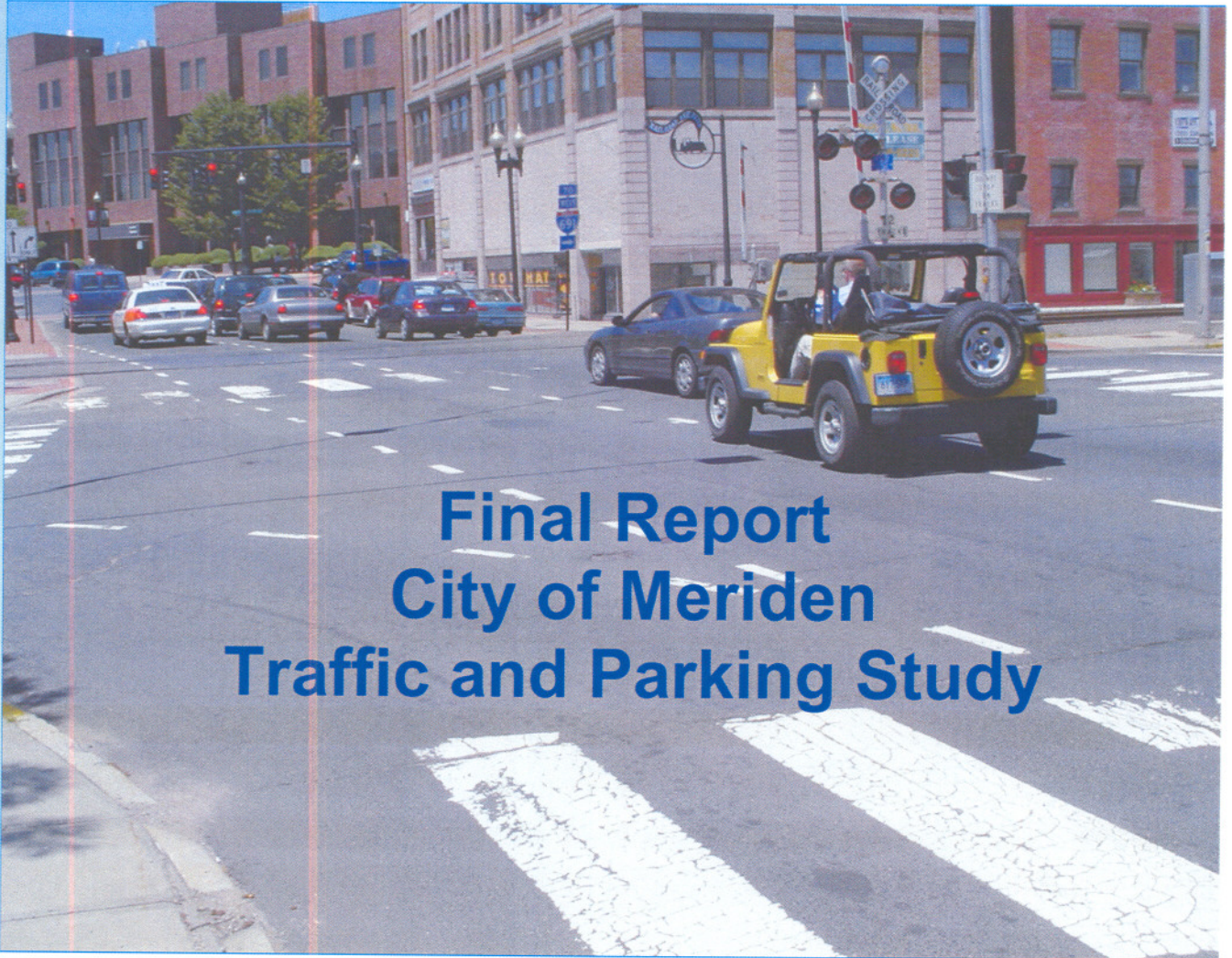


City of Meriden



Final Report City of Meriden Traffic and Parking Study

August 12, 2005

TABLE OF CONTENTS

**FINAL REPORT
CITY OF MERIDEN TRAFFIC AND PARKING STUDY**

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1.0 EXECUTIVE SUMMARY	1
2.0 INTRODUCTION	2
3.0 EXISTING CONDITIONS.....	3
A. Parking Inventory.....	3
B. Parking Occupancy Study.....	6
C. Parking Turnover Study.....	10
4.0 PARKING NEEDS ASSESSMENT	11
A. Determination of Vacant and/or Developable Properties	11
B. Determination of Parking Demand	14
C. Summary of Future Parking Demand	15
5.0 PUBLIC OUTREACH PROCESS	19
A. City's Objectives.....	19
B. Key Assets	20
C. Steering Committee Input and Recommendations	20
D. Business Owner Surveys.....	21
6.0 RECOMMENDATIONS	24
A. "Now" Recommendations	25
B. Short Term Improvements	29
C. Long Term Improvements	30
D. Preliminary Order of Magnitude Cost Estimates.....	32
7.0 CONCLUSIONS.....	32

**FINAL REPORT
CITY OF MERIDEN TRAFFIC AND PARKING STUDY**

TABLE OF CONTENTS (Continued)

SECTION

APPENDIX A

Parking Occupancy Data and Bar Charts

APPENDIX B

Steering Committee and City Workshop Meeting Notes

APPENDIX C

Business Owner Survey

APPENDIX D

Preliminary Order of Magnitude Cost Estimates

1.0 EXECUTIVE SUMMARY

The City of Meriden has promoted economic development and enhancement improvements in an ongoing revitalization of the central business district downtown. Future growth from the relocation of the Middlesex College, new restaurants, and the City Center Initiative will place further burden on the existing parking facilities downtown and exacerbate the perception of a parking shortage in Downtown Meriden. This study was undertaken to provide a better understanding of existing Downtown parking conditions, project additional future parking demand from proposed developments, and develop a series of short and long term parking improvement strategies and concept plans. An extensive public involvement process was conducted to obtain valuable input from City staff, local business owners, and other key stakeholders. This study is intended to serve as a guideline to assist elected officials, regulating boards and commissions, and City staff in making policy decisions on the wide variety of parking and access issues that currently exist in Downtown Meriden.

The parking occupancy study revealed that there is an overall surplus of existing on and off street parking within the Downtown study area on typical weekdays and Saturdays. Much of this surplus however is a result of ample reserve capacity at the Hub site and some of the private parking lots throughout the study area. Some of the larger City Owned parking facilities to the west of the railroad tracks and several of the on-street parking segments along West Main Street and Colony Street do approach capacity during certain times of the day. The turnover study indicated that many on-street parkers were violating the posted one to two hour time restrictions. Business owners and other key project stakeholders indicated that the longer term vehicles which park on-street are having a detrimental impact to their businesses. Most of the owners surveyed stressed that it is difficult to find parking near their business, and that the existing City lots need improved signage and better marketing.

The parking needs analysis projected a maximum potential parking need of just over 1,700 spaces that could be generated by future development. This would create a net shortage of approximately 300 spaces in the future, taking into account existing demand. The perceived shortage however will be greater, since much of the reserve capacity in the future will be located at the Hub site. While the Hub site parking facilities can be a viable solution for several of the Downtown businesses, particularly those on Colony Street, assuming enhancements to the pedestrian environment or other are provided, some additional parking facilities and better management of existing parking facilities will be necessary in the remainder of the Downtown area, west of the railroad tracks.

This study developed a series of short term recommendations for the City to consider including minor geometric improvements to some City owned parking facilities, assignment of parking spaces, improved information and marketing for Downtown parking, and either the implementation of metered parking or increased enforcement to provide a disincentive to vehicles who ignore the posted parking restrictions. Potential long term improvements included better pedestrian access to the Hub site and consideration of new parking structures in the City operated lots adjacent to Colony Street, Hanover Street, and the courthouse. The analysis of parking conditions described in this report is an important first step in planning for future growth in Downtown Meriden. The hard data and public input collected as part of this study will be helpful in providing the City staff with a foundation to begin planning for the future.

2.0 INTRODUCTION

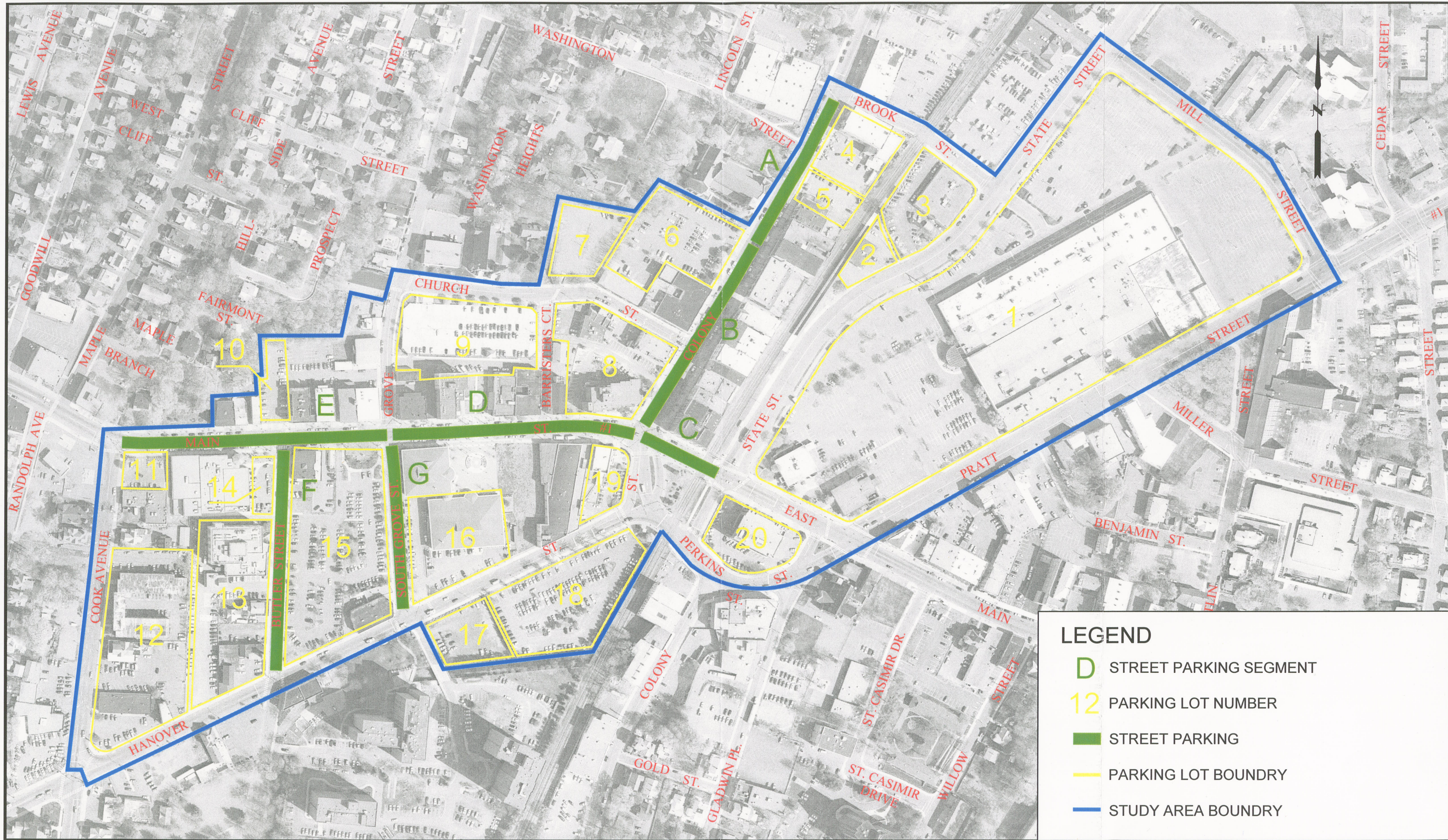
The analysis of existing parking conditions was an important first step in the City of Meriden Traffic and Parking Study. Fuss & O'Neill conducted a methodical inventory and analysis of existing parking in the downtown area in order to determine where the localized parking demands are exceeded, what times of day they are exceeded, where the parking is under utilized, and how effective the local parking is for business owners. The study area for this project includes critical on and off street parking facilities in Downtown Meriden as shown on the Study Area Map, Figure 1.

As part of the existing conditions study, Fuss & O'Neill prepared a parking inventory of all on and off street parking facilities in the study area to determine the existing parking capacity (total number of spaces) and the types of parking facilities such as metered spaces, assigned spaces, and spaces with time restrictions. A parking occupancy study was conducted to determine the parking utilization at each facility throughout the day. Fuss & O'Neill then performed a license plate study to determine parking turnover and average length of vehicle stay at critical on and off street parking spaces identified by the City.

The second phase of the project included a detailed land use analysis for the Downtown study area. The purpose of this analysis was to assess existing development conditions and potential for future development relative to the demand this could create for parking. The analysis assessed the maximum potential parking need generated by future development and determined the number of parking spaces that could be needed if all the potential building space downtown were fully occupied and all anticipated new projects for downtown revitalization were complete. The amount of vacant and/or developable land and building space was determined. Potential future new development and redevelopment was identified and the associated parking demand by land use was determined. The parking demand was then compared to City of Meriden zoning related parking requirements. The general approach used to determine parking demand was to assess the potential square footage of development for each existing vacant building and each future development site and translate that into demand for parking spaces based on national trends. A comparison was made to City of Meriden parking requirements to consider options for meeting future demand.

Upon completion of the future parking demand calculations and the existing conditions analysis, Fuss & O'Neill was able to assess the net parking deficit anticipated in the Downtown study area after all the planned future developments have been completed. In order to address this net deficit, several mitigation alternatives were explored as part of this study including modifications to existing parking facilities, construction and layout of new parking facilities, and various parking management strategies. The parking mitigation alternatives presented in this study can be considered in the short and long term by the City of Meriden to ensure adequate parking capacity will be available in the future as downtown development and revitalization occurs.

This document provides a comprehensive report of our existing conditions parking analysis, future parking demand projections, extensive public involvement process, and recommendations for short and long term parking improvements.



LEGEND

- D STREET PARKING SEGMENT
- 12 PARKING LOT NUMBER
- STREET PARKING
- PARKING LOT BOUNDARY
- STUDY AREA BOUNDARY

UCS: JMS VIEW, MV-220ISC LMAN: CTB 040588A10PRES001

No.	DATE	DESCRIPTION	BY
1.			
REVISIONS			

PROJ. MANAGER:
CHIEF DESIGNER:
REVIEWED BY: DATE

SCALE: NOT TO SCALE
HORZ.:
VERT.:
DATUM:
HORZ.:
VERT.:

fjo FUSS & O'NEILL INC. Consulting Engineers
146 HARTFORD ROAD, MANCHESTER, CONNECTICUT 06040
860.646.2469

CITY OF MERIDEN
DOWNTOWN PARKING STUDY
STUDY AREA MAP

PROJ. No. 04.0588.A10
DATE: AUGUST 2005

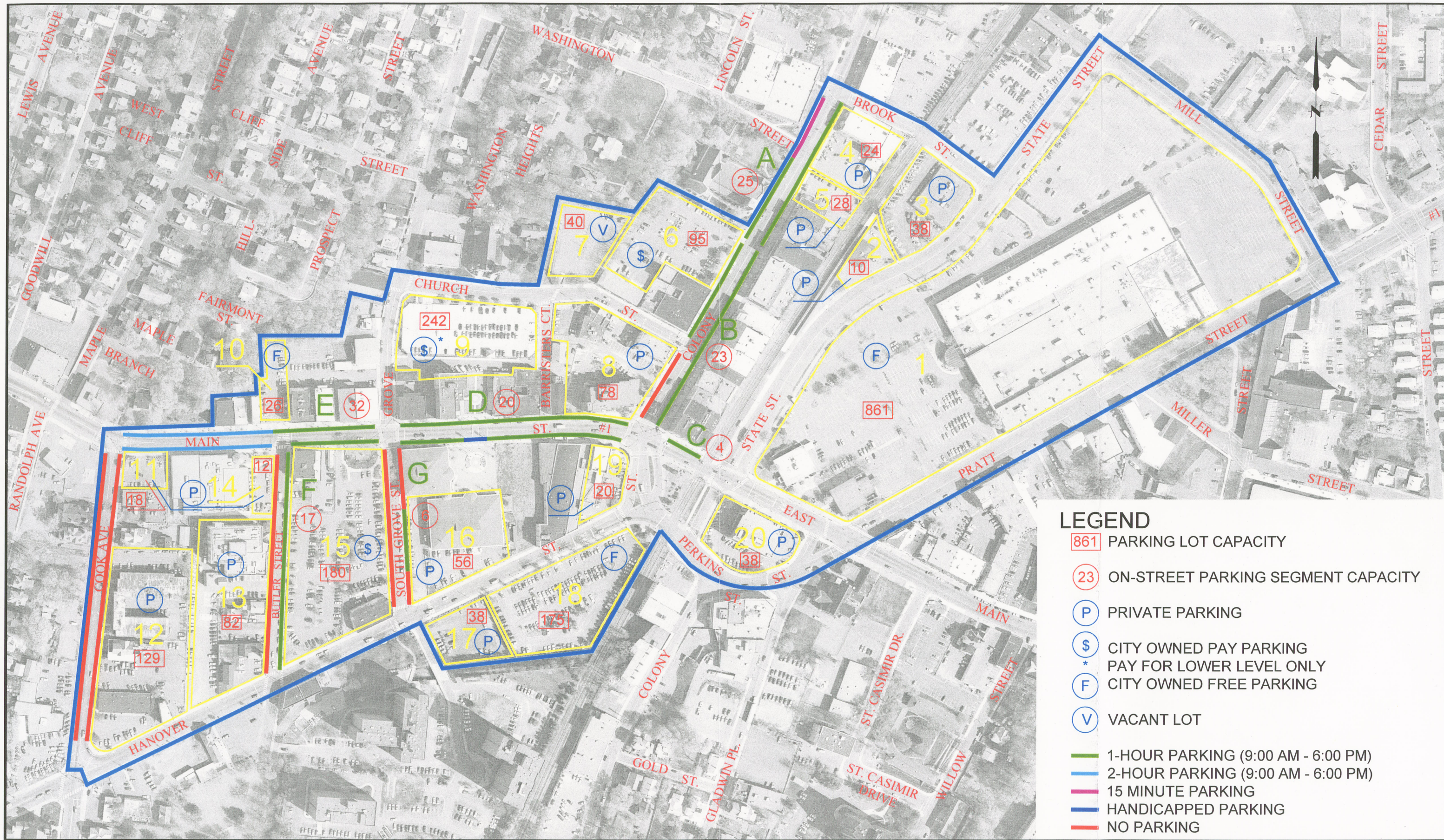
FIG. 1

3.0 EXISTING CONDITIONS

A. Parking Inventory

Fuss & O'Neill field personnel conducted a detailed inventory of all parking facilities within the study area including on street parking spaces on West Main Street, Colony Street, Butler Street, and South Grove Street and the critical off street parking lots as shown in [Figure 1](#). This inventory was performed to identify the total number of parking spaces by location and assess the existing capacity of each facility (off street parking lot or on street segment of parking). The number of spaces for each facility were also broken down into the types of parking including "assigned", metered, rented (on a daily, or monthly basis), restriction time limits, waiting lists, and other designations based on visual conditions in the field and input from City staff.

The field inventory data including the parking capacity and parking type of each facility has been summarized in [Table 1](#) and graphically in [Figure 2](#). We note that any parking spaces located directly behind the buildings throughout the study area are included in each parking lot count.



- ### LEGEND
- 861 PARKING LOT CAPACITY
 - 23 ON-STREET PARKING SEGMENT CAPACITY
 - P PRIVATE PARKING
 - \$ CITY OWNED PAY PARKING
 - * PAY FOR LOWER LEVEL ONLY
 - F CITY OWNED FREE PARKING
 - V VACANT LOT
 - 1-HOUR PARKING (9:00 AM - 6:00 PM)
 - 2-HOUR PARKING (9:00 AM - 6:00 PM)
 - 15 MINUTE PARKING
 - NO PARKING

LMAN
 CTB 040588A10PRES001
 MS VIEW MV-220SC
 LCS:

PROJ. MANAGER:		
CHIEF DESIGNER:		
REVIEWED BY:	DATE	
1.	DATE	DESCRIPTION
No.	DATE	DESCRIPTION
REVISIONS		BY

SCALE:	NOT TO SCALE
HORZ.:	
VERT.:	
DATUM:	
HORZ.:	
VERT.:	

FUSS & O'NEILL INC. Consulting Engineers
 146 HARTFORD ROAD, MANCHESTER, CONNECTICUT 06040
 860.646.2469

www.FandO.com

MERIDEN

CITY OF MERIDEN
 DOWNTOWN PARKING STUDY
 PARKING INVENTORY
 CONNECTICUT

PROJ. No. 04.0588.A10
 DATE: AUGUST 2005

FIG.2

Table 1
Existing Parking Facility Inventory

Facility	Location	Capacity	Type of Facility
Parking Lot 1	The "Hub" Site	861	City Owned Free Parking
Parking Lot 2	State Street adjacent to Railroad Tracks/Platform	10	Public Free Parking
Parking Lot 3	88 State St. Office Lot on corner of Brook Street	38	Private Parking
Parking Lot 4	Post Office Lot on State Street	24	Private Parking
Parking Lot 5	Catholic Family Services Lot on State Street south of Post Office	28	Private Parking
Parking Lot 6	City Lot on west side of Colony Street	95	City Owned Pay Parking
Parking Lot 7	Abandoned Lot on north side of Church Street	40	Vacant Lot
Parking Lot 8	1 West Main Street Office Lot	78	Private Parking
Parking Lot 9	City Parking Garage on Church and Grove Streets	242	City Owned Parking (Free-upper, Pay-lower)
Parking Lot 10	City Lot on north side of West Main Street opposite YMCA	26	City Owned Free Parking
Parking Lot 11	Dunkin Donuts Lot on corner of West Main Street/Cook Avenue	18	Private Parking
Parking Lot 12	Private Parking Lots on northeast corner of Cook Ave/Hanover St.	129	Private Parking
Parking Lot 13	Private Parking Lots on northwest corner of Butler/Hanover Streets	82	Private Parking
Parking Lot 14	YMCA Lot on Butler Street	12	Private Parking
Parking Lot 15	City Lot bounded by South Grove and Butler Streets	180	City Owned Pay Parking
Parking Lot 16	Police Lot on corner of South Grove and Hanover Streets	56	Private Parking (Police Department)
Parking Lot 17	Hanover Street Apartments Lot	38	Private Parking
Parking Lot 18	City Lot on south side of Hanover Street opposite Senior Center	175	City Owned Free Parking
Parking Lot 19	United Industrial Services Lot	20	Private Parking
Parking Lot 20	Wachovia Bank Lot	38	Private Parking
On Street Parking Segment A	Colony Street between Lot 6 and Brook Street	25	1 Hour Parking (9AM-6PM) & 15 Min Parking
On Street Parking Segment B	Colony Street between Lot 6 and West Main Street	23	1 Hour Parking (9AM-6PM)
On Street Parking Segment C	West Main Street between Colony Street and State Street	4	1 Hour Parking (9AM-6PM)
On Street Parking Segment D	West Main Street between Colony Street and South Grove Street	20	1 Hour Parking (9AM-6PM)
On Street Parking Segment E	West Main Street between South Grove Street and Cook Avenue	32	1 Hour and 2 Hour Parking (9AM-6PM)
On Street Parking Segment F	Butler Street	17	1 Hour Parking (9AM-6PM)
On Street Parking Segment G	South Grove Street	6	1 Hour Parking (9AM-6PM)
TOTAL		2317	

As indicated above and in [Figure 2](#), there are 56 on street parking spaces available on West Main Street and 48 on street parking spaces available on Colony Street within the study area. The majority of these spaces are intended for higher turnover use and

are signed for one and two hour parking restrictions during the hours of 9AM to 6PM.

Throughout West Main Street and Colony Street, “bump outs” have been installed at several intersections. These “bump outs” were installed as traffic calming devices and to improve aesthetics in the Downtown area. They also prohibit vehicles from parking too close to intersections, which could restrict sight lines. Most of these bump outs result in the loss of one parking space, which slightly reduces the on-street parking capacity on West Main Street and Colony Street. This reduction appears to be offset by improved safety for pedestrians and vehicles exiting from the side streets.

Of the 20 off street parking lots reviewed, the most significant parking capacity was recorded at the “Hub” site surface parking lot (Lot 1) where over 860 surface parking spaces are available. Over 240 parking spaces are available at Lot 9, the City of Meriden’s double decker parking facility on Church Street. At City Lot 15 between Butler Street and South Grove Street, 180 parking spaces are available while 175 parking spaces are available at City Lot 18 on Hanover Street near the police station. City Lot 6 on Colony Street provides a capacity of 95 spaces. The majority of the remaining off street parking facilities inventoried are lower capacity, privately owned lots that primarily serve specific businesses.

The City of Meriden operates three pay lots in the Downtown area: Surface Lot 6 on Colony Street, the lower level of the Lot 9 parking garage on Church Street, and Surface Lot 15 between Butler and South Grove Streets. All three lots have parking rates of \$2 per hour with a maximum daily rate of \$10. Monthly parking passes are available for \$40 at each lot. At Lot 9, only the 123 parking spaces on the lower level of the parking structure are subject to these fees, while the 119 spaces on the upper level are free parking. The Department of Children and Families (DCF) has 52 assigned spaces on the lower level of this lot and 29 spaces assigned on the upper level. In Lot 15, the courthouse has a contract with the City for 70 parking spaces. These spaces are not signed as courthouse parking since courthouse Personnel typically arrive early in the morning and are able to fill up the spaces closest to the courthouse without a problem. In Lot 6 on Colony Street, the rate structure is the same as Lots 9 and 15; however, people can validate their parking tickets here at one of the local merchants and park for free for up to four hours. There are also seven monthly parkers at this lot with assigned spaces during the day.

The City also owns Lot 18 on Hanover Street, Lot 10 on West Main Street, and Lot 1 (the “Hub” site parking lot). All three lots are free to the public. Within Lot 18, approximately 50 spaces are signed for use for the Senior Center. The police department also utilizes approximately 50 spaces in this lot to store police vehicles and personal vehicles. These spaces however are not signed as such. Lot 10 was built by the City approximately three years ago, primarily to provide additional parking capacity for the YMCA across the street.

B. Parking Occupancy Study

Following the initial inventory of total parking spaces in each parking facility, field personnel conducted a physical count of the parking space occupancy on a typical weekday (Thursday, October 14, 2004) from 7AM to 7PM, and on a typical Saturday (Saturday, October 16, 2004) from 10AM to 3PM. The occupancy data, or number of parking spaces that were occupied in each facility, were compiled once per hour during these time periods. The occupancy data identifies the percentage of each parking facility (group of spaces) which is utilized during each hour of a typical day.

The results of the parking occupancy study have been compiled in tabular format and translated to individual bar charts for each parking facility in order to show the existing occupancy on both Thursday and Saturday by time of day. The results are shown in Appendix A. The first column in the Occupancy Summary Sheet tables indicate the parking facility (lot or on street segment) while the second column provides the total number of parking spaces in each facility. The remainder of each table indicates the actual number of vehicles parked in each facility during each hour of the day. The average utilization rate of each facility is provided in the far right column. The Occupancy Summary Sheet tables have been provided for both the Thursday and Saturday inventory periods. The bar charts on the subsequent pages in Appendix A provide the percent utilization of each parking facility during each hour of the day for both Thursday and Saturday.

The parking occupancy data was also totaled for all of the parking facilities in the Downtown study area, including all of the on street and off street parking facilities. This data has been summarized in the bar charts (Figures 3, 4, and 5) on the following pages. We note that Figures 3 and 4 (the Total Downtown Parking Occupancy and Total Off-Street Parking Occupancy bar charts) do not include the Hub site (Lot 1) which was observed to be largely vacant during the majority of the count periods.

When evaluating the adequacy of parking, it is accepted industry practice that the practical capacity of off street parking facilities is approximately 85% to 90% of the actual parking lot capacity. For on street parking facilities, the practical capacity is generally accepted at 90% of the actual capacity. Utilizing this methodology, the parking occupancy counts revealed that the overall parking occupancy in the Downtown study area is only at 40% or less of the total capacity during both the Thursday and Saturday time periods when including the Hub site in the overall count. For off street parking facilities, the overall occupancy was 37% or less of the overall capacity on Thursday and 19% or less on Saturday.

When removing the Hub site counts from the overall Downtown parking capacity, the total Downtown parking occupancy is at 67% or less of the total capacity on Thursday and 33% or less on Saturday as shown in Figure 3. The off street parking facilities are at 67% or less of the total capacity on Thursday and 30% or less of the total capacity on Saturday as shown in Figure 4.

