

Hartford North Park: A Downtown Area Plan



**Hartford North Park Public Presentation and Discussion
07.16.13**

Agenda:

North Park Stakeholder Committee Meeting 7.09.13

- I. Project Description & Schedule
- II. Previous Studies
- III. Study Area Character
- IV. Streets & Transportation
- V. Planning Strategy
- VI. Next Steps

Project Description & Schedule

Team members

- Utile, Inc. – Planning/Urban Design
- Ninigret Partners – Economic Development
- FHI – Transportation and Housing Analysis
- Nelson Nygaard – Transportation Planning
- Stoss LU – Landscape Architecture

Study Area Context



Project Description & Schedule

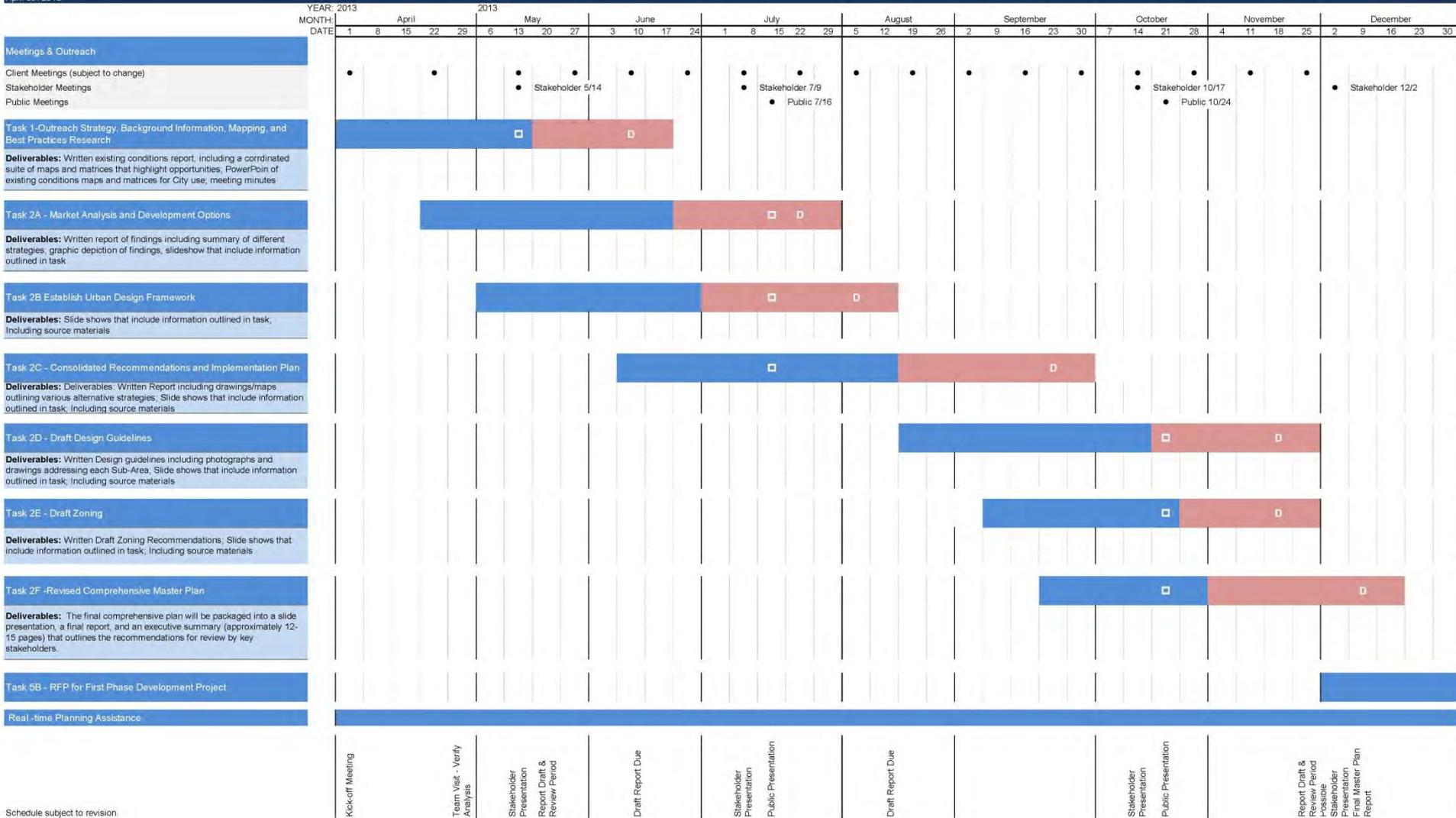
- Collaboratively build a redevelopment strategy for **North Park** and **Downtown West** by crafting a *forward-thinking and elegantly-presented plan*
- Use smart regulatory tools and compelling renderings and graphics to inspire and incentivize the redevelopment of the area.
- Target private and public development parcels, public improvements, a regulatory approach, and an implementation and financing strategy.
- *Fold real-time opportunities into the long term planning thought.* Moving forward the long term vision of the plan, while being nimble enough to address real-time planning issues is at the core of what makes our team unique.

