

APPENDIX I - PARKVILLE MDP AMENDMENT NO. 1

The following sections of the Parkville MDP, adopted by the City of Hartford on 4/12/02, are amended by the addition of the following text to each section identified. If a section is not contained in Appendix I the section has either not been modified or the revision has been made in the body of the document.

G. Present Condition and Uses of Land

Area Context

The Amendment One Area lies to the north of the I-84 and Capitol Avenue, south of Hawthorn Street, and between Forest and Laurel Streets. The Area is adjacent to the northeastern most section of the original MDP area and is in a section of the Asylum Hill neighborhood that connected to Parkville prior to the construction of I-84 in the 1960's.

The amended Area consists of four parcels, two of which currently contain vacant land. The largest parcel, at about 6.79 acres, is a former factory site with known contamination. The other vacant parcel, owned by the State of Connecticut Department of Transportation, contains about 0.63 acres of land and was purchased as part of the acquisition area for I-84. The final two properties total approximately 0.86 acres and contain a complex of warehouse buildings dating from the 1920s. The buildings currently house a records storage company.

The recently renovated Hartford Public High School is just west of the amended area. Multi-family residential and mixed-use developments are immediately to the north in the Asylum Hill neighborhood.

Both the Parkville and Asylum Hill neighborhoods consider redevelopment of the amended Area very important to the stability of their respective communities. In terms of redevelopment potential, the Area, located equidistant between two of the proposed Busway stations, presents an excellent opportunity for transit-oriented development.

Water Resources

The amended Area is located within the North Branch Park River sub-regional basin. Drainage from the project area eventually discharges to the Connecticut River. The North Branch of the Park River is located in an underground conduit in the Area.

Floodplain

The amended Area is outside of 500- and 100-year flood plains (Zone x), according to 2008 FEMA maps.

Archaeologic Resources

The amended Area does not include any national or state register historic listed properties.

H. Existing Streets, Sidewalks, Water and Sewerage Systems, Drainage Systems and Other Utilities

The amended area includes the following sections of City streets and sidewalks, which are all shown in Map 11A.

- Capitol Avenue:** Capitol Avenue runs east-west through and to the south of the amended Amendment One Area. It is comprised of a single lane of travel in each direction with a bike lane in each direction through the amended area. Capitol Avenue passes under a railroad bridge and the complex of I-84 ramps while traversing the amended area. A sidewalk is located along both sides of the street.
- Hawthorn Street:** Hawthorn Street is a local street that forms the northern boundary of the amended Area. The street runs east-west and has a single lane of traffic in each direction with room for parallel parking along the north side. Sidewalks are located along both sides of the street.
- Forest Street:** A short stretch of Forest Street, from its intersection with Capitol Avenue to Hawthorn Street, is included in the amended Area. Forest Street is a local street that runs north-south and has a single lane of traffic in each direction with ample space for parallel parking on both sides. Sidewalks are located along both sides of the street.
- Laurel Street:** The section of Laurel Street between Capitol Avenue and Hawthorn Street forms the eastern edge of the amended Area. Laurel Street is a north-south running local street. In this section it provides a single lane of travel in each direction. Sidewalks are located along both sides of the street.

Sewerage System

The amended Area is served by a piped sewerage system owned and operated by the MDC, as shown in Map 5A. A 48-inch combined sanitary sewer line traverses the large vacant parcel connecting between Hawthorn Street and Capitol Avenue. Pipes, ranging in size from 12 to 20-inches, extend along the section of Forest and Hawthorn Streets included in the amended Area. In addition, combined sanitary sewer pipes extend along Capitol Avenue, stopping just west of the Laurel Street intersection.

Drainage System

The amended Area is served by an existing storm drainage system located in Hawthorn Street and Capitol Avenue. The system is depicted in Map 6A.

Water System

The amended Area is served by the MDC's piped water system. Water mains are located in Capitol Avenue, and Forest and Hawthorn Streets. Several fire hydrants are located within the amended Area. Water mains and hydrants within the amended Area are shown in Map 7A.

Other Utilities

Gas service is provided in the Area by CNG. Gas lines are located in all streets located within the amended Area. The size and location of gas pipes are depicted in Map 8A.

Electric service in the amended Area is provided by CL&P. Underground lines run along Capitol Avenue and Forest Streets, and are shown in Map 9A.

AT&T provides phone and data circuit service to the Area. Underground lines are located in all streets within the amended area and are shown in Map 9A.

I. Type and Location of Proposed Land Uses

Project Plan Improvements

The Amendment One Area is an important component of the overall MDP project plan because of its location and potential to reconnection to the Parkville and Asylum Hill neighborhoods. The Area is within 1,500 to 2,700 feet of both the planned Park Street Busway Station and the Asylum Hill Busway Station, and is therefore well within the transit-oriented development zone of influence that these stations will create.

