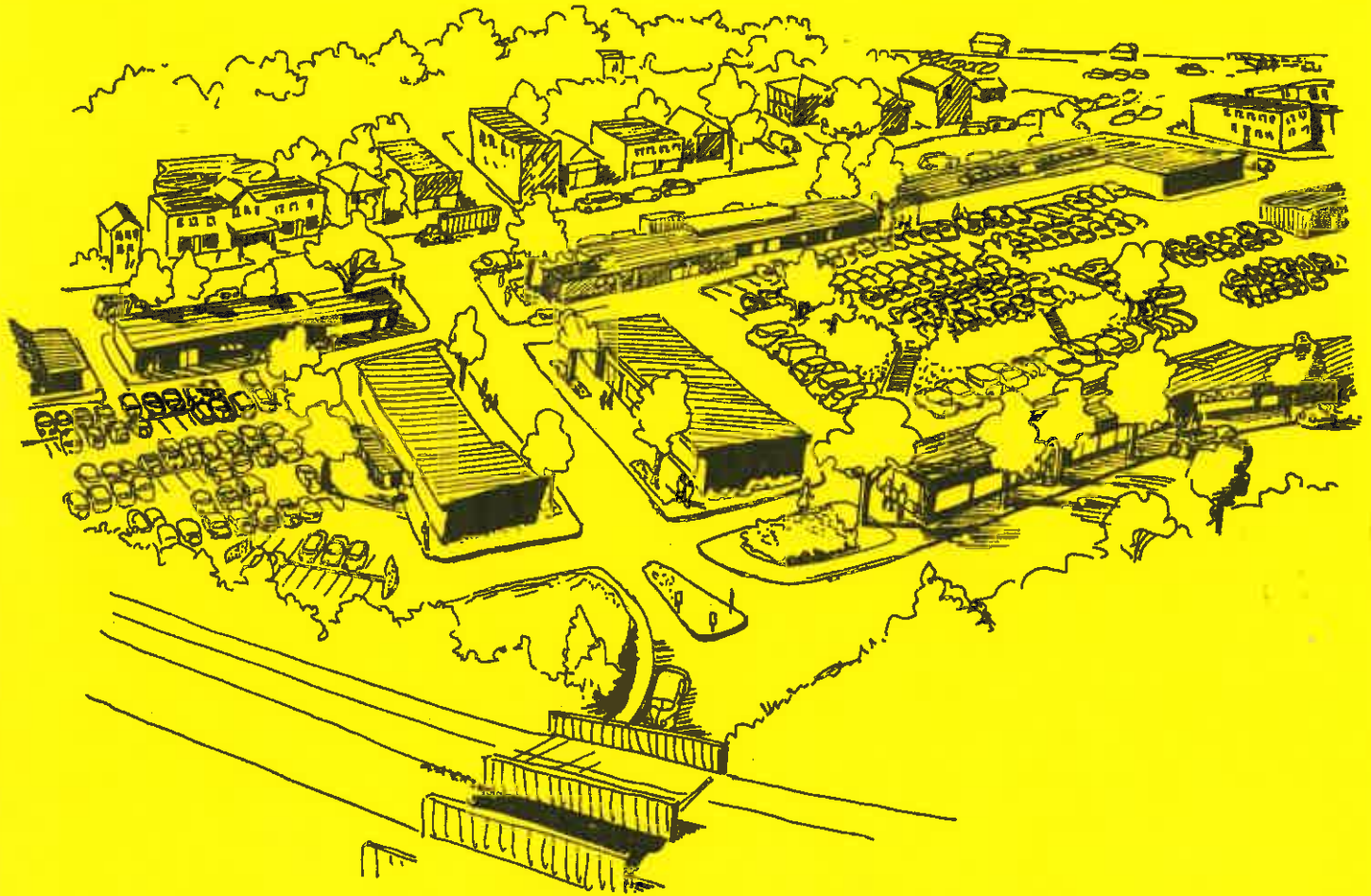


OFF-STREET PARKING PLAN FOR DARIEN CENTER



REPORT TO THE DARIEN TOWN PLAN AND ZONING COMMISSION

FREDERICK P. CLARK

CONSULTANT

JULY, 1954

July 19, 1951

Board of Selectmen
Darien, Connecticut

Dear Sirs:

We are transmitting to you herewith an OFF-STREET PARKING PLAN for DARIEN BUSINESS CENTER, as prepared by Frederick P. Clark, consultant, and approved by the Darien Town Plan and Zoning Commission. This is the plan recently endorsed by the Town Departments Committee.

