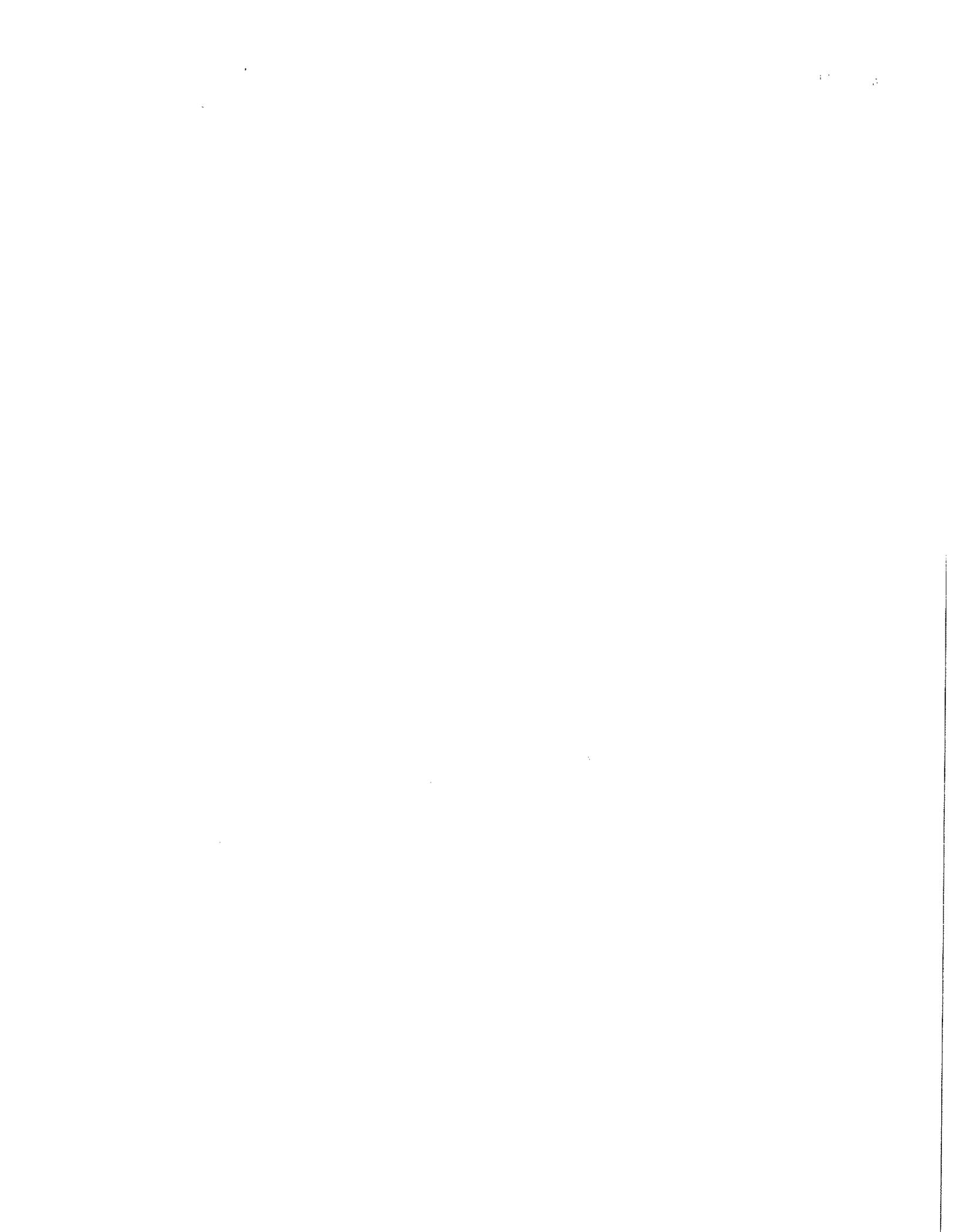


DOWNTOWN PARKING STUDY COMMITTEE

REPORT AND RECOMMENDATIONS TO THE

MAYOR AND COMMON COUNCIL

September, 1984



INTRODUCTION

On June 4, 1984, the Common Council of the City of Middletown adopted a resolution submitted by Councilman Vincent Loffredo creating a nine member study committee to review Middletown's downtown parking needs and to make recommendations to the Mayor and the Common Council. The resolution further established a committee membership of nine with three members from each of the following organizations: Municipal Development Committee; Parking Authority; and, Chamber of Commerce.

The Committee membership is as follows:

MUNICIPAL DEVELOPMENT COMMITTEE

Councilwoman Betty Adams
Councilman Edward Dzialo
Councilman Steven Leinwand

MIDDLETOWN PARKING AUTHORITY

George Coutsouridis
Marie Didato
Joseph Gianetti

CHAMBER OF COMMERCE

Vincent Amato
Peter Davis
Jerome (Buzzy) Levin

Mayor Sebastian J. Garafalo asked Mr. Amato to chair the Committee. Staff support was provided from the Municipal Development Office and Parking Authority.

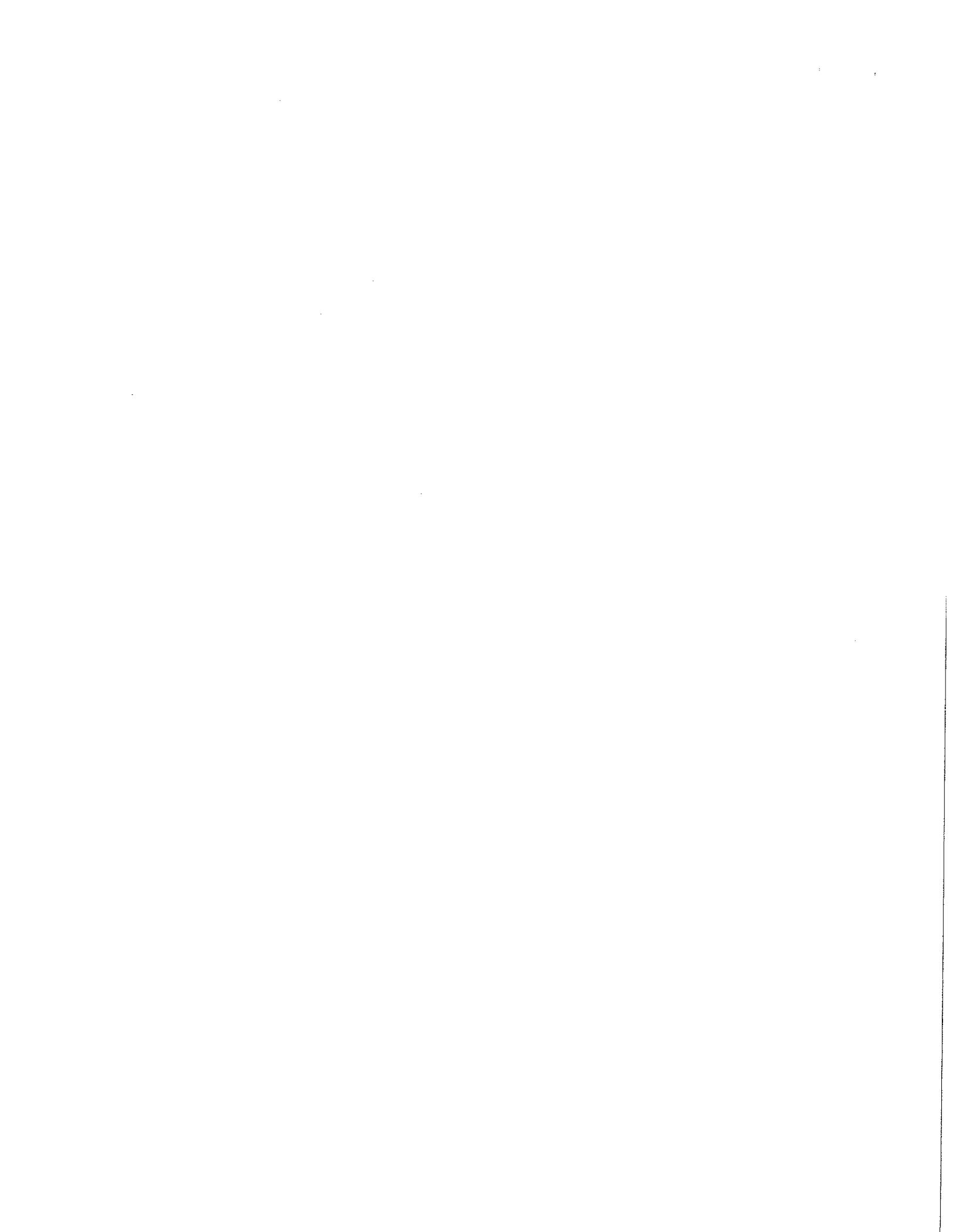


BACKGROUND OF PARKING PROGRAMS

In response to concern voiced during early 1982 by the business community, the Municipal Development Committee was instrumental in implementing changes in the administration of several off-street parking areas in the downtown. Several trial periods were conducted at various parking lots to determine the impact of various staffing patterns, validation and capital expenditures on revenues and patterns of usage. The end result was the implementation of a validation system at the Columbus Plaza and Parking Arcade facilities and the permanent installation of booths at these two sites with appropriate utilities and equipment.

While the program was initially successful in achieving turnover within the parking areas, it was felt by the business community that the validation requirements had a negative long term effect on attracting shoppers to Main Street. Moreover, the cost of staffing these parking areas on nights and Saturdays began to far out weigh the revenues received. Therefore, it was determined in early 1984 that some changes had to be made. As a result, weekend staffing and the requirement for validating tickets for the first two hours were eliminated. The net effect was to seriously reduce the cash flow to the Parking Authority which, if continued, would amount to an estimated reduction of income of \$27,000 per year.

This, then was the situation when the Common Council asked the nine member committee to involve themselves with downtown parking problems, primarily financial, and to recommend a course of action to correct these deficiencies.

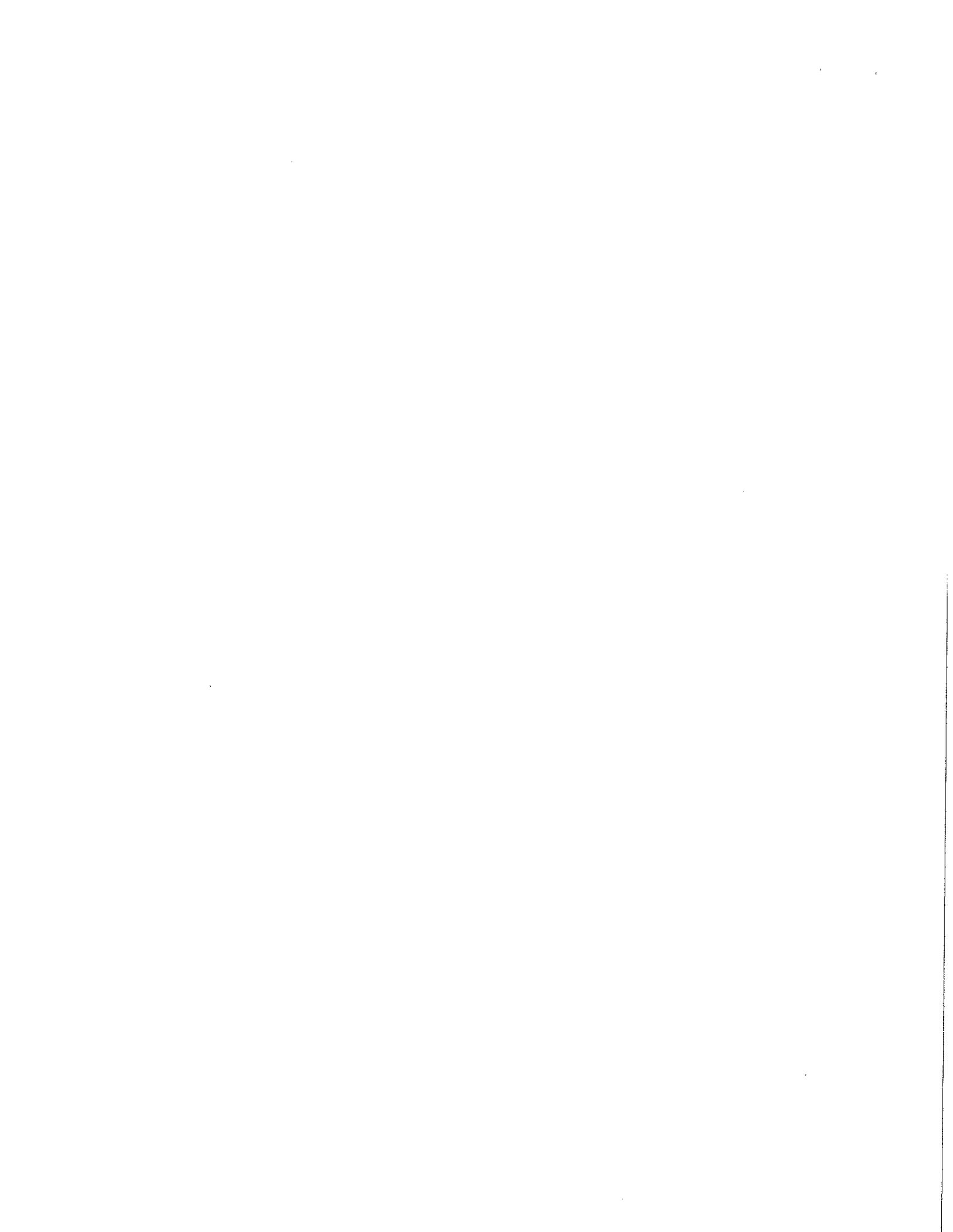


The Committee viewed its job as one in which it should "get in and get out" quickly. Therefore, in four meetings, conducted during July and August of 1984, the Committee assessed the problems and made recommendations which are identified on subsequent pages.

PRESENT SITUATION

A long standing goal of the community is to "provide for a comprehensive, safe and convenient off-street parking system as an integral part of the overall transportation and circulation system" (CDAP, 1971). To do so, requires striking a balance in order to: offer parking in such a way that it complements the downtown business establishments and atmosphere; satisfy the needs of the customers by providing convenient, hassle-free parking; and, satisfy government by not creating an undue financial burden by providing public parking. In examining the present parking situation, the Committee made the following findings:

- The Parking Authority operates under two separate budgets entitled "Parking Authority" and "Parking Arcade". In addition, bonds for capital parking projects are paid either in total from the General Fund or shared between the General Fund and the non-residential taxing base of the down-parking district.
- The Parking Authority relies upon the Public Works Department to maintain its off-street parking facilities.

