DOWNTOWN PARKING STUDY

TOWN OF SIMSBURY

SUBMITTED ON THE 9TH DAY OF JUNE, 2017

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DOWNTOWN PARKING STUDY

DEPARTMENT OF PUBLIC WORKS

SIMSBURY, CONNECTICUT

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SIMSBURY MAIN STREET PARTNERSHIP

1. INTRODUCTION

DESMAN is pleased to present our analysis and observations of existing parking supply and demand conditions in Simsbury. This project was partially funded by a grant from Connecticut Main Street Center and the 'Preservation of Place' program in cooperation with the State Historic Preservation Office of the Department of Economic and Community Development with funds from the Community Investment Act of the State of Connecticut.

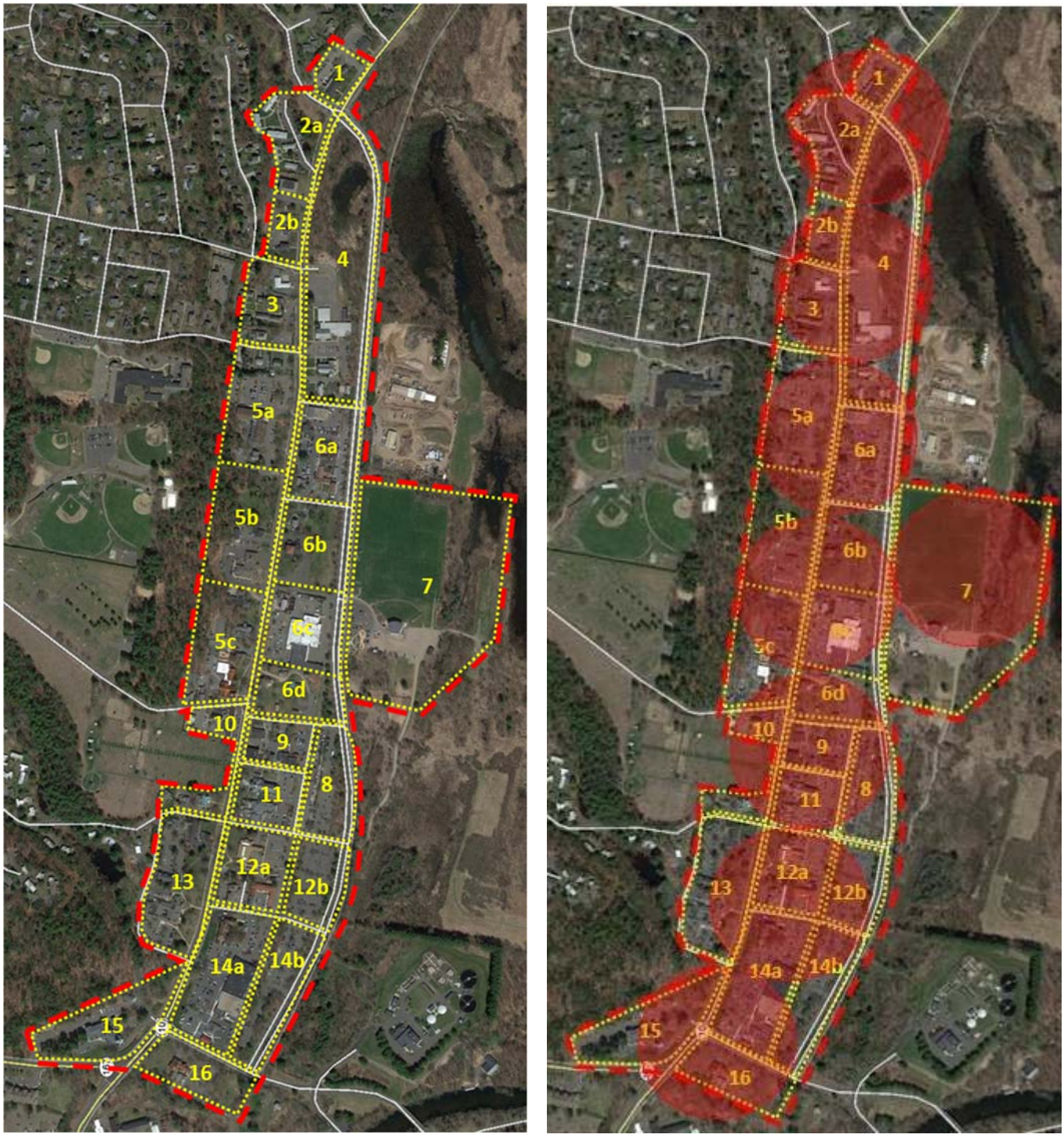
The defined study area for this engagement is shown below, in ***Figure 1*** on the following page. On the left side of the page, the red dotted line outlines the outer boundaries of the study area, while the yellow lines and numbers indicate how DESMAN organized the study area into 16 sub-areas to facilitate data collection and analysis. Sub-area boundaries were commonly set as major streets abutting each block, although in some cases DESMAN set an artificial boundary where no cross street existed.

The purpose of breaking the study area down into individual sub-areas is that, in communities like Simsbury, the maximum acceptable walking distance for normal every day conditions is typically 400 feet or less. The physical blocks in Simsbury, commonly defined as the space enclosed within the intersection of four abutting roadways, creates blocks that exceed reasonable walking distance in downtown Simsbury. The red circles in the graphic on the right side of the page within Figure 2 illustrate the general distance defined by a 400' foot limitation and illustrate how sub-areas were defined. Analyzing parking utilization on a subarea-by-subarea basis helps identify areas where the parking supply may fall short on a very localized basis, creating qualitative issues.

As a general rule, 'parking problems' fall into one of two categories: *quantitative* and *qualitative*. **Quantitative** parking issues are the result of there not being enough parking supply to meet demand in a given area. Quantitative issues can arise when recent construction has constrained or eliminated existing supply or introduce new demand in excess of the available parking in the area. Short-term quantitative parking issues also arise in connection with special events. As part of DESMAN's contracted services, we studied conditions during a performance at the Simsbury Meadows Performing Arts Center later this year and observed this type of issue in connection with that event in select facilities.

Qualitative parking issues arise when there is adequate supply in the area, but it cannot be accessed by the user or group in need of accommodation. This may be the result of parking supply being restricted to exclusive use by one group, parking rates being set unreasonably high, or parking facilities which are located behind barriers preventing pedestrians from moving easily between the facility and their final destination, or available parking located an unreasonable distance from the building or institution generating the demand for parking. This seemed to describe some of the issues observed in the field during our work in Simsbury.

Figure 1 – Study Area and Subarea Designations



Source: *Google Earth; DESMAN*

2. Existing Conditions

The following section details current conditions observed within the defined study area. Statements regarding the adequacy of the existing supply are limited only to those observations.

Parking Supply

DESMAN inventoried a total of 3,390 parking spaces across the study area, of which roughly 62% (2,116 spaces) were private and 38% were public (1,274 spaces). A detailed inventory of parking by subarea and user designation is shown in ***Table 1***.

Table 1 – Parking Supply Inventory (Adjusted according to proposed DOT signage)

	PUBLIC			PRIVATE						GRAND
BLOCK #	On-Street	Off-Street	Total	Office	Retail	Residential	Hotel	Other	Total	TOTAL
1	-	-	-	24	31	-	-	-	55	55
2a	-	-	-		-	58	35	-	93	93
2b	-	-	-	36	-	-	-	-	36	36
3	-	-	-	25	12	37	-	-	74	74
4	-	-	-	-	-	3	-	142	145	145
5a	-	114	114	22	10	-	-	59	91	205
5b	-	-	-	32	-	-	-	41	73	73
5c	-	-	-	11	21	-	-	70	102	102
6a	-	49	49	25	171	-	-	-	196	245
6b	-	-	-		2	-	-	57	59	59
6c	-	-	-	-	133	-	-	-	133	133
6d	-	25	25	-	52	-	-	-	52	77
7	-	419	419	-	-	-	-	-	-	419
8	-	111	111	-	37	-	-	-	37	148
9	12	-	12	20	58	-	-	-	78	90
10	16	-	16	17	51	-	-	-	68	84
11	38	38	76	-	33	-	-	6	39	115
12a	-	-	-	29	87	-	-	-	116	116
12b	-	173	173	27	-	-	-	-	27	200
13	36	72	108	-	17	-	54	-	71	179
14a	-	171	171	115	179	-	-	-	294	465
14b	-	-	-	-	29	-	-	-	29	29
15	-	-	-	-	-	-	-	184	184	184
16	-	-	-	-	64	-	-	-	64	64
TOTAL	**102**	**1,172**	**1,274**	**383**	**987**	**98**	**89**	**559**	**2,116**	**3,390**

Source: *DESMAN*

For the purposes of this analysis, “public” parking was defined as spaces owned by the Town or another public entity and accessible by the general public. “Private” facilities may be owned by the Town or another public entity, but accessible only to a restricted group, such as the parking lot behind Town Hall reserved for employee use only. The majority of public parking spaces were located in off-street lots adjacent to Town Hall, the Post Office, the Library and Iron Horse Boulevard. There are currently no fees for parking in public facilities in Simsbury.

Only about 8% of the total public parking supply was identified as on-street. The count of on-street spaces was a matter of interpretation, based on Connecticut Department of Transportation definitions for where curbside parking was allowed and prohibited along Route 10 (Hopmeadow Street) or where vehicles were

observed parking. Only a few areas along Hopmeadow Street were actually signed as open for public parking, while field staff observed parking along Phelps Lane, Station Street, Railroad Street and Wilcox Street. (In addition, there were right-angle stalls installed along sections of Railroad Avenue and Eaglewood Lane.) Where there were signs authorizing public parking, the posted limit was 2-hours. Using a standard of 22' per parallel parking space and 5' setbacks from driveways and crosswalks, DESMAN estimated there may be capacity to park as many as 102 vehicles as shown in ***Table 2.***

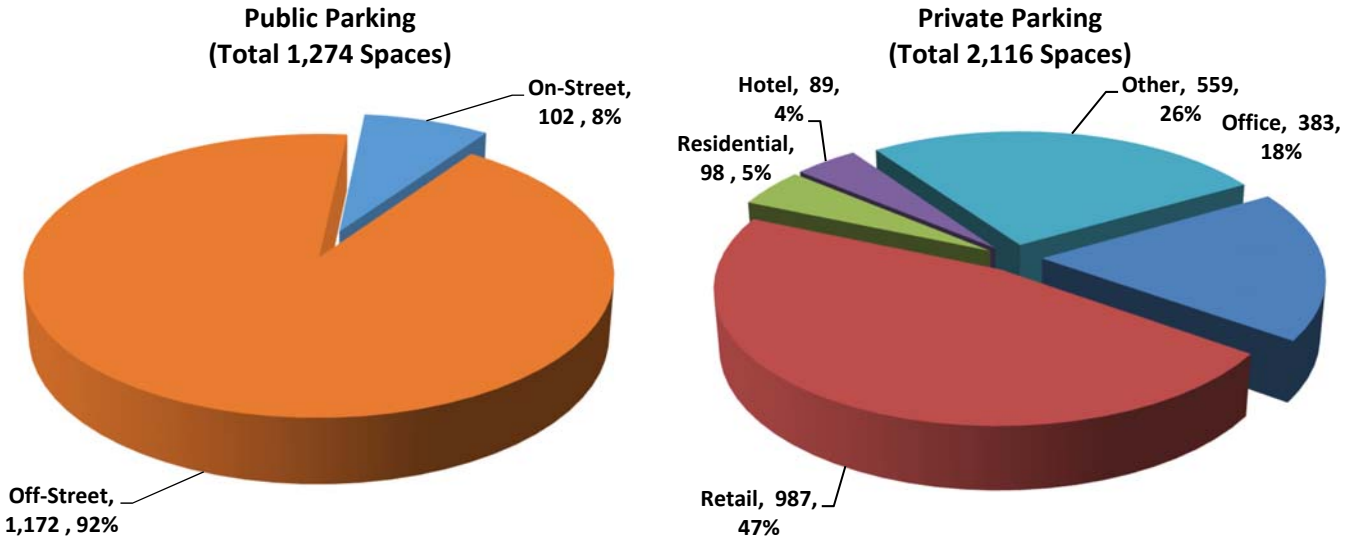
Table 2 – On-Street Parking Capacity Estimate

Block #	Street	Measure (ft)	Spaces @ 22'
9	Hopmeadow/RT10 NB	75	3
9	Phelps Lane EB	65	3
9	Station Street WB	111	5
9	Station Street WB	30	1
10	Hopmeadow/RT10 SB	75	3
10	Hopmeadow/RT10 SB	275	13
11	Hopmeadow/RT10 NB	190	9
11	Railroad Street SB	132	6
11	Railroad Street Lot	11	11
11	Wilcox Street WB	254	12
13	Edgewood Lane	36	36
Observed			102

Source: *DESMAN*

Figure 2, next page, shows the distribution of public and private parking supply.

Figure 2 – Distribution of Public and Private Parking Supply



Source: *DESMAN*

Of the private parking assets, a little less than half appeared to be tasked to serving some form of retail establishment. Roughly one-fifth served offices, while slightly more than one-quarter were attached to churches, funeral homes, or reserved spaces in public facilities set aside for exclusive use. About one-twentieth were allocated to residential parking or hotels. All of these were contained in surface parking lots and offered free of charge.

Weekday Observations

DESMAN performed parking occupancy counts across the entire study area on even hours commencing 8:00 AM and concluding at 10:00 PM on Thursday, December 10, 2015 to establish typical weekday utilization. Across the study area, DESMAN observed a peak utilization of 30% of the total parking supply at noon, as shown in ***Table 3***. Table also indicates hours at which each individual subarea appeared to be most occupied.

Table 3 – Weekday (12/10/2015) Parking Occupancy (Public and Private)

		OCCUPANCY COUNTS							
Block #	**Inventory**	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**	**10:00 PM**
1	55	8	12	16	13	9	3	1	0
2a	93	37	28	23	22	25	40	48	49
2b	36	6	16	13	9	11	5	1	1
3	74	27	34	31	22	25	24	21	20
4	145	31	27	30	25	19	4	25	3
5a	205	102	102	96	106	105	39	28	28
5b	73	15	20	16	18	19	5	11	6
5c	102	17	26	27	22	19	11	21	8
6a	235	104	132	139	136	123	101	41	28
6b	69	4	4	3	3	3	5	3	3
6c	133	54	50	43	46	49	50	34	32
6d	77	2	6	12	13	8	5	5	4
7	419	8	10	11	13	9	5	2	0
8	148	32	40	59	49	45	40	33	16
9	90	19	30	45	49	50	70	30	16
10	84	12	18	29	31	46	61	26	14
11	115	8	52	92	35	34	48	62	37
12a	116	15	38	25	33	32	53	25	15
12b	200	16	24	24	29	22	4	1	1
13	179	47	90	90	99	85	83	57	25
14a	465	80	131	192	201	178	168	56	31
14b	29	1	4	7	9	7	8	4	2
15	184	15	13	10	15	13	11	4	4
16	64	0	0	0	1	2	0	0	0
TOTAL	**3,390**	**660**	**907**	**1,033**	**999**	**938**	**843**	**539**	**343**
Utilization		*19%*	*27%*	*30%*	*29%*	*28%*	*25%*	*16%*	*10%*

Source: *DESMAN*

At no point during the day's observations did any particular sub-area appear to approach maximum capacity; in point of fact, most subareas did not use over 50% of their parking capacity on the survey day. DESMAN did observe a handful of lots used to within 90% of total capacity during the course of observations (Martoccino Music Lot, Town Offices North Lot for Police Department, Starbucks South Lot,

Getty/Ninos Station Lot, Vincent Sport Shop Lot, Maple Tree Café Lots, Eno Memorial Hall Lot, Sakimura Lot), but in each instance, there were other parking assets adjacent to these facilities with available capacity, so not true quantitative parking shortfall was identified. Facility-by-facility detail of observations is included in the exhibits at the conclusion of this document.