We believe there is no doubt that such a plan is necessary for the Town of Darien. To substantiate this opinion we should like to quote a few facts from the results obtained by activating such a plan in the Town of New Canaan, a near neighbor to whom much of Darien's logical business has gone.

New Canaan's plan was started in 1940. Between 1940, before the plan, and 1950, a period of ten years, the following changes in the retail business of that Town resulted. The figures are shown with comparable figures for the Town of Darien.

	<u>NEW CANAAN</u>			<u>DARIEN</u>		
	<u>1940</u>	<u>1950</u>	<u>Increase</u>	<u>1940</u>	<u>1950</u>	<u>Increase</u>
Population	6,221	7,967	28%	9,222	11,278	22%
Volume Retail Business	\$4,216,000	\$19,100,000*	354%	\$2,858,000	\$9,500,000*	230%
Bank Deposits	4,119,000	14,651,000	260%	3,210,000	8,965,000	180%
Taxable Retail Merchandise Inventories	138,000	1,216,000	780%	144,000	441,000	210%

* 1949 - Exclusive of food and gasoline - being the figures available from
Sales Tax sources.

Some of the foregoing figures are difficult to evaluate, due to different methods of assessment and different assessment policies during the period tested. The trend, however, is obvious, though we believe it was started before 1940. The construction of the first parking lot in New Canaan was forced by the growing shortage of curb parking. We believe that the construction of the first parking lot and those constructed subsequently kept the trend from tapering off and in fact accelerated it.

Darien has dropped a long way behind and an increasing volume of business is not only being diverted to New Canaan, but also to Stamford, Ridgway Center, Glenbrook, Springdale and Rowayton. No matter where their theoretical loyalties lie, people will shop where they can do so with the minimum of inconvenience. Other factors do not necessarily need to be entirely equal.

There can be no doubt that the whole future financial outlook of our Town may be seriously influenced by the present parking dilemma. The loss of business and the resulting tax loss to other communities and the fact that we have no industry as a source of tax revenue and do not want any, both point forcefully to the need of building up an active, healthy and therefore taxable retail business within our borders.

New Canaan's most recent parking lot cost \$200,000.00 and accommodates 150 to 180 cars at the most.

The proposal submitted to you herewith provides for 500 cars, with a future expansion to 800 cars. The total cost, including access drives and the like, is conservatively estimated to be less than \$200,000.00.

We have knowledge of some plans, other than bond issues, which have been used in other communities to finance off-street parking lots. We should be very

glad to acquaint you with the details of those plans should you so desire. These plans do not include the use of parking meters, for the evidence shows that the use of meters defeats the very purpose of off-street parking by creating definite irritation and resistance on the part of the shopper. In addition, we find that the net take from meters is relatively small when the costs of amortization, collection, accounting and, above all, of policing, are properly included in the figures.

Our study of the entire problem shows that means must be found to take prompt action on this matter. We hope that the gravity of the situation will be appreciated.

Very truly yours,

DARIEN TOWN PLAN AND ZONING COMMISSION

by Lurette V. A. Guild, Chairman

Town Plan and Zoning Commission

Darien, Conn.

Gentlemen,

In accordance with your request I have prepared and submit herewith a plan for development of off-street parking in the Darien business center.

A preliminary survey has been made of the parking situation in the Noroton Heights business section. In view of the substantial amount of parking space found to be available there in proportion to business establishments, there seems to be no parking space shortage there at present.

In transmitting this plan I wish to express appreciation for the helpful cooperation of Walter Bates, Superintendent of Highways, Edward Mugavero, Police Chief, and the Darien Business Association, through its president, Russell J. Fairbanks.

Respectfully yours,

A handwritten signature in cursive script that reads "Frederick P. Clark". The signature is written in dark ink and is positioned above the printed name and title.

Frederick P. Clark
Consultant

June 2, 1951

DARIEN'S PARKING PROBLEM

Darien residents have invested perhaps \$8,000,000 in motor vehicles and another \$5,000,000 or more in structures to keep these vehicles out of the weather. The Town has spent many millions on roads, streets and bridges to make it possible for these cars to get from one place to another.

The parking problem comes from the fact that no investment has been made in providing a place to park these vehicles once they get there-- in the central business area. Insofar as customers are concerned almost complete reliance has been placed upon use of curb space. And this curb space has become smaller and smaller in comparison with the total number of motor vehicles, until today it is ridiculously small.

