



UPDATE REPORT DETAILED PARKING PLAN FOR GATEWAY/NINTH SQUARE AND SOUTH/WEST OF CHAPEL

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Prepared by:



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City Plan Department
Economic Development Administration
Traffic and Parking Department
School Construction, Board of Education**

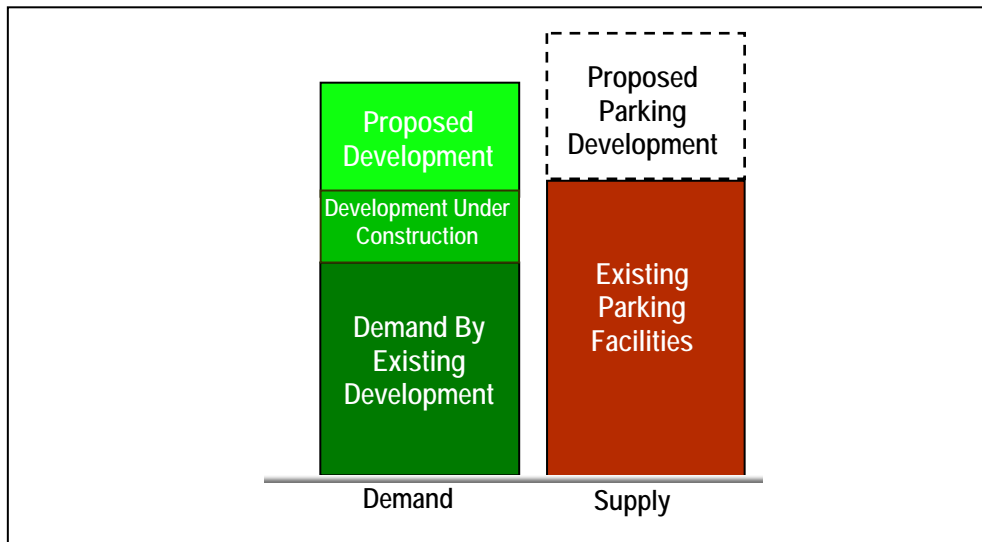
Prepared by:

Wilbur Smith Associates
September 2004

I. Introduction

In 2003, the City of New Haven and the New Haven Parking Authority commissioned Wilbur Smith Associates to collect and analyze parking capacity and utilization data for the downtown New Haven area. The resultant Strategic Plan compiled data for all downtown parking garages, surface lots, and metered spaces and included an analysis to determine New Haven’s highest priority parking needs. The plan identified immediate parking needs in two districts (south of Chapel Street and in Ninth Square), recognized the significant growth of new development in New Haven, and recommended a more comprehensive analysis and relief effort to provide new parking facilities to meet the needs of emerging development projects in the downtown region. The concern outlined in the Strategic Plan is shown schematically below.

Parking Demand versus Parking Availability



Since the Strategic Parking Plan was released in May 2004, the details for the Gateway Downtown Development Plan have emerged, the Board of Education has selected the Crown Street/College Street site for the new Cooperative Arts Magnet School, and numerous other residential and retail projects have been firmed up with known new demand for parking spaces. In response, Wilbur Smith Associates has been asked to update the Strategic Plan with this information and outline a strategy with long-term and temporary relief solutions.



As the Strategic Plan identified, the parking needs in the Ninth Square and the South/West of Chapel Street districts are of particular concern. These districts will be home to the Gateway Community College and the Cooperative Arts Magnet School, respectively. Absent new parking supply, the parking demand generated by these major investments, together with numerous private developments as identified on page 3, will lead to a parking deficit.

To address these concerns, a committee was developed to analyze the potential deficit and develop strategies to alleviate such a deficit. This process has been a collaborative effort between the City Plan, Economic Development and Traffic and Parking Departments of the City of New Haven as well as School Construction, New Haven Parking Authority, and Rideworks. The Committee held several planning sessions to discuss the future projects in Downtown New Haven, including the Gateway Plan, and the Cooperative Arts Magnet School.