Figure 3
TOTAL DOWNTOWN PARKING OCCUPANCY
1456 Parking Spaces Provided

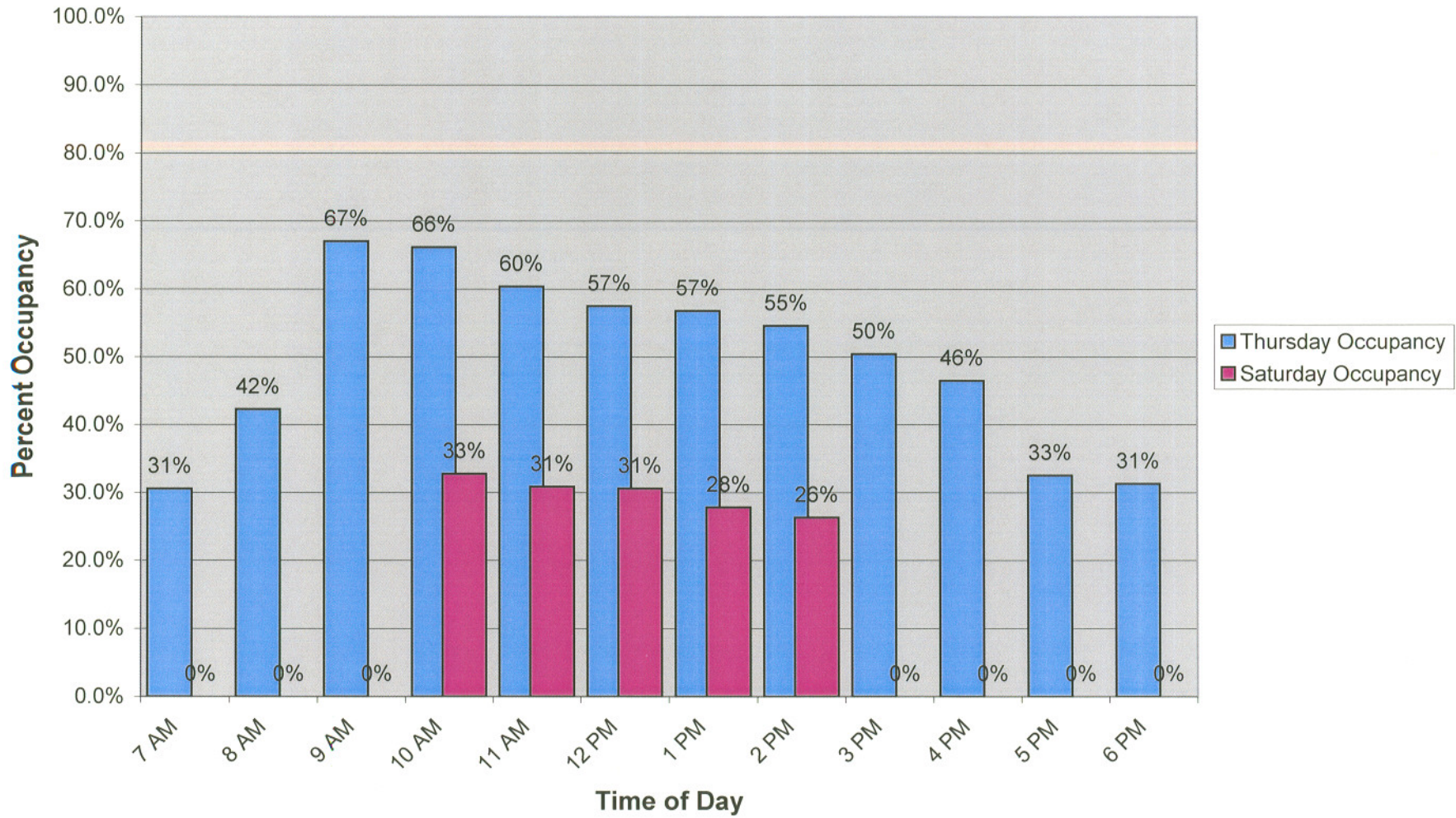


Figure 4
TOTAL OFF-STREET PARKING OCCUPANCY
1329 Parking Spaces Provided

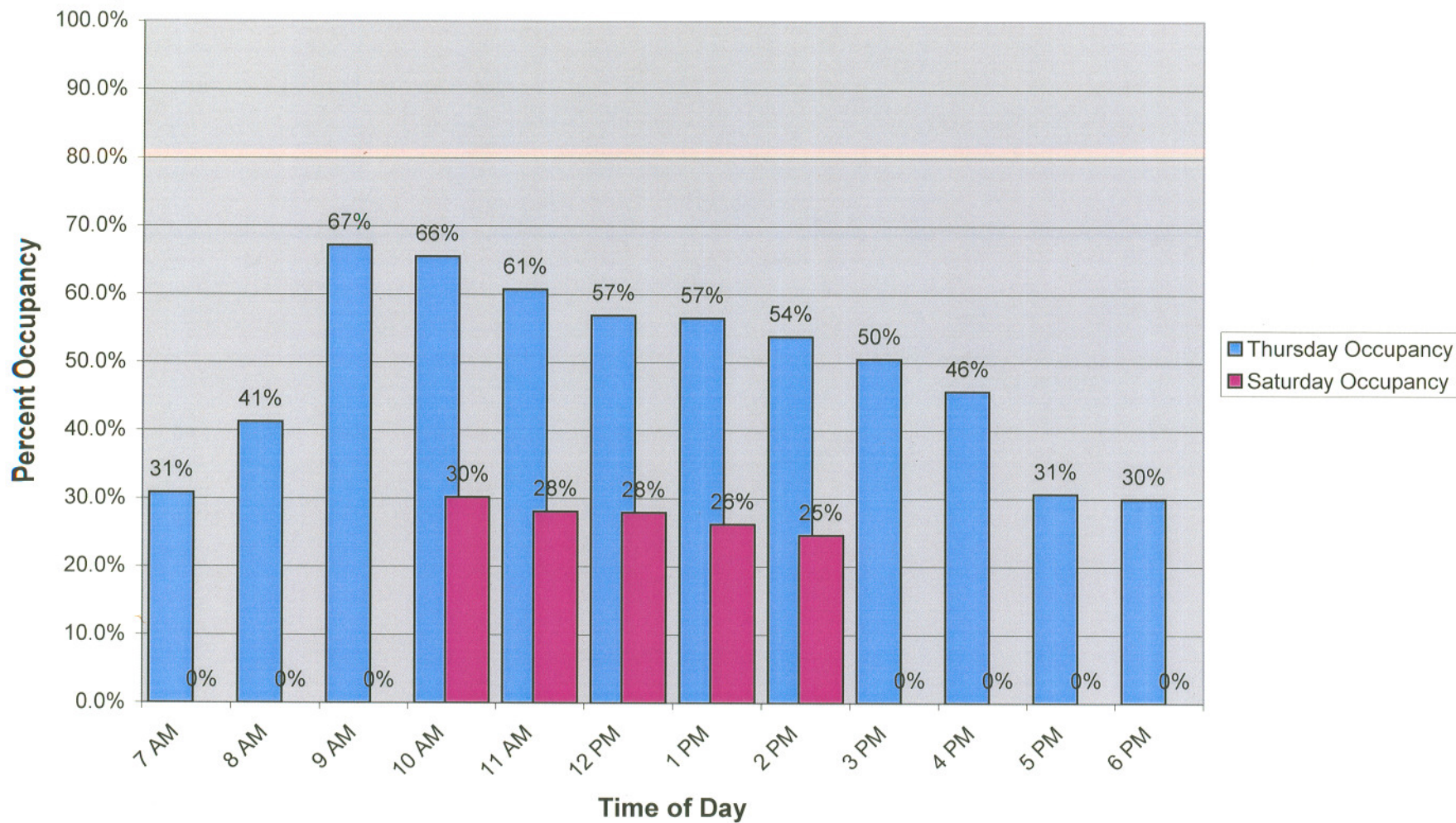
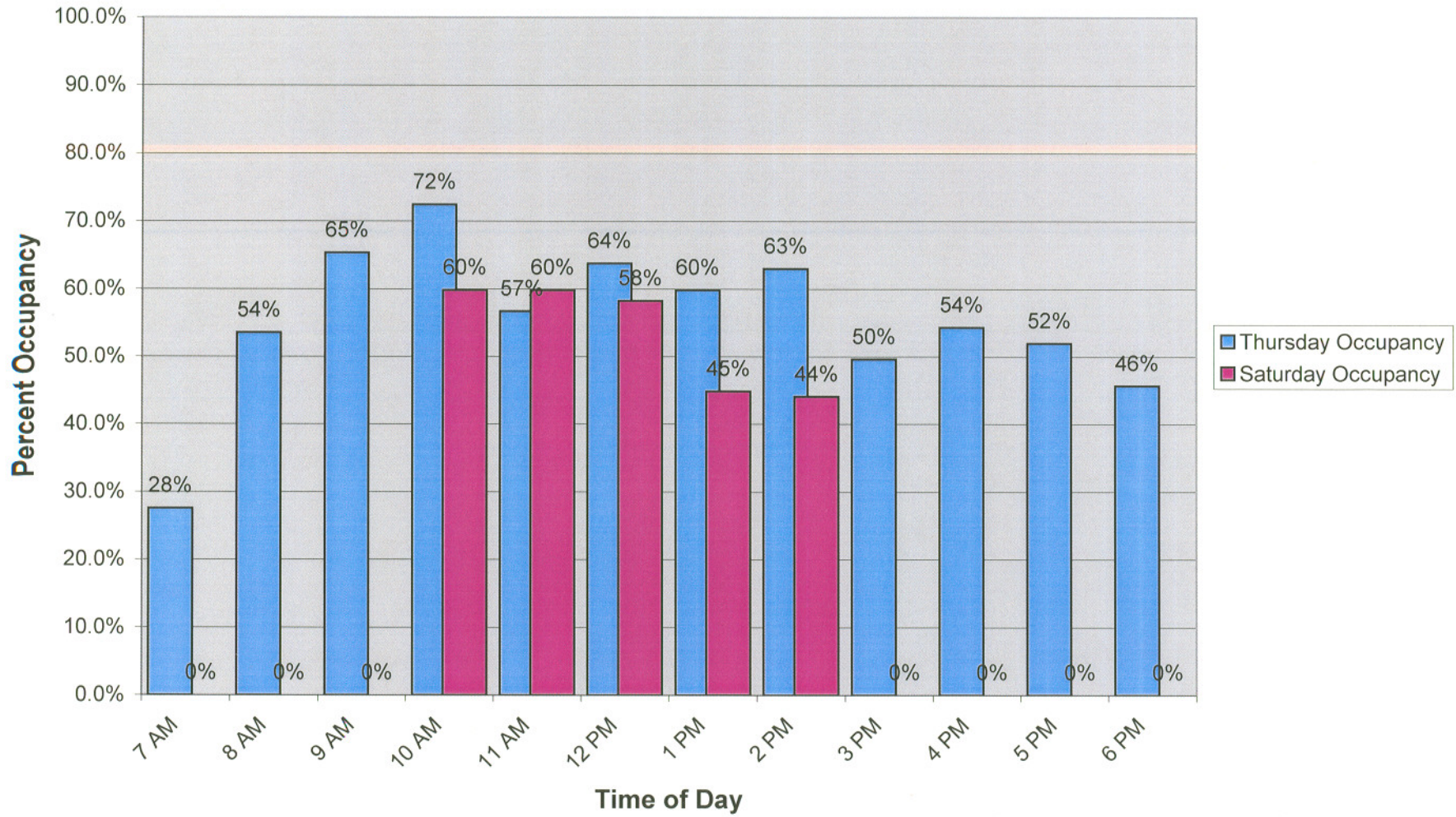


Figure 5
TOTAL ON-STREET PARKING OCCUPANCY
127 Parking Spaces Provided



The on street parking utilization reached or exceeded 70% of capacity during a portion of Thursday and 60% of capacity during a portion of Saturday as indicated in Figure 5.

Upon review of each individual parking facility in the downtown area, only one facility, the bottom deck of parking lot 9 (the City Lot on Church Street) had an average utilization rate of greater than 90% throughout the day on a typical Thursday. This 123 space lot, which is the lower level of a two-deck garage, was observed to approach or reach capacity during the majority of the day Thursday. This lot is used heavily by Middlesex Community College students and employees of DCF, which has 52 assigned spaces on the bottom level.

On Saturday, one facility, on-street parking segment C on West Main Street, had an average utilization rate of greater than 90% throughout the day. This on street parking segment only consists of the four on street parking spaces on the north side of West Main Street between Colony Street and the railroad tracks adjacent to State Street.

Several parking facilities in the study area however did approach or reach capacity during certain periods of the day on Thursday and Saturday. These facilities are described below as follows:

- Parking lot 10 (opposite YMCA) – This small 26 space lot on the north side of West Main Street opposite Butler Street experienced utilization rates of greater than 80% between the hours of 9AM and 2PM on a typical weekday. This rate dropped below 70% during the lunch hour. On Saturday, the parking lot occupancy reached 86% between 10AM and 12PM, and 100% between 12PM and 1PM.
- Parking lot 11 (Dunkin Donuts) - This 18 space surface lot serves the Dunkin Donuts on the southeast corner of the West Main Street/Cook Avenue intersection and exceeds 80% utilization during the hours of 7AM to 9AM on a typical weekday and 11AM to 12 PM on a typical Saturday.
- Parking lot 14 (YMCA) – This lot approached or reached capacity during the weekday morning hours of 7AM to 10AM and the afternoon hours of 5PM to 7PM. The lot was at 75% utilization or less during the hours of 10AM to 5PM. On Saturday, the lot was at 75% to 100% capacity between the hours of 10AM and 2PM. This facility is a small surface lot with 12 parking spaces near the YMCA on the west side of Butler Street.
- Parking lot 16 (Police Department) – This lot which serves the Meriden Police Department exceeded 80% capacity on a typical weekday from 9AM to 10AM and from 2PM to 3PM. Lot utilization dropped significantly to 30% or less prior to 9AM and after 5PM. Utilization was also under 30% throughout the day on Saturday.

- Parking lot 18 (Hanover Street City Lot) – This large 175 space City lot on the south side of Hanover Street opposite the Police Department and Senior Center operated at 94% capacity during the hours of 9AM to 10AM on Thursday. The lot remained heavily occupied at approximately 80 to 85% capacity from 10AM to 2PM. It is during these periods that the senior center experiences its peak hours of operation. During off peak hours (after 5PM on a typical weekday and during the day Saturday), the lot occupancy remained fairly consistent at approximately 45%. The Police Department utilizes this lot to park and store police vehicles which accounts for the lot being consistently at greater than 40% occupancy. The storage of police vehicles on this site reduces the actual capacity of the lot to approximately 100 spaces on a given day.
- Parking Lot 19 (United Industrial Services) – This small surface lot adjacent to United Industrial Services provides 20 parking spaces and operates at 65% to 85% capacity during the weekday work hours of 9AM to 4PM. The lot has significant reserve capacity on Saturday and off peak weekday work hours.
- Parking Lot 20 (Wachovia Bank) – This 38 space lot bounded by East Main Street and Perkins Street serves the Wachovia Bank and occasionally experiences utilization rates near or in excess of 80% during a typical weekday. Significant reserve capacity is available on Saturday and off peak weekday work hours.
- On-Street Parking Segment A (Colony Street) – This segment of Colony Street north of Lot 6 contains 25 parking spaces and has utilization rates of 60% or less on both Thursday and Saturday. On street parking capacity was not approached during the time periods counted.
- On-Street Parking Segment B (Colony Street) – This segment of Colony Street north of West Main Street contains 23 parking spaces and is at 100% capacity during the weekday lunch hour (12 to 1PM). The utilization of this On Street Parking Segment is 55% to 75% during the remainder of the weekday period from 10AM to 5PM and on Saturdays from 10AM to 3PM.
- On-Street Parking Segment C (West Main Street) – This short segment of West Main Street between Colony Street and State Street contains only four parking spaces, three to four of which were occupied during the majority of the inventory period on Thursday and Saturday.
- On-Street Parking Segment D (West Main Street) – This segment of West Main Street between Colony Street and South Grove Street contains 20 on street parking spaces and operates at 100% capacity during the weekday morning hours of 8AM to 11AM. Utilization dropped to 85% from 11AM to 12PM, 75% during the lunch hour, and then under 65% for the remainder of the day. Utilization was 30% or less on Saturday.

- On-Street Parking Segment E (West Main Street) – This segment of West Main Street between South Grove Street and Cook Avenue contains 32 on street parking spaces and operated at 100% capacity from 10AM to 11AM on Thursday. Utilization exceeded 80% from 9AM to 10PM and 2PM to 3PM on Thursday and from 11AM to 1PM on Saturday. It should also be noted that on street utilization approached 70% during the YMCA peak hours of 5 to 7PM.
- On-Street Parking Segment F (Butler Street) – This segment of Butler Street between West Main Street and Hanover Street contains 17 on street parking spaces and operated near capacity with greater than 88% utilization during the YMCA peak hours of 4PM to 7PM. Reserve capacity (70% or less utilization) was available during the remaining hours inventoried on Thursday and Saturday.
- On-Street Parking Segment G (South Grove Street) – This segment of South Grove Street between West Main Street and Hanover Street contains six on street parking spaces and operated at 100% capacity from 9AM to 10AM and 2PM to 3PM on Thursday. On Saturday, this On Street Parking Segment occasionally operated over capacity with all six spaces occupied and additional vehicles parking illegally on the street.

As described above, most of the on street parking segments in the study area do approach or reach capacity during certain times of the day on Thursday. Several of the smaller parking lots in the study area that service, or are adjacent to, specific businesses also near or reach capacity during specific time periods.

With the exception of the lower level of Lot 9 on Church Street however, none of the larger City operated parking lots experienced capacity concerns during the time periods inventoried. In Lot 6 on Colony Street, less than 45% of the 95 parking spaces were occupied during any given hour on Thursday and Saturday. On the top level of Lot 9, the lot approached 80% utilization from 9AM to 10AM on Thursday and 70% utilization from 10AM to 11AM. The remainder of the day, the lot had occupancy rates of less than 60%. In City Lot 15 between Butler and South Grove Streets, nearly 75% of the available 180 parking spaces were occupied on Thursday during the Courthouse peak period of 9AM to 10AM, but occupancy dropped to under 60% during the remainder of the day. Ample reserve capacity was available on Saturday with less than 25% of the spaces occupied. In addition, Lots 12 and 13 on Hanover Street west of Butler Street had occupancy rates less than 55% during the periods inventoried.

Lot 1 (the “Hub” site) currently offers the greatest capacity of any lot in the downtown area with over 860 spaces available. Less than 6% of these spaces were occupied during the time periods inventoried.

With the exception of the Dunkin Donuts lot and Lots 10 and 14 near the YMCA, all parking facilities within the study area had ample reserve capacity on Saturdays.

C. Parking Turnover Study

License plate data was compiled hourly for all critical on street parking spaces in the study area on West Main Street, Colony Street, Butler Street, and South Grove Street. Additional license plate data was compiled at three small off street parking lots identified by City staff including Lot 6 on Colony Street, Lot 9 on Church Street, and Lot 10 on West Main Street. The license plate data gathered provides information on vehicle turnover within these critical on and off street parking spaces including the average length of stay of each vehicle. This information provides insight into the types of users who park in these areas such as employees, residents, or patrons.

The results of the turnover study are summarized and depicted graphically in Table 2 and Table 3 below as well as in the bar charts (Figures 6 and 7) on the following pages for both the Thursday (7AM to 7PM) and Saturday (10AM to 3PM) time periods inventoried. Table 2 and Table 3 below indicate the name of the parking facility in the left hand column (on street parking segment or parking lot). The second column indicates the total number of parking stalls in the facility. The third column indicates the total number of vehicles that turned over during the count period while the fourth column depicts the average duration the observed turnover vehicles remained parked in each facility (hours/vehicle). Therefore, a higher average duration indicates that vehicles remained parked in the facility for longer periods of time and that parking spaces turned over more infrequently.

Table 2
Thursday Turnover Summary Sheet

PARKING FACILITY	NUMBER OF STALLS	OBSERVED TOTAL TURNOVER VEHICLES	AVERAGE DURATION (Hours per Vehicle)
Area A - COLONY STREET	25	51	1.3
Area B - COLONY STREET	23	76	1.6
Area C - EAST MAIN STREET	4	11	2.9
Area D - WEST MAIN ST - COLONY TO GROVE	20	86	1.6
Area E - WEST MAIN ST - GROVE TO COOK	32	168	1.2
Area F - BUTLER STREET	17	85	1.4
Area G - GROVE STREET	6	25	1.2
LOT 6	95	90	2.9
LOT 9 TOP DECK	119	183	2.9
LOT 10	26	80	2.3

Table 3
Saturday Turnover Summary Sheet

PARKING FACILITY	NUMBER OF STALLS	OBSERVED TOTAL TURNOVER VEHICLES	AVERAGE DURATION (Hours per Vehicle)
Area A - COLONY STREET	25	30	1.0
Area B - COLONY STREET	23	62	1.2
Area C - EAST MAIN STREET	4	10	1.9
Area D - WEST MAIN ST - COLONY TO GROVE	20	10	2.2
Area E - WEST MAIN ST - GROVE TO COOK	32	75	1.5
Area F - BUTLER STREET	17	33	1.4
Area G - GROVE STREET	6	26	1.2
LOT 6	95	22	3.6
LOT 9 TOP DECK	119	0	0.0
LOT 9 BOTTOM DECK	123	54	4.6
LOT 10	26	53	2.0

As indicated by the data, some of the highest turnover rates on Thursday were observed on West Main Street from Grove Street to Cook Avenue, Butler Street, Grove Street, and Colony Street north of Lot 6. Vehicles on these road segments remained parked for an average of one hour or less. Some of the lowest turnover rates occurred on the top deck of Lot 9 and in Lot 6 where vehicles remained parked for an average of three hours.

It should be noted that vehicles along On Street Parking Segment B on Colony Street and On Street Parking Segments C and D on West Main Street were parked for an average of two hours or more despite the one hour posted time restrictions. Enforcement appears to be an issue in these areas. Aside from these On Street Parking Segments, the remaining on street parking spaces inventoried had shorter turnovers with vehicles being parked for an average of one hour. In contrast, the parking lots inventoried (Lot 9 top deck, Lot 6, and Lot 10) had cars parked for longer periods of time (2 to 3 hours on average). This data would indicate that customers visiting the downtown area businesses tend to use on street parking while employees and longer term parkers are using the off street parking lots.

A review of the turnover data on Saturday revealed similar results. Vehicles on Colony Street, Butler Street, and South Grove Street remained parked for an average of one hour while vehicles along the length of West Main Street remained parked for an average of two hours. Vehicles in Lot 6 and the bottom deck of Lot 9 turned over most infrequently with vehicles remaining parked in these lots for an average of 4 to 5 hours.

Figure 6
THURSDAY AVERAGE DURATION

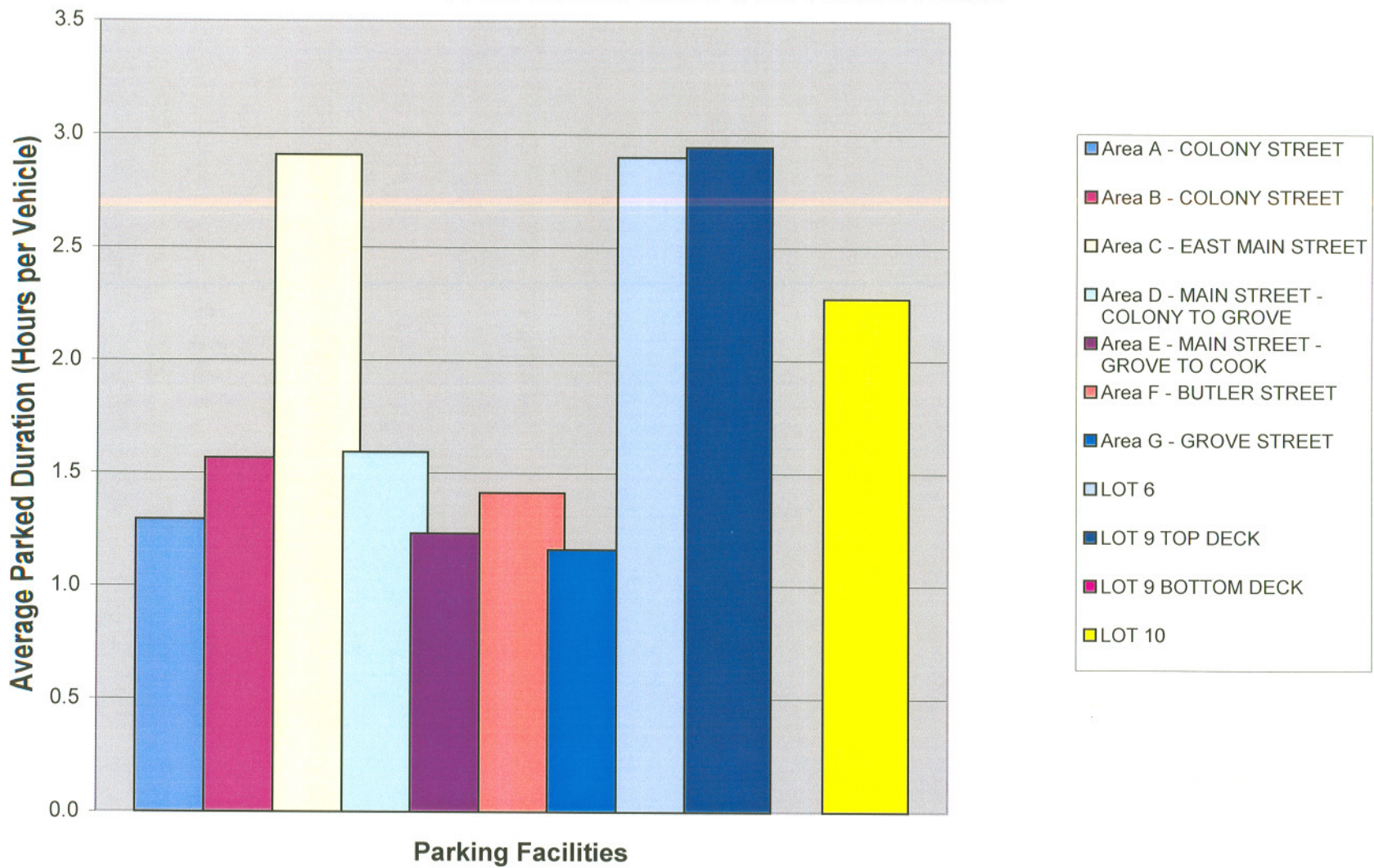
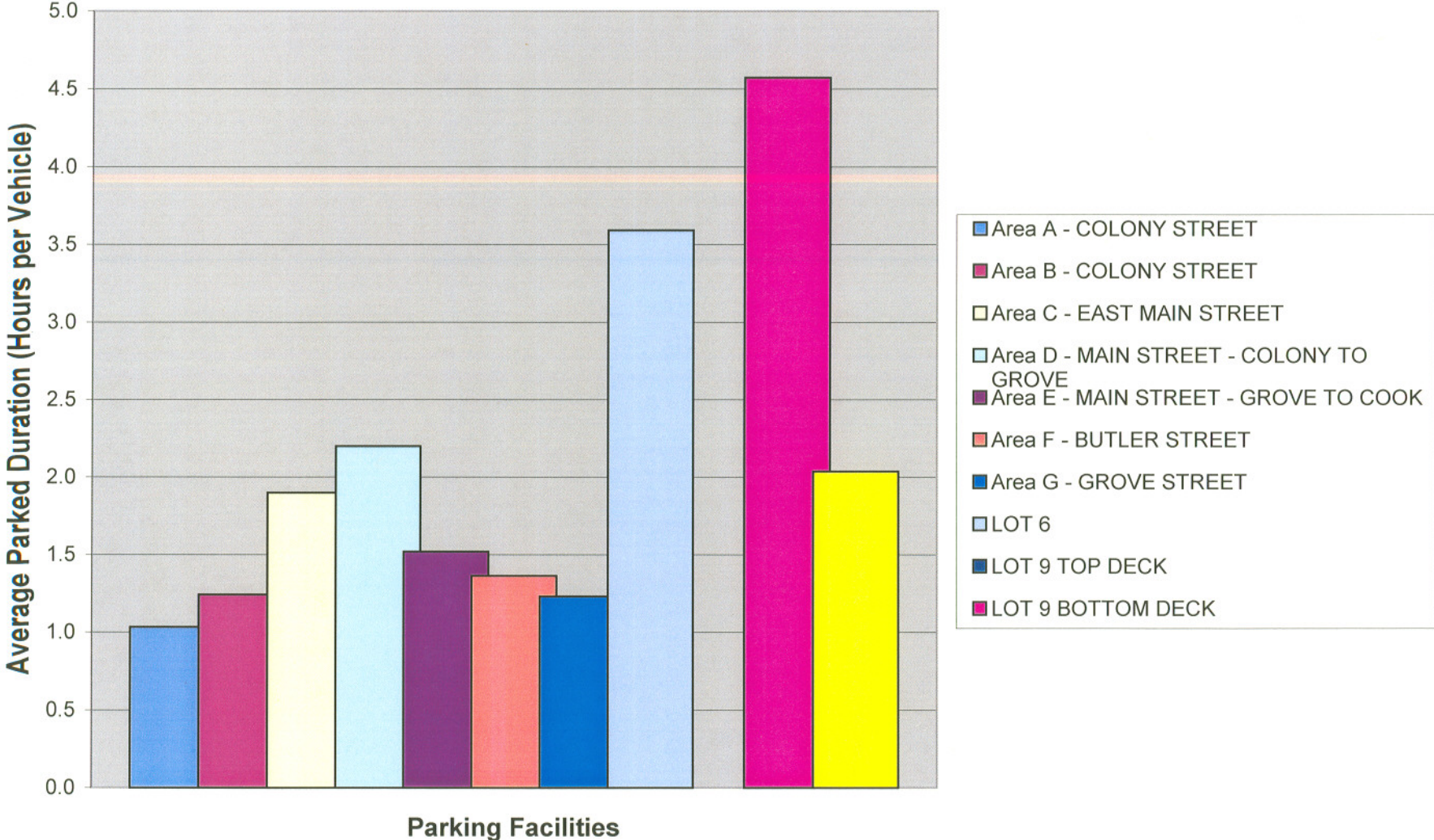


Figure 7
SATURDAY AVERAGE DURATION



4.0 PARKING NEEDS ASSESSMENT

A. Determination of Vacant and/or Developable Properties

The potential for future development downtown is a function of possible infill (use of currently vacant and underutilized space) as well as realization of long term public and private development projects. For the purposes of this analysis, the following resources were used to identify developable properties and space:

- Field review
- Assessor records
- Consultation with City of Meriden staff, particularly the Department of Development and Enforcement and the Economic Development Office
- City planning documents including:
 - *Land Use Plan, City of Meriden*, Candeub, Flessig and Associates, Inc., 1985
 - *Downtown Revitalization Project Plan, Meriden Economic Development Corporation*,
 - *Final Report, Action Program for the Arts in Downtown Meriden*, Centerbrook Architects and Planners, LLC, 2001
 - *Meriden City Center Initiative*, BL Companies, 2002

Once the list of downtown properties with vacant, developable space was compiled, the Meriden city staff was consulted to reach consensus on the probable use of each site and the potential square footage of each. Several assumptions were made regarding the use of vacant and developable properties including:

- The City assessment records were assumed accurate for total square footage of existing buildings where other documentary sources had conflicting information
- For existing buildings, basement level space was assumed unused, other than for storage/utilities unless specifically known and noted otherwise by property
- Properties on Colony Street will be used for retail/services activities at street level and office uses on upper levels, for buildings of 3 stories or more
- Properties on West Main Street will be used for retail/services activities at street level and apartments on upper levels, for buildings of 3 stories or more
- 2-story buildings with retail use on the first, street level floor, will ultimately be used entirely for retail purposes
- Where it is anticipated an existing building will be demolished, new replacement structures will be at a height and scale consistent with the existing neighborhood character and adjacent properties. This means that new buildings will be 4 stories in height, although zoning permits up to 12 stories in the downtown.
- Each anticipated apartment will be 900 square feet in size, including space dedicated to hallways, stairwells, and utilities

Where a major redevelopment of property may be expected, it was assumed that the total parcel would be available for reuse. The square footage of buildings on such properties

would be as permitted by zoning. The exception was “The Hub”, a site with a proposed redevelopment scheme including a schedule of planned uses by square footage. The C-1 zone that encompasses downtown Meriden allows 90% lot coverage. It was assumed that 10% of that coverage would be dedicated to sidewalks, access drives, and short term parking and loading space. Consequently, the footprint of new buildings will be 80% of the total lot size multiplied to represent a 4-story building. Table 4 lists the developable square footage downtown while Table 5 lists future pending, planned, and programmed developments.

**Table 4
Vacant Developable Building Space by Square Footage (s.f.): Downtown Meriden**

Street	Address #	Common Name [Notes]	Total s.f.	Floors	Occupied s.f.	Current Use of Occupied Space	Avail. s.f.	Projected Use of Available Space by Square Footage (s.f.)		
								Office	Retail/Comm.	Dwelling Units
Colony	51	Butler Paint	7920	3	2,640	commercial	5,280	0	0	6
Colony	39-49	Colony Building	13,572	2	6,786	retail/office	6,786	6786	0	0
Colony	33-35	Legere Bidg/Byxbee House. [City owned-to be demo.]	14,250	3	0	N/A	14,248	7124	7124 (2 stories)	0
Colony	24-30	#30 -Wilcox Bldg.	27,262	2	0	N/A	27,262	27262	0	0
Colony	25	City owned [to be demo.]	24,480	4	0	N/A	19,548	9792	9792 (2 stories)	0
Colony	21-23	Fischers Building	16,560	4	4,140	commercial	12,420	12400		0
Colony	19	Harrah Building	4,368	2	0	N/A	4,368		4368	0
Colony	13-17	City owned	10,250	2 + bsemnt	1,000	Bookstore	9,250		9250	0
Colony	9-11	Styletex Buidling [City owned]	9,768	3	3,256	commercial	6,512	6512		0
Colony	1	Hall & Lewis Building	19,550	5	8,650	retail/office	10,900	10900		
W. Main St.	105-107		11,690	3	7,793	retail	3,897			5
W. Main St.	81-85	Cook & Curtis Block	10,935	3	3,600	restaurant	7,335			9
W. Main St.	59-63	Kitchens by Glen/R. Hicks Block	9,935	4	2,320	retail	6,960			9
W. Main St.	31-35	Silver City Properties [being rennovated]	13,545	2	1,200	office	12,345			11
W. Main St.	29	Lewis Block	8,529	3	5,686	retail/office	2,843	2843		0
W. Main St.	28	Clement's Jewelers	3,276	1 + bsemnt	0	N/A	3,276		3276	0

Table 5
Planned, Programmed, and Pending Developments: Downtown Meriden

Site	Projected Activity/Use	Projected Square Footage (s.f.)
Middlesex Community College	Enrollment growth - 10% per year	12,900 – 1000 combined full and part time students by 2015
Old Post Office	Multimodal center	9,000
The Hub - 215,00 s.f. Brownfield site	Redevelopment plan - Green space, arts district, parking	263,000 s.f. retail/restaurant 90,000 s.f. residential 126,000 s.f. office
Parking Lot 17 (approx. 0.3 acres)	Residential	38,400 - 38 units
Green space next to Police Dept. (approx. 0.4 acres)	Mixed office/retail	51,200
2 Houses on Butler St. (approx. 0.2 acres)	Office use	26,500
IDEA Development	Banquet facility	14,500
House site next to Bowling Alley/Church (approx. 0.1 acres)	Residential	12800 - 14 units
Old Grants building	Second floor as office	3810
Action for the Arts Downtown	Regional music hall/500 seat auditorium	500 attendees

B. Determination of Parking Demand

Once the details of potential future land use were determined, the need for parking was evaluated. The demand for parking can be determined two ways. A local survey can be conducted to document actual number of parking spaces typically occupied associated with different individual land use activities in a targeted geographic area. As most of the parking in downtown Meriden is not associated with a single land use, but serves the entire downtown, the needed information could not be reasonably inferred from a local survey. Alternately, there are a variety of professional publications which document parking demand by land use based on case studies from around the country. The most current of these is *Parking Generation, 3rd Edition* (Institute of Traffic Engineers, 2004). This document catalogs the findings of a sampling of parking usage surveys for each of 10 different land use categories. Within each category there are as many as 24 specific activities or uses analyzed. The report on each land use includes a number of variables that affected the outcome of the surveys including time of day, weekday or weekend, and suburban, urban or rural settings. By far, the most surveys were conducted in suburban settings. For this analysis, the *Parking Generation* findings for land uses in urban settings were used to the extent possible.

The following list of land uses and associated parking demand (Table 6) were selected as most representative of future conditions in Meriden, focusing on available data for uses occurring in a central business district (CBD). These figures were applied to the projected future development activities in Meriden. While the

Parking Generation report looked primarily at individual land use activities, it also included a limited sampling of mixed use developments. One case study done in Denver, Colorado's central business district looked at multi-use parking demand data for a mix of retail, office, and hotel uses. This mix of land uses in a downtown area may most closely simulate the level of parking demand that can be realistically expected by a diversity of uses in downtown Meriden and is therefore included in [Table 6](#).

Table 6
Average Peak Parking Demand by Land Use

Land Use	Average Peak Demand for Parking Spaces
Mixed use (CBD -office/retail/hotel)	0.6 spaces/1000 s.f.
Community College	0.15 spaces/ school population
Live Theater	0.38 spaces/attendee
Mid-Rise Apartment Building	1.02 spaces/unit
Apparel Store	2.13 spaces/1000 s.f.
Urban Office Building	2.8 spaces/1000 s.f.
Convenience Market	3.4 spaces/1000 s.f.
Pharmacy (no drive thru)	3.73 spaces/1000 s.f.
Neighborhood Shopping Center	4.4 spaces (weekend)/1000 s.f.
High-turnover (sit-down – no bar/lounge) Restaurant	13.1 spaces (Saturday)/1000 s.f.
Light Rail Transit Station with Parking	58 spaces/1000 daily boardings

Source: ITE, *Parking Generation*, 3rd Edition

As [Table 6](#) indicates, the actual demand for parking in a mixed-use environment of a CBD may be much less than the cumulative demand for spaces of an aggregation of individual uses downtown. There are synergies among uses and greater opportunities for single parking spaces to serve multiple land uses in an urban setting. This may be due to a number of factors including:

- Urban residents generally have fewer cars per household than suburban or rural residents
- The easy availability of transit can offset the need for parking
- People visiting a downtown may use the same parking space while traveling to a variety of destinations
- The downtown may have a concentration of uses with parking demand at variable times of day and weekday versus weekend such as offices and theaters

C. Summary of Future Parking Demand

[Table 7](#) combines all of the information collected and analyses performed to show the projected demand for additional parking that may be generated by future development in downtown Meriden. In addition, it includes data on the amount of parking that would be required by Meriden zoning. As can be noted, the demand for parking is generally less than what is required by zoning. The Meriden Director of

Planning has noted that the city has a goal to revitalize the downtown through ongoing economic development. The Zoning Commission generally uses its discretion to waive parking requirements for development proposals in the CBD to help achieve this goal. Consequently, the projected need to provide parking in the future is most accurately reflected in actual demand rather than by zoning requirements.