This is no problem unique to Darien. All other communities have been afflicted with this problem arising from the increasing number and use of motor vehicles. But with the substantial growth of the Town during the last several years, the problem has changed from one of nuisance to one of economic effect as well. Because the normal growth of business and the taxes that come from business valuation have not kept pace with the residential growth of the Town. A check of central business district property valuations from 1936 to 1950 shows an 18.5% increase compared with a forty per cent increase in total Town Grand List. A chief reason for this is the fact that many Darien people are finding it more convenient to shop in nearby communities. This means loss of business and business taxes in Darien, with increased taxes on homes. And it means that Darien residents lose the convenience of finding in Darien many good shops that would ordinarily be located here.

It means one other thing. Since the available parking space severely limits the amount of customers that can get to the business section, there is

incentive to establish new businesses in other sections of Town. This means a pressure to intrude upon sections now developed for residence. Since Darien is a residential town, its future depends upon holding business in its established locations and out of residential areas.

There are some who favor scrapping established business areas and setting up new ones with plenty of parking. There is no question that such new well-designed centers can be built and be successful as business ventures. But that success is more than offset by decline of the established business areas, followed by the deteriorated conditions that result from loss of patronage. Communities all over the country are endeavoring to find ways of eliminating such run-down conditions. It is costly and a difficult problem. The best method is to avoid creating such conditions.

By far the best policy for any town is to maintain and revitalize its present business development. That means providing it with accessibility to its potential customers (parking space) so that it is worth while to have private investment in good shops and professional services.

HOW MUCH PARKING SPACE IS NEEDED?

In general, the demand for parking space varies with the time of day, day of the week and the time of the year. During the peak of weekly shopping on Friday, the demand is higher than average, and during Christmas week it is at its highest. Just as in the case of any other public facility, whether water, electricity or transportation, capacity should be designed to take care of the peak demand; and economical and businesslike planning requires also that allowance be made for future growth.

In order to better understand the demand for parking facilities it may be of value to review briefly why the parking problem is as great as it is.

In the first place, there are more people than there used to be in Darien: 22 per cent more than in 1940: 62 per cent more than in 1930.

Secondly, there has been an even greater increase in the number of families, and this influences our registration totals more than population growth does. Darien has had almost a 40 per cent increase in families in the last ten years, compared with a population increase of only half that amount.

In the third place, there are more cars per family than used to be the case. While no specific data is available, it is undoubtedly true that there are more two-car families today.

A fourth factor is the fact that the average car is used more today than used to be the practice. In other words, the average driver takes the car out more times a day, and thus tends to increase the parking space demand at the destination, quite often "downtown".

A fifth factor is the greater dimensions of present-day automobiles -- longer and wider. While the auto manufacturers appear to have called at least a temporary halt in the process of making them larger, the number of older and smaller cars on the road are gradually being replaced by the newer and bigger cars. This means that any given amount of parking space will accommodate fewer cars.

Still another factor in parking demand, usually forgotten by the customer-parker, is the existence of others than the customer who must also park their cars:

1. The employers and employees (not only stores, but business and professional offices, Town departments, etc.)
2. The delivery trucks of stores and supply trucks from out-of-town.
3. Travelling sales representatives and repair personnel.
4. Buses and taxis.
5. Occupants of apartments and houses in the business area.

All of these various users of parking space are substantial in number and must be accommodated.

Finally, in speaking of parking space demand, it must be recognized that lack of parking space has shifted local business to other towns. Consequently, present business is not a fair basis for determining the actual parking demand of the townspeople of Darien.

Darien Business Center

The center has 120 business and professional establishments. Exclusive of automotive businesses, the lumber yard, theater and Methodist Church, the total business floor space is about 148,000 square feet. Using a widely accepted standard of one car space per 100 square feet of restaurant space, and per each 175 square feet of other commercial and office space#, the center should have a total of about 850 car parking spaces, exclusive of the Church, theater, lumber yard and automotive establishments, as mentioned above.

A survey of the 120 establishments discloses that they have a total of 487 employees, and that 342 of them come to work in their own cars. This is an unusually high proportion, but due of course to the lack of mass transportation to serve their needs.

There are also about 50 families living in the business area, not including those on King's Highway South. So far as can be determined, these families

#Two square feet of parking space per square foot of business floor space,

have a total of twelve cars, a few of which are undoubtedly parked in the business area during the day.

Another general method used in determining parking demand indicates that at a peak period, and if sufficient space is available one of every four cars registered in the community would be "down town". On the basis of the 5,316 cars currently owned in Darien that would mean about 1,300 cars.

The above would indicate that about 1,250 car parking spaces is a reasonable working estimate of probable demand based upon present development. Since the Town now has only 60 per cent of the amount of developed business property that would be found in the usual town of its size,### it can be seen that additional parking space is required to handle the local business that is now going to other nearby towns.