This document presents the results of the meetings by the Committee to assess new demand arising from these new projects, and how their future development schedules will impact the parking situation in Downtown New Haven. These impacts are both directly and indirectly related to parking supply. The direct impact is that additional parking will be needed due to these new facilities. Indirect impacts include the provision for temporary parking for construction workers and the displacement of existing parking at the development sites.

II. Development Projects

The May 2004 Strategic Plan parking utilization rates in Downtown New Haven were found to be at approximately 86%. The utilization survey conducted found 12,396 spaces available Downtown with 10,701 spaces utilized, including on-street spaces. Some of the highest utilization was found to be in the Gateway/Ninth Square and South/West of Chapel Districts. A summary of this utilization is shown below in Table 1.

Table 1
Summary of Downtown Public Parking by District

| District | Capacity | Utilization | Utilization Rate |
|----------------------|---------------|---------------|------------------|
| South/West of Chapel | 4,339 | 3,769 | 86.9% |
| Gateway/Ninth Square | 2,835 | 2534 | 89.4% |
| Financial/Audubon | 3,779 | 3090 | 81.8% |
| Broadway/Yale* | 1,443 | 1,308 | 90.6% |
| Total | 12,396 | 10,701 | 86.3% |

*Yale has 3,710 of its own spaces for employees/students not counted

While the Strategic Plan did not include Union Station utilization, it is factored into this analysis because many Union Station users park at the Temple Street Garage. Therefore, adding the 1,106 spaces at Union Station to the 12,396 identified in the utilization survey yields a current capacity of 13,502 available parking spaces in Downtown New Haven. This is the baseline that was used when considering the impact of future development.

The Committee identified and considered several development projects in Downtown New Haven. As well as identifying these projects, the Committee also developed a consensus on the estimated parking utilization for each development.

The developments considered by the Committee are:

- **Cooperative Arts Magnet High School:** The Cooperative Arts Magnet School (“Co-op”) is to be located at the southeast corner of Crown and College Streets. The projected parking demand by Co-op is approximately 100 spaces for faculty and staff.
- **Gateway Community College Relocation:** The Gateway Plan involves the consolidation of the current two Gateway Community College campuses into one location at the former Malley’s/Macy’s sites on Church Street. Gateway Community College’s parking demand is estimated at up to 1,200 spaces.
- **Long Wharf Theatre:** Long Wharf Theatre is also to be relocated to the Gateway/Ninth Square District, with other mixed-use development taking place nearby. While the nighttime demand will increase with the presence of Long Wharf Theatre downtown, this demand will be absorbed without a need for new parking supply.
- **227 Church Street:** 227 Church Street is a residential development adjacent to the intersection of Church and Wall Street. The estimated parking demand at this location is 145 spaces.
- **Center Pointe:** Center Pointe is a residential and street-level retail development located at the intersection of Church Street and Chapel Street. The estimated residential parking demand is 83 spaces.
- **Kresge’s Redevelopment:** Kresge’s is a planned residential development adjacent to the intersection of Chapel Street and Orange Street. The estimated parking demand at this location is 36 spaces.
- **Chapel Square:** The Chapel Square development, located at the Chapel Square Mall site, is a mixed-use residential, retail, office site. The estimated demand due to new residential units is 73 parking spaces.

