

May 27, 2020

Messrs. Joe Vaccaro and Jon Vaccaro
 1897 Post Road, LLC
 48 Rings End Road
 Darien, CT 06820

**RE: Parking Assessment
 1897 Post Road (U.S. Route 1) Site Redevelopment
 Norton, Darien, Connecticut
 MMI #7107-02-01**

Dear Messrs. Vaccaro:

We are pleased to provide this report summarizing our assessment of parking in connection with the proposed redevelopment to be located at 1897 Post Road (U.S. Route 1) in Darien, Connecticut. The development will replace a former bank building, which has more recently been used by a tile company, with approximately 3,600 square feet (SF) of ground-level commercial/retail space and five apartments above. For this parking evaluation, future parking demands that are anticipated by the development have been estimated and compared to the Town of Darien’s parking regulation requirements, and an analysis was conducted to determine the extent to which the parking at your proposed development could be shared among the different land uses throughout the day. Figure 1 shows the site location.

PROPOSED DEVELOPMENT AND ZONING PARKING REQUIREMENTS

The site is located at 1897 Post Road on the northwest corner of the intersection of Post Road (U.S. Route 1) and Dickinson Road, and is located in Darien’s Neighborhood Business (NB) zone. Once built, the proposed development will include 3,600 SF of retail space on the first floor with five residential apartments above, consisting of two 2-bedroom units and three 1-bedroom units. Specific retail tenants have not been identified at this time. As part of this development, the existing parking lot will be reconfigured and will include 24 total spaces. Based on each land use as noncompatible (without accounting for different time of day sharing of parking spaces), this development would require 25 total parking spaces, per sections 787(d) and 904 of the Town’s zoning regulations, shown below in Table 1.

**TABLE 1
 Non-Shared Parking Requirement Based on Town Regulations**

LAND USE	RATE	PARKING REQUIREMENT
Residential (7 bedrooms)	1 space per bedroom	7
Commercial/retail (3,600 SF)	1 per 200 SF	18
TOTAL		25

ZONING PARKING REQUIREMENTS AND SHARED-PARKING AT MIXED-USE DEVELOPMENTS

The 24 total spaces proposed to be built on this site are slightly less than the base zoning requirement of 25 spaces. However, the proposed 24 spaces are expected to be sufficient for two reasons: (1) the zoning regulation minimum parking requirements are high compared to industry statistical data, particularly for retail (discussed further below), and (2) the zoning regulation minimum parking requirements alone do not take into account shared parking for developments with more than one land use.

Regarding shared parking, it is known that residential parking typically peaks at night and commercial parking typically peaks during the day/early evening. On any given day, based on common parking and travel patterns, some of the parking spaces on this site will be able to generally accommodate commercial activity parking during one portion of the day and resident parking during another portion of the day. Again, it is important to note that the zoning regulation parking requirements alone (Table 1) do not account for this. In other words, applying zoning regulation parking requirements alone (Table 1) to a mixed-use development can incorrectly assume that the residential and the commercial uses on this site will peak at the same time of day. To account for shared, mixed-use parking, section 905 of the Darien Zoning regulations allow for the joint (shared) use of a parking lot. While the regulations do not specify a shared-parking analysis methodology to use, for this study we used that of Urban Land Institute (ULI) *Shared Parking, 3rd Edition (2020)*.¹ Note that the Institute of Transportation Engineers' (ITE) *Parking Generation Manual, 5th Edition (2019)*² was also reviewed, and the recently released ULI data was found to be slightly more conservative. Both ULI and ITE are widely accepted as the industry standards in parking planning.

Based on this shared-parking analysis, it can be anticipated that parking on this site will be busiest during late afternoon/evenings on weekdays and afternoons on weekends when the commercial parking may likely be peaking and the residential parking could be at around 70% to 85% of its overnight peak. It is this dip in residential parking demand during the afternoon-evening that lowers the zoning required parking below 25 spaces. Figure 2 graphically shows this assessment. As discussed next, when looking entirely at up-to-date industry data it is found that the zoning requirements by comparison are overly high and that the anticipated parking demands for this site will peak comfortably within the proposed on-site parking supply of 24 spaces.

INDUSTRY DATA PARKING ESTIMATES

Lastly, to most realistically evaluate the adequacy of the 24 spaces proposed to be built on site, estimates were made of new parking demands for the proposed development using the latest available up-to-date statistical data in the ULI *Shared Parking* manual. The ULI parking generation estimates and hourly variations were used to determine the shared parking profile throughout a typical weekday and weekend. This analysis found that peak shared parking demands would be anticipated to be around 15 parked vehicles, indicating that the Town regulation requirements themselves are higher than the industry data and further indicating that the 24 parking spaces will be sufficient for typical conditions. Table 2 below summarizes the anticipated shared parking demand for several times during the day based on the ULI

¹ *Shared Parking, 3rd Edition—Urban Land Institute, 2020*

² *Parking Generation, 5th Edition—Institute of Transportation Engineers, 2019*

industry data. The hourly shared parking profile for both a typical weekday and weekend can be seen the bar graphs of Figure 3.

TABLE 2
Shared Parking Estimates Based on Industry Data

TIME OF DAY	LAND USE	PARKING DEMAND TIME OF DAY PEAKING PROFILE	
		WEEKDAY	WEEKEND
Morning <i>(Generally 6 a.m. to 10 a.m.)</i>	Residential	3	5
	Retail	7	8
	Total	10	13
Midday/early afternoon <i>(Generally 11 a.m. to 4 p.m.)</i>	Residential	3	5
	Retail	9	10
	Total	12	15
Evening <i>(Generally 5 p.m. to 10 p.m.)</i>	Residential	5	6
	Retail	9	9
	Total	14	15
Night <i>(Generally 11 p.m. to 5 a.m.)</i>	Residential	7	6
	Retail	2	2
	Total	9	8

SUMMARY

In summary, the land uses proposed have compatible time-of-day parking demand patterns such that there are multiple uses of spaces by more than one land use. Some spaces will be used during the day by the retail land uses on site and then those same spaces will be used by the on-site residential land uses at night, for instance. Based on this study and the use of the most current shared-parking principles and methodology, it is expected that 24 parking spaces at 1897 Post Road will be adequate.

We hope this is useful to you and the Town of Darien. Please call either of the undersigned if you have any questions.

Very truly yours,

MILONE & MACBROOM, INC.



David G. Sullivan, PE, Associate
 Manager of Traffic & Transportation Planning



Neil C. Olinski, MS, PTP
 Lead Transportation Planner

Enclosures

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