The public parking assets in the study area were occupied to roughly 26% of total capacity at the peak hour, as shown in ***Table 4***, but again no particular subarea appeared to be overused.

Table 4 – Weekday Parking Occupancy (Public)

		OCCUPANCY COUNTS							
Block #	**Inventory**	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**	**10:00 PM**
1	0	0	0	0	0	0	0	0	0
2a	0	0	0	0	0	0	0	0	0
2b	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5a	114	65	61	55	65	65	9	7	7
5b	0	0	0	0	0	0	0	0	0
5c	0	0	0	0	0	0	0	0	0
6a	49	30	25	24	18	20	1	15	15
6b	0	0	0	0	0	0	0	0	0
6c	0	0	0	0	0	0	0	0	0
6d	25	1	4	8	10	4	0	1	1
7	419	8	10	11	13	9	5	2	0
8	111	25	34	44	40	34	27	22	10
9	12	2	4	2	6	7	11	6	1
10	16	1	2	5	2	2	13	7	3
11	76	7	44	71	23	22	28	41	22
12a	0	0	0	0	0	0	0	0	0
12b	173	10	15	13	18	13	3	0	0
13	108	35	75	76	75	58	52	42	8
14a	171	11	25	26	25	27	6	2	0
14b	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0
TOTAL	**1,274**	**195**	**299**	**335**	**295**	**261**	**155**	**145**	**67**
Utilization		*15%*	*23%*	*26%*	*23%*	*20%*	*12%*	*11%*	*5%*

Source: *DESMAN*

Similarly, peak hour utilization across private assets only reached 33% of total capacity, as shown in ***Table 5***.

Table 5 – Weekday Parking Occupancy (Private)

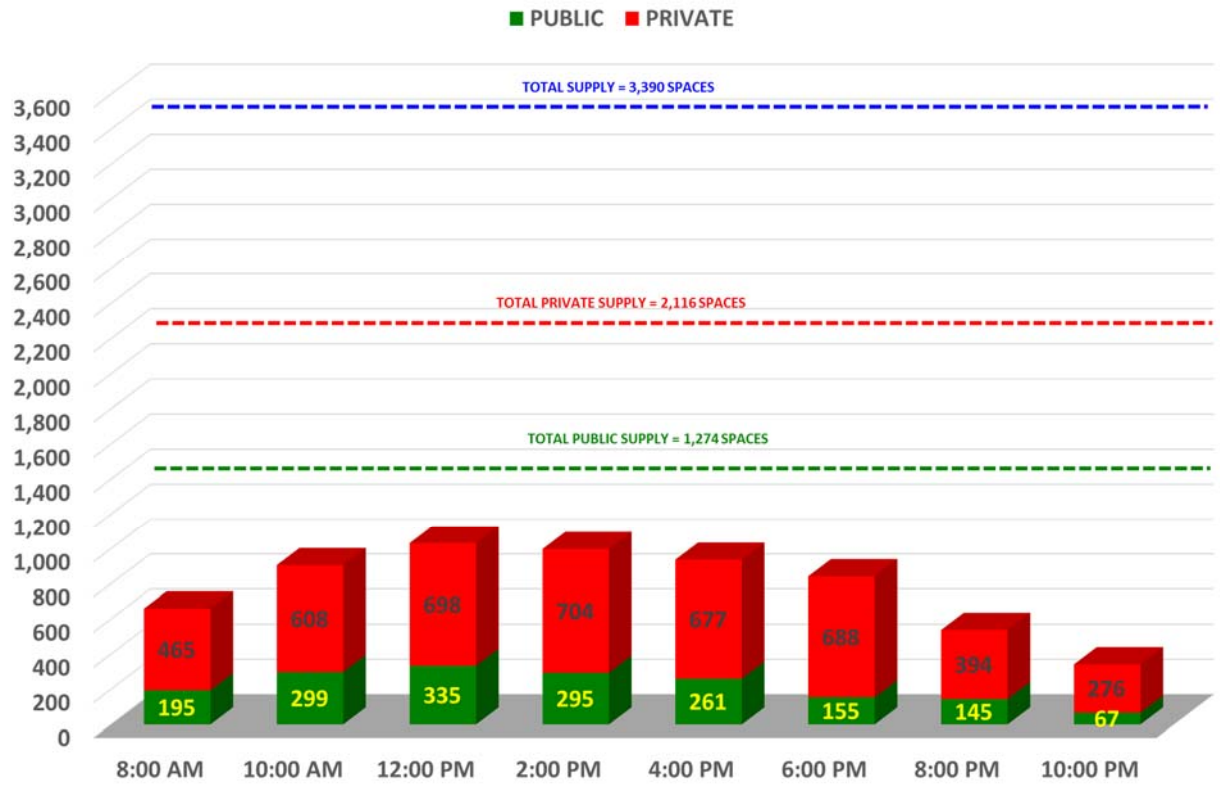
		OCCUPANCY COUNTS							
Block #	**Inventory**	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**	**10:00 PM**
1	55	8	12	16	13	9	3	1	0
2a	93	37	28	23	22	25	40	48	49
2b	36	6	16	13	9	11	5	1	1
3	74	27	34	31	22	25	24	21	20
4	145	31	27	30	25	19	4	25	3
5a	91	37	41	41	41	40	30	21	21
5b	73	15	20	16	18	19	5	11	6
5c	102	17	26	27	22	19	11	21	8
6a	186	74	107	115	118	103	100	26	13
6b	69	4	4	3	3	3	5	3	3
6c	133	54	50	43	46	49	50	34	32
6d	52	1	2	4	3	4	5	4	3
7	0	0	0	0	0	0	0	0	0
8	37	7	6	15	9	11	13	11	6
9	78	17	26	43	43	43	59	24	15
10	68	11	16	24	29	44	48	19	11
11	39	1	8	21	12	12	20	21	15
12a	116	15	38	25	33	32	53	25	15
12b	27	6	9	11	11	9	1	1	1
13	71	12	15	14	24	27	31	15	17
14a	294	69	106	166	176	151	162	54	31
14b	29	1	4	7	9	7	8	4	2
15	184	15	13	10	15	13	11	4	4
16	64	0	0	0	1	2	0	0	0
TOTAL	**2,116**	**465**	**608**	**698**	**704**	**677**	**688**	**394**	**276**
Utilization		*22%*	*29%*	*33%*	*33%*	*32%*	*33%*	*19%*	*13%*

Source: *DESMAN*

In some instances, such as the surface lots adjacent to the library, some public lots were filled to near capacity, but there were always additional facilities like the Eaglewood Lane spaces with open capacity to accept any overflow. Similarly, among private lots, no shortfall was noted on any individual block, although some individual facilities within the same block would occasionally fill to capacity.

The graph in ***Figure 3*** shows the observed utilization of parking over the course of the weekday survey period as compared to the public, private and total parking supplies. As shown in the graph, at no point during the course of the survey day did the observed occupancy in Town exceed the supply of public or private parking, let alone the combined inventory.

Figure 3 – Weekday Parking Utilization by Parking Type



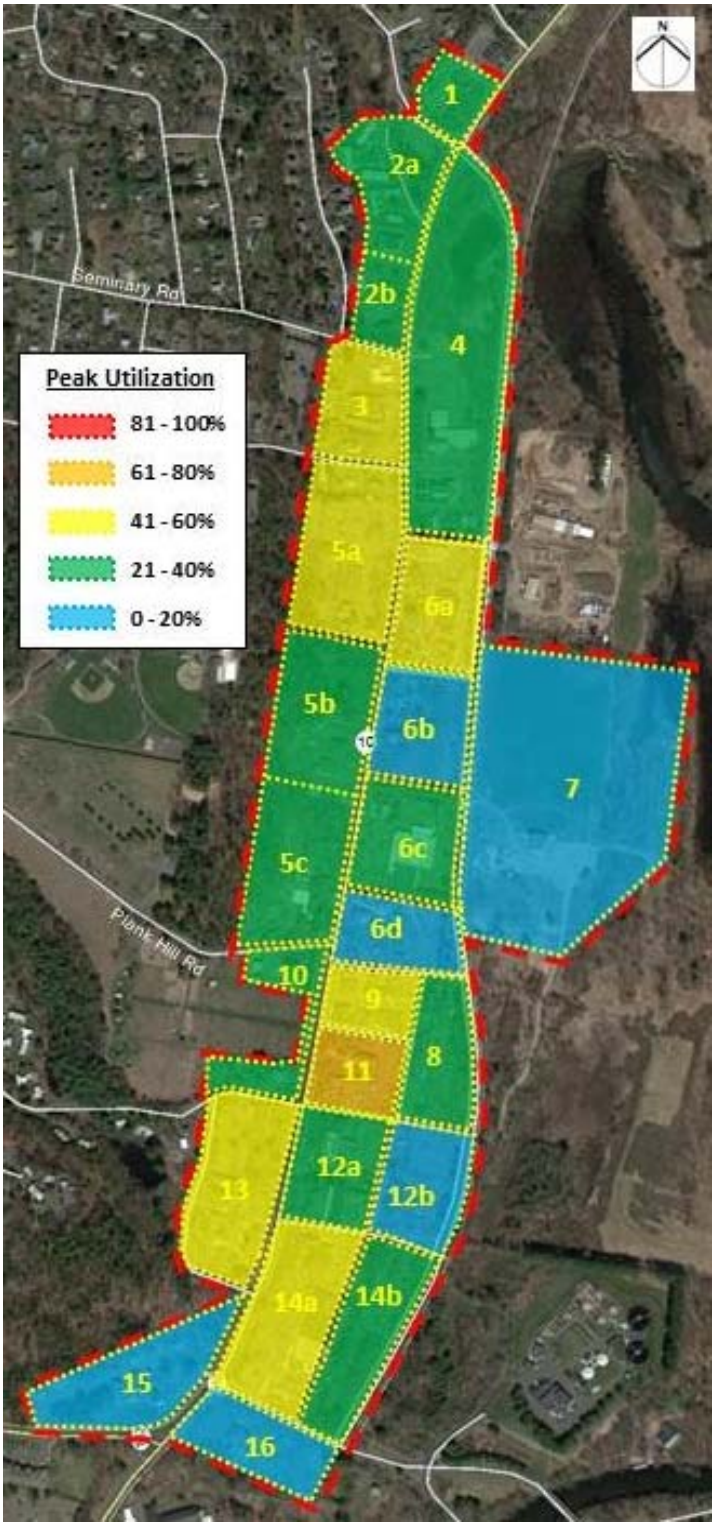
Source: *DESMAN*

Figure 4, next page, shows the total weekday parking utilization by block at the 12PM peak hour, overlaid on the aerial of the study area. In this particular study, peak hour is considered to be the hour when the total parking utilization is at its highest.

The aerial presented in Figure 4 provides a telling visual representation of the utilization of parking across the study area as it stands today. Utilization of the parking supply on nearly every subarea did not exceed 60% during the peak demand period. The lone exception was Block 11 (Eno Hall and Fiddler's Green), which experienced 80% utilization on the survey day during the peak period.

Based on this analysis of weekday activity levels, downtown Simsbury does not currently have quantitative parking issues that DESMAN could detect. However, some qualitative issues may exist, as DESMAN did observe heavy use of select public and private facilities at different times of the day, which could lead to perceptions of parking shortfalls. Local residents appear to have a fairly clear understanding of where they may or may not park on Town streets or in public or private lots. However, it may be difficult for the casual visitor to identify public parking assets due to a lack of wayfinding signage to off-street facilities and regulatory signage on curbside spaces, indicating the terms of authorized use.

Figure 4 – Weekday Peak Parking Utilization by Block



Sub-Area	Inventory	Occupancy	Utilization
1	55	16	29%
2a	93	23	25%
2b	36	13	36%
3	74	31	42%
4	145	30	21%
5a	205	96	47%
5b	73	16	22%
5c	102	27	26%
6a	235	139	59%
6b	69	3	4%
6c	133	43	32%
6d	77	12	16%
7	419	11	3%
8	148	59	40%
9	90	45	50%
10	84	29	35%
11	115	92	80%
12a	116	25	22%
12b	200	24	12%
13	179	90	50%
14a	465	192	41%
14b	29	7	24%
15	184	10	5%
16	64	0	0%

Source: *DESMAN*

Weekend Observations

DESMAN performed parking occupancy counts across the entire study area on even hours commencing 12:00 PM and concluding at 8:00 PM on Saturday, December 12, 2015 to establish typical weekend utilization.

Across the study area, DESMAN observed a peak utilization of 26% of the total parking supply at noon, as shown in ***Table 6***. As with weekday observations, at no point during the day's observations did any particular block appear to approach maximum capacity and most blocks did not use over 50% of their parking capacity on the survey day.

Table 6 – Weekend (12/12/2015) Parking Occupancy (Public and Private)

		OCCUPANCY COUNTS				
Subarea #	**Inventory**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
1	55	9	1	2	0	0
2a	93	37	36	37	37	40
2b	36	3	4	3	0	0
3	74	18	15	15	19	18
4	145	18	2	1	5	0
5a	205	26	24	26	27	25
5b	73	3	4	2	3	3
5c	102	11	9	10	13	7
6a	235	158	135	110	90	67
6b	69	6	13	6	4	4
6c	133	52	57	54	47	41
6d	77	12	10	4	14	6
7	419	20	36	14	1	0
8	148	40	40	38	37	33
9	90	38	30	26	29	24
10	84	30	34	45	51	40
11	115	40	47	34	65	46
12a	116	22	18	21	23	8
12b	200	11	15	6	3	2
13	179	97	57	57	28	19
14a	465	134	122	88	49	27
14b	29	8	6	5	4	2
15	184	0	154	86	8	0
16	64	0	0	0	0	0
TOTAL	**3,390**	**793**	**869**	**690**	**557**	**412**
Utilization		*23%*	*26%*	*20%*	*16%*	*12%*

Source: *DESMAN*

The public parking assets were occupied to roughly 17% of capacity at peak, as shown in ***Table 7***.

Table 7 – Weekend Parking Occupancy (Public)

		OCCUPANCY COUNTS				
Subarea #	**Inventory**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
1	0	0	0	0	0	0
2a	0	0	0	0	0	0
2b	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5a	114	9	7	7	8	7
5b	0	0	0	0	0	0
5c	0	0	0	0	0	0
6a	49	20	17	18	17	16
6b	0	0	0	0	0	0
6c	0	0	0	0	0	0
6d	25	8	7	2	6	1
7	419	20	36	14	1	0
8	111	25	26	25	27	24
9	12	5	4	5	2	2
10	16	1	1	2	5	2
11	76	32	27	14	38	28
12a	0	0	0	0	0	0
12b	173	10	13	5	2	1
13	108	79	46	51	6	4
14a	171	4	8	5	2	2
14b	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
TOTAL	**1,274**	**213**	**192**	**148**	**114**	**87**
Utilization		*17%*	*15%*	*12%*	*9%*	*7%*

Source: *DESMAN*

Similarly, peak hour utilization across private assets only reached 32% of capacity, as shown in ***Table 8***.