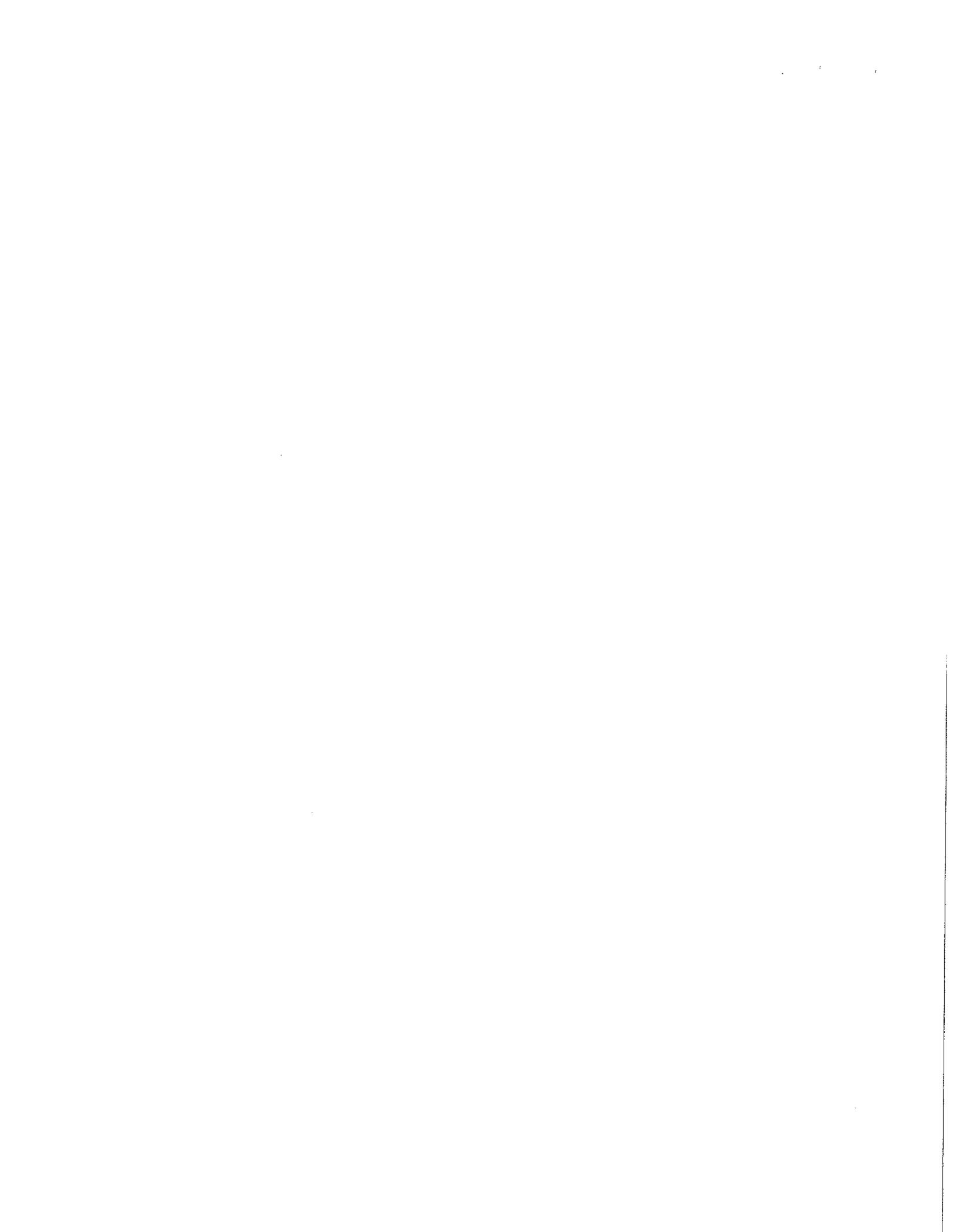


- Social problems in the City's North End adversely impact off-street parking areas and the ability to properly ticket Main Street metered parking.
- Many users of the Parking Arcade and Columbus Plaza lot exit those facilities after the parking attendants leave, thereby, avoiding any parking charges.
- The City has outstanding parking tickets in the amount of \$10,000 annually, which, for the past several years have been uncollectable.
- Downtown merchants, in order to compete against outlying shopping areas, require free and convenient parking for their customer base.
- The validation program was providing sufficient funds to keep the parking operation in the "black". The institution of a free two-hour parking program not only eliminated validation receipts, but also diminished cash received at the booth.

Given the problems raised, the Committee felt strongly that it should restrict its deliberations and recommendations to the area of fiscal matters.

CONCLUSIONS AND RECOMMENDATIONS

The Committee agreed that the philosophy employed at the Columbus Plaza and Parking Arcade by offering two hours of free unvalidated parking was the best system for both the citizens of Middletown and the business community. The Committee believes that any change to the financial structure of these



facilities and staffing be built around that system. Therefore, the following recommendations were developed and translated into financial projections for the parking program that are shown on the last page of this report under "1985-1986 Projections":

Maintain Two Hour Free Unvalidated Parking - Response from the business community and residents to the two-hour free unvalidated parking system has been extremely positive. Therefore, the Committee recommends the retention of this system.

Raise the Monthly Permit Fee in the Parking Arcade from \$20 to \$25 - The Committee agreed that the monthly permit fee of \$20 is a bargain. Therefore after due consideration, the Committee has recommended an increase of \$5 per month. Because this facet of the Parking Authority operation has been well received in the past, the Committee estimated that the revenue from this source should approximate \$40,000 annually.

Raise the On-Street Meter Rates from 20¢ per hour to 50¢ per hour - Initially, this increase in on-street meter fees should affect those meters along Main Street between Washington and College Streets. This the Committee believes, is the first step in an adjustment which will eventually effect all Main Street meters and those on side streets. By analyzing past parking meter receipts for Main Street between Washington and College Street, it is estimated that such an increase (considering some initial drop off in revenues) will yield an additional \$17,000. Hence, for the year 1985-1986, it is projected that the Parking Authority will receive a total of \$80,000 from its parking meters along streets and in several off-street parking areas.

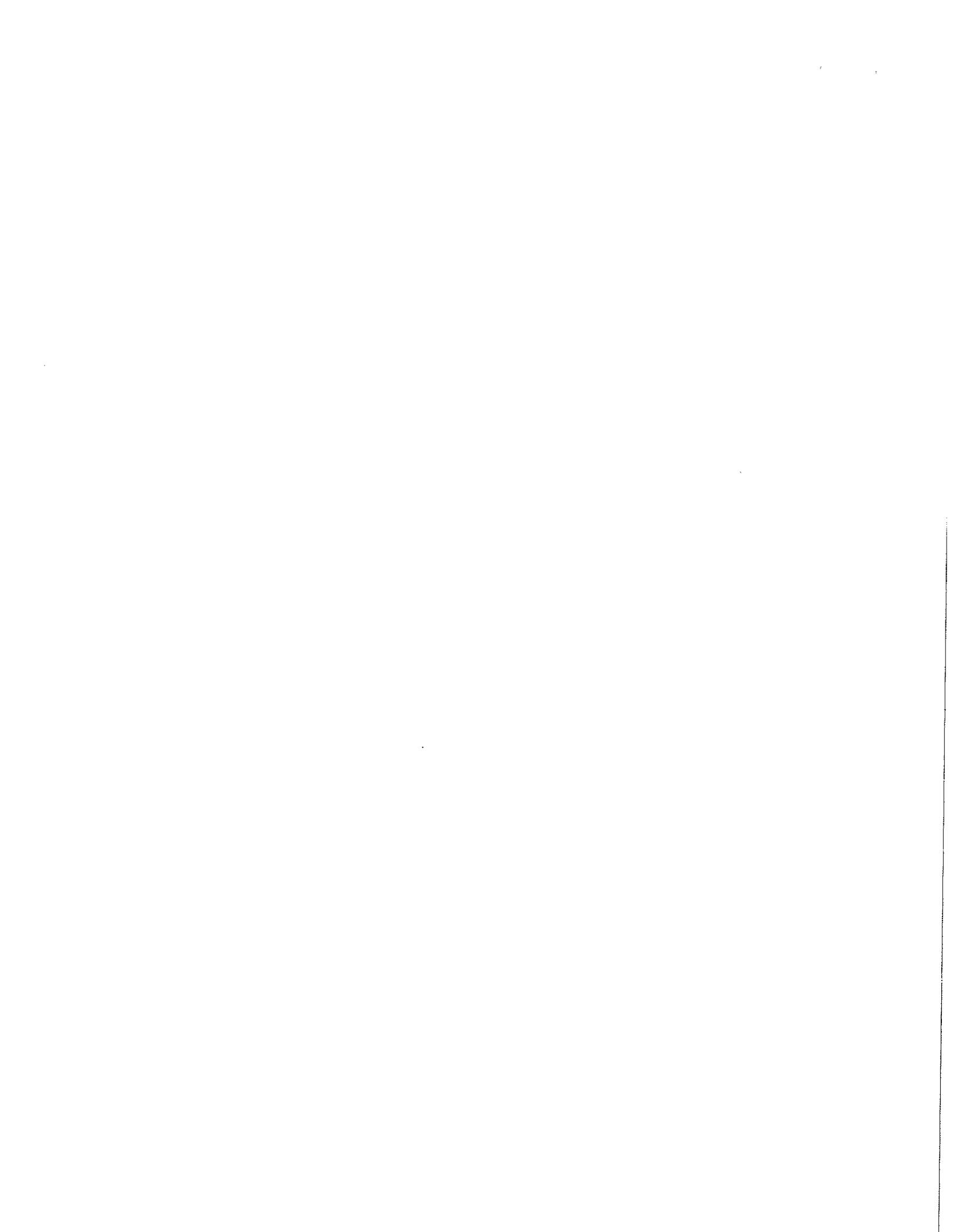


Increase Tag Receipts from \$2 to \$5 - The Committee discussed the matter of \$2 parking fines. They felt that this was insufficient. It was noted that a person could park all day on Main Street and receive a \$2 fine, which many consider a bargain for the privilege of parking in a choice location. The Committee recommends that the tag receipt be increased to \$5. Based upon the returns from 1983-1984 (\$37,150), this increase might yield nearly \$93,000. To be conservative for budgetary purposes, an estimate of \$80,000 is used representing an increase of nearly \$43,000 from this source alone.

Increase Notice Receipts from \$5 to \$10 - Notice receipts, or those issued if \$2 parking tickets are not paid after two weeks, are now \$5. If the tag receipt is \$5, then the notice receipt should be increased as well. Therefore, the Committee is recommending that it be increased to \$10. A conservative estimate for increased receipts from this source is approximately \$7,500 for a total notice receipt revenue of \$20,000 for 1985-1986.

Draft Legislation to Improve the Collectability of Parking Fines - The Committee considered the matter of uncollectable fines, now in the \$10,000 range, annually. To that end, the Committee sent a memorandum to the Mayor requesting that the City Attorney look into the problem of developing appropriate legislation to be passed by the Common Council to increase the enforcement of tag receipts. Assuming half the money can be retrieved through a recommended, legal mechanism, that would represent an increase of \$5,000 over present receipts.

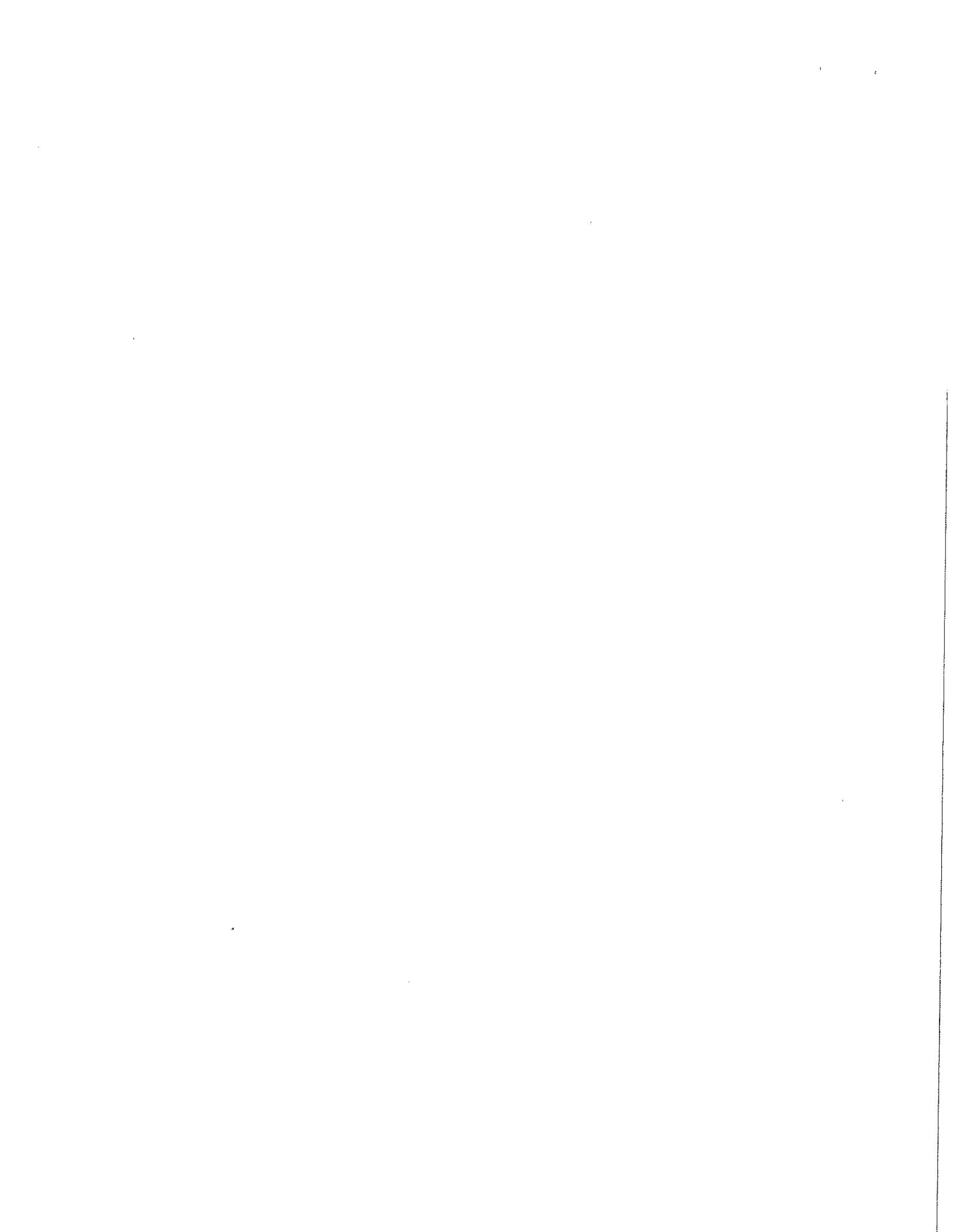
Institute Multiple Parking Ticket Procedure - The Committee also noted that other communities institute a multiple parking ticket procedure so that after



two hours of parking violations, another ticket is issued. While permitted in Middletown by local ordinance, this practice has not been instituted. The Committee recommends that this be done by the enforcement personnel.