The range of parking demand for existing and projected land uses downtown could be quite large. Demand for some uses cannot be estimated at this time due to unknown factors about future site use. For example, if the Old Post Office is part of a multi-modal transportation center, it is unknown what the transit patron demand for parking might be. Based on what is known, if it were assumed that parking demand would be similar to the mixed-use case study for a CBD, then there may be a need for 713 future additional spaces. If the maximum demand for number of spaces for each use is presumed, there could be an aggregate need for 1,708 future additional spaces as shown in Table 7. It is most likely that actual demand will fall somewhere inside this range.

**Table 7
Summary of Potential Future Additional Parking Demand – Downtown Meriden**

Address #	Common Name [Notes]	Future Developable s.f.	Projected Future Square Footage (s.f.)				Projected parking demand	Parking required by zoning
			Office	Retail/Comm	Dwelling Units	Other		
Colony Street								
51	Butler Paint	5,280	0	0	6		7	12
39-49	Colony Building	6,786	6,786	0	0		19	23
33-35	Legere Bidg/Byxbee House. [City owned-to be demo.]	14,248	7,124	7,124	0		35	48
24-30	#30 -Wilcox Bldg.	27,262	27,262	0	0		76	91
25	City owned [to be demo.]	19,548	9,792	9,792	0		49	65
21-23	Fischers Building	12,420	12,400		0		35	42
19	Harrah Building	4,368		4,368	0		10	15
13-17	City owned	9,250		9,250	0		20	31
9-11	Styletex Buidling [City owned]	6,512	6,512		0		18	22
1	Hall & Lewis Building	10,900	10,900				31	36
West Main Street								
105-107		3,897			5		6	10
81-85	Cook & Curtis Block	7,335			9		10	18
59-63	Kitchens by Glen/R. Hicks Block	6,960			9		10	18
31-35	Silver City Properties [being rennovated]	12,345			11		13	22
29	Lewis Block	2,843	2,843		0		8	10
28	Clement's Jewelers	3,276		3,276	0		7	11

Table 7 (Continued)
Summary of Potential Future Additional Parking Demand – Downtown Meriden

Future Development Projects	Future Developable s.f.	Office	Retail/Comm	Dwelling Units	Other	Projected parking demand	Parking required by zoning
Middlesex Community College	12,900				12,900 s.f. 1,000 students (future - 2015)	150	800
Old Post Office	9,000	3,000	6,000		Multimodal center	22 plus passenger parking	30 plus passenger parking
The Hub -Brownfield site	865,200	126,000	263,000	90		519 (1557 spaces proposed)	retail - 526 residential - 180 office - 378 TOTAL = 1,084
Parking Lot 17	38,400			38		40	77
Green space next to Police Dept.	51,200		25,600	25,600		143	172
2 Houses on Butler Street	26,500	26,500				74	89
IDEA Development	14,500				14,500	190	145
House site next to Bowling Alley/Church	12,800			14		15	28
Old Grants building	3810		3810			11	13
Action for the Arts Downtown – Theater					500 attendees	190	125
TOTALS	1,187,540 s.f.					1,708 spaces	3,037 spaces

It is notable that the proposed Hub site redevelopment scheme includes more than 1,500 parking spaces. While this may meet most of the future demand downtown, the concentration of parking in one location to serve dispersed CBD development would not be the most convenient for all downtown businesses or their patrons. A very general rule of thumb states that individuals prefer to walk no more than 500 feet to their destination from their cars but will comfortably walk up to about a quarter mile (1,320 feet). If the Hub site is relied on to meet a large portion of future downtown parking demand, its visual separation from the downtown and distance may be a deterrent to its full use. There would need to be enhancements to the pedestrian environment and/or other incentives such as increased shuttle service in the downtown to maximize use of parking there. Finally, it should be noted that this analysis does not speak to the issue of parking management. This too is a factor that will influence how effectively available parking is utilized, where drivers will choose to park, and where parking shortages and/or surpluses may evolve. Parking management strategies and conceptual parking solutions are discussed in more detail in the following sections of this report.

5.0 PUBLIC OUTREACH PROCESS

Fuss & O'Neill conducted an extensive public outreach program to obtain feedback from local business owners, City staff and other project stakeholders. A Steering Committee was formed and comprised of key stakeholders in the Downtown study area. Business owner surveys were then performed to obtain public input on the existing downtown parking situation.

Fuss & O'Neill held an initial meeting with the Steering Committee on October 29, 2004. The meeting was attended by various downtown business owners, the Middlesex Community College, the Senior Center, and City staff including engineering, planning, economic development, the parking commission, and the police department. During this initial meeting Fuss & O'Neill worked with the Committee to establish the City's objectives, define the context of the downtown study area, and identify important assets. The minutes from this meeting have been included in [Appendix B](#). The study objectives and key assets within the study area that were identified during this meeting are summarized below.

A. City's Objectives

The Steering Committee identified the following as their primary objectives for this study:

- Develop a marketing strategy for the existing available parking spaces. Provide public information and better design of signage.
- Address concerns raised by the public.
- Find dedicated long term parking for residential and office employees.
- Review the Hub site as a short term parking option.
- Develop short term parking for customers and deliveries.

- Develop parking lots for planned future growth such as the expansion of Middlesex Community College and the occupation of various buildings that are currently vacant.
- Consider improvements in parking enforcement such as meter maids or more police enforcement.
- Define parking needs and develop parking requirements such as better information directing people to parking lots and providing better access to the Hub site.
- Define improvements based on time frames (now, short term, long term)
- Develop parking garages with a commercial section in front of the building and parking levels in the rear. Camouflage garages to maintain aesthetics.
- Promote evening activities.
- Provide pedestrian crossings for elderly to improve safety.
- Determine how many parking spaces the existing bump outs actually removed.

B. Key Assets

The Steering Committee identified the following key assets within the study area that the City can build upon as part of this study:

- Successful Businesses in Downtown such as the YMCA, Senior Center, Fischer's Deli, and the Friends of the Library.
- Meriden is a multi-cultural community
- Downtown has good access from Interstate 691.
- Good access for college students.
- Current on street parking is well lit, safe, and accessible.
- Existing Lot 9 could be used for long term parking.

C. Steering Committee Input and Recommendations

Additional workshops with City Staff and the Steering Committee were held to obtain valuable input throughout the study process. These workshops culminated with a Community Meeting to present the findings of the existing conditions analyses and parking demand/needs analyses. The following summarizes the workshops held with City staff and key Downtown stakeholders:

- October 29, 2004: Steering Committee Meeting with key stakeholders to establish the City's objectives, define the context of the Downtown study area, and identify important assets.
- November 12, 2004: City Staff meeting to define vacant and developable properties and discuss the City's Plan of Development
- December 13, 2004: City Staff meeting to discuss parking demand, design standards, and planning issues.

- February 14, 2005: Steering Committee Meeting with key stakeholders to discuss the Existing Conditions Report findings, Parking Needs/Analysis findings, and potential parking solutions and conceptual layouts.
- May 25, 2005: Community Meeting at the Meriden Senior Center to present the study findings to the public, discuss potential solutions, and obtain input.

Minutes from the October 29, 2004, November 12, 2004, December 13, 2004, and February 14, 2005 workshops have been included in Appendix B. The meeting notes summarize the items discussed and input obtained. The input compiled during this process contributed significantly to this study.

D. Business Owner Surveys

As part of the data collection process, Fuss & O'Neill also performed door to door business owner surveys during a typical weekday along the West Main Street and Colony Street corridors. The survey format included a questionnaire which was developed in conjunction with City Staff. This questionnaire, which is included in Appendix C, was intended to identify parking shortcomings, functionality, access issues, peak business periods, and any public perceptions of local traffic problems. The survey results have been compiled and summarized in Table 8 below:

Table 8
Business Owner Survey Results

How long (on average) does a customer stay in your business?	West Main St.	Colony St.	Total	When are your peak business periods?	West Main St.	Colony St.	Total
5 min	0	1	1	6 - 8am	1	1	2
10 min	0	1	1	8 - 10am	4	7	11
15 min	4	1	5	10 - 12pm	7	9	16
20 min	1	2	3	12 - 2pm	4	8	12
30 min	1	5	6	2 - 4pm	9	8	17
45 min	2	0	2	4 - 6pm	5	6	11
60 min	2	4	6	6 - 8pm	3	2	5
90 min	2	2	4				
120 min	1	1	2				
180 min	1	1	2				

Where do your customers typically park?	West Main St.	Colony St.	Where do you and your employee's park?	West Main St.	Colony St.	The most convenient place to park for your business?	West Main St.	Colony St.
Lot 20	1		Lot 20	1		Lot 20	1	
Lot 19	1		Lot 19	1		Lot 19	3	
Lot 18	2		Lot 18	1		Lot 18	1	
Lot 15	5		Lot 15	4		Lot 15	1	
Lot 10	6		Lot 10	5		Lot 10	2	
Lot 9	1	1	Lot 9	2	4	Lot 9	3	
Lot 8	1		Lot 8	3	1	Lot 8	1	1
Lot 6		13	Lot 6		1	Lot 6		1
Lot 5			Lot 5		12	Lot 5		7
Lot 4		1	Lot 4		1	Lot 4	7	
Street	10	11	Street	2	3	Street	3	10
In Back	2		In Back	4	3	In Back		
Post Office		1	Post Office		1	Post Office		

Survey Question	West Main Street		Colony Street		Total Percentage	
	YES	NO	YES	NO	YES	NO
Do you have a back entrance?	13	3	11	7	71%	29%
Is it difficult to find a parking space near your business?	13	3	15	3	82%	18%
Do you perceive that there is a parking problem in the Downtown area?	14	2	13	5	79%	21%
Do you feel the posted on street parking restrictions near your business are appropriate?	13	3	13	4	79%	21%
Do you, your staff, or your customers have any problems accessing your business from a traffic perspective?	10	5	7	8	53%	47%
Would you favor new metered parking?	3	12	4	13	22%	78%
Would you prefer a new parking garage or additional parking lots?	10	6	14	2	75%	25%
Would you be willing to park off site, or farther away, to make more space for customers?	11	5	10	8	62%	38%

As indicated in the summary of responses above, the majority of the respondents perceived there was a parking problem in Downtown Meriden and felt it was difficult to find a parking space near their business. Most of the business owners did indicate that they had back entrances with which they could access their building from rear parking facilities. The vast majority of the respondents did feel that the posted on street parking restrictions near their business were appropriate and did not support the idea of metered parking.

The majority of the respondents on West Main Street felt it was difficult to access their businesses from a traffic perspective, primarily because of the one-way westbound flow of traffic. The business owners on Colony Street had more mixed reactions to this question. Most business owners on both streets said they would favor a new parking garage or construction of additional lots. Most of the business owners also indicated they were willing to park off site, or farther away, to make more space for customers.

Regarding vehicle turnover, 16 of the business owners or 50% reported the average length of their customers stay as being a half hour or less while 8 owners or 25% reported their customers stay between a half hour and an hour. The other 25% of the business owners stated that their patrons stay longer than an hour and a half. Based on these responses, it appears that the majority of the patrons of the businesses on West Main Street and Colony Street turnover relatively quickly, in one hour or less.

Peak business hours varied throughout the day based on the business that was surveyed. The highest volume of business occurred from 10AM to 12PM and 2PM to 4PM. There was little business prior to 8AM and after 6PM, with the exception of a few retail stores and the YMCA, which offers evening activities.

As far as locations where customers and employees most typically park, the responses varied based on the location of the business. The majority of the business owners on West Main Street indicated that their customers typically park in the street, whereas responses were divided amongst owners on Colony Street who indicated they parked either on street or in Lot 6.

Several concerns and recommendations regarding traffic and parking were made by the various business owners interviewed. The following is a summary of some of their comments:

- There was concern people won't come downtown if the parking is too expensive.
- Several owners did not favor charging to park in Lot 6; would prefer this parking lot is free.
- Suggested better marketing for parking; many patrons are not aware they can get their parking ticket validated.
- Majority of the business owners on both Colony Street and West Main Street do not like the bump outs. They feel they take up valuable parking space, which is further compounded in the winter when the City piles snow up on them.
- Some business owners on Colony Street would be willing to park in Lot 1 (Hub site) if they had safe access to their property.
- Some owners recommended demolishing the Wilcox Building on Colony Street and replacing it with parking.
- Business owners who park in Lot 5 sometimes cannot find parking because post office workers park there.

- Should provide better access for the elderly to the businesses on Colony Street (closer parking, better crossings, etc)
- Police vehicles take up too much space in Lot 18 when they store their vehicles there. Senior citizens have trouble finding parking there, particularly in the winter.
- Persons visiting the courthouse take up a lot of parking space (vicinity of Lot 15). The court has a serious scheduling problem since everyone is told to arrive in the morning at the same time, unlike other courthouses in the State.
- City should provide more free parking.
- City should consider building a second level on one of the existing surface lots.
- One-way flow on West Main Street is not looked upon favorably. Circulation and access/egress to the various businesses is very difficult in the Downtown area with all the one-way streets. Business has gone downhill in the town since the initiation of the one-way flow. Several recommendations were made to make West Main Street two-way again.
- Better signage to Lot 9 should be provided on West Main Street. Customers don't know it is there. Better lighting should also be provided on back streets in the vicinity of Lot 9.
- Lot 15 needs to be improved. Circulation within the lot is poor and access/egress is difficult with all the one-way streets. Portions of the lot also have poor lighting (lighting needs to be replaced).

6.0 RECOMMENDATIONS

Upon completion of the existing conditions parking analysis, future conditions parking demand analysis, and the public input process, Fuss & O'Neill developed several recommendations for improving parking conditions in Downtown Meriden in order to address existing deficiencies and anticipated future demand. As outlined in the study objectives, the recommendations have been categorized into "Now" improvements that can be implemented immediately, Short Term improvements (approximately one year out), and Long Term improvements (3 to 5+ years out). Some of the improvements recommended involve modifications to existing parking facilities, construction of new parking structures, and parking management strategies.

The short and long term recommendations identified will mitigate the existing parking deficiencies and anticipated future parking demand outlined in this report. As previously noted in [Table 7](#), the potential exists for a future parking demand of just over 1,700 spaces in the downtown study area based on future development growth. The existing conditions parking analysis identified the total existing parking capacity and demand in the downtown area. Based on the approximately 2,300 parking spaces currently available in the downtown study area, a maximum occupancy of 39%, or an existing maximum parking demand of just over 900 vehicles, was recorded. This analysis indicates that approximately 1,400 spaces are currently available in the downtown study area to support future development growth, leaving a net shortage of approximately 300 spaces. It should be noted that many of the vacant spaces available are located in the existing Hub site parking lot or within private

parking lots in the downtown area. Therefore, the net perceived parking shortage in the future would likely be greater.

As indicated in Table 7, over 1,550 parking spaces are proposed within the Hub site as part of the future downtown redevelopment project. This would provide an increase of approximately 700 parking spaces in the Hub site alone. The anticipated parking demand for the proposed developments at the Hub site is approximately 520 spaces, leaving ample additional parking spaces (over 1,000) for the remainder of the downtown area. As previously noted however, the concentration of parking in one location to serve all of the proposed downtown development would not be the most convenient for many Downtown area businesses and their patrons. The Hub site parking facilities can be a viable solution for several of the businesses on Colony Street, assuming enhancements to the pedestrian environment and/or other incentives such as increased downtown shuttle services are provided. For the remainder of the downtown area, including the West Main Street and Hanover Street corridors, some additional parking facilities and better management of existing parking facilities will be desirable to supplement the Hub site and provide closer proximity for businesses in this area. A summary of the "Now," "Short-Term," and "Long-Term" parking recommendations are discussed as follows:

A. "Now" Recommendations

Several existing parking deficiencies were identified in the Downtown area that can be addressed immediately with minor geometrical improvements, improved informational signage and services, and other initiatives by the Parking Commission. These recommendations for immediate implementation are as follows:

1. Geometric Improvements

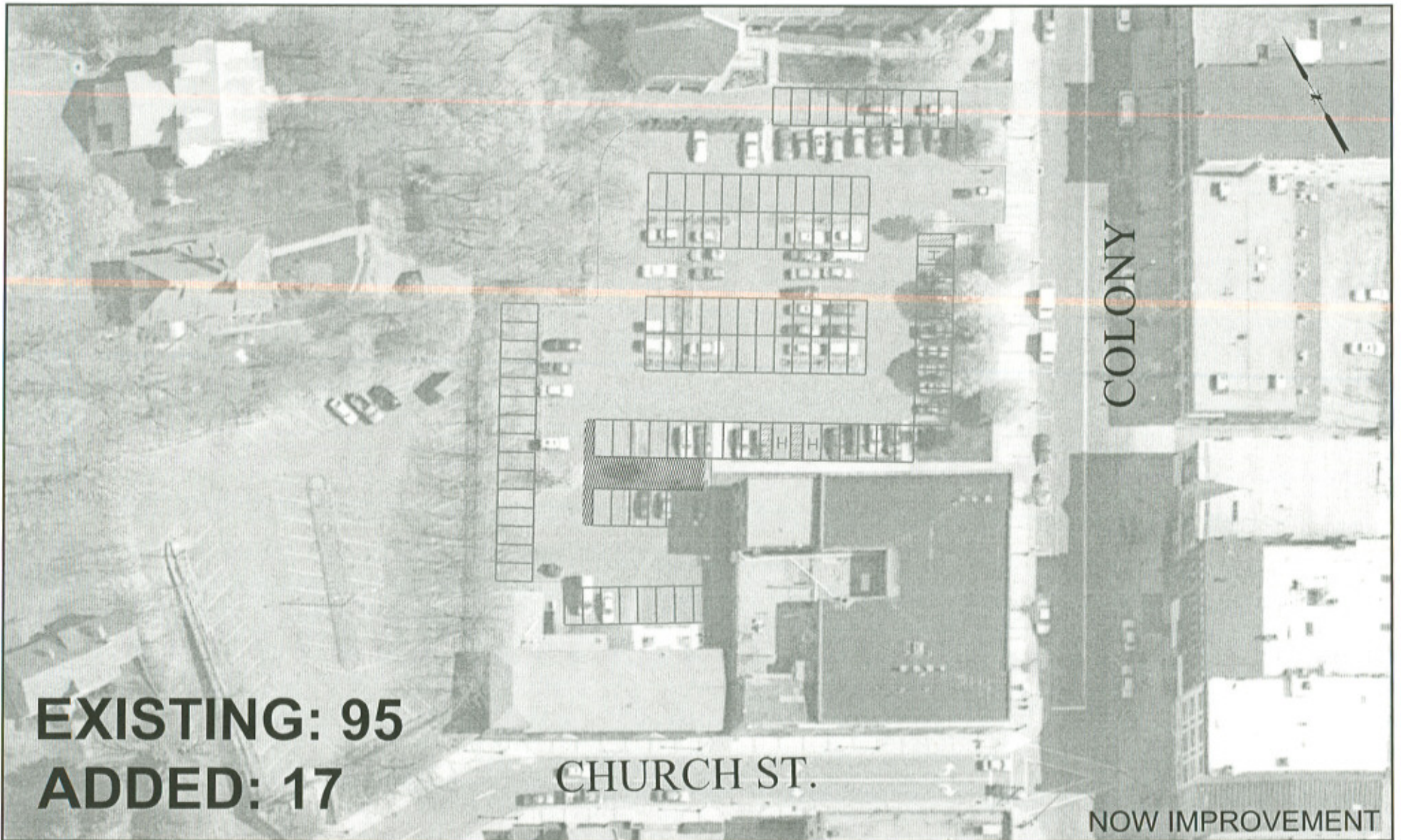
Construct minor geometric improvements to Lots 6, 15, and 18 in order to increase the number of parking spaces in each facility. These proposed conceptual improvements are depicted graphically in Figures 8, 9, and 10. The proposed improvements have the potential to add the following number of spaces to each lot:

- Lot #6: Existing spaces = 95, Improvements add 17 spaces
- Lot # 15: Existing spaces = 180, Improvements add 14 spaces
- Lot # 18: Existing spaces = 175, Improvements add 14 spaces
- **Total improvements add 45 spaces to the critical lots**

The conceptual geometric improvements illustrated in Figures 8, 9, and 10 would result in the following modifications to each parking lot:

LOT 6

- Relocate the existing spaces on the north side of the lot nearest the Church into the existing church driveway. Remove the existing spaces just to the west of those spaces.
- Remove all of the islands in the middle of the lot to reorient the parking spaces.



DATE PLOTTED: 07/15/08

No.	DATE	DESCRIPTION	BY

PROJ. MANAGER	
CHIEF DESIGNER	
REVIEWED BY	DATE

SEAL	

SCALE:	
HORIZ. N/S	
VERT.	
DATUM:	
HORIZ.	
VERT.	

f/o FUSS & O'NEILL, INC. Consulting Engineers
THE HARTFORD PLAZA, WASHINGTON, CONNECTICUT 06183

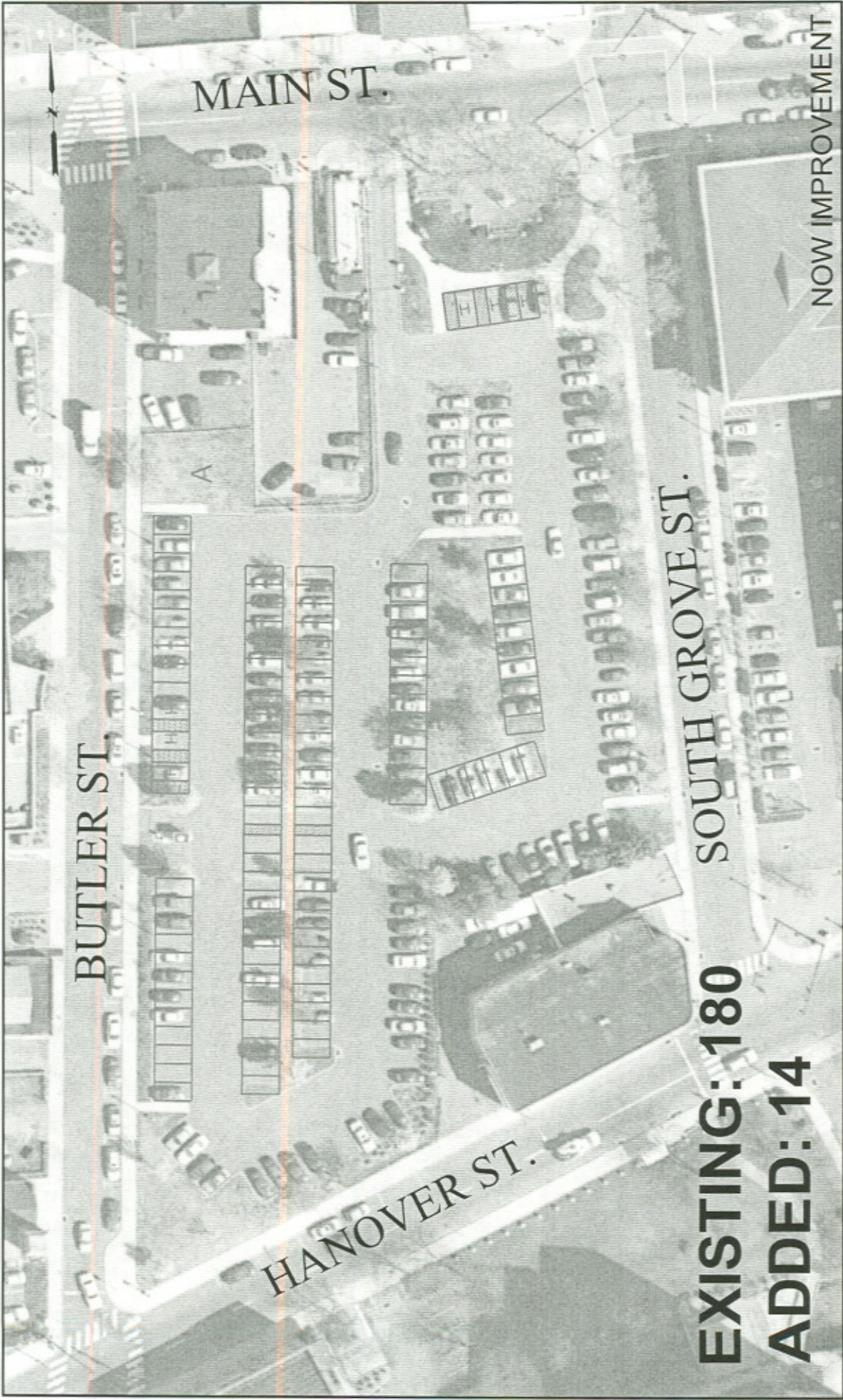
www.fuss.com

CITY OF MERIDEN
 DOWNTOWN PARKING STUDY
 CONCEPT PARKING REVISIONS - LOT 6

MERIDEN CONNECTICUT

PROJ. NO. 2004-058A.03
 DATE JULY 08

Fig. 8



BUTLER ST.

MAIN ST.

HANOVER ST.

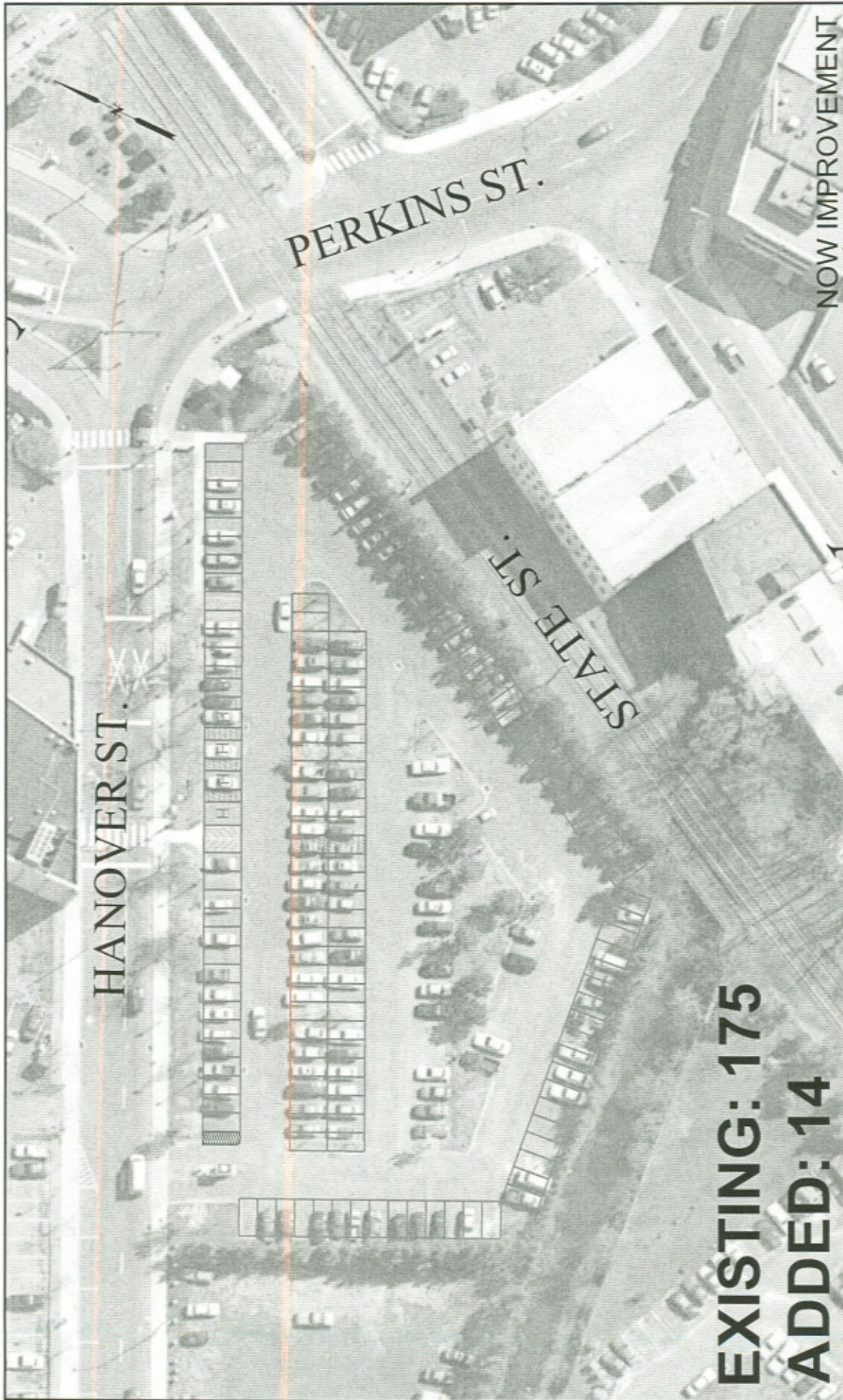
SOUTH GROVE ST.

EXISTING: 180

ADDED: 14

NOW IMPROVEMENT

PROJECT MANAGER CHRIS DESERVAIS REVISED BY: _____ DATE: _____		SCALE HORIZONTAL: _____ VERTICAL: _____ (AS SHOWN) (AS NOTED)		CITY OF MERIDEN DOWNTOWN PARKING STUDY CONCEPT PARKING REVISIONS - LOT 15 MERIDEN, CONNECTICUT	
PROJECT NO. 2008-0004-01 DATE: JULY 2008		FUSS & O'NEILL INC. Consulting Engineers 100 WESTFIELD ROAD, SUITE 100 WESTFIELD, MA 01095 www.foss.com		Fig. 9	



EXISTING: 175
ADDED: 14

PROJ. No. 2008-0001
 DATE: JULY 2008

CITY OF MERIDEN
 DOWNTOWN PARKING STUDY
 CONCEPT PARKING REVISIONS - LOT 18
 MERIDEN, CONNECTICUT

foss
 FUSS & O'NEILL INC. Consulting Engineers
 100 Main Street, Meriden, CT 06450
 www.foss.com

SCALE:	POST: 1/8"
	TEXT: 1/8"
DATE:	POST: 1/8"
	TEXT: 1/8"

NO.	DATE	DESCRIPTION	BY

Fig. 10

- Extend the island on the side of the lot closest to Church St. several feet beyond the existing island.
- Repaint the pavement markings for the four existing handicap spaces to comply with current code requirements.
- Relocate the existing handicap ramp jutting into the lot (nearest the church) back closer to the church.
- Move the nine existing spots on the west side of the lot. Approximately 10 feet of existing ground and curbing would have to be removed and excavated.
- Ideal number of parking spaces for the existing area based on standard calculations (320 sq. ft. per space) is 113.
- Number of spaces achieved is 112.

LOT 15

- Retain the existing island in the middle of the lot. The amount of work necessary to remove this island would result in the addition of only a few new parking spaces.
- The lot currently has a total of six handicap parking spaces, separated into groups of four and two. The existing four spaces do not provide enough space for four full code-compliant spaces. It is recommended that these existing spaces be re-painted for three handicap spaces. The fourth additional handicap space will be moved adjacent to the other two, along the Butler St. side of the lot.
- Remove a portion of the island to the north of the entry gate on Butler Street in order to fit the additional handicap spot.
- The owner of the existing grassy area marked "A" should be verified. If owned by the City, it could be modified to include about three additional parking spots.
- Existing parking spaces not specifically marked in Figure 9 are not proposed to be modified.
- The lot modifications were proposed with the intent of performing a minimum amount of excavation for the addition of new spaces.
- Ideal number of spaces for the existing area based on standard calculations (320 sq. ft. per space) is 209.
- Number of spaces achieved is 194.

LOT 18

- Retain the triangular-shaped island in the middle of the lot. The amount of work necessary to remove this island would be infeasible as it would not result in any additional parking spaces. The existing spaces attached to this island are all less than 9 feet wide. Re-painting these markings would result in fewer spots.
- Repaint the parking lines in the northern end of the lot along Hanover St. to reflect regular sized spaces. These spaces appear to have been

previously marked for handicap spaces which have since been moved towards the middle of the lot.