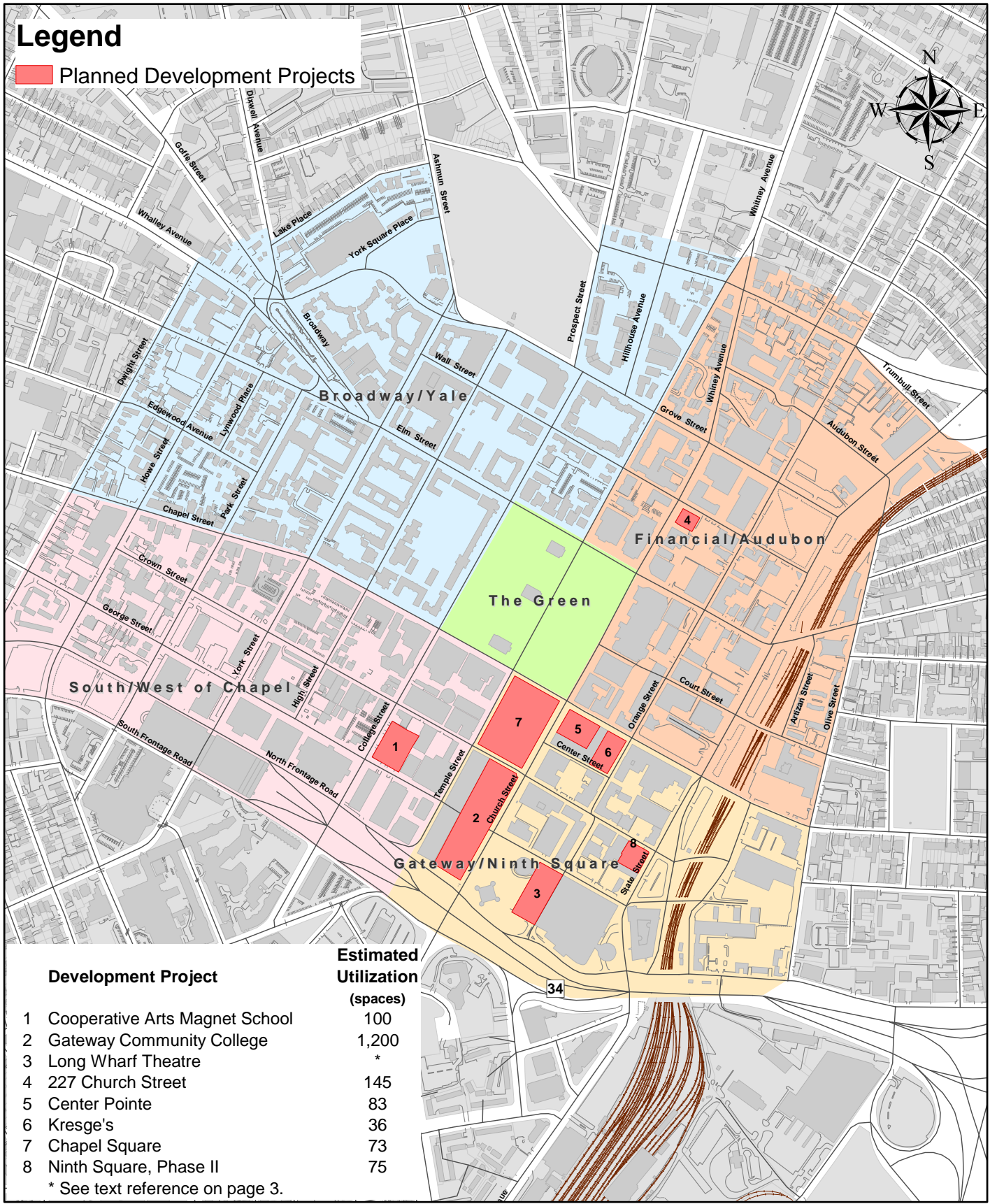


- **Ninth Square, Phase II:** The Ninth Square Phase II development is located at the intersection of State Street and Crown Street. The estimated parking demand is 75 spaces.

These new developments and their estimated utilizations are shown in Figure 1.

