



FUSS & O'NEILL

March 31, 2023

George McGregor
Director of Community Planning & Development
Town of Simsbury Planning and Land Use Department
933 Hopmeadow Street
Simsbury, CT 06070

Re: Parking Generation Summary
Proposed Residential Development
446 Hopmeadow Street
Simsbury, Connecticut

Dear Mr. McGregor:

This letter will serve to summarize the anticipated parking demand generated from the proposed 446 Hopmeadow Street residential development based on State of Connecticut and industry standard guidance as well as parking counts at similar developments in Connecticut. The data provided and analyzed below confirms that the parking supply proposed will be adequate.

State Parking Requirements

In accordance with Public Act 21-29 adopted by the Connecticut State Legislature, parking supply limitations were set for multi-family developments throughout the State. The Act states that a minimum of one (1) parking space shall be provided for each one-bedroom unit and a minimum of two (2) parking spaces shall be provided for each two-bedroom unit. The proposed residential development will provide:

- 77 one-bedroom units yielding the need for 77 parking spaces
- 3 two-bedroom units yielding the need for 6 parking spaces

Thus, the total parking space requirement for this development by State statute is 83 spaces. A total of 94 parking spaces are provided, which includes the required 83 parking spaces plus an additional 11 overflow/guest spaces. Furthermore, an additional seven (7) reserved parking spaces are being provided resulting in a maximum of 101 spaces that could be made available on the site if needed in the future.

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ITE Parking Generation Rates

Peak parking demand rates published in the industry standard ITE Parking Generation manual (5th edition) were reviewed to confirm the parking supply provided on the site is adequate. This manual is an industry standard for determining parking generation for residential land uses. For land use code 221 (multi-family housing, mid rise), the weekday peak parking demand average rate is 0.75 spaces/bedroom which would yield a requirement of 62 spaces for the 83 bedrooms proposed. The Saturday peak parking demand average rate is 0.77 spaces/bedroom which would yield a requirement of 64 spaces for 83 bedrooms. Therefore, the proposed 94 spaces on site well exceeds the rates published by ITE and will provide ample parking supply for the 80 unit (83 bedroom) development.

The weekday rates described above for ITE land use code 221 are based on 35 actual parking count studies done across the country at similar mid-rise residential developments. Of the 35 studies done, the highest parking rate counted at any development was 1.00 parked cars per bedroom which matches the Connecticut State standard for required parking spaces per bedroom. In addition, it should be noted that the rates above apply to general urban and suburban settings with no nearby rail transit. However, CTtransit bus route 912 does run past the site with a nearby stop at the Winslow park and ride lot and is likely to draw some resident use from the site.

Observed Parking Demand at Similar Local Developments

F.A Hesketh Associates conducted a study of actual peak parking generation rates occurring at a variety of low and mid rise residential developments in the Hartford area and summarized their findings in the attached "Proposed Text Change Amendment, Middletown, CT" letter dated May 6, 2014. Hesketh's parking observations were done during the peak demand overnight hour at four similar apartment complexes in Middletown and Bloomfield ranging in size from 76 to 156 units.

The study concluded that the average parking demand at these local residential developments was 0.73 vehicles per bedroom and the highest observed parking demand was 0.94 vehicles per bedroom. This study fully supports the rates provided in the ITE Parking Generation manual and in all cases, the observed parking rates were less than the minimum State requirement of one space per bedroom.

Conclusion

Based on our review of Connecticut State standard parking rates, industry standard ITE parking generation rates, and actual observed parking rates at similar residential developments in the Hartford area, it is the professional opinion of Fuss & O'Neill that a parking supply of 94 spaces on



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the 446 Hopmeadow Street site is more than adequate to accommodate the proposed 80 unit residential development with 83 bedrooms.

