



STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT INTERGOVERNMENTAL POLICY DIVISION

January 8, 2016

Mr. Phil McLellan
Connecticut Office of Policy and Management
Adriaen's Landing/Rentschler Field Project Office
100 Columbus Boulevard, Suite 501
Hartford, CT 06103

Re: Notice of Scoping:
Parking Improvements for Pratt & Whitney Stadium at Rentschler Field

Dear Mr. McLellan:

In accordance with the attached memo, Office of Policy and Management (OPM) staff having oversight of CEPA have reviewed the Notice of Scoping for the Parking Improvements for Pratt & Whitney Stadium at Rentschler Field and submit the following comments:

- The scoping notice does not describe the magnitude of unmet need for parking that the project is intended to solve. What is the current parking capacity at the stadium, including any areas used for overflow parking, and how much of that capacity is currently used for UConn football games and for other events. How frequently are the new spaces expected to be used?

Has there been an evaluation of the life-cycle cost for the additional parking spaces and will additional parking revenue generated by the additional parking area cover the short and long term costs to provide and service the additional parking area? Will the addition of parking at such a distance from existing entrances require a new egress near the expanded parking area, even if only for emergency purposes?

- The 1/2007 ROD had said the following about the potential use of mass transit for Rentschler Field:

Furthermore, the scale and density of development increases the potential for alternative transportation modes, such as bus service, to and from Rentschler Field. In response to this, Connecticut Transit Bus services will be extended to the interior of the site development. Although no funding has been secured, a proposed Hartford East Busway that could serve the development would also help to alleviate traffic in the area.

What is the current ridership for existing stadium transit and shuttle services and to what extent can recent or currently planned bus system improvements further reduce parking demands at Rentschler Field? Division 1A schools commonly alleviate the parking burden adjacent to their stadiums with high-frequency shuttle bus service to nearby private and

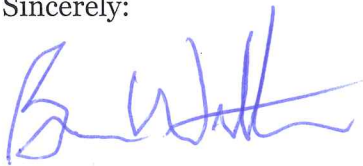
public parking areas. Are there similar opportunities for reducing Rentschler parking demands, both for UConn football games and for other large events?

- The proposed additional parking area is $\frac{1}{2}$ - $\frac{3}{4}$ miles from the stadium entrance. Figure 4 in the 1/2007 Record of Decision (ROD) mapped other potential parking areas that are much closer to the stadium and are not yet used. Why are closer potential parking areas not the first choice for providing additional parking? Additionally, a number of people enter the Rentschler site on foot from Silver Lane, many apparently having used other parking options in the vicinity. Are such parking options considered in terms of calculating stadium parking capacity, and what additional parking opportunities might be available within $\frac{3}{4}$ miles of the stadium?

The 1/2007 ROD for the Rentschler Field development noted some consideration of shared parking. Has there been any further consideration of the use of shared parking, either within the Rentschler Field/Pratt & Whitney complex or using other existing parking areas elsewhere on Silver Lane or elsewhere? A number of other parking areas are available within a comparable walking distance to the stadium.

Thank you for the opportunity to respond to this Notice of Scoping and please feel free to contact me if you have any questions.

Sincerely:



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