Legend

■ Planned Development Projects



| Development Project | Estimated Utilization (spaces) |
|----------------------------------|--------------------------------|
| 1 Cooperative Arts Magnet School | 100 |
| 2 Gateway Community College | 1,200 |
| 3 Long Wharf Theatre | * |
| 4 227 Church Street | 145 |
| 5 Center Pointe | 83 |
| 6 Kresge's | 36 |
| 7 Chapel Square | 73 |
| 8 Ninth Square, Phase II | 75 |

* See text reference on page 3.

Planned Development and Parking Utilization
Figure 1

III. Development Schedule

To understand how and when the proposed development in Downtown New Haven would impact parking, the Committee planned construction and completion dates for the above projects. Additionally, the New Haven Parking Authority provided timeframes for the Mid-block and Union Station garages.

To better coordinate the timing of these projects, a schedule was developed showing the proposed construction projects and new developments against the anticipated timeframe from construction to completion. In addition to the parking demand these proposed projects would have on the existing system, construction would also involve the displacement of existing parkers and additional parking demand from construction and demolition workers. Therefore, this scheduling process was approached in two ways: parking capacity and projected utilization.

Parking Capacity

The Committee started with the current existing parking capacity and identified all of the changes to this capacity due to projected downtown development. For example, in Spring 2006, the Committee started with the existing total capacity (13,502) and noted that 256 spaces are lost on the Union Station surface parking lot because it is being used to construct the new Union Station garage. In that timeframe, a loss of 256 spaces was entered into the schedule. Similarly, the Committee noted that 151 spaces are lost at the Mid-Block site, also due to garage construction. At the Coop High School site, 135 spaces are permanently lost because the site is being used for purposes other than parking. At the Coliseum site, 22 parking spaces are lost due to demolition of the Coliseum structure. However, there are some anticipated additions to parking capacity at this time including an additional 200 spaces at the Temple Street Garage.

Projected Utilization

After estimating the projected system capacity, the Committee also estimated the projected demand for parking spaces, based on the development projects identified on pages 3-4. The projected utilization includes necessary parking relocation, construction parking, and new demand from residential units being completed in the downtown area. Taking the same Spring 2006 example, the Committee started with the existing total utilization (11,807) and added 65 spaces due to required relocation of police parking, 50 spaces for Mid-Block construction crew members, 75 spaces for construction of the Coop, and 50 spaces for construction at Union Station. Also at this time, many of the residential developments have been constructed and their parking demand is in place. 227 Church Street, for example, places an additional demand of 145 spaces on the parking system.

All told, bringing the Cooperative Arts High School, Gateway Community College and Long Wharf Theater downtown will increase parking demand by an estimated 1,700



spaces. In addition, planned private retail and residential development in the downtown district will create an additional demand for an estimated 577 parking spaces. Together, these plans for downtown development will increase the demand for parking by an estimated 2,277 spaces. The capacity vs. utilization analysis shows that – with no intervention – the City would hit a parking crunch between the Summer of 2006 and the Winter of 2006-2007.

The development schedule is shown in Table 2.