Table 8 – Weekend Parking Occupancy (Private)

		OCCUPANCY COUNTS				
Subarea #	**Inventory**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
1	55	9	1	2	0	0
2a	93	37	36	37	37	40
2b	36	3	4	3	0	0
3	74	18	15	15	19	18
4	145	18	2	1	5	0
5a	91	17	17	19	19	18
5b	73	3	4	2	3	3
5c	102	11	9	10	13	7
6a	186	138	118	92	73	51
6b	69	6	13	6	4	4
6c	133	52	57	54	47	41
6d	52	4	3	2	8	5
7	0	0	0	0	0	0
8	37	15	14	13	10	9
9	78	33	26	21	27	22
10	68	29	33	43	46	38
11	39	8	20	20	27	18
12a	116	22	18	21	23	8
12b	27	1	2	1	1	1
13	71	18	11	6	22	15
14a	294	130	114	83	47	25
14b	29	8	6	5	4	2
15	184	0	154	86	8	0
16	64	0	0	0	0	0
TOTAL	**2,116**	**580**	**677**	**542**	**443**	**325**
Utilization		*27%*	*32%*	*26%*	*21%*	*15%*

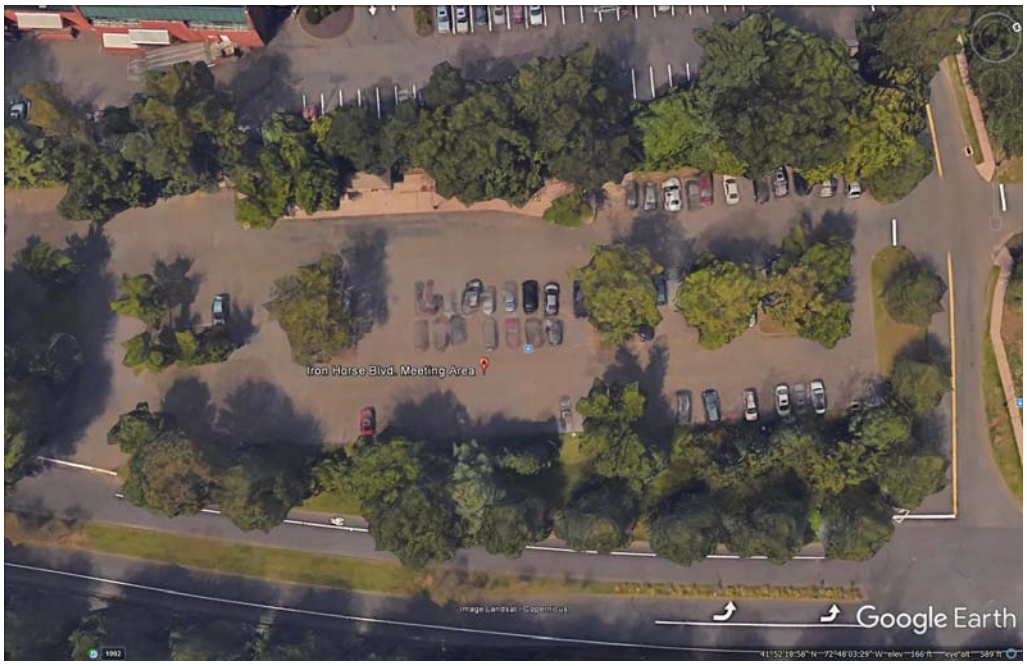
Source: *DESMAN*

Turnover and Length of Stay

On Friday, 12/11/2015, DESMAN performed license plate surveys on select sections of one public off-street facility, one private off-street facility, and the most utilized sections of on-street parking in the study area over an eight-hour period (8:00 AM – 4:00 PM). Once per hour, DESMAN personnel recorded the license plate number of every vehicle parked in every space within the sample area, if there was a vehicle parked in the space. If there was no vehicle parked in the space, DESMAN would note this vacancy as well. At the end of observations, DESMAN totaled up the number of vehicles parking in each sample area according to length of stay. By dividing the inventory of the sample area by the total number of vehicles parking within it during the course of the day, DESMAN could determine the average turnover for the facility. And by multiplying the total number of vehicles for each length of stay by duration, adding those sums together, and dividing by the total number of cars parked in each sample, DESMAN could calculate the average length of stay.

For the public off-street facility, DESMAN chose the most occupied portion of the Ironhorse Lot bounded by Jim Gallagher Way to the north and Drake Hill Road to the South (located in Block 14), as shown in ***Figure 5***, which is reported to be used primarily by commuters. DESMAN targeted this area for observation to determine if the facility currently saw any utilization from shorter term parkers 'spilling over' from the restaurants and shops located on adjacent blocks or if the user base was exclusively long-term parkers like commuters or employees.

Figure 5 – Ironhorse Parking Lot



Source: *Google*

DESMAN observed only 17 cars the entire day occupying 54 parking spots, creating a turnover of 0.31 cars per day. While there were a handful of short-term parkers who used the facility, the majority parked for the entire duration of the survey, providing an average length of stay of 5.47 hours per vehicle, as shown in ***Table 9***.

Table 9 – Typical Turnover and Length of Stay in a Public Off-Street Facility (Fri, 12/11/2015)

		LENGTH OF STAY							Total
Location	**Inventory**	**1 Hr**	**2 Hrs**	**3 Hrs**	**4 Hrs**	**5 Hrs**	**6 Hrs**	**7 Hrs**	**Vehicles**
Ironhorse South Lot [1]	54	3	1	0	1	0	0	12	**17**
Totals	**54**	**3**	**1**	**0**	**1**	**0**	**0**	**12**	**17**
Turnover								***0.31***	***turns/day***
Typical Length of Stay								**5.47**	**hrs/vehicle**

1. Center Section, Near Jim Gallagher Way

Source: *DESMAN*

For curbside parking, DESMAN chose the most occupied portions of the southern end of Hopmeadow Street, as well as a portion of Wilcox Street (located in Blocks 9-11), which appeared to be used by a mix of shoppers, diners and visitors to Eno Memorial Hall. DESMAN observed 27 cars the entire day occupying 46 parking spots, creating a turnover of 0.59 cars per day. The majority of users parked for three hours or less, providing an average length of stay of 2.26 hours per vehicle, as shown in ***Table 10***.

Table 10 – Typical Turnover and Length of Stay in a Public On-Street Facilities (Fri, 12/11/2015)

		LENGTH OF STAY							Total
Location	**Inventory**	**1 Hr**	**2 Hrs**	**3 Hrs**	**4 Hrs**	**5 Hrs**	**6 Hrs**	**7 Hrs**	**Vehicles**
On-Street: Wilcox Westbound [1]	12	7	1	1	0	2	1	0	**12**
On-Street: Hopmeadow Northbound [2]	16	1	0	0	1	2	0	0	**4**
On-Street: Hopmeadow Southbound [3]	18	7	3	0	0	1	0	0	**11**
Totals	**46**	**15**	**4**	**1**	**1**	**5**	**1**	**0**	**27**
Turnover								***0.59***	***turns/day***
Typical Length of Stay								**2.26**	**hrs/vehicle**

1. Wilcox from Railroad to Hopmeadow, North Side

2. Hopmeadow from Wilcox to Station, East Side

3. Hopmeadow from Library to Station, West Side

Source: *DESMAN*

For the private parking facility, DESMAN chose sections of the lots surrounding the Simsbury Town Shops (located in Block 4), which appeared to be used by a mix of shoppers, diners and office visitors. DESMAN observed 192 cars the entire day occupying 63 parking spots, creating a turnover of 3.05 cars per day. The majority of users parked for two hours or less, providing an average length of stay of 1.70 hours per vehicle, as shown in ***Table 11***.

Table 11 – Typical Turnover and Length of Stay in a Private Off-Street Facilities (Fri, 12/11/2015)

		LENGTH OF STAY							Total
Location	**Inventory**	**1 Hr**	**2 Hrs**	**3 Hrs**	**4 Hrs**	**5 Hrs**	**6 Hrs**	**7 Hrs**	**Vehicles**
Simsbury Town Shops [1]	15	42	9	1	0	0	2	0	**54**
Simsbury Town Shops [2]	23	31	12	2	3	2	2	3	**55**
Simsbury Town Shops [3]	25	56	14	6	3	3	0	1	**83**
Totals	**63**	**129**	**35**	**9**	**6**	**5**	**4**	**4**	**192**
Turnover								***3.05***	***turns/day***
Typical Length of Stay								**1.70**	**hrs/vehicle**

1. Storefront Spaces (Section D)

2. North Side (Section C)

3. Starbucks Lot (Section B)

Source: *DESMAN*

Simsbury Meadows Performing Arts Center Event Observations

Given the frequency and magnitude of events that are held at the Simsbury Meadows Performing Arts Center and the volume of traffic these events bring to town, DESMAN was asked to observe parking activity levels during one of these large events in order to understand the scope of the parking problems they can create. Once the scope of the parking issues was determined, the hope was that physical and/or operational solutions could be developed to help mitigate any parking issues that occur during large events.

With the help of Town officials, DESMAN identified a large event during which parking occupancy surveys were conducted. The event chosen was a Ray Charles tribute concert by the Hartford Symphony Orchestra which occurred on Saturday, July 23, 2016, and began at 7:30 PM. On the day of the concert, DESMAN performed parking occupancy counts across the entire study area at 4:00 PM, 6:00 PM and 8:00 PM. By conducting the first count three-and-a-half hours before the concert started and the last count a half-an-hour after the concert started, DESMAN is confident that we were able to document the pre-concert parking activity levels, as well as the build-up to full event parking demand.

Across the study area, DESMAN observed peak utilization of 48% of the total parking supply at 8:00 PM, as shown in ***Table 12***.

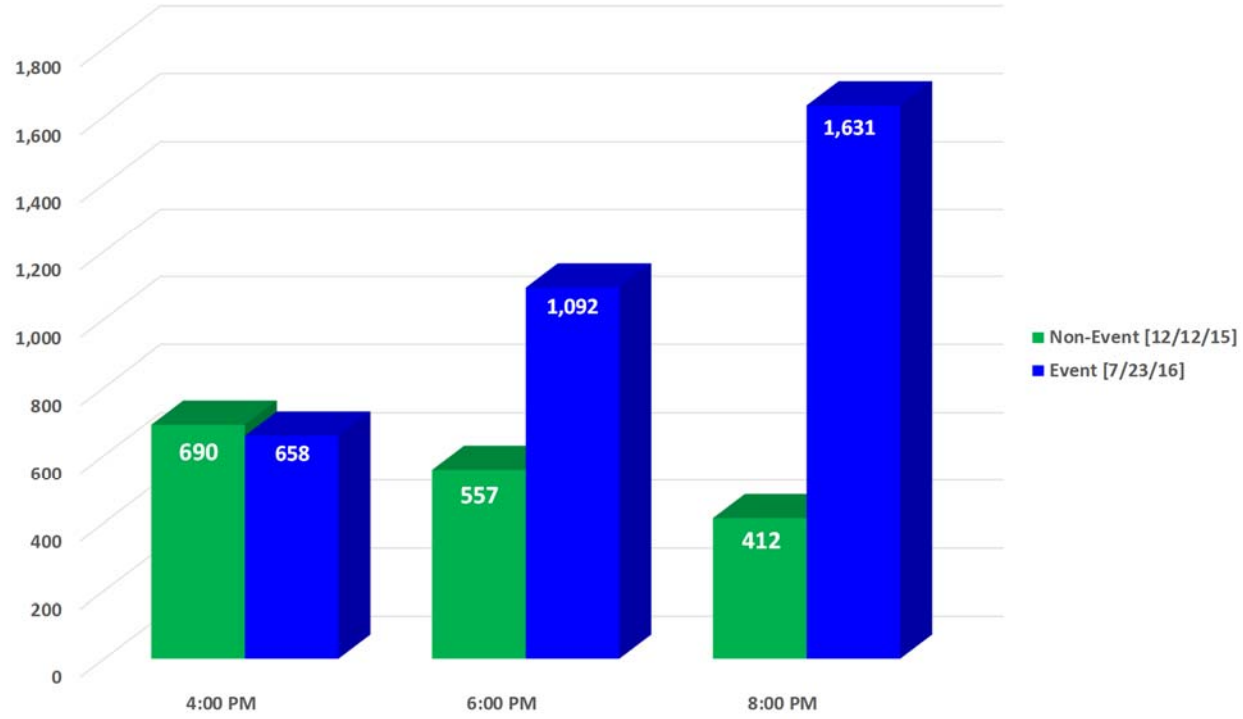
Table 12 – Special Event Parking Occupancy (Sat, 7/23/2016)

		OCCUPANCY COUNTS			OBSERVED OCCUPANCY					
					4:00 PM		6:00 PM		8:00 PM	
Subarea #	Inventory	4:00 PM	6:00 PM	8:00 PM	Non-Event[1]	Event[2]	Non-Event[1]	Event[2]	Non-Event[1]	Event[2]
1	55	1	2	7	2	1	0	2	0	7
2a	93	35	37	41	37	35	37	37	40	41
2b	36	0	0	2	3	0	0	0	0	2
3	74	20	23	27	15	20	19	23	18	27
4	145	62	70	80	1	62	5	70	0	80
5a	205	34	43	55	26	34	27	43	25	55
5b	73	15	20	28	2	15	3	20	3	28
5c	102	22	29	40	10	22	13	29	7	40
6a	235	94	131	174	110	94	90	131	67	174
6b	69	9	9	11	6	9	4	9	4	11
6c	133	26	47	70	54	26	47	47	41	70
6d	77	0	25	56	4	0	14	25	6	56
7	419	56	162	317	14	56	1	162	0	317
8	148	33	100	146	38	33	37	100	33	146
9	90	49	54	59	26	49	29	54	24	59
10	84	11	44	60	45	11	51	44	40	60
11	115	17	36	55	34	17	65	36	46	55
12a	116	24	38	60	21	24	23	38	8	60
12b	200	12	72	163	6	12	3	72	2	163
13	179	37	54	73	57	37	28	54	19	73
14a	465	92	87	97	88	92	49	87	27	97
14b	29	3	3	4	5	3	4	3	2	4
15	184	6	6	6	86	6	8	6	0	6
16	64	0	0	0	0	0	0	0	0	0
TOTAL	**3,390**	**658**	**1,092**	**1,631**	**690**	**658**	**557**	**1,092**	**412**	**1,631**
Utilization		*19%*	*32%*	*48%*	*Variance*	*(32)*		*535*		*1,219*
Net Gain			434	973						

1. Saturday, 12/12/2015
2. Saturday, 7/23/2016

Source: *DESMAN*

Figure 6 – Special Event Parking Occupancy (Non-Event compared to Event)



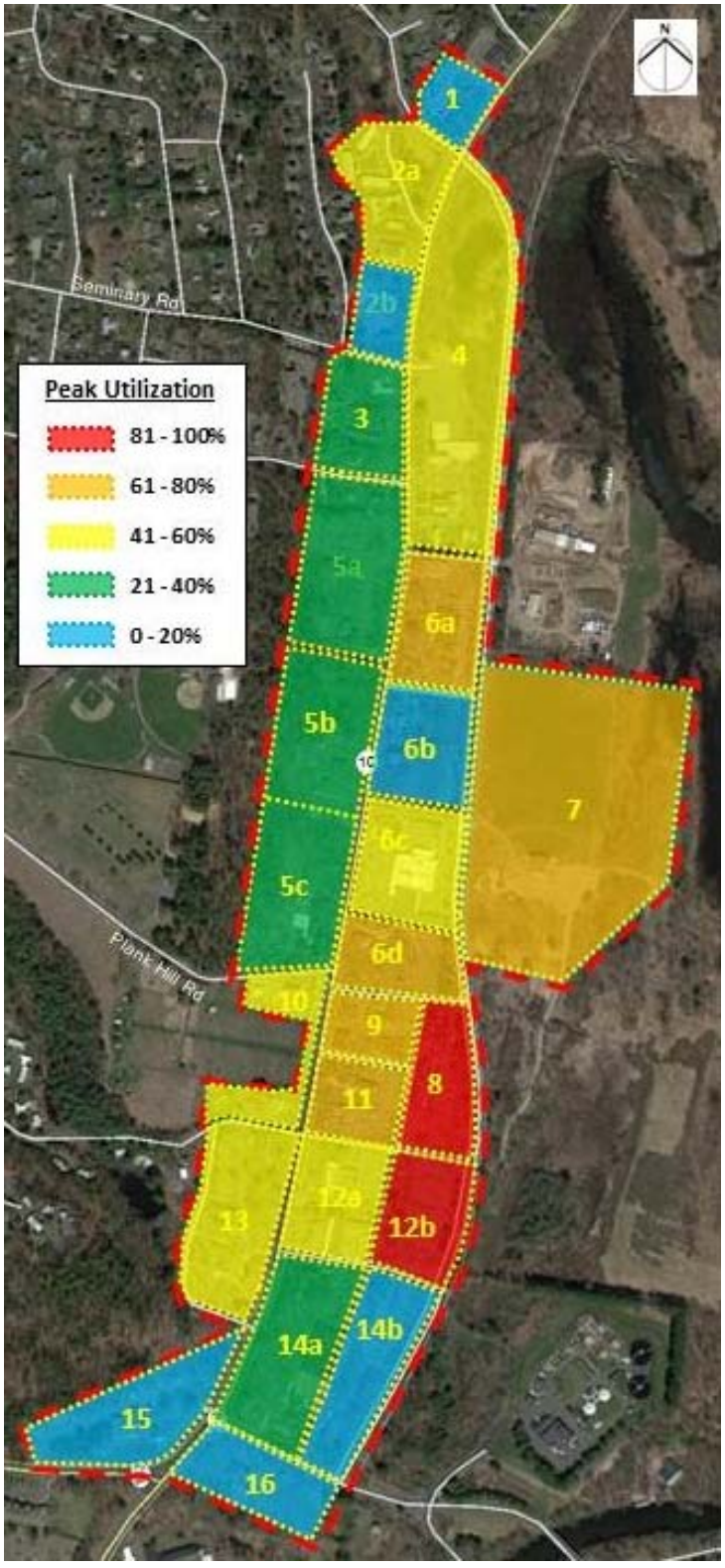
Source: *DESMAN*

Subtraction of accumulated occupancy during the run-up (6:00PM) to the event and after the start event (8:00 PM) from pre-event occupancy (4:00 PM) indicates that there were 434 more vehicles parked at 6:00 PM and 973 more vehicles parked at 8:00 PM than there were in the study area at 4:00 PM.