Reduce Funds Budgeted for Off-Street Parking Facility Maintenance - The Committee discussed the amount of money budgeted to the Public Works Department for the maintenance of off-street parking facilities. Over the past four years, this has ranged from \$7,800 to \$31,800. For budgetary purposes in 1985-1986, a figure of \$20,000 has been used given that the actual funds spent in 1983-1984 were slightly in excess of \$12,000.

Provide Additional Staff at the Columbus Plaza Parking Area on Nights and Weekends - The times being recommended are: Monday through Thursday, 9:00 a.m. to 7:00 p.m.; Friday, 9:00a.m. to 10:00 p.m.; and, Saturday, 9:00 a.m. to 6:00 p.m. The Committee is aware and has discussed thoroughly the impact of paying staff for overtime services. The Committee is adamantly opposed to the use of overtime payments for employees of the Parking Arcade and/or Columbus Plaza. Therefore, the Committee recommends that the City negotiate with Local 466 (as permitted in the Union Contract) for operation of the Columbus Plaza facility beyond the present hours. If a split shift arrangement cannot be worked out with the Local 466, then the Committee feels that the parking area should not be operated beyond 6:00 p.m. on weekdays or on Saturday. Concerning the Parking Arcade, the Committee recognizes that there is less demand on that

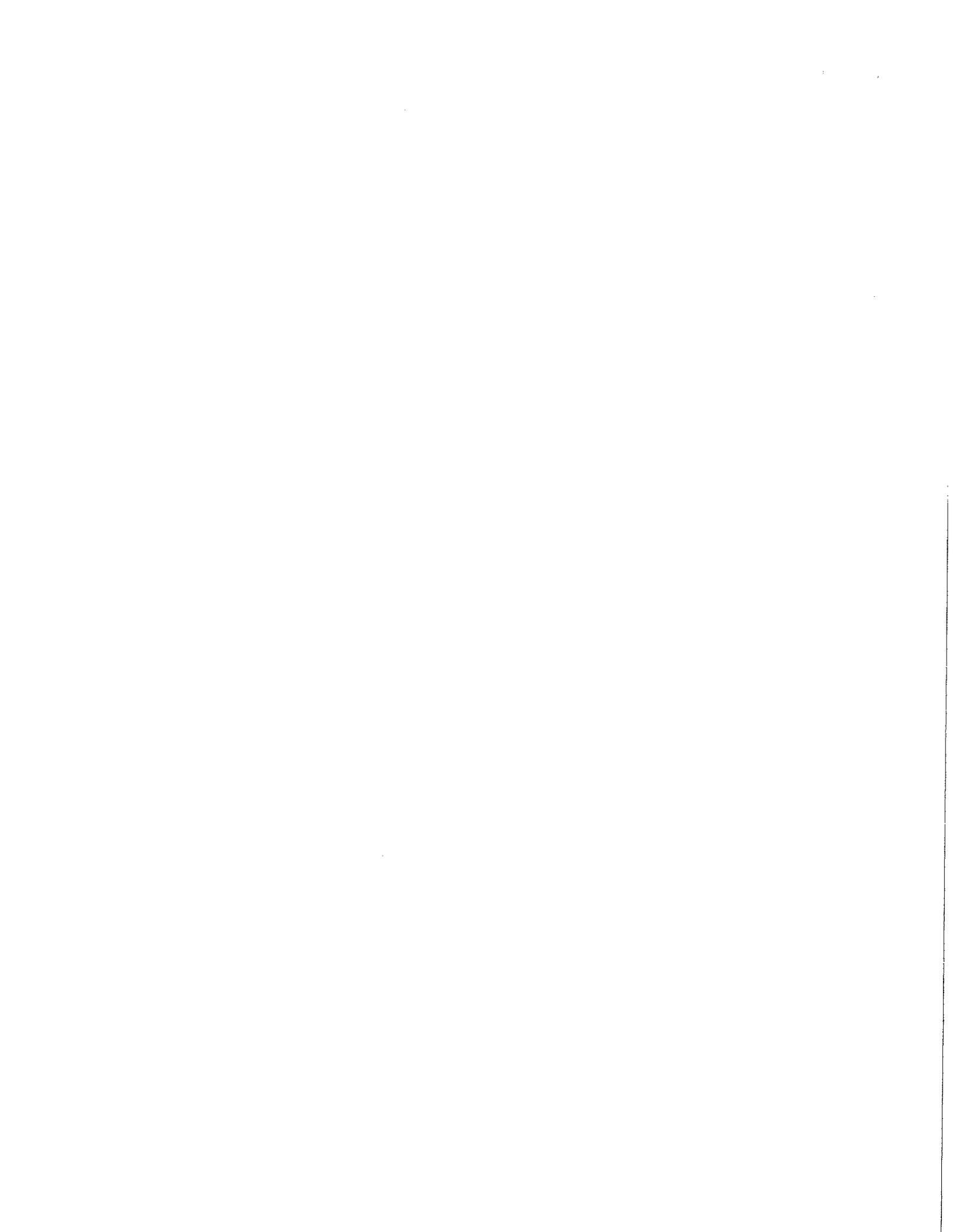


facility and, therefore, would leave any decisions concerning extra staffing to the Parking Authority. With a modest projection for staff salaries to 1985-1986; it is estimated that the cost for straight time services in the Columbus Plaza will be \$9,600.

Consolidate Parking Authority Budgets - In view of the multiple parking budgets being developed, reviewed and approved by the Parking Authority staff, the Parking Authority, Mayor and Common Council, the Committee recommends that there be a consolidation of all budgets in subsequent budget years.

These recommendations were all projected and incorporated into a consolidated budget for Parking Authority operations as shown on the last page of this report. It should also be noted that bond obligations involving parking facilities are shown toward the bottom of the table. An increase of the Parking District Bond obligation for 1985-1986 is in anticipation of a new parking lot being constructed between Green Street and Rapallo Avenue under the guidance of the Municipal Development Committee. Under the terms of the Parking District, the City pays for one-half of the cost of amortizing the bonds for this project. For discussion purposes, this is presently being estimated as a \$300,000 project funded over ten years; therefore, the City would be obligated to pay in the first year \$15,000 of principle plus \$15,000 in interest, assuming a 10% interest rate.

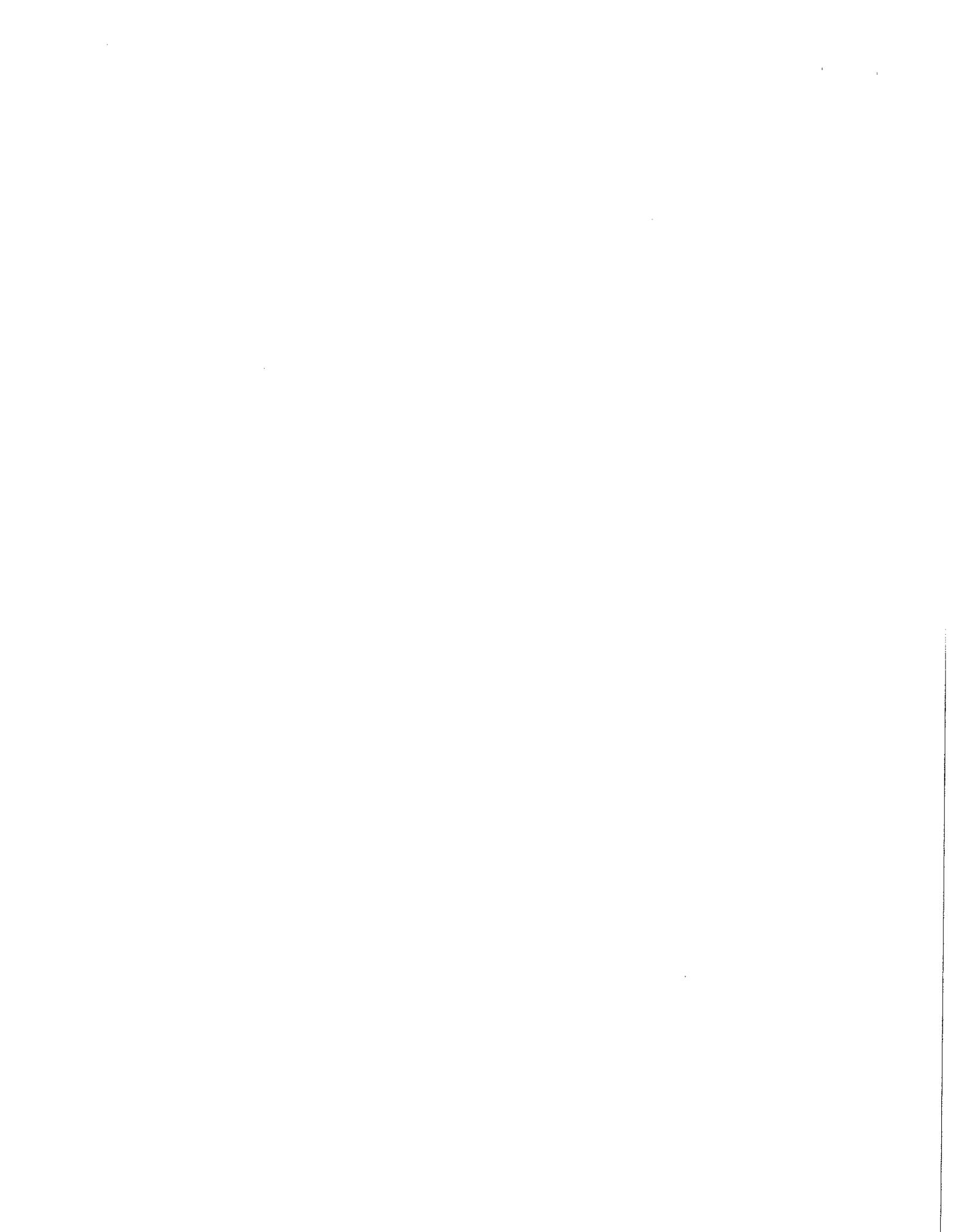
(September, 1984)



COMPARATIVE BUDGET FIGURES

	1981-1982 (ACTUAL)	1982-1983 (ACTUAL)	1983-1984 (ACTUAL)	1984-1985 (PROJECTED)	1985-1986 (PROJECTED)
<u>INCOME</u>					
<u>PARKING ARCADE</u>					
Cash	-0-	22,118.30	32,542.55	10,600.00	10,600.00
Validations	-0-	3,882.66	6,874.75	-0-	-0-
Other(leases,etc.)	55,340.00	73,620.00	83,910.00	78,200.00	86,500.00
<u>Subtotal:</u>	<u>55,340.00</u>	<u>99,620.96</u>	<u>123,327.30</u>	<u>88,800.00</u>	<u>97,100.00</u>
<u>COLUMBUS PLAZA</u>					
Cash	-0-	20,113.50	35,324.32	15,200.00	15,200.00
Validations	-0-	3,882.66	6,874.75	-0-	-0-
Temporary Validations	-0-	14,594.85	-0-	-0-	-0-
<u>Subtotal:</u>	<u>-0-</u>	<u>38,591.01</u>	<u>42,199.07</u>	<u>15,200.00</u>	<u>15,200.00</u>
<u>PARKING METERS</u>					
	60,355.72	61,292.56	62,733.14	61,500.00	80,000.00
<u>Subtotal:</u>	<u>60,355.72</u>	<u>61,292.56</u>	<u>62,733.14</u>	<u>61,500.00</u>	<u>80,000.00</u>
<u>ALL OTHER SOURCES</u>					
	83,383.02	72,684.50	58,676.50	74,000.00	129,400.00
<u>Subtotal:</u>	<u>83,383.02</u>	<u>72,684.50</u>	<u>58,676.50</u>	<u>74,000.00</u>	<u>129,400.00</u>
<u>GRAND TOTAL INCOME</u>	<u>199,078.74</u>	<u>272,189.03</u>	<u>286,936.01</u>	<u>239,500.00</u>	<u>321,700.00</u>
<u>EXPENDITURES</u>					
<u>PARKING ARCADE</u>					
Salaries	19,726.96	24,640.68	28,498.76	28,463.00	29,886.00
Overtime	-0-	6,511.67	4,027.83	-0-	975.00
Administration	19,244.01	16,018.64	21,772.24	21,580.00	22,000.00
<u>Subtotal:</u>	<u>39,006.97</u>	<u>47,170.99</u>	<u>54,298.83</u>	<u>50,043.00</u>	<u>52,861.00</u>
<u>PARKING ARCADE (includes Columbus Plaza)</u>					
Salaries	70,579.07	93,273.00	103,652.00	116,357.00	122,175.00
Overtime	-0-	2,993.00	7,867.00	1,000.00	10,145.00
Administration	9,636.52	15,407.00	12,292.00	14,100.00	15,000.00
Public Works Reimb.	8,674.14	7,804.00	12,258.00	31,800.00	20,000.00
All Other Expenses	46,324.16	47,780.00	47,507.00	32,711.00	33,300.00
<u>Subtotal:</u>	<u>135,213.89</u>	<u>167,257.00</u>	<u>186,577.00</u>	<u>195,368.00</u>	<u>200,320.00</u>
<u>BOND OBLIGATIONS</u>					
Arcade	44,340.00	43,100.00	41,860.00	40,620.00	-0-
Arcade Renovation	-0-	103,410.00	97,960.00	92,510.00	97,360.00
Parking District	23,099.00	38,011.00	36,392.00	34,352.00	63,233.00
<u>Subtotal:</u>	<u>67,439.00</u>	<u>184,521.00</u>	<u>176,212.00</u>	<u>167,382.00</u>	<u>160,293.00</u>
<u>GRAND TOTAL EXPENDITURES</u>	<u>241,659.36</u>	<u>398,349.00</u>	<u>417,088.00</u>	<u>413,393.00</u>	<u>463,474.00</u>
<u>NET DEFICIT FROM ALL PARKING RELATED OPERATIONS</u>	<u>42,581.00</u>	<u>126,160.00</u>	<u>130,152.00</u>	<u>174,493.00</u>	<u>81,774.00</u>

September, 1984



FINAL

A P A R K I N G P R O G R A M

FOR

THE DOWNTOWN BUSINESS DISTRICT
MIDDLETOWN, CONNECTICUT

This report was prepared for the Municipal Development Committee by the City Plan staff with the assistance of the following staffs: Redevelopment Authority, Parking Authority, and Public Works.