- Remove the existing three islands along the back side of the lot to make room for additional spaces.
 - Remove the three islands along the middle section of the lot to make room for additional spaces.
 - Ideal number of spaces for the existing area based on standard calculations (320 sq. ft. per space) is 184.
 - Number of spaces achieved is 189.
2. Improve Information and Marketing for Downtown Parking

Many downtown business owners reported that the public often does not understand the existing parking structure in Downtown Meriden and are not always aware of the locations of public parking. The general perception is that the existing City operated parking facilities are poorly signed and not always easy to find based on the number of one-way streets and the locations of such facilities as Lot 9, which is located on Church Street, behind the buildings on West Main Street. In addition, many visitors are not familiar with the City's validation system and do not understand the parking fee structure due to inconsistencies between the various City lots. Several initiatives can assist the City of Meriden in providing improved Downtown parking information to the public:

- Provide better signage to improve awareness of Downtown parking facilities. Industry standard blue and white parking signs with a large "P" and associated directional arrows should be installed on Colony Street, West Main Street and Hanover Street to direct drivers to each of the City owned parking lots. Signage is particularly needed on West Main Street to direct drivers to Lot 9, which provides significant parking capacity but often goes unnoticed by visitors who are unfamiliar with the area. Directional signage should also be a priority on Hanover Street which does not provide direct access to Lots 9 or 15 due to the one-way street structure in the Downtown area. Consideration should be given to the installation of additional directional signage beyond the immediate Downtown area to better inform drivers as they approach Downtown.
- Better inform the public about the City's validation program. All downtown business owners should be required to post the City's validation policy for each parking lot on their store/office windows or near their check-out areas.
- Develop a brochure and/or Web site including a Downtown parking map, fee structure in each parking lot, validation policy, and other relevant information.

3. Parking Commission Initiatives

The City of Meriden Parking Commission will need to explore several other parking management strategies to improve the public perception of parking in the Downtown area, make better use of existing available capacity in private parking lots, enforce the posted short-term parking restrictions on-street, and encourage long term parkers to utilize off-street facilities. The City should consider the following initial strategies:

- Reorganize the fee structures in the City operated parking lots in Downtown Meriden. There is currently little consistency in the fee structure for these lots and as previously noted, awareness of the validation program is lacking. For example, the City Garage (Lot 9) is intended to be entirely pay parking, however, the top level always operates free. Lot 15 adjacent to the courthouse is pay parking, while nearby Lot 18 on Hanover Street is free. Despite this inconsistency, both of these lots have high demand. People need to have a consistent expectation on pay and no-pay for city owned parking facilities.
- Investigate collaboration with privately owned parking lot owners. Parking occupancy data indicates that several private parking lots in the study area have ample reserve capacity during the day. Collaboration with private parking lots would help to offset the long term demand on some of the existing on-street parking. Some of this long term demand is a result of people working and living in the study area. The primary objective of this collaboration is to take advantage of available capacity during the daytime in some of the private lots (such as restaurants), or adjacent unused properties where a parking lot could be built. This option provides a viable alternative to sending all long term parkers to the Hub site.
- Document the feasibility of meter monitors versus Police Union requirements. Parking turnover data and business owner surveys indicated a high percentage of long-term parkers on streets where short-term parking restrictions are posted. Relocating long-term parkers out of the short-term parking zones is critical for businesses in Downtown Meriden. This can only be done by greatly increasing parking enforcement. The City of Meriden will need to weigh the alternatives of increasing police enforcement in the Downtown area versus installing a metered parking system and hiring meter monitors to enforce them.
- Explore the feasibility of new on-street pay parking technologies such as cell-phone based parking payment systems and on-street pay stations in lieu of the traditional coin operated meters. On-street "pay and display" stations allow a patron to pay for parking at a centrally located kiosk and then display a receipt with an expiration time on the inside of the car. A "pay by space" system requires a patron to indicate a designated space when paying at the station. Centralized pay stations have been shown to be a cost saving alternative over

traditional meters, providing increased revenue by 20-40% because of lower maintenance costs and increased revenue from occupancy turnover.

- Implement overnight parking restrictions for on-street spaces. Overnight parking restrictions such as “No Parking from 1 AM to 4 AM” would help to eliminate multi-day parkers (such as residents) from using the on-street spaces. These on-street spaces need to be available for the businesses.
- Install new light structures in the “Hub” site to improve security and encourage more drivers to park there.

B. Short Term Improvements

In the Short Term (approximately one year out), it is recommended that the City begin relocating long term parkers out of the on-street parking spaces and relocating some vehicles from the higher demand parking facilities to the lower demand facilities. The City should pursue the following objectives:

1. Relocation of Long Term Parkers From On-Street Spaces
 - Relocate Colony St. business owners and employees to off-street facilities
 - Relocate Courthouse parkers to off-street facilities
 - The City must either increase Police enforcement, or implement metered parking. There must be a disincentive to vehicles which ignore the existing parking restrictions.
 - Consider loading zone treatments for Colony Street and West Main Street to discourage trucks from blocking on-street parking spaces. Loading should be restricted to designated zones and relocated off primary streets where possible. A loading zone in the alleyway in front of Lot 9 could be considered for some of the businesses on West Main Street.
2. Relocate Vehicles From Higher Demand Parking Lots to Lower Demand Parking Lots
 - Relocate police cruisers and personal vehicles from Lot 18 to Lot 15. Police vehicles which are not utilized for significant periods of time reduce the capacity of this higher demand lot which is frequently utilized by members of the Senior Center. Consider assigning parking spaces and associated signage for Police and Senior Center usage. In addition to relocating some of the police vehicles, others could be stacked (double parked) in the lots if they are not used regularly in order to free up more spaces.
 - Collaborate with United Industrial Services to relocate their employees (or their visitors) to the Hub site, thus increasing parking availability in Lot 18 for the Senior Center.

- Re-open Lot 7 on Church Street. The re-opening of this facility will require an overlay of the existing parking lot, new pavement markings with directional arrows, new lighting, new landscaping, and security improvements such as an emergency phone system/call box. A conceptual short-term improvement plan for Lot 7 is illustrated in [Figure 11](#). The addition of this lot could provide 67 more parking spaces on Church Street and enable the relocation of Middlesex Community College students and DCF employee vehicles to this lot.
- Reduce “double dip” parkers in the City Lot 9 garage. DCF employees often park their personal cars in one space and their State vehicles in another space. This type of activity will need to be enforced and could be mitigated by the re-opening of Lot 7.
- Assign courthouse spaces and associated signage in Lot 15 to segregate Courthouse parking. While a number of parking spaces in this facility are currently “assigned,” they are not signed as such. Parking passes could also be furnished for employee’s windshields to identify them and prevent them from being ticketed.

C. Long Term Improvements

As previously noted, the projected future parking demand in Downtown Meriden is approximately 1,700 vehicles, over 500 of which would be generated by the Hub site itself and serviced directly at the proposed Hub site parking lot. Of the remaining future parking demand of 1,200 spaces, it is likely that some of these vehicles can be accommodated within existing parking facilities that have reserve capacity and through the strategies outlined in the “Now” and “Short Term” improvements recommendations. The remainder of these vehicles, which are projected to generate a demand for 800 to 900 additional spaces, will need to be accommodated in the Downtown area through other means. These vehicles can be accommodated either via the construction of new parking facilities or by utilizing the excess parking capacity at the Hub site which currently exists and will continue to exist in the future.

Recommendations to address this additional long term demand are discussed in this section. The long term improvement concepts would need to start being considered by the City as early as 3 to 5 years out, should the proposed Downtown redevelopment plans become a reality.

1. Pedestrian access to the City Center Initiative (Hub site)

A portion of the future demand in the Downtown area to the west of the railroad tracks can be accommodated by the Hub site parking lot which will provide ample additional capacity. The City of Meriden will need to closely examine the relationship to the City Center Initiative and the Hub site plans for excess parking. In order to make this a viable option, the following improvements will need to be made to improve access to the Hub site and to provide incentive for people to park there:

WASHINGTON HEIGHTS

20' LIGHT POLE —
SINGLE FORWARD HEAD
(TYP)

20' LIGHT POLE —
FOUR HEADS

WALL-MOUNTED LIGHT

ACCESS RAMP

SECURITY AUTO-DIALER
CALL STATIONS

CHURCH ST.

SHORT-TERM IMPROVEMENT

NOTES:

1. EXISTING LOT COVERED WITH 2" BITUMINOUS CONCRETE OVERLAY.
2. EXISTING CURBING REUSED — MAY NEED TO BE REPLACED UPON CLOSER INSPECTION.
3. EXISTING STAIRWAY REUSED — ADDITIONAL FUNDS WILL BE NEEDED FOR POSSIBLE UPGRADE.
4. NEW PAVEMENT MARKINGS WITH DIRECTIONAL ARROWS — WILL ADD TWO SPACES.
5. LIGHT POLES USE STANDARD TYPE 4 SHOEBOX LIGHTS — WILL NEED TO BE CONNECTED TO POWER SYSTEM.
6. SECURITY PHONES WILL NEED TO BE CONNECTED TO PHONE SYSTEM.
7. PARKING ANGLES VARY BETWEEN 60, 65, AND 70 DEGREES.

NO.	DATE	DESCRIPTION	BY

PROJECT MANAGER		
CHIEF DESIGNER		
DESIGNED BY		
DATE		

SEAL	

SEAL	

SCALE	
HORIZ. DIST.	
VERT.	
DATE	



CITY OF MERIDEN
DOWNTOWN PARKING STUDY
CONCEPT PARKING LOT REVISIONS - LOT 7
MERIDEN CONNECTICUT

PROJECT No. 2004-058-ASD
DATE: 05-17-2006
Fig. 11

- Adding and improving the pedestrian connections across the railroad corridor will need to be a priority to make the Hub site spaces viable to businesses to the west of the railroad tracks, particularly those on Colony Street.
 - A Public Relations effort will need to be undertaken to encourage business owners, office workers, and residents to park at more distant lots.
 - A shuttle service could also be considered from the Hub site and other more remote lots to Colony Street, West Main Street, and Hanover Street.
2. Provide a New Parking Garage

A significant portion of the future demand anticipated in Meriden will be generated in the heart of the Downtown area. This demand will ultimately need to be accommodated through the construction of new parking structures in a more centralized location than the Hub site. The most feasible site for a new parking structure is the existing Lot 15, due to its size, central Downtown location, and proximity to the Courthouse, YMCA, Police Station, and many of the businesses on West Main Street. Alternative locations include Lot 18 on Hanover Street, and Lot 6 on Colony Street, where a second level could provide additional capacity as well as a second connection to Lot 7 on Church Street. Conceptual long term improvement plans for these options are illustrated in [Figures 12, 13, and 14](#).

- Lot 15 is considered the optimal location for a new parking garage and could feasibly provide an additional 165 parking spaces per level as illustrated in [Figure 12](#).
- The addition of a top deck on Lot 6 would be an alternative option. This concept could provide an additional 76 spaces on the second level as illustrated in [Figure 13](#). In addition, potential ramp access to Lot 7 could be provided from the top deck.
- Lot 18 provides a third alternative for a new parking garage as depicted in [Figure 14](#). This structure could feasibly accommodate an additional 175 spaces per level.

A combination of one or two new parking structures and the use of the ample additional parking capacity at the Hub site will allow the City of Meriden to meet the goal for potential future parking demand. The long term improvement strategies will need to be evaluated in the future based on the amount of future development (and associated demand) that ultimately becomes a reality.

It is also important to note that recent news articles indicate two-way traffic flow will be reintroduced to East Main Street and Hanover Street in the long term, while West Main Street will remain one-way. The City will need to review the impacts of two-



NOTES:

- 1. AREA OF PROPOSED STRUCTURE COULD POTENTIALLY CONTAIN 165 PARKING SPACES PER LEVEL. (COST: \$8,000 PER SPACE.)

NO.	DATE	DESCRIPTION	BY

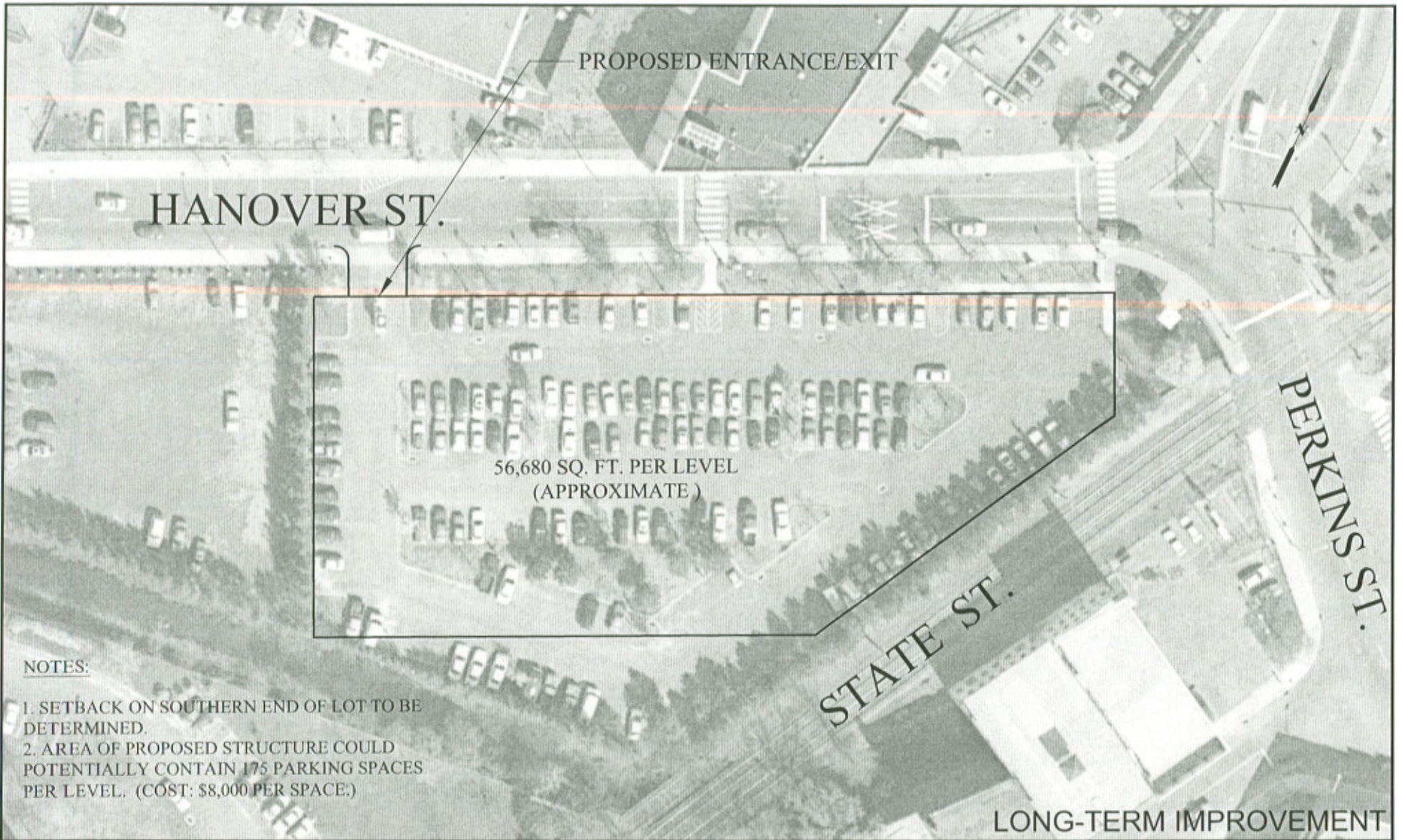
PROJ. MANAGER			
CHIEF DESIGNER			
REVIEWED BY			
DATE			

SCALE:	
HORIZ. NBS	
VERT.	
DATE:	
HORIZ.	
VERT.	

fjo FUSSELL & O'NEILL, INC. Consulting Engineers
 146 HARTFORD ROAD, MERIDEN, CONNECTICUT 06462
 860.438.2400
 www.fjo.com

CITY OF MERIDEN
 DOWNTOWN PARKING STUDY
 CONCEPT PARKING LOT STRUCTURE - LOT 15
 MERIDEN CONNECTICUT

PROJ. NO. 2004-000410
 DATE: JULY 2005
Fig. 12



NOTES:

1. SETBACK ON SOUTHERN END OF LOT TO BE DETERMINED.
2. AREA OF PROPOSED STRUCTURE COULD POTENTIALLY CONTAIN 175 PARKING SPACES PER LEVEL. (COST: \$8,000 PER SPACE.)

No.	DATE	DESCRIPTION	BY

PROJ. MANAGER	SEAL

SCALE	DATE

SCALE	DATE

fjo FUSS & O'NEILL INC. Consulting Engineers
 146 HARTFORD ROAD, BRIDGEVILLE, CONNECTICUT 06415
 860.438.1488
 www.fjo.com

CITY OF MERIDEN
 DOWNTOWN PARKING STUDY
 CONCEPT PARKING LOT STRUCTURE - LOT 18
 MERIDEN CONNECTICUT

PROJ. No. 2004-58-018
 DATE: JULY 2005
Fig. 14

way traffic flow in the long-term, particularly to the critical on-street parking spaces in the Downtown area.

D. Preliminary Order of Magnitude Cost Estimates

Preliminary order of magnitude cost estimates were performed by Fuss & O'Neill for the proposed geometric parking lot improvements to Lots 6, 15, and 18, the proposed short term improvements to Lot 7, and the proposed long-term parking structures on Lots 6, 15, and 18. The order of magnitude costs are summarized below:

NOW RECOMMENDATIONS

Lot 6 (+17 spaces) - \$20,500
 Lot 15 (+14 spaces) - \$8,750
 Lot 18 (+14 spaces) - \$8,750
 HUB Site (Lighting) - \$3,000

Total – 41,000

SHORT TERM (1 YEAR) RECOMMENDATIONS

Lot 7 (67 spaces) - \$72,000

Total - \$72,000

LONG TERM ALTERNATIVES (3 to 5+ YEARS)

Lot 15 Garage (495 spaces, assumes 3 levels) – **\$3,960,000**
 Lot 18 Garage (525 spaces, assumes 3 levels) - **\$4,200,000**
 Lot 6 Top Deck (76 spaces) - **\$608,000**

Additional back-up data for the “Now” and “Short Term” improvement parking lot estimates of Lot 6, 7, 15, and 18 is provided in Appendix D. The long term parking garage order of magnitude estimates were calculated assuming a cost of \$8,000 per space and assuming that on average, one parking space per 320 square feet of the total structure can be provided. This estimate criteria was obtained from the “Dimensions of Parking,” Fourth Edition, 2000, published by the Urban Land Institute.

7.0 CONCLUSIONS

The City of Meriden continues to promote economic development and enhancement improvements in an ongoing revitalization of the central business district downtown. This growth will place further burden on the existing parking facilities downtown and will ultimately result in a parking shortage Downtown. The purpose of this study was to analyze existing downtown parking conditions, project additional future parking demand from proposed developments, and to develop a series of short and long term parking improvement strategies and concept plans.

The existing conditions analysis revealed that there is an overall surplus of existing on and off street parking within the Downtown Study area throughout the day on the Thursday and Saturday inventoried. A significant portion of this surplus is provided at the Hub site where over 800 vacant spaces are available. Most of the individual on street parking segments within the study area do approach or reach capacity during certain times of the day on the Thursday inventoried. Several of the smaller parking lots in the study area that service or are adjacent to specific businesses also near or reach capacity during specific time periods. With the exception of the lower level of Lot 9 on Church Street, none of the larger City operated parking lots experienced capacity concerns during the time periods inventoried.

The license plate/turnover study revealed that some of the highest turnover rates on the Thursday inventoried occurred on West Main Street from Grove Street to Cook Avenue, Butler Street, Grove Street, and Colony Street north of Lot 6. Vehicles on these road segments remained parked for an average of one hour or less. Some of the lowest turnover rates occurred on the top deck of Lot 9 and in Lot 6 where vehicles remained parked for an average of three hours. Many vehicles were parked well beyond the posted parking time restrictions.

Fuss & O'Neill conducted an extensive public outreach program to obtain feedback from local business owners, City staff and other project stakeholders. A Steering Committee was formed and comprised of key stakeholders in the Downtown study area. Business owner surveys were then performed to obtain public input on the existing downtown parking situation. The surveys revealed that the majority of the owners perceived there was a parking problem in Downtown Meriden and felt it was difficult to find a parking space near their business. The vast majority of the respondents did feel that the posted on street parking restrictions near their business were appropriate and did not support the idea of new metered parking. Most respondents did favor the construction of new parking facilities.

Several existing conditions parking challenges to the City of Meriden were identified:

- Existing on street parking facilities are nearing capacity during certain times of the day. Future development will exacerbate this problem.
- Existing off street parking in Lot 18 on Hanover Street approaches capacity during certain times of the day. Police vehicles stored on this lot reduce the overall lot capacity resulting in limited parking available for Senior Center patrons.
- The Courthouse is a significant parking generator during weekday mornings. Scheduling patterns result in most vehicles arriving at the same time and fewer parking spaces available for nearby businesses.
- The majority of business owners surveyed feel it is difficult to find parking near their business and feel there is a parking problem in Downtown Meriden.
- Most business owners on West Main Street feel it is difficult to access their businesses from a traffic perspective due to the one-way traffic flow.
- The public feels that the existing parking lots need improved signage and need to be better marketed. Many visitors are not aware of the City's validation policy.

- Business owners do not favor the installation of new metered parking and feel more free parking should be provided. There is concern customers won't come Downtown if parking is too expensive.

Upon completion of the existing conditions parking inventory, a detailed land use analysis for the downtown study area was performed. The purpose of this analysis was to assess existing development conditions and the potential for future development relative to the demand this could create for parking. The total amount of vacant and/or developable land and building space in the Downtown (including the Hub site) was determined. The potential future new development and redevelopment was identified and the associated parking demand by land use was determined. The parking demand was then compared to City of Meriden zoning related parking requirements. The demand analysis projected a maximum potential parking need of just over 1,700 spaces that would be generated by future development.

This projected parking need of 1,700 vehicles, coupled with the existing parking demand of just over 900 spaces yields a total demand of 2,600 spaces in the future. With approximately 2,300 parking spaces currently available in the downtown study area, a net shortage of approximately 300 spaces would exist. As many of the existing vacant parking spaces are located in the Hub site parking lot or within private parking lots in the Downtown area, a net parking shortage will occur west of the railroad tracks in the future. The concentration of parking in one location to serve all of the proposed Downtown development would not be the most convenient for many Downtown area businesses and their patrons.

The Hub site parking facilities can be a viable solution for several of the Downtown businesses, particularly those on Colony Street, assuming enhancements to the pedestrian environment and/or other incentives such as increased Downtown shuttle services are provided. For the remainder of the Downtown area, including the West Main Street and Hanover Street corridors, some additional parking facilities and better management of existing parking facilities will be desirable to supplement the Hub site and provide closer proximity for businesses in this area.

This study recommends several strategies to address the existing and future parking demand Downtown. These strategies have been categorized into "Now" improvements that can be implemented immediately, Short Term improvements (approximately one year out), and Long Term improvements (3 to 5+ years out).

Immediate improvements are proposed at Lots 6, 15, and 18 where minor geometric modifications to the existing parking lots could result in an additional 45 spaces. Improved information and marketing for Downtown parking is recommended, such as improved way-finding signage, the posting of the City's validation policy on the windows of the businesses, and the development of a brochure and/or Web site including a Downtown parking map, fee structure in each parking lot, validation policy, and other relevant information. It is also recommended that the Parking Commission re-evaluate and re-organize the City Pay and Free lots such that there is a consistent theme amongst the lots in Downtown Meriden. Collaboration with privately owned parking lot owners should be investigated to make use of additional parking capacity in these locations. The City must

also document the feasibility of installing meters and hiring meter monitors versus utilizing the Police Department for enforcement. Increased enforcement is critical to providing a disincentive for long-term parkers to use short-term on street parking areas. Overnight parking restrictions for on-street spaces should be implemented to further this cause.

In the Short Term (approximately one year out), it is recommended that the City begin relocating long term parkers out of the on-street parking spaces and relocating some vehicles from the higher demand parking facilities to the lower demand facilities. The City must at this point either increase Police enforcement, or implement metered parking. There must be a disincentive to vehicles which ignore the existing parking restrictions. The City should also begin relocating Courthouse parkers and Colony St. business owners and employees to off-street facilities, such as the Hub site. In order to reduce the demand on some of the higher occupancy lots, the City will need to collaborate with the Police Department and United Industrial Services to relocate vehicles from Lot 18 on Hanover Street to provide additional parking for the Senior Center. The assignment of parking spaces and associated signage in Lot 15 and Lot 18 should be implemented to allocate a set number of spaces for Police use, Senior Center use, and Courthouse use. In addition, it is recommended that Lot 7 on Church Street be re-opened and improved with new pavement, lighting, and security to provide additional overflow parking for the Lot 9 garage. This lot could be beneficial for Middlesex Community College students and for DCF employees, many of whom park both their personal and State vehicles in Lot 9, thereby reducing its available capacity.

In the long term, the City will need to explore options for improving pedestrian access to the Hub site in order to take advantage of the ample reserve capacity at this lot. Improved pedestrian connections across the railroad corridor, consideration of a shuttle service, and a public relations effort to encourage business owners, office workers, and residents to park at more distant lots should be considered. Much of the parking demand in the heart of Downtown will ultimately need to be accommodated through the construction of new parking structures in a more centralized location than the Hub site. The most feasible site for a new parking structure is the existing Lot 15, due to its size, central Downtown location, and proximity to the Courthouse, YMCA, Police Station, and many of the businesses on West Main Street. Alternative locations include Lot 18 on Hanover Street, and Lot 6 on Colony Street, where a second level could provide additional capacity as well as a second connection to Lot 7 on Church Street.

The analysis of parking conditions described in this report is an important first step in planning for future growth in Downtown Meriden. The parking mitigation alternatives presented in this study can be considered in the short and long term by the City of Meriden to ensure adequate parking capacity will be available now and in the future as Downtown development and revitalization occurs.

APPENDIX A

THURSDAY OCCUPANCY SUMMARY SHEET

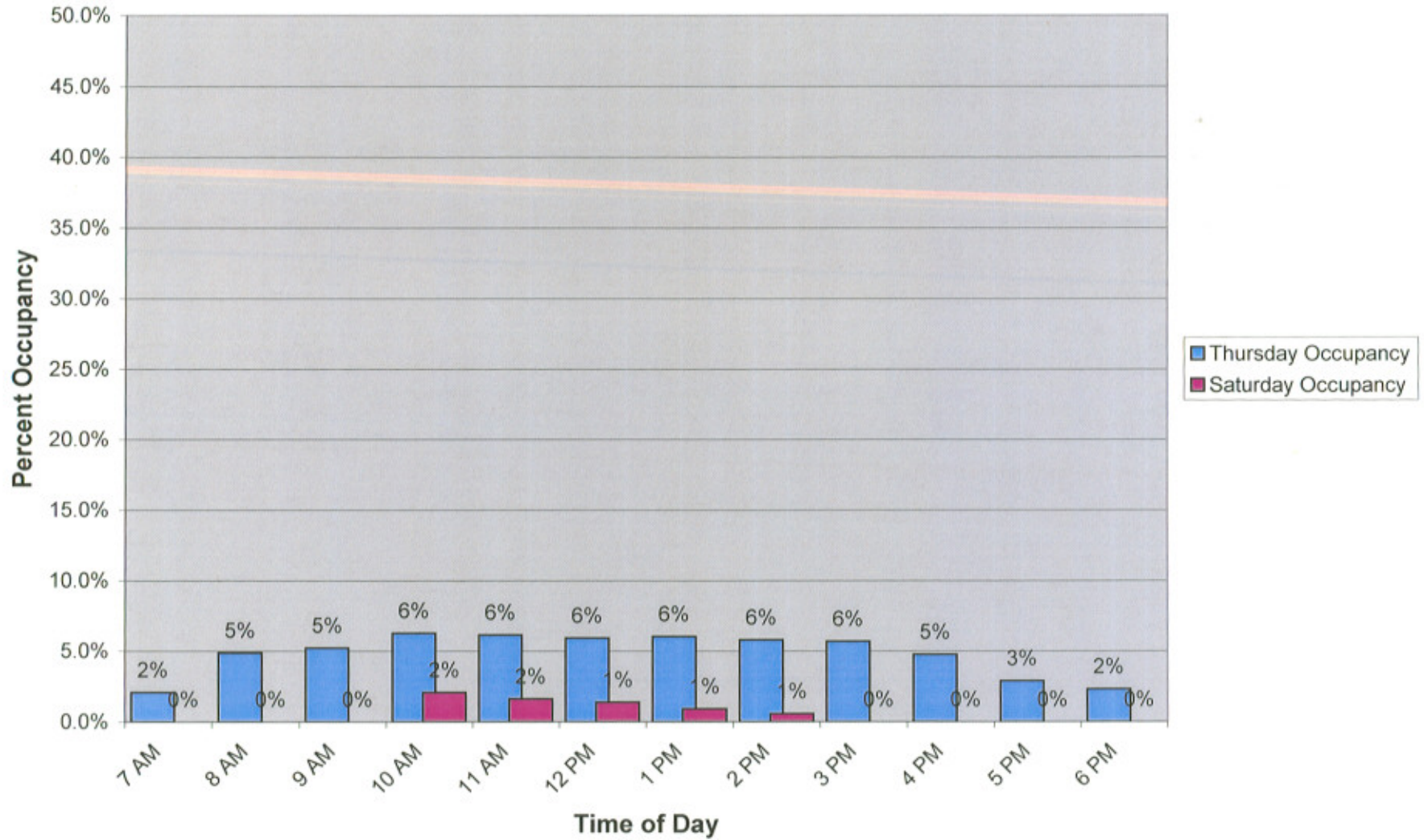
Parking Lot	Total	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	Average Utilization
1	861	18	42	45	54	53	51	52	50	49	41	25	20	4.8%
2	10	1	2	1	1	2	3	3	2	0	1	3	0	15.8%
3	38	2	26	30	28	30	26	26	27	24	19	4	0	53.1%
4	24	12	14	16	11	10	12	10	11	10	13	7	5	45.5%
5	28	1	3	10	11	11	10	13	14	14	13	7	6	33.6%
6	95	9	16	32	36	38	41	34	34	22	18	11	8	26.2%
7	40	5	5	5	5	5	5	5	5	5	5	5	5	12.5%
8	78	3	34	53	60	58	41	46	52	47	45	22	10	50.3%
Top 9	119	10	57	94	81	68	59	48	47	42	37	20	20	40.8%
Bottom 9	123	90	110	123	123	123	123	123	123	123	110	90	90	91.5%
10	26	11	13	22	23	21	18	23	18	15	14	17	17	67.9%
11	18	15	17	5	13	14	4	3	10	6	6	3	9	48.6%
12	129	41	41	49	73	41	45	43	39	47	51	44	42	35.9%
13	82	18	18	41	39	37	42	42	37	32	26	22	11	37.1%
14	12	10	10	11	9	8	7	8	7	9	9	12	12	77.8%
15	180	17	17	132	107	104	89	77	86	84	62	20	52	39.2%
16	56	18	18	45	40	36	33	43	47	43	30	16	15	57.1%
17	38	22	22	19	18	16	17	17	14	15	16	16	14	45.2%
18	175	112	112	164	146	145	138	143	106	89	94	74	72	66.4%
19	20	6	6	16	17	16	15	14	13	13	11	7	5	57.9%
20	38	7	7	25	30	24	28	30	23	31	28	8	5	53.9%
A	25	3	4	7	7	5	15	14	12	11	6	1	1	28.7%
B	23	8	6	10	17	14	23	17	14	13	17	10	6	56.2%
C	4	0	0	3	4	4	4	4	4	3	3	3	3	72.9%
D	20	3	21	20	20	17	15	13	9	10	6	11	12	65.4%
E	32	12	23	28	32	23	17	19	26	11	19	22	21	65.9%

SATURDAY OCCUPANCY SUMMARY SHEET

Parking Lot	Total	10:00	11:00	12:00	1:00	2:00	Average Utilization
1	861	18	14	12	8	5	1.3%
2	10	0	0	1	0	0	2.0%
3	38	14	14	12	12	12	33.7%
4	24	11	8	7	9	6	34.2%
5	28	17	18	18	17	15	60.7%
6	95	18	17	17	17	11	16.8%
7	40	5	5	5	5	5	12.5%
8	78	2	3	3	3	3	3.6%
Top 9	119	0	0	0	0	0	0.0%
Bottom 9	123	51	50	48	48	47	39.7%
10	28	24	24	28	16	19	79.3%
11	18	9	15	4	8	8	48.9%
12	129	59	45	52	53	47	39.7%
13	82	15	14	13	14	14	17.1%
14	12	11	9	12	11	2	75.0%
15	180	43	36	43	28	27	19.7%
16	56	16	13	15	14	15	26.1%
17	38	20	16	13	13	13	39.5%
18	175	78	74	76	76	81	44.0%
19	20	7	6	3	2	1	19.0%
20	38	2	7	2	3	2	8.4%
A	25	9	11	6	2	3	24.8%
B	23	18	16	16	15	13	67.8%
C	4	4	4	4	3	4	95.0%
D	20	6	3	5	6	4	24.0%
E	32	23	26	26	18	18	69.4%
F	17	9	11	10	9	5	51.8%