Project Description & Schedule

Hartford North Park
Proposed Plan and Estimated Schedule
Utile, Inc
April 8th 2013

April

December



Study Area Context



Study Area Conditions



Uninviting pedestrian environment at the Market and Morgan underpass



Market Street is overbuilt for its relative small amount of daily traffic



Riverside Park is a citywide amenity, but difficult to access from study area

Study Area Conditions



- Despite improvements to close off Ann Ucello Street, the intersection of Main St and Albany Ave is difficult to maneuver for both cars and people

Previous Studies

- Downtown West Opportunities Plan

Focuses on six components

- Development Anchors
- Cultural and Entertainment Assets
- Development Challenges / Opportunities
- Potential Sites for a Parking Garage
- Office / Mixed Use Opportunities
- Housing Opportunities

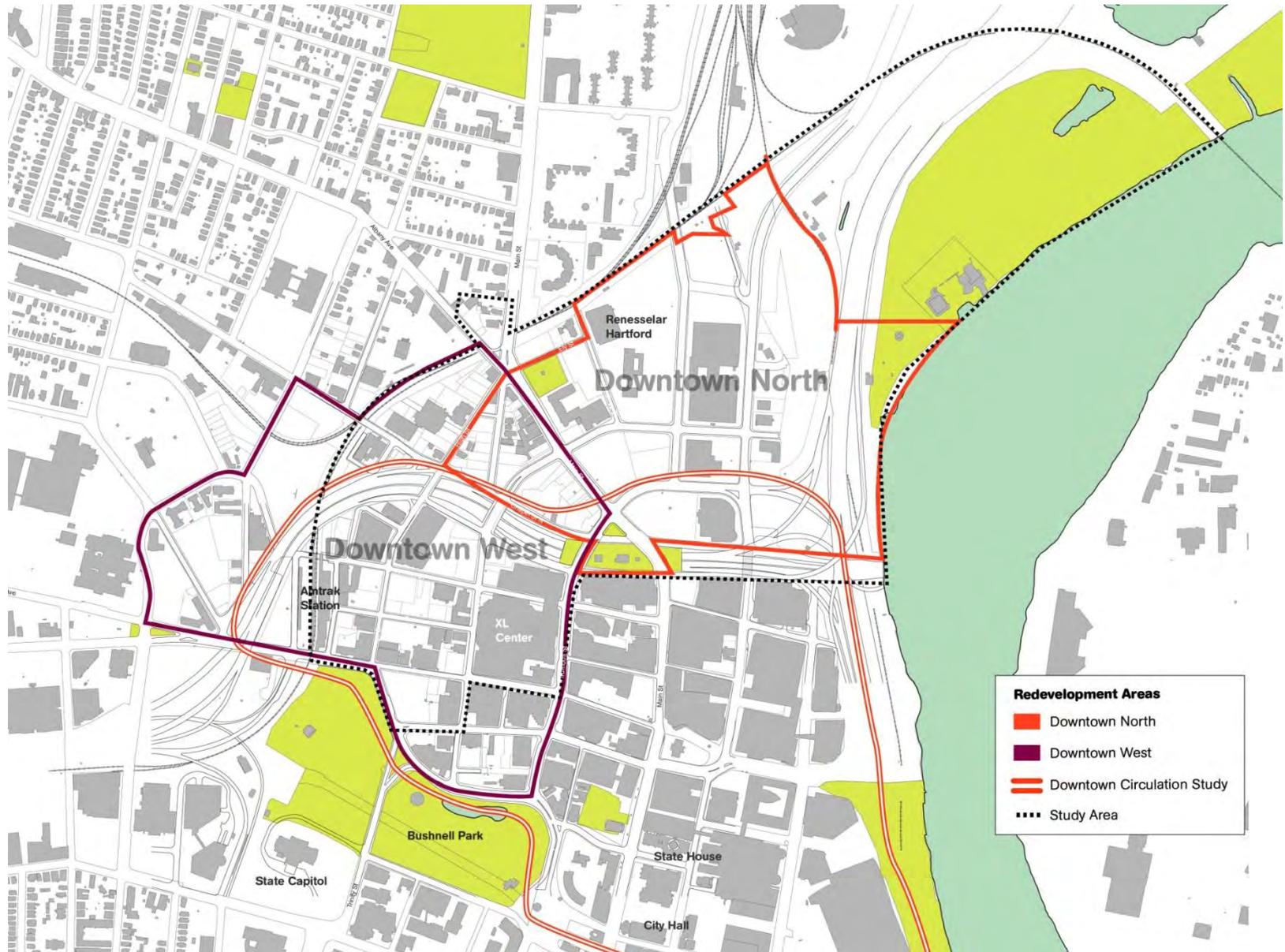
- iQuilt

- A downtown plan for wayfinding and “placemaking”
- Focus on walking, culture and innovation
- ***Both small incremental steps and large capital investments***

