

**CITY OF HARTFORD  
PLANNING & ZONING COMMISSION RESOLUTION  
CITY OF HARTFORD COMPREHENSIVE PARKING STUDY**

**Whereas**, The City of Hartford Planning & Zoning Commission has received the City of Hartford Comprehensive Parking Study, prepared by THA, last revised June 17, 2022: and

**Whereas**, The primary intent of this Study was to inventory existing parking resources, measure the pre-COVID parking demand, project the future parking needs resulting from anticipated development, and identify any modifications to the existing parking resources to meet the projected future parking needs; and

**Whereas**, The Study identified the following three priority areas: (1) developing a more comprehensive public parking system through partnership with private property owners and private parking operators; (2) improving the parking experience and reducing poor parking behavior throughout the community, and (3) building off of the successful implementation of priority one and two, a focus on building a more community- and neighborhood-oriented parking management approach; and

**Whereas**, The Study reflects findings from the community engagement process, which included a citywide public forum, three study area stakeholder meetings (with Upper Albany/AlbanyAve/Wethersfield Ave, Downtown/Downtown North/Bushnell South, and the Parkville neighborhood), an online survey, an online interactive Website, and additional targeted stakeholder interview Meetings; and

**Whereas**, The Planning & Zoning Commission has been asked to review and comment as to the consistency of the Study with the City's Plan of Conservation and Development (POCD);

Now, therefore Be It

**Resolved**, the City of Hartford Planning and Zoning Commission hereby provides the following comments regarding the Study's consistency with the POCD:

1. The POCD is an expansive, aspirational document that lays out broad, long-term development strategies for the next decade. It is not an implementation plan with details on how these goals can be best achieved. The Study focuses more narrowly on parking and related issues, and does contain many details on how parking goals can be best achieved. The PZC finds that the Study includes elements that conform with the POCD, and other elements that are not in conformance.
2. The POCD references parking initiatives in three parts of the GROW400 section of the plan. As an aspirational document, the POCD does not address the level of detailed analysis and neighborhood specific details that are included in the Study. The POCD does address several important parking-related issues, such as pedestrian safety, bicycle use and safety, environmental issues, and the growth of the tax base.
3. The Study notes on Page 5 that the consultant was provided with the POCD. There are several recommendations regarding Complete Streets that refer to the POCD (i.e. "Hartford 2035"). The PZC encourages the HPA to work very closely with the Complete Streets Task Force and with pedestrian and bicycle advocates to ensure that any new parking measures accommodate the needs of pedestrians and bicyclists. For example,

the Study proposes that additional street parking should be added in selected areas. Such measures can help with traffic calming and reduce the need for surface lots, two important goals cited in the POCD. However, such measures might also reduce the ability to create bike lanes that promote safety and reduce the need for automobile use. A close collaboration between the HPA and these advocates is necessary to ensure that both goals are addressed in the most appropriate ways.

4. The first POCD reference to parking (i.e. "Avenues" ) calls for the development of a unified district parking plan along major commercial corridors that will create shared parking behind avenues and reduce street parking. The Study identifies several approaches to improve parking along commercial corridors. The Study's concept for reconfiguring the Albany Avenue lot is a thoughtful effort to accommodate both parking and recreation needs.
5. The second POCD reference to parking (i.e. Construction) calls for phasing out parking lots to promote development. The PZC does not find that the Study clearly studied ways to achieve this objective, and is concerned that the Study could be used to actually increase surface parking lots if needed to secure HPA-, public-controlled spaces. The PZC encourages the HPA to commit to a net reduction in surface parking lots, both public and private. The Study includes an example of how an underutilized parking lot - the city parking lot on Sheldon Street - can be redeveloped to promote development while increasing structured parking. The PZC finds that this example is consistent with the POCD goals to reduce surface parking lots in a manner that promotes development and builds connections.
6. The third POCD reference to parking (i.e. Entrepreneurship) calls for the streamlining of parking logistics through the coordination of public and private spaces through standardized pricing. The Study introduces a range of concepts such as more resident parking, progressive pricing, parking districts, and other measures. These measures, if implemented in collaboration with NRZS and other community advocates, would likely align well with the broader goals identified in the POCD.

Be It Further,

Resolved, this 14<sup>th</sup> day of February, 2023.