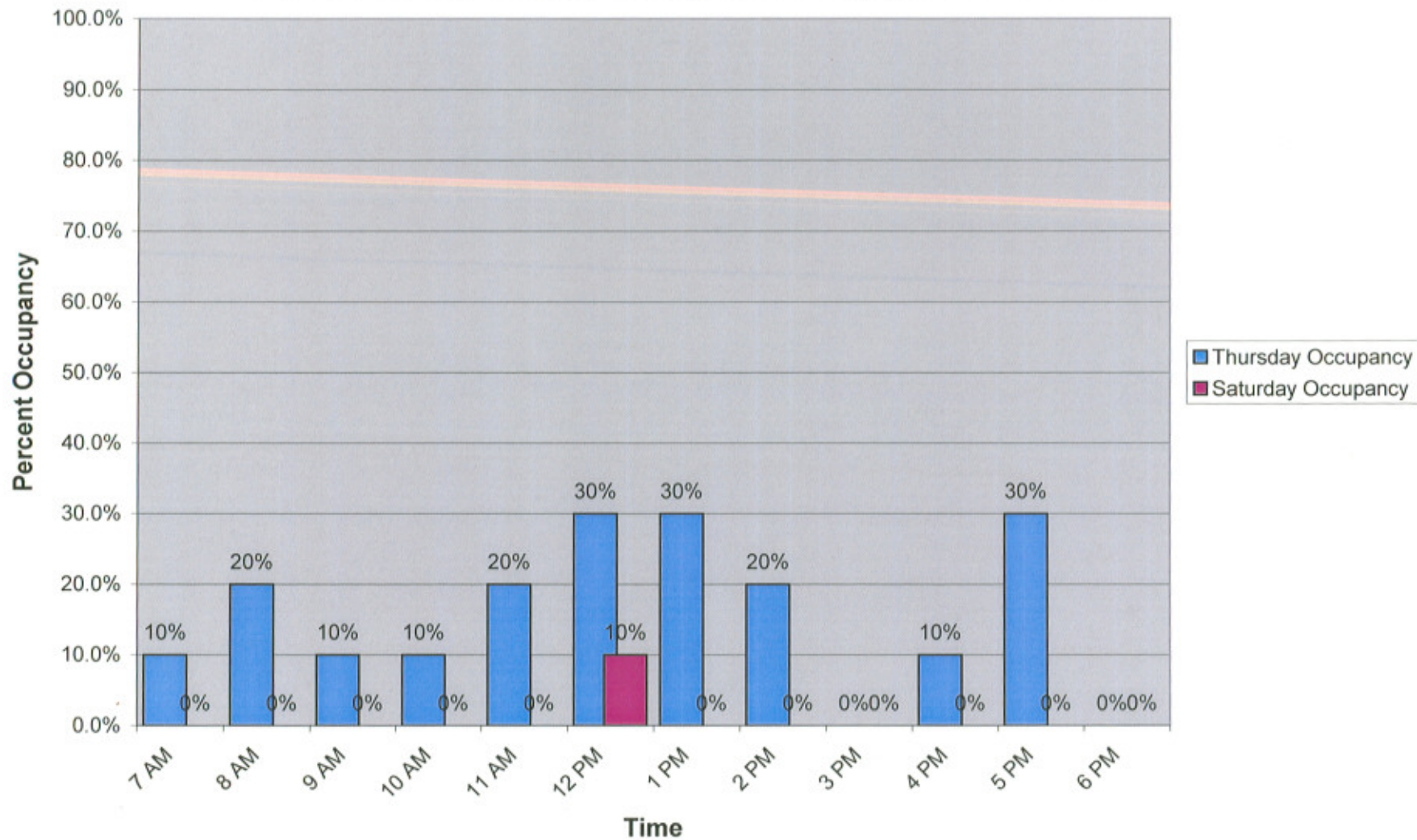
OFF-STREET PARKING LOT 1 OCCUPANCY

The Hub Site, 861 Parking Spaces

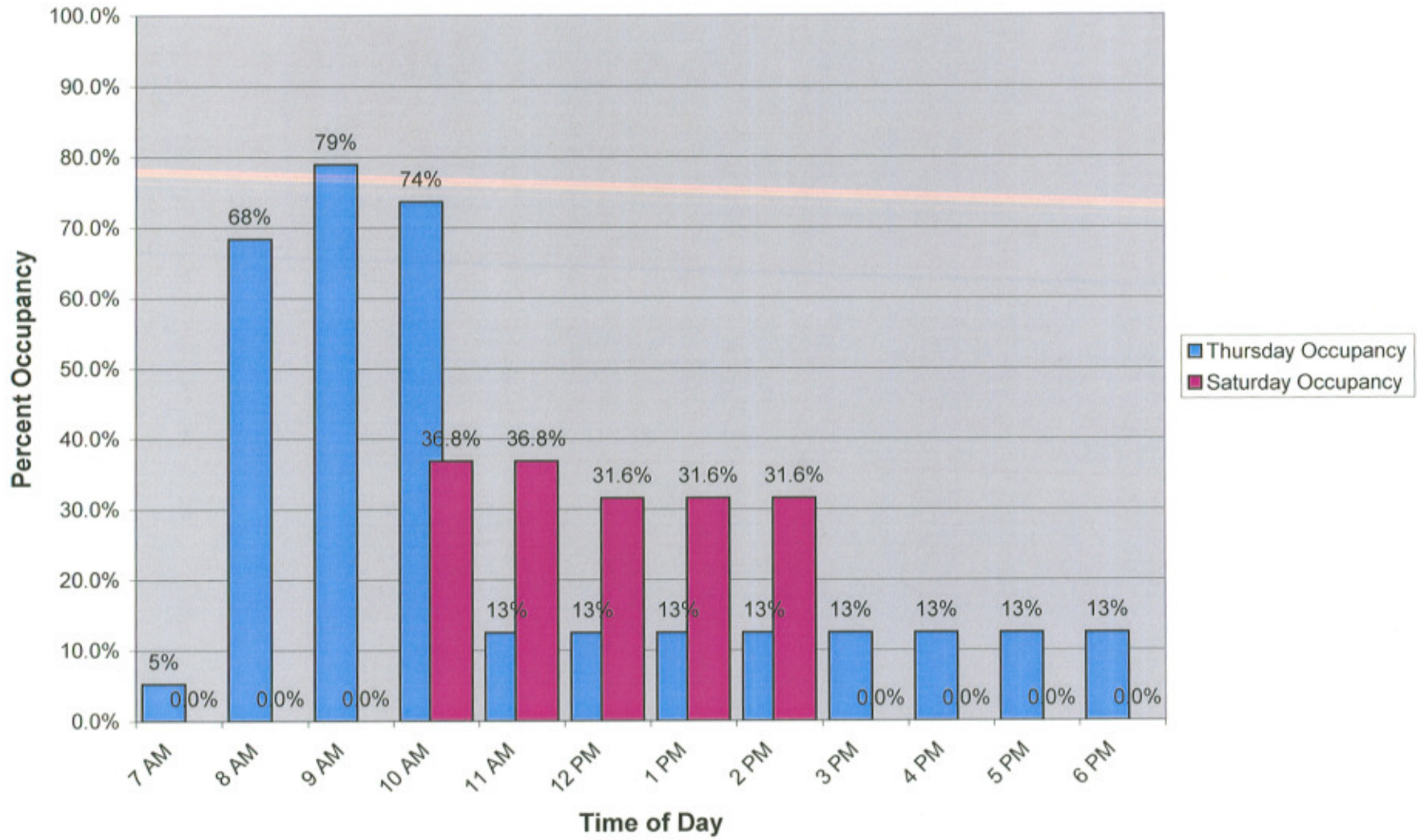


OFF-STREET PARKING LOT 2 OCCUPANCY

The Vacant Site on State Street, 10 Parking Spaces Provided

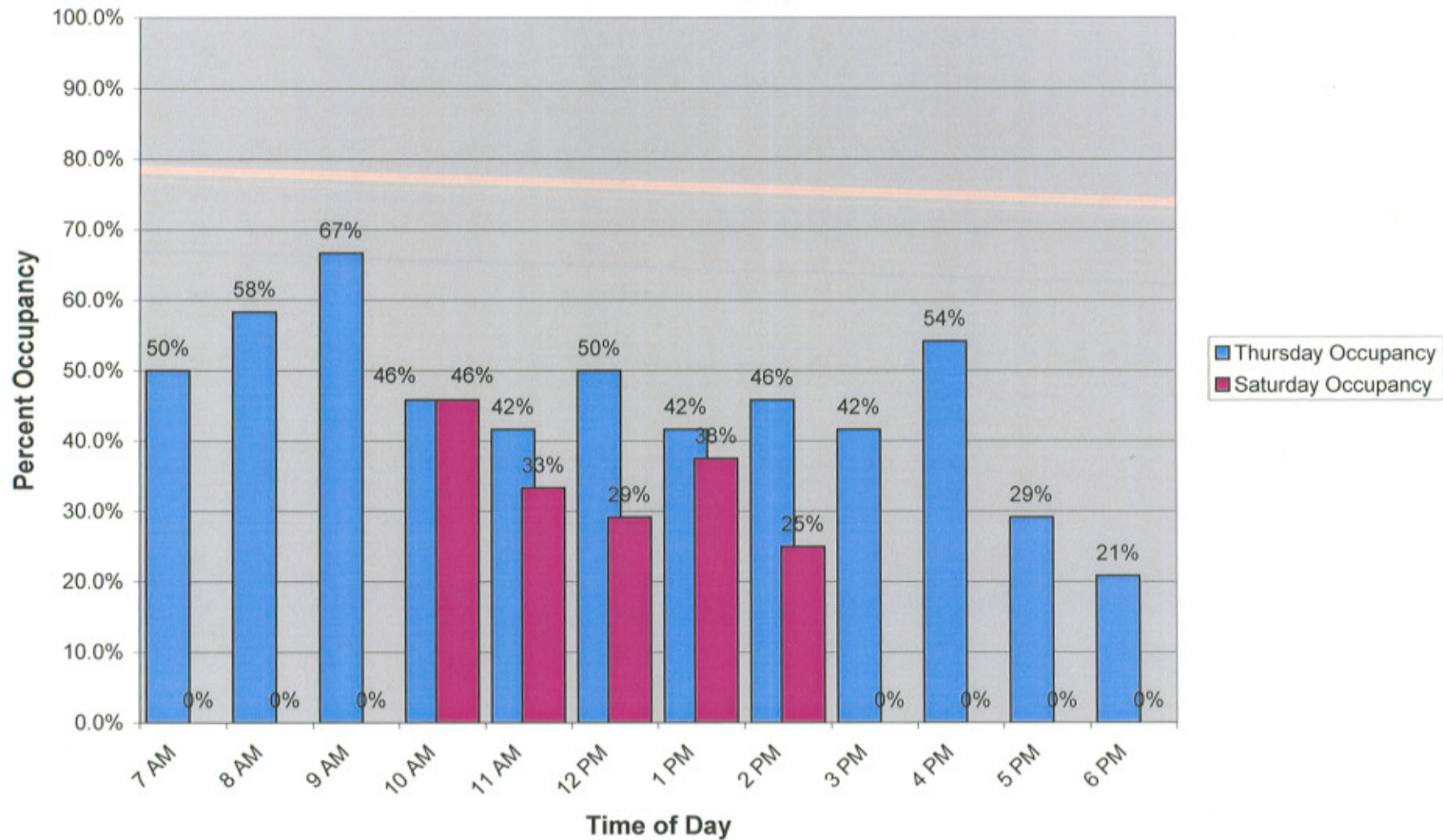


OFF-STREET PARKING LOT 3 OCCUPANCY
88 State Street, 38 Parking Spaces Provided

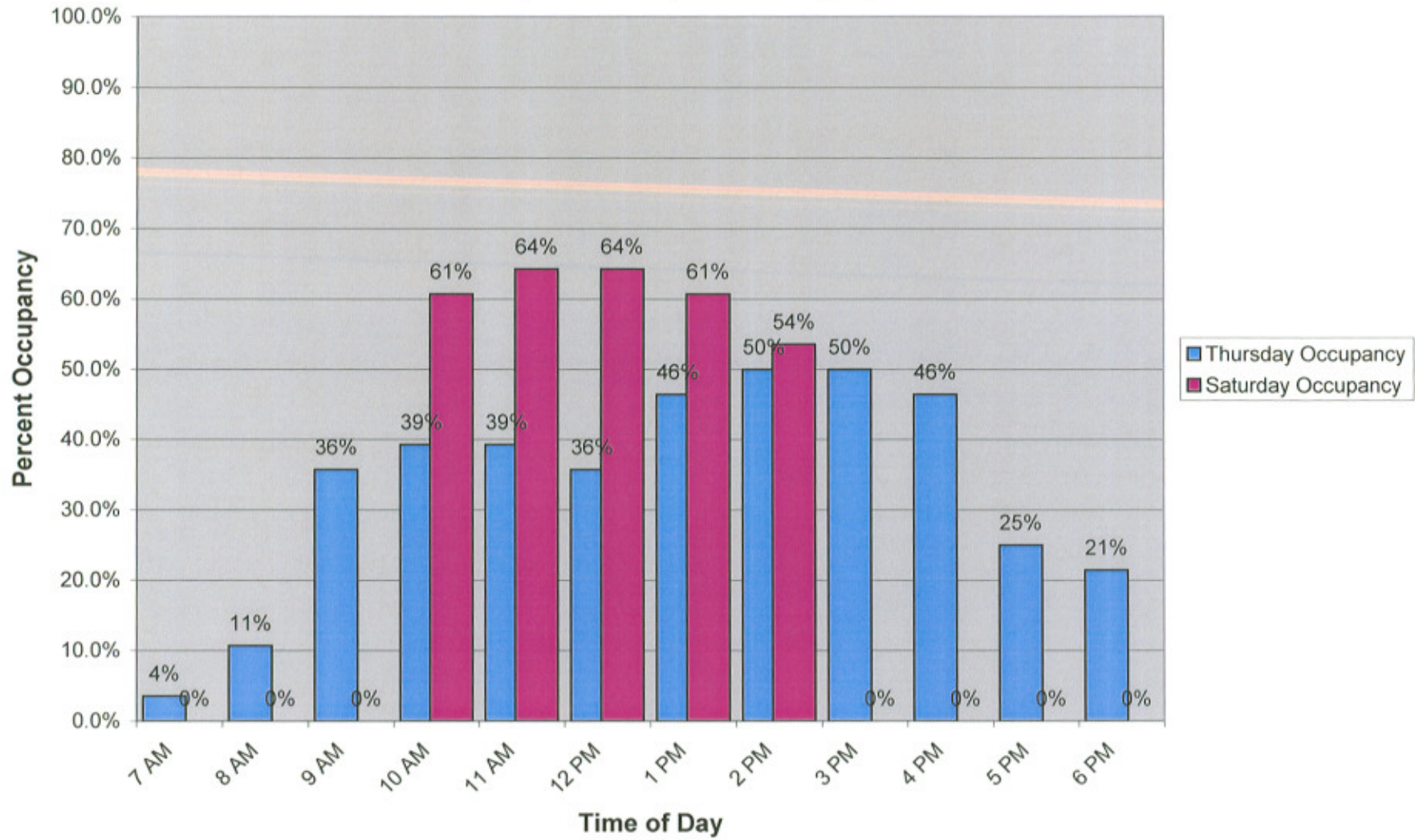


OFF-STREET PARKING LOT 4 OCCUPANCY

Post Office, 24 Parking Spaces Provided

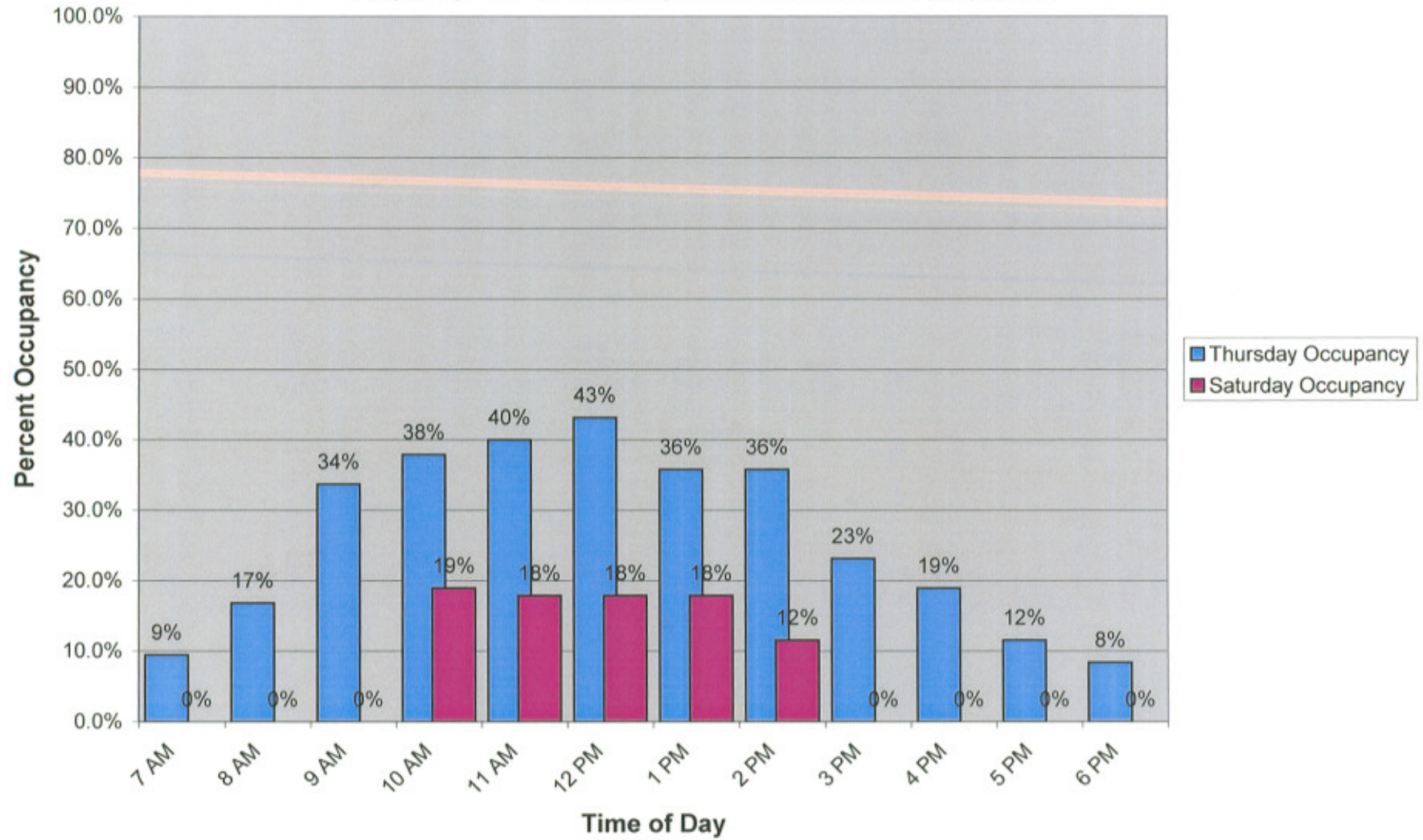


OFF-STREET PARKING LOT 5 OCCUPANCY
Catholic Family Services, 28 Parking Spaces Provided

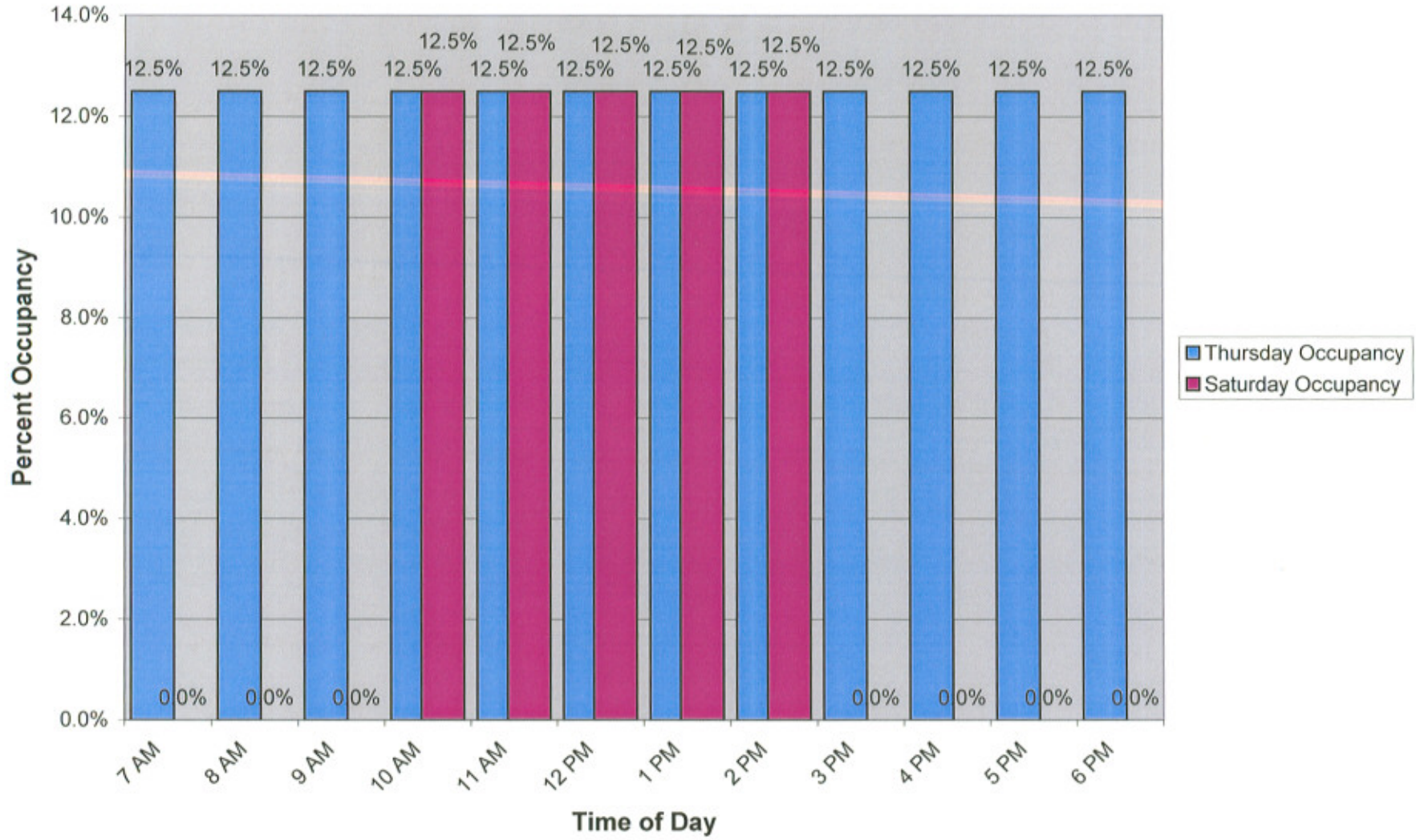


OFF-STREET PARKING LOT 6 OCCUPANCY

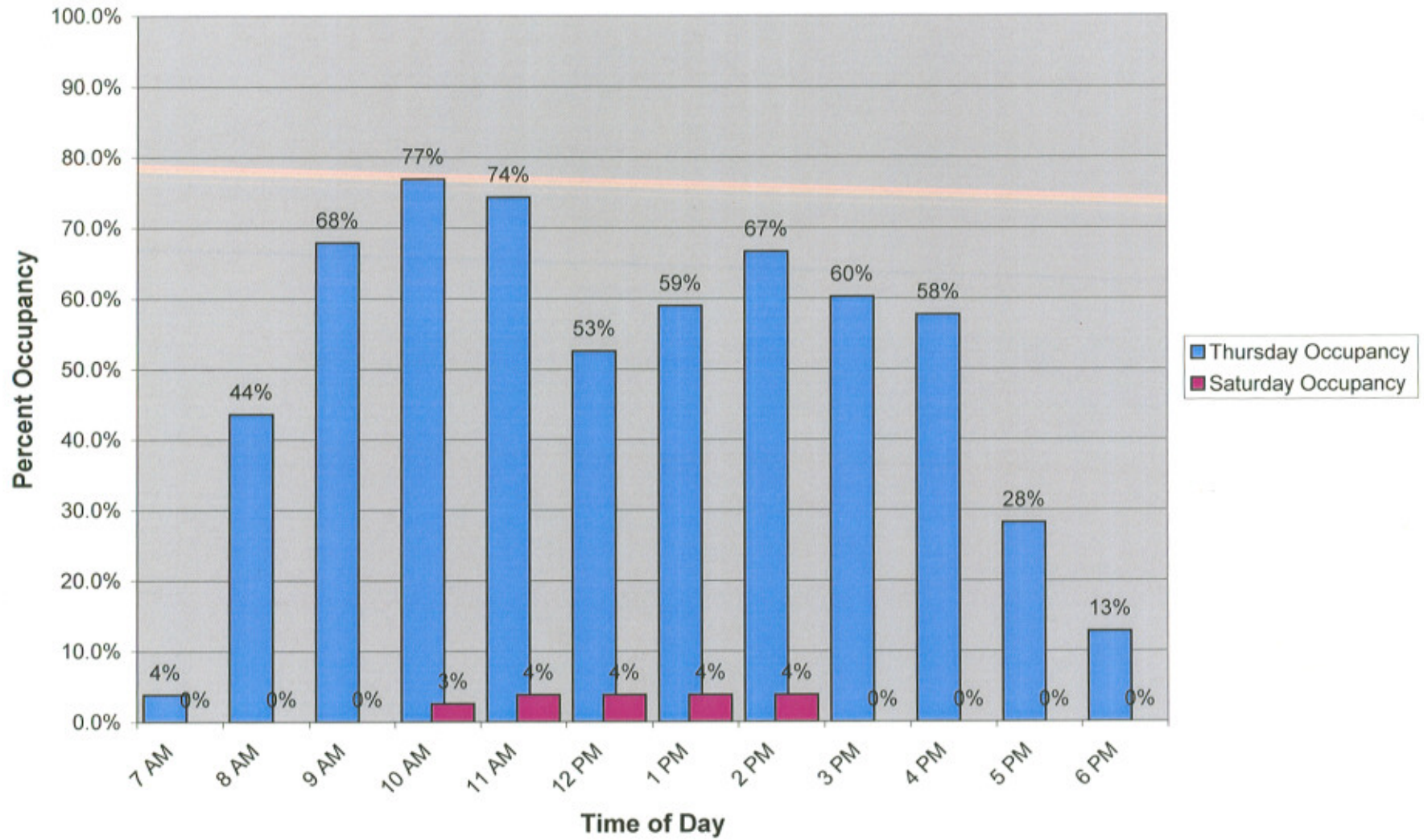
City Pay Lot on Colony Street, 95 Parking Spaces



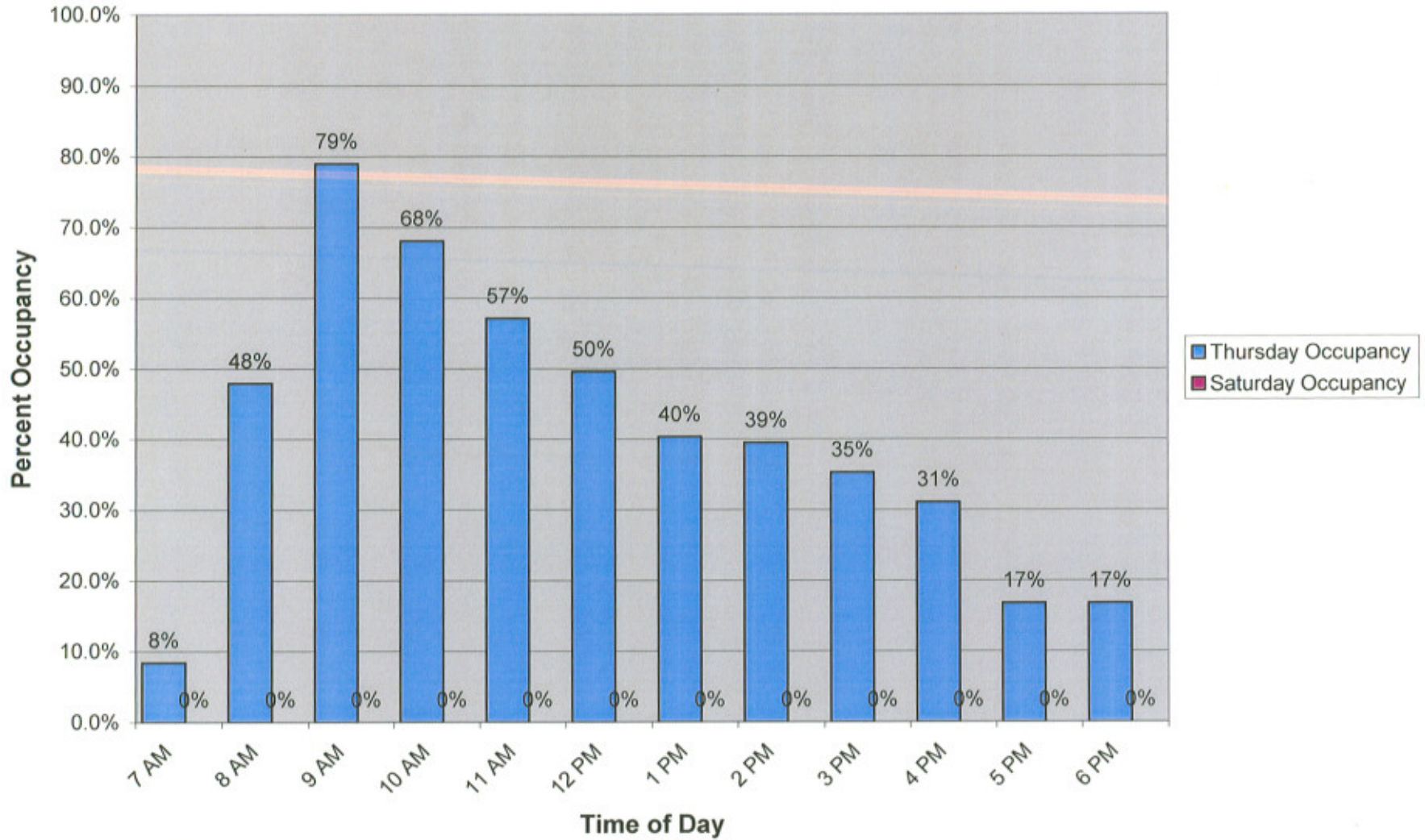
OFF-STREET PARKING LOT 7 OCCUPANCY
City Lot on Church Street, 40± Parking Spaces Provided



OFF-STREET PARKING LOT 8 OCCUPANCY 1 West Main Street, 78 Parking Spaces Provided

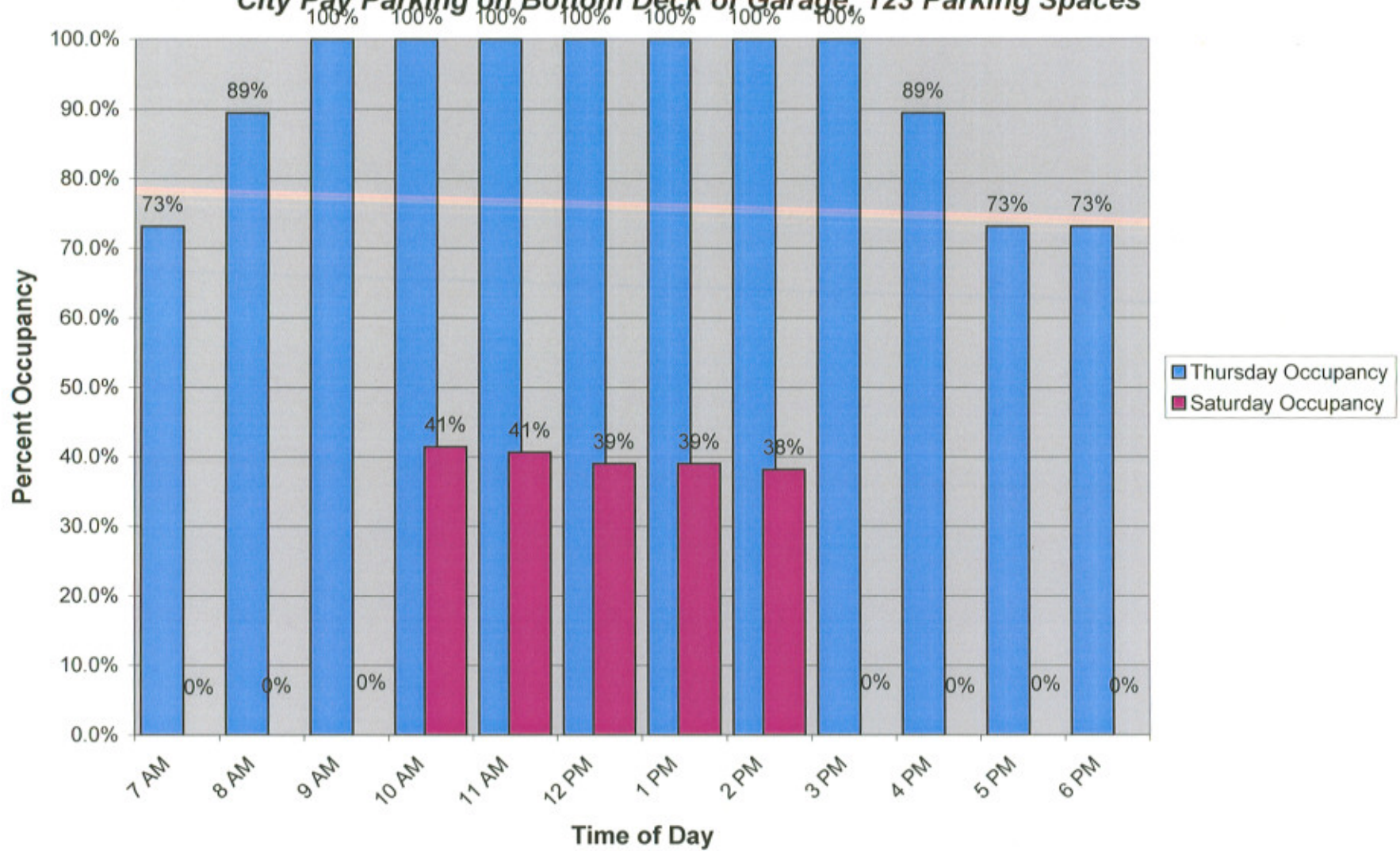


OFF-STREET PARKING LOT 9 (TOP DECK) OCCUPANCY Free City Parking on Top Deck of Garage, 119 Parking

