

## **N.Prospect St. Parking Structure**

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To:

- **Town Council Members** <towncouncil@amherstma.gov>;
- Planning Department Email <planning@amherstma.gov>;
- Brestrup, Christine <brestrupc@amherstma.gov>;
- Ryan, George E. <ryang@amherstma.gov>;
- Ross, Evan R. <RossE@amherstma.gov>;
- Bockelman, Paul <bockelmanp@amherstma.gov>;
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### **IN OPPOSITION TO THE ROSS/RYAN PARKING STRUCTURE**

**As of October 2021, the total available parking spaces on North Prospect Street, Hallock Street and the municipal side of the CVS parking lot is – 132 spaces.**

#### **North Prospect Street**

**Corner amity street 5 meters**

**# 18 4 spaces**

**#32 4 spaces**

**#38 6 spaces**

**#58 3 spaces**

**#62 4 spaces**

**#74 6 spaces**

**#82 4 spaces**

**36 spaces**

#### **Hallock Street**

**# 39 4 spaces**

**#21-31 10 spaces**

**#15-17 3 spaces**

**Corner 4 meters**

**21 spaces**

**As shown on the parking facility overlay figures, the present parking lot on the municipal side of the CVS parking lot has 75 spaces.**

As suggested by the "Parking Facility Overlay Plan" for North Prospect Street, Amherst, Massachusetts 01002, indicates it is 5 levels. This is inconsistent with the Ross and Ryan plan of no more than 3 levels, if of course they were earnest. Also, since referencing the Greenfield parking structure, it should be known that the Greenfield primary entrance is not on a residential street, the setbacks are larger in Greenfield than what is proposed in Amherst, which will be located on a narrow residential street.

What is still in question is the actual need for an expensive parking structure since there is always street parking available as well as ample Muni/CVS parking available. At present there are 132 parking spaces available on North Prospect Street, Hallock Street and in the municipal side of the CVS parking area. With the advent of the new parking structure, as per Ross/Ryan, at 65 spaces per level, 3 levels equals 195 parking spaces. It is being proposed that North Prospect Street and Hallock Street be converted to two-way traffic. As per MacDougall, Jemsek and Thom Long, eliminate these spaces to make way for 2-way traffic. Johanna Neumann suggested that the present entrance on North Pleasant Street be converted for pedestrian use only. What is not being considered are the wishes of the majority of residents on North Prospect Street and Hallock Streets as well as definitive research into traffic congestion and the need for additional parking spaces?

There is a net gain of 63 parking spaces and as we know, there has not been any due diligence for this project. There are 13 parking spaces on Cowles Lane which is a narrow two-way street and with inclement weather, Cowles Lane becomes difficult to navigate. Furthermore, with the additional traffic for the parking structure, these parking spaces may be eliminated as well, leaving A NET GAIN OF ONLY 50 PARKING SPACES. The proposal of the parking structure is based on suggestion and assumption rather than certainty. I have worked in industry for over 40 years and realize that only in the government sector can a project like this be considered before any facts are given. On a personal note, I purchased my residence in Amherst in June 2019 and immediately started renovations. I had the pleasure of working with a lot of Amherst Departments. Everyone I had dealings with was competent and professional. I had to cross my T's and dot my I's. At times it was exhausting but I realized and appreciated that the people had a job to do and a renovation/permit formula was adhered. In the end we all benefitted, therefore, I would like to see that professionalism again. It should be mandatory to have documentation of due diligence from the Amherst Planning Board and George Ryan and Evan Ross, Council Members before any zoning changes can be made. What must be addressed additionally is how in good conscience can the Town of Amherst approve a zoning change without performing due diligence! This unattractive parking structure is slated to be built directly across the street from many stately, grand Victorian homes that grants character to the Town of Amherst. Before changing the zoning, shouldn't the Town of Amherst practice what they preach

**and get documentation before approvals are issued? I wonder if the Town of Amherst should and will inform the National Registry of Historic Places of the proximity of the parking structure to these houses. I don't like jumping into a fire on blind faith.**

**Thank you**

**Jay Silverstein**

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