December, 1971

CITY OF MIDDLETOWN, CONNECTICUT

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Sebastian W. Gallitto
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Chapter I

BACKGROUND FOR SPECIAL PARKING DISTRICT

A. Introduction

The availability of parking spaces in the central business district is essential to the attractiveness of the downtown area to both shoppers and business. Parking enhances the downtown economic base, placing the downtown in a more competitive position with other local shopping centers; such as on Washington Street and South Main Street, and neighboring communities, including Hartford and Meriden, in terms of shopper attraction and new capital investment. Convenient, efficient parking, therefore, is a necessary ingredient for the livelihood for downtown Middletown.

B. Problem

The problem of downtown parking was first stated in 1953 with the following: "If the City recognizes the importance of automobile transportation and provides sufficient parking facilities, retail and business activity will continue to prosper in the central business district. If, on the other hand, the City fails to meet the problems of providing adequate off-street parking facilities, it is our belief that business activity will decline steadily as highway facilities are improved and it becomes progressively easier for shoppers to go to other areas." 1

Nineteen years ago the City of Middletown was faced with a critical situation, that of providing sufficient off-street parking to preserve the downtown commercial district.

Today the downtown area - still the heartbeat of the city - continues to face the same problem. This time, however, the task is more complicated. Since 1953, Routes 9 and 91 have been constructed, six public parking areas created, and the City has witnessed the emergence of major shopping centers on Washington and South Main Streets.

1. Parking Survey and Program, by Ramp Buildings Corporation, June 1953.

The problem as stated in 1971 requires that the provision of parking in the downtown area be sufficiently attractive so as not to lose additional business to major shopping areas which have developed in the Greater Hartford area, including the Meriden Mall, Downtown Hartford, and Naugatuck Valley, in addition to future shopping plazas, such as in Cromwell. Further, other investments must be protected which provide needed employment in the central business district.

C. Solution

Despite threatened declines in retail sales, a parking deficiency is evident in certain portions of the downtown. Therefore, this plan proposes to bridge that deficiency through the provision of at least 900 appropriately located off-street parking spaces. The financing of this program is proposed as a joint businessman-city venture, whereby downtown commercial and industrial uses would, through an assessment, pay half the cost of such a program while the balance would be expended from the City's General Fund. The third feature of this program would be the provision of free parking spaces in certain locations of the downtown for long-term parkers.

D. History of Public Parking in Middletown

The impetus for providing public off-street parking in Middletown began in 1953 with two simultaneous actions resulting from a cooperative effort between the merchants, through the Chamber of Commerce, and the City of Middletown. Through local urging, Special Act #158, entitled "An Act Concerning the Middletown Parking Authority," was placed before the 1953 Session of the Connecticut General Assembly. That act was approved on May 7, 1953, and its language remains almost intact in its adoption as Chapter 9 of the Middletown City Code as approved by referendum on November 5, 1968.

Ramp Corporation Study

While the General Assembly was considering the establishment of the Parking Authority, the merchants through the Chamber of Commerce, advanced funds for the hiring of a consultant to prepare a parking survey and plan for the yet unapproved Parking Authority.

In June, 1953, a report was published by Ramp Buildings Corporation of New York City providing the framework for the initial actions of the Parking Authority. The report contained exhaustive surveys which analyzed the parking needs in the downtown area on a block basis. It was determined that the parking deficit approximated 2,000 spaces in the central business district. Figure 1 on the following page indicates those unmet parking needs. As shown, Block 4, bounded by Main, Court, Broad, and Washington Streets, was the highest priority area, while Blocks 5 and 12 were similar in their unsatisfied parking needs.

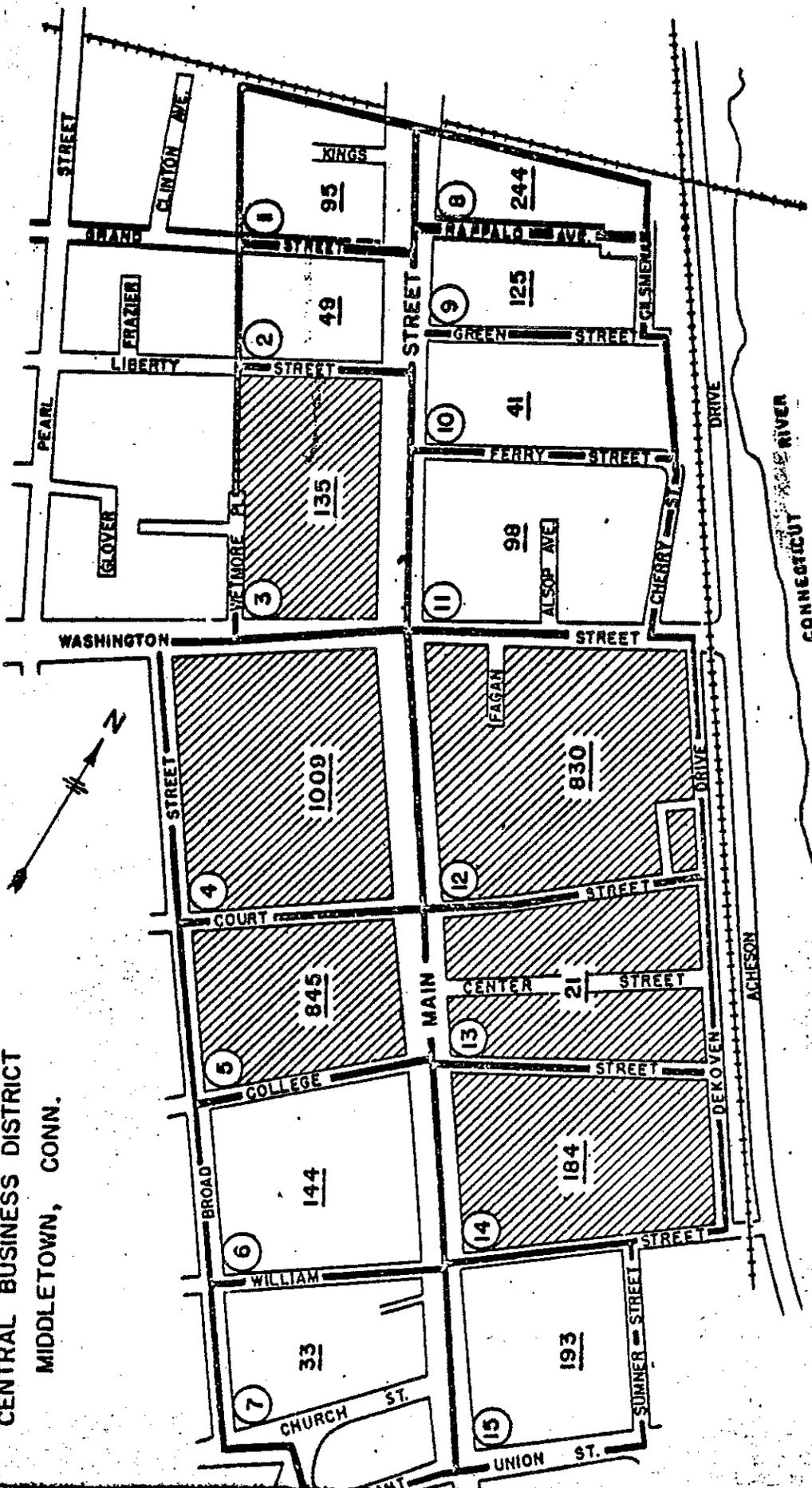
The program recommended by Ramp was a three-stage process and is graphically represented by Figure 2. Following is a list of the proposed lots and their current status:

Location "A" - proposed at the corner of Broad and Washington Streets for 175 spaces. This parking lot was chosen by Ramp as the highest priority since it was located in the block which exhibited the greatest parking demands. Appropriately, this was the first lot to be developed by the Parking Authority, in much the same form as recommended. In August, 1954, land for Lot "A" was purchased. This facility contains 120 spaces metered as follows: 73 with three-hour limit; 47 with 10-hour limit.

Location "B" - proposed between College and Court Street behind the old police station for 203 vehicles. The original plan called for the razing of structures facing College Street and the integration of a parking facility around the old police station, with access to both Court and Broad Streets. In July 1962, land was purchased for Parking Lot "D" with frontage along Broad Street only. This facility contains 83 spaces - all metered for a 10-hour limit.

Location "C" - proposed between Court and Washington Streets for 400 vehicles. At the time this facility was first proposed, neither the new Municipal Building nor the Court House was in the planning stage. This project did not become a reality until the late 1950's when plans for these two structures were crystalized and Columbus Plaza created. The resultant public parking facilities (Lot "C") has 69 spaces metered as follows:

CENTRAL BUSINESS DISTRICT
MIDDLETOWN, CONN.



LEGEND

- ② BLOCK NUMBER
- ▨ DEMAND 3024 CARS
- ▨ EXCESS-SUPPLY OVER DEMAND 1022 CARS
- ▨ (Thick border) DEMAND 3024 CARS

SCALE: 1" = 400'

FIGURE 1

UNSATISFIED PARKING

DEMAND - 1953

RAMP BUILDINGS CORPORATION
NEW YORK, N.Y.

9 with ½-hour limit; 22 with 10-hour limit; and 38 with 3-hour limit.

Location "D" - proposed at the intersection of Washington Street and Wetmore Place for 130 spaces. A commercial structure was erected at 120 Washington Street in 1959 on lands proposed for parking. The proposal also contemplated utilization of the property now occupied by the Wetmore House at 110 Washington Street, a local historic building. The plan further showed long-range expansion to the north along Wetmore Place in an area now occupied by four two-family structures. In lieu of a parking lot at the suggested location, Lot "B" on Main Street was established through the purchase of land, in April 1956, formerly occupied by a service station. This facility has 32 spaces - all metered for a 3-hour limit.

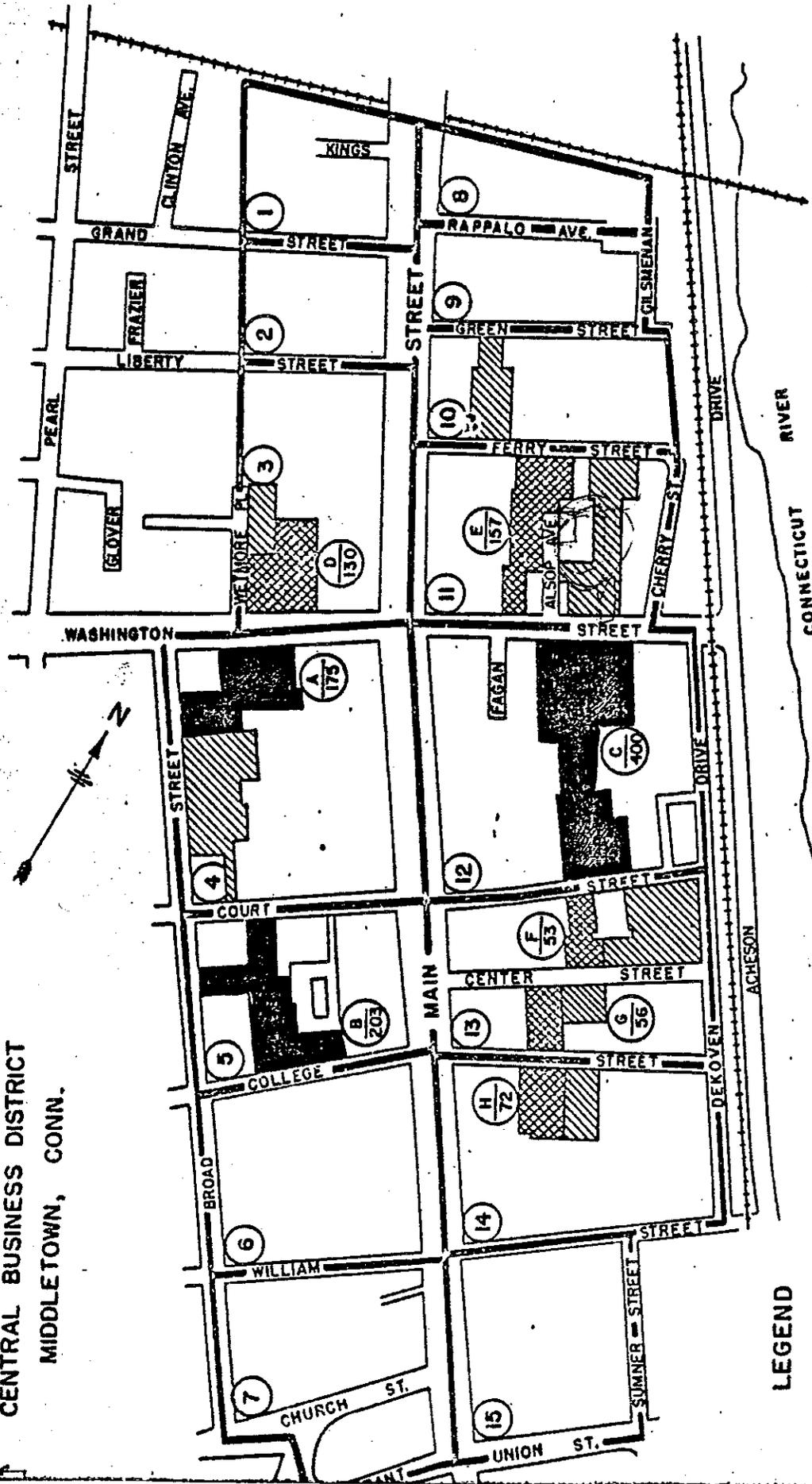
Location "E" - proposed between Washington and Ferry Streets along the westerly side of Alsop Avenue for 157 spaces. The plan also shows a long-range expansion area to the east of Alsop Avenue. Neither site has been developed and to date there is no public parking within this block.