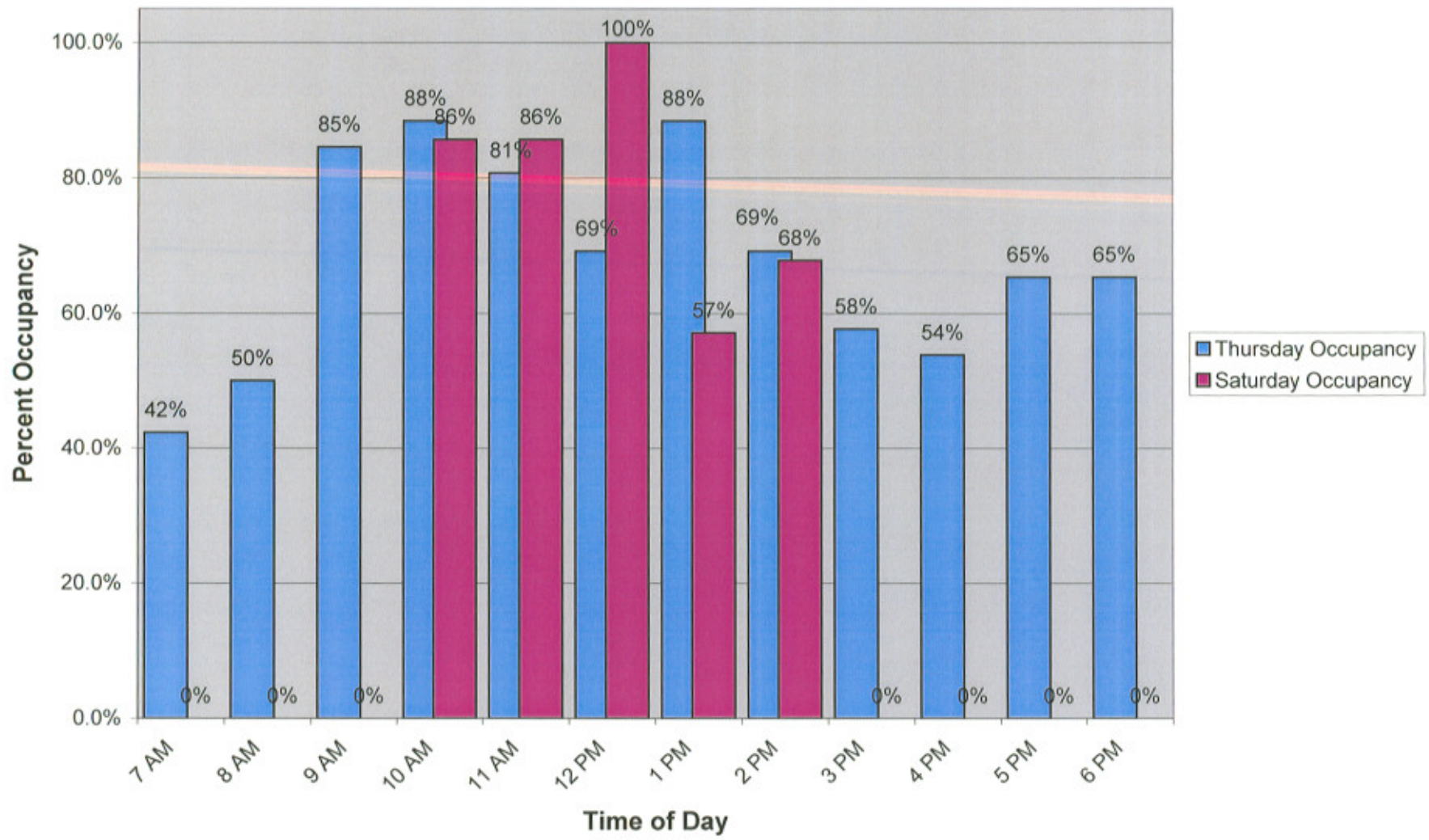


OFF-STREET PARKING LOT 9 (BOTTOM DECK) OCCUPANCY

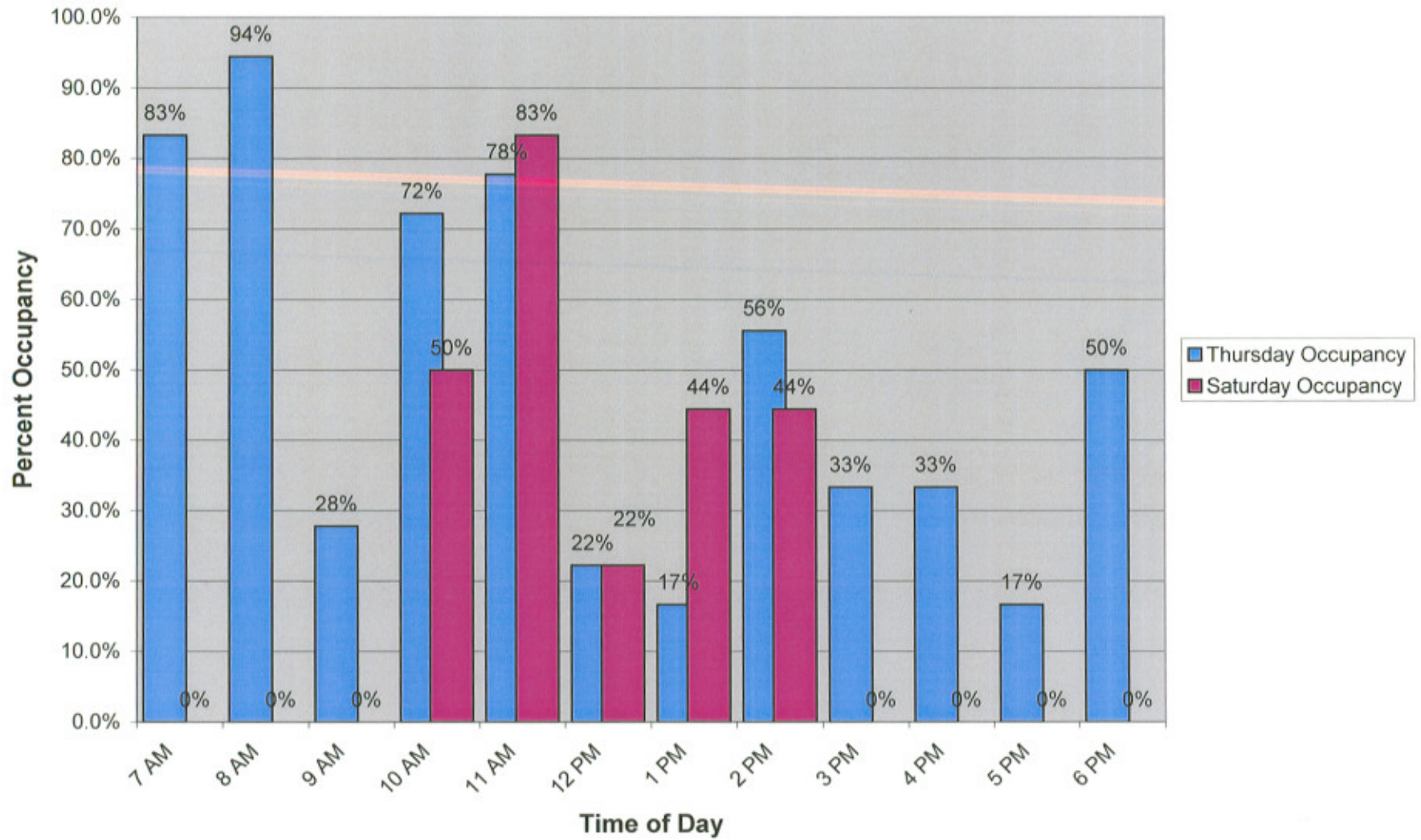
City Pay Parking on Bottom Deck of Garage, 123 Parking Spaces



OFF-STREET PARKING LOT 10 OCCUPANCY
City Parking Lot on West Main Street, 26 Parking Spaces

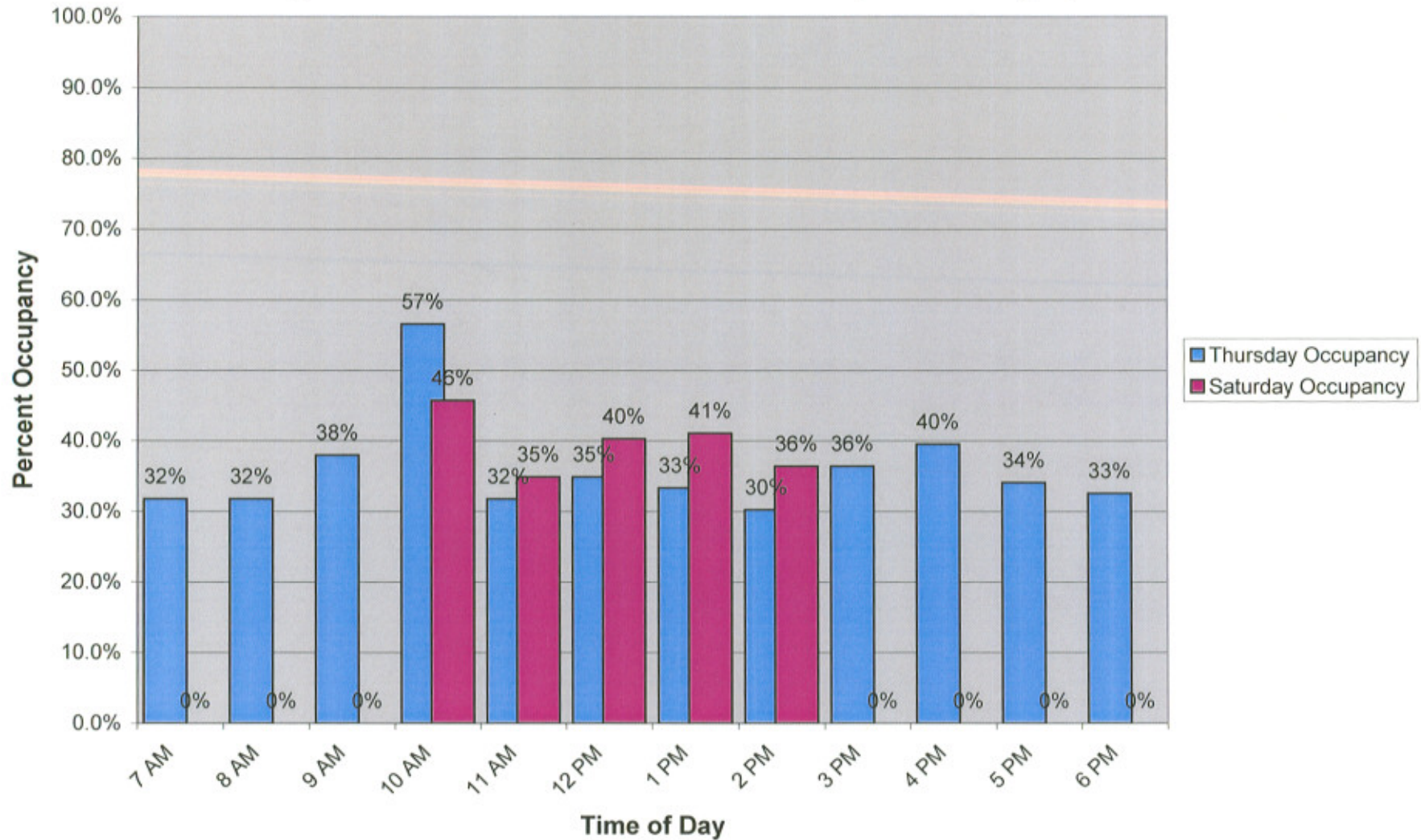


OFF-STREET PARKING LOT 11 OCCUPANCY
Dunkin' Donuts Parking Lot, 18 Parking Spaces Provided



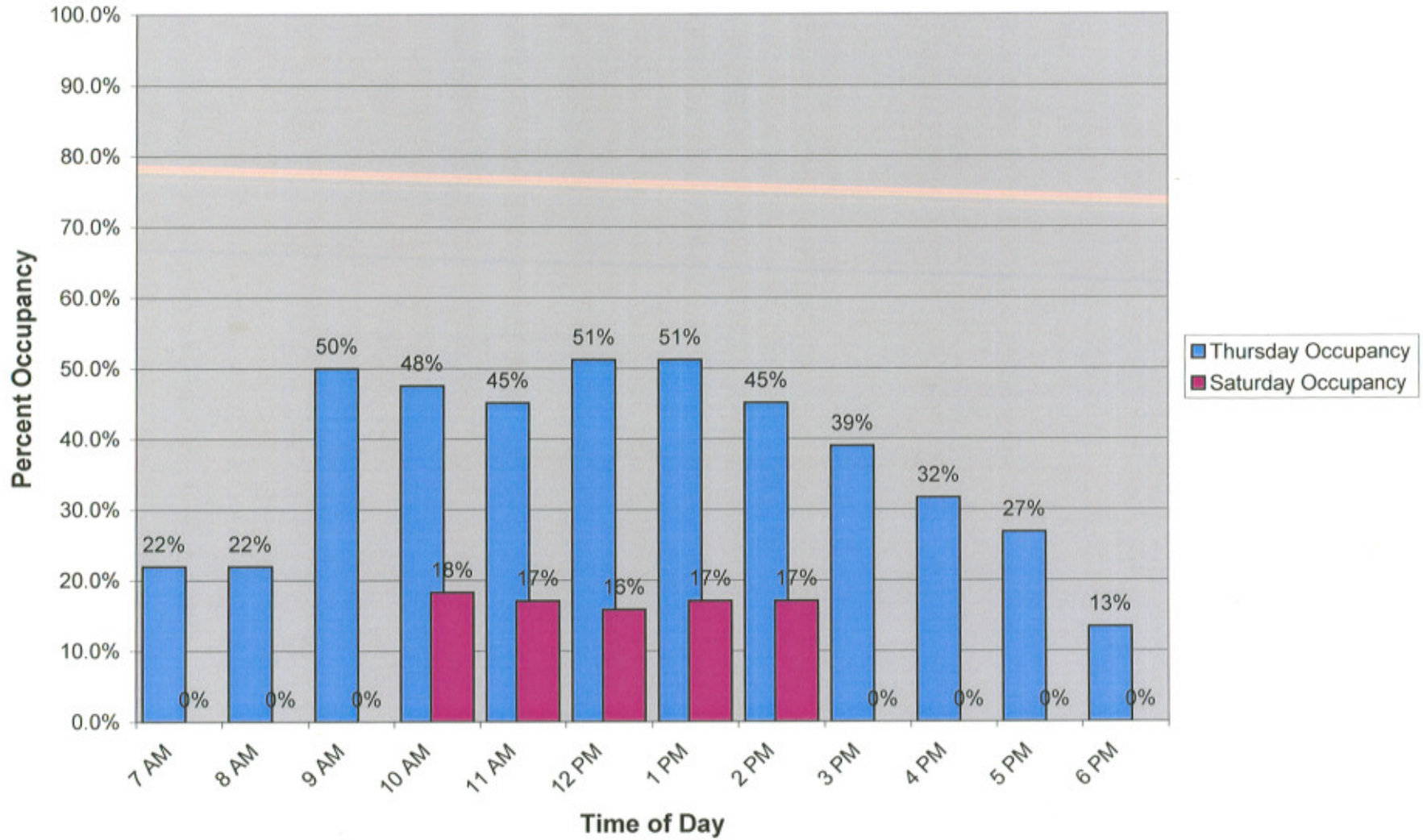
OFF-STREET PARKING LOT 12 OCCUPANCY

Private Parking Lots on NE Corner of Cook & Hanover, 129 Parking Spaces Provided

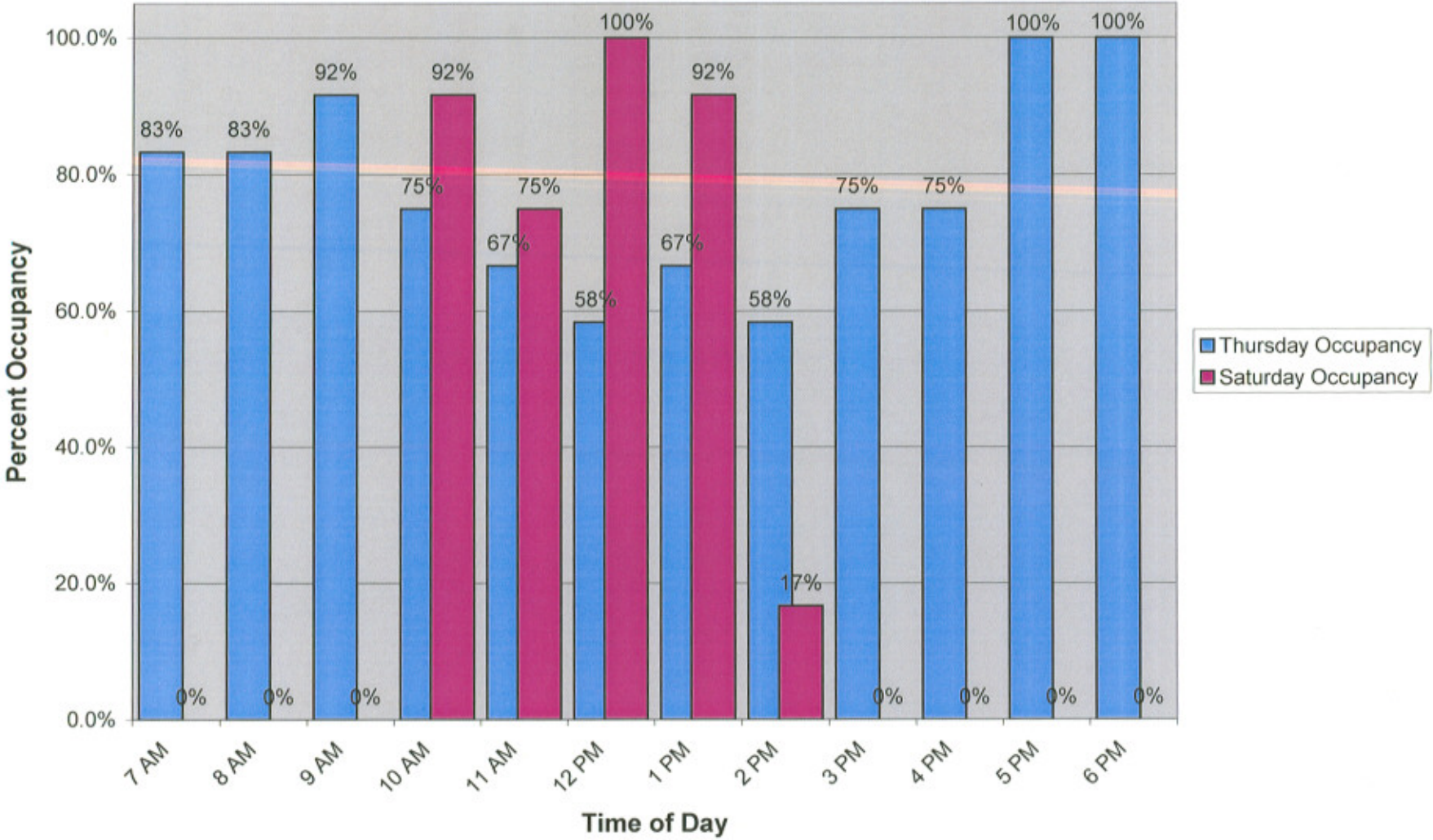


OFF-STREET PARKING LOT 13 OCCUPANCY

Private Parking Lots on NW Corner of Butler & Hanover, 82 Parking Spaces Provided

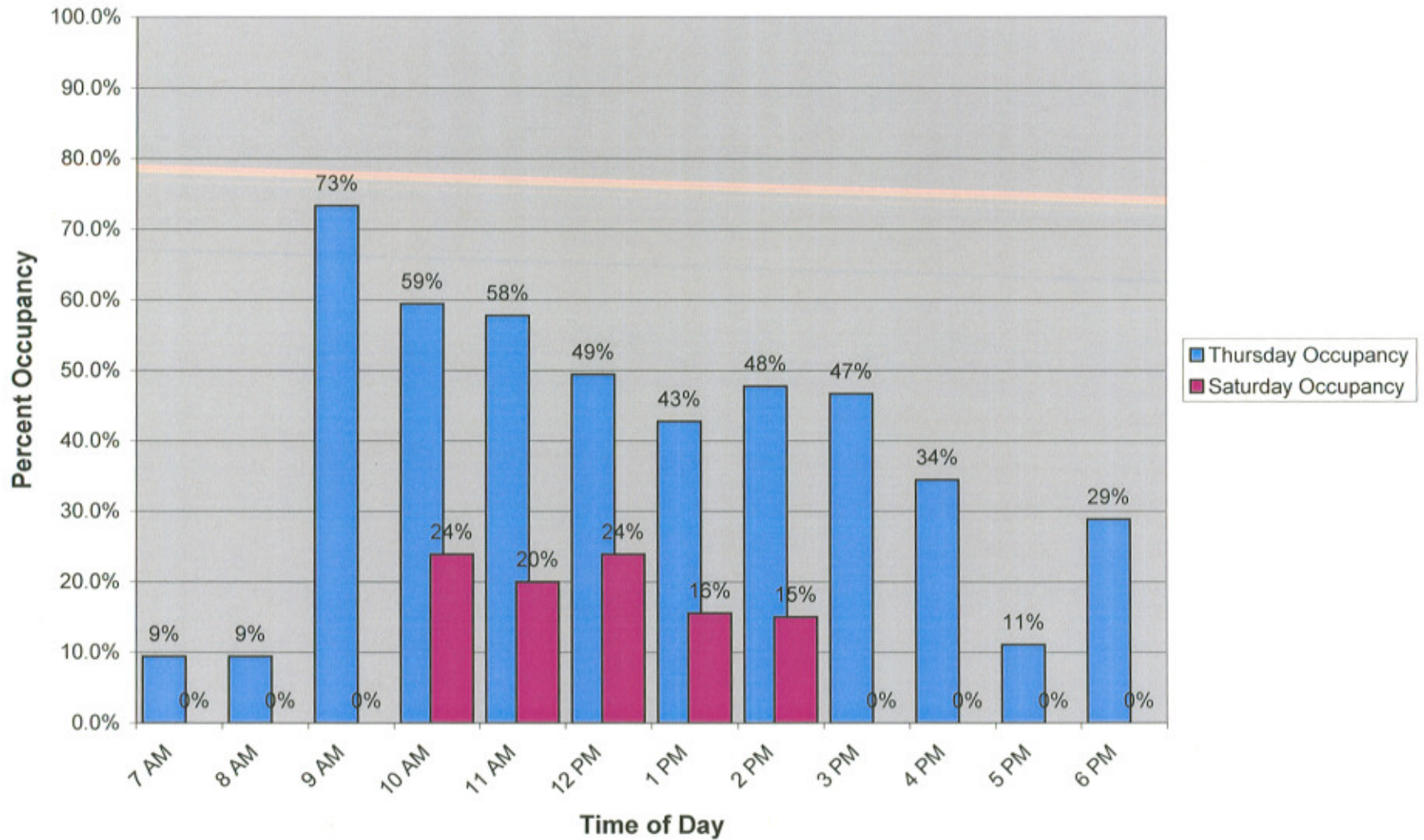


OFF-STREET PARKING LOT 14 OCCUPANCY
YMCA Parking Lot, 12 Parking Spaces Provided

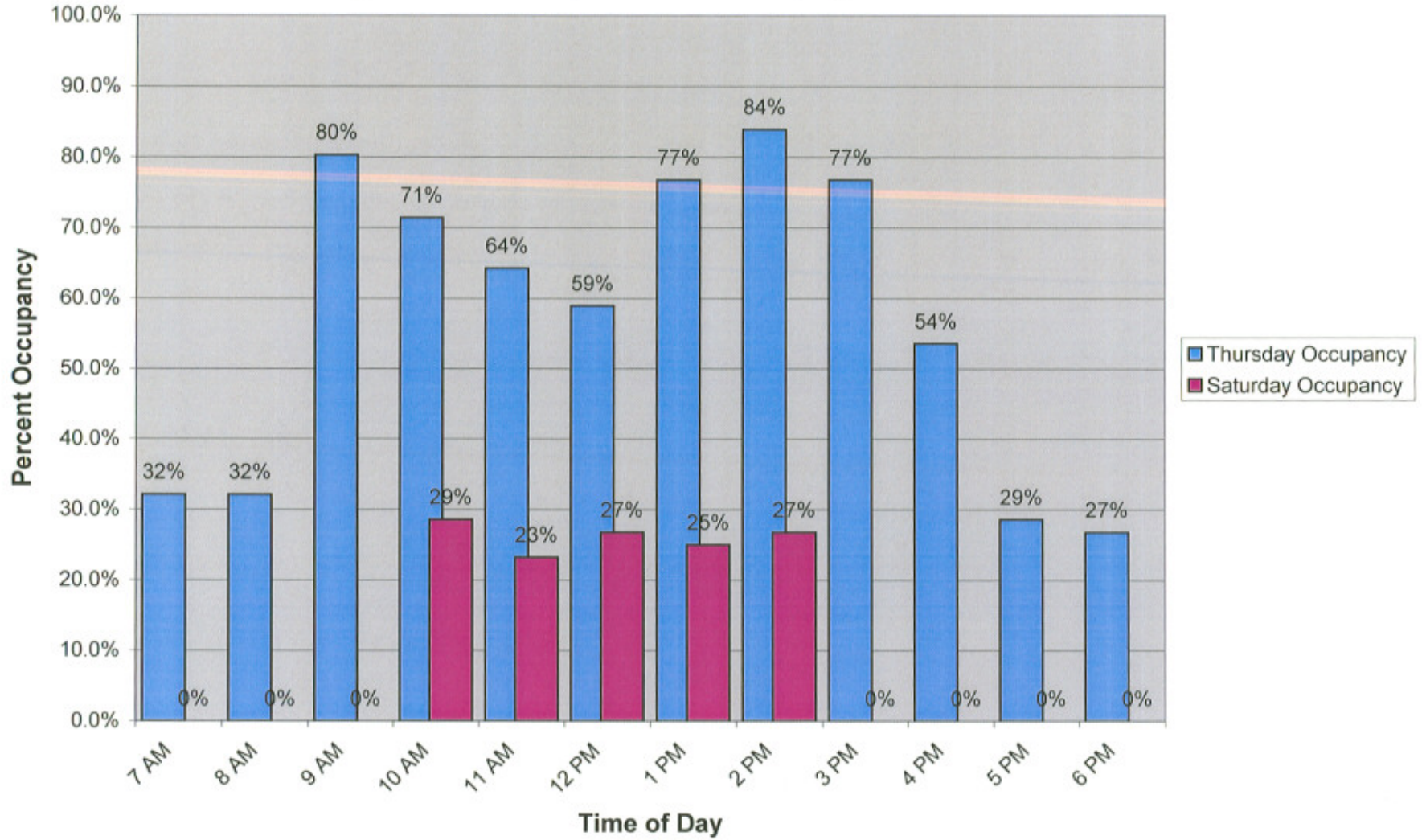


OFF-STREET PARKING LOT 15 OCCUPANCY

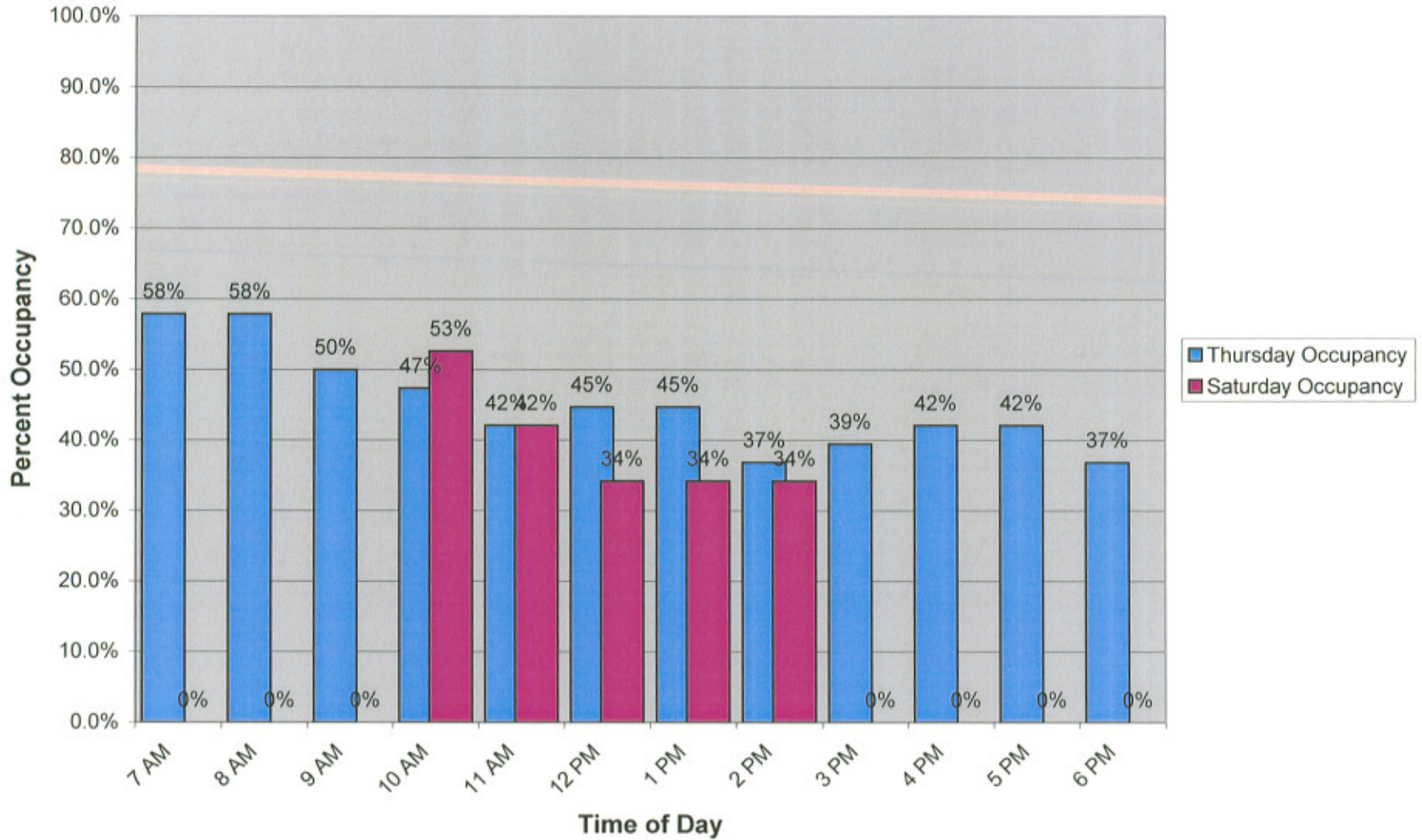
City Pay Parking Lot Between Grove & Bulter, 180 Parking Spaces Provided



OFF-STREET PARKING LOT 16 OCCUPANCY
City Police Parking Lot, 56 Parking Spaces Provided

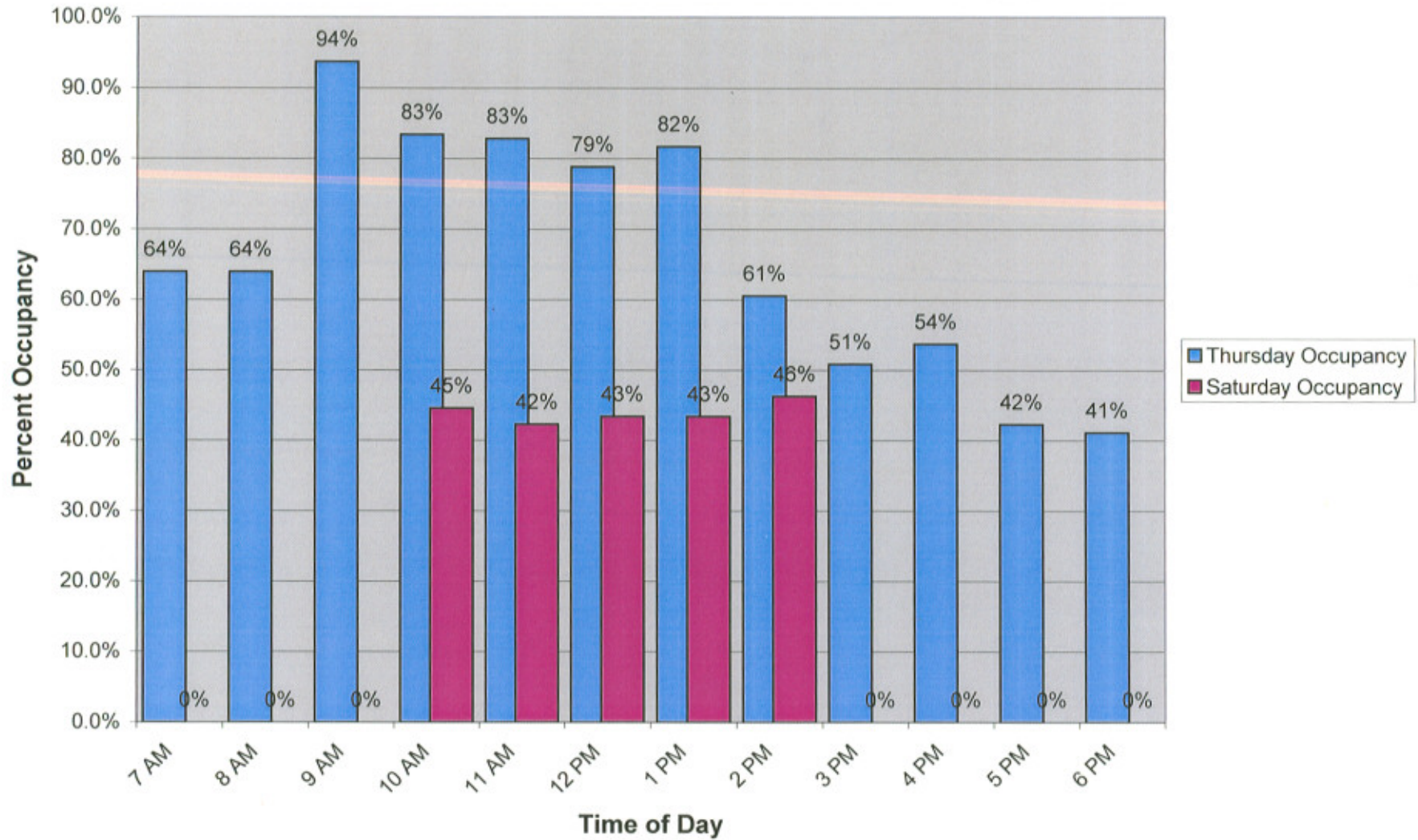


OFF-STREET PARKING LOT 17 OCCUPANCY
Private Parking Lot (Hanover St Apartments), 38 Parking Spaces