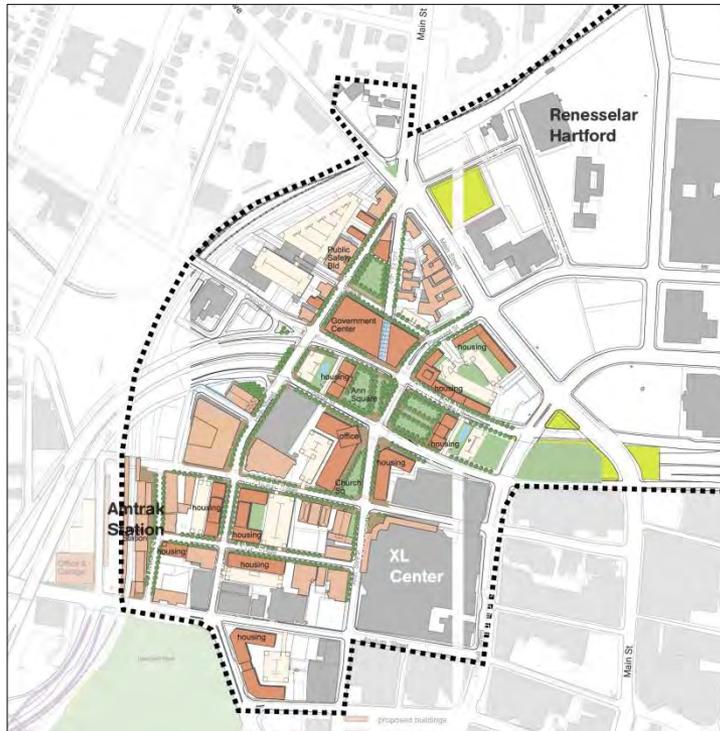
- Downtown North Project

- ***Remove obsolete and blighted buildings from a critical perimeter area of the Downtown,***
- Conduct site assemblage, and
- Create a development opportunity for mixed use development, rehabilitation of historic structures, and educational and commercial development
- An additional goal of the Downtown North Project is to create a strong linkage between the Downtown area south of Interstate 84 and the neighborhoods north of the Project Area.