In comparison to counts executed on a Saturday during the holiday shopping season (12/12/2015), DESMAN observed 32 fewer cars in the study area before the event (4:00 PM). However, at 6:00 PM, during the run-up to the event, DESMAN counted 535 more cars on the event date than inventoried at the same time on the non-event date. At 8:00 PM, after the event had started, DESMAN counted 1,631 cars parked in the area, which is 1,219 cars more than the amount parked at the same hour on a Saturday in December. This suggests that the event attracted a little over 1,200 vehicles to Simsbury.

Figure 7, next page, shows the total event parking utilization by block at the 8:00 PM peak hour, overlaid on the aerial of the study area.

Figure 7 – Special Event Parking Utilization by Block (7/23/16)



Sub-Area	Inventory	Peak Hour Occupancy (8 PM)	Utilization
1	55	7	13%
2a	93	41	44%
2b	36	2	6%
3	74	27	36%
4	145	80	55%
5a	205	55	27%
5b	73	28	38%
5c	102	40	39%
6a	235	174	74%
6b	69	11	16%
6c	133	70	53%
6d	77	56	73%
7	419	317	76%
8	148	146	99%
9	90	59	66%
10	84	60	71%
11	115	55	48%
12a	116	60	52%
12b	200	163	82%
13	179	73	41%
14a	465	97	21%
14b	29	4	14%
15	184	6	3%
16	64	0	0%

Source: *DESMAN*

While the utilization of parking during the 8:00 PM peak hour was 48% across the study area, as shown in the prior figure, several blocks experienced utilization levels above 61%, including blocks that contained the venue and the northernmost Ironhorse lot, which were both more than 94% occupied. For the most part, most attendees did not park west of Hopmeadow Street and the majority parked on site or in the adjacent Ironhorse lots. DESMAN did observe some use of private lots east of Hopmeadow, primarily by local non-profit organizations seeking to raise funds by charging for parking in these facilities.

Venue management personnel estimate that total attendance for the Ray Charles tribute was roughly 2,700 persons. According the venue management, attendance at events at the Simsbury Meadows varies according to the event and can range from as little as 500 persons up to almost 9,000 persons. Concert performances tend to draw between 1,700 and 3,700 persons, while festivals can attract 7,000 persons over several days, and a Fourth of July celebration can bring in 8,900 persons. Based on our conversation with the venue manager, DESMAN believes median attendance per event for the venue is roughly 2,500 persons.

If one assumes the performance drew in 973 vehicles, as determined by subtracting peak hour occupancy from pre-event occupancy, and 2,000 persons, then the average ratio of persons per vehicle is 2.75 persons/vehicle. If the total occupancy was 1,219 vehicles, as determined by subtracting peak hour demand on a non-event day from the peak hour occupancy during an event, then the ratio would be closer to 2.21 persons/vehicle. The average of these two efforts is a ratio of 2.48 persons/vehicle.

Determining this ratio is important, as it gives the Town a means by which to project need by performance and plan accordingly. As a general rule, municipalities can 'build' their way out of demand exerted by a performing arts center as it would result in a parking supply adequate to serve the largest event of the season, but grossly oversized for every other event. Instead they must build against the median need and manage the larger performances, working with private property owners and establishing remote parking facilities with connecting shuttle services.

At an assumed median attendance per event of 2,500 persons and a median ratio of 2.48 persons/vehicle, the Simsbury Meadows needs about 1,008 parking spaces for event parking. According to the venue manager, 419 vehicles can be parked on the property itself in a collection of unimproved parking lots. The Ironhorse Lots contain an additional 455 spaces that can be used during events. The remaining 134 vehicles find accommodations on street or among the collection of private properties along Hopmeadow Street competing for event goers.

Qualitative Observations

The preceding analysis has been focused on quantitative conditions. Quantitative analysis asks, "Are there enough parking spaces in a given area?" From this perspective, downtown Simsbury does not appear to have a shortage of parking spaces.

The following section addresses observations made regarding the qualitative aspects of parking in downtown Simsbury. Qualitative analysis is focused on the user experience and can incorporate issues of policy, wayfinding, pricing, time limits, safety, pedestrian travel paths, and lighting. A qualitative analysis assumes there is enough parking and asks, "Is the system working to the general public's satisfaction?"

From this perspective, downtown Simsbury has a number of challenges. First and foremost is *wayfinding*, a system of signs that:

- Serves to direct drivers to available, accessible parking;
- Clearly identifies public parking facilities;
- Informs the end use of the rules and regulations specific to the use of the facility;
- Assists pedestrians in identifying area destinations and travels paths between where they are parked and the destination.

There are small signs at the intersections of Route 10 and Ironhorse Boulevard, Drake Hill Road and Hopmeadow Street, and Drake Hill Road and Ironhorse Boulevard that direct drivers coming into Simsbury to "Greenway Parking". However, at critical intersections along Ironhorse Boulevard such as Phelps Lane, Wilcox Street, and Jim Gallagher Way, where drivers could turn left to access the Ironhorse lots, there is no signage directing drivers. Even if the drivers successfully make this turn, there is no signage indicating that these lots are public or detailing the conditions of their use.

Similarly, for motorists approaching downtown from the south, there is no signage indicating public parking along Eaglewood Lane. There is a sign at the entrance of the parking lot in front of the library indicating the existing of a second 'upper' lot, but nothing that indicates these facilities are accessible to the general public.

For motorists coming to downtown from the north along Route 10, the first public parking facility encountered is the lots surrounding Town Hall. As before, there is nothing indicating this a public parking facility or any rules for use, save the sections set aside for police vehicles.

For motorists going to the Eno Memorial Hall there should be signage directing drivers to turn right onto Wilcox Street, left onto Railroad Street, and left again on Station Street to enter the public lot behind the hall; none of these signs exist currently. There are signs within the lot reserving a handful of spaces along the back for Senior Center operations and another pointing generically to the east for 'overflow parking'.

Curbside parking appears to be defined by practice, rather than authorization. In a comprehensive inventory of downtown Simsbury, DESMAN only found two signs authorizing on-street parking, both located along Hopmeadow Street between Wilcox Street and Phelps Lane, indicating parking up to 2 hours was allowed. Parking along Wilcox Street, other sections of Hopmeadow Street, Phelps Lane, Railroad Street, and Station Street appeared to be neither authorized nor prohibited, although there were vehicles parked in these places at different times.

Inversely, privately held parking facilities were excessively signed to regulate which spaces were set aside for which businesses, spaces subject to time limits, and entire facilities reserved exclusively for one business or user group. This had the net effect of making large portions of the downtown parking supply inaccessible to other users, even when these facilities were un- or underutilized.

Unauthorized use of private facilities, when individuals not authorized to park in a particular facility use it regardless, did occur. DESMAN noted patrons of the businesses in Fiddler's Green (2-10 Wilcox Street) making active use of the Bank of America lots after business hours and at lunch times. Attendees at Eno

Hall functions were observed parking in the customer lot of True Value Hardware. And patrons of Plan B made use of the parking reserved for Welden Building tenants in the lot across Railroad Street, the True Value parking lot to the south of the building and the parking lot for the Simsbury Historical Society. This is a good practice from a parking perspective, but could expose the owners of these lots or the businesses patrons are visiting to litigation if an accident were to occur. A structured framework is needed for this practice to avoid potential issues.

Most parking facilities in the study area appeared to be in good repair, but the stall striping in the Ironhorse lots has grown faded and needs refreshing to maintain efficient use of these facilities.

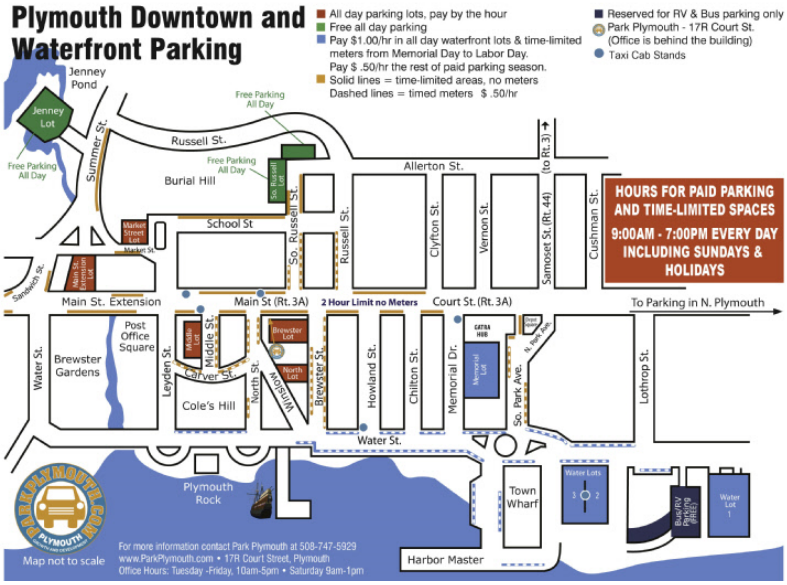
Sidewalks, where provided, appear to be in good repair, but there is no signage for pedestrians parking in the public facilities indicating the location of areas businesses, attractions, or destinations.

Field personnel expressed concerns regarding lighting levels in the Ironhorse lots. Trees have overgrown and, in places, obscured or blocked the existing fixtures, which are also too widespread and underpowered to adequately light the full scope of the lots. This may create an impression of an unsafe environment and serves as barrier to use after dark. A lighting study for these properties should be executed and, if light levels are found to be insufficient, supplemented.

During Meadow's events, the parking pressures on downtown are multiplied and require supplemental signage and coordination to address. The Meadow's deploys an army of volunteers to help manage conditions; these individuals could be even more effective if equipped with radios which would allow coordination of their efforts and communication regarding conditions across the area.

Signage directing drivers to remote parking lots during events was spotty; at several intersections, it was unclear which way drivers should proceed. And signage directing drivers where to park at the remote locations was non-existent. This system needs enhancement to ensure event attendees don't get lost along the way and are comfortable knowing where they can leave their vehicles.

The Meadows website does address parking, but a downloadable brochure providing greater detail on the locations of on-site, nearby and satellite parking would be helpful. The City of Plymouth (MA), also a destination for shoppers, diners, and tourists, annually prepares and issues a simple, but highly effective, map of downtown destinations and parking options, shown at the right.



3. Future Conditions

Using the results of the Existing Conditions as a guide, DESMAN developed a parking demand model to project future conditions in downtown Simsbury. Based on conversations with Town officials, assumptions were made related to the absorption of currently-vacant space and downtown development, in order to demonstrate the effect of such changes on the supply of and demand for parking within the study area.

Parking Demand Model Development

The Town of Simsbury provided DESMAN with tax card data on every building within the defined study area. This data indicated the total size of each building, number of residential units, and its zoning designation and encompassed over one million total square feet of existing property. DESMAN supplemented this data with field observations to help determine the different land uses (e.g. retail, restaurant, office, church, etc.) within mixed-use structures and estimated distribution of land use within each if the property's owner could not provide it.

Using this data, DESMAN developed parking demand ratios specific to the Town of Simsbury by comparing hourly parking occupancy to different land uses to determine the relationship between parking spaces occupied and occupied square footage. (In the case of residential properties and hotels, the primary driver used was the number of residential units or hotel rooms.) DESMAN benchmarked these ratios against those recommended for the same land use in the Urban Land Institute's Shared Parking and the Institute of Transportation Engineer's Parking Generation to make sure they were within a reason range

Future Demand

In order to project the impact of future development or redevelopment on parking in downtown Simsbury, as well as the impact of space absorption of currently-vacant buildings, DESMAN contacted Town officials for insight into potential projects and prospects for space absorption. Town officials identified a half-dozen new developments either in process or underway in the Simsbury area, mostly residential properties, but only two projects in the downtown area: ***The Ensign House at Chestnut Hill*** and the ***Girard Development*** off Iron Horse Boulevard.

Based on drawings provided by the Town from Chestnut Hill Associates and Crosskey Architects, the Ensign House would redevelop the site former occupied by the Webster Bank, also known locally at the Eno Mansion, into a 38-unit residential complex with 76 parking spaces. This project would displace up to 64 existing parking spaces which see almost no current utilization. In terms of effect on the study area as this project moves forward, DESMAN judged this to be a zero-impact event as there will be nominal displacement of existing parkers and plenty of capacity to support construction and new users, when the project is finished.

The Girard Development proposes to introduce up to 155 new residential units to the parcel at 32-36 Iron Horse Boulevard, just north of the Simsbury Meadows Performing Arts Center. The site, currently an industrial facility, would be converted into a mix of apartments, condominiums, town houses and single-family homes. A validated unit and parking count were not provided to DESMAN, but it is assumed that any demand from this project will be met within the boundaries of the project and will not spill over onto adjacent properties. As such, this was also determined to be a zero-impact event.

Therefore, from a new development perspective, the Town could not point to any specific projects that are planned and likely to occur within the study area in the immediate future that will introduce new square footage or parking demand to the area. For this reason, DESMAN's analysis of the future parking conditions focused entirely on what the Town should expect when the currently-vacant, existing retail, restaurant, office, and residential spaces in Town become completely occupied.

The future demand analysis assumes that all of the currently-vacant space in the study area will eventually become 100% occupied as currently zoned and developed. While it is highly unlikely that all of the buildings in the study area will be 100% occupied at any one time, the analysis is intended to demonstrate the effects of just this type of situation on the Town's parking characteristics and to evaluate the capacity of the existing parking supply to satisfy that future demand.

