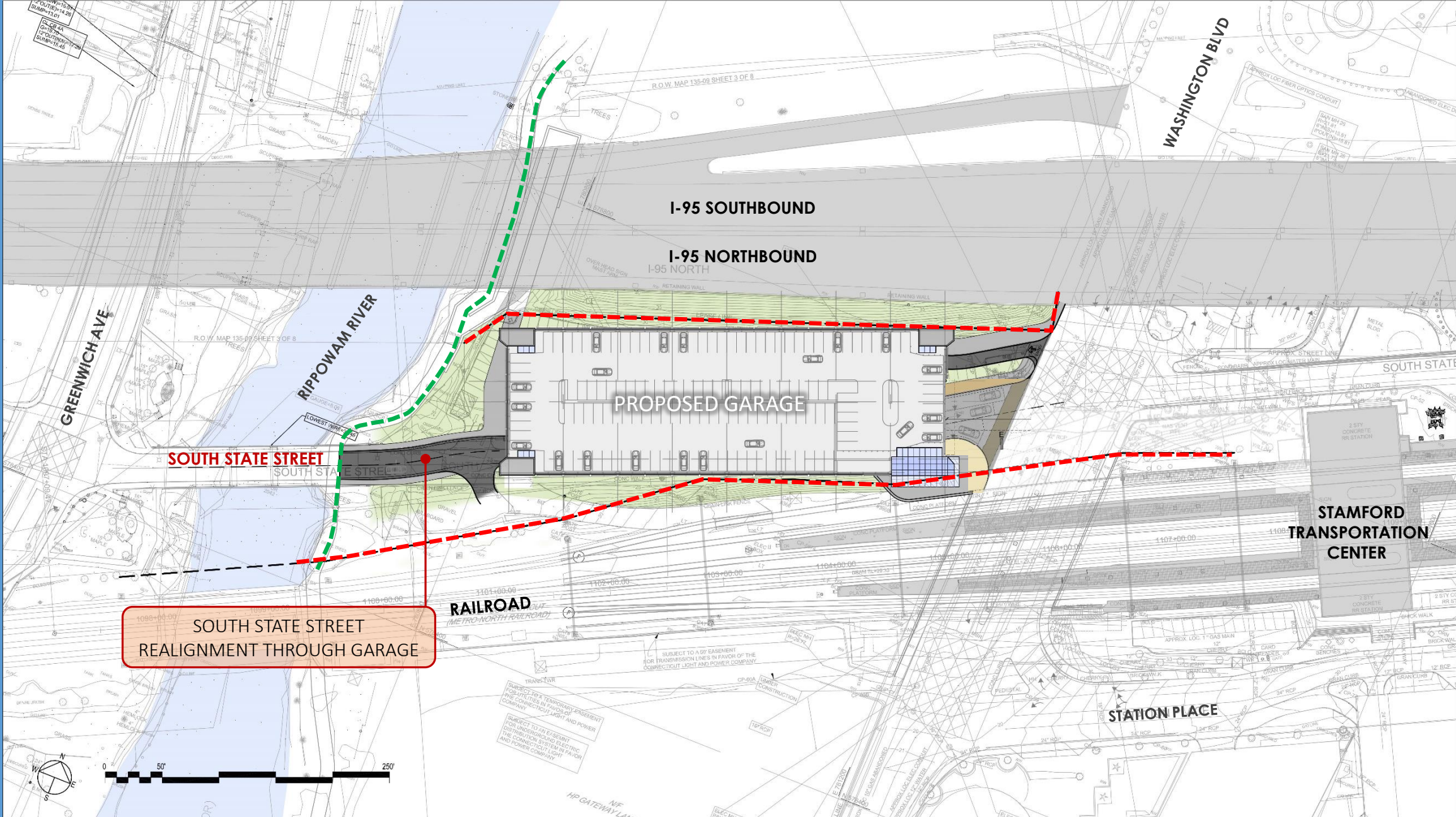


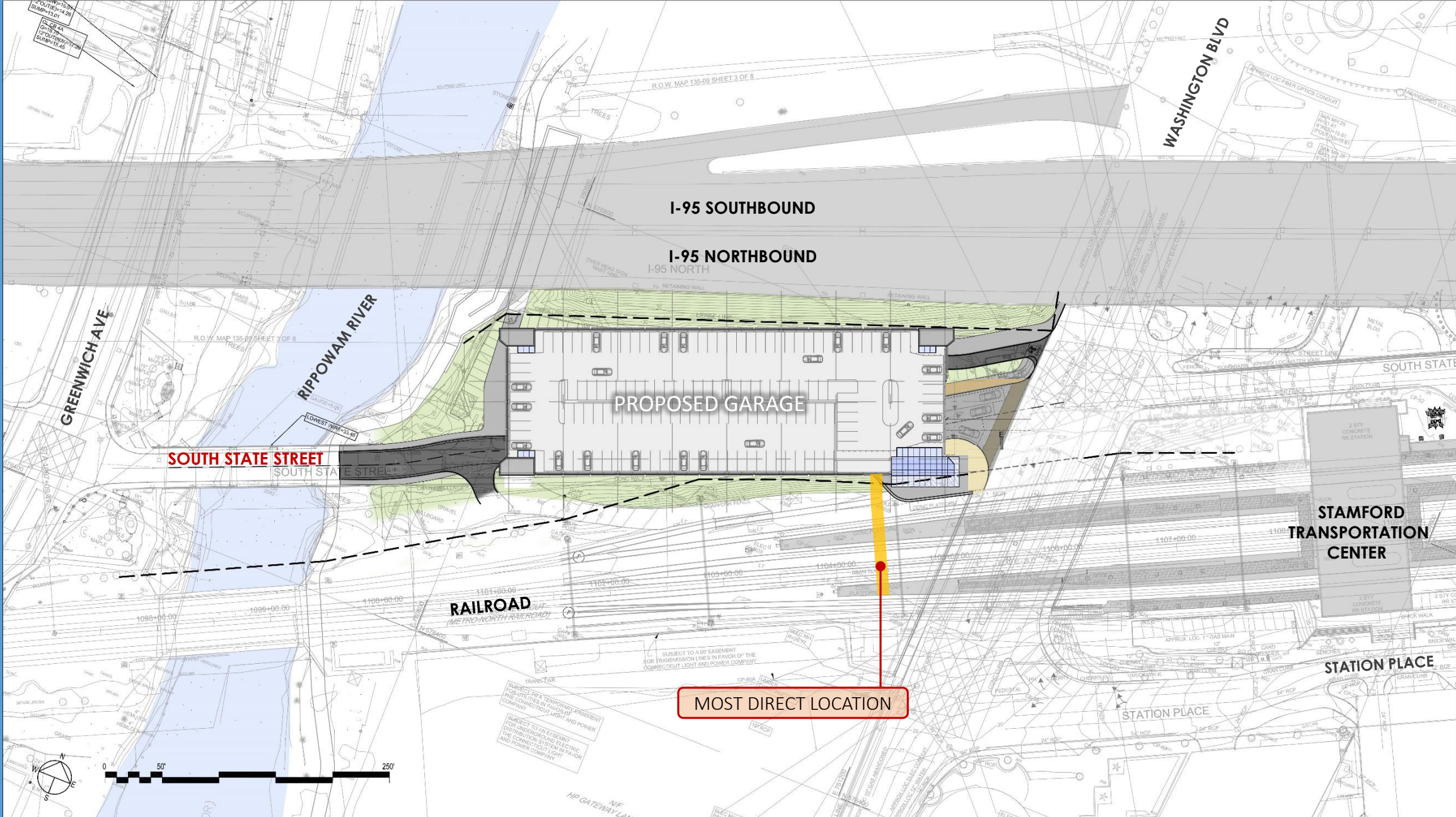
Site Considerations



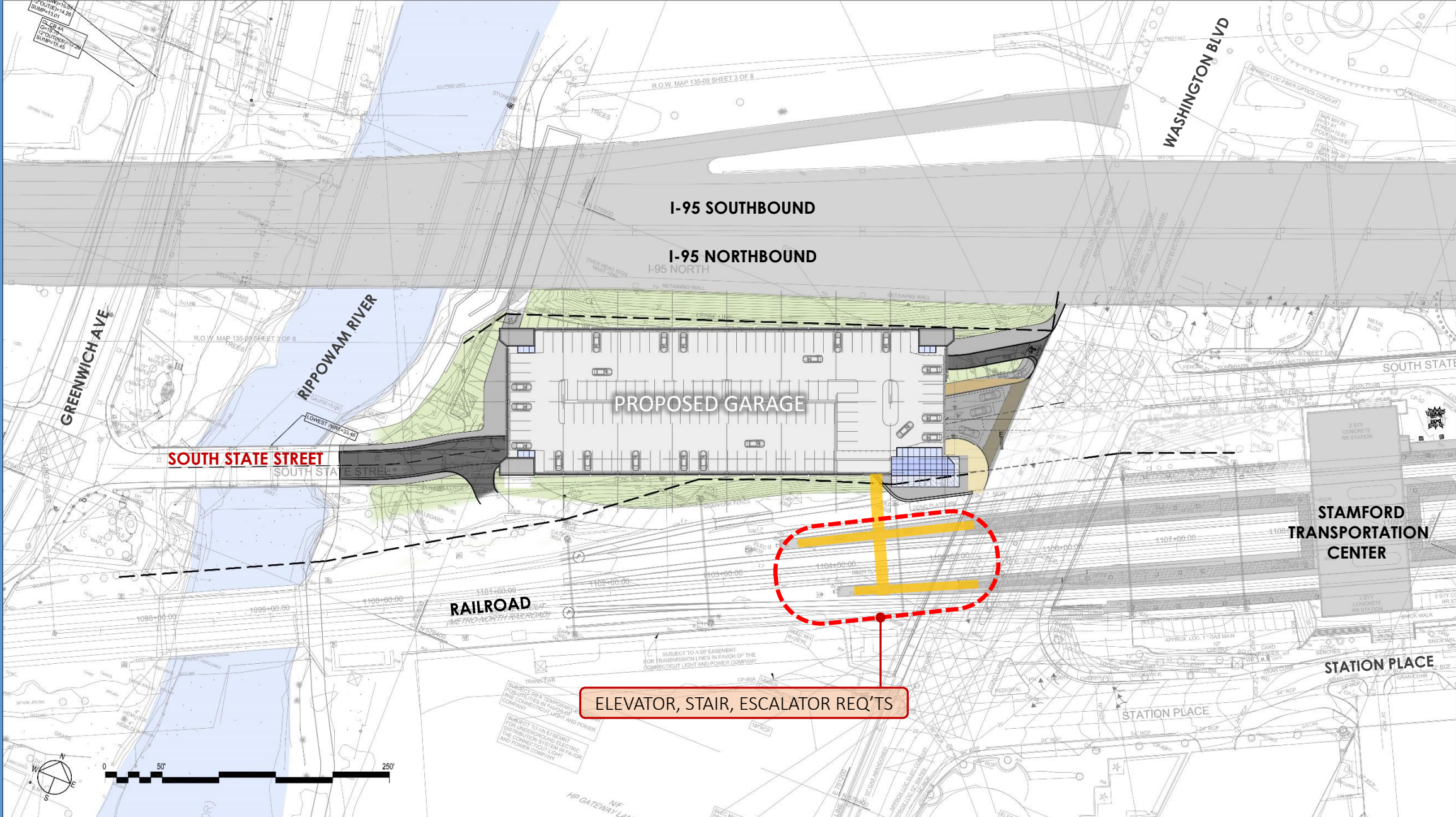


Site Constraints & Considerations

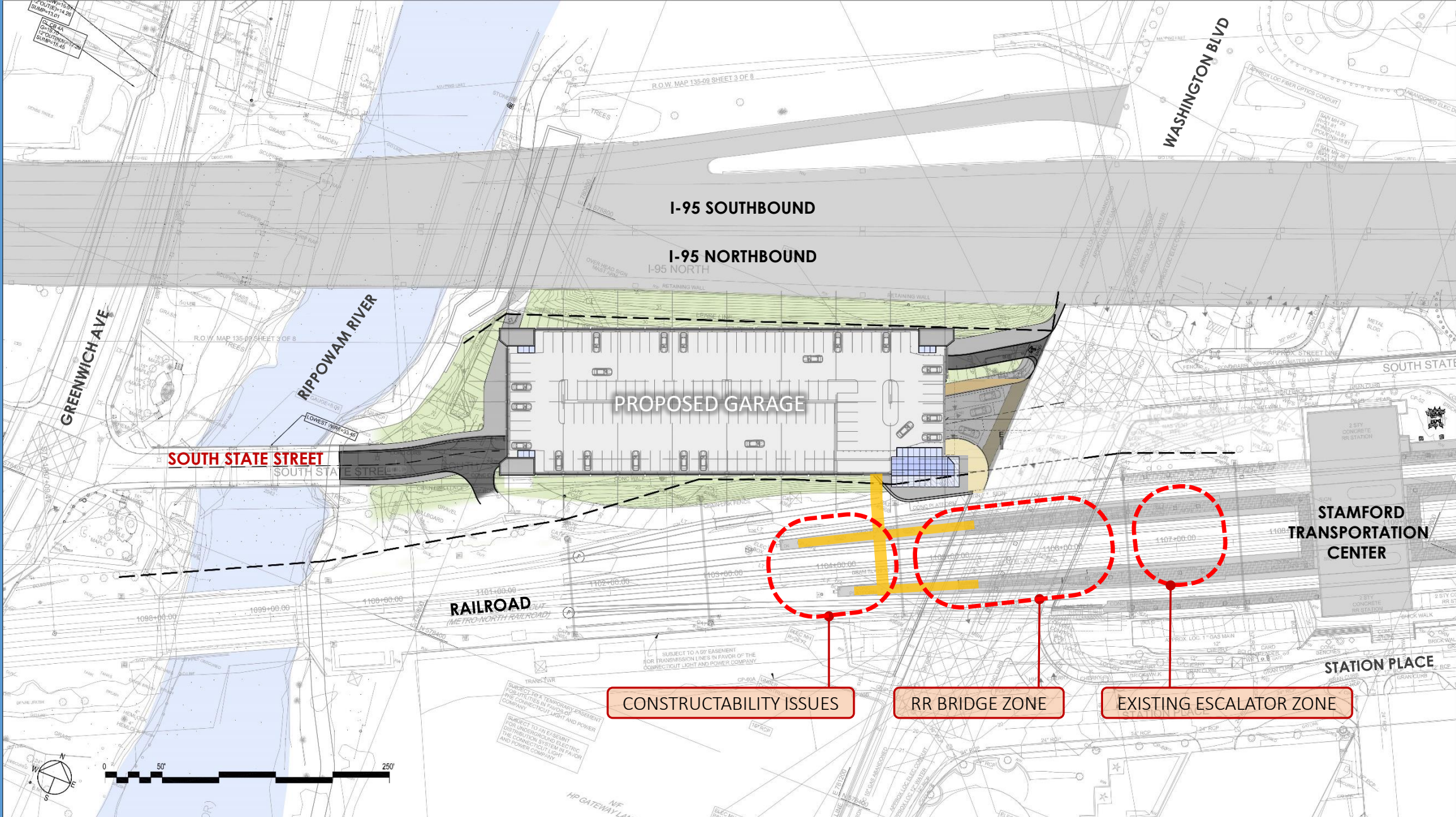