In addition, there should be some allowance for future growth of the Town. A preliminary estimate indicates that Darien's population may be about 25 per cent higher in another eight to ten years. This should mean a corresponding increase in local business, provided adequate parking is provided. A 25 per cent increase for definitely foreseeable business expansion, would mean a total demand of 1,540 to 1,625 parking spaces, in the Darien business center.

Lest that figure seems to be too high, it should be observed that a 25 per cent increase in population will be accompanied by at least that much increase in motor vehicles. The total, therefore, may jump from the present 5,316 cars and trucks to as many as 7,000 motor vehicles.

Darien has about 3,400 feet of developed business frontage, excluding purely Post Road businesses. The average town has about 50 feet of developed frontage per 100 population. That would mean 5,600 feet for a town of Darien's size.

HOW MUCH PARKING SPACE IS AVAILABLE?

The accompanying map shows the location and number of legal parking spaces at the curb in the business area, as well as the location of all places where cars are now parked or stored on private property.

At the Curb

There are 10,470 linear feet of curb in the area considered. Parking is permitted at 5,450 feet (52%) of this space. The remaining curb space is used for cross-walks, fire hydrant zones, taxicab stands, bus loading zones, corner clearance zones, and driveways to private property.

Available curb space can accommodate a maximum of 286 cars, if completely used. Of course, in order to permit a "turnover" of cars, no more than 80 or 90 per cent of these spaces can be used at any average time. So the practical average capacity at the curb is somewhere between 230 and 260 cars. One hundred fifty three curb spaces are restricted to two-hour use.

On Private Property

A number of the business establishments are utilizing odd open bits of their properties for parking and storage of cars. These are, with a few exceptions, used by the proprietors and their employees. Omitting storage of cars on garage, auto sales and gas station properties, the total cars that can presently be parked on private property is estimated at 335. This includes the Stamford Trust Co. lot and the Theater lot.

This total is about equivalent to the 282 cars of employers and employees, exclusive of automotive establishments, daily parked in the business area, and the additional parking of trucks while loading and unloading merchandise.

Spaces on garage, auto sales and gas station properties total 170. These

are used for storage of cars displayed for sale, for those being repaired or serviced and for the parking of about 60 cars of the proprietors and employees of these automotive establishments.

In Summary

The 286 curb parking spaces represent the practical total capacity presently available to shoppers and others coming to the center on business and allowing for the desirable turnover in use of curb space, the curb can accommodate from 230 to 260 cars at any given time.

USE OF EXISTING PARKING FACILITIES

Three checks of parking space use have been made, one on a Tuesday afternoon and one on a Saturday afternoon in January, 1951, and one on Friday, June 1, 1951, each between 3:00 and 4:30 p.m. On the Tuesday afternoon 542 cars were parked at one time, representing 69 per cent of the total spaces available. On the Saturday afternoon, a relatively light shopping period, 433 spaces were occupied, or 55 per cent of the total available. The Friday check showed 586 spaces in use, representing 74 per cent of total capacity.

The surveys found that of the above totals 208, 145 and 216 cars were parked at the curb on the Tuesday, Saturday and Friday respectively. These figures represent 73 per cent, 51 per cent and 76 per cent of the total spaces available.

The spaces not used were primarily those on the outer edges of the business district, least convenient to the centrally located shops. Generally speaking, the centrally-located curb parking spaces were used to practical maximum capacity.

PROPOSED OFF-STREET PARKING PLANAdditional Space Needed

This study indicates that about 500 additional parking spaces are required to meet present Town needs. To allow for further business development resulting from Town growth in the next few years, it is recommended that space be provided for at least 800 cars. The improvement of the last 300 parking spaces can be postponed for a few years.

An Excellent Opportunity for Development

Darien, unlike many other communities, has the space and the opportunity to build its present central business area into a first-class shopping center. With the completion of the By-Pass, the Post Road will become more desirable and pleasant for local traffic. There is enough space that can be used for needed parking as well as for business development. And if the needed parking areas are provided in convenient locations and in attractive design, there is enough present Town purchasing power to be recaptured and sufficient prospect of added purchasing power from the Town's rapid growth to warrant private investment in new shops and improvement of many existing stores.

The area is mostly level and lends itself to an increasingly compact development, rather than one of attenuated form. The value of this lies in the ability of a shopper to find his or her several destinations reasonably close, thus being able to take care of them without having to repark the car each time.

A further advantage of the situation lies in the fact that it is possible to secure adequate initial parking development almost entirely on vacant land.

In the business section, on the Post Road south of the railroad, about 600 feet of frontage is available for business expansion and could be expected to be developed if adequate parking is provided. In addition, property

adjoining the proposed parking areas on side streets would become useful for business development, provided such parking is made available. There seems to be adequate land for all foreseeable business expansion needs of the Town, recognizing that part of that business development will be in other business sections in Darien.