The other major assumption guiding the future demand analysis is that none of the existing land uses will change to a different use in the future. As a result, this analysis may require adjustment in the future if actual conditions differ from assumptions.

Table 13 presents the projected total weekday peak parking occupancy, by block, based on the assumption of future space absorption.

Table 13 – Projected Future Peak Hour Demand (Weekdays)

		OCCUPANCY COUNTS							
Subarea #	**Inventory**	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**	**10:00 PM**
1	55	9	14	19	15	10	4	1	0
2a	93	48	37	31	30	34	52	60	62
2b	36	7	19	15	11	13	6	1	1
3	74	30	39	35	25	29	27	23	22
4	145	31	27	30	25	19	4	25	3
5a	205	121	119	113	125	122	44	33	33
5b	73	16	23	19	21	22	6	11	6
5c	102	17	27	28	23	19	11	21	8
6a	235	114	146	155	151	137	114	44	30
6b	69	4	4	3	3	3	5	3	3
6c	133	132	122	105	112	125	132	75	65
6d	77	1	4	8	10	4	0	1	1
7	419	8	10	11	13	9	5	2	0
8	148	36	45	66	55	51	45	37	18
9	90	21	34	51	55	56	79	34	18
10	84	13	20	32	34	52	69	29	16
11	115	9	59	105	40	39	55	71	42
12a	116	16	42	23	33	34	41	15	8
12b	200	20	30	33	38	29	23	15	9
13	179	51	94	94	106	94	93	62	31
14a	465	87	145	214	226	199	189	64	35
15	184	15	13	10	15	13	11	4	4
16	64	39	56	47	56	47	13	4	1
TOTAL	**3,361**	**845**	**1,129**	**1,247**	**1,222**	**1,160**	**1,028**	**635**	**416**
Utilization		*25%*	*34%*	*37%*	*36%*	*35%*	*31%*	*19%*	*12%*

Source: *DESMAN*

In developing the base parking demand model, DESMAN assumed that 15% of office space and 10% of retail, restaurant and residential space was currently vacant, based on conversations with Town officials. Projecting for future conditions, DESMAN assumed this vacant space would be fully absorbed and all of the existing land uses will be 100% occupied in the future.

These projections indicate that, if all of the existing land uses in the study area reach 100% occupancy, peak utilization of parking will occur at 12:00 PM on a weekday, when approximately 38% of the combined public and private parking inventory in Town will be occupied. In addition, during this time period, the parking spaces in Block 11, which holds the Eno Memorial Hall and the Fiddler's Green commercial complex, are anticipated to be 89% occupied, while parking in nine of the other sixteen blocks within the study area will be at least 41% occupied. This compares to the existing condition where parking in the most-highly utilized block (also Block 11) was only 78% occupied and only 4 of the 16 blocks experienced utilization rates above 41%.

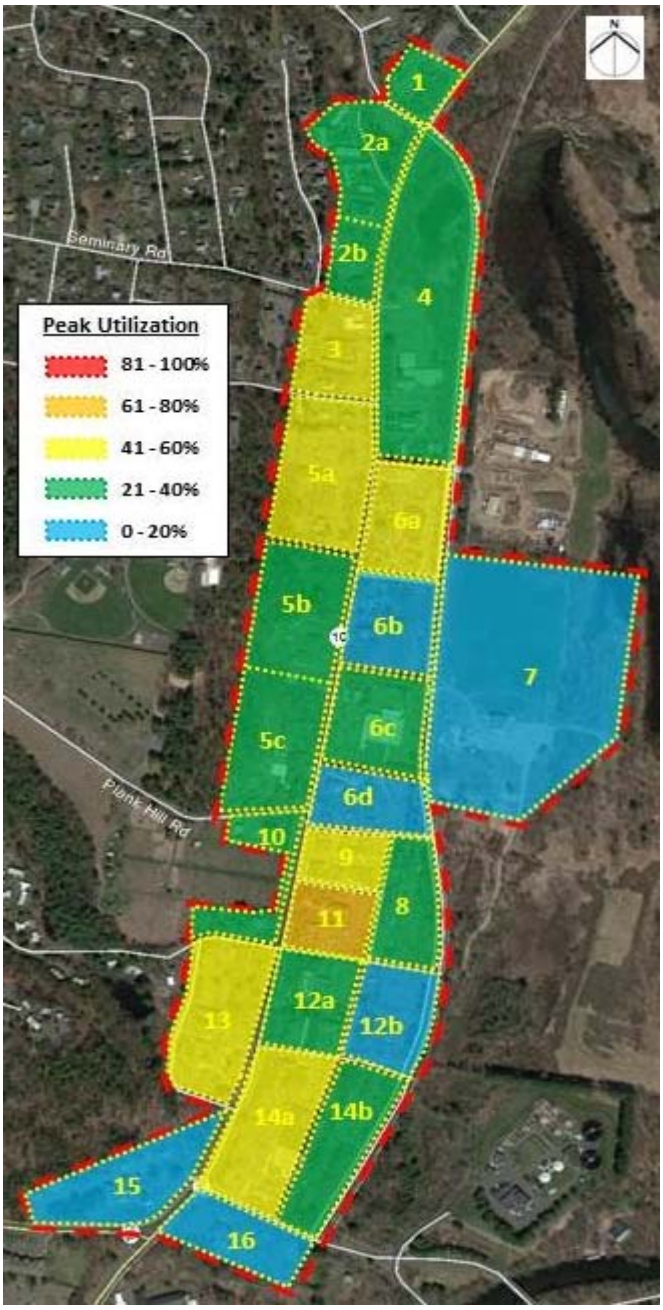
Figure 8, next page, shows the existing peak hour utilization by block at noon to the left and the projected future weekday parking utilization by block at the 12:00 PM peak hour to the right. When compared to the existing weekday peak parking utilization, it is clear on which blocks parking demand is expected to increase in the future, should the vacant space be absorbed.

For drivers searching for available parking on at Eno Hall or Fiddler's Green at lunch time on a weekday, 89% occupancy will be perceived as 'full', even though some capacity does exist within the system. These drivers will move to adjacent blocks to find accommodation if additional capacity cannot be introduced on site. For this reason, some of the qualitative issues surrounding both motorist and pedestrian wayfinding need to be addressed to make that available parking accessible.

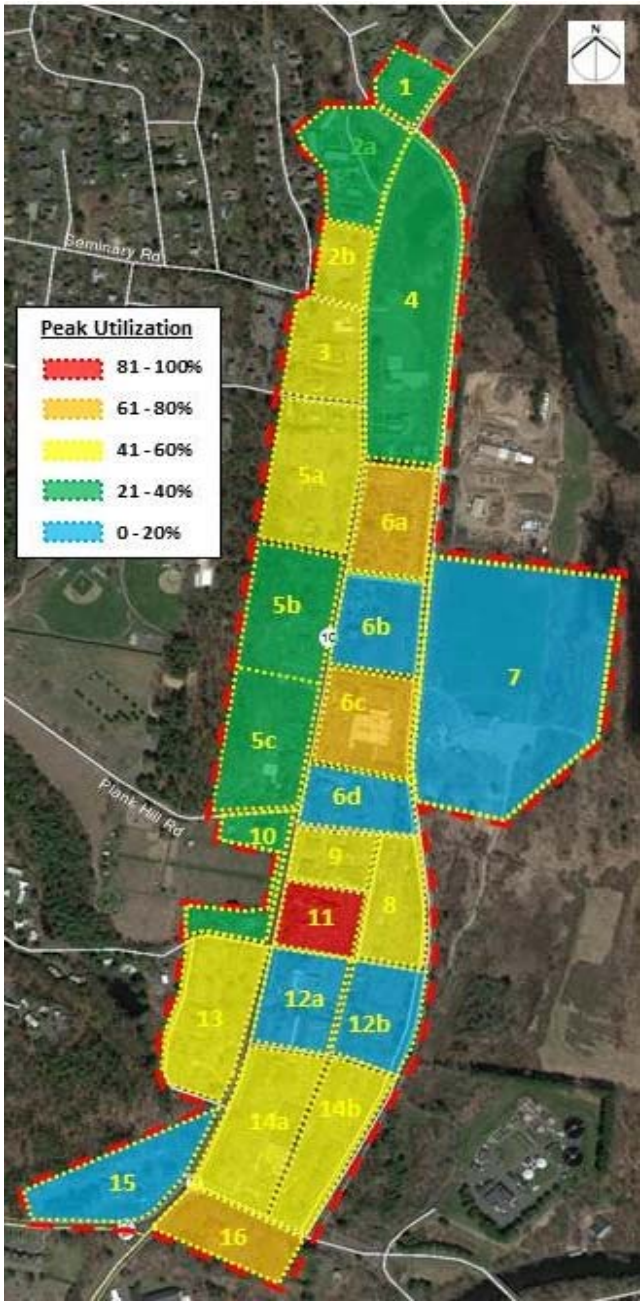
Despite the fact that Block 11 is projected to experience very high levels of peak utilization in the future, the blocks immediately adjacent are expected to have a significant parking surplus that can be used to accommodate any overflow parkers. The remaining blocks within the study area should all contain an ample supply of parking to satisfy their projected future demand, based on this analysis.

Figure 8 – Future Parking Demand Projections (Weekday)

EXISTING CONDITIONS



FUTURE CONDITIONS



Source: *Google Earth, DESMAN*

4. Options and Initiatives

While the downtown as a whole is projected to have an ample supply of parking in the future, as is the case currently, some qualitative parking issues are likely to persist, creating the perception of a lack of parking. The following sections detail initiatives the Town may wish to consider to address current qualitative issues or potential future quantitative issues, should the arise.

Wayfinding Improvements

As noted at the end of the Existing Conditions section, the Town's current wayfinding system is deficient and needs substantial expansion and enhancement to assist motorists with finding and identifying public parking assets and pedestrians with moving between parking facilities and areas businesses and attractions.

In order for a parking system to be effective, there not only has to be sufficient space to accommodate the prevailing demand, potential parking customers also need to be able to locate those spaces. Parking spaces that are difficult to find might remain vacant, even during periods of peak demand, creating the perception that there are no spaces available. To avoid this situation, it is crucial for a parking system to include proper parking and wayfinding signage to both indicate where parking is located and also to help direct parkers to those spaces.

Wayfinding is generally broken down into:

- *Trailblazing* signage which is placed along primary arterial roadways leading into an area at key intersections to direct drivers to public parking facilities;
- *Identifying* signage which is placed at the entrances to public parking facilities, identifying them as such to passing motorists;
- *Instructional* signage which informs users where to park or not to park, the particular area they parked in if it is a large facility, how to pay for parking, and the facility's hours of operation;
- *Directional* signage which identifies where the facility is located relative to surrounding businesses, institutions, and other destinations and acceptable foot travel paths.

One of the most significant issues identified in conversations with Town officials and observed by DESMAN is the perceived lack of available parking. Especially for infrequent visitors to downtown Simsbury, public parking in the study area can be difficult to locate, given the varying topography of the Town and a lack of parking and wayfinding signage. By placing directional signage at the major entry points to downtown and at the major streets leading to public parking areas, it is possible to improve the utilization of the existing parking inventory. Prominent parking signage can also be installed at the entrances to the public parking lots in order to indicate the presence of public parking.

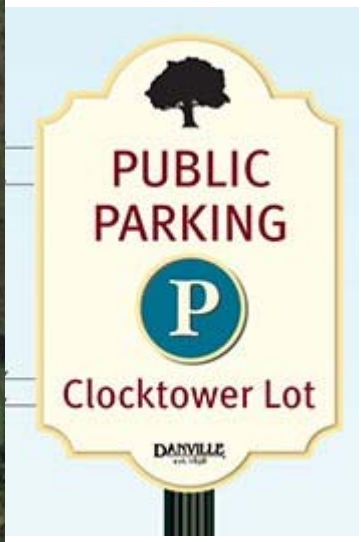
Figure 9, on the next page, shows examples of trailblazing, identifying, informational and directional signage, as well as general locations DESMAN would recommend the Town consider installing each type of signs.

Figure 9 – Proposed Wayfinding Signage Locations and Conceptual Signage

A. Trailblazing Signage

D. Directional (Pedestrian) Signage

C. Instructional Signage



B. Identifying Signage

Source: *Google Earth, City of Battle Creek (MI), Town of Frederick (MD), City of Bastrop (TX), Town of Danville (CA).*

In general terms, DESMAN recommends that:

A. Trailblazing signs should be placed at every major intersection or decision point to direct drivers to public parking facilities.

B. Identifying signs should be located at the entrance to each facility, near the curb cut and close to the street to increase visibility for drivers.

C. Instructional signage should be placed at the entrance or just inside of each facility as a point where motorists can see it shortly after entering the facility and review the hours of operations and rules of use to confirm the facility meets their needs.

D. Directional signage should be installed along common pedestrian travel paths away from the facility, either near the lot entrance or just beyond it, so users can consult it on their way out of the facility.

There recommendations are generic in nature because DESMAN is not a graphic designer and the exact design and placement of signage falls outside our scope of expertise. In addition, some of the examples may not comply with current code. DESMAN recommends that Simsbury work with existing committees and boards to develop signage reflective of the Town's unique character and historical significance.

Designating Additional On-Street Parking

There may be the potential to significantly increase the supply of public parking within downtown Simsbury by expanding the areas where on-street parking is permitted. While only a few areas along Hopmeadow Street are actually signed as open for public parking, DESMAN staff actually observed parking along Phelps Lane, Station Street, Railroad Street, and Wilcox Street. Based on aerial photographs, using a standard of 22' per parallel parking space and 5' setbacks from driveways and crosswalks, DESMAN estimated there may be capacity to parallel park as many as 182 additional vehicles along sections of Hopmeadow Street, as shown in ***Table 14*****,** next page.

These additional spaces, especially those in Blocks 5 and 6, have the potential to help eliminate some of the perceived parking shortfalls within the study area. Adding public parking spaces along Hopmeadow Street in Blocks 5 and 6 would create extra parking capacity that is highly-visible, potentially reducing the perception that there is no parking available in this area. Formalizing on-street parking along the length of Hopmeadow that runs through downtown could also have the added benefit of calming traffic that passes through town.

Table 14 – Additional On-Street Capacity Estimate

Block #	Street	Measure (ft)	Spaces @ 22'
1	Hopmeadow/RT10 SB	196	9
2	Hopmeadow/RT10 SB	253	12
2	Hopmeadow/RT10 SB	156	7
2	Hopmeadow/RT10 SB	92	4
2	Hopmeadow/RT10 SB	139	6
3	Hopmeadow/RT10 SB	58	3
3	Hopmeadow/RT10 SB	225	10
4	Hopmeadow/RT10 NB	82	4
4	Hopmeadow/RT10 NB	98	4
4	Hopmeadow/RT10 NB	317	14
5	Hopmeadow/RT10 SB	283	13
5	Hopmeadow/RT10 SB	176	8
5	Hopmeadow/RT10 SB	104	5
5	Hopmeadow/RT10 SB	323	15
5	Hopmeadow/RT10 SB	232	11
5	Hopmeadow/RT10 SB	217	10
6	Hopmeadow/RT10 NB	228	10
6	Hopmeadow/RT10 NB	148	7
6	Hopmeadow/RT10 NB	203	9
6	Hopmeadow/RT10 NB	168	8
6	Hopmeadow/RT10 NB	88	4
6	Hopmeadow/RT10 NB	128	6
6	Hopmeadow/RT10 NB	56	3
Potential			182

Source: *DESMAN*

While additional on-street parking along Hopmeadow Street may help alleviate some of the perceived parking issues in Simsbury and eliminate the need to add parking capacity elsewhere, given that Hopmeadow Street is a state route, any plan to add parking along this road would require approval from the Connecticut Department of Transportation, which current forbids parking in many of these areas.