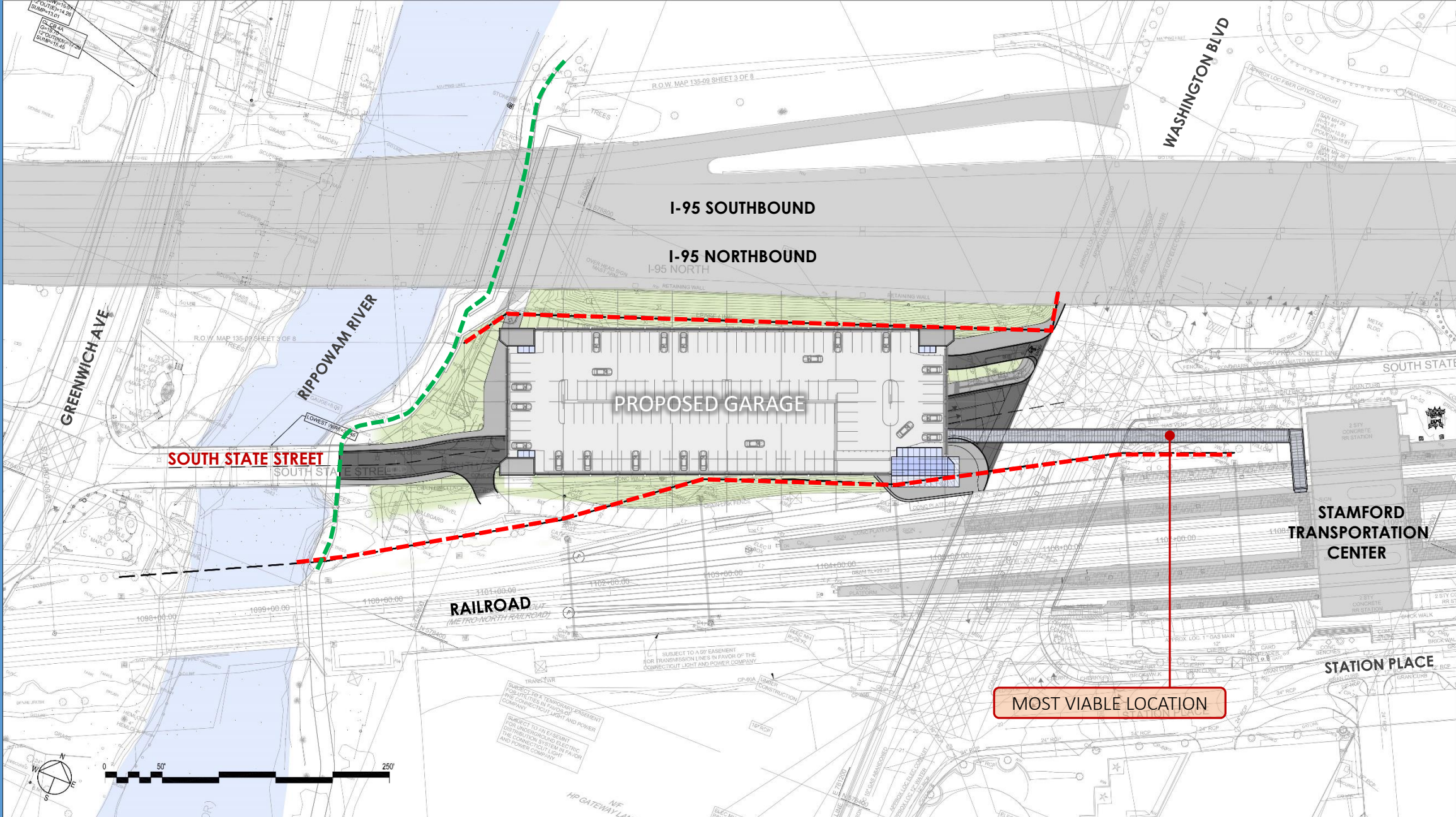
Ped Bridge Constraints & Considerations



Ped Bridge Constraints & Considerations



Ped Bridge Constraints & Considerations

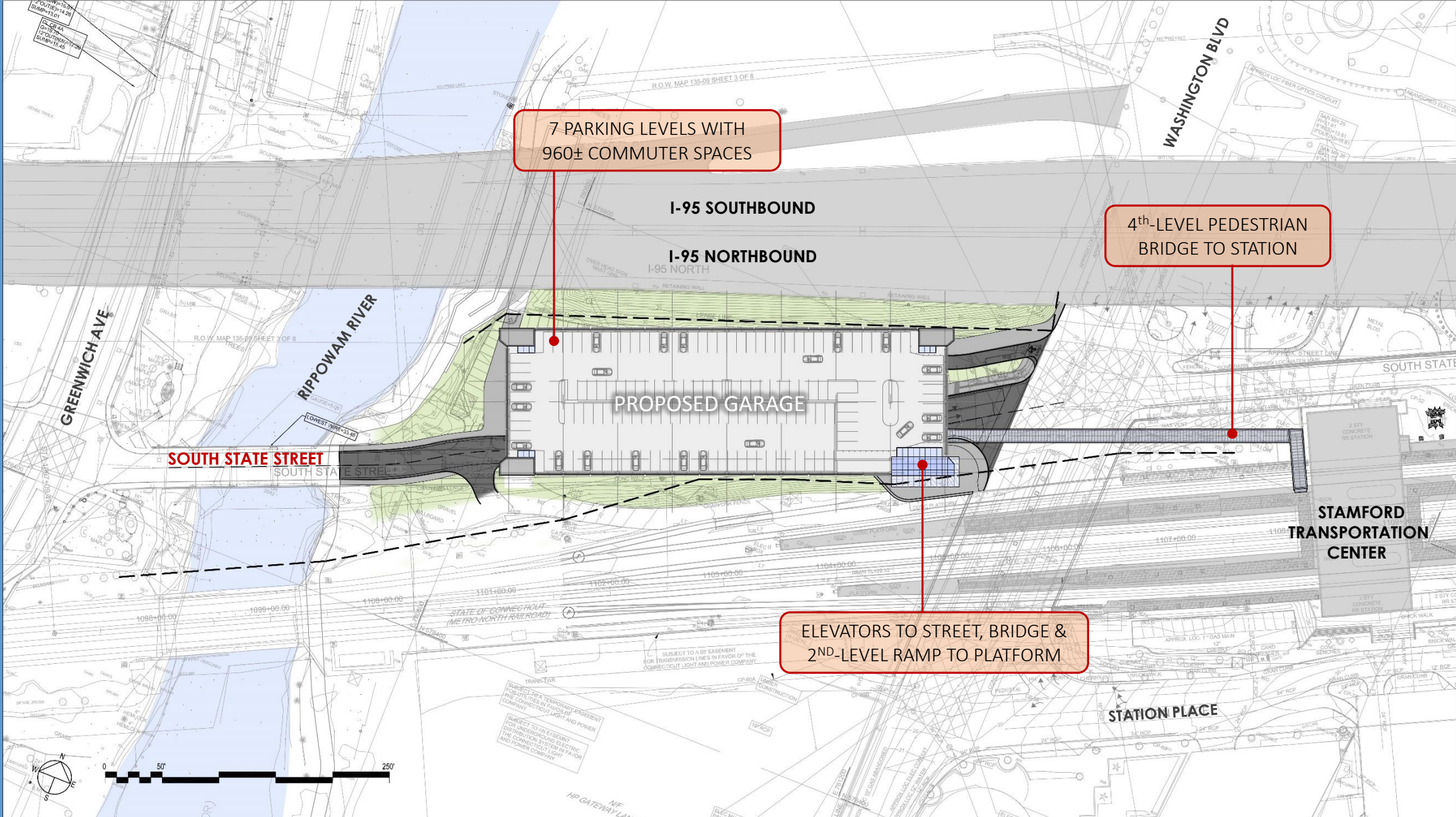