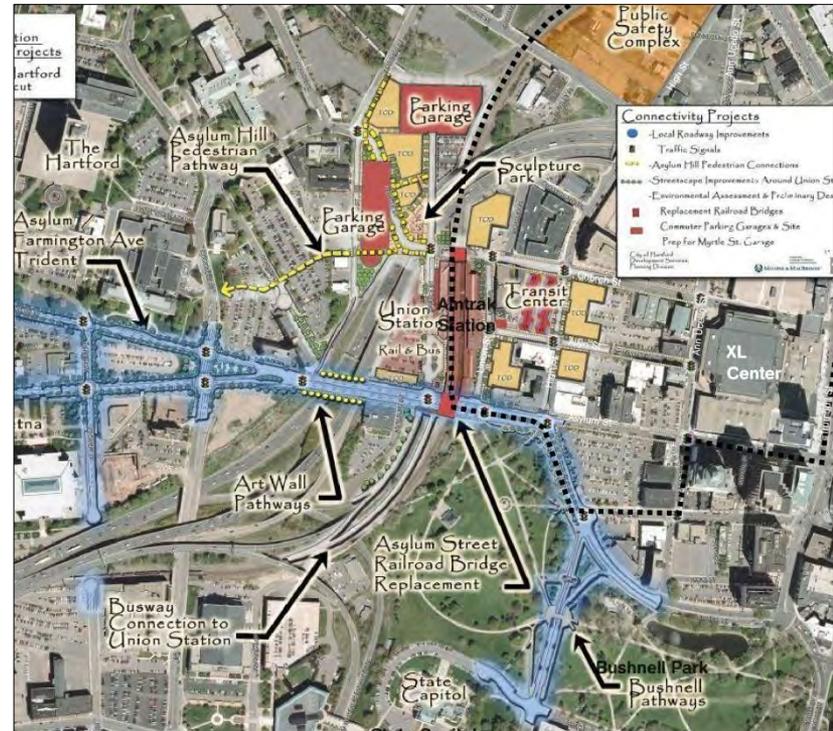
Previous Studies



Previous Studies

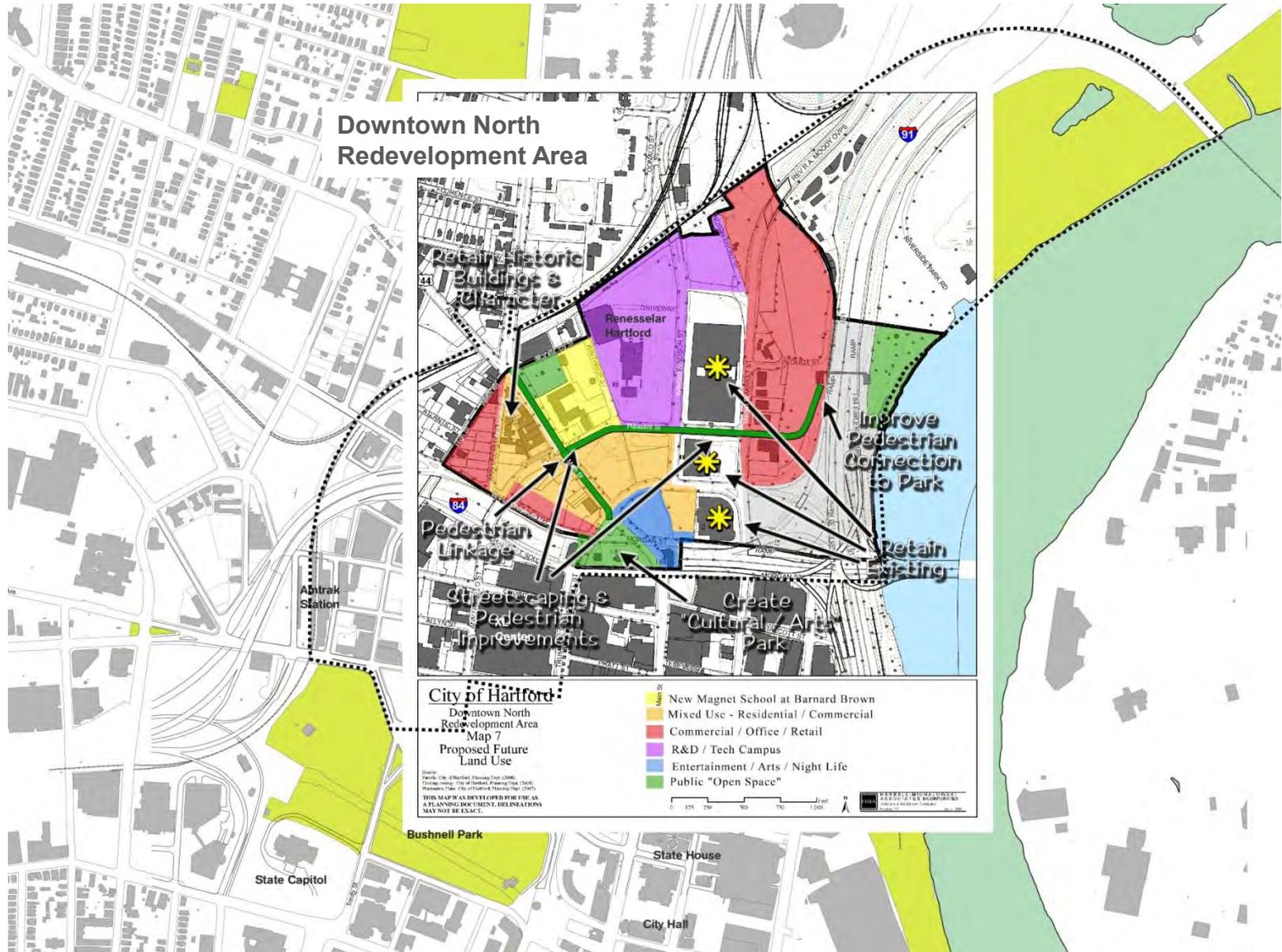


New Britain – Hartford Busway Project



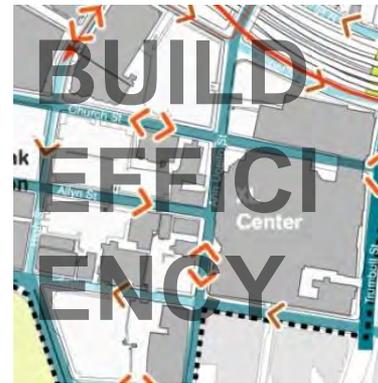
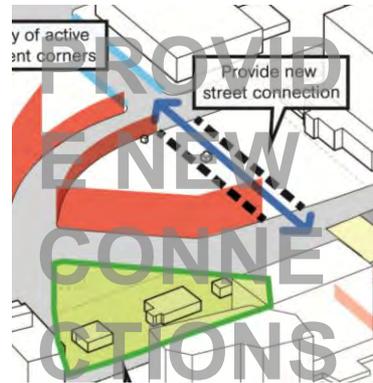
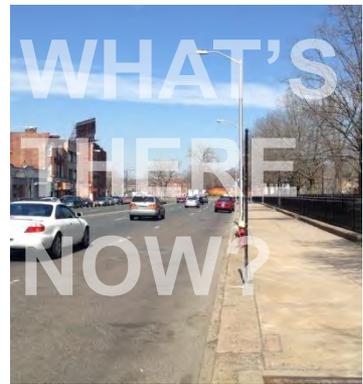
Union Station Connectivity Project

Previous Studies



Transportation Priorities

1. Existing Character – What is there now?
2. Goals: Walkability and Safety – Ways to make a better street
3. New and relocated streets - A little bit of logic
4. Directionality – Which way to a better street network?!
5. Parking – How much is enough?!



Existing Character

- Roads are overbuilt – excess capacity (i.e., Market St, Main St, Trumbull St)
- One-ways mostly limited to highway access and Downtown West
- Streets with same number of lanes are often very different in character and scale



Existing Character



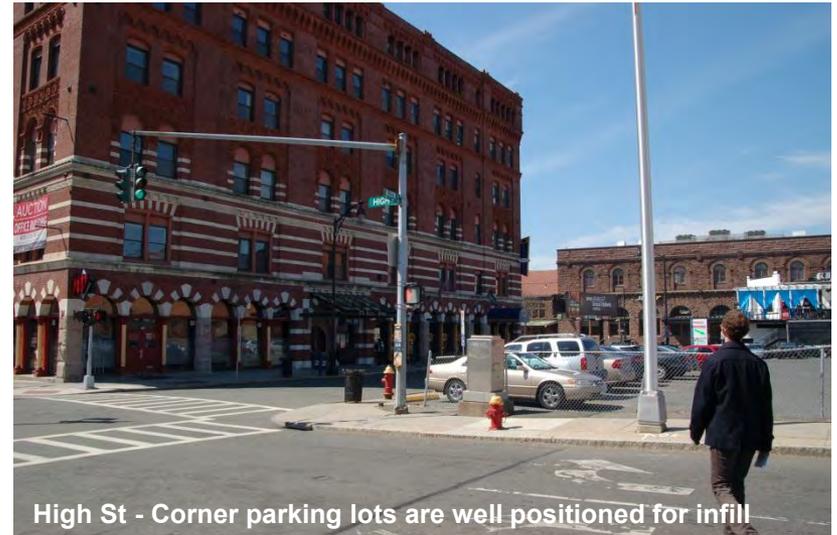
Market Street underpass is wide and auto-centric