Formalizing Shared Parking Arrangements

Another potential solution for adding additional parking capacity to handle demand surges and any future growth is through formalized shared parking arrangements with existing businesses in town. Presently, when there is a large event or simply high demand for parking in a particular block, parkers tend to spill over from public parking areas into parking lots designated for use by particular businesses. When this occurs on weekends or afterhours on weekdays, there is typically little conflict between the public parkers and vehicles associated with office and some retail land uses. This is the major benefit of the concept of shared parking. However, if these types of arrangements are not formalized, conflicts can develop

between public parkers and employees/patrons of these businesses that need use of their spaces during business hours.

Based on DESMAN's on-site observations, there are several potential locations where shared parking agreements could help the Town secure additional parking supply on nights and weekends in order to satisfy occasional surges in demand. The parking locations/businesses/institutions with which the Town should seek to formalize these arrangements include:

- St. Mary's Church
- Andy's Center
- Bank of America
- The Cannon Building
- CVS/Fitzgerald's Foods
- Eno Mansion/Webster Bank
- First Church of Christ
- Town Hall
- Connecticut DOT Lots

From the Town's perspective, the goal of these arrangements would be to secure access for public parkers during non-business hours at each location. In exchange, the Town would ensure compliance with posted parking regulations and, potentially, contribute monetarily to maintaining the shared parking areas. The exact responsibilities of each party would have to be negotiated, however formalizing these arrangements could provide the Town with an enormous additional supply of public parking to be used during periods of unusually high demand.

Included in Appendix A is a collection of materials other municipalities have employed to facilitate shared parking agreements between private owners and the municipalities or between private parties.

Improving Pedestrian Access

As with proper parking and wayfinding signage, adequate pedestrian connections from public parking facilities to the most desirable destinations is crucial to improving the utilization of those parking facilities. At present, the largest concentrated supply of public parking in downtown Simsbury is located in the three large parking lots located on Iron Horse Boulevard, known as the Iron Horse Lots. However, during the peak weekday demand period, only about 18% of these spaces were occupied. The topography of Simsbury, with the Iron Horse lots located at a significantly lower elevation than the main commercial artery of Hopmeadow Street, along with a lack of signage directing people to these facilities and a lack of well-defined pedestrian connections, means that these parking lots are consistently underutilized. In order to improve the utilization of these facilities, it is necessary to improve the pathways that lead from these facilities to the commercial buildings on Hopmeadow Street.

The Simsbury Town Center Charrette Report, produced by Code Studio in June 2010 for the Town, addressed some of these issues. Specifically, recommendations were made for improving travel along and across Hopmeadow Street (pg. 35), Wilcox Street (pg. 37), and Station Street (pg.40). DESMAN endorses these concepts as effective ways to improve pedestrian connections between the Ironhorse lot and Hopmeadow and between the parking around Town Hall and the Town Shops.

In addition to these improvement, the Town may want to consider the installation of speed tables along Hopmeadow Street to reduce traffic speeds and make crossing the street less intimidating. Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped, with a height of 3–3.5 inches and a length of 22 feet. Vehicle operating speeds for streets with speed tables range from 25–45 mph, depending on the spacing. Speed tables may be used on collector streets and/or transit and emergency response routes. Where applied, speed tables may be designed as raised midblock crossings, often in conjunction with curb extensions.

Figure 10 – Speed Table Design Concept

Source: *National Association of City Transpiration Officials*

These improvements are not to be undertaken lightly as the structures are quite expensive and implementation along Hopemeadow could only occur with approval from the Connecticut DOT, which is likely to require the Town assume responsibility for maintainance of the roadway if they are allowed to make improvements along it.

The Town may also want to consider installation of benches along Phelps Lane, Wilcox Street, Jim Gallagher Way, and Pent Road. These are all east-west connectors linking public parking assets located on either side of Hopmeadow Street which pedestrians regularly traverse when making use of the Town and Ironhorse lots. With the exception of Pent Road, all of these roadways have sidewalks on at least one side of the road to promote pedestrian travel, but all of these roadways are subject to significant grades due to the local topography. Benches would provide those individuals with minor ambulatory issues or other health challenges a place to rest, breaking up the distance.

Improving Facility and Pathway Lighting

Along with the physical pedestrian connections which allow parking patrons to travel from their parking location to their destination, the real and perceived safety of a parking facility is highly influential in the decision to park. If a parking facility and the pedestrian walkways connected to it are well lit at night, the perception is that that facility is safer than a poorly-lit facility. In Simsbury, the current lighting conditions in the Ironhorse Lots can make the facilities feel unwelcoming at night. The same is true of the pathways leading from those facilities to the commercial strip of Hopmeadow Street. Were these conditions to be improved, there is a greater chance that potential parkers will use these parking facilities, lessening any real or perceived parking shortfalls. The Illuminating Engineering Society of North America (IESNA) is a non-profit learned society that is credited with over 100 publications on the subject of lighting such as Recommended Practices for Lighting for Exterior Environments (RP-33-99) and Recommended Practices for Lighting for Parking Lots (RP-20), the recognized authoritative references on the science and application of lighting for these environments.

Table 15 - IESNA Recommended Outdoor Lighting Levels

Location	Light level in foot-candle (fc)[1]	Uniformity ratio[2]
(a) Streets, local commercial	0.9 Avg.	6:1
Residential	0.4 Avg.	6:1
(b) Parking, multi-family residential:		
• Low vehicular/pedestrian activity	0.2 Min.	4:1
• Medium vehicular/pedestrian activity	0.6 Min.	4:1
(c) Parking, industrial/commercial/institutional/municipal:		
• High activity, e.g., regional shopping centers/fast food facilities, major athletic/civic/cultural events.	0.9 Min.	4:1
• Medium activity, e.g. community shopping centers, office parks, hospitals, commuter lots, cultural/civic/recreational events	0.6 Min.	4:1
• Low activity, e.g., neighborhood shopping, industrial employee parking, schools.	0.2 Min.	4:1
(d) Sidewalks	0.5 Avg.	5:1
(e) Building entrances, commercial, industrial, institutional	5.0 Avg.	—

Notes:
1. Illumination levels are maintained horizontal footcandles on the task, e.g., pavement or area surface. Light levels need to be measured with a calibrated light meter capable of reading low light levels for outdoor use.
2. Uniformity ratios dictate that average illuminance values shall not exceed minimum values by more than the product of the minimum value and the specified ratio. E.g., for commercial parking high activity, the average footcandles shall not be in excess of 3.6 (0.9 x 4).

Source: *Illuminating Engineering Society of North America*

Visual observation of the Ironhorse lots and connector streets going to Hopmeadow Street suggest that current lighting within the lots and along pedestrian pathways is less than the recommended IESNA standards. DESMAN recommends the Town contract with an Electrical Engineer to conduct an assessment of current conditions and develop a plan of action for correcting any deficiencies.

Future Vertical Expansion

As there no large-scale developments are currently permitted in downtown Simsbury outside of the Ensign House and Girard projects, it is premature to develop schemes for potential future structured parking facilities. However, should the need ever arise to construct a parking garage or garages in

Simsbury, it is useful for the Town government to understand the sites most suitable for building structured parking.

The location of future structured parking has a number of contributing factors that are beyond the scope of this project. However, based on DESMAN's review of the study area and knowledge of efficient parking garage design, there are several existing surface parking lots that could be potential locations for parking garages in the future. Given its size, location and the topography of the site, the Ironhorse Central Lot, located between Wilcox Street and Jim Gallagher Way on Block 12, is the most well-suited site for construction of a parking garage. The shape of the parking lot would allow for an efficient garage design and it is also located in close proximity to several of the blocks that could potentially experience higher levels of parking utilization in the future (Block 8, 9, 11, and 13).

The other potential locations for future parking garages are the Ironhorse North and South lots. While neither of these parking lots are as ideal as the Central Lot, their sizes would allow for relatively efficient garage designs. In addition, the North Lot is located in very close proximity the Meadows Performing Arts Center, creating the opportunity for any future garage to serve event patrons.

While other factors may affect the suitability of any or all of these parking lots to be used as the location of a future parking garage, based on DESMAN's cursory analysis, these properties have the potential to satisfy this need.

APPENDIX A: FIELD OCCUPANCY DATA

DESMAN
Design Management

Thursday, 12.10.15

Block #	Name	Inventory	H/C Spaces	Users	OCCUPANCY COUNTS							
					8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM	10:00 PM
1	Simsbury Bank Lot	29	2	Employees & visitors	7	10	15	12	8	3	1	0
1	Dowling & Dowling	23	1	Employees & visitors	1	2	1	1	1	0	0	0
2a	Country Lane Apts Lot	58	0	Residents & visitors	29	21	17	16	18	32	40	41
2a	Iron Horse Inn Lot	33	2	Guests & employees	8	7	6	6	7	8	8	8
2b	Nationwide Insurance Lot	36	0	Employees & visitors	6	16	13	9	11	5	1	1
3	Mobil Station Lot	11	1	Patrons & employees	3	2	3	2	2	2	1	1
3	Sycamore Garden Apt Lot	37	0	Residents & visitors	17	17	12	7	8	14	19	19
3	Hassett & George Attys Lot	20	0	Employees & visitors	7	13	12	11	13	7	1	0
3	Law Office	5	0	Employees & visitors	0	2	4	2	2	1	0	0
4	St. Mary's North Lot	70	0	Patrons & employees	0	0	0	0	0	0	0	0
4	St. Mary's Central Lot	66	6	Patrons & employees	31	27	30	25	19	4	25	3
4	House	3	0	Residents & visitors	0	0	0	0	0	0	0	0
5a	St. Mary's West Lot	10	1	Patrons & employees	3	2	3	3	2	0	0	0
5a	Martocchio Music Lot	10	0	Employees & visitors	1	2	2	1	6	9	0	0
5a	Town Offices North Lot	108	6	Employees & visitors	65	61	55	65	65	9	7	7
5a	Town Offices North Lot (PD)	9	0	Police only	5	7	6	6	8	6	6	6
5a	Town Offices Back Lot	30	0	Employees	19	23	22	23	21	13	13	13
5a	Town Offices Front Lot	9	0	Reserved/Employees	6	6	7	7	3	2	2	2
5a	Simsbury Orthodonics Lot	21	1	Employees & visitors	3	1	1	1	0	0	0	0
5b	Simsbury Professional Center Lot	25	1	Employees & visitors	6	11	11	9	14	0	0	0
5b	Main Fire Station Lot	39	2	Employees & visitors	7	6	2	6	2	2	9	4
5b	Frontier Lot	6	0	Employees & visitors	2	3	3	3	3	3	2	2
5c	UMC Lots	65	5	Patrons & employees	14	21	19	17	15	9	19	8
5c	6 Plank Road Lot	10	1	Patrons & employees	1	1	3	1	2	1	0	0
5c	Le Bel Espirit Lot	20	1	Patrons & employees	2	4	5	4	2	1	2	0
6a	Post Office Lot	47	2	Patrons & employees	30	25	24	18	20	1	15	15
6a	Starbucks South Lot	25	1	Patrons & employees	17	25	21	19	13	23	1	0
6a	Starbucks West Lot	23	0	Patrons & employees	10	17	14	17	9	13	3	1
6a	Simsbury Town Shops Central Lot	24	2	Patrons & employees	6	14	16	17	13	14	3	1
6a	Berkshire Realty	15	0	Employees & visitors	10	14	15	11	10	9	2	1
6a	Simsbury Town Shops South Lots	16	1	Patrons & employees	1	4	10	11	8	6	0	0
6a	Simsbury Town Shops Lower Lots	12	1	Patrons & employees	6	7	7	7	5	1	0	0
6a	Simsbury Town Shops Back Lots	65	1	Patrons & employees	24	26	32	36	45	34	17	10
6a	TJ Herlihy Insurance Agency	9	1	Patrons & employees	0	0	0	0	0	2	0	0
6b	J Foster Ice Cream Lot	2	0	Patrons & employees	0	1	2	1	2	0	0	0
6b	Vincent Funeral Home Lot	54	3	Employees & visitors	4	3	1	2	1	3	3	3

6c	Getty/Ninos Station Lot	22	0	Patrons & employees	22	22	22	22	22	22	22	22
6c	Andy's Center Shops North Lot	34	0	Patrons & employees	6	7	7	6	7	5	5	5
6c	Andy's Center Shops Front Lot	53	3	Patrons & employees	22	15	11	12	14	14	5	4
6c	Valley Wine & Spirits Lot	20	1	Patrons & employees	4	6	3	6	6	9	2	1
6d	Simsbury Historical Society Lot	25	0	Employees & visitors	1	4	8	10	4	0	1	1
6d	Andy's Center Shops Back Lot	50	2	Employees & visitors	1	2	4	3	4	5	4	3
7	Simsbury Meadows PAC Front Lot	0	59	Patrons & employees	4	6	6	6	4	0	2	0
7	Simsbury Meadows PAC South Lot	180	0	Patrons & employees	4	4	5	7	5	5	0	0
7	Simsbury Meadows PAC Back Lot	180	0	Patrons & employees	0	0	0	0	0	0	0	0
8	Plan B Bar Lot	10	0	Patrons & employees	2	2	3	3	3	9	7	2
8	True Value Hardware Lot	20	0	Patrons & employees	4	3	10	5	6	4	4	4
8	True Value Hardware Lot	7	0	Customers	1	1	2	1	2	0	0	0
8	Iron Horse North Lot	111	0	General public	25	34	44	40	34	27	22	10
9	Vincent Sport Shop Lot	17	0	Employees & visitors	4	5	8	13	8	16	2	1
9	Hopmeadow Street	3	0	General public	0	0	0	0	1	6	2	0
9	Phelps Lane	3	0	General public	1	1	0	1	3	2	3	1
9	Oliver B Dickins Law Lot	9	0	Employees & visitors	1	1	3	3	5	5	2	3
9	59 Phelps Lot	8	0	Employees & visitors	1	1	1	1	1	1	1	1
9	Welden Hardware Back Lot	24	0	Employees & visitors	2	9	14	11	13	20	13	7
9	Welden Hardware Side Lot	5	0	Employees & visitors	2	3	4	4	4	1	1	0
9	Station Street	6	0	General public	1	3	2	5	3	3	1	0
9	Delta Capital Lot	3	0	Employees & visitors	0	1	3	2	2	3	0	0
9	Sustainable Health & Wellness Lot	12	0	Employees & visitors	7	6	10	9	10	13	5	3
10	Maple Tree Cafe Front Lot	12	0	Employees & visitors	0	1	2	3	9	12	5	3
10	Maple Tree Lane Back Lot	17	0	Employees & visitors	0	1	2	3	12	17	6	3
10	Main Moon Lot	22	0	Employees & visitors	0	1	5	9	15	18	8	5
10	Hopmeadow Street	14	2	General public	1	2	5	2	2	13	7	3
10	Farmington River Watershed Lot	8	1	Employees & visitors	4	6	8	6	3	1	0	0
10	Summit Financial Group Lot	7	1	Employees & visitors	7	7	7	8	5	0	0	0
11	Eno Memorial Hall Lot	40	4	Employees & visitors	2	31	42	8	7	5	18	8
11	Railroad Street Lot	11	0	Employees & visitors	1	6	11	5	7	7	9	5
11	Railroad Street	6	0	General public	0	0	4	0	0	0	0	0
11	Sakimura Lot	18	0	Employees & visitors	0	6	18	8	7	12	15	9
11	McLadden's Lot	12	3	Employees & visitors	1	2	3	4	5	8	6	6
11	Wilcox Street	12	0	General public	3	4	5	6	6	11	7	5
11	Hopmeadow Street	9	0	General public	1	3	9	4	2	5	7	4
12a	Bank of America Visitors Lot	12	4	Patrons & employees	2	7	1	3	2	1	0	0
12a	Old Hopmeadow Front Lot	12	0	Employees & visitors	1	5	3	5	9	9	1	0