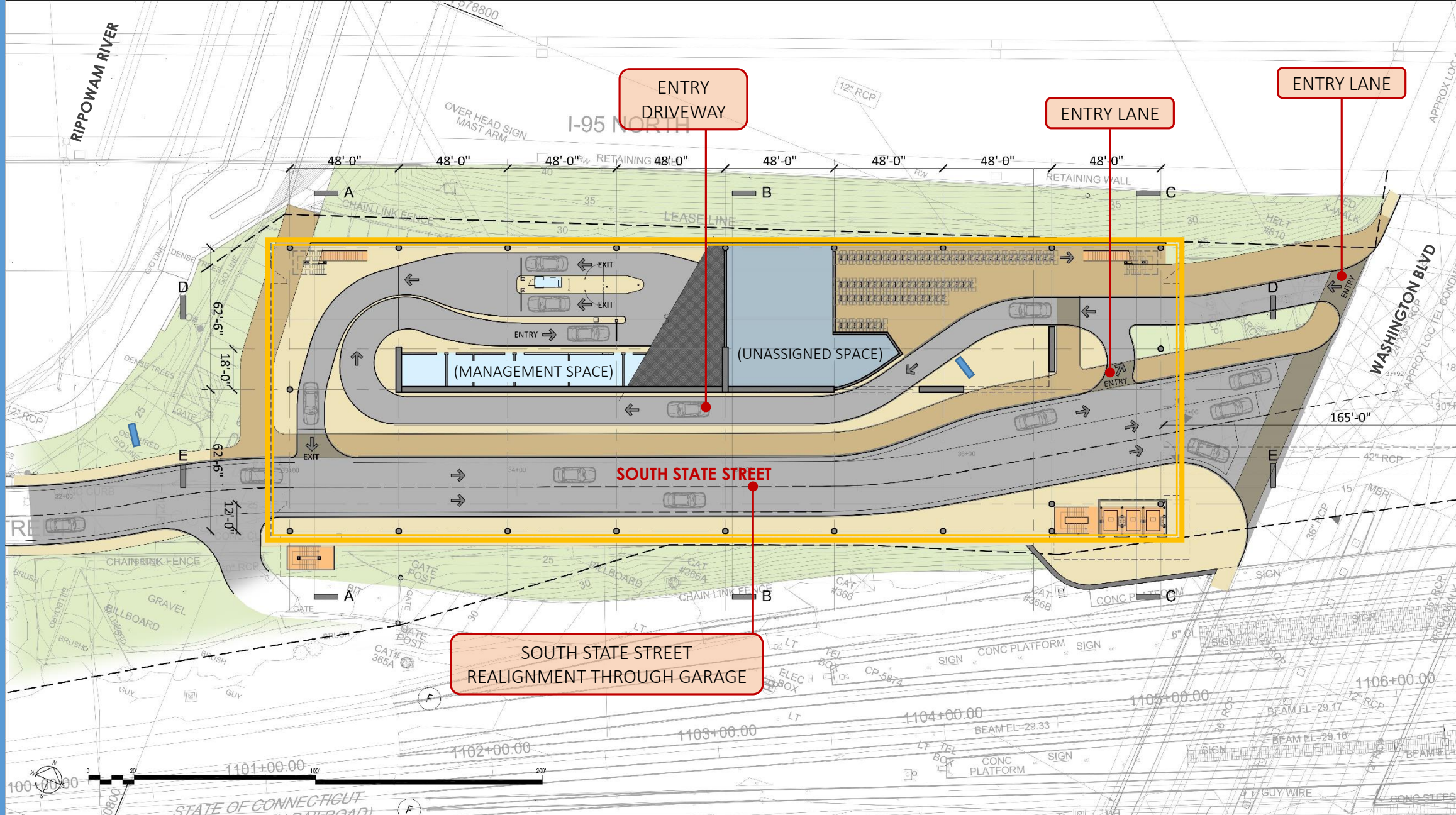
Pedestrian Bridge Layout

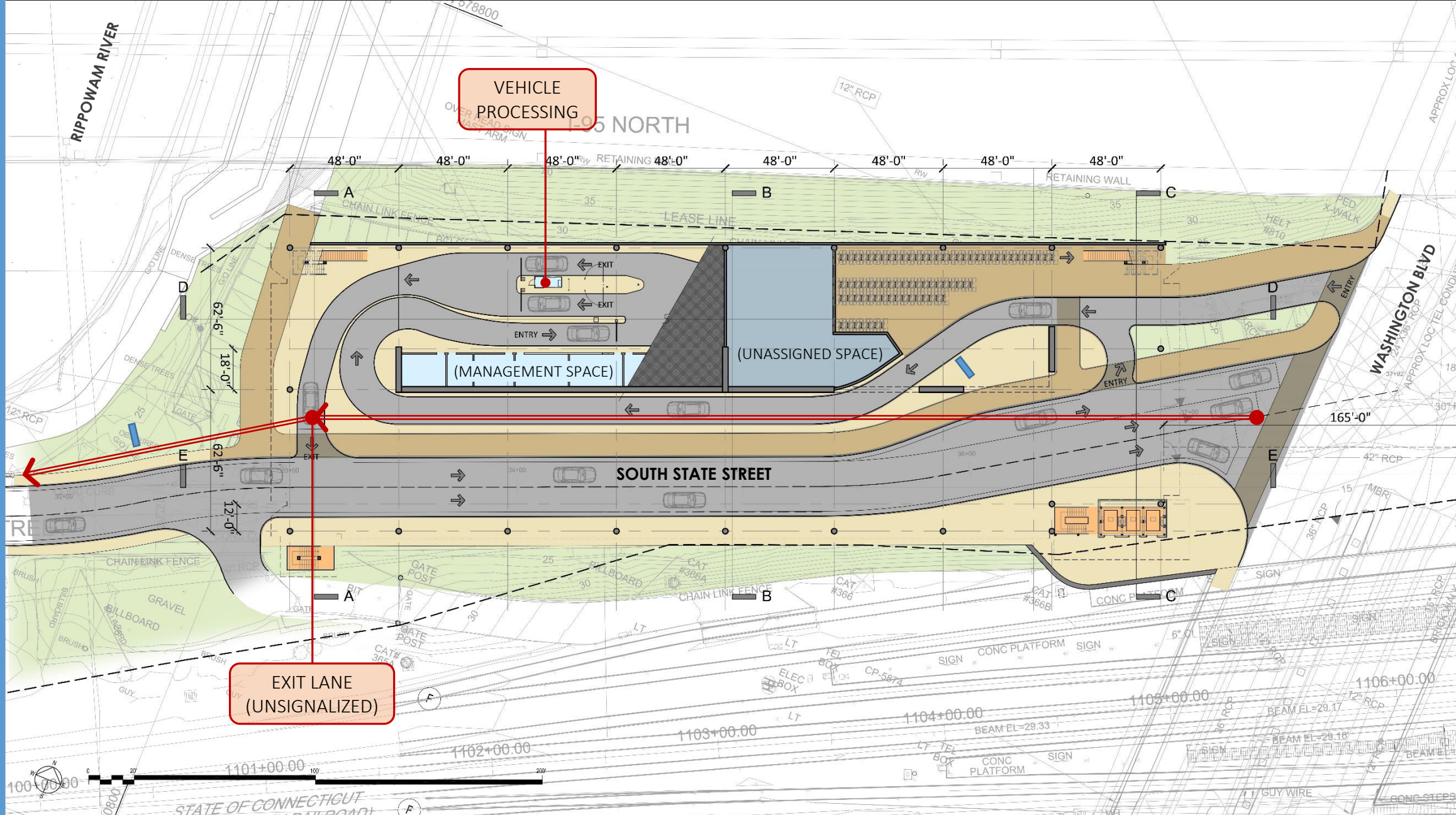


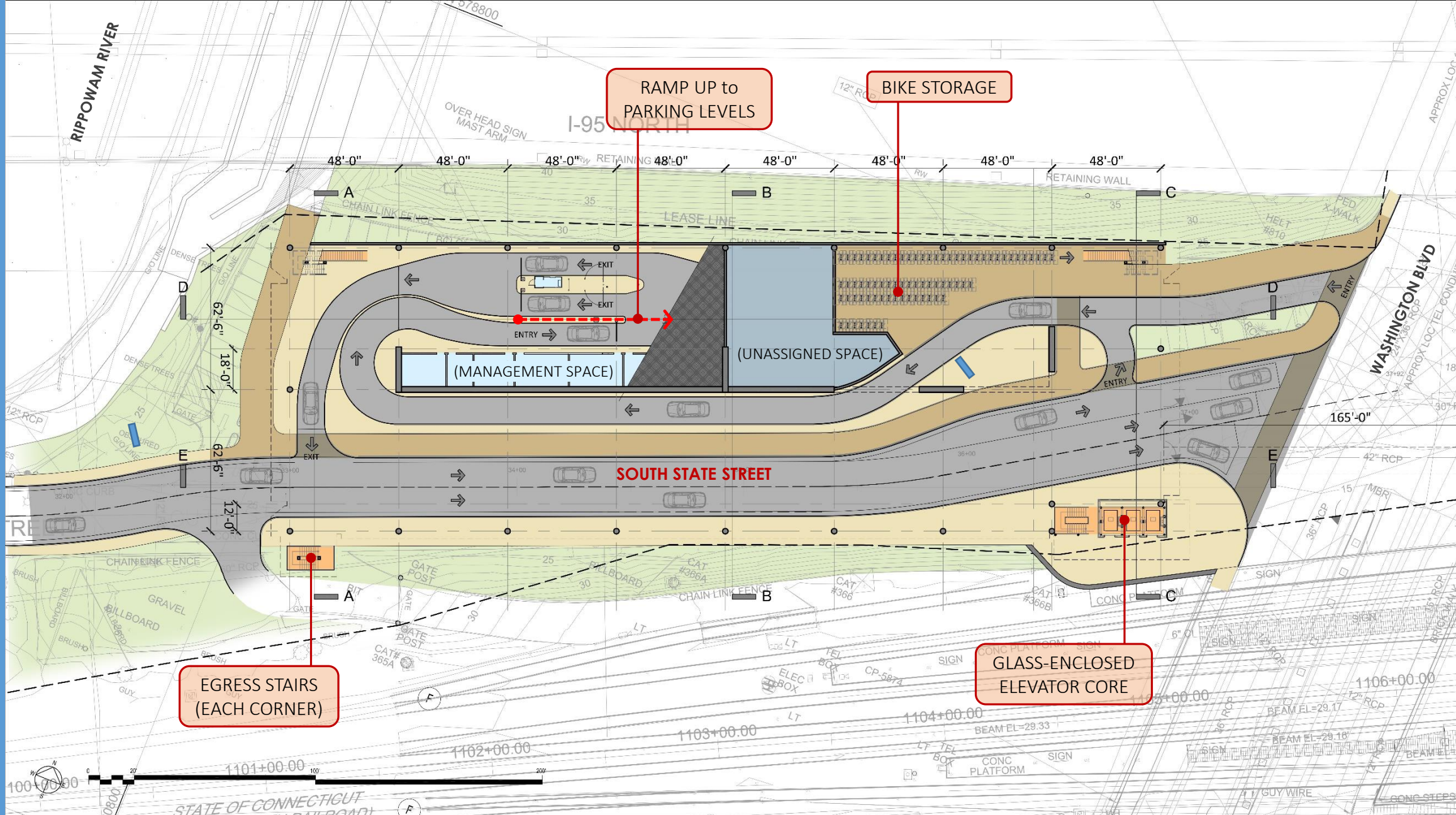
Garage Program & Functional Plan

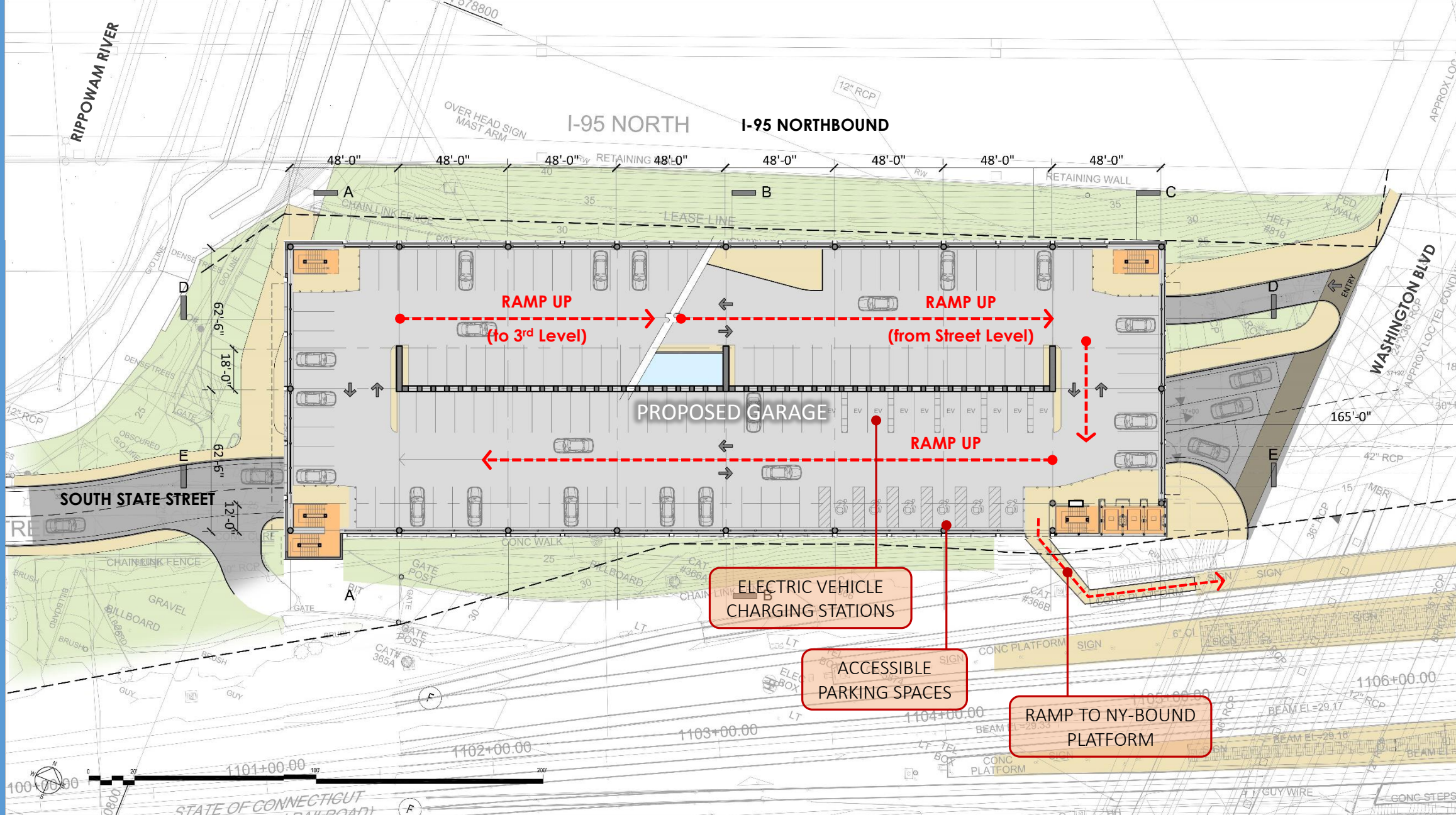