Pleasant Street – Reduce curb-to-curb through lane diet



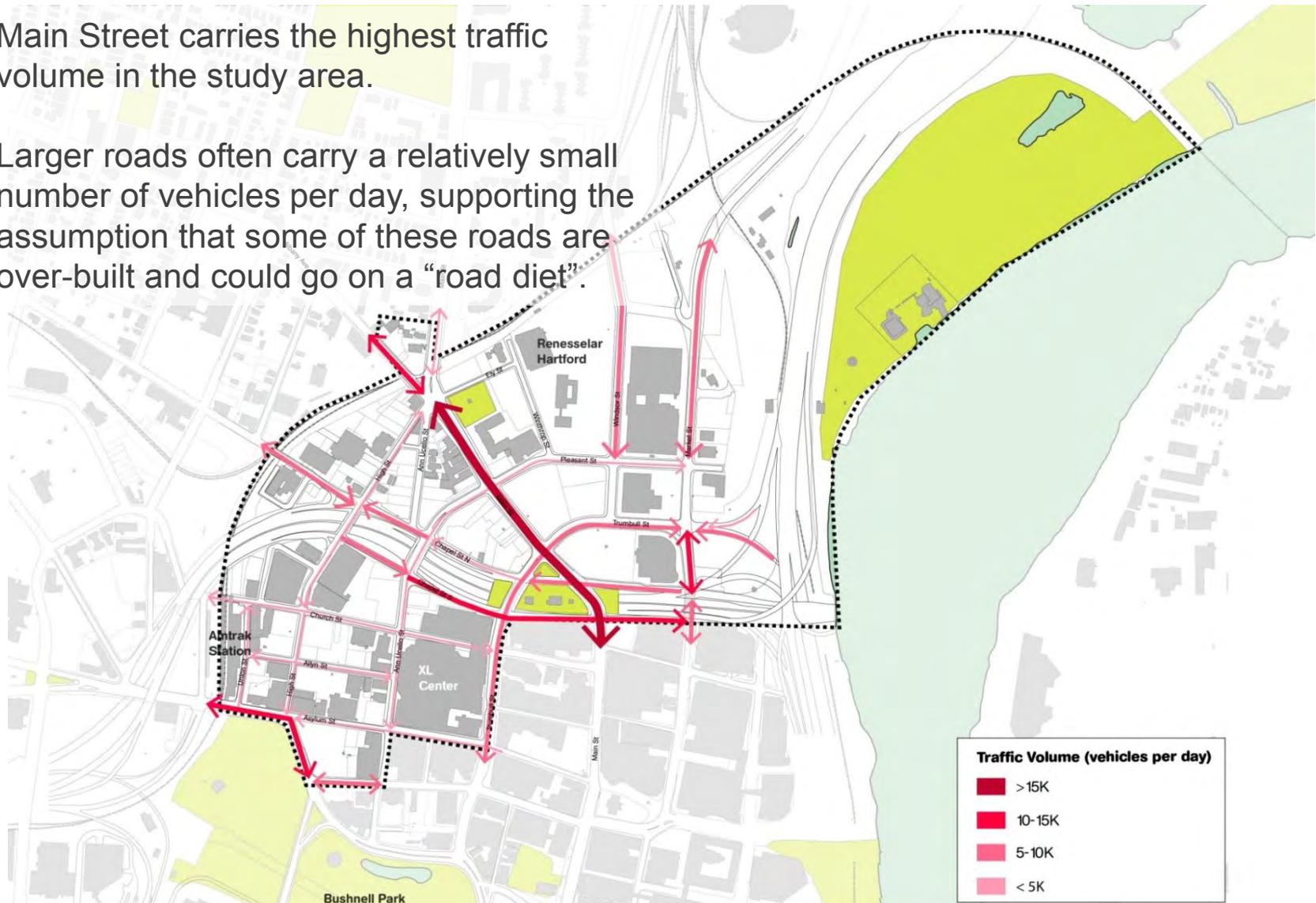
Main St – Improve public realm with new street trees



High St - Corner parking lots are well positioned for infill

Existing Conditions: Traffic Volume

- Main Street carries the highest traffic volume in the study area.
- Larger roads often carry a relatively small number of vehicles per day, supporting the assumption that some of these roads are over-built and could go on a “road diet”.