Table 2
PARKING SPACE SCHEDULING ANALYSIS

| | Summer 04 | Fall 04 | Winter 04-05 | Spring 05 | Summer 05 | Fall 05 | Wint 05-06 | Spring 06 | Summer 06 | Fall 06 | Wint 06-07 | Spring 07 | Summer 07 | Fall 07 | Wint 07-08 | Spring 08 | Summer 08 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Current Capacity* - June 04 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 |
| SYSTEM PARKING CAPACITY Spaces are lost at these garages due to construction activities. Some are temporary. Some are permanent. | | | | | | | | | | | | | | | | | |
| Union Station | - | - | - | - | (85) | (256) | (256) | (256) | (256) | (256) | (256) | (256) | 748 | 1,250 | 1,250 | 1,250 | 1,250 |
| Mid Block | - | - | - | (50) | (151) | (151) | (151) | (151) | (151) | (151) | (151) | 449 | 749 | 749 | 749 | 749 | 749 |
| Temple Street | - | - | - | - | - | - | - | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 |
| CO-OP Site Lot | - | - | - | - | - | (90) | (135) | (135) | (135) | (135) | (135) | (135) | (135) | (135) | (135) | (135) | (135) |
| Crown Towers | - | - | - | - | - | - | - | - | (300) | (300) | (300) | (300) | (300) | (300) | (300) | 600 | 600 |
| Coliseum | - | - | (22) | (65) | (65) | (65) | (65) | (65) | - | - | - | - | - | - | - | - | - |
| Grants/Salatto Garage | - | - | - | - | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| 1 Church Street | - | - | - | - | - | (30) | (90) | (90) | (90) | (90) | (90) | 52 | 335 | 335 | 335 | 335 | 335 |
| 55 Church Street | - | - | - | - | - | (23) | (70) | (70) | (70) | (70) | (70) | 72 | 355 | 355 | 355 | 355 | 355 |
| Spaces (Lost) or Gained | 0 | 0 | (22) | (115) | (231) | (545) | (697) | (497) | (732) | (732) | (732) | 151 | 2022 | 2524 | 3124 | 3424 | 3424 |
| Total Spaces Available | 13,502 | 13,502 | 13,480 | 13,387 | 13,271 | 12,957 | 12,805 | 13,005 | 12,770 | 12,770 | 12,770 | 13,653 | 15,524 | 16,026 | 16,626 | 16,926 | 16,926 |

| | | | | | | | | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|-------------|-------------|-------------|
| PROJECTED DAYTIME UTILIZATION Activities at these sites will add demand through relocation of existing parkers, addition of construction workers, and new residential demand. | | | | | | | | | | | | | | | | | |
| Police | 43 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 |
| Macy's | - | 8 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Coliseum | - | - | 8 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Mid Block | - | - | - | 17 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 33 | 33 | 33 | 33 | 33 | 33 |
| CO-OP HS | - | - | - | - | 8 | 42 | 75 | 75 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Union Station | - | - | - | - | 17 | 50 | 50 | 50 | 50 | 50 | 50 | 33 | 33 | 33 | 33 | 33 | 33 |
| Gateway College | - | - | - | - | - | - | - | - | - | - | - | 150 | 150 | 150 | 150 | 150 | 1,200 |
| Long Wharf | - | - | - | - | - | 100 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 500 | 500 | 500 |
| 227 Church Street | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 |
| Center Pointe | - | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Kresge's | - | - | - | - | - | - | - | - | - | - | - | 36 | 36 | 36 | 36 | 36 | 36 |
| 9th Square P2 | - | - | - | - | - | - | - | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Chapel Square | - | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Crown Towers | - | - | - | - | - | - | - | - | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Additional Demand | 188 | 374 | 399 | 433 | 483 | 499 | 633 | 766 | 866 | 891 | 891 | 874 | 1010 | 977 | 1327 | 1327 | 2277 |