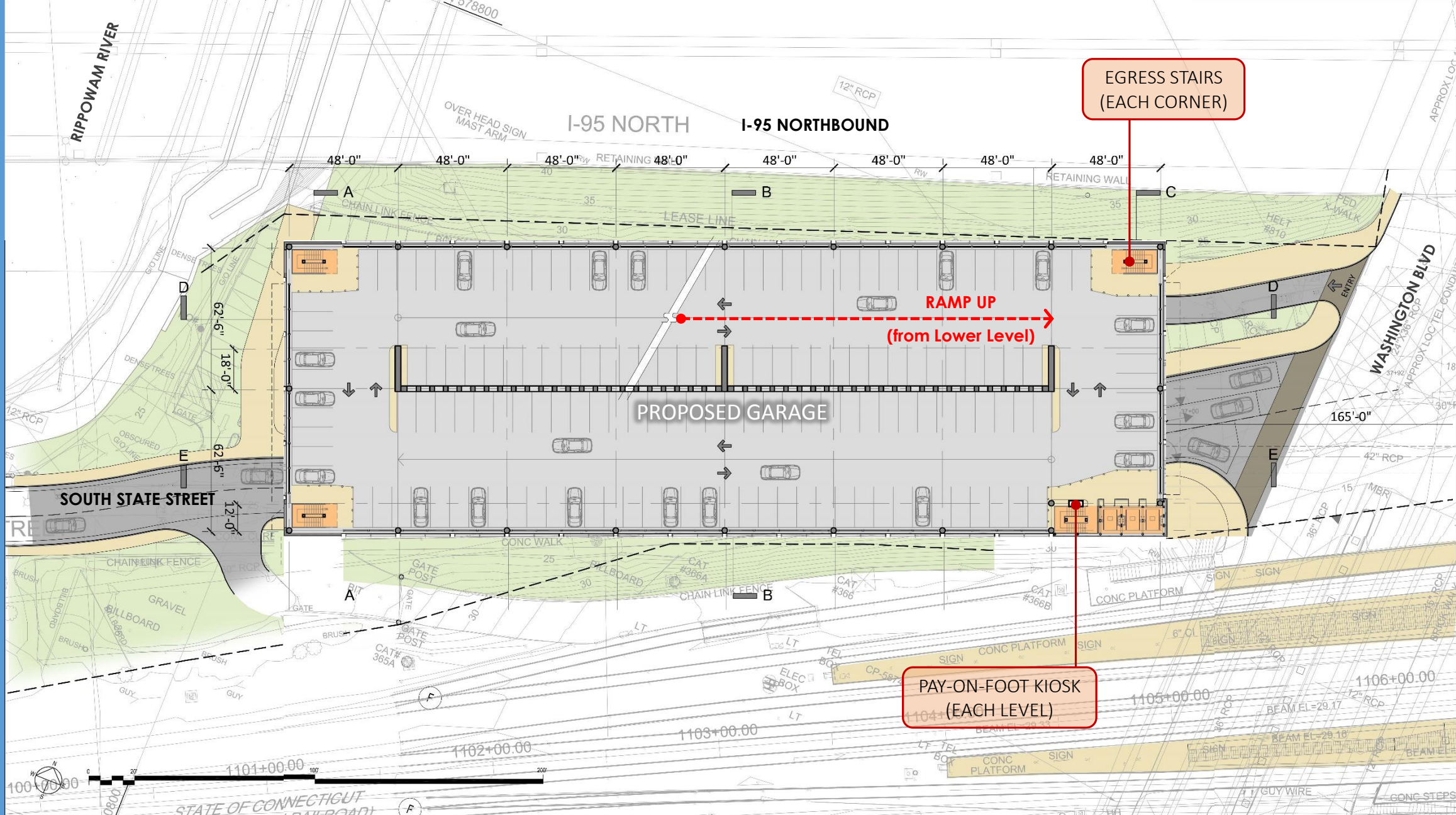








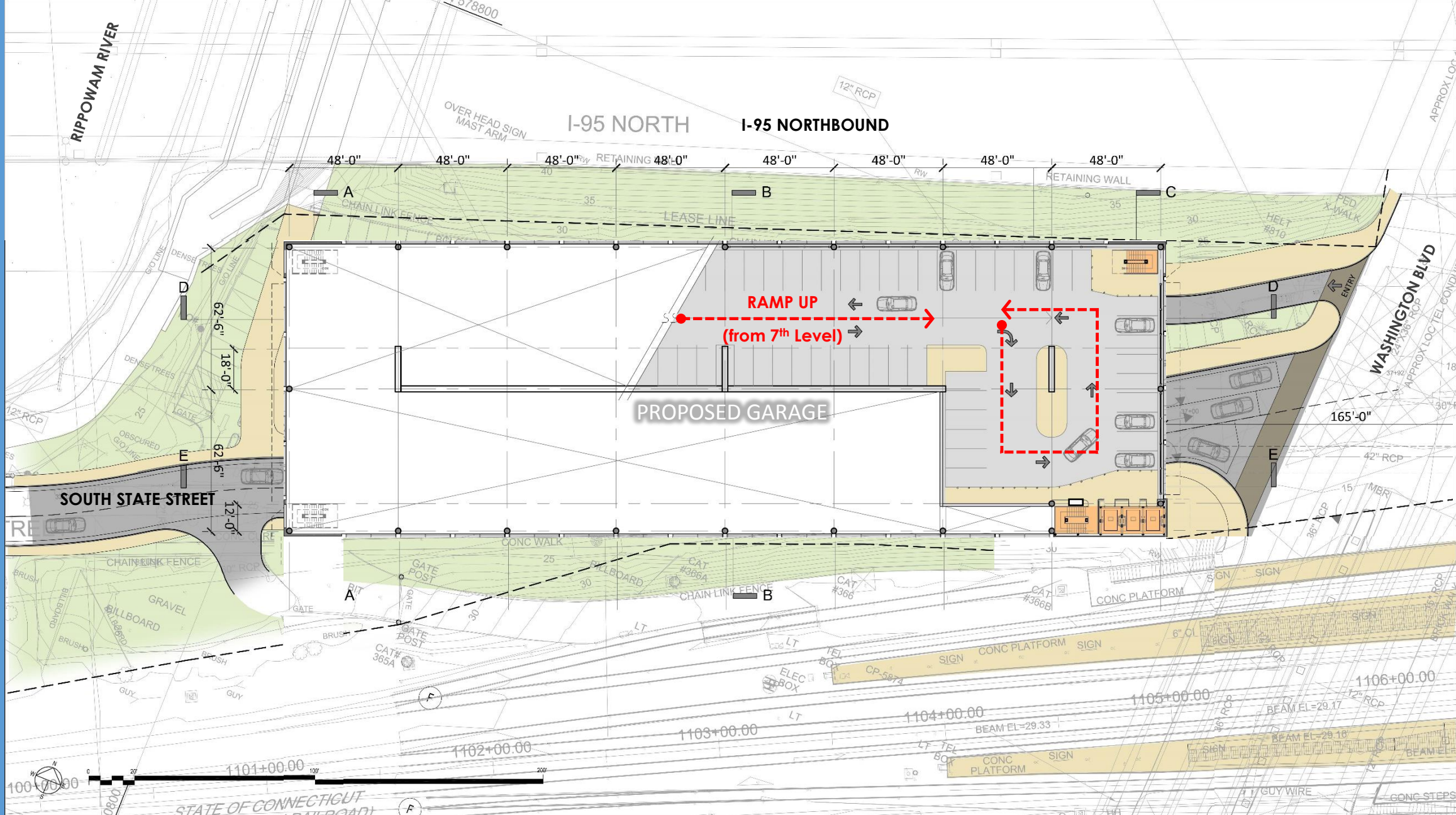


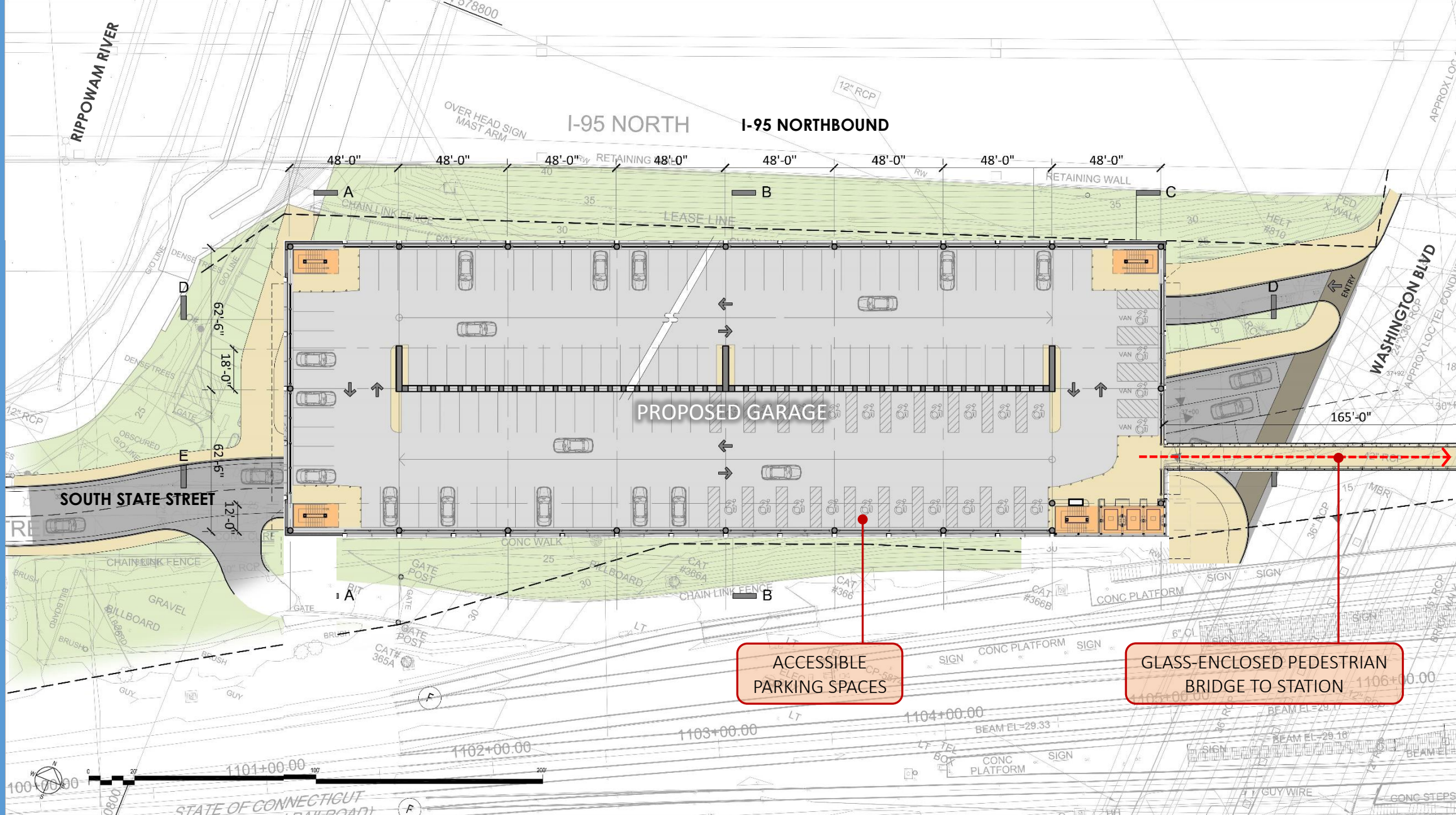


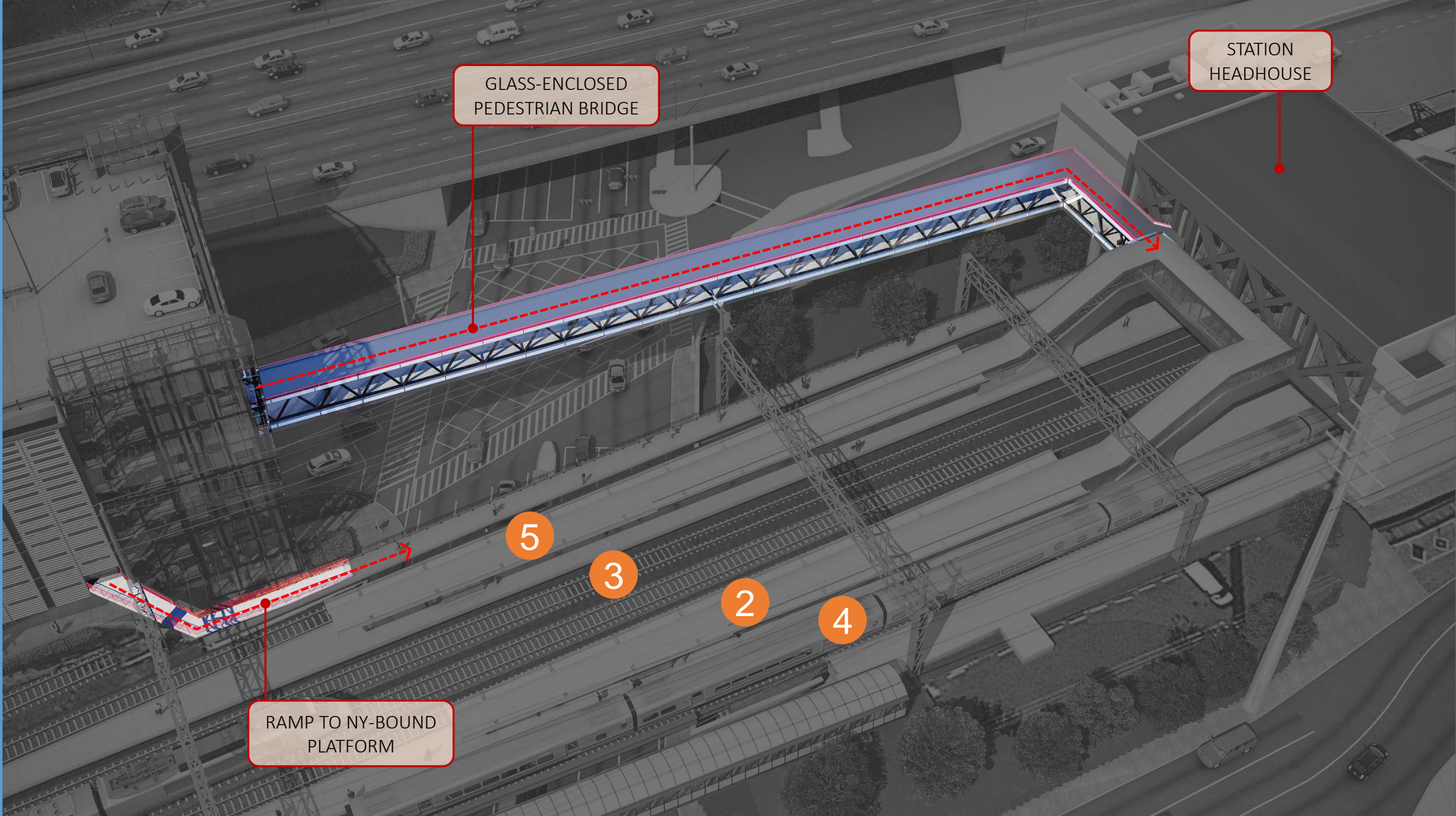
3rd, 5th, 6th, and 7th Level Plans



Interior View of Stair Enclosure







GLASS-ENCLOSED
PEDESTRIAN BRIDGE

STATION
HEADHOUSE

RAMP TO NY-BOUND
PLATFORM

5

3

2

4



Platform & Station Connectivity



PEDESTRIAN BRIDGE
ENTRY PORTAL

ELEVATOR CORE

PAY-ON-FOOT KIOSK
(EACH LEVEL)