The amended Area may be suitable for multi-family residential, office, retail, light industrial, or some combination of uses. Development will depend in part on the extent of environmental contamination present on the largest parcel and remediation alternatives.

The design guidelines described for the MDP area would apply to the amended Area.

J. Existing and Proposed Zoning/Subdivision Status of the Project Area

Like the majority of the MDP area, the amended Area is currently zoned I-2. To facilitate a flexible, market-responsive redevelopment scheme, re-zoning of the area to the Industrial Re-Use Overlay District (IROD) is recommended. The IROD permits multi-family residential, professional office, retail and other commercial uses in addition to medium industrial uses.

K. Testing Borings and Soils Analysis

Necessary soil borings will be taken as a part of the planning and design phase of improvement activity in the Amendment One Area.

L. Acquisition/Disposition

Two additional acquisitions are proposed with the amendment. Acquisition 11 is of 103 Hawthorn Street, the 6.79 acre vacant parcel with known contamination. Acquisition 12 is of 625 Capitol Avenue, the State-owned parcel located between I-84 and Capitol Avenue. These acquisitions are shown in Maps 13F and 13G. Both properties are intended for disposition to private developers. Site control is important to ensure proper clean-up of the contaminated parcel, to entice reinvestment in the area, and to encourage development that fosters connections between Asylum Hill and Parkville.

O. Financing Plan

The acquisition of properties within the amended Area would be financed through the City's capital improvement funds.

R. Public Benefits

Acquisition and project plans for the Area will support site remediation and foster redevelopment opportunities. The amended Area presents a gap in the City's development fabric. Without reinvestment in this key area, a significant opportunity to foster transit oriented development and the reconnection of the Asylum Hill and Parkville neighborhoods may be lost.

Remediation and redevelopment of the amended Area will increase the land values of adjacent properties and improve the standard of living for both Parkville and Asylum Hill residents.

Plans for the amended Area are consistent with local, regional and state plans. The City's Plan of Conservation and Development places an emphasis on local economic development initiatives, and encourages the assemblage of available lands and buildings to create commercial and industrial development opportunities. The amended Area is designated for high intensity development and located within the Busway Buffer and Municipal Focus Areas of the regional plan. According to the CRCOG plan, these areas are positioned to benefit from transit-oriented development patterns. The amended area is designated Regional Center in the State's Plan.

S. Determination of Findings

Same as for entire MDP area.

- Implementation of a Façade Improvement Program which has benefited several commercial properties within the neighborhood and 3 properties within the MDP boundary:
 - 1390 Park Street (\$23,085)
 - 1400 Park Street (\$34,928)
 - 1429 Park Street (\$81,454)
- Assistance with a design competition and subsequent fabrication and installation of PARKVILLE sign on railroad trestle (\$30,000)
- Conducted Phase I Environmental Site Assessment at 169 Bartholomew Avenue using U.S. EPA Brownfields Assessment funds administered by the Capitol Region Council of Governments.
- Restriped New Park Avenue to reduce speeding and create bike lanes.
- Demolished the blighted, vacant 17-35 Bartholomew Avenue and offered the property to adjacent property owners who subsequently constructed a surface parking lot to attract tenants and patrons of newly renovated buildings.

While these measures have had positive impact within the MDP area, there remains a number of blighted underutilized industrial buildings within the core of the neighborhood. The City believes that an overall strategic plan with state support is needed to accomplish these goals.

MDP Amendment No. 1

In January 2011 the Hartford Redevelopment Agency began the process of amending the MDP. The amendment extends the northeast boundary of the MDP Project Area to include an area bounded by Forest Street to the west, Hawthorn Street to the north, Laurel Street to the east and I-84 and Capitol Avenue to the South (the “Amendment One Area”), and seeks to further the MDP’s redevelopment and reinvestment goals.

The Amendment One Area includes four parcels of real property. Of the four parcels, two presently contain vacant land while the remaining two contain a complex of multi-story industrial structures dating from the 1920’s. The larger of the vacant parcels and the two parcels containing structures are privately held. The remaining vacant parcel is owned by the Connecticut Department of Transportation.

The Area, located along the main line of the Hartford-New Haven railroad, traces its initial development to the same industrial period during which much of the overall MDP area was developed. During the 1960’s the Area was physically separated from the original MDP area by the construction of I-84 and its associated ramps. Like much of the MDP, the Area has suffered from a lack of investment following the departure of industrial users and is impacted by industrial pollutants.

The imminent development of the New Britain – Hartford Busway through the Area and the

construction the Parkville Station at Park Street and Bartholomew Avenue and the Asylum Hill Station at Hawthorn and Sigourney Streets increases the redevelopment potential of the four parcels. Strategically coordinating the redevelopment of the Area with the overall MDP development scheme would be beneficial to the community.

Modifications to the adopted MDP from extending the boundary are relatively minor in scope and are contained in Appendix I.