Should you have any questions on this parking analysis, please do not hesitate to contact me at 860-783-4756

Sincerely,

Mark G. Vertucci, PE, PTOE
Vice President

c: Attorney Peter Alter, Alter and Pearson
Josh Levy, Vessel

Attachments: F.A Hesketh Parking Letter (5/16/14)

Hesketh

Civil & Traffic Engineers • Surveyors • Planners • Landscape Architects



F. A. Hesketh
& Associates, Inc.

May 6, 2014

Planning and Zoning Commission
City of Middletown
245 Dekoven Drive
Middletown, CT 06457

Attn: Chairman Daniel Russo

**RE: Proposed Text Change Amendment
Middletown, CT
Our File: 14112**

Dear Mr. Chairman:

Pursuant to the request of Glenn Russo of Landmark Investment Group, LLC, our office has completed a review of parking demand for multiple-family dwellings. Our review was undertaken to determine an appropriate parking ratio for multiple-family complexes within the City of Middletown, Connecticut. Our review included a review of the Institute of Transportation Engineers Parking Generation Report and parking counts conducted at similar local developments. This letter presents our findings.

ITE Parking Generation

The Institute of Transportation Engineers (ITE) has published a report entitled Parking Generation. The Third Edition was published in 2004. The report presents parking demand data as measured at existing land uses. Included in the database is Land Use: 221 - Low/Mid-Rise Apartment. The data for this category is broken down into suburban and urban locations. The suburban sites included observations at 19 developments with an average of 320 dwelling units per development. An average peak parking demand of 1.2 vehicles per unit was observed with an 85% demand of 1.46 vehicles per unit. The average parking supply ratio at the suburban sites was 0.9 parking spaces per bedroom. The peak parking demand occurred between the hours of 12:00 a.m. and 5:00 a.m. The urban sites included observations at 12 developments with an average of 165 dwelling units per development. An average peak parking demand of 1.0 vehicle per unit was observed with an 85% demand of 1.17 vehicles per unit. The average parking supply ratio at the urban sites was 0.8 spaces per bedroom. The peak parking demand occurred between the hours of 9:00 p.m. and 5:00 a.m. Copies of the data are included in the appendix.

Similar Local Developments

In order to verify the ITE data and to provide information on local developments our office conducted parking counts at two sites in the City of Middletown and two sites in the Town of Bloomfield, CT. Observations were conducted between the hours of 1:00 a.m. and 4:00 a.m. on Monday April 21 and Tuesday April 22, 2014. Counts were conducted at the following locations:

- a) Knoll Crest, a 156 Unit Apartment Complex on George Street in Middletown
- b) Woodgate, an 84 Unit Condominium Complex on Route 66 in Middletown
- c) Beaman Brook, a 116 unit Apartment Complex located on Route 178 in Bloomfield
- d) Wintonbury Place, a 76 unit Condominium Complex located on Route 178 in Bloomfield

Knoll Crest - Knoll Crest is located off of George Street in the City of Middletown. The development is an apartment complex with a mix of one and two bedroom units. There are 96 one bedroom units and 60 two bedroom units. The complex has a total of 232 striped spaces available. The development is currently under construction to add two additional buildings. No parking garages are provided on the site.

Woodgate - Is located on Route 66 at the Middletown/Middlefield Town Line. The development is a condominium complex with a total of 84 units. There are 12 one bedroom units and 72 two bedroom units. The development provides a total of 166 striped parking spaces. There are no parking garages provided on the site.

Beaman Brook is located on Route 178 in Bloomfield. The development consists of a total of 116 two bedroom condominiums. There are a total of 225 striped parking spaces provided on site. No parking garages provided on the site.

Wintonbury Place - is located on Route 178 in Bloomfield. The development consists of a total of 56 two bedroom condominiums. There are a total of 225 striped parking spaces provided on site. No parking garages provided on the site.

Table 1 presents a summary of the observed parking count data. The number of vehicles on site was recorded during each visit. The Table indicates that the maximum observed parking demand at any of the four developments is 1.41 vehicles/unit at the Beaman Brook site. When the number of bedrooms is considered, the peak parking demand was observed at Knoll Crest, and is 0.94 vehicles per bedroom.