REAL-TIME TRAIN
INFORMATION DISPLAY



Bridge Entry Portal & Elevator Core



TIME	DESTINATION	TK	ETA
1:10	BOSTON S. STA	2	2:40
2:40	BOSTON S. STA	3	3:10
2:50	NELI CANANN	2	3:40



Pedestrian Bridge

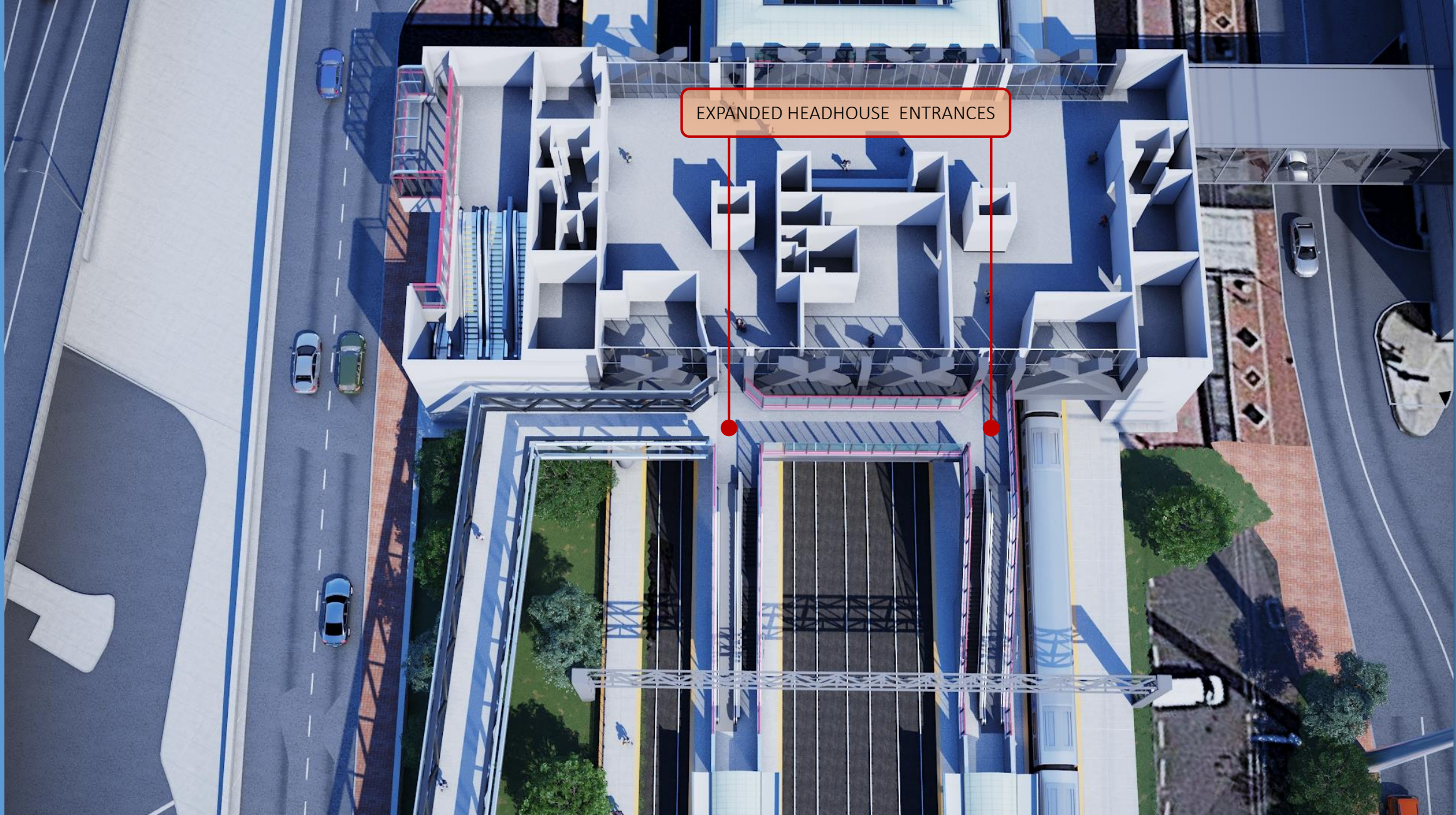


STATION
HEADHOUSE

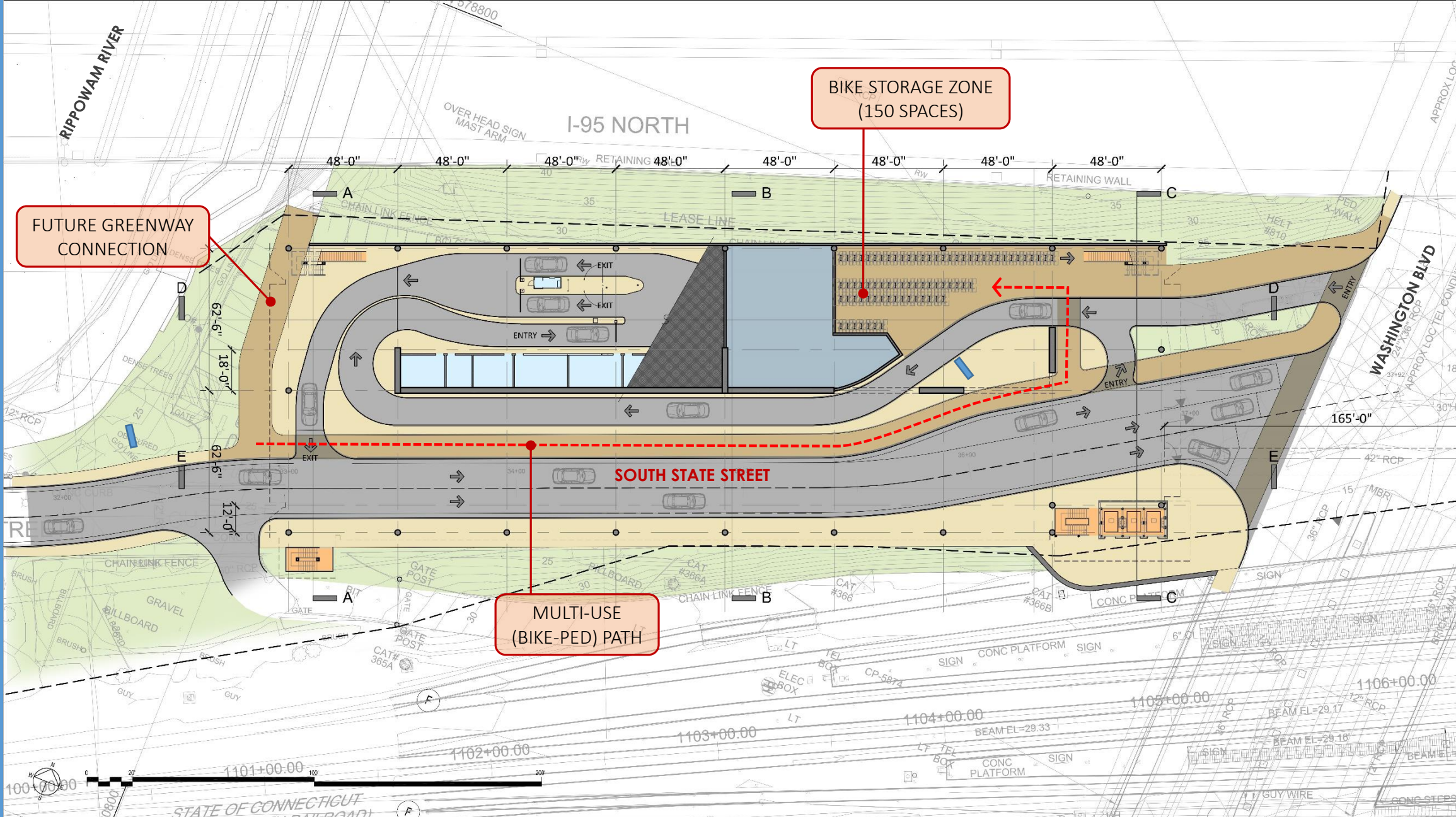
GLASS-ENCLOSED
PEDESTRIAN BRIDGE



Pedestrian Bridge/Headhouse Interface



Pedestrian Bridge/Headhouse Interface



Bicycle Accommodations



Street Level View through Garage



Aesthetic Design Options





Concept A – Full Façade



Concept B – Façade Treatment



Concept A – Full Façade



Concept B – Façade Treatment



Concept A – Full Façade



Concept B – Façade Treatment



Concept A – Full Façade



Concept B – Façade Treatment



Concept A – Full Façade



Concept B – Façade Treatment



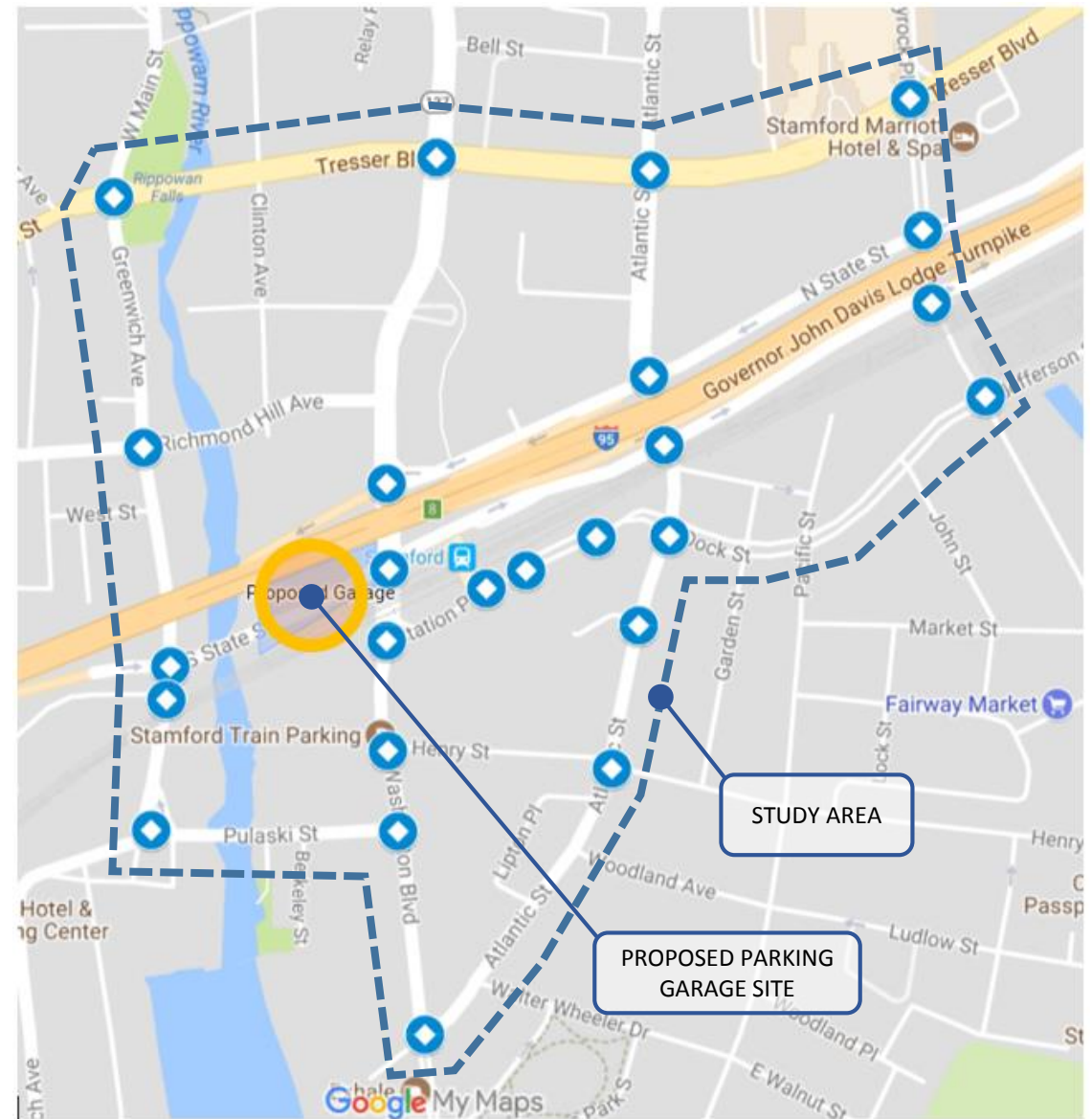
Concept B – Façade Treatment



Traffic Study Findings



- 24 INTERSECTIONS
- NEW COUNTS AT 11 INTERSECTIONS
- ORIGIN-DESTINATION DATA COLLECTION
- EXISTING, NO-BUILD, BUILD CONDITION ANALYSES



Study Intersection



TRIPS FOR PROPOSED SO. STATE STREET GARAGE

- ASSUMES 1,000 SPACES IN NEW GARAGE
- **300 TOTAL PEAK HOUR TRIPS**
- 203 RELOCATED PEAK HOUR TRIPS
- 97 NEW PEAK HOUR TRIPS

New Trips

AM Peak Hour		PM Peak Hour	
90	in	7	in
7	out	90	out

South State Street Traffic (Relocated)

AM Peak Hour		PM Peak Hour	
15	in	1	in
1	out	15	out

Station Place Original Garage (Relocated)

AM Peak Hour		PM Peak Hour	
44	in	3	in
3	out	44	out

Gateway Garage (Relocated)