Locations "F" and "G" - proposed between College and Court Streets, east of Main Street for 53 spaces and 56 spaces respectively. This facility was proposed at a time when Center Street existed and the area was filled with high-density sub-standard housing. Since then, the Center Street project has been executed providing in addition to Sears, Liggetts, and other commercial facilities, the 600 space Parking Arcade.

Location "H" - proposed on the southerly side of College Street to the east of Main Street for 72 spaces. This facility was never developed and is currently located within the Metro-South urban renewal project area.

In addition to the parking lots mentioned above, the Parking Authority has created a 55-meter facility on the northwest corner of Grand and Main Streets. The land for this facility was purchased in April 1970 and opened officially in April 1971. Thirteen meters have a 3-hour limit, while 42 meters are for

CENTRAL BUSINESS DISTRICT
MIDDLETOWN, CONN.



SCALE 1" = 400'

RAMP BUILDINGS CORPORATION
NEW YORK, N.Y.

FIGURE 2
RECOMMENDED PROGRAM
OF PARKING LOT DEVELOPMENT

LEGEND

IMMEDIATE PROGRAM
TOTAL - 778 SPACES

SECONDARY PROGRAM
TOTAL - 468 SPACES

LONG RANGE PROGRAM

LOT DESIGNATION
LOT CAPACITY (IMMEDIATE AND
SECONDARY ONLY)



10 hours. It should be pointed out that no deficiency was reported by the Ramp Corporation in this particular block.

In November, 1956, the Parking Authority and the YMCA entered upon a lease agreement whereby parking meters were established in the YMCA parking lot. The terms of the agreement provided for a sharing of revenues in this 28-space facility. That agreement was terminated as of early October 1971, due to continued vandalism and the pending groundbreaking for the "Y" building expansion program.

McGrath Report

In January of 1958, William R. McGrath, presented to the Chamber of Commerce the findings of his study concerning the Middletown parking program. Those recommendations were as follows:

1. ". . .the Chamber of Commerce should organize a group of participating merchants, preferably all retailers in the central area, to pay shoppers' parking fees. These merchants would issue tokens to their customers with every purchase of \$2.00 or more. These tokens would buy one hour of free parking each, simply by insertion in the parking meters in the Authority's off-street facilities." It was proposed that the Chamber of Commerce act as the distribution point for such tokens. (While no token system exists today, several stores participate in validating tickets for parkers at the Arcade, including Sears, Fashion Post, Cranston's Wrubels, and Kabels.)
2. In citing statistics developed by the Ramp Corporation (nearly 85% of the curb parkers are for one hour or less) the McGrath Study recommended the establishment of specific non-competitive areas for the long-term user.
3. The report recommended the abolition of angle parking on Main Street. This problem was first cited in the Ramp study when it said, "It is an established fact that curb parking is legally permissible only so long as the requirements of moving traffic do not dictate that the street space be used for the latter purpose. However, as traffic volume

increases, it is probable that large numbers of curb parking spaces along many of the streets in the Middletown center district must necessarily be eliminated in order to accommodate the increased traffic flow." In 1965 a report entitled, "A Traffic Study for Traffic Control System for Middletown, Connecticut," by James P. Purcell Associates, again recommended the abolition of all angle parking along Main Street. Another source² refers to angle parking as the "worst curb parking of all. . .while this outdated practice is steadily decreasing, it can still be found in small cities. . .except on a short dead end local street angle parking should never be permitted." The same source further expressed "any improvements to the signalization systems, lines, signs, or pavement markings, steps to enhance traffic movement, will be completely negated by failure to remove angle parking."

The State of Connecticut has consistently urged the City of Middletown to eliminate angle parking from Main Street, particularly on that portion which is Route 66, between Washington Street and St. John's Square. In late September, 1971, the State paved that segment of Main Street. Since new lines had to be painted on the resurfaced roadway the Police Department briefly considered the realignment of parking stalls. It was unfortunate that this was not considered prior to the repaving by either state or local personnel.

4. The McGrath Report suggested the following organizational and regulatory changes: a. the hiring of an executive director. (This recommendation has been carried out and the recommended consolidation of office space has been resolved through the location of the Parking Authority office on the second floor of the Police Station at 66 Church Street.); b. the hiring of meter maids for enforcement purposes. It was recommended that the Parking Authority place two female enforcement officers in charge of metered enforcement, to release men used for that purpose to other duties. (Currently - 1971 - the Parking Authority reimburses the Police Department for services of one meter maid, two full-time meter patrolmen and two part-time meter patrolmen who work primarily on weekends; c. The McGrath report recommended several budgetary changes based on figures for the 1957-1958 fiscal year. (The approved budget for the fiscal year beginning July 1, 1971, is below.)
2. Getting the Most from City Streets, page 17.

BUDGET OF PARKING AUTHORITY - 1971-1972

1	Personal Services	\$ 38,130	
1A	Extra Help	2,500	
2	Pension Fund		\$ 7,910
2A	Social Security		500
3	Health (CMS, B.C. MM)		1,503
4	Aetna Group Life Ins.		565
5	Sick Leave and Vacation		750
6	Police Dept. Reimbursement		36,672
7	Expenses - Dept. of Finance		1,000
8	Office Supplies		300
9	Printing		600
10	Tickets		660
11	Postage		1,300
12	Travel		250
13	Telephone		400
14	Electric Power		2,000
15	Sweeping-Snow Plow Removal		3,200
16	Painting Signs and Stalls		2,200
17	Insurance		6,200
18	Advertising		200
19	Motor Vehicle Registrations		500
20	Miscellaneous		300
21	Automotive Operation		725
22	Uniforms		300
23	Rent		700
24	Auditing		600
25	Replacement to Maintenance Fund		3,500
26	Annual Payment to Depository		150
27	Transfer Int. Fund Series "A" Bonds		6,700
28	Payment Series "A" Bonds		18,000

TOTAL \$ 40,630 \$97,685

SUMMARY

Receipts:	\$ 138,315	
Appropriations:		
Personal Services		\$40,630
Other Expenses		97,685
		<hr/>
TOTAL	\$ 138,315	\$138,315

In addition to the above budget, several items relating to the operation of the Parking Arcade are listed under the General Fund. Expenditures for the 1971-1972 fiscal year are as follows: payment of principle on 1964 Redevelopment bond - \$45,000; payment of interest on 1964 Redevelopment bond - \$17,282; personal services for Arcade employees - \$25,000; and, other expenses for Arcade - \$13,000. The estimated receipts for the Parking Arcade are \$62,000.

5. In addition to commenting on the status of sites as recommended by Ramp Study, McGrath observed "that a parking area has been provided east of Acheson Drive on the waterfront with pedestrian underpass connection to the Court Place area. It was also observed that this area derives little or no parking use at this time. . . . It is recommended that all employees of the new city hall and county building be assigned free parking space in this facility. In keeping with this assignment, the Public Works Department of the City and County should improve the lot to an acceptable degree." (Currently city employees utilize the Parking Arcade and the river front area is principally used by boaters. As such it is still underused. Until mid-summer 1971, the presence of the pleasure vessel "Dolly Madison" at the foot of College Street established a more intensive use of that parking area. However, due to vandalism, the boat has established new docking quarters in Essex.

On September 30, 1959, the City conveyed an easement to the State of Connecticut (Vol 302, page 337) encompassing approximately 21,600 sq. ft. of open land along the waterfront. With that easement, the State was given the right to "maintain, manage and regulate." Thus much of what might be considered potential parking has been removed from City control.)

Community Renewal Program (CRP)

Raymond and May Associates presented a series of reports to the Middletown Redevelopment Agency during 1964. In a study entitled "Report on High Priority Study Area," dated May 25, 1964, which addressed itself to a detailed analysis and recommendations of a significant portion of the downtown, south of Washington Street, including residential and Wesleyan properties south of Church Street and west to Knowles Avenue, a number of comments were made pertaining to the availability and the necessity of parking in the business district. From a section of that report (pages 94 and 95) reflecting upon citizen opinions concerning the needs of the downtown area comes the following:

Parking is the problem -- and the objective -- nearly everyone mentions first. Among the suggestions made by local citizens regarding parking were these:

Parking should be available in back of businesses on both sides of Main Street.

There should be more parking lots downtown, double-decked, if necessary.

There should be special parking areas for downtown employees.

Whatever form proposals for additional parking eventually take, its provision in an adequate amount clearly is a primary renewal objective. Because very large parking lots tend to detract from the attractiveness of a downtown area, it is desirable that they be designed and installed with care. At-grade lots should be buffered from surrounding development by means of hedges, or well designed walls. Trees and other landscaping can do much to relieve the monotony of unrelieved pavement. Lighting should be installed with regard for its appearance as well as its efficiency. Where land area is at a premium, it may be desirable or necessary to put parking in structures. This would also tend to reduce the walking distance from parking spaces to destination. The appearance of a parking structure should receive as much attention as that of a new store or office building. City policy in this matter makes the difference between an eyesore and a visual asset.

Closely related to providing parking, is the matter of off-street loading behind stores. To that, the CRP had the following comments on page 96:

Preliminary studies for the revised General Plan recognizes this problem and proposes a new inner loop collector and access road to serve the downtown area. This road can be designed to provide quick access into new parking areas without further congesting Main Street. Effectuation of this and other proposals for improving traffic access to the central business district is another important downtown renewal goal.

The need for off-street loading could be met by combining

new loading facilities with new parking lots behind stores. The actual applicability of this concept depends on the solution possible for each individual situation, but in concept it is a sound objective.

In conducting a marketability study for land within the high priority area the consultants found the need for parking to be as follows (p. 104):

The need for additional downtown parking facilities provides another built-in market for land in the first priority study area. The marketability report indicates that existing central business district retail uses occupy about 400,000 square feet, excluding auto, gasoline and lumber retail uses, which would ordinarily not require a significant amount of customer parking. There is an additional 300,000 square feet of other commercial and service uses. To serve these uses, there are now approximately 1400 public and private parking spaces. For a downtown area in a city such as Middletown, a reasonably desirable parking ratio would be about 5 cars per 1,000 square feet of retail floor space and about 3 cars per 1,000 square feet for the auxiliary uses.

At this standard, Middletown should have about 2,990 spaces. Its present inventory, then, would represent a deficiency of about 1,590 spaces. It may not be possible to meet this standard, but a reasonable target would be a minimum of 900 to 1,200 additional spaces in the CBD.

In the final report of the Community Renewal Program to the Re-development Agency, Raymond and May made the following comments relative to parking use areas (Page A7-3):

Parking land use controls should be established to achieve the following objectives:

- a. Parking spaces should be well located with respect to the uses they are intended to serve. The amount of parking available is often less important than its location. Where economically feasible, underground and/or decked parking would make a larger number of spaces available close to the uses being served.

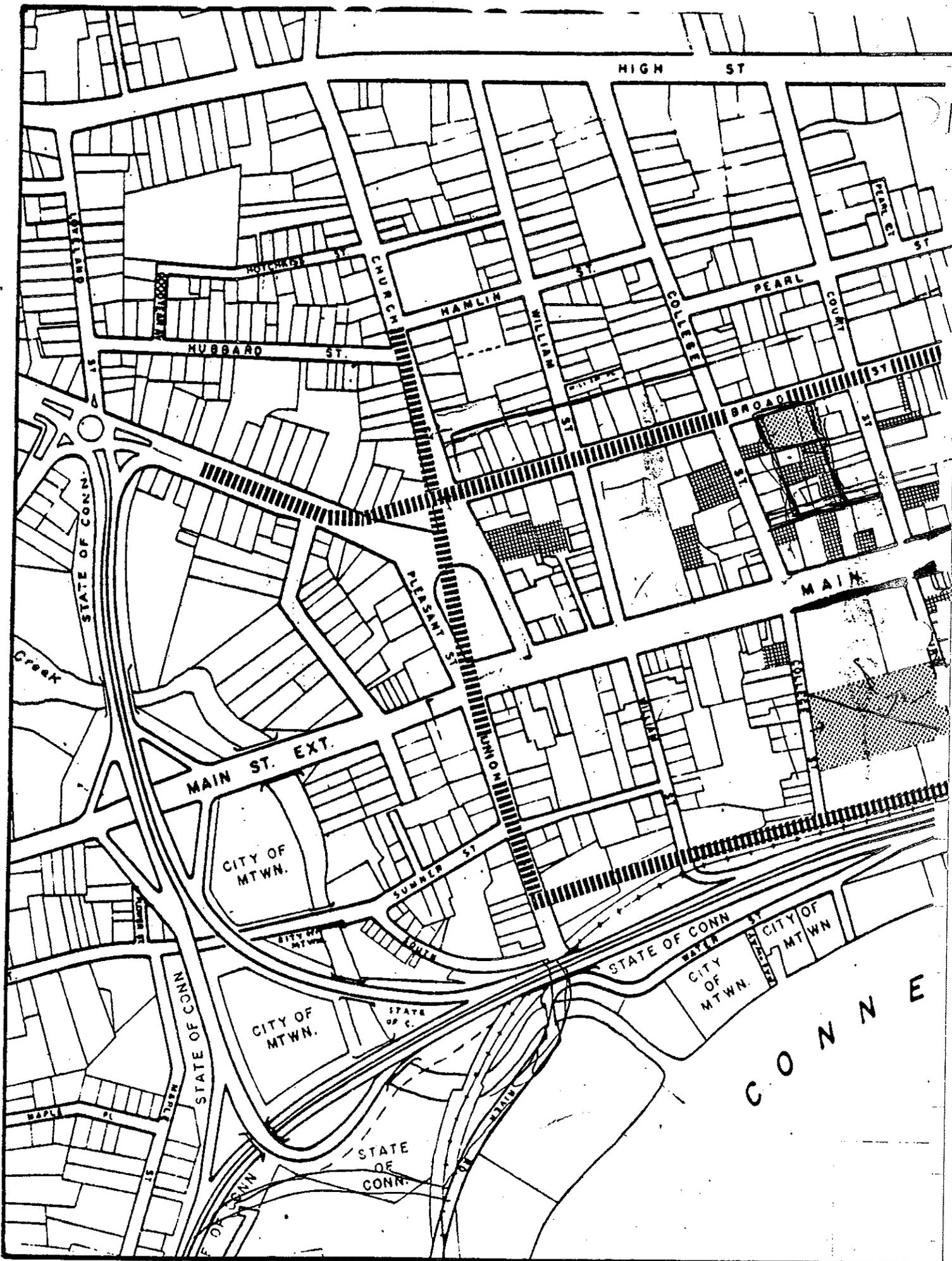
- b. Commercial areas made up of a number of small or moderate size establishments are ordinarily better served by common parking areas rather than individual lots. In such situations it may be advantageous for the municipality to undertake development of the parking facility.
- c. Parking areas should be designed to avoid the visual impression of a "sea of cars," or when not being used, of barren, unrelieved, asphalt. Shrubbery, trees, variations in grades and other design techniques should be utilized to minimize the negative esthetic effect of these areas.
- d. Parking lot entrances and exits should be carefully integrated with proposed overall traffic flow.