The Parking Plan

It is recommended that the land at the rear of business property from Center Street to the By-Pass right-of-way near LeRoy Avenue (shown on accompanying map) be acquired and developed for off-street parking. This will accommodate about 700 cars.

In order that these areas may be developed and used with the maximum of effectiveness it is recommended that a new street be laid out through these parking areas. This would extend from Center Street to Corbin Drive, continuing from there at the rear of the store properties and then swinging around to the Post Road opposite the Theatre parking lot. All the public parking areas would adjoin this street, which can be noted on the accompanying map.

Experience of many communities with parking areas shows that maximum use and value results when people can drive by and see where the parking space is available. Parking areas at the rear of business property and reached by access driveways from the main street are ordinarily poorly used.

It is also recommended that the land at the rear of business property on the west side of the Post Road adjacent to the railroad property, Day Street and Squab Lane, as shown on the accompanying map, be similarly acquired and developed. This will accommodate about 120 cars. These smaller areas do not lend themselves to a public access street as on the other side of the Post Road, but additional access (one-way) should be provided from the Post Road, as indicated on the map.

Also Day Street should be extended through to Squab Lane.

It is also suggested that a means be worked out to secure full and attractive development of the property on the north side of Center Street for additional parking in connection with Tokeneke Road stores.

Some of the area to be included in the off-street parking areas lies outside the present business zone, and it is recommended that the Town Plan and Zoning Commission revise the zoning map so as to legally provide for this needed use of land. In so doing, however, it should insure that the parking development meets good standards of design, covering safety, attractiveness and avoidance of nuisance.

Estimated Cost

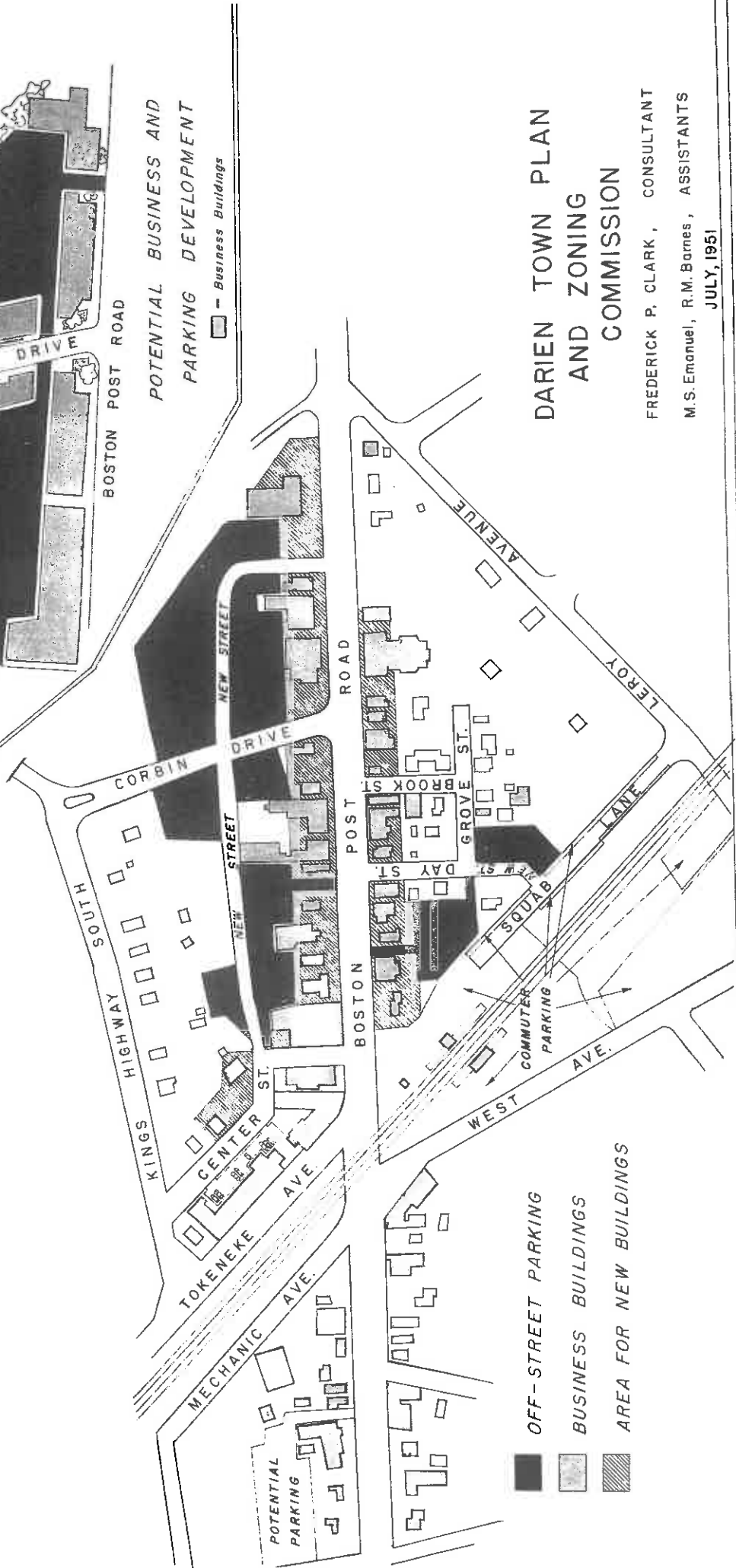
The total assessed valuation of the property recommended for acquisition and development is \$40,970. Without specific appraisals of the portions of property included in the parking development an accurate cost figure cannot be given. But if it is assumed that three times the assessed valuation were paid, on the average, the total acquisition cost would be about \$123,000.