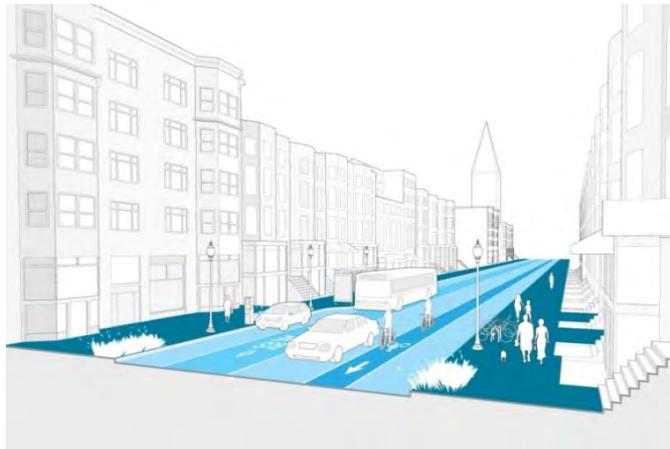


Street Typologies

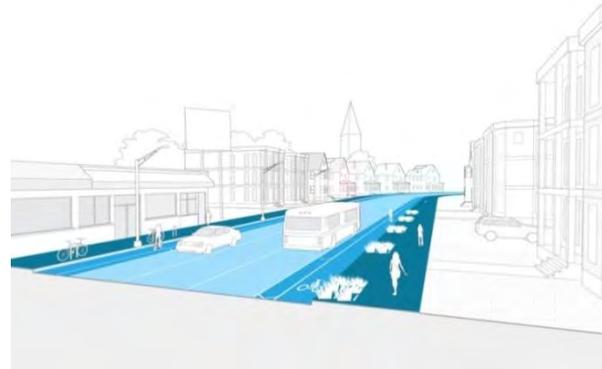
- Establish typologies to establish both existing and future character of streets



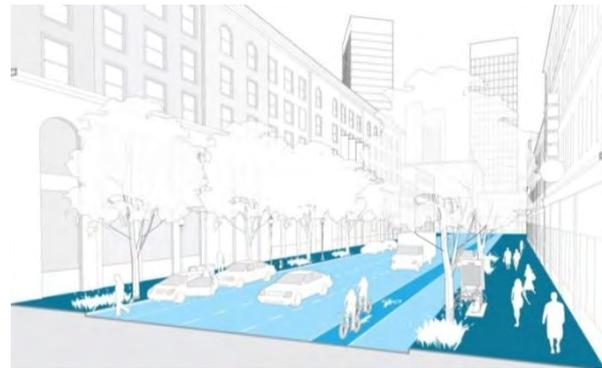
Neighborhood Main St: Social hub and destination



Downtown Mixed-use: Variety of land uses / distinct character



Connector: Provides through movement.