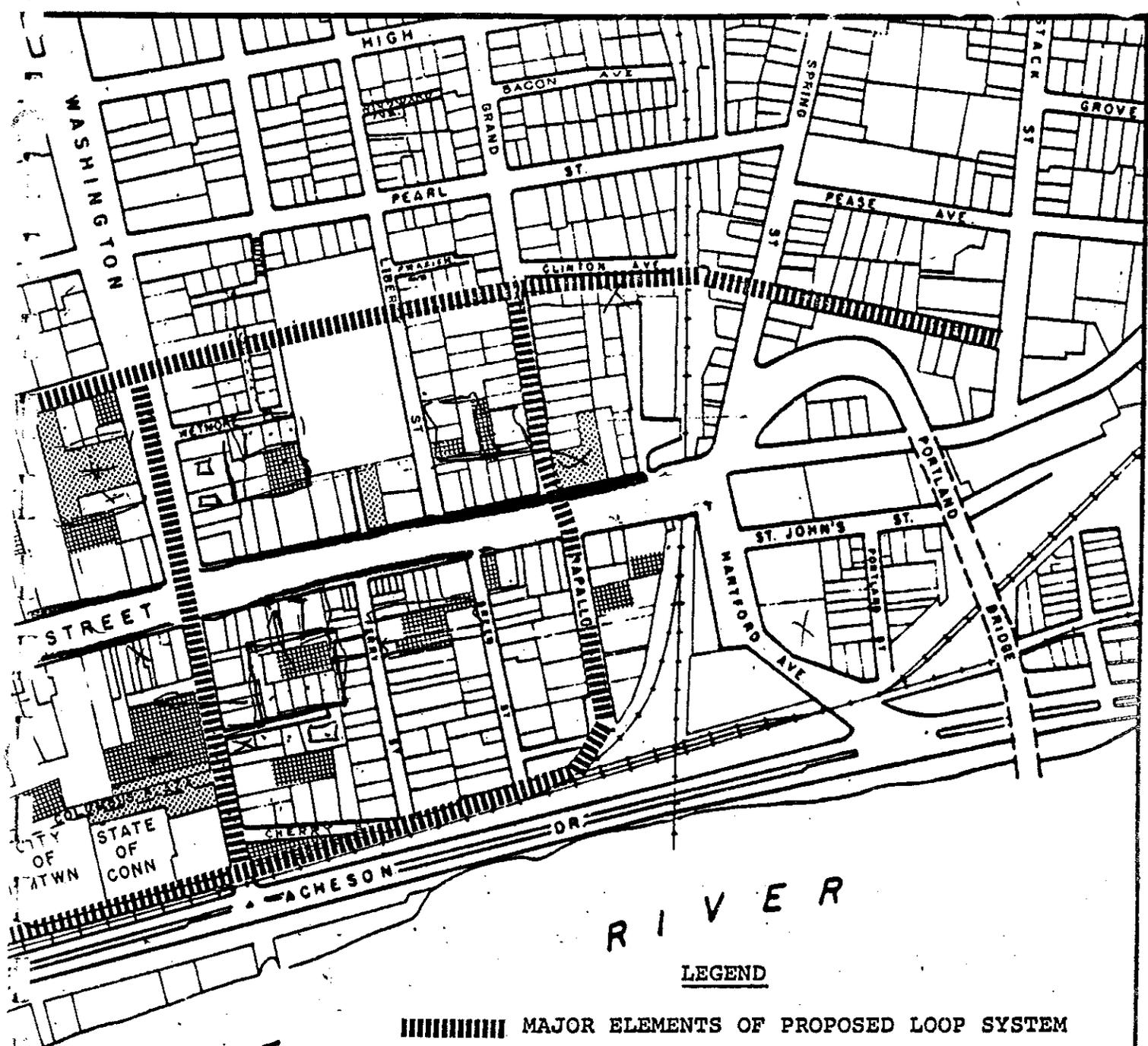
Purcell Study

In February 1969, the James P. Purcell Associates under contract by the Police Department, presented a report entitled "A Traffic Study and Traffic Control System for Middletown, Connecticut."

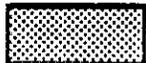
The scope of this project involved conducting detailed traffic surveys in the downtown area including volume analyses, turning movement analyses, and studying accident reports. The recommendations include intersection improvements, signalization improvements and perhaps most importantly, alternatives for improvement of the traffic flow and reduction of accidents along Main Street itself. The study in analyzing the performance of 60 degree angle parking states: "The majority of curb parking is of short duration, resulting in a high turnover and a large number of parking manueurs. Together with stopped vehicles waiting for parking spaces, these 'hinderances' almost continually block one lane of traffic. Despite the very wide Main Street, only the lane bordering the center line of the street has free movement. This lane is, in turn, restricted at the intersections by left turning vehicles.

"An investigation of accident records, covering the past two years, near the Washington Street area of Main, shows that over 35 percent of all accidents were caused by parking manueurs or vehicles stopped for a parking space."





LEGEND

- 
 MAJOR ELEMENTS OF PROPOSED LOOP SYSTEM
- 
 EXISTING PRIVATE PARKING AREAS
- 
 EXISTING PUBLIC PARKING AREAS

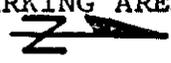
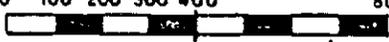


Figure 3
Existing Parking and Proposed Loop System

CITY PLAN AND ZONING COMMISSION

0 100 200 300 400 500 600



SCALE

In order to ease the congestion, the Purcell Study recommended as its first alternative for Main Street, the conversion of all angular parking to parallel parking from Union Street to St. John's Square and the creation of left turning lanes at each major intersection. To date minor modifications have been made along Main Street, including the rounding of critical corners as recommended in the Purcell report and the installation of a completely new traffic signalization system. However, the 60 degree angular parking continues to remain the principle problem along that thoroughfare.

Plan of Development

In mid-1965 the City's Planning Commission adopted a Plan of Development as prepared by Technical Planning Associates. That plan stated: "Main Street should be the retail and commercial focus and as such it should be primarily an 'access street' and 'parking lot' to serve the businesses along it. Fortunately, it is very wide and can handle a considerable amount of parking if it does not have to accommodate an appreciable through traffic."

In suggesting the primary function of Main Street be devoted to parking, the plan recommended the establishment of a ring road to better circulate traffic around the business district and to feed off-street parking facilities along the periphery of the retail center. That proposal envisioned the widening of Pearl Street to serve as the western extremity of the ring road and the widening and extension of DeKoven Drive on the east. Due to the cost factors, the plan suggested that "much of it may be done as parts of one or more urban renewal projects."

Recent Studies

Most of the problems as outlined in the previously cited reports still plague the downtown area. In late 1969 and early 1970, city officials set out to analyze and prepare recommendations for the most pressing problems in the central business district. The Mayor formulated a Parking and Circulation Committee composed of members of the Common Council, business community, Planning Commission, Parking Authority, Redevelopment Authority, CDAP and appropriate staff personnel.

Out of a series of meetings in early 1970, came an evaluation

of the downtown parking situation. Problems of vehicular circulation were also dealt with, the result being revised plans for the downtown "loop" roadway and suggested major improvements to Washington Street. While the detailed questions of acquisition costs and engineering design were not dealt with, a conceptual arrangement was agreed upon at all levels of discussion and tentative multi-phasic means of implementation were presented which included several urban renewal projects, street widening programs for the city and alternate state and or federal programs for funding. The proposed system is shown in Figure 3.

The major obstacle seen in developing a "loop" system is the Mortimer Cemetery, located between Washington and Liberty Streets and directly in the path of Broad Street, if extended northerly. It is apparent that cemeteries will, in the future, have to be dealt with in a more practical manner. Past practices indicate a great reluctance toward involvement with cemeteries and their allied legal problems. It has been pointed out that other states, including New York, view urban cemeteries with less dignity. Perhaps future legislation at the State level may relieve local frustrations caused by cemeteries. Until new means are provided, Mortimer Cemetery will continue to be a stumbling block in the path of the "loop" road. Alternatives have been discussed, including a westerly bypass of the cemetery (a road cutting diagonally across properties multiplies the necessary property acquisitions and severances) and ramping over the cemetery (air rights and additional construction costs seen as major problems).

For purposes of studying downtown parking availability, the CBD was generally defined as that area encompassed by Union, Pleasant, and Church Streets on the south, Broad Street (extended) on the west, the Penn Central depressed trackage on the north and Acheson Drive on the east. A visual survey conducted in 1970 of the CBD showed a total availability of 2,620 off-street and metered on-street parking spaces. (Non-metered on-street spaces were not counted.) Of that total, public off-street spaces numbered 932 and are distributed as follows:

Parking Lot "A" - 120 spaces; Parking Lot "B" - 32 spaces;
Parking Lot "C" - 69 spaces; Parking Lot "D" - 83 spaces;
~~YMCA lot - 28 spaces~~; Parking Arcade - 600 spaces.

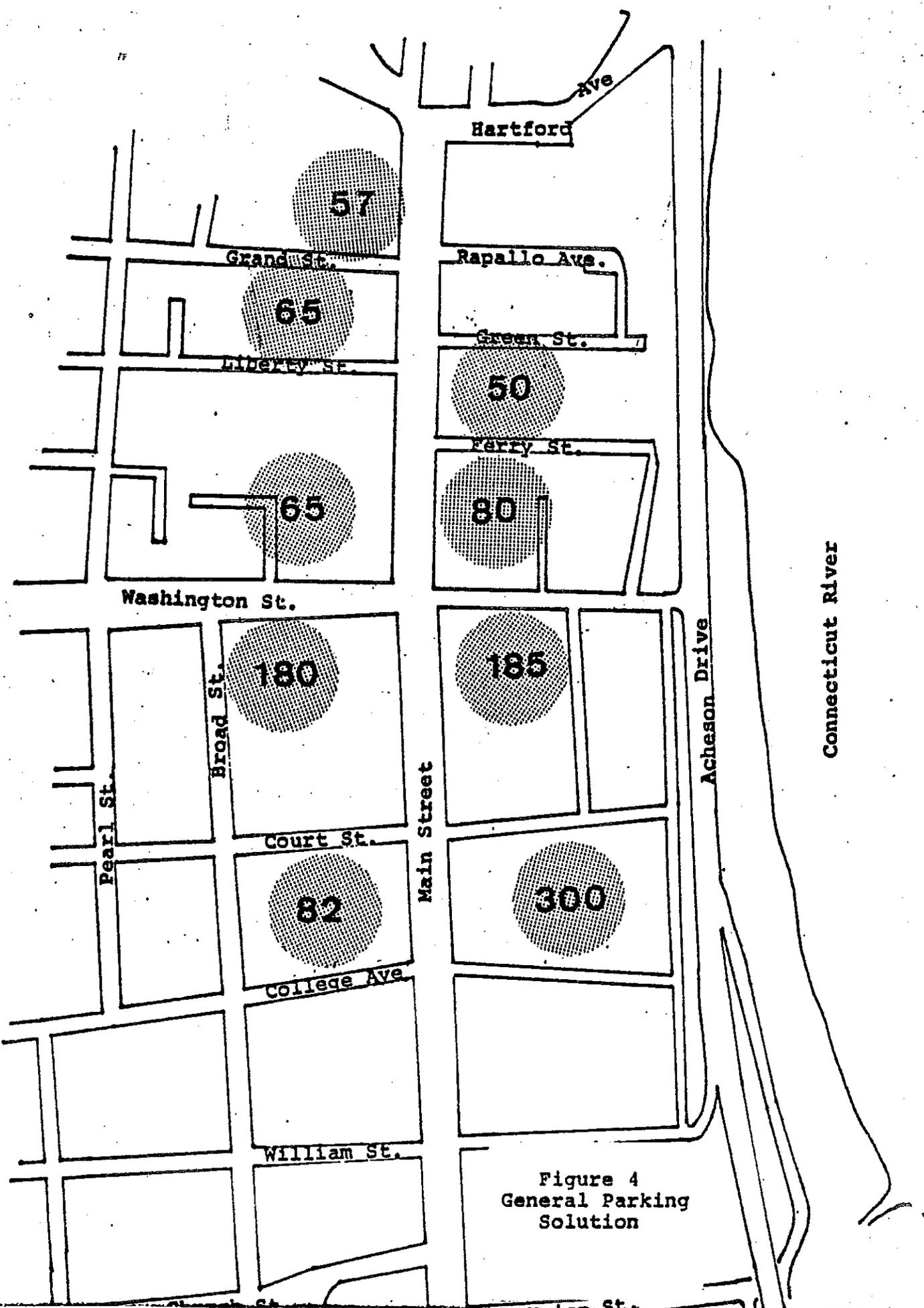


Figure 4
General Parking
Solution

In order to relate the number of existing CBD parking spaces to theoretical need, figures developed nationally by Wilbur Smith Associates were used.³ Based on an urban area of approximately 40,000 persons, the factor of 160 downtown spaces was used for each 1,000 registered motor vehicles. Since there were approximately 22,000 registered motor vehicles in the Middletown urban area in 1970, a theoretical need of 3,520 CBD parking spaces was determined. Thus, the deficit is approximately 900 parking spaces in the downtown.

Based upon the needs for additional parking in the central business district, the CDAP staff, together with the Planning Commission staff, prepared preliminary plans and alternatives for sufficient off-street parking facilities. At the same time special interest groups working with the Redevelopment Authority and Chamber of Commerce expressed specific parking needs. The result was a parking solution shown in Figure 4 which depicts the relative location of needed parking and the projected size of these off-street facilities. In addition, data were prepared for Main Street which indicated the net loss of conversion from metered 60 degree angle parking to parallel parking (Figure 5).