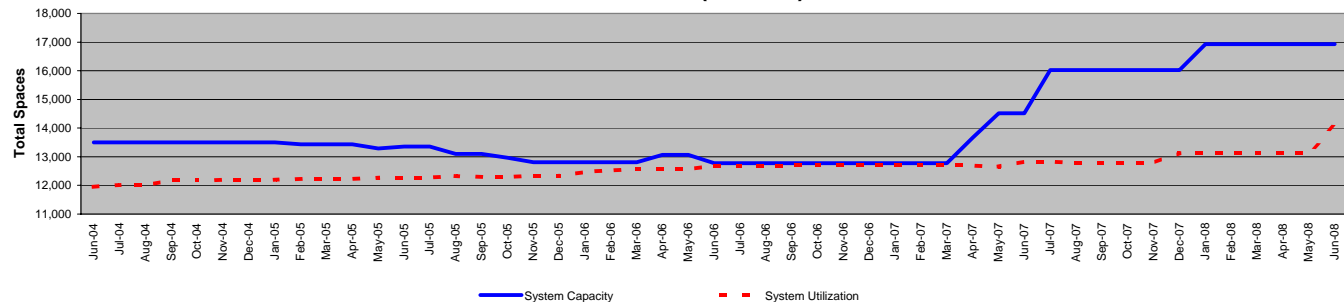
| | Summer 04 | Fall 04 | Winter 04-05 | Spring 05 | Summer 05 | Fall 05 | Wint 05-06 | Spring 06 | Summer 06 | Fall 06 | Wint 06-07 | Spring 07 | Summer 07 | Fall 07 | Wint 07-08 | Spring 08 | Summer 08 |
|---|-----------|---------|--------------|-----------|-----------|---------|------------|-----------|-----------|---------|------------|-----------|-----------|---------|------------|-----------|-----------|
| Current Capacity* | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 | 13,502 |
| Current Utilization | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 | 11,807 |
| Net (Lost) or Gained From 1st Table | - | - | (22) | (115) | (231) | (545) | (697) | (520) | (732) | (732) | (732) | 151 | 2,022 | 2,524 | 3,124 | 3,424 | 3,424 |
| System Capacity | 13,502 | 13,502 | 13,480 | 13,387 | 13,271 | 12,957 | 12,805 | 12,982 | 12,770 | 12,770 | 12,770 | 13,653 | 15,524 | 16,026 | 16,626 | 16,926 | 16,926 |
| System Utilization | 11,995 | 12,181 | 12,206 | 12,240 | 12,290 | 12,306 | 12,440 | 12,573 | 12,673 | 12,698 | 12,698 | 12,681 | 12,817 | 12,784 | 13,134 | 13,134 | 14,484 |
| Net Available After Total Net Loss or Gain | 1,507 | 1,321 | 1,274 | 1,147 | 981 | 1,304 | 1,274 | 409 | 97 | 72 | 72 | 972 | 2,707 | 3,242 | 3,492 | 3,792 | 2,442 |

*Current capacity assumes inclusion of Existing Union Station Garage

LEGEND

(000) - Spaces Lost
000 - Spaces Gained

Parking Capacity and Utilization, (2004-08)



Recommended Implementation Plan

The following recommendations have been developed to tackle the issues of future parking demand versus capacity. These recommendations include new parking construction, temporary relief solutions, and long-term demand strategies.

- *New Parking Construction*
To accommodate the increase in demand, the City proposes to construct 1,200 new spaces by renovating the basement of the Temple Street Garage to provide 200 new spaces and constructing 690 net new spaces in two new parking garages in the Gateway/Ninth Square District. Together with Mid Block Garage (749 spaces) and the second garage at Union Station (1,250 spaces), the inventory of parking facilities will satisfy the projected utilization in the five-year window. These new parking facilities are shown in Figure 2.
- *Temporary Relief Solutions*
Construction-related parking and site development will require temporary parking solutions to make sure that demand does not exceed supply in Downtown New Haven. The working group recommended that two available parcels be converted to accommodate temporary surface parking.

The first site at the location of the old Malley's building at the Southwest corner of Church and George Streets was determined by the New Haven Parking Authority to accommodate 140 cars. This proposed surface lot would be adjacent to the existing Temple Street Garage.

The second site would involve converting the Coliseum site into surface parking, post demolition. This is a significant parcel of land and the New Haven Parking Authority estimates that it has the potential to accommodate 525 parking spaces.

Together, these two sites provide a cost-effective and convenient solution by providing temporary parking in the immediate downtown area at a capacity level that satisfies the interim demand. These two large sites also eliminate the need to locate several smaller sites of similar net capacity as well as eliminating the need for any type of shuttle service during the interim period. With these temporary relief solutions, parking supply will exceed parking demand in the future.

Figure 2 summarizes the parking supply and demand in Downtown New Haven to 2008 with the above temporary relief solutions in place.