Downtown Commercial High density urban center



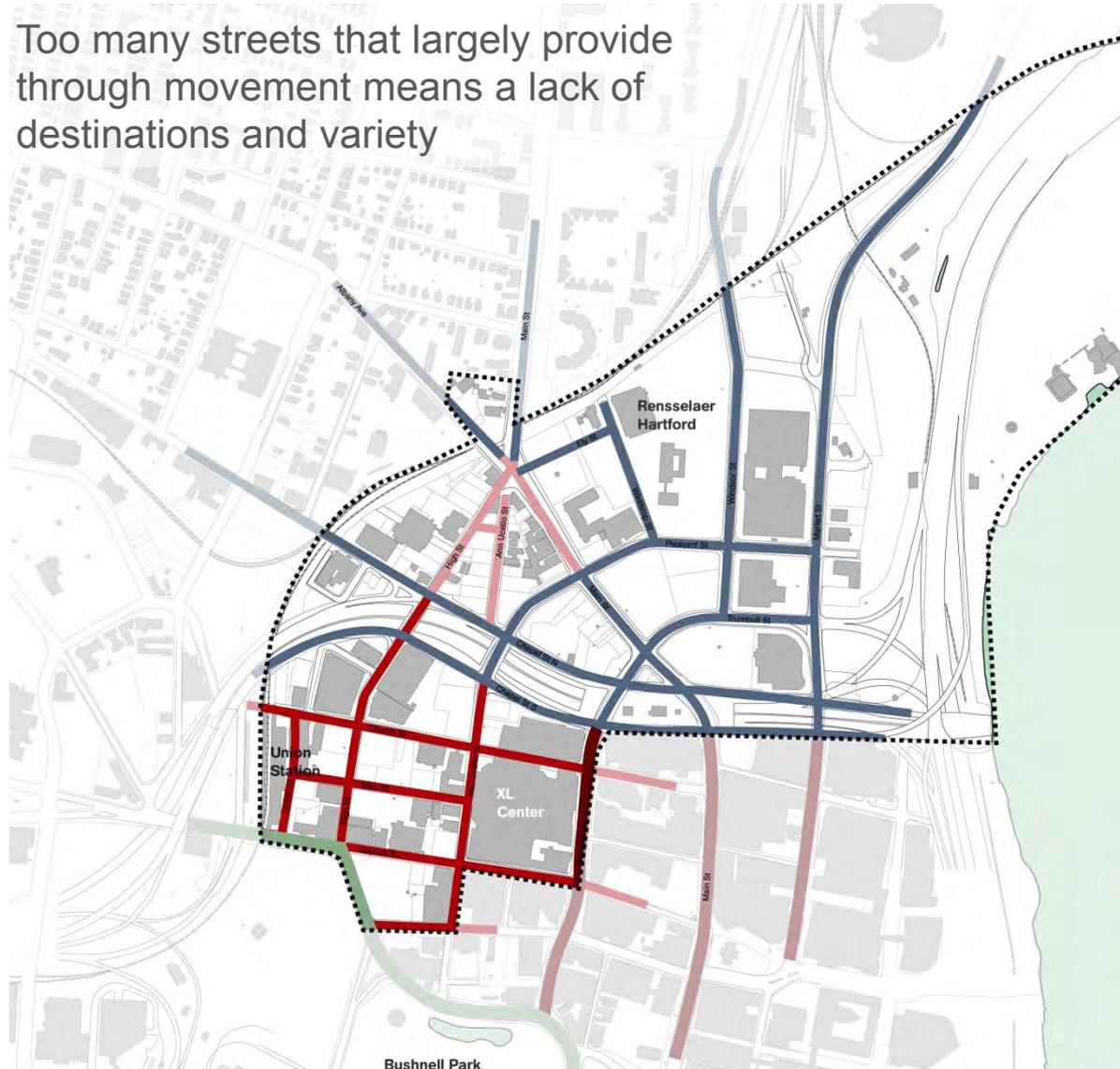
Parkways: Active green thoroughfare

Street Type: Existing

- Too many streets that largely provide through movement means a lack of destinations and variety

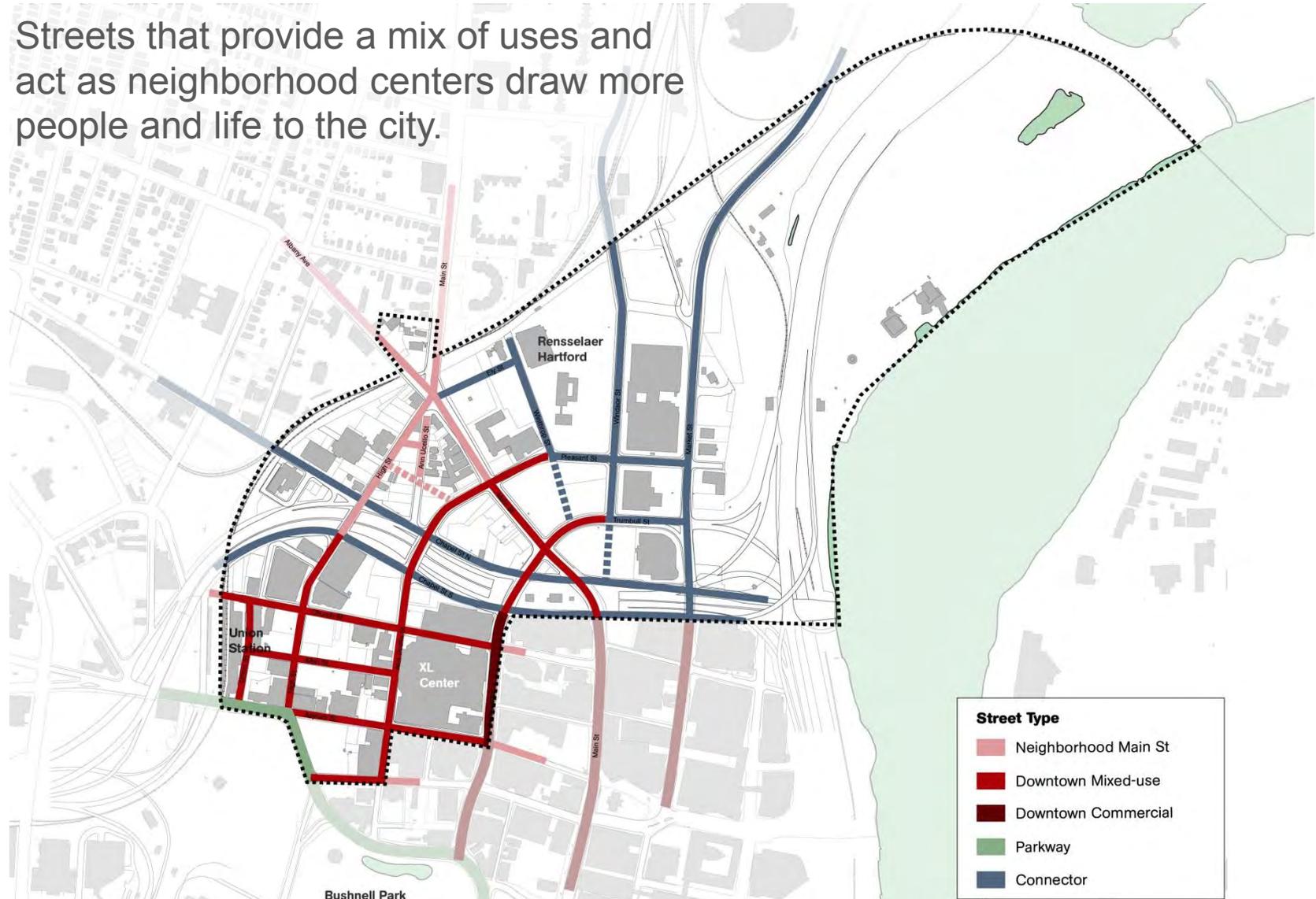


| Street Type | |
|---|----------------------|
|  | Neighborhood Main St |
|  | Downtown Mixed-use |
|  | Downtown Commercial |
|  | Parkway |
|  | Connector |



Street Type: Aspirational

- Streets that provide a mix of uses and act as neighborhood centers draw more people and life to the city.