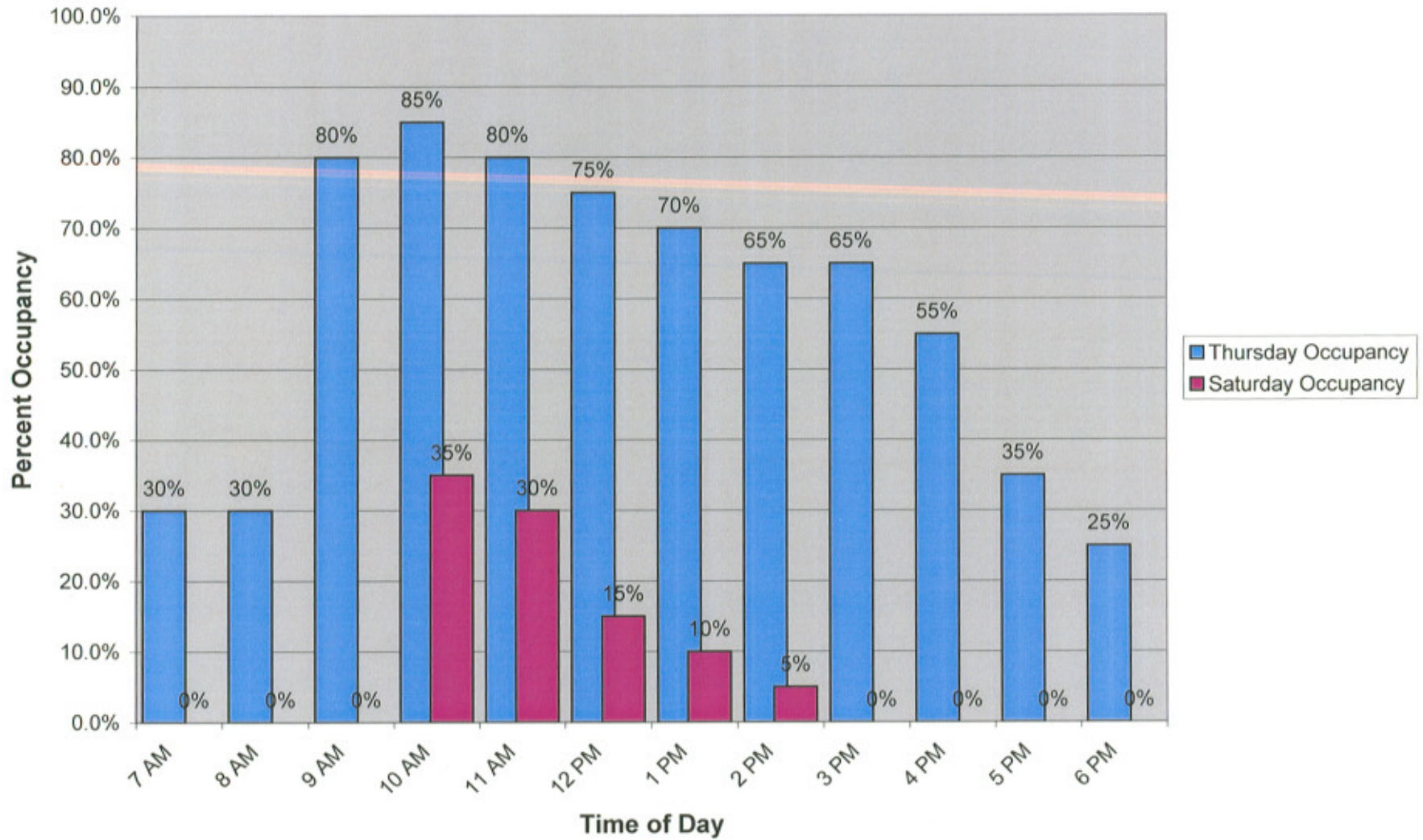


OFF-STREET PARKING LOT 18 OCCUPANCY

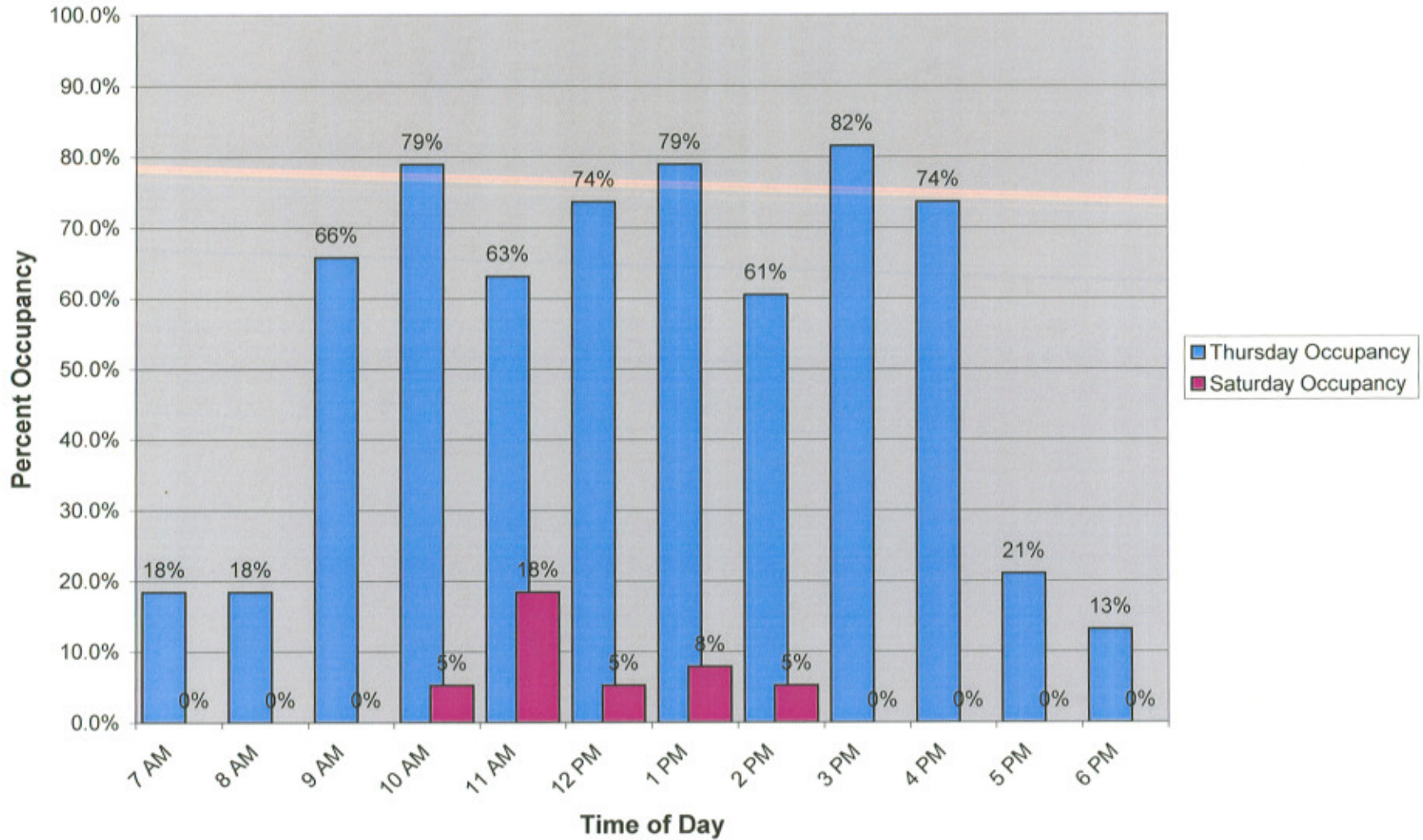
Free City Parking Lot on Hanover Street, 175 Parking Spaces



OFF-STREET PARKING LOT 19 OCCUPANCY
United Industrial Services Parking Lot, 20 Parking Spaces

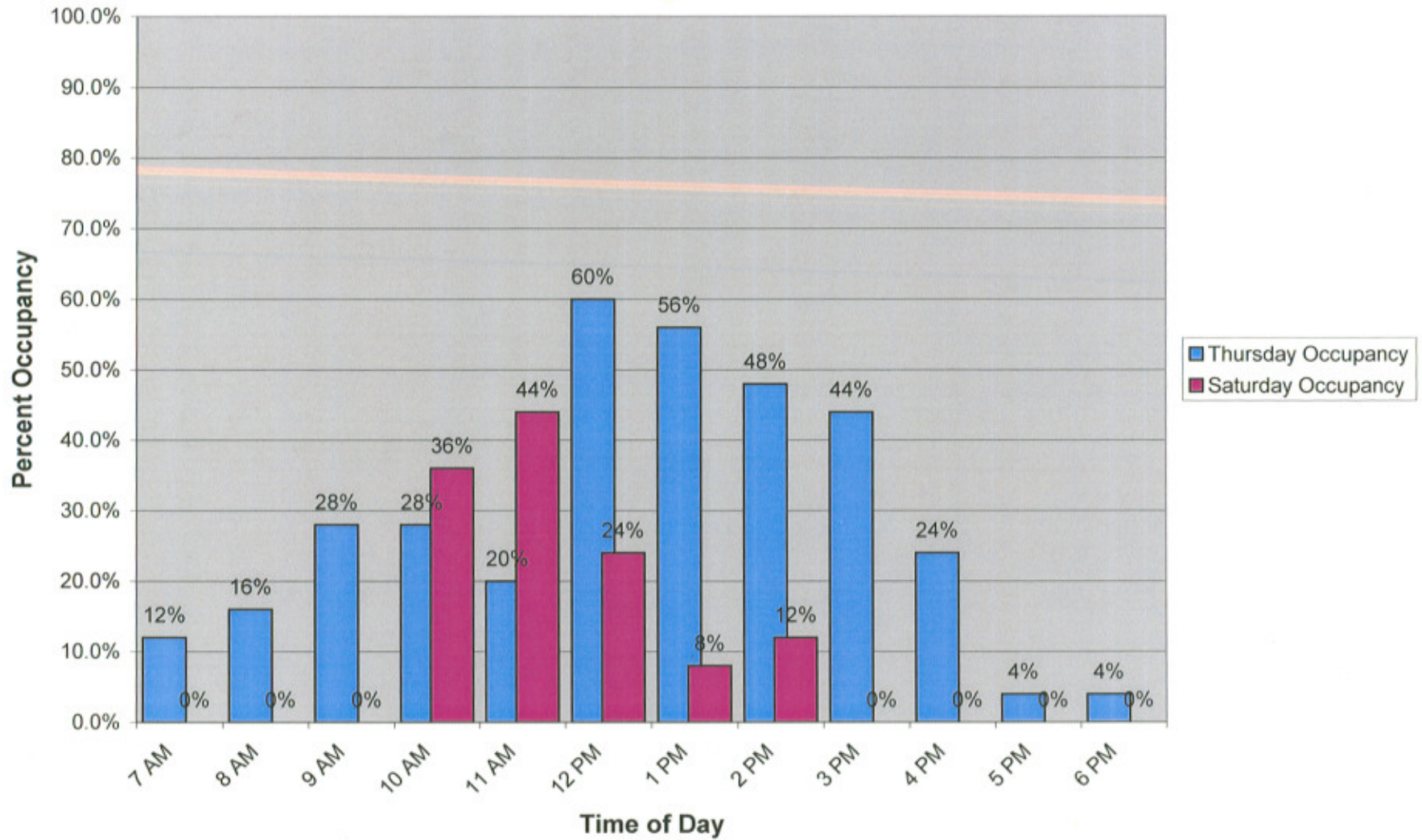


OFF-STREET PARKING LOT 20 OCCUPANCY
Wachovia Parking Lot, 38 Parking Spaces Provided

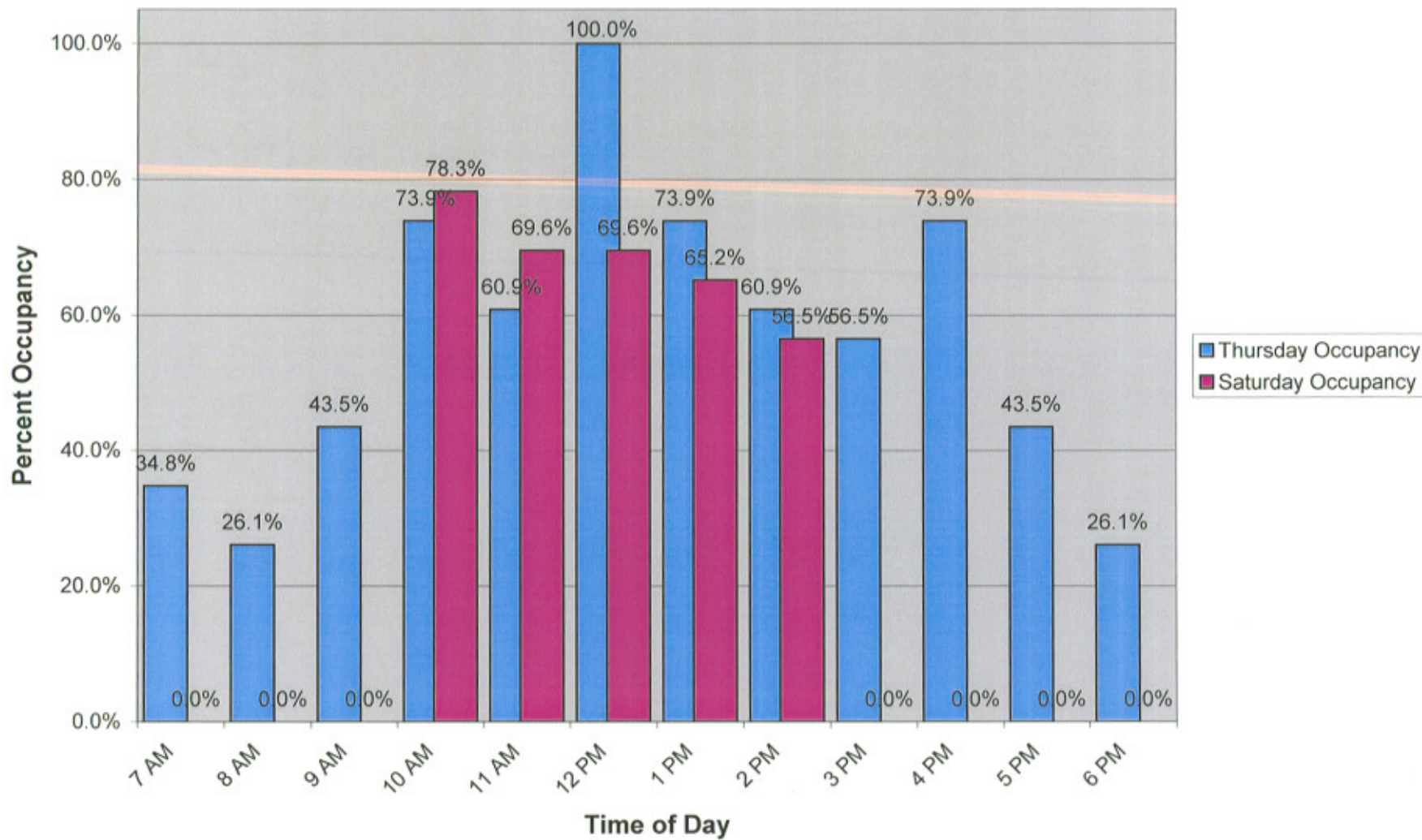


ON-STREET PARKING AREA A OCCUPANCY

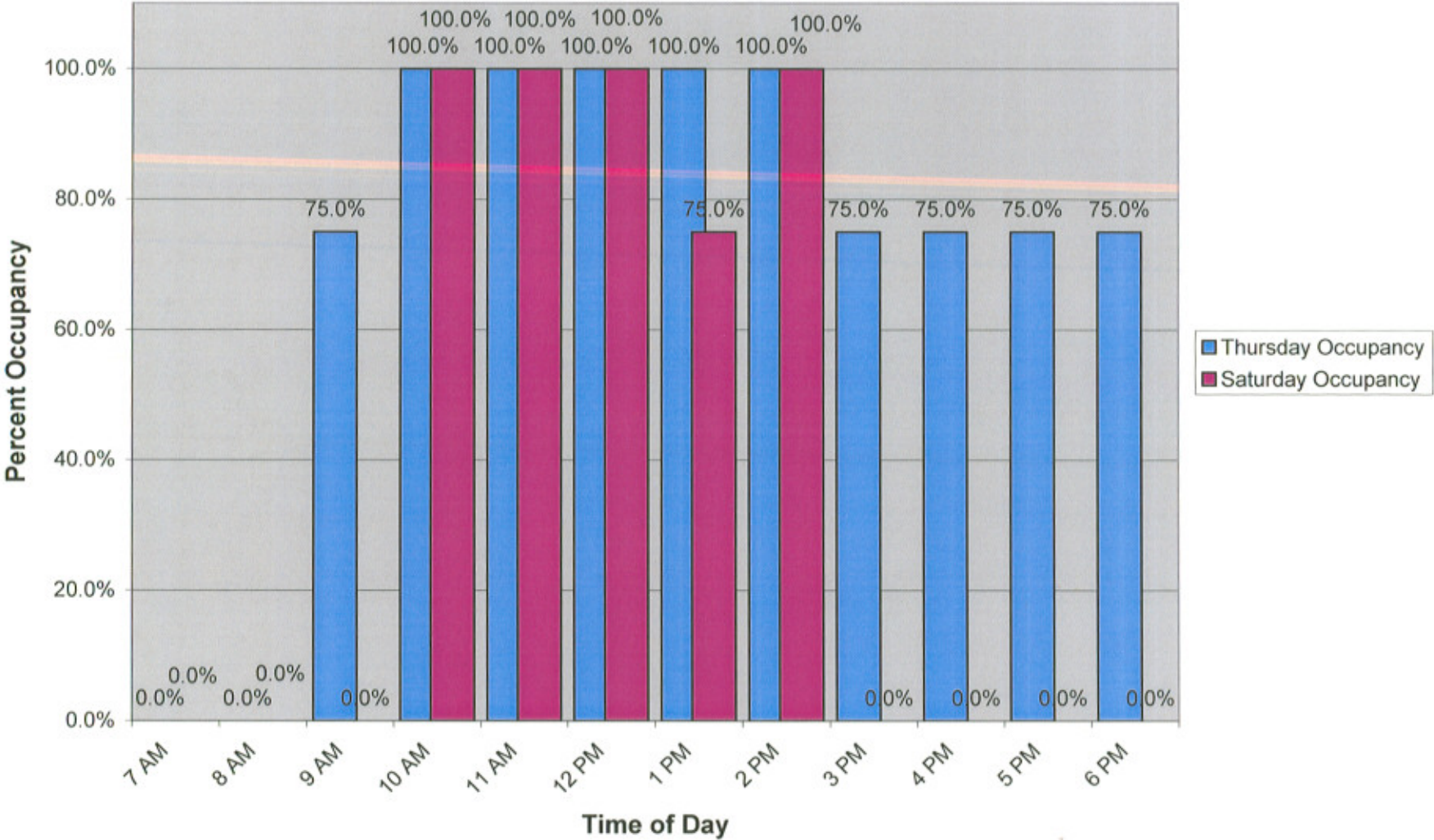
Colony St Between Lot 6 and Brook St, 25 Parking Spaces



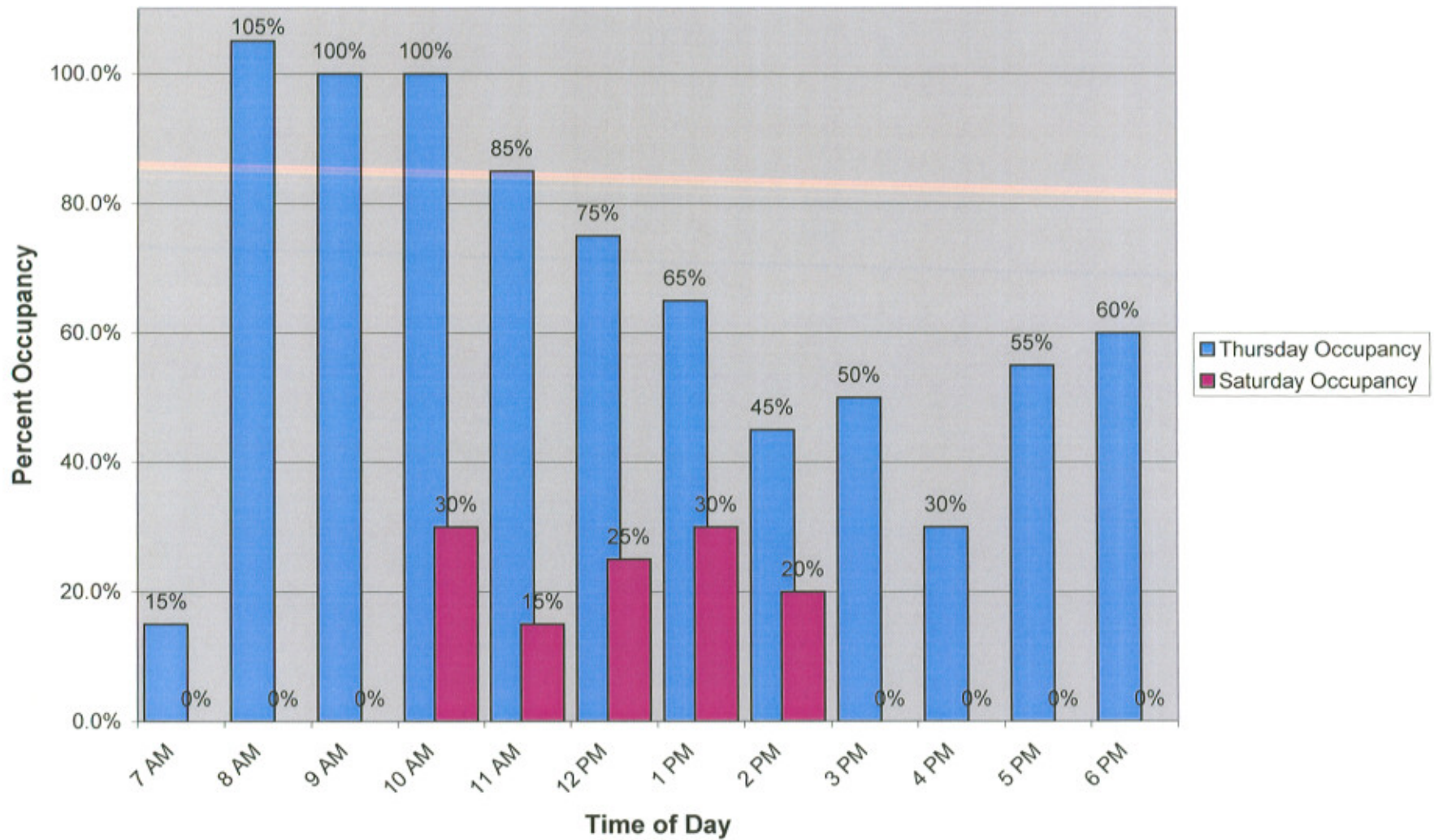
ON-STREET PARKING AREA B OCCUPANCY
Colony St Between Lot 6 and West Main St, 23 Parking Spaces Provided



ON-STREET PARKING AREA C OCCUPANCY
West Main St Between State St and Colony St, 4 Parking Spaces

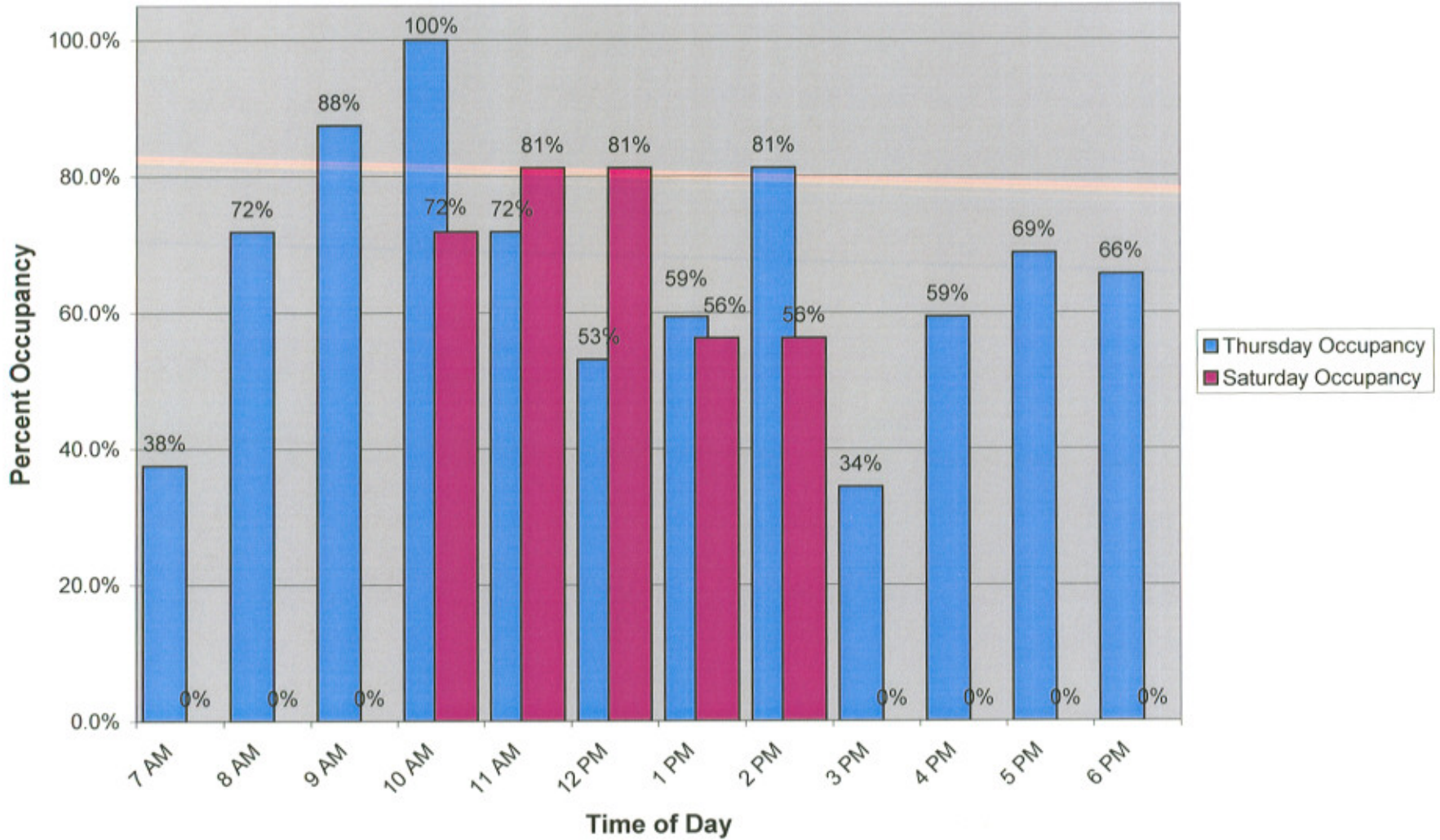


ON-STREET PARKING AREA D OCCUPANCY
West Main St Between Colony St and South Grove St , 20 Parking Spaces



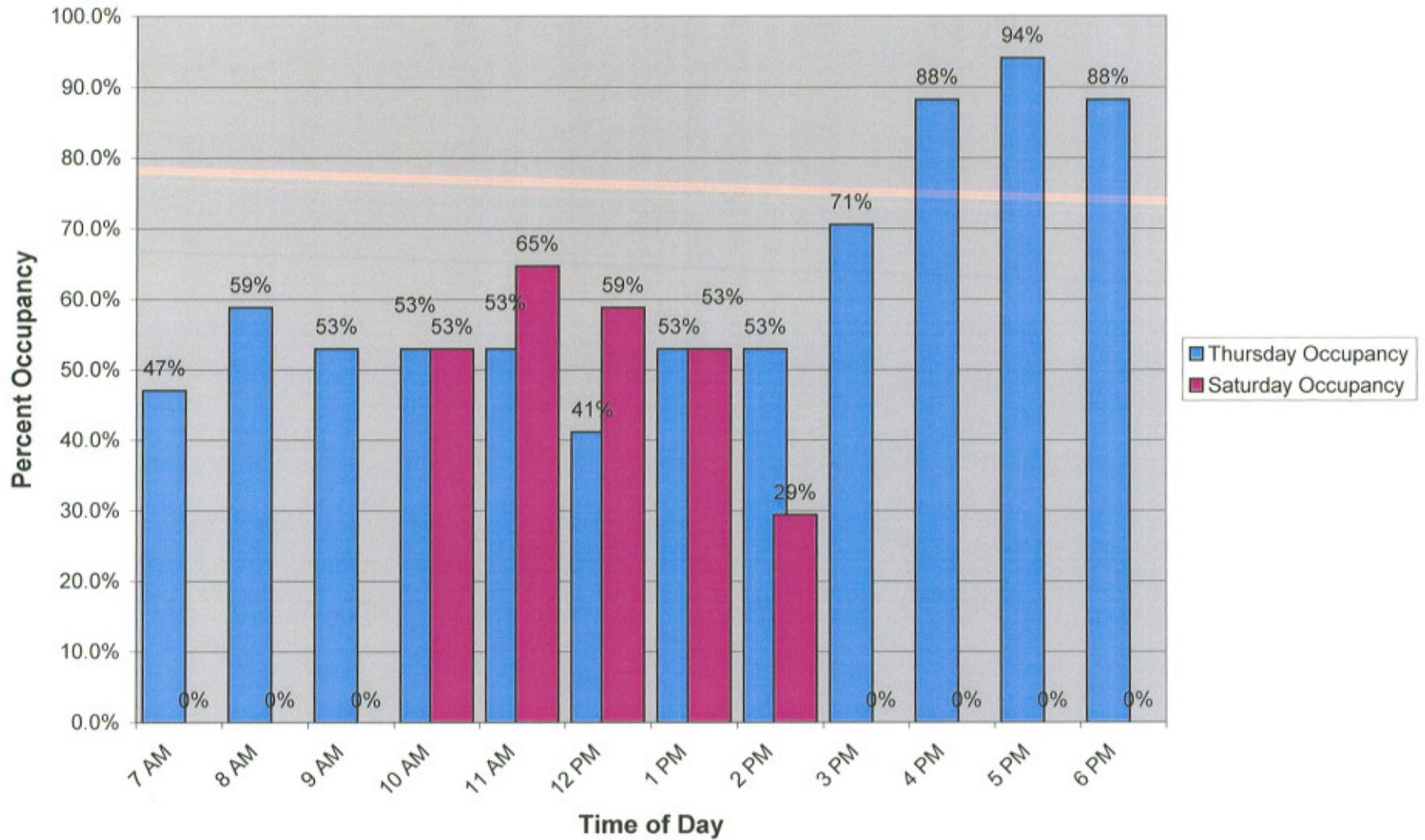
ON-STREET PARKING AREA E OCCUPANCY

West Main St Between South Grove St and Cook Ave, 32 Parking Spaces

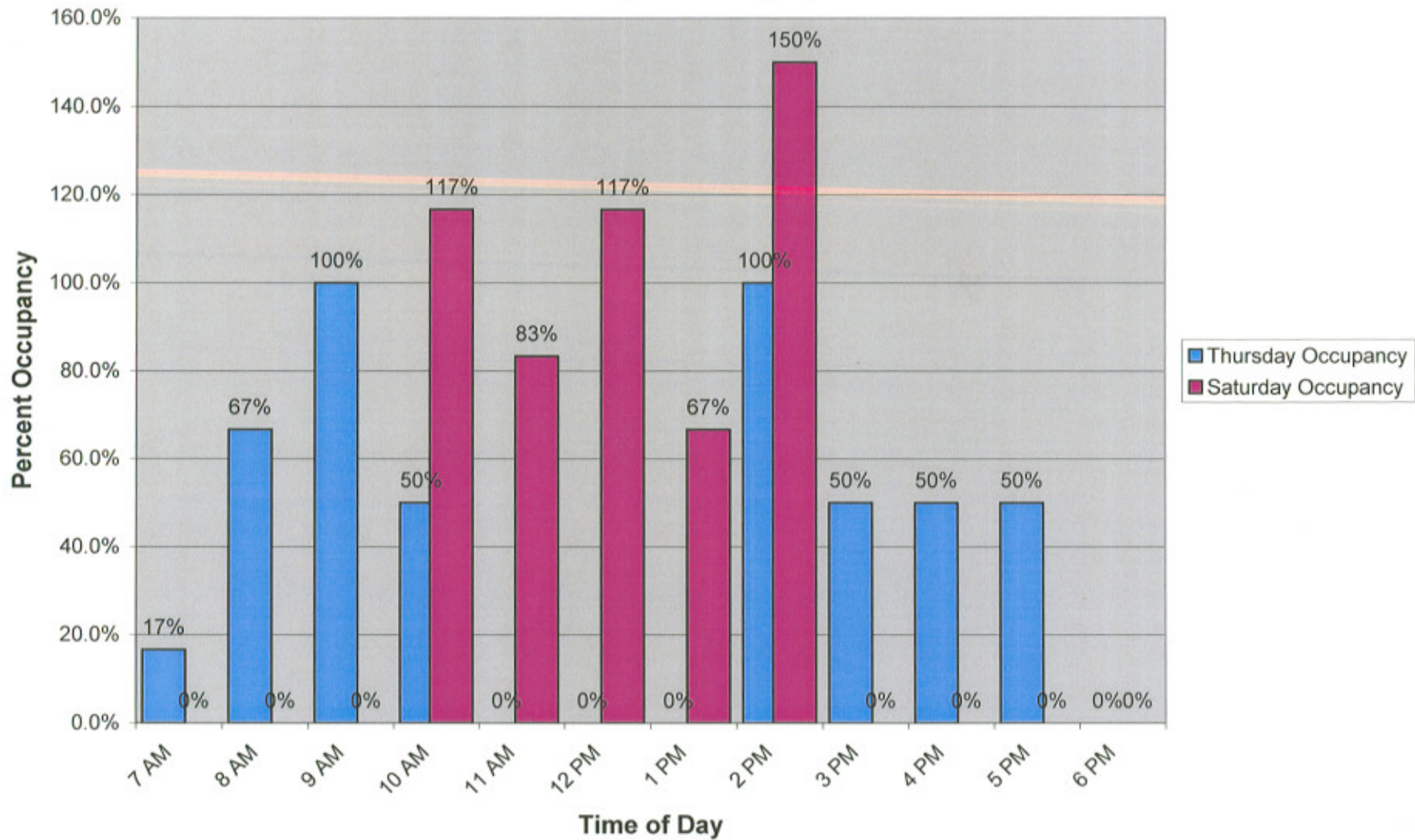


ON-STREET PARKING AREA F OCCUPANCY

Butler Street, 17 Parking Spaces Provided



ON-STREET PARKING AREA G OCCUPANCY
South Grove Street, 6 Parking Spaces Provided



APPENDIX B

**Meeting Minutes
City of Meriden – Downtown Parking Study
Advisory Meeting No. 1
October 29, 2004**

ATTENDEES:

Mark Rodriguez – Parking Commission	Bob Bass – City of Meriden
David Sykes – Middlesex Community College	Carol Gould – FHI
Peggy Brennan – City of Meriden	John Hogarth – Senior Center
Dominick Caruso – Meriden Director of Planning	Police Captain Frank Lewandowski
Frank Ridley – Friends of the Library	Ross Gulino – Silver City
Sean Moore – GMCC	David Salafia – Fischer's
William Murdy – Murdy and Sons	Ted DeSantos (F&O)
	Rich Bertoli (F&O)

DISTRIBUTION: Attendees

1. INTRODUCTION

Mr. DeSantos began by introducing Fuss & O'Neill's scope of work on the City of Meriden Downtown Parking Study. Mr. DeSantos also described the parking lot study areas shown on the aerial map by Fuss & O'Neill (F&O). F&O agreed to add the space for planning purposes.