Grading, drainage and paving costs are estimated at about \$100 per car space, including access drives. For the total of 812 car parking spaces that could be provided in the area recommended for acquisition this would mean a total cost of \$81,200. for improvement. Since it is suggested that space for 500 cars be developed at first (the remainder at a later date) the initial improvement costs would be about \$50,000.

Total estimated cost of land and initial development would be \$173,000.

Of the above total \$20,000. represents the estimated land and improvement cost of the new public street through the parking areas, leaving a total cost

PLAN FOR OFF-STREET PARKING -- DARIEN



DARIEN TOWN PLAN AND ZONING COMMISSION

FREDERICK P. CLARK, CONSULTANT
M.S. Emanuel, R.M. Barnes, ASSISTANTS
JULY, 1951

of \$153,000. directly attributable to the parking area development. For the amount of capacity this would be comparatively one of the lowest cost parking developments in the metropolitan area.

In order to allow for engineering plans, appraisal fees, legal expenses and contingencies, it is suggested that a cost estimate of \$200,000. be used.

FINANCING THE PARKING DEVELOPMENT

Theoretically, there are several different ways in which the parking development may be financed:

1. By assessment of costs against adjacent property owners.
2. By voluntary payment of costs by these property owners.
3. By gift (of land or money).
4. By general public subscription.
5. By Town appropriation.

Experience of other communities shows that no matter which of these methods may be used for eventual allocation of costs, direct Town action is required to acquire and develop the parking facilities in established business centers.

There are several reasons why it cannot be accomplished by private action:

1. It is usually impossible to secure the financial participation of all merchants or property owners in the district, and those who do participate soon tire of financing parking used by competitors who do not pay their share or are unwilling to pay at all.
2. A private group usually cannot purchase all the property necessary to the development of the off-street parking plan. Some property owners will hold out for a prohibitive price and others will not sell at all.
3. There is no assurance that parking developed by a private group would continue to be available. It might become too "valuable" or too

"expensive" to maintain and be sold for building purposes.

In other words to insure permanency, equitable distribution of costs and ability to acquire all necessary property for the development, Town action is needed. This method recognizes the parking facilities as an integral part of the Town street system, used not by a special group but by the entire population.

Accordingly, it is recommended that the Town acquire and develop the parking areas shown on the accompanying plan. It is suggested that the parking development be financed either through a bond issue or through current budget appropriations over a couple of years. A combination of bond issue and current appropriations would be another possible method.

If the Town desires, all or part of the cost could be assessed against business district property over a period of years, or parking fees could be collected from users of the facilities. However, experience indicates that improved values of property served by the new off-street facilities will produce enough additional taxes over the years to pay the costs of the parking. In other words, the parking should be thought of as an investment in an improved Grand List rather than as an expense.

With regard to parking meters, experience is against their use in parking areas and, in fact, over 80 per cent of municipal parking facilities in the metropolitan area are available for use without charge.

A bond issue of \$200,000, financed over a 20 year period, would require an annual appropriation of about \$12,000 for principal and interest.

What Other Places Similar to Darien Have Done

One factor in determining Darien's ability to finance off-street parking is

what other places of about Darien's size and means have done. These are not necessarily complete programs, but represent status as of 1950.