12a	Old Hopmeadow Back Lot	27	2	Employees & visitors	11	22	9	10	12	11	4	1
12a	Courtyard Lot	20	0	Employees & visitors	1	2	5	4	3	16	12	7
12a	Bank of America Lot	39	0	Patrons & employees	0	2	7	11	6	16	8	7
12b	Railroad Street Back Lot	27	0	Employees & visitors	6	9	11	11	9	1	1	1
12b	Iron Horse Central Lot	173	0	General public	10	15	13	18	13	3	0	0
13	Eaglewood Lane Lots	36	0	General public	7	18	24	25	20	11	7	3
13	Public Library Lower Lot	47	3	General public	17	38	37	30	22	27	21	2
13	Public Library Upper Lot	20	2	General public	11	19	15	20	16	14	14	3
13	1820 House Lots	50	4	Patrons & employees	11	8	12	21	27	31	15	17
13	Santander Bank Lot	16	1	Employees & visitors	1	7	2	3	0	0	0	0
14a	Canon Building Front Lot	0	5	Employees & visitors	1	1	1	2	0	0	0	0
14a	Canon Building Back Lot	41	1	Employees & visitors	19	24	32	30	25	21	2	0
14a	CVS North Lot	80	0	Employees & visitors	19	30	37	37	24	19	11	6
14a	Canon Building South Lot	43	0	Employees & visitors	11	19	30	37	32	33	12	8
14a	Fitzgeralds Foods Lot	91	2	Employees & visitors	13	21	44	53	54	80	23	13
14a	Coldwell Banker Back Lot	24	1	Employees & visitors	2	6	17	12	11	5	2	0
14a	Iron Horse South Lot	171	0	General public	11	25	26	25	27	6	2	0
14a	Fitzgeralds Back Lot	6	0	Employees	4	5	5	5	5	4	4	4
14b	Webster Bank Front Lot	28	1	Employees & visitors	1	4	7	9	7	8	4	2
15	First Church of Christ Side Lot	40	0	Patrons & employees	0	0	0	0	0	0	0	0
15	First Church of Christ Back Lot	110	4	Patrons & employees	15	12	10	14	12	10	4	4
15	First Church of Christ West Lot	20	4	Patrons & employees	0	0	0	1	1	1	0	0
15	First Church of Christ East Lot	5	1	Patrons & employees	0	1	0	0	0	0	0	0
16	Simsbury Bank Front Lot	5	2	Employees & visitors	0	0	0	1	2	0	0	0
16	Simsbury Bank Back Lot	56	1	Employees & visitors	0	0	0	0	0	0	0	0
TOTAL		**3,234**	**156**		**660**	**907**	**1,033**	**999**	**938**	**843**	**539**	**343**

DESMAN
Design Management

Saturday, 12.12.15

Block #	Name	Inventory	H/C Spaces	Users	OCCUPANCY COUNTS				
					12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
1	Simsbury Bank Lot	29	2	Employees & visitors	7	1	1	0	0
1	Dowling & Dowling	23	1	Employees & visitors	2	0	1	0	0
2a	Country Lane Apts Lot	58	0	Residents & visitors	31	30	30	31	33
2a	Iron Horse Inn Lot	33	2	Guests & employees	6	6	7	6	7
2b	Nationwide Insurance Lot	36	0	Employees & visitors	3	4	3	0	0
3	Mobil Station Lot	11	1	Patrons & employees	4	2	1	2	2
3	Sycamore Garden Apt Lot	37	0	Residents & visitors	11	12	12	15	15
3	Hassett & George Attys Lot	20	0	Employees & visitors	2	1	2	2	1
3	Law Office	5	0	Employees & visitors	1	0	0	0	0
4	St. Mary's North Lot	70	0	Patrons & employees	0	0	0	0	0
4	St. Mary's Central Lot	66	6	Patrons & employees	18	2	1	5	0
4	House	3	0	Residents & visitors	0	0	0	0	0
5a	St. Mary's West Lot	10	1	Patrons & employees	0	0	0	1	0
5a	Martocchio Music Lot	10	0	Employees & visitors	4	0	1	0	0
5a	Town Offices North Lot	108	6	Employees & visitors	9	7	7	8	7
5a	Town Offices North Lot (PD)	9	0	Police only	4	4	5	5	5
5a	Town Offices Back Lot	30	0	Employees	7	11	11	11	11
5a	Town Offices Front Lot	9	0	Reserved/Employees	2	2	2	2	2
5a	Simsbury Orthodonics Lot	21	1	Employees & visitors	0	0	0	0	0
5b	Simsbury Professional Center Lot	25	1	Employees & visitors	0	0	0	0	0
5b	Main Fire Station Lot	39	2	Employees & visitors	1	2	0	1	1
5b	Frontier Lot	6	0	Employees & visitors	2	2	2	2	2
5c	UMC Lots	65	5	Patrons & employees	7	6	9	12	7
5c	6 Plank Road Lot	10	1	Patrons & employees	2	1	0	0	0
5c	Le Bel Espirit Lot	20	1	Patrons & employees	2	2	1	1	0
6a	Post Office Lot	47	2	Patrons & employees	20	17	18	17	16
6a	Starbucks South Lot	25	1	Patrons & employees	25	20	18	17	11
6a	Starbucks West Lot	23	0	Patrons & employees	23	20	8	12	6
6a	Simsbury Town Shops Central Lot	24	2	Patrons & employees	24	18	21	13	9
6a	Berkshire Realty	15	0	Employees & visitors	13	13	7	9	6
6a	Simsbury Town Shops South Lots	16	1	Patrons & employees	15	16	9	4	3
6a	Simsbury Town Shops Lower Lots	12	1	Patrons & employees	4	4	2	0	0
6a	Simsbury Town Shops Back Lots	65	1	Patrons & employees	34	27	27	18	16
6a	TJ Herlihy Insurance Agency	9	1	Patrons & employees	1	2	1	1	1
6b	J Foster Ice Cream Lot	2	0	Patrons & employees	0	0	0	0	0
6b	Vincent Funeral Home Lot	54	3	Employees & visitors	5	11	5	3	3
6c	Getty/Ninos Station Lot	22	0	Patrons & employees	22	22	22	22	22
6c	Andy's Center Shops North Lot	34	0	Patrons & employees	6	9	5	5	5
6c	Andy's Center Shops Front Lot	53	3	Patrons & employees	15	14	15	13	10
6c	Valley Wine & Spirits Lot	20	1	Patrons & employees	9	12	12	7	4
6d	Simsbury Historical Society Lot	25	0	Employees & visitors	8	7	2	6	1
6d	Andy's Center Shops Back Lot	50	2	Employees & visitors	4	3	2	8	5
7	Simsbury Meadows PAC Front Lot	0	59	Patrons & employees	15	20	10	1	0
7	Simsbury Meadows PAC South Lot	180	0	Patrons & employees	5	16	4	0	0
7	Simsbury Meadows PAC Back Lot	180	0	Patrons & employees	0	0	0	0	0
8	Plan B Bar Lot	10	0	Patrons & employees	7	8	8	7	6
8	True Value Hardware Lot	20	0	Patrons & employees	4	4	4	3	3
8	True Value Hardware Lot	7	0	Customers	4	2	1	0	0
8	Iron Horse North Lot	111	0	General public	25	26	25	27	24
9	Vincent Sport Shop Lot	17	0	Employees & visitors	5	6	2	2	2

9	Hopmeadow Street	3	0	General public	1	0	0	1	0
9	Phelps Lane	3	0	General public	2	2	3	1	2
9	Oliver B Dickins Law Lot	9	0	Employees & visitors	3	3	5	3	3
9	59 Phelps Lot	8	0	Employees & visitors	0	0	0	1	1
9	Welden Hardware Back Lot	24	0	Employees & visitors	17	11	8	18	12
9	Welden Hardware Side Lot	5	0	Employees & visitors	0	0	1	0	1
9	Station Street	6	0	General public	2	2	2	0	0
9	Delta Capital Lot	3	0	Employees & visitors	7	6	5	3	3
9	Sustainable Health & Wellness Lot	12	0	Employees & visitors	1	0	0	0	0
10	Maple Tree Cafe Front Lot	12	0	Employees & visitors	4	11	12	8	10
10	Maple Tree Lane Back Lot	17	0	Employees & visitors	7	6	14	17	14
10	Main Moon Lot	22	0	Employees & visitors	14	16	17	21	14
10	Hopmeadow Street	14	2	General public	1	1	2	5	2
10	Farmington River Watershed Lot	8	1	Employees & visitors	4	0	0	0	0
10	Summit Financial Group Lot	7	1	Employees & visitors	0	0	0	0	0
11	Eno Memorial Hall Lot	40	4	Employees & visitors	13	10	1	16	9
11	Railroad Street Lot	11	0	Employees & visitors	6	6	4	7	7
11	Railroad Street	6	0	General public	2	1	1	0	0
11	Sakimura Lot	18	0	Employees & visitors	5	11	13	17	10
11	McLadden's Lot	12	3	Employees & visitors	3	9	7	10	8
11	Wilcox Street	12	0	General public	4	7	5	10	8
11	Hopmeadow Street	9	0	General public	7	3	3	5	4
12a	Bank of America Visitors Lot	12	4	Patrons & employees	1	1	1	1	0
12a	Old Hopmeadow Front Lot	12	0	Employees & visitors	6	5	3	0	0
12a	Old Hopmeadow Back Lot	27	2	Employees & visitors	5	6	3	0	0
12a	Courtyard Lot	20	0	Employees & visitors	5	3	9	12	5
12a	Bank of America Lot	39	0	Patrons & employees	5	3	5	10	3
12b	Iron Horse Central Lot	173	0	General public	10	13	5	2	1
12b	Railroad Street Back Lot	27	0	Employees & visitors	1	2	1	1	1
13	Eaglewood Lane Lots	36	0	General public	23	10	11	4	4
13	Public Library Lower Lot	47	3	General public	39	16	24	0	0
13	Public Library Upper Lot	20	2	General public	17	20	16	2	0
13	1820 House Lots	50	4	Patrons & employees	18	11	6	22	15
13	Santander Bank Lot	16	1	Employees & visitors	0	0	0	0	0
14a	Canon Building Front Lot	0	5	Employees & visitors	0	0	0	0	0
14a	Canon Building Back Lot	41	1	Employees & visitors	20	17	12	7	3
14a	CVS North Lot	80	0	Employees & visitors	11	10	10	5	4
14a	Canon Building South Lot	43	0	Employees & visitors	22	25	19	11	7
14a	Fitzgeralds Foods Lot	91	2	Employees & visitors	55	50	35	23	11
14a	Coldwell Banker Back Lot	24	1	Employees & visitors	16	8	4	1	0
14a	Fitzgeralds Back Lot	6	0	Employees	6	4	3	0	0
14a	Iron Horse South Lot	171	0	General public	4	8	5	2	2
14b	Webster Bank Front Lot	28	1	Employees & visitors	8	6	5	4	2
15	First Church of Christ Side Lot	40	0	Patrons & employees	0	27	17	4	0
15	First Church of Christ Back Lot	110	4	Patrons & employees	0	100	59	4	0
15	First Church of Christ West Lot	20	4	Patrons & employees	0	22	8	0	0
15	First Church of Christ East Lot	5	1	Patrons & employees	0	5	2	0	0
16	Simsbury Bank Front Lot	5	2	Employees & visitors	0	0	0	0	0
16	Simsbury Bank Back Lot	56	1	Employees & visitors	0	0	0	0	0
TOTAL		**3,234**	**156**		**793**	**869**	**690**	**557**	**412**

APPENDIX B: SHARED PARKING DOCUMENTATION

(SAMPLE TO DEMONSTRATE CONCEPTS)

THE CITY OF SAN DIEGO

RECORDING REQUESTED BY:
THE CITY OF SAN DIEGO
AND WHEN RECORDED MAIL TO:

_____

_____

_____

(THIS SPACE IS FOR RECORDER'S USE ONLY)

SHARED PARKING AGREEMENT

This SHARED PARKING AGREEMENT ("Agreement") is entered into and effective _____, 20_____, by and between _____, _____and the City of San Diego.

RECITALS

WHEREAS, pursuant to sections 142.0535 and 142.0545 of the Land Development Code, the City of San Diego specifies criteria which must be met in order to utilize off-site shared parking agreements to satisfy on-site parking requirements.

NOW, THEREFORE, in consideration of the recitals and mutual obligations of the parties as herein expressed, _____, _____ and the City of San Diego agree as follows:

1. _____ the owner of the property located at _____, agrees to provide _____ the owner of the property located at _____ with the right to the use of (____) parking spaces _____ from _____ as shown on Exhibit A to this Agreement on property located at _____.

   1.1 Applicant: _____ Co-Applicant: _____
   Assessor Parcel No: _____ Assessor Parcel No: _____
   Legal Description: _____ Legal Description: _____
   _____ _____

2. The parking spaces referred to in this Agreement have been determined to conform to current City of San Diego standards for parking spaces, and the parties agree to maintain the parking spaces to meet those standards.

3. The Parties understand and agree that if for any reason the off-site parking spaces are no longer available for use by _____, _____ will be in violation of the City of San Diego Land Development Code requirements. If the off-site parking spaces are no longer available, Applicant will be required to reduce or cease operation and use of the property at Applicant's address to an intensity approved by the City in order to bring the property into conformance with the Land Development Code requirements for required change for required parking. Applicant agrees to waive any right to contest enforcement of the City's Land Development Code in this manner should this circumstance arise.

   Although the Applicant may have recourse against the Party supplying off-site parking spaces for breach of this Agreement, in no circumstance shall the City be obligated by this agreement to remedy such breach. The Parties acknowledge that the sole recourse for the City if this Agreement is breached is against the Applicant in a manner as specified in this paragraph, and the City may invoke any remedy provided for in the Land Development Code to enforce such violation against the Applicant.

Continued on Page 2

4. The provisions and conditions of this Agreement shall run with the land for those properties referenced in paragraph 1 of this document and be enforceable against successors in interest and assigns of the signing parties.

5. Title to and the right to use the lots upon which the parking is to be provided will be subservient to the title to the property where the primary use it serves is situated.

6. The property or portion thereof on which the parking spaces are located will not be made subject to any other covenant or contract for use which interferes with the parking use, without prior written consent of the City.

7. This Agreement is in perpetuity and can only be terminated if replacement parking has been approved by the City's Director of the Development Services Department and written notice of termination of this agreement has been provided to the other party at least sixty (60) days prior to the termination date.

8. This Agreement shall be kept on file in the Development Services Department of the City of San Diego in Project Tracking System (PTS) Project Number: _____ and shall be recorded on the titles of those properties referenced in paragraph 1 of this document.

In Witness whereof, the undersigned have executed this Agreement.

_____
Applicant

Date: _____

_____
Party/Parties Supplying Spaces

Date: _____

_____
Deputy Director

Business and Process Management, Development Services

Date: _____

NOTE: ALL SIGNATURES MUST INCLUDE NOTARY ACKNOWLEDGMENTS PER CIVIL CODE SEC. 1180 ET.SEQ.

Reset Button Page 2

1-13-09
Submittal

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

City of Pleasant Hill
100 Gregory Lane
Pleasant Hill, CA 94523
Attn:

DRAFT

(Space Above for Recorder's Use)

SHARED PARKING AGREEMENT
[ST. ANDREW'S PRESBYTERIAN CHURCH EXPANSION]

This Shared Parking Agreement (this "**Agreement**") is entered into on January ____, 2009 by and between THE PRESBYTERY OF SAN FRANCISCO, a religious corporation ("**Church**"), MOUNT DIABLO UNIFIED SCHOOL DISTRICT OF CONTRA COSTA COUNTY, CALIFORNIA, a political subdivision ("**District**"), and THE CITY OF PLEASANT HILL, a municipal corporation ("**City**").