Mr. Caruso requested that F&O add the parking lot behind Liberty Furniture Store's parking lot. This parking lot is formerly the parking lot for the bowling alley which is no longer in operation. The adjacent church plans to expand into the bowling alley, which it currently owns. In addition, the City plans to demolish a house adjacent to the church as part of the project.

Mr. DeSantos described the existing parking counts performed by F&O, Thursday, October 14th and Saturday, October 16th and reviewed the preliminary findings of the counts. Mr. Sykes requested that F&O should inventory on Monday and Tuesday because there is a higher volume of students at the college. F&O indicated parking counts are reflective of a typical day.

Ms. Brennan then asked that everyone at the meeting introduce themselves and share their concerns about the parking. The following are the introductions:

David Salafia	Local business owner, owns Fischer's Deli – He would like improvement in parking signage and access to Lot 6. He would like to see fewer employees of local businesses parking on-street.
Bob Bass	City of Meriden Engineering Department – Will provide Engineering help to the committee.
Peggy Brennan	City of Meriden – She hears that downtown parking has problems, but she wants to understand what the parking problems really are.

- Frank Ridley Runs the Friends of the Library store and represents other community groups – He is concerned about the parking in front of the Friends of the Library store. Frank represents many other local organizations.
- Dave Sykes Dean of Finance, Administration and Planning at Middlesex Community College (MXCC)- MXCC parking is fine now, but they anticipate a 10% student growth each year for the next couple of years, creating a potential parking problem for MXCC.
- Sean Moore Chamber of Commerce – He wants to see parking keep ahead of the future economic growth of the downtown. Currently the commercial buildings are not full of tenants. He wants to see improvements to help future growth of the downtown area.
- Frank Lewandowski Police Captain - Parking for his employees and patrol cars is in the study area. He is responsible for enforcement in the downtown area.
- Dominick Caruso Meriden Director of Planning -He would like the committee to look to the future of downtown and look beyond the box to consider design issues.
- Mark Rodriquez Parking Commission – protect the existing parking, he would also like the committee to look to the future.
- John Hogarth Senior Center - He would like to see consistent regulations. The Senior Center parking does not have enough space when they hold an event. The seniors do not like parking in lot 9.
- Ross Gulino Property owner, renovator of West Main Street building – His concerns are lack of on street parking and lack of access to off-street parking.
- Bill Murdy Property owner of 3 Colony Street where he operates his business – He would like to see a temporary parking lot at Wilcox building and parking garage at lot 6 with access to lot 7 on top deck of garage.

2. OBJECTIVES

The group listed the following as their objectives for this study:

1. Develop Marketing strategy for available spaces – public information, better design of signage.
2. Address public concerns.

3. Find dedicated long term parking for residential and office employees.
4. Review the Hub as a short term option – safety and security is a concern.
5. Develop short term parking for customers/deliveries
6. Develop parking lots for future economic growth – the current downtown parking is not sufficient for the future growth.
Future growth:
 - *Middlesex 6-10yr of 10% growth will exceed 84 MCC spaces*
 - *Vacant building will be occupied*Parking Lot options:
 - *Wilcox building-However, this building is privately owned. Owner is planning to renovate it and no longer wants to sell it to the city for parking use.*
 - *The Hub*
 - *Demolish other vacant buildings to create parking*
 - *Parking garage at lot 6 and Lot 7, Police will have to relocate the seized vehicles that they currently tow to lot 7 – cars may be moved to landfill, elsewhere in the City.*
7. Recommend improvements in parking enforcement – hire meter maids, the police can obligate a police officer to patrol downtown every day, but cost is an issue. On-street is too convenient. Many people ignoring posted parking restrictions.
8. Develop Design Requirements
 - Parking lot – address and direct people to parking lot
 - Committee to define the parking needs first
 - Parking at Hub – pedestrian bridge over railroad being considered by others
9. Define Improvements based on the following time frames:
 - i. 0 Now
 - ii. 0-5 yrs - Short Term
 - iii. 5 years and beyond -Long Term
10. Parking garages will have a commercial section on the front part of building and parking levels behind commercial section. Parking garages will be camouflaged or hidden to maintain ascetics of the downtown area.

Other information talked about by committee not pertaining to the objectives.

- o F&O to get parking facilities lease information from City Manager Office

- o Peggy to provide the letter on short term parking at the Wilcox building written by the BOLD Group.
- o MCC has a 84 spaces in Lot 9 parking garage per the owner of the building
- o Caution: Short Term parking ends up becoming long term parking!
- o Mr. Lewandowski to look into hiring of meter maids and Police Union concerns

3. KEY ASSETS

The Group identified the following key assets within the study area as things which we can build upon.

1. Successful Businesses in Downtown
 - YMCA of Middlesex
 - Senior Center
 - Fischer's
 - Friends of Library Butler
2. Multi-cultural Community
3. Promote evening activities
4. Pedestrian crossings for elderly to improve safety
5. Lot 9 - long term parking
6. Access to Interstate 691 from the downtown
7. Student Access

Other information talked about by committee not pertaining to the key assets.

- o Court house traffic
- o Mr. Lewandowski does not want Police Cruisers parking too far away from police station
- o Mr. Lewandowski would allow personnel to park personal cars at Hub
- o Grass lot next to police station, could be used for more surface parking or a parking garage
- o F&O to figure out how many parking spaces the bumpouts actually remove from on-street parking

On-Street Parking

- Well lit
- Safe
- Accessible

Meeting Minutes
City of Meriden – Downtown Parking Study
November 12, 2004

ATTENDEES: Carol Gould – Fitzgerald and Halliday
Dominick Caruso – Meriden Director of Planning
Peggy Brennan – City of Meriden
Ted DeSantos – Fuss & O'Neill

DISTRIBUTION: Attendees

1989 Plan of Development
Treated Separately

1. 4 to 5 City Properties are Undeveloped and Vacant
 - a. City Owned property with 4 floors on West Main Street
Castle Craig Players and Kitchen's by Glen both on 1st floor while upper 3 floors which used to be apartments are vacant.
Floors are in good shape – should be residential units.
 - b. Buildings on Colony Street
33 and 25 Colony, to the left of Fischer's Deli
BL study indicated big bucks to rehab this building
Building was originally residential with retail and offices on the 1st floor, has been vacant for over 25 years
 - Demolishing papers have been filed
Bob Bass did a concept layout for a parking lot here.
 - Andy Burnham will prepare a 2 page proposal to Peggy Brennan by 11/30/04 for a potential re-use of 25-33 Colony. Proposal will involve demo saving façade or gut rehab. Paul Edwards has submitted proposal to rehab 9-11 and 13-17 Colony into retail and office uses. His proposal is now before the city council for review/ possible approval. Edwards is to move his business into upper floor space.
2. Plan of Development – City wish list
 - Need downtown housing – Late 80's
 - Downtown built out
 - Downtown zoned C-1, also design district
Plans go to downtown design review board prior to the Planning Commission
 - Major factor in redevelopment – market force issues
3. Lots/Open space
 - Lot 17 – privately owned
 - Green space at police department – City owned
4. Zone regulations – late 80's
 - Regulations were progressive for this time
 - Parking regulations seem okay to Dominick (*City provided a copy to F&O)

5. Fuss & O'Neill project approach for Parking Projections

- Lower floors – should be considered commercial, restaurant, office, retail
- Upper floors – Residential and office
- Potential additional buildings – Lot 17 City Green space and City Center Initiative
- Peggy – has real estate database for occupancy
- Carol – to give a list of addresses for assessors data base
- Bowling Alley is vacant, church owns building next door which City will demolish, church will occupy the former bowling alley.
- Parking Generation
Ted to provide list of addresses to the City (Peg) – GIS Data Sheet

6. Hub Site

- The hub is a Brownfield site (Metcalf and Eddy, Phase 2)
- City has \$2 million dollar grant to demolish the 200,000 vacant structure on the parcel.
- Privately owned by the Meriden Economic Resource Group (MERG), non-profit organization formed by the City - City will take title within the next 6-9 months.
- The HUB parcel will be reused as open space/parking for commuter rail (if it is implemented in next 5 years by state) and flood control infrastructure on site will be updated.
- Maguire study was done for flood control of Harbor Brook through downtown
- City Center Initiative (CCI) – 40 acres of Downtown area - Master Plan and priorities prepared by BL Companies
- CCI did not provide a lot of detail for West Main Street and Colony Street
- F&O to get a copy from Peg
- B&L got a recent addition to their contract to do more detailed work on City Center Initiative (Geoff Fitzgerald)
- I-691 is 0.5 miles from downtown – advantage for City

7. Arts Study - Hunter

- List of arts companies
- Market Analysis being done to assess feasibility of artist/studio housing and arts venues (black box theatre and concert hall.)
- West Main St is the Arts District, although study will focus on Colony Street as well.
- Peg provided a copy to F&O

8. Local Developers – Activity

- Bill Murdy

- John LaRosa – Owns building that houses Fischer's Fine Foods and is now cleaning up building
 - Local Restaurants
 - Developers are seeing people working downtown and properties being bought
 - College has moved downtown
 - City is taking action on property it owns
 - No current building facade program
9. Court House
- City owns Lot 15
 - Can we manage the Court House parking demand?
 - Need to do another business owner survey of Court House
10. Neighbor Group
- Business Owner Leaders Downtown (B.O.L.D.)
- BOLD wants Wilcox building for parking. Owner is not interested in selling property.
11. Industrialist Club (located at Foster and Colony Street) and Wilcox Building
- Wants to develop a Banquet Hall
 - Same owner as Wilcox Building – Has plans to rehab into office. Architect has been in on Wilcox Building. – Says he needs 30 parking spaces
 - Lot 6 has potential for second deck which would adjoin to Lot 7

Action Items

1. F&O to provide list of addresses to City from GIS database
2. F&O to provide extra Laminated Board of Parking Study Area map to Peg
3. Get a copy of Bob Bass parking Layout for 25 and 33 Colony Street
4. Get a copy of City Plan of Development (City Wish List) from late 80's
5. Get a copy of City Center Initiative (BL Companies study) from Peg
6. Do a Business Owner Survey for Court House
7. Call Dominick if Fuss & O'Neill needs anything

**City of Meriden
Downtown Parking Study
Meriden City Staff Workshop
December 13, 2004**

Attendees: Bob Bass, Frank Lewandowski, Dominic Caruso, Peggy Brennan,
Tom Skoglund, Carol Gould (FHI), Ted DeSantos, Mark Vertucci

This meeting was held at the Meriden Police Department to discuss parking demand, design standards, and planning issues. The following items were identified during the workshop:

1. A developer, Paul Edwards, has come forward for the 9-17 Colony Street parcel. The sites will feature a Boxing Club and Mary Hart Crusaders religious retail books. The City Council is expected to approve the sale of the property to Paul Edwards on 12/14.
2. Bob Bass to provide a copy of the 25-33 Colony Street parking layout concept he prepared. This plan was received by F&O on January 3, 2005. ✓
3. Other potential development sites have been identified in the following areas:
 - Green space next to police station
 - Lot 17 vicinity
 - The Wilcox Building – approx. 30 spaces
 - Banquet facility
4. Peggy Brennan identified some of the buildings on Colony Street (3, 5, etc.) which also have offices on the upper floors as.
5. Carol Gould talked to some property owners on 12/13 and identified where most of the vacant spaces and buildings are. The building that the college is in also has some vacant space.
6. Hanover Towers have 540 units but parking for these units does not spillover to adjacent lots.
7. Concern was raised about how parking space demand rates were computed.
 - Decision was made to go with 2 spaces per apartment unit, based on City Zoning Regs.
 - Bob Bass prefers this method over the ITE Parking Generation manual.
 - Some apartments are 1 bedroom/some are 3 bedroom, therefore the rates may differ
 - Several apartments are ready to go - Dominick to get Fuss & O'Neill exact number of units in buildings in West Main Street / Colony sites
 - Tom Skoglund to provide Fuss & O'Neill with updated parking regulations list from Zoning Regulations (received by Fuss & O'Neill on December 13)
8. Colony Street

City of Meriden
Downtown Parking Study
Meriden City Staff Workshop
December 13, 2004
Page 2

- Assume upper floors are residential or office
 - For office – would be 4 spaces per 1000 square foot
 - For residential – would be 2 spaces per unit
 - Going building by building:
 1. 25-33, 35 Colony Street – residential upper, retail lower
 2. 59-63 West Main – residential upper, retail lower
 3. Paul Edwards 9-11 and 13-17 Colony Street – office upper, retail lower
 4. Wilcox building/30 Colony St – first floor retail, upper floors office
 5. Former Vault (Bar/Restaurant) – project as new restaurant space, 3 stories on Colony Street (West side).
 6. LaRossa/21-23 Colony Street above Fischer's Deli – vacant second floor space and dance studio on upper floors, upper 3 floors – 2 vacant, 1 dance studio (existing), 1st floor retail (existing)
 7. 1-3 Colony Street (10,600 sq ft) is vacant
 8. 19 Colony Street (Liseo) – 4,000 sq. feet vacant on top floors. All vacant space will be commercial/office
 9. 39-49 Colony Street – existing diner, 2nd floor vacant – assume office
 10. 51 Colony/Butler Paint (13,200 sq. feet – 2nd floor vacant, being used as storage)
 11. 55 Colony Street – Carol to review
 12. HUB site– take parking projections from the City Center Initiative
 13. Is there a plan for the post office building when sold? (City Center Initiative puts the transportation center there)
11. The following steps were identified:
Step 1: Find existing deficiencies
Step 2: Future demand
Step 3: Determine overall parking needs and compare to existing storage capacity (get surplus/deficiency)
12. Tom Skoglund:
- Suggests we break down study into sub-groups by areas within the study area.
 - Feels we need to look at square footages of existing buildings in order to determine existing demand and compare to existing supply.
13. Bob Bass:

City of Meriden
Downtown Parking Study
Meriden City Staff Workshop
December 13, 2004
Page 3

- Agrees with process described under #11 above.
 - Suggests we determine the net +/- parking total on West Main and Colony
 - Then go back in the end and look at the hot spots
 - Educate people that they may need to park further away from their building
14. Social Security Administration (SSA) and Department of Children and Families (DCF) have people coming and going all of the time out of the office building on Barristers Court
15. There will be some overlap between people parking for one use and using another (ie: court house and retail stores, etc.)
16. Wait until we identify the hot spots and if we need additional square footage data at some point, Tom Skoglund can get us the additional information from the GIS group (Patrick Ladd).
17. Call Bill Montefiore about parking information/fees/structures/restrictions/etc. Mark Rodriguez has not been responsive – F&O to call to follow up and if unsuccessful, Bob Bass will send a letter. (F&O spoke with Bill week of 1/16/05).
18. Frank Lewandowski has on street parking restriction areas and limits.
- Frank will mail them or call in the next couple of days when ready (received by F&O on 12/16)
 - Frank will also send us number of spaces Police Dept. requires in lot 18 (not yet received)
19. The Hub site is not a solution for long term parking for the rest of the study area – this will become a park in the future.
20. Potential new parking facilities were identified:
- New deck on Lot 18 and Lot 15?
Police cars need to be close to the building, and Seniors and United Industries won't park far away either.
 - Lot 6-7 improvements/expansion.
 - Determine where new parking could be feasibly provided. New parking garage over Wilcox Building will not happen as advisory committee suggested.
21. Next advisory committee meeting
- Present existing conditions data and bar charts
 - Change collection day on table from Friday to Thursday (completed)

**City of Meriden
Downtown Parking Study
Meriden City Staff Workshop
December 13, 2004
Page 4**

22. Groupings for existing parking demand (Ted DeSantos marked sub-regions on the map)
 - Look at YMCA separately
 - Western region of the study area (most developments have their own self-contained parking such as Dunkin Donuts, funeral home, etc.)
 - On-street parking E will be applied in with YMCA sub-region.

23. Show X number of spaces in each lot on map.
 - Color coded graphic (red for hot, green for okay, etc.)
 - Do this for different times of the day (one 12-2, one 2-4, etc.)
 - Make maps least cluttered as possible – just colors are best
 - AM, Midday, evening periods.
 - F&O will email graphics in PDF format when done.

24. Design Standards - Tom Skoglund:
 - The board reviews projects building by building.
 - Reviews new proposals based on what is out there now.
 - No set written design standards based on land use and commercial area.
 - Downtown business district (CCDD zone line) is outlined on zoning map; this doesn't include east side of railroad tracks.
 - Design review looks at:
 - Sight lines
 - Prefers buildings are up against the road and parking is in the back.
 - If it is a garage, it should be set back from road and blend in with road.

25. Circulation/One-way Streets in Downtown
 - Very confusing, business owners don't like it.
 - City spent \$23 million on these downtown improvements
 - It would be very expensive to re-design all of this.
 - Bob Bass feels that traffic flows well now.
 - May need better signage to make traffic flow less confusing
 - Should contact Fred Greenberg at BL regarding two-way flow and Maguire regarding streetscape.

26. Bob Bass to provide a parking layout for lot 17

27. A survey of court house personnel should be completed. They are a huge parking generator and we need to address their demand – should start with the clerk.

**City of Meriden
Downtown Parking Study
Meriden City Staff Workshop
December 13, 2004
Page 5**

28. Should consider gating off an area of lot 15 exclusively for Court House parking. We may need to rework leases in Lot 15 and enforce them. Bob Bass suggests that we need to look at this.
29. Should consider issuing cards for access to Lot 15 so Court House overflow doesn't park there.
30. Is there technology out there for validating parking at businesses and then sticking the cards into meters? We should look into look this. In general, business owners didn't like the idea of metered parking.
31. Next steps:
 - Compile existing conditions data and graphics, and email to the group (completed)
 - Graphic of paid vs. free parking - obtain info. from parking authority (completed)
 - Existing Conditions Report/graphics will be done in Mid January (completed)
 - Schedule next advisory committee meeting.
32. Other Action Items:
 - Bob Bass to provide a copy of the 25-33 Colony Street parking layout concept he prepared (completed)
 - Tom Skoglund to provide Fuss & O'Neill with updated parking regulations list from Zoning Regulations (completed)
 - Carol Gould to review 55 Colony Street building occupancy
 - Fuss & O'Neill to call Bill Montefiore about parking information/fees/structures/restrictions/etc (completed)
 - Frank Lewandowski to provide F&O with on street parking restriction areas and limits (completed)
 - Frank Lewandowski to provide F&O with number of spaces Police Dept. requires in lot 18
 - F&O to email parking demand graphics in PDF format when done.
 - F&O to contact Fred Greenberg at BL regarding two-way traffic flow downtown and Maguire regarding streetscape.
 - Bob Bass to provide a parking layout for lot 17
 - F&O to survey court house personnel regarding parking.

**Meeting Minutes
Steering Committee Meeting
February 14, 2005**

ATTENDEES:

Carol Gould – Fitzgerald & Halliday	Frank Ridley – Friends of the Library
John Hogarth – Senior Center	Sean Moore – GMCC
Tom Skoglund – City of Meriden	Bob Bass – City of Meriden
Richard Muniz – Middlesex Comm College	Mark Vertucci – Fuss & O'Neill
Ross Gulino – Silver City/Bldg Owner	Ted DeSantos – Fuss & O'Neill
Mark Rodriguez – Parking Commission	Frank Lewandowski – Meriden Police Dept.
Peggy Brennan – City of Meriden	

DISTRIBUTION: Attendees

This meeting was held to discuss the Existing Conditions Report findings, Parking Needs/Analysis findings, and potential parking solutions and conceptual layouts.

1. COMMENTS/DISCUSSION ON EXISTING CONDITIONS REPORT

- A. There are 841 spaces in the Hub site. We need to put less emphasis on this and see what happens when we take it out of the equation.
- B. Verify the exact number is correct.
- C. Describe each lot in Table 1.
- D. We need to have a short-term plan for moving parkers around.
- E. Lot 15:
 - Consider moving officers over to Lot 15
 - Park YMCA overflow there
 - Courthouse employees park there
 - Need assigned spots, possibly a Gate with card reader? (this could be snow plowing problem)
 - Could be a potential solution to a lot of problems.
- F. Basement of 5 Colony Street-Van drop-offs occur there for mentally handicapped people.
- G. We should survey the clerk of the Courthouse or have the City carry the survey over? (Peggy will give her a letter)
- H. We should try to quantify the number of spaces lost to the bump outs. We should also state their benefits from a traffic calming and aesthetic perspective. Parking up to the corners of intersections (which reduces sight lines) would also be a problem without them.

2. PARKING DEMAND QUESTIONS AND DISCUSSION

- A. 1500 spaces will be provided in the garage on the future hub site. Future parking demand will be 1700 – 3000 spaces.

- B. 1700 spaces are based on peak demand (empirical). 715 is an overlap between developments which generate parking and traffic during different times of the day/3000 is based on the Zoning regulations.
- C. Transit Needs– There is a long term plan for a Springfield to New Haven Rail.
- D. Need to balance all potential future developments which are real and those which are not.
- E. People may drive away at 75% lot occupancy- we should take this into account. People don't come downtown if they can't find parking (Richard Muniz-Middlesex CC). This would not be the case however for people who actually work downtown.
- F. We need to consider taking the hub out of the demand calculations. There's too much uncertainty right now.
- G. We should look at a layered approach. Look at both scenarios (with and without hub)
- H. Look at how much usage is public versus private. Don't count private. Look at lease agreements to confirm private lots really are private.
- I. Look at operational/informational type improvements in the short term and new lots/construction in the long term (Tom Skoglund)
- J. Snowstorms result in a huge reduction in the total number of spaces on and off street.
- K. Enforce parking restrictions time limits.
- L. Long term parkers- we need to get them off the street and out of the red problem areas.
- M. Police Department has taken some steps (letting some officers take older vehicles home) but it hasn't helped much with the situation in Lot 18.
- N. Need to get United Ind. Employees to park further away. Spots are gone for seniors by the time they get there.

3. LOT 9 – DCF CONCERNS/POTENTIAL SOLUTIONS

- A. DCF – Take personal cars and park in state spots where possible. In addition, they are doubling up on their spots and parking one personal and one state vehicle.
- B. Consider giving college students their own lot? (possibly Lot 7)
 - They are younger people – average age 28
 - Another alternative would be to move DCF to Lot 7 (Lot 7 would be great for long term parkers)
- C. We need to take the gate down from Lot 7, repair asphalt and install lighting for safety. Potentially connect lots 6 and 7 in the long term by decking out 6 over 7 and installing ramps.
- D. We need to get one set of cars out of Lot 9 completely.

4. REAL FUTURE DEMAND

A. Estimate on **Real** Future Demand Numbers (call it 10 years out):

1500-1600 range	=	Bob Bass
1500-1600 range	=	Frank Lewandoski
1200	=	Peggy
<u>1000</u>	=	<u>Mark Rodriguez</u>

5 Votes > 1500 spaces

4 Votes < 1500 spaces

Consensus is that future demand will be approximately 1,400 spaces.

1400 Future Demand
<u>900 Existing Demand</u>
2300 Total Demand

Currently have:

2300	1400 Demand
<u>- 800 + (hub)</u>	<u>- 350</u>
1400 Currently have	1050 Spaces we will need to find

5. IMPROVEMENTS

Previously identified by this group and outlined by Ted.

- Utilize green space near Lot 16
- Utilize Hub site

6. SUGGESTIONS MADE AT MEETING

- A. Too much green space in Lot 15 – we can eliminate some of this to pick up more spaces, but we still need to keep some green.
- B. Lot 15 – Remove connection and add more parking by removing connector between aisles opposite Butler Street entrance. Keep two access points. The West Main Street access is not safe.
- One way flow in this lot would give more spaces but would make access and circulation poor.
- C. Loading Zone Treatments
- We should designate points along each corridor – F&O will do more research, possibly through ITE. The Alleyway in front of Lot 9 is one option.
- D. Businessmen should post validation signs. City should make them and distribute to owners so the public is aware of the program.

NOTE: We need to fix the line between Lots 17 and 18 – the boundary is wrong.

7. **LOT 6**

- A. There are efficiency issues here. There is capacity. People who park in the assigned spaces need to park near the back
- B. may be able to reconfigure this lot to make more spaces (horizontal to vertical alignment).
- C. Should consider getting rid of the toll booth and making the lot free.
- D. Wilcox Building – some suggested leveling it and parking people there however there is a plan to renovate it which would acquire an additional 30 spaces.
- E. Expansion into the access drive behind the church would provide more spaces and possibly an additional aisle.

8. **LOT 7**

See previous notes above.

9. **LOT 18**

- A. Move United Industries employees elsewhere.
- B. Remove some of the green space.
- C. Move police to Lot 15 – Assigned spaces?
- D. Potential issues with the Harbor Brook relocation?
- E. Assign spaces – better expanded signage.

10. **CONCLUSIONS**

- A. We can pick-up spaces in the short term with the minor geometric improvements identified.
- B. In the long run, we will need another 800 to 900 spaces in the downtown area. The best option is to construct a garage on Lot 15. Lot 6 could be another alternative to go up a level.
- C. Providing better pedestrian access to the hub site is another solution.

11. **NEXT STEPS**

- A. Hold a staff meeting at F&O.
- B. F&O to do parking layout concepts.
- C. Steering Committee to e-mail F&O any other proposed concepts/solutions.
- D. Finalize our report and cost estimates.
- E. Hold a Public Involvement Meeting

APPENDIX C

City of Meriden
Downtown Business Owner Parking Survey

Name of Business: _____

Location of Business (Street Address or Map Quadrant): _____

Type of Business (retail, service, office, restaurant, etc.): _____

1. How long (on average) does a customer stay in your business? _____ minutes
2. When are your peak business periods?
6-8AM__ 8-10AM__ 10AM-12PM__ 12-2PM__ 2-4PM__ 4-6PM__ 6-8PM__
3. Are you aware of where your customers typically park? _____ (map reference)
4. Where do you and your employees park? _____ (map reference)
5. Where is the most convenient place to park for your business? _____ (map reference)
6. Do you have a back entrance? Yes ___ No ___
7. Is it difficult to find a parking space near your business? Yes ___ No ___
8. Do you perceive that there is a parking problem in the Downtown area?
Yes ___ No ___ If so:
 - A. Where? _____ (map reference)
 - B. When? 6-8AM__ 8-10AM__ 10-12PM__ 12-2PM__ 2-4PM__ 4-6PM__ 6-8PM__
 - C. What factors contribute to your availability or lack of parking?
Parking Restrictions _____
High # of Employee Parking _____
High # of Residential Parking _____
Adjacent On-Street Parking at Capacity _____
Nearby Parking Lot at Capacity _____
9. Do you feel the posted on street parking restrictions near your business are appropriate?
10. Do you, your staff, or your customers have any problems accessing your business from a traffic perspective?
11. Would you favor new metered parking? Yes ___ No ___
12. Would you prefer a new parking garage or additional parking lots? Yes ___ No ___
13. Would you be willing to park off site, or farther away, to make more space for customers? Yes ___ No ___
14. Do you have any other comments or suggestions for improving the parking situation in the downtown area?

APPENDIX D

FUSS & O'NEILL, INC.

146 Hartford Road
Manchester, CT 06040

OPINION OF COST		DATE PREPARED:	07/11/05	SHEET	1	OF	2
PROJECT: 2004 0588 A10		BASIS:					
LOCATION: MERIDEN, CONNECTICUT							
DESCRIPTION: DOWNTOWN PARKING STUDY							
DRAWING NO.:		ESTIMATOR:	WH	CHECKED BY:			
<p>Since Fuss & O'Neill has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s)' methods of determining prices, or over competitive bidding or market conditions, Fuss & O'Neill's opinion of probable Total Project Costs and Construction Cost are made on the basis of Fuss & O'Neill's experience and qualifications and represent Fuss & O'Neill's best judgment as an experienced and qualified professional engineer, familiar with the construction industry; but Fuss & O'Neill cannot and does not guarantee that proposals, bids or actual Total Project or Construction Costs will not vary from opinions of probable cost prepared by Fuss & O'Neill. If prior to the bidding or negotiating Phase the Owner wishes greater assurance as to Total Project or Construction Costs, the Owner shall employ an independent cost estimator.</p>							
ITEM NO.	ITEM DESCRIPTION	UNIT MEAS.	NO. UNITS	PER UNIT	TOTAL COST		
LOT 15							
1	Pavement Markings - 4" painted white	l.f.	2,840	\$0.20	\$568		
2	Pavement Markings - Legend, Arrows, Markings	s.f.	54	\$2.00	\$108		
3	Earth excavation	c.y.	95	\$10.00	\$950		
4	Bituminous Concrete Driveway	s.y.	190	\$25.00	\$4,750		
5	Bituminous Concrete Curbing	l.f.	150	\$5.00	\$750		
LOT 18							
1	Pavement Markings - 4" painted white	l.f.	2,725	\$0.20	\$545		
2	Pavement Markings - Legend, Arrows, Markings	s.f.	45	\$2.00	\$90		
3	Earth excavation	c.y.	105	\$10.00	\$1,050		
4	Bituminous Concrete Driveway	s.y.	210	\$25.00	\$5,250		
5	Bituminous Concrete Curbing	l.f.	60	\$5.00	\$300		
LOT 6							
1	Pavement Markings - 4" painted white	l.f.	2,330	\$0.20	\$466		
2	Pavement Markings - Legend, Arrows, Markings	s.f.	36	\$2.00	\$72		
3	Earth excavation	c.y.	255	\$10.00	\$2,550		
4	Bituminous Concrete Driveway	s.y.	510	\$25.00	\$12,750		
5	Bituminous Concrete Curbing	l.f.	240	\$5.00	\$1,200		
TOTAL CONSTRUCTION COST					\$31,399		
Erosion and Sedimentation Maintenance		L.S.	1		\$0		
Survey/As-Built Mapping		L.S.	1		\$0		
Construction Administration		L.S.	1		\$0		
Mobilization & Demobilization		L.S.	1		\$0		
Testing Laboratory		L.S.	1		\$0		
Insurance and Bonds		L.S.	1		\$0		
SUBTOTAL					\$31,399		
CONTINGENCY (20 %)					\$6,280		
TOTAL COST (ROUNDED TO NEAREST \$1,000)					\$38,000		