In order to gain some insight on the salability of the off-street parking program, the Chamber of Commerce, with CDAP staff assistance, undertook a business attitude survey. This survey conducted by members of the Chamber of Commerce and staff reached a broad spectrum of merchants and businessmen in the central business district and sounded their feelings regarding the need and willingness to pay for additional downtown parking. The results of that survey can be found in the CDAP Report entitled "Transportation and Circulation," Report 13, pages 53-69, dated June 1971.

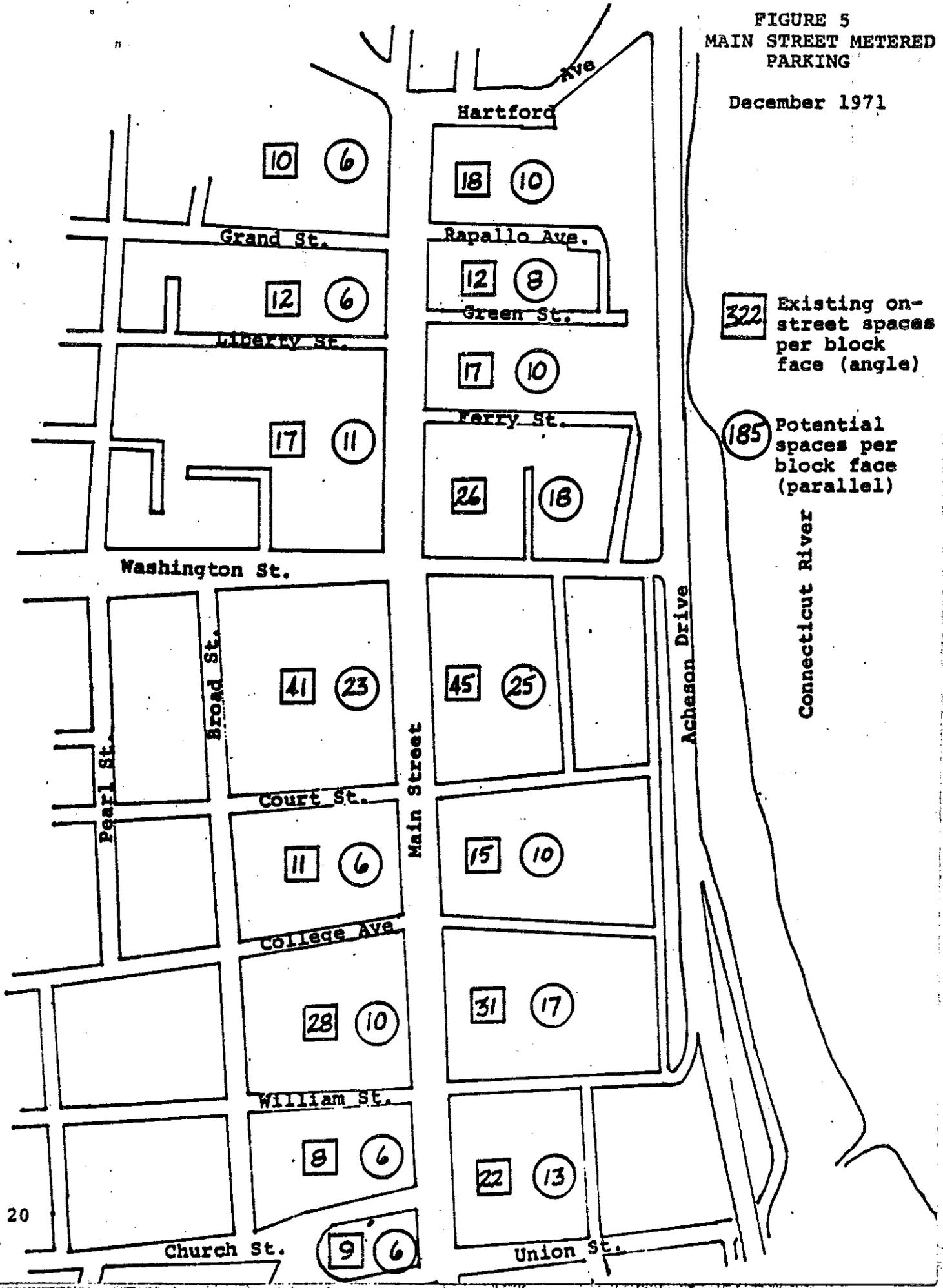
The Municipal Development Committee of the Common Council and the Chamber of Commerce continued to pursue the matter. With the aid of local legislators, Special Act #82 was passed by the 1971 Session of the Connecticut General Assembly and subsequently by the Governor, thereby authorizing the creation of a special taxing district.

A final factor in considering the future of the downtown area is

3. Parking in the Center of City; Wilbur Smith, 1965.

FIGURE 5
MAIN STREET METERED
PARKING

December 1971



322 Existing on-street spaces per block face (angle)

185 Potential spaces per block face (parallel)

Connecticut River

the study being conducted on Routes 66 and 9, Berger-Lehman Associates were retained by the State Department of Transportation in late 1970 to prepare corridor studies for these two routes. While the location of a Route 66 corridor is still very much subject to debate (Oct. 1971) the consultants have prepared some traffic volume projections for major segments of Route 66 as it passes through the Middletown area. These figures show that the average daily traffic (ADT) on Main Street between Washington Street and St. John's Square was 17,500 vehicles in 1970. By assuming that no major improvements to Route 66 are made east of Meriden, the 1990 ADT on that same segment was projected to a minimum of 31,000 vehicles.

Preliminary plans were presented in September 1971 showing new interchanges on Route 9 with the downtown area. These plans were reviewed with local staff personnel and altered (subject to Department of Transportation approval) to blend with the proposed "loop" system around the CBD and thus deemphasize the use of Main Street as a major traffic carrier.

Chapter II

BROAD AND COLLEGE AREA

A. Introduction

As stated in the CDAP Action Program T&C 3-3, the purpose of this chapter is to "consider adequacy of constructing a 300-car minimum decked facility in the vicinity of Broad and College Streets.

B. Existing Conditions

1. External Forces

The Middlesex Mutual Assurance Company, with its main office located at 200 Court Street, is desirous of securing land for expansion. The company also owns the building located on the southeast corner of Broad and Court Streets, formerly occupied by The Hartford Electric Light Company. The Middlesex Mutual Assurance Company has expressed an interest in securing land now used by the Middletown Parking Authority along the east side of Broad Street, namely Parking Lot "D", which has a capacity of 83 vehicles. With this land the company would remain centrally located in the downtown and would be adding considerably to both the tax base and labor force.

The boundary of the Metro-South Urban Renewal Project is along the southern edge of the subject block. The Middlesex Theater Building, now owned by the State of Connecticut, lies within the renewal area and has its entrance on College Street. Among the proposals for that structure were those presented by the Hill Development Corporation suggesting that the theater be used in conjunction with a downtown motor inn. Hill further proposed that supporting parking for the inn complex, in addition to the needs generated by existing and proposed office and retail uses in the subject block be provided by a two-level facility with a capacity of nearly 700 cars. This facility was proposed to extend from Court Street to College Street and from County Lane, west, to the rear of the existing Parking Lot "D".

2. Internal Problems

The subject block is fragmented by past and present circulation

patterns and interior lots. County Lane originally traversed the width of the block in a straight line. That alignment exists only to a point opposite the entrance of the old police station. From there County Lane wanders through City property to an 18-foot easement at the rear of the Farmers and Mechanics Bank. From Court Street, County Lane is one-way south; from College Street, County Lane is a two-way street.

County Lane is but 15 feet in width, and its entry from Court Street is restricted by a fence behind the post office and the side wall of the Salvation Army building.

Until the 1950's the parking area immediately south of the Connecticut Bank and Trust Company was the site of the Middletown city hall. Serving that building was a vehicular way linking the old police station area with Main Street which still remains. As such, it is dangerous since it conflicts with mid-block pedestrian movements. Further, the Blau Building has created a "blind" corner.

Further complicating the circulation problem is the former police station, built in 1944. Nearly twenty parking spaces have been allotted around the building in a loose manner, while ten more parking spaces are on the property of the Connecticut Bank and Trust Company (Lot 11). Because there is no divider between the city and bank properties, fifteen to eighteen vehicles can park in this area. A fence would probably reduce the parking capacity of this area by nearly one half.

There are eleven different properties offering parking within the subject block. They are scattered around buildings and for the most part are separated from one another by walls, fences, and vegetation. As a result the provision of parking is inefficient and quite often conflicts with the use of County Lane since cars park in undesignated areas in the right-of-way.

3. Relationship to Main Street

The interior of the block maintains certain relationships with Main Street frontages. Parking Lot "D" fronting on Broad Street is reached from County Lane via CBT property, the City property,

and finally a pedestrian easement leased from the Moose Lodge. CBT maintains a rear entrance to its Main Street facility at County Lane, in addition to a drive-in window. Upon completion of business at this facility, vehicles must either leave via the right-of-way behind Farmers and Mechanics Bank, or the alley leading to Main Street.

County Lane also serves a 14-space parking area behind the Blau Building which is used for the tenants of that facility. Twelve of those spaces are reached from County Lane, while two are located parallel and adjacent to the right-of-way leading to Main Street between the Blau Building and the CBT parking area.

Finally there is an 18-foot easement traversing the rear of the Farmers and Mechanics Savings Bank property serving two-way traffic. According to the Town Clerk's records this easement is available to the bank along its entire length. It serves an eighteen-space parking area to the rear of the bank.

4. Land Uses

The nature of buildings fronting Court Street from the subject block is basically quasi-public. They include the Salvation Army Hall, Polish Falcon's Hall, Moose Lodge Hall, plus an apartment building and a cleaning establishment. Within the Polish Falcon's Hall are: Jimmy's Beauty Salon on the first floor, a tailor shop on the second floor, and until recently, a paint store also on the first floor.

The nature of uses across Court Street from the subject block is also predominantly non-retail. They include several insurance firms, a newspaper office, a church, a commercial printing firm, and a book store. Court Street is clearly not a prime commercial area. There are nine dwelling units associated with the properties facing Court Street, eight of which are located in two buildings on the Moose Lodge property. The ninth is a house located to the rear of the Salvation Army Hall with direct access to County Lane.

The nature of College Street is mixed commercial-residential. The buildings located at 118-120 College Street and 130 College Street in the subject block are strictly residential, while the structures

at 122 and 138 College Street are mixed residential-commercial uses. Across from the subject block on College Street is the entrance to the old Middlesex Theater plus a number of small shops, thus establishing a more commercial character to College Street as opposed to Court Street.

5. Use and Condition of Individual Properties

The following is a detailed description of those properties which might be considered for a parking area, including their current assessed values as recorded in the Tax Assessor's office.

Address: 197 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot 6

Lot Size: 22' x 130' or 2,600 sq. ft.

Front Foot Price: \$558

Building Coverage: 1,357 sq. ft.

Use: Commercial: Best Cleaners

Type of Building: One story, stucco and frame building with basement.

Age and Condition: Building is old and in fair condition. Wood sills and frames around windows show signs of age and weathering.

Assessed Value: Land - \$7,250; Improvements - \$4,730; Total - \$11,980.

Remarks: An unused truck dock is located to the rear of the building. Building abuts an adjacent Middlesex Mutual Assurance Company facility. The rear yard is unused and vehicular access must be gained from adjacent Moose property.

Address: 191-195 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot 7

Lot Size: 18,580 sq. ft. with frontage of 52 feet; "T" shaped property.

Front Foot Price: Court Street - \$702; rear sections - \$138 & \$84.

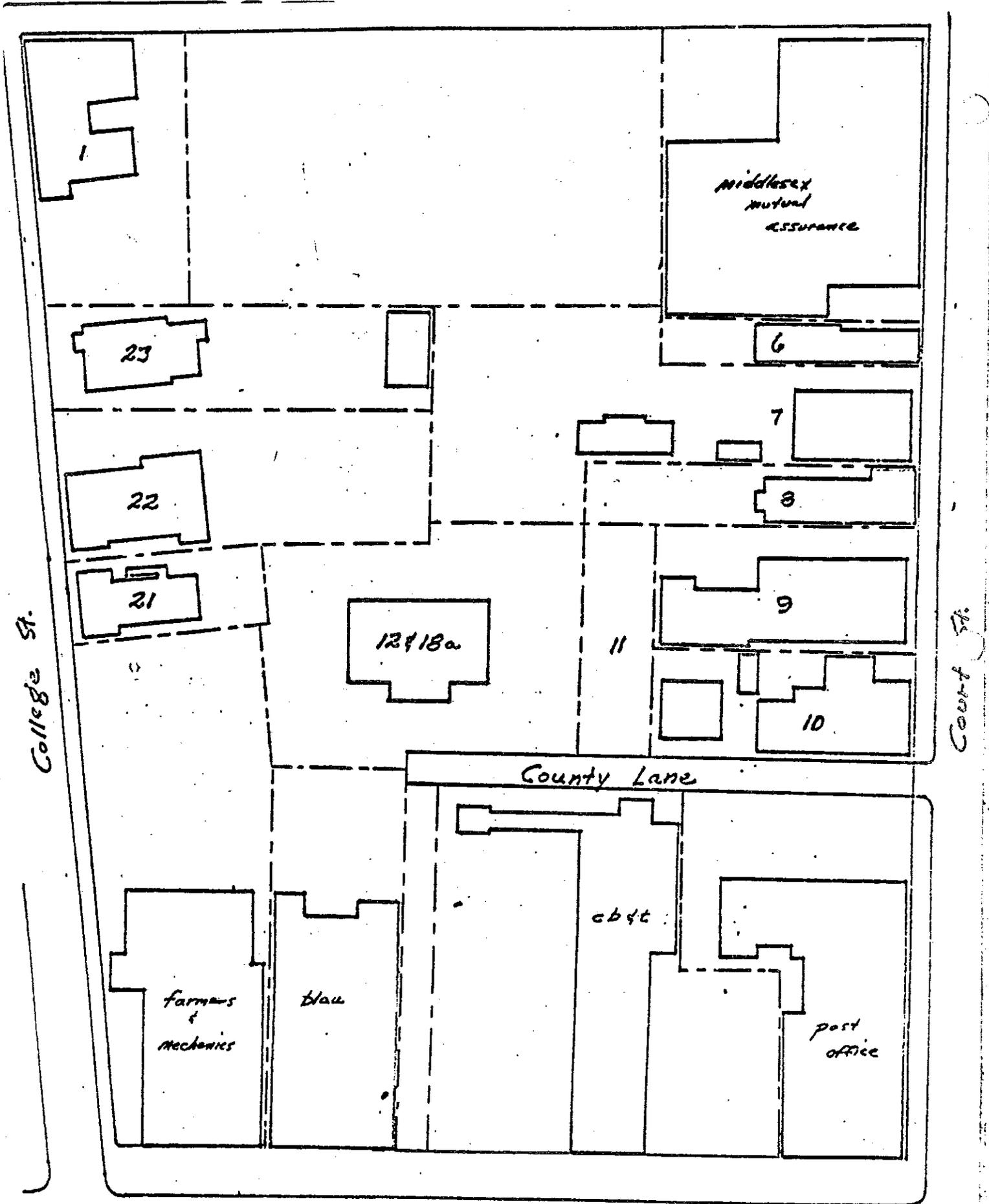
Building Coverage: 2,215 sq. ft.