AM Peak Hour		PM Peak Hour	
131	in	9	in
9	out	131	out

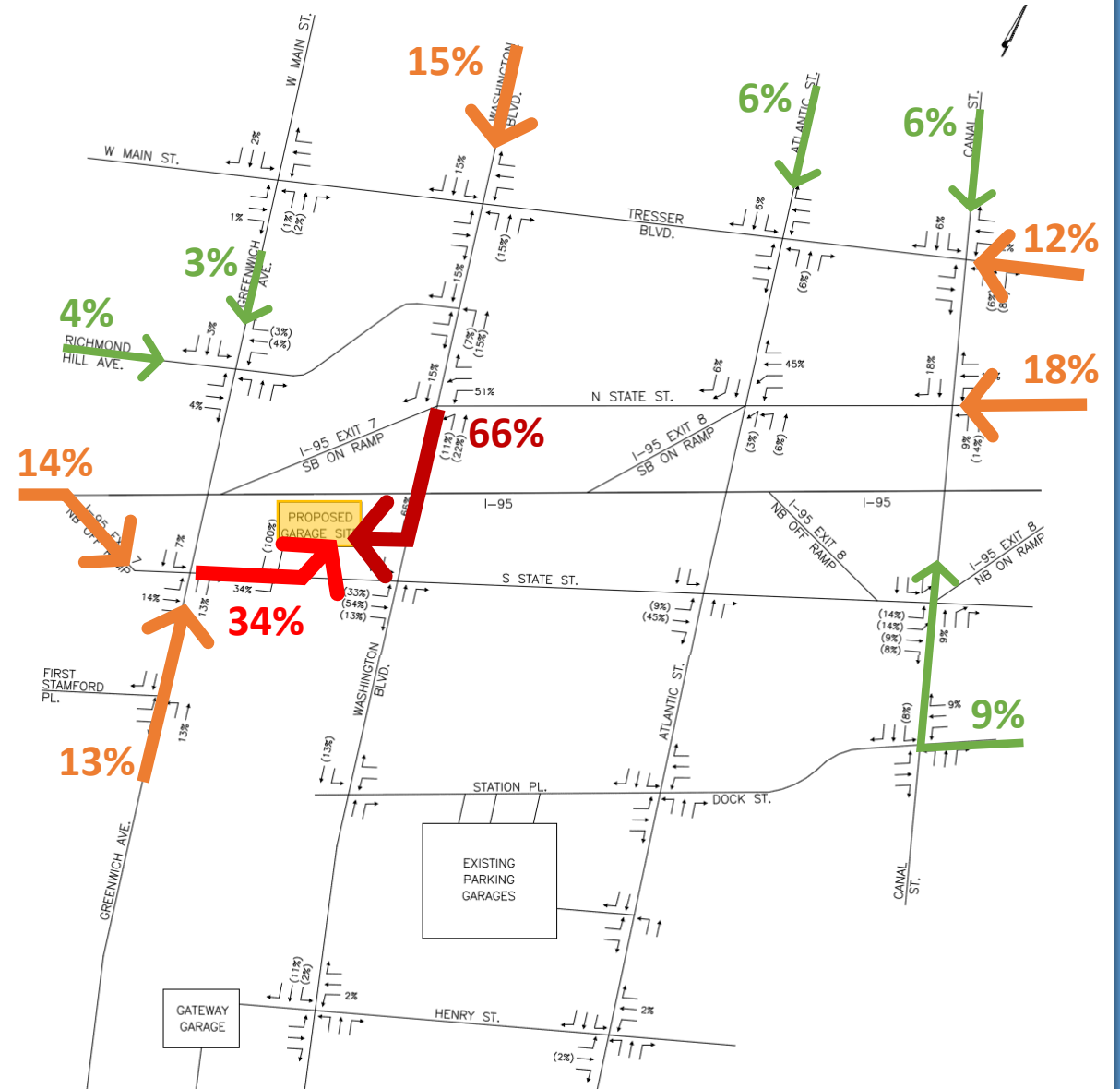
Total Trips Entering/Exiting New Garage

AM Peak Hour		PM Peak Hour	
280	in	20	in
20	out	280	out



TRIP DISTRIBUTION SUMMARY

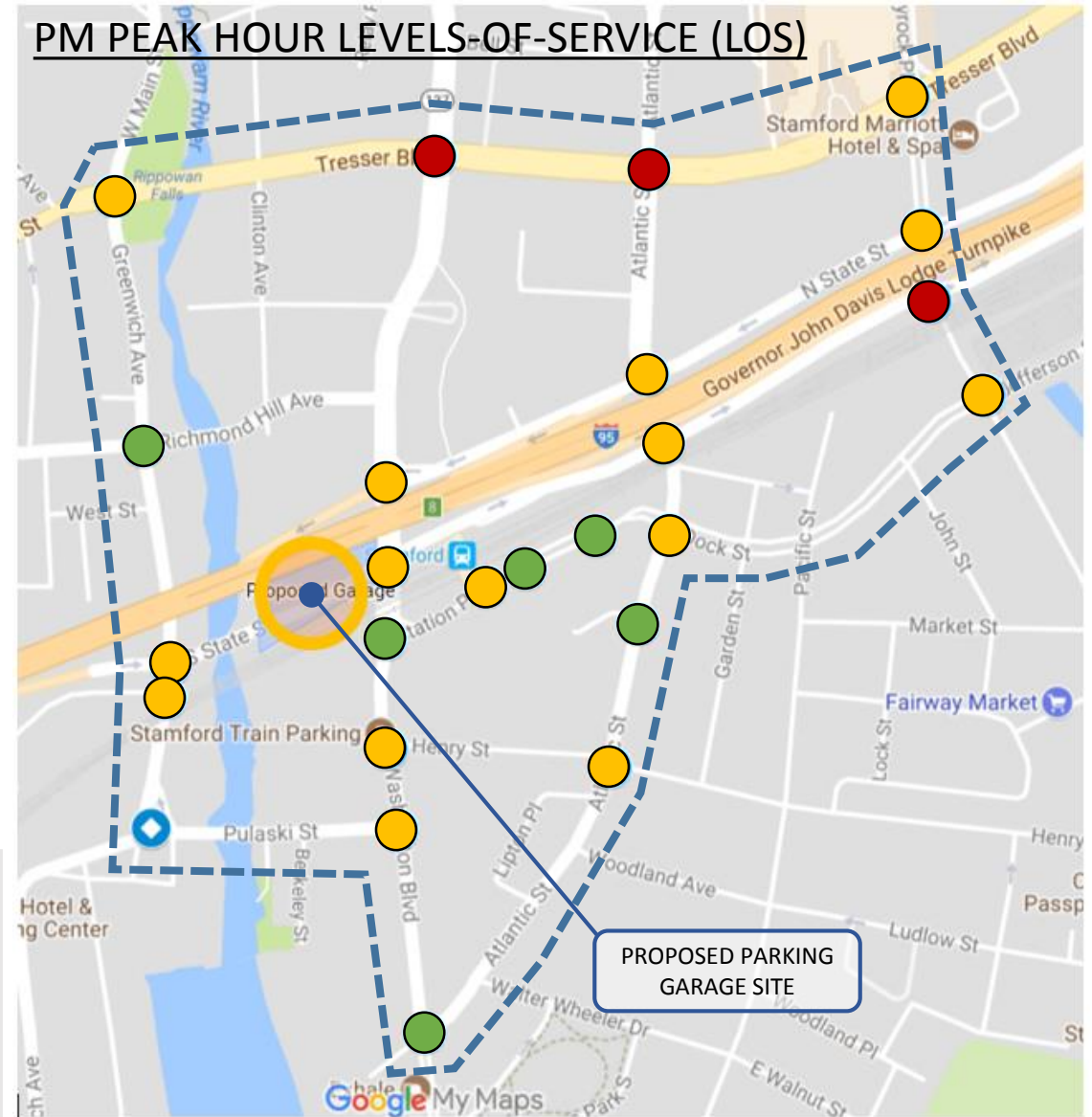
- 39% FROM EAST
- 27% FROM NORTH/EAST
- **66% TO SITE FROM WASHINGTON BOULEVARD**
- 18% FROM WEST
- 13% FROM SOUTH
- 3% FROM NORTH VIA GREENWICH AVENUE
- **34% TO SITE FROM SOUTH STATE STREET**



2018 EXISTING CONDITION

- APRIL/MAY 2017 – CITY COUNTS
- NOVEMBER 2017 – DOT COUNTS
- MARCH 2018 – DOT COUNTS
- EXISTING VOLUME NETWORK COMPILED BY DOT

PM PEAK HOUR LEVELS-OF-SERVICE (LOS)



LEGEND

- LOS A-B
- LOS C-D
- LOS E-F

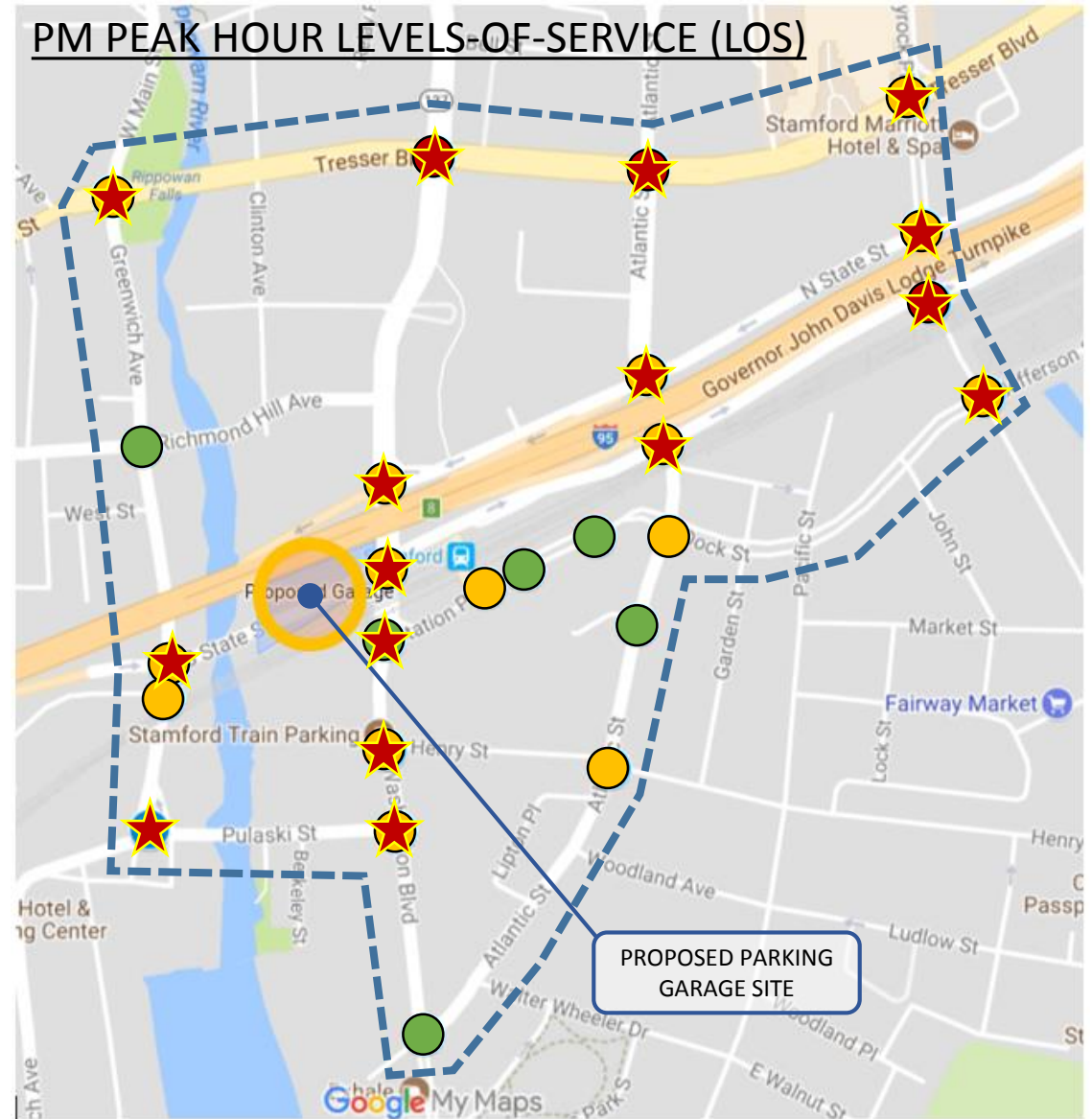


2018 EXISTING CONDITION

- APRIL/MAY 2017 – CITY COUNTS
- NOVEMBER 2017 – DOT COUNTS
- MARCH 2018 – DOT COUNTS
- EXISTING VOLUME NETWORK COMPILED BY DOT

LEGEND

- LOS A-B
- LOS C-D
- LOS E-F
- ★ FAILING APPROACH(ES), QUEUING ISSUE(S)