Figure 2

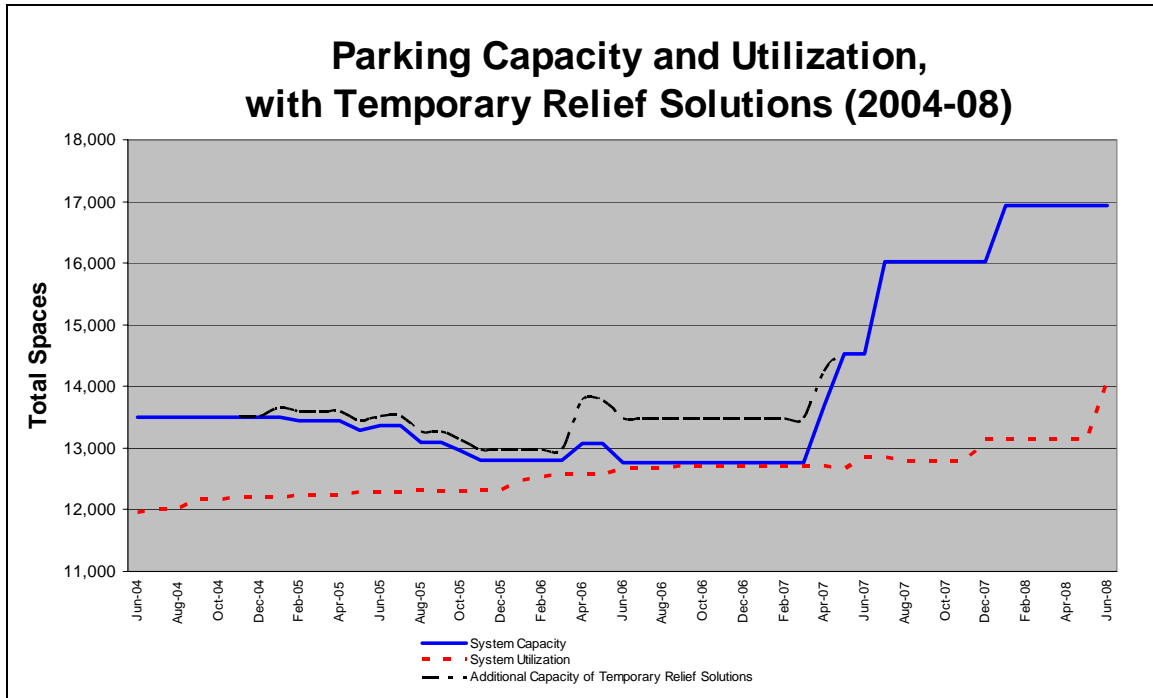
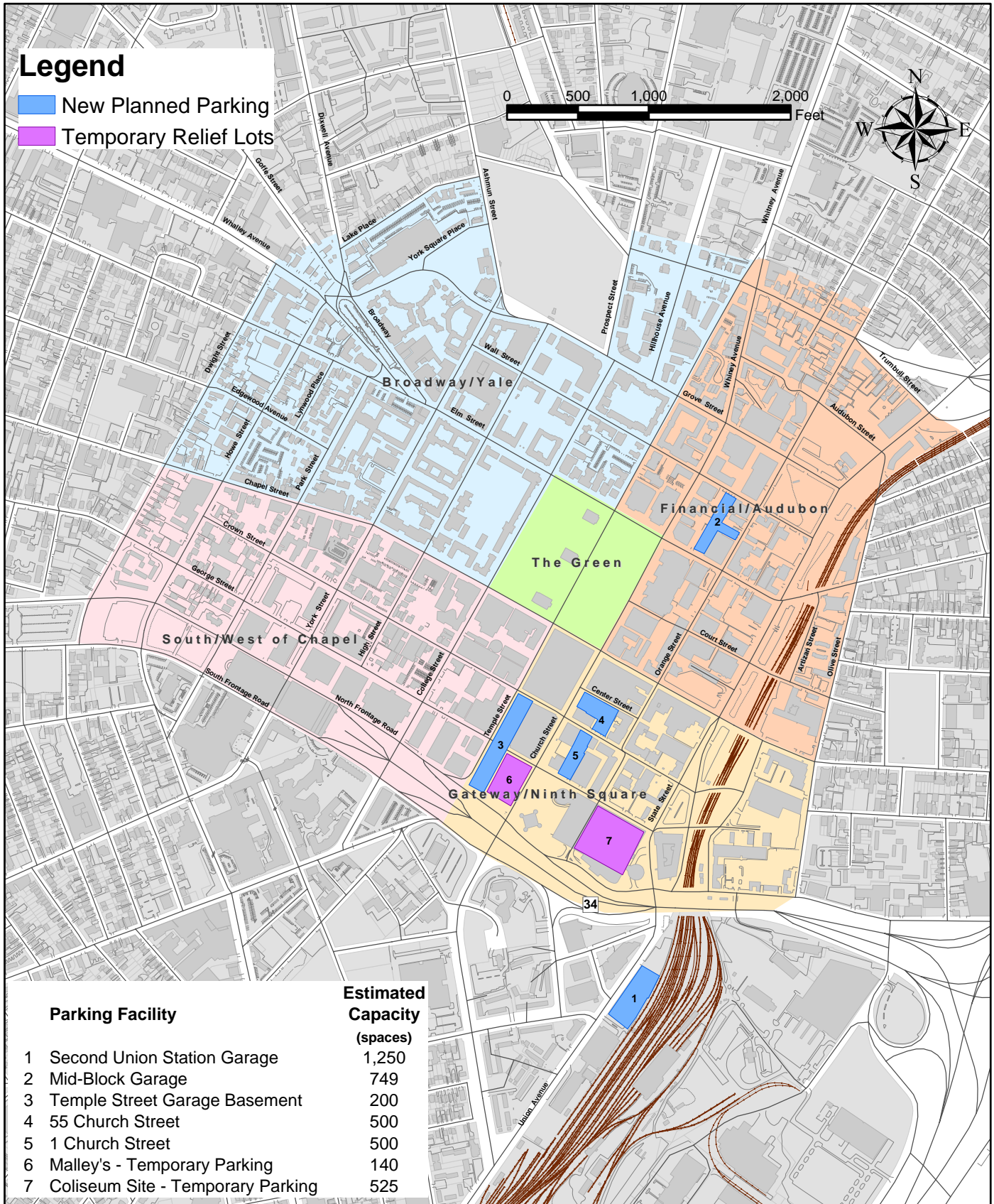


Figure 3 illustrates the planned new parking construction, and temporary relief solutions discussed above.



Planned New Parking Construction

Figure 3



- *Associated Demand Strategies*

The Committee also considered several associated strategies to address long-term parking demand. These considerations generally involve demand management solutions. These demand management solutions should include:

- Launching marketing campaign to market other transportation option available to commuters into New Haven.
- Optimize the use of regional park and ride lots, carpooling, and vanpooling.
- Provide incentives for using transit to commute to work, including pre-tax commuter benefits.
- Work with Gateway and other schools to provide incentives to students who use transit, or allow the option between subsidizing mass transit or parking.
- Build bike parking capacity in to the Downtown by increasing bike racks, bike lanes, and lockers.

While the temporary parking solutions and new parking construction are anticipated to address the interim parking needs in Downtown New Haven, long-term solutions should be recognized as other potential development is realized. The long term solutions will help to address parking capacity issues and are also key in addressing traffic capacity issues on the city and regional roadways.

The planned additional parking capacity in Downtown New Haven will comfortably address the estimated demand in the long term. In the interim, as development and construction take place, the existing supply is reduced while demand continues to increase. However, with the solutions considered, both temporary, and long-term, a Downtown parking deficit can be avoided.