Use: Residential apartment building; 6 apartment units.

Type of Building: Three-floor plus basement; frame building with asbestos siding.

Number of Rooms: Two apartments (first floor) each with four rooms plus bath; second floor: two apartments, five rooms plus bath and four rooms plus bath; third floor: Two apartments each with three rooms plus bath.

Age and Condition: Construction date unknown; building is old. Stone foundation in good condition; wood surfaces and windows



Main St.

Figure 6
1" = 60 feet

showing wear and side and front porches sagging and out of plumb. Overall building in fair condition. Interior might be fair to poor.

Assessed Value: Land - \$23,040; Improvements - \$16,900; Total - \$39,940.

Remarks: This building is one of two situated on the subject property. The entrance to five units is gained from the front porch, while the sixth unit is gained from the driveway serving the rear parking area on the west side of the building.

Address: Rear 191-195 Court Street (building only)

Tax Assessor's Number: Map 22, Block 17-55, Lot 7.

Building Coverage: 948 sq. ft.

Use: Two-family residential

Type of Building: Two story plus basement; frame covered with asbestos siding.

Number of Rooms: Two units, each with four rooms and bath.

Age and Condition: The structure is quite old. Cracks in the brick foundation and all wood surfaces showing extreme wear and weathering. Building judged to be in fair condition.

Assessed Value: Improvements - \$6,560; Total - \$6,560.

Remarks: The structure is so situated that it is surrounded on three sides by parking with only a minimal amount of green space or open area between it and the primary structure which faces Court Street. These two buildings containing eight dwelling units offer very little in the way of residential amenities and are deemed an inappropriate use for their location.

Address: 189 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot B.

Lot Size: 30' x 160' or 4,800 sq. ft.

Front Foot Price: \$618

Building Coverage: 2,218 sq. ft.

Use: Quasi-public - Moose Lodge Hall

Type of Building: Two-story plus basement - masonry.

Number of Rooms: Unknown; four toilet rooms.

Age and Condition: Construction date unknown; building known to be old; Exterior condition fair to good.

Assessed Value: Land - \$12,050; Improvements - \$13,430;
Total - \$25,480.

Remarks: Access to the rear of the building is gained via a one-way drive which enters from Court Street on the Polish Falcon property immediately to the east.

Address: 183 Court Street
Tax Assessor's Number: Map 22, Block 17-55, Lot 9.
Lot Size: 60' x 125' or 7,500 sq. ft.
Front Foot Price: \$546
Building Coverage: 4,780 sq. ft.
Use: Primary use - Polish Falcon's Fraternal Hall; Three commercial spaces - a beauty salon, a vacant commercial space on first floor; tailor shop on second floor.
Type of Building: Three and one-half floor brick construction.
Number of Rooms: Unknown; 7 toilet rooms.
Age and Condition: Year of construction unknown. However, building is old and on exterior basis in fair to good condition. All wood surfaces appear in good condition and maintenance level seems high.
Assessed Value: Land - \$21,290; Improvements - \$45,340; Total - \$66,630.
Remarks: Until recently the Rich Paint Store was located in the first floor of this building. The two remaining businesses are personal services. Except for the driveway on the west side of the property, the building almost fully occupies the property.

Address: 179 Court Street
Tax Assessor's Number: Map 22, Block 17-55, Lot 10
Lot Size: 50' x 125' or 6,250 sq. ft.
Front Foot Price: \$546
Building Coverage: 3,060 sq. ft.
Use: Quasi-public; Salvation Army Hall
Type of Building: Two story masonry (brick); one-car garage also brick.
Number of Rooms: Unknown, two toilet rooms.
Age and Condition: Date of construction unknown. Building listed as old. The conditions appear to be fair to good.
Assessed Value: Land - \$17,750; Improvements - hall: \$32,100; garage: \$320; Total - \$50,170.
Remarks: This building is a converted bank; date of conversion unknown; it occupies the full width of the lot. There is no on-site parking provided except in conjunction with the residential structure in the rear. The building is constructed on the right-of-way line of County Lane. Garage used for storage.

Address: Rear 177 Court Street (building only)
Tax Assessor's Number: Map 22, Block 17-55, Lot 10
Building Coverage: 840 sq. ft.
Use: Single family residential
Type of Building: Two story frame with basement

Number of Rooms: Unknown

Age and Condition: Date of construction unknown. Building considered old. However, on an exterior basis, the building appears to be in fair to good condition. All wood surfaces are in good condition and the building appears to be kept in a high state of maintenance. However, there is a slight sag in the roof.

Assessed Value: Improvements - \$6,680; Total - \$6,680.

Remarks: Building is hemmed in by County Lane and CBT parking to the south. There is minimal yard space behind the structure. As such the use for residential purposes is generally undesirable for its location.

Address: 171 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot 11.

Lot Size: 38' x 110' or 4,180 sq. ft.

Front Foot Price: \$510

Building Coverage: None

Use: Connecticut Bank and Trust Company parking area.

Assessed Value: Land - \$10,180; Improvements - \$400 (paving);
Total - \$10,580.

Remarks: This property has 10 parking spaces on it. Since there is no fence between this property and the city property immediately to the south, a portion of the city property is used for backing out of parking spaces, thus increasing the efficiency or usability of this area. The property has frontage on County Lane.

Address: Rear Main Street (old police station)

Tax Assessor's Number: Map 22, Block 17-55, Lot 12 & 18a

Lot Size: Irregular configuration; 16,430 sq. ft.

Front Foot Price: Varies

Building Coverage: 2,962 sq. ft.

Use: Recreation Department City of Middletown for arts, crafts and other activities.

Type of Building: Two-floor, plus basement-brick. Originally constructed as police station.

Number of Rooms: Unknown. Building includes six cells and bullpen.

Age and Condition: Structure built in 1944. Condition good.

Assessed Value: Land - \$31,220; Improvements - \$56,600;
Total - \$87,820.

Remarks: The building was originally constructed as a police station at a time when the city hall was on Main Street immediately to the east of the subject property. The building has been used for a number of municipal purposes, including the senior citizen's and the recreation department. Its

central location within the block represents a major impediment to the development of the block for parking purposes. County Lane wanders through the south east portion of this parcel and approximately twenty parking spaces are scattered about the property.

Address: 118-120 College Street
Tax Assessor's Number: Map 22, Block 17-55; Lot 21
Lot Size: 41' x 93' or 3,813 sq. ft.
Front Foot Price: \$156
Building Coverage: 1,286 sq. ft.
Use: Residential, three families
Type of Building: Two-floor frame building
Number of Rooms: 1st floor: two apartments, four rooms and bath; 2 rooms plus bath; 2nd floor, six rooms plus bath.
Age and Condition: Structure built 1892. Condition-fair. Wood sills and frames show weathering.
Assessed Value: Land - \$2,700; Improvements - \$7,620; Total - \$10,320.
Remarks: Property offers no on-site parking. There are several large trees located along the rear property line.

Address: 122-124 College Street
Tax Assessor's Number: Map 22, Block 17-55, Lot 22
Lot Size: 75' x 170' or 12,580 sq. ft.
Front Foot Price: \$212
Building Coverage: 2,914 sq. ft.
Use: Mixed commercial-residential. 1st floor - Instant Printing, a barber shop, two residential units. 2nd floor - three residential units. Rear parking area (spaces leased) with a capacity for 30 vehicles.
Type of Building: Three floors plus basement, frame on original structure. Front conversion of brick.
Number of Rooms: Numerous. Five bathrooms plus one toilet room included in building. 1st floor dwelling unit - 4 room and 5 room apartments; 2nd floor dwelling units - 5 room, 4 room and 3 room apartments.
Age and Condition: The original building is one of the oldest houses in Middletown. The commercial addition was added around 1951 to the front of the building. On exterior basis, the general condition is fair to good over the entire structure.
Assessed Value: Land - \$10,200; Improvements - \$16,380; Total - \$26,580.
Remarks: A portion of this property is a commercial parking lot. The Assessor's records indicate that there are 7,500 square feet of paving on this parcel.

Address: 128-130 College Street
Tax Assessor's Number: Map 22, Block 17-55, Lot 23
Lot Size: 50' x 176' or 8,800 sq. ft.
Front Foot Price: \$216
Building Coverage: 1,673 sq. ft. main building, plus 836 sq.
ft. for garage. Total - 2,509 sq. ft.
Use: Two-family residential.
Type of Building: Two story plus basement, brick.
Number of Rooms: 1st floor - unknown; 2nd floor - five and one-
half rooms plus bath.
Age and Condition: Structure built 1862. Condition fair to good.
Assessed Value: Land - \$4,560; Improvements - house \$10,270,
garage \$940; Total - \$15,770.
Remarks: At the rear of the parcel there is a one-story, five-
car, masonry garage in good condition.

Address: 138-142 College Street
Tax Assessor's Number: Map 22, Block 17-55, Lot 1
Lot Size: 135' x 70' or 9,457 sq. ft.
Front Foot Price: \$138
Building Coverage: 3,363 sq. ft.
Use: 1st floor Broad Street side: Quality Cleaners. 1st floor
College Street side: College Music Store. 2nd and 3rd floors,
three dwelling units.
Type of Building: Three floors plus basement from building with
brick commercial additions. It appears that numerous additions
have been made onto what was originally a very old residential
structure.
Number of Rooms: 2nd floor - 2 five-room apartments; 3rd floor
one five-room apartment.
Age and Condition: Building is very old. Exterior condition is
fair.
Assessed Value: Land - \$13,640; Improvements - \$20,520;
Total - \$34,160.
Remarks: The first floor commercial addition was made to this
structure about 1953. The building is obviously very old and
originally intended for residential use. There have been num-
erous additions and changes to its configuration. On the
premises there is parking for 14 vehicles.

C. Planning Considerations

The subject block is bounded on the west by Broad Street, which is planned to become a major link in the loop system around the central business district. As such Broad Street will play an important role in serving off-street parking areas. The removal of

Parking Lot "D" from Broad Street will necessitate the creation of a strong relationship with either College or Court Streets, or both, to Broad Street in order to carry the vehicles from the proposed parking area to the loop road. This may require the acquisition of some land along either College and/or Court Street for access to the parking site.

Ideally a parking lot in this area should allow some commercial usage along its block face (cities with parking structures have overcome this problem by allowing storefronts on the lower levels, while the upper level(s) is used strictly for parking purposes.) Since it is the initial intent of this project to acquire land for the first phase of the parking program, i.e., surface parking, it will be necessary to acquire and demolish some structures.

It would seem desirable to have ingress and egress on both College and Court Streets in order to avoid the necessity of traffic moving onto Main Street in order to go around the block. The vehicular circulation should also take into consideration the existing and future servicing of the CBT drive-in window facility, the Blau Property with its 14-space parking area; and the Farmers & Mechanics Savings Bank, with its 18-space rear parking area.

While the movement of vehicles is of primary importance, pedestrian circulation must also be considered. The alley abutting the Blau Building, should be closed to vehicular traffic and reserved for pedestrian movement only. This would function as the primary walking easement from the parking area to Main Street. In addition, it will be essential that pedestrian access be provided to the other three surrounding streets, so that the parking facility can play a totally supportive role in serving all existing and future uses of the subject block.

Data developed through the Chamber of Commerce indicates that the future parking demand generated in this block alone will be about 300 spaces. These projections were made considering only the major uses of the block and their projected expansions. Therefore, the chosen parking site should be of sufficient area to accommodate at least one-hundred fifty vehicles on the ground level and it should be of regular configuration to accommodate a deck at a later date, giving the facility the total capacity of around 300 vehicles. Consideration will have to be given to the location of ramping facilities particularly as they relate to the topographical characteristics of the block.

In planning this parking facility, there are several limitations which must be recognized. First the uses lying to the east of County Lane, i.e., the post office, CBT, Blau Building, and Farmers & Mechanics Bank should not be disturbed. These are valuable Main Street uses. Secondly, the Middlesex Mutual Assurance Company building on the southern corner of Broad and Court Streets must remain and that the present parking area "D" will become a future expansion area for the insurance company. Thus the corner property on College and Broad Streets, is of no value for municipal parking.

The potential site for a parking area must begin with a core. That core is composed of the City of Middletown property (where the police station is located), the CBT parking lot to the north, the rear of the Moose Lodge property on which a two-family structure is located, and the rears of two properties fronting College Avenue. The above area provides a site slightly in excess of an acre, which is rectangular in shape and essential for establishing a parking facility within this block.

D. Alternatives and Costs

The estimated costs for the parking alternatives shown on these pages, including subsequent chapters of this report, were derived as the sums of the following factors:

- land and building acquisition costs
- real estate appraisal fees
- legal fees
- building demolition costs
- residential and commercial relocation costs
- storm sewer construction costs including catch basins, manholes and pipe
- site preparation costs including grading, sub-base, asphalt, curbing, surface drainage, re-enforcing of sidewalks
- lighting costs including underground wiring
- parking structures, where applicable
- contingencies (15% of above)

For the purposes of this report, the various alternatives have been summarized to show in tabular form the total number of parking spaces, the total project costs and the costs per parking space.

The estimated costs for the schemes shown in Figures 7 through 11 are:

<u>Figure</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>
No. parking spaces	135	122	200	208	200
Project Cost*	\$516,925	\$412,965	\$890,905	\$699,950	\$676,585
Cost per space	\$ 3,829	\$ 3,385	\$ 4,454	\$ 3,365	\$ 3,383

*Does not include sale of all or portion of Parking Lot "D"