RECITALS

This Agreement is based on the following facts:

A Church is the owner of property located at 1601 Mary Drive in the City of Pleasant Hill (APN 153-050-047), more specifically described in Exhibit A, attached (the "**Church Property**"). The Property is to be improved with an approximately 4,304 square foot expansion.

B. District is the owner of property located at 1 Corritone Court in the City of Pleasant Hill (APN 153-050-07 and -08), more specifically described in Exhibit B attached (the "**District Property**"). The District Property is directly adjacent to the western boundary of the Church Property.

C. The need for parking spaces by District is greater than the parking spaces available at the District Property during school hours and Church has more parking spaces than it needs during those times. The need for parking spaces by Church is occasionally greater than the parking spaces available at the Church Property during non-school hours and District has more parking spaces than it needs during those times. Church wishes to license to District, and District wishes to license to Church, the parking spaces located on the property of the other, according to the terms and conditions set forth in this Agreement.

D. The City has required that Church obtain a use permit for shared parking facilities, under Pleasant Hill Municipal Code Section 18.55.040. The Planning Commission approved the shared parking use permit on _____, 2008, based upon the assurances in this Agreement and subject to certain conditions. (UP__-_____.) On _____, 2008, the City Council adopted Resolution No. _____ reflecting their decision of _____, 2008, approving the Planning Commission's approval of

UP____ and DP____ for the development of an approximately 4,304 square foot expansion and to establish a shared parking facility.

E. The parties recognize that parking is integral to the responsible use of their properties, and that this Agreement is for the benefit of both properties.

NOW, THEREFORE, the parties agree as follows:

1. The Properties. The Properties which are the subject of this Agreement are located in the City of Pleasant Hill at:

1601 Mary Drive, as described in Exhibit A (the "**Church Property**"), and

1 Corritone Court, as described in Exhibit B (the "**District Property**").

2. Shared Parking. The parties agree as follows:

2.1. District shall license to Church the use of those portions of its land designated from time to time in District's reasonable discretion as and for vehicular parking, numbering as of the date of this Agreement approximately seventy-nine (79) spaces (the "**District's Parking Spaces**") for Church's non-exclusive use during school hours.

2.2. District shall license to Church the use of the District's Parking Spaces for Church's non-exclusive use during non-school hours, provided however that Church shall be given priority use during non-school hours, and provided further that Church shall have exclusive use on Sundays from 7:00 a.m. until 3:00 p.m.

2.3. Church shall license to District the use of those portions of its land designated from time to time in Church's reasonable discretion as and for vehicular parking numbering as of the date of this Agreement approximately one hundred four (104) spaces (the "**Church's Parking Spaces**") for District's non-exclusive use during school hours, and during non-school hours, provided however that District shall have no right to use of the Church's Parking Spaces on Sundays.

Church and District guarantee that there will be no substantial alteration in their respective uses that will create a greater demand for parking by the respective party or that will affect either party's ability to provide access to the other party's uses contemplated in this Agreement, and that by this Agreement access to and use of their respective properties for parking is assured. Church and District each agree to notify the City if there is a change in circumstances which affects this Agreement.

3. Term. The term of this Agreement is twenty-five (25) years from the date of issuance by the City of the Use Permit to Church (the "**Initial Term**"). Upon expiration of the Initial Term, either party may extend the term of this Agreement for up to five (5) consecutive terms (each, an "**Extended Term**") of five (5) years each. If either party so elects, it shall deliver to all other parties notice of the extension not later than fifteen (15) days prior to the then-scheduled end of the term, and in accordance with the provisions of Paragraph 10 hereof.

4. Insurance. At all times during the term of this Agreement, each party shall keep and maintain, at its own cost and expense, comprehensive liability insurance with a combined single limit of not less than Two Million Dollars ($2,000,000.00), insuring that party against claims for bodily injuries and/or death and/or damage to property incurred while on or about the property of the other and/or in connection with any act or omission thereon and/or any tortious act or omission in or about the property of the other by the other party or that party's agents, employees, guests, invitees or licensees. Such insurance shall name the other party as an additional insured.

Upon request, either party shall provide the other party with certificates or other evidence establishing that said party has obtained the policies of insurance required under this Paragraph.

Any insurance required to be maintained by either party may be maintained in whole or in part either under a plan of self-insurance, or from a carrier which specializes in providing coverage to or for said party or its affiliates, or firms in the same or related businesses.

5. Maintenance and Alterations.

5.1. Maintenance Obligation. Each party shall maintain, at its sole cost and expense, their respective Parking Spaces in good condition and repair, ordinary wear and tear excepted.

5.2. Alterations. Neither party shall materially alter, reconstruct or remodel the Parking Spaces so as to decrease the number or quality of spaces located thereon without the prior written consent of the other party, which consent shall not be unreasonably withheld or delayed.

6. Declaration. Church and District declare that under this Agreement and pursuant to Municipal Code Section 18.55.040:

6.1. The spaces to be provided will be available as long as the uses requiring the spaces are in operation;

6.2. The peak hours of parking demand from all uses do not coincide so that peak demand is greater than the parking provided;

6.3. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided; and

6.4. This written agreement provides for the assurances and guarantees required under Municipal Code Section 18.55.040 D.

7. City Right to Modify. Pursuant to Municipal Code Section 18.55.040.D, the City may require parking facilities in addition to those originally approved upon a finding by the Planning Commission that adequate parking to serve the religious assembly use has not been provided. The City, acting through the Planning Commission, may for due cause and upon notice and hearing, unilaterally modify, amend, or terminate this Agreement provided

such action does not impose further obligations on the District beyond terms and conditions of this Agreement without the District's approval and prior written consent.

8. Recordation. This Agreement shall be recorded in the Office of the County Recorder and may not be amended or terminated without the written consent of the City.

9. Notices. Any notice required to be given under this Agreement shall be in writing and addressed as follows:

To City:

Director of Public Works and Community Development
City of Pleasant Hill
100 Gregory Lane
Pleasant Hill, CA 94523
Attn: _____

To Church:

St. Andrew's Presbyterian Church
1601 Mary Drive
Pleasant Hill, CA 94523
Attn: _____

The Presbytery of San Francisco
2024 Durant Avenue
Berkeley, CA 94704
Attn: _____

To District:

Mt. Diablo Unified School District
1936 Carlotta Drive
Concord, CA 94519
Attn: Assistant Superintendent

10. Encroachment. The parties acknowledge and agree that a portion of approximately ten (10) of the District Parking Spaces currently located along the common boundary of the Church Property and the District Property encroach upon the Church Property (the "**Encroaching Parking Spaces**"). It is the intent of the parties that use of the Encroaching Parking Spaces by District is permissive and shall not ripen into a claim of prescription or adverse possession or in any way affect the true boundary location; provided however that Church may withdraw its permission to the aforementioned use in its sole discretion effective upon District's receipt of written notice from Church.

11. Signatures. In witness whereof, the parties have signed this Agreement on the date set forth below.

Church:

THE PRESBYTERY OF SAN FRANCISCO, a religious corporation

By: _____ _____
Date

Name: Kathy Runyeon
Title: President

District:

MOUNT DIABLO UNIFIED SCHOOL DISTRICT OF CONTRA COSTA COUNTY, CALIFORNIA, a political subdivision

By: _____ _____
Date

Name: Gary McHenry
Title: Superintendent

City:

THE CITY OF PLEASANT HILL, a municipal corporation

By: _____ _____
June Catalano, City Manager Date

ATTEST: _____
City Clerk

Approved as to Form:

By: _____
Debra S. Margolis, City Attorney

ACKNOWLEDGMENT

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On this ___ day of _____, 2009, before me, _____ _____, a notary public in and for said state, personally appeared _____, who proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her authorized capacity(ies), and that by his/her signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s), acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public
State of California

My Commission Expires:_____

ACKNOWLEDGMENT

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On this ___ day of _____, 2009, before me, _____ _____, a notary public in and for said state, personally appeared _____, who proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her authorized capacity(ies), and that by his/her signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s), acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public
State of California

My Commission Expires:_____

EXHIBIT A

Legal Description of Church Property

THE LAND DESCRIBED HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF CONTRA COSTA, CITY OF PLEASANT HILL, AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:

PORTION OF THE RANCHO LAS JUNTAS DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERN CORNER OF LOT 1189 AS SHOWN ON THE MAP OF GREGORY GARDENS UNIT NO. 7, FILED IN BOOK 42 OF MAPS AT PAGE 9 ET SEQ. IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, SAID POINT ALSO BEING AT THE SOUTHEASTERN CORNER OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM WILL T. BENNETT, ET AL, TO MOUNT DIABLO UNIFIED SCHOOL DISTRICT OF CONTRA COSTA COUNTY, A POLITICAL SUBDIVISION, RECORDED FEBRUARY 1, 1951, IN BOOK 1711 OF OFFICIAL RECORDS OF SAID COUNTY AT PAGE 163; THENCE RUNNING ALONG THE EASTERN LINE OF SAID SCHOOL DISTRICT PARCEL AND ITS NORTHWESTERN PROLONGATION AS FOLLOWS: NORTH 16 DEGREES 24 MINUTES 52 SECONDS EAST 164.10 FEET AND NORTH 16 DEGREES 06 MINUTES 18 SECONDS WEST 169.24 FEET, MORE OR LESS, TO A POINT WHICH LIES 20 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHERN LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM DAVID ROCHE, ET UX, TO WILL T. BENNETT, ET AL., RECORDED AUGUST 11, 1943 IN BOOK 745 OF OFFICIAL RECORDS, PAGE 111; THENCE NORTH 89 DEGREES 27 MINUTES 49 SECONDS EAST, ALONG A LINE PARALLEL WITH AND 20 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES FROM SAID NORTHERN LINE, 348.72 FEET TO THE CENTER LINE OF WALNUT CREEK; THENCE RUNNING ALONG THE CENTER LINE OF SAID WALNUT CREEK AS FOLLOWS: SOUTH 16 DEGREES 01 MINUTES 02 SECONDS EAST 32.59 FEET, SOUTH 32 DEGREES 03 MINUTES 14 SECONDS EAST 61.96 FEET, SOUTH 15 DEGREES 41 MINUTES 03 SECONDS WEST 80.70 FEET, SOUTH 6 DEGREES 27 MINUTES 24 SECONDS EAST 52.43 FEET, SOUTH 27 DEGREES 35 MINUTES 32 SECONDS EAST 55.80 FEET; AND SOUTH 34 DEGREES 10 MINUTES 41 SECONDS WEST 68.58 FEET TO THE MOST NORTHERN CORNER OF LOT 1123 ALSO SHOWN ON SAID MAP OF GREGORY GARDENS UNIT NO. 7; THENCE SOUTH 80 DEGREES 39 MINUTES 29 SECONDS WEST ALONG THE EXTERIOR BOUNDARY LINE OF SAID SUBDIVISION 361.34 FEET TO THE POINT OF BEGINNING.

PARCEL TWO:

BEGINNING AT A POINT ALONG THE WESTERLY PROPERTY LINE OF THAT PROPERTY DESCRIBED IN THE DEED TO THE PRESBYTERY OF SAN FRANCISCO IN BOOK 1888 OF OFFICIAL RECORDS AT PAGE 539 IN THE OFFICE OF THE COUNTY RECORDER, CONTRA COSTA COUNTY, CALIFORNIA, FROM SAID POINT OF BEGINNING ALONG SAID WESTERLY PROPERTY LINE SOUTH 15 DEGREES 54 MINUTES 46 SECONDS EAST 20.00 FEET MORE OR LESS THENCE NORTH 89 DEGREES 39 MINUTES 21 SECONDS EAST 348.27 FEET, THENCE NORTH 15

DEGREES 49 MINUTES 22 SECONDS WEST, 16.26 FEET THENCE NORTH 14 DEGREES 49 MINUTES 06 SECONDS WEST 67.02 FEET TO AN ANGLE POINT THENCE SOUTH 81 DEGREES 15 MINUTES 30 SECONDS WEST, 320.79 FEET TO THE NORTHERLY EXTENSION OF THE FIRST DESCRIBED BEARING IN THIS DESCRIPTION (SOUTH 15 DEGREES 54 MINUTES 46 SECONDS EAST) THENCE ALONG SAID EXTENSION SOUTHEASTERLY, 15.12 FEET MORE OR LESS TO THE POINT OF BEGINNING FOR THIS DESCRIPTION.

A.P.N.: 153-050-047

Exhibit B
Legal Description of District Property

[Attach legal description of District Property]

PARKING AGREEMENT - SHARED PARKING

A Shared Parking Agreement may be revoked by the parties to the agreement only if off-street parking is provided pursuant to Section 7.2 Off-Street Parking Standards, or if an Alternative Parking Plan is approved by the Administrator.

THE STATE OF TEXAS
COUNTY OF BRAZOS

THIS PARKING AGREEMENT is made and entered into as of the _____,
(date)
by and between_____and _____
(property I) (property II)

WHEREAS, _____is the owner of_____
(property owner I) (legal description, Vol., Page)
located at_____within the City of College Station, Brazos County,
(address)
Texas (herein after referred to as "_____");

WHEREAS, _____is the owner of_____
(property owner II) (legal description, Vol., Page)
located at_____within the City of College Station, Brazos County,
(address)
Texas (herein after referred to as "_____");

WHEREAS in order to be used as_____, _____
(proposed use) (property I)
requires additional off street parking to comply with the parking requirement set forth by the City of College Station Unified Development Code;

NOW, THEREFORE, in consideration of the mutual covenant and agreements set forth herein, the sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. Easement Purpose. (by applicant)
2. Grant of Easement.
   a.
   b.
   c.
   d. The easement is nonexclusive and irrevocable, but only for so long as the _____ _____is used for the purposes of_____.
   (property I) (use of property I)
   e. This Easement shall remain in full force and effect for so long as the _____
   (property I)

is used for the purposes of_____. At such time that the_____
(use of property I) (property I)
is no longer used for purposes of_____the Easement shall become
(use of property I)
null and void by its own terms, and _____shall not be required to file
(property II)
any release, termination or other document to evidence the termination of this Easement.

MAINTENANCE & LIABILITY: by applicants
No Portion of the drives or parking areas on the _____or the_____
(property I) (property II)
shall be used for any purpose other than authorized by this instrument an no fence, barricade or improvement shall be constructed by either party that would prohibit the use of the _____ or the _____for the Easement
(property I) (property II)
purpose.

It is mutually agreed that the intention of the parties is that this Agreement is for the private benefit of the parties and their respective successors and assigns and shall be strictly limited to and for the purposes herein expressed.

The rights and obligations contained in this Agreement and the terms and condition hereof shall be deemed to be covenants running with the land and binding upon the parties and their respective successors and assigns.

_____	_____
(property owner)	(property owner)
_____	_____
(signature)	(signature)
_____	_____
(printed name)	(printed name)
_____	_____
(title)	(title)

STATE OF TEXAS
COUNTY OF BRAZOS
This instrument was acknowledged before me on_____ by _____
(date) (property owner)

_____
Notary Public, State of Texas

STATE OF TEXAS
COUNTY OF BRAZOS
This instrument was acknowledged before me on_____ by _____
(date) (property owner)

_____

Notary Public, State of Texas

REVOVATION: Failure to comply with the shared parking provisions of Section 7.2.K Alternative Parking Plans, shall constitute a violation of the Unified Development Ordinance and shall specifically be cause for revocation of a Certificate of Occupancy or Building Permit.

ATTACHMENTS: Shared Parking Study Form