	1950 Population	Capacity of Municipal Off-street Parking Areas	Cost
New Canaan	7,968	480 spaces	\$227,000
Rye, N. Y.	11,745	590	500,000
Cedarhurst, N.Y.	6,021	556	311,600
Freeport, L. I.	24,589	1,779	737,000
Garden City, L. I.	15,084	2,313	334,270
Great Neck Plaza, L.I.	4,228	360	180,000
Port Washington, L.I.	15,000	246	180,000
Bronxville, N.Y.	6,718	202	448,722
Larchmont, N.Y.	6,293	265	190,000

How Have Other Places Financed Parking

A survey by the Regional Plan Association, Inc., 205 E. 42d Street, New York, N. Y. shows that in 60 suburban municipalities in this metropolitan area that have established municipal parking facilities, 52 per cent of land for parking has been financed through bond issues or current budgets. Sixteen per cent of such land has been financed by assessment of cost against benefitting property. Three per cent use parking meter revenues. The remainder have used tax-foreclosed property, leased land, public subscription or gifts. In practically all municipalities the cost of parking improvements have been financed by bond issues or current budget appropriations.

A Relatively Small Investment Required

For an amount equal to about one and one-half per cent of the present investment in motor vehicles, garages, driveways, streets and bridges in Darien, the parking problem can be met. For an additional one per cent the future can

be protected.

The necessary investment is less than \$40.00 per motor vehicle in Town. The financing of this amount is equivalent to less than five cents per motor vehicle per week, a lesser amount by far than that the average motor vehicle now pays in parking meter fees in other nearby communities.

COMMUTER PARKING

This report deals with the business district parking problem. In Darien, as in a number of other communities, the railroad station is nearby and the overflow of commuter cars can cause added difficulty in the business district. However, in the main, this study indicates that commuter parking will not be an important factor in the business district parking problem unless some of the present commuter parking space should be withdrawn by the railroad company or unless added commuter parking is not provided to keep step with increased commuter cars.

There are two suggestions relative to the railroad that should be discussed here.

1. That railroad schedules be revised so that added commuter trains stop at Noroton Heights station, thereby making it possible for more Heights residents to use that station instead of the Darien station. It is submitted that the transfer of Noroton Heights commuters' cars would make added space available at Darien Station.

This reasoning seems sound. The difficulty is that the railroad maintains that, for reasons of schedule and station alignment conditions, it cannot make the suggested change. Until these conditions change and the railroad is willing to revise its schedule, there appears nothing further that the Town can do.

2. That the Darien and Noroton Heights stations be replaced by a new railroad station at a midway point serving all sections of Darien with improved schedules and having better traffic conditions. It is submitted that this would relieve both the Darien and Heights business districts of parking and traffic congestion and make added land available for business and parking development.

This proposal also has very considerable merit. The difficulty here is the question of who would build the new station. Perhaps there would be economies accruing to the railroad company from maintenance of one less station, from ownership of less land and from savings in schedule time that would make it of interest to the company. This should be investigated further officially, but for the present it does not substantially affect the recommendations in this report.

The commuter parking problem has been accommodated traditionally on railroad property. Only recently when commuting has grown greatly at certain stations has some commuter parking overflowed upon public streets. But generally the cost of parking has been borne by the railroad, and, in the fare paid, by the commuter as a part of his transportation cost. There is reason for the cost of commuter parking being borne by the railroad rather than the community, since the railroad pays no Town taxes.

It is recommended that the zoning ordinance be revised so as to require off-street parking as a necessary adjunct to railroad stations as it is already required in connection with other business uses of property.

PARKING SURVEY
Central Business Section, Darien, Conn.

Table 1: Analysis of Spaces Currently Available or in Use *

Types of Spaces	SOUTH OF RAILROAD		NORTH OF RAILROAD		TOTAL #
	West of Post Rd.	East of Post Rd.	West of Post Rd.	East of Post Rd.	
Unrestricted Curb Spaces	0	70	23	40	133
Two-hour Curb Spaces	73	71	9	0	153
Total Curb Spaces	73	141	32	40	286
Off-Street Spaces (Exclusive of properties used for automotive purposes)	129	124	48	34	335
Total Curb and Off-Street Spaces	202	265	80	74	621
Parking Spaces at Garages, gas stations and auto salesrooms	15	70	20	65	170
Total Spaces including Automotive uses	217	335	100	139	791

* Source: Field Survey 12/28/50

Does not include R.R. station parking west of Post Road
Limits of curb parking included in above count -- No spaces counted on Leroy Ave. 60' south of center on King's Highway South. 450' east on Mechanic Ave. - from Post Rd., 200' east on south side of Sedgewick Ave. from Post Rd., 200' west on Mansfield Ave. from Post Rd., 750' east on Tokeneke from Post Rd.

PARKING SURVEY
Central Business District, Darien, Conn.