Conclusion

The ITE Parking Generation Report indicates a peak parking demand of 1.2 vehicles per dwelling unit for apartments. Our observations at four local developments indicates

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an average parking demand of 1.28 vehicles per unit and 0.73 vehicles per bedroom. The peak observed parking demand was 4.11 vehicles per unit and 1.94 vehicles per bedroom. Based on this data it is our professional opinion that a reduction in the minimum parking ratio to 1.5 spaces per one and two bedroom dwelling units or a reduction to 1 space per bedroom is appropriate and will provide sufficient parking to accommodate the peak parking demand for multiple-family developments in The City of Middletown. In addition the reduction in impervious surfaces resulting from this change in regulation will serve to reduce the volume of potential runoff from impervious surfaces. Please see Table 2 which provides sample calculations comparing the potential runoff under the existing and proposed parking regulations.

We appreciate the opportunity to provide this information to you. If you require additional information regarding this application, please do not hesitate to contact our office.

Very truly yours,
F. A. Hesketh & Associates, Inc.



Scott F. Hesketh, P.E.
Traffic Engineer

cc: Mr. Glenn Russo
Atty. David Sherwood

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Table 1
Parking Lot usage Study
Middletown/ Bloomfield Locations

Middletown Sites	No. of Units	No. of Bedrooms	Bd rms/unit	Spaces Provided			Parking Observations				Parking Usage	
				Spaces	Spaces/Unit	Spaces/Bdrm	Date	Day	Time	Vehicles Parked	Veh/Unit	Veh/Bdrm
Knoll Crest	156	216	1.38	312	2.00	1.44	21-Apr	Monday	1:52AM	201	1.29	0.93
	156	216	1.38	312	2.00	1.44	22-Apr	Tuesday	1:25AM	203	1.30	0.94
Woodgate	84	156	1.86	166	1.98	1.06	21-Apr	Monday	2:05AM	107	1.27	0.69
	84	156	1.86	166	1.98	1.06	22-Apr	Tuesday	1:20AM	103	1.23	0.66
Bloomfield Sites												
Beaman Brook	116	232	2.00	281	2.42	1.21	21-Apr	Monday	3:15AM	164	1.41	0.71
	116	232	2.00	281	2.42	1.21	22-Apr	Tuesday	2:18AM	149	1.28	0.64
Wintonbury Place	76	152	2.00	146	1.92	0.96	21-Apr	Monday	3:31AM	90	1.18	0.59
	76	152	2.00	146	1.92	0.96	22-Apr	Tuesday	2:26AM	88	1.16	0.58
Weighted Average			1.75		2.09	1.20					1.28	0.73

**Table 2
Potential Runoff From Impervious Surfaces
Existing VS Proposed parking Regulations**

Existing Parking Regulations

	1 bedroom	2 bedroom	Required Parking		Parking Spaces	Area/Space SQFT	Parking Area SQFT	Avg Rainfall FT	Runoff	
			1Bdrm	2Bdrm					CF/Year	Gal/Year
200 Units	123	77	2	2	400	270	108000	4.17	450360	3366441
400 Units	246	154	2	2	800	270	216000	4.17	900720	6732882
600 Units	369	231	2	2	1200	270	324000	4.17	1351080	10099323

Proposed Parking Regulations

	1 bedroom	2 bedroom	Required Parking		Parking Spaces	Area/Space SQFT	Parking Area SQFT	Avg Rainfall FT	Runoff	
			1Bdrm	2Bdrm					CF/Year	Gal/Year
200 Units	123	77	1.5	1.5	300	270	81000	4.17	337770	2524831
400 Units	246	154	1.5	1.5	600	270	162000	4.17	675540	5049662
600 Units	369	231	1.5	1.5	900	270	243000	4.17	1013310	7574492

Reduction In Runoff as a result of Text Change

	Existing		Proposed		1 year		Reduction In Run-Off 10 years		25 Years	
	CF/Year	Gal /Year	CF/Year	Gal/Year	CF	Gallons	CF	Gallons	CF	Gallons
200 Units	450,360	3,366,441	337,770	2,524,831	112,590	841,610	1,125,900	8,416,103	2,814,750	21,040,256
400 Units	900,720	6,732,882	675,540	5,049,662	225,180	1,683,221	2,251,800	16,832,205	5,629,500	42,080,513
600 Units	1,351,080	10,099,323	1,013,310	7,574,492	337,770	2,524,831	3,377,700	25,248,308	8,444,250	63,120,769