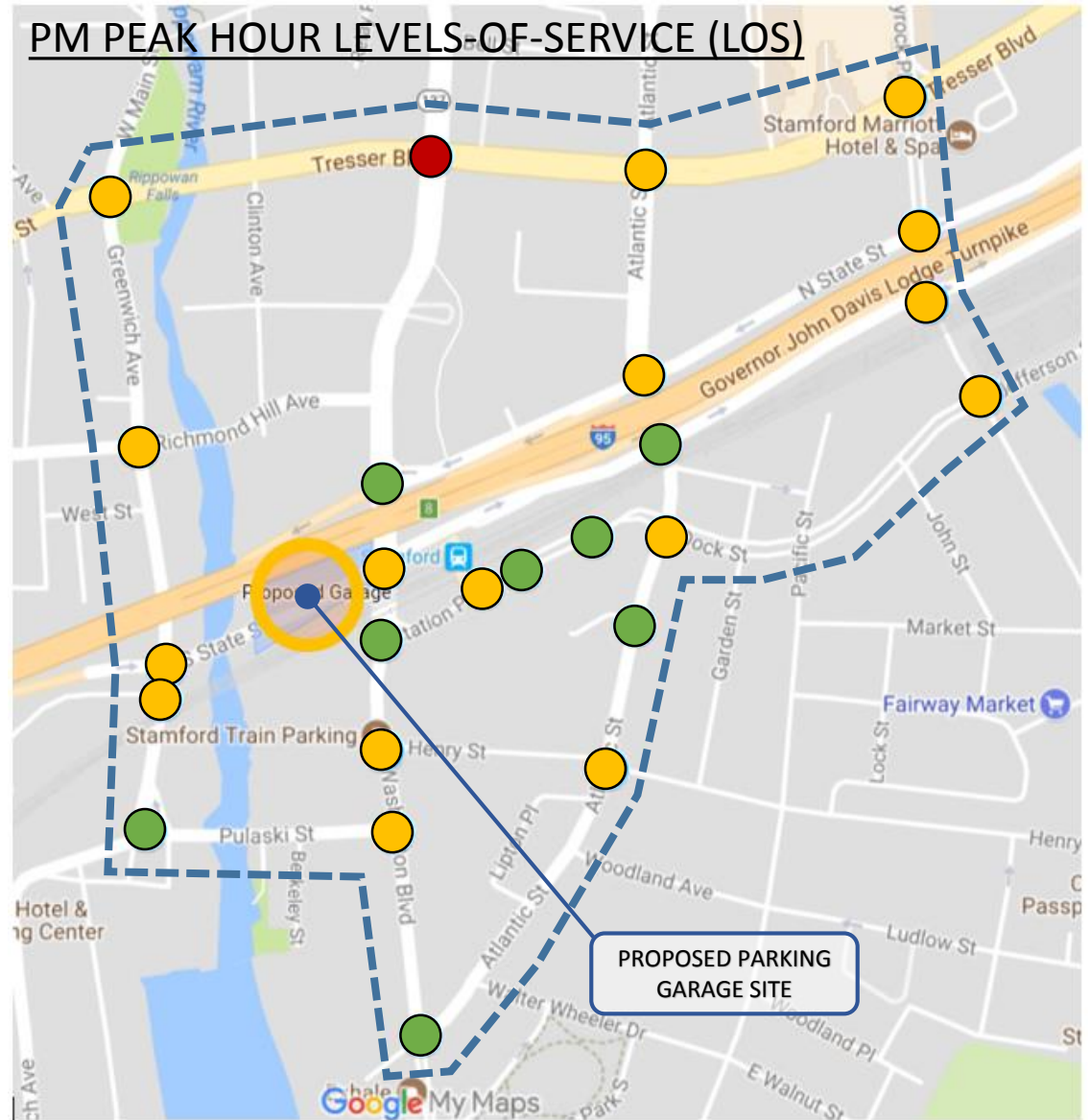


2021 NO-BUILD CONDITION | PM PEAK

- APPROVED MTG TRAFFIC
 - ATLANTIC STATION
 - DAVENPORT LANDING
 - HARBOR POINT
 - URBY STAMFORD
 - WOODLAND AT PACIFIC
- BACKGROUND TRAFFIC GROWTH
- ATLANTIC ST. BRIDGE IMPROVEMENTS
- HENRY & ATLANTIC IMPROVEMENTS
- PULASKI & GREENWICH ROUNDABOUT
- CITY-WIDE OPTIMIZATION

LEGEND

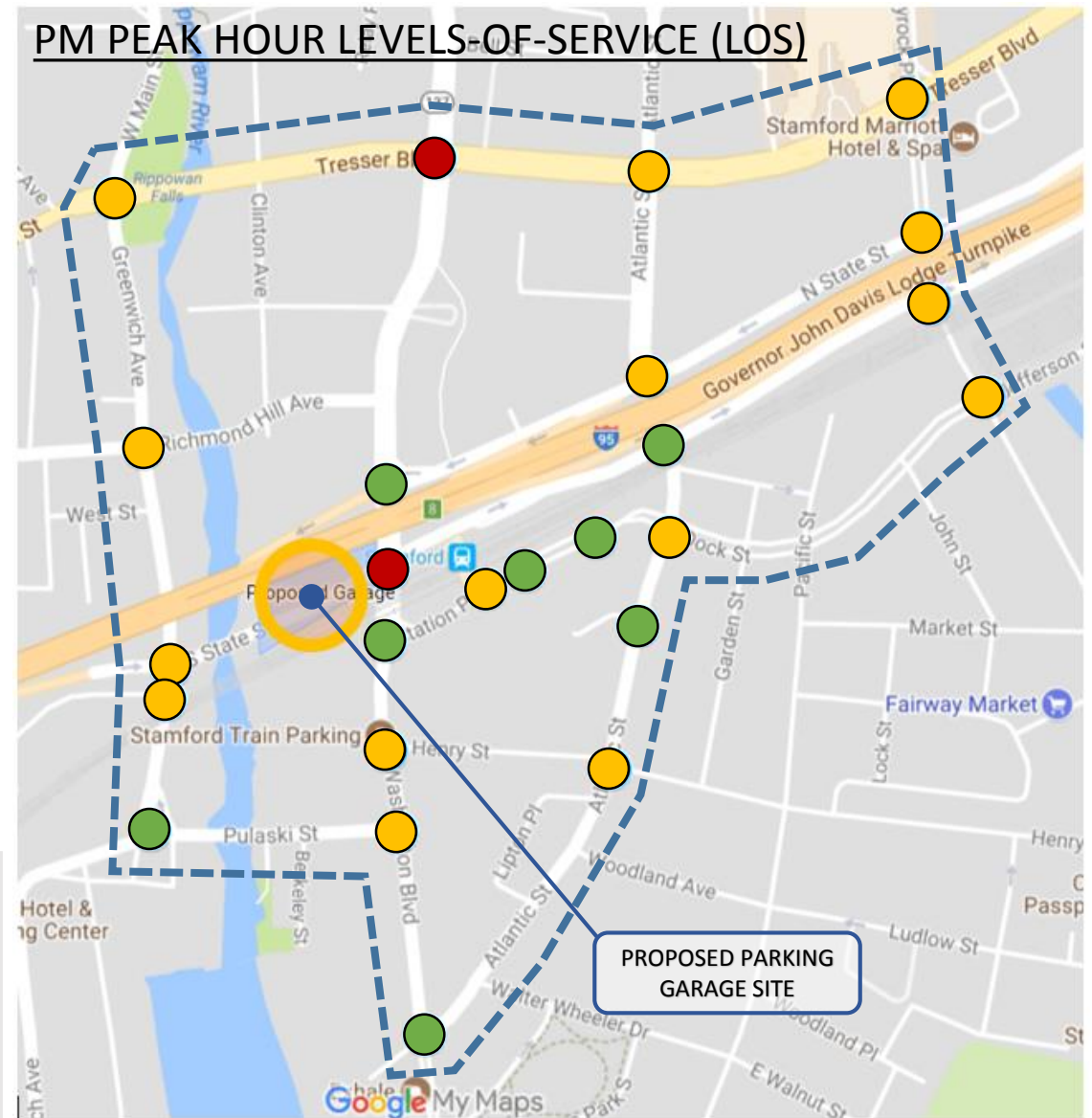
- LOS A-B
- LOS C-D
- LOS E-F



2021 BUILD CONDITION | PM PEAK

- NO-BUILD STREET NETWORK, TRAFFIC
- SITE TRAFFIC
- SITE ACCESS/STREET MODIFICATIONS
- **OVERALL LOS MOSTLY UNCHANGED**

PM PEAK HOUR LEVELS-OF-SERVICE (LOS)



LEGEND

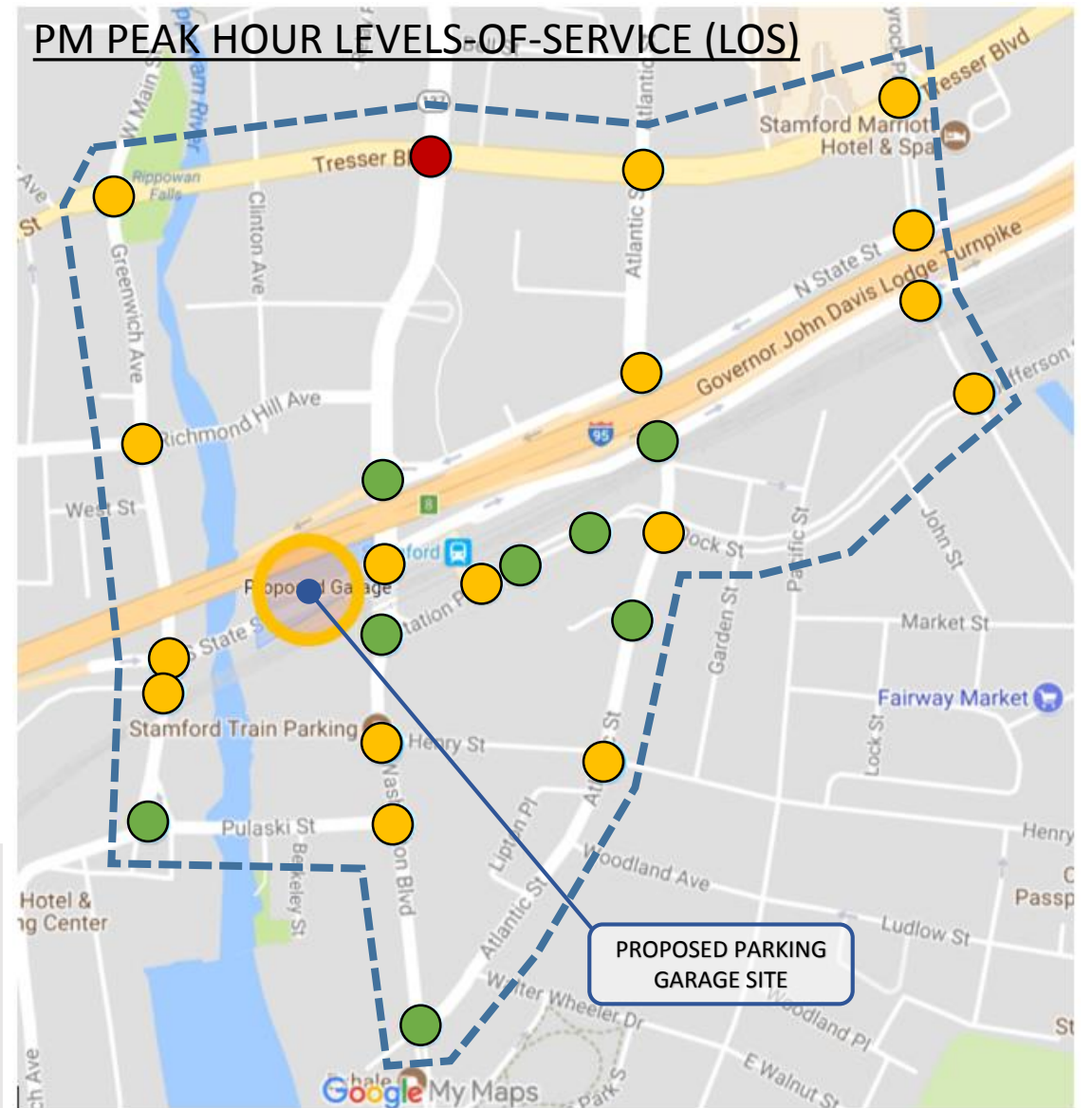
- LOS A-B
- LOS C-D
- LOS E-F



2021 BUILD MITIGATION

- SO. STATE ST. & WASHINGTON BLVD.
- NEW SIGNAL INFRASTRUCTURE
- OVERALL LOS E TO LOS D (WITH PM OPTIMIZATION)

PM PEAK HOUR LEVELS-OF-SERVICE (LOS)



LEGEND

- LOS A-B
- LOS C-D
- LOS E-F





Next Steps





Public Open House

Tuesday, October 30, 2018

4:00 – 8:00 pm

Stamford Transportation Center

Lower Level Meeting Room

(near CTTransit)



Next Steps

- Determine a preferred aesthetic concept
- Advance Preliminary Design for garage & pedestrian bridge
- Complete proper level of environmental review and documentation under CEPA
- Procure Design-Build team for project implementation (2019)
- Complete construction (2021)
- Maintain stakeholder outreach (on-going)



For Project Inquiries & Information

John Wyskiel, Project Engineer

CTDOT Facilities Design Unit

John.Wyskiel@ct.gov

(860) 594-3303

or

Navigate to **MAJOR PROJECTS WEBLINKS** at www.ct.gov/DOT



To Submit Comments

Comment Form | Leave here or mail back

or

Email | dot.environmentalplanning@ct.gov

****PLEASE SUBMIT ANY COMMENTS BY NOVEMBER 7, 2018****





Questions