Table 4: Summary of Parking Space Actually in Use
Between the Hours of 3-4:30 p.m. *

Types of Spaces	SOUTH OF RAILROAD			NORTH OF RAILROAD			TOTAL (1)
	West of Post Rd.	East of Post Rd.	Total	West of Post Rd.	East of Post Rd.	Total	
Unrestricted Curb Spaces	0	62	62	17	29	46	108
Two-hour Curb Spaces	42	54	96	4	0	4	100
Total Curb Spaces	42	116	158	21	29	50	208
Off-street Spaces	38(a)	170(c)	208	47	79(b)	126	334
Total Spaces	80	286	366	68	108	176	542

* Off-street spaces, Tuesday, 1/2/51; curb spaces, Wednesday, 1/17/51

Table 5: Summary of Spaces Actually in Use on Saturday, Jan. 13, 1951
Between the Hours of 3-4:30 p.m.

Types of Spaces	SOUTH OF RAILROAD			NORTH OF RAILROAD			TOTAL (1)
	West of Post Rd.	East of Post Rd.	Total	West of Post Rd.	East of Post Rd.	Total	
Unrestricted Curb Spaces	0	27	27	13	15	28	65
Two-hour Curb Spaces	38	50	88	2	0	2	90
Total Curb Spaces	38	77	115	15	15	30	145
Off-street Spaces	34(a)	114(c)	148	53	87(b)	140	288
Total Spaces	72	191	263	68	102	170	433

(1) Does not include R.R. station parking West of Post Road

(a) Does not include theatre parking area

(b) Does not include Fire Dept. Lot
(c) Does not include Bank Lot

PARKING SURVEY
Central Business District, Darien, Conn.

Table 6: Mode of Transportation Utilized by Persons Working in Central Business Area
February 1951

Mode of Transportation	Number of Employees						TOTAL
	SOUTH OF RAILROAD			NORTH OF RAILROAD			
	East of Post Rd.	West of Post Rd.	Total	East of Post Rd.	West of Post Rd.	Total	
Own Car*	178	72	250	54	38	92	342
Other's Car	16	2	18	9	13	22	40
Bus	25	14	39	0	1	1	40
Train	12	3	15	3	0	3	18
Walk	21	7	28	6	7	13	41
Totals	252	98	350	72	59	131	481

* Excludes cars which are garaged

Source: Field survey of business establishments

PARKING SURVEY
Central Business District, Darien, Conn.

Table 7: Place of Residence of Persons Working in Central Business District
February 1951

Place of Residence	Number of Employees						TOTAL
	SOUTH OF RAILROAD			NORTH OF RAILROAD			
	East of Post Rd.	West of Post Rd.	Total	East of Post Rd.	West of Post Rd.	Total	
Bridgeport	2	1	3		1	1	4
Brooklyn, N.Y.		1	1				1
Cos Cob	2		2		1	1	3
Darien	107	50	157	34	13	47	204
Danbury	1		1				1
Fairfield	4		4				4
Glenbrook	6		6				6
Greenwich	2		2				2
Harrison		1	1				1
Hartford		1	1				1
Milford							
New Canaan	4	3	7	2	1	3	10
New Haven	1	2	3				3
Noroton	17	2	19	6	5	11	30
Noroton Heights	7	3	10	11	3	14	24
Norwalk	45	16	61	4	14	18	79
Old Greenwich	2		2				2
Pratt Island	1		1				1
Ridgefield							
Rowayton	3		3	1	1	2	7
Rye	1		1				1
South Norwalk							
Springdale	1	1	2	2	1	3	5
Stamford	45	14	59	10	18	28	87
Tokeneke		2	2				2
Westport							
Wilton	2		2	1		1	3
TOTALS	253	102	355	72	60	132	487

Source: Field survey of business establishments

PARKING SURVEY
Central Business District, Darien, Conn.

Table 8: Summary of Establishments by Type in Central Business Area
February 1951

Type of Establishment	Number of Establishments						TOTAL
	SOUTH OF RAILROAD			NORTH OF RAILROAD			
	East of Post Rd.	West of Post Rd.	Total	East of Post Rd.	West of Post Rd.	Total	
Retail	39	11	50	8	12	20	70
Wholesale	1		1				1
Automotive	4	1	5	4	1	5	10
Professional	6	21	27		1	1	28
Bank	1		1				1
Theatre		1	1				1
Church	1		1				1
Restaurants	3		3	1	1	2	5
Library	1		1				1
Utility Office	1		1				1
Post Office				1		1	1
Town Hall					1	1	1
TOTAL	57	34	91	14	16	30	121