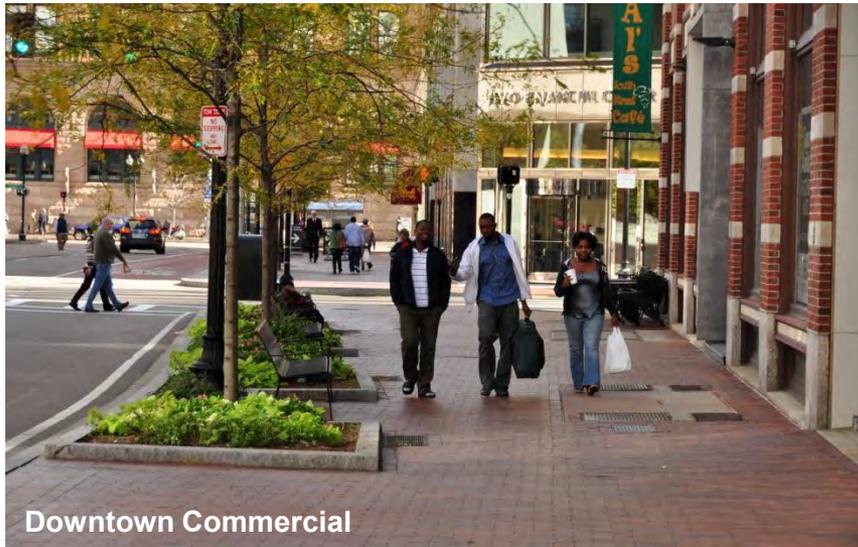
Street Type: Aspirational



Downtown Commercial



Downtown Mixed Use



Downtown Commercial



Parkway

Street Type: Aspirational



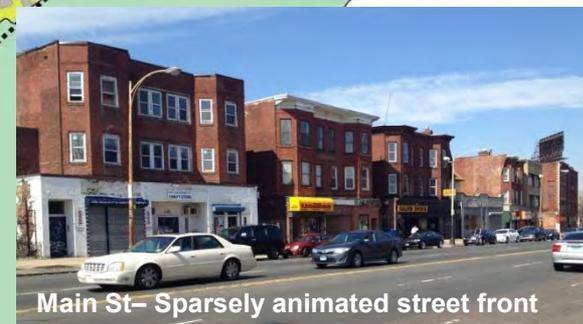
Neighborhood Main Street



Connector

Street Activity: Existing

- Active streets concentrated in CBD and Downtown west
- Small retail concentration along Main Street
- Few amenities or destinations in study area
- Active downtown streets lose continuity in North Park



| Street Edge Condition | |
|-----------------------|-----------------------|
| Orange line | Activated Street Edge |
| Teal line | Inactive Street Edge |
| Red circle | Restaurant |
| Blue circle | Retail |
| Green circle | Hotel |
| Yellow circle | Entertainment |

Street Activity: Aspirational

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Street Edge Condition

- Activated Street Edge
- Inactive Street Edge
- Restaurant
- Retail
- Hotel
- Entertainment

Street Activity: Aspirational



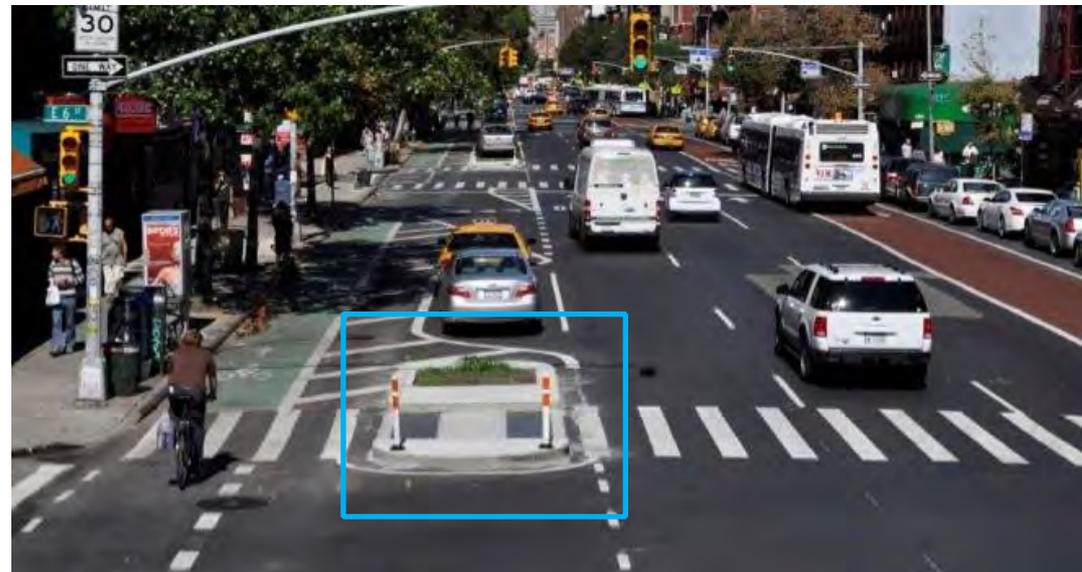
Walkability and Safety

What will improve the situation?

- **Shorter Crossings** – reduce actual and psychological safety concerns for pedestrians.
- **Better Pedestrian Delay** – allow people to have more time to cross the street!
- **Better Sidewalk Environments** – increase sense of ownership of the street and provide active environments for people.



Existing street crossing at Main and Pleasant Street



Pedestrian refuge island reduces crossing distance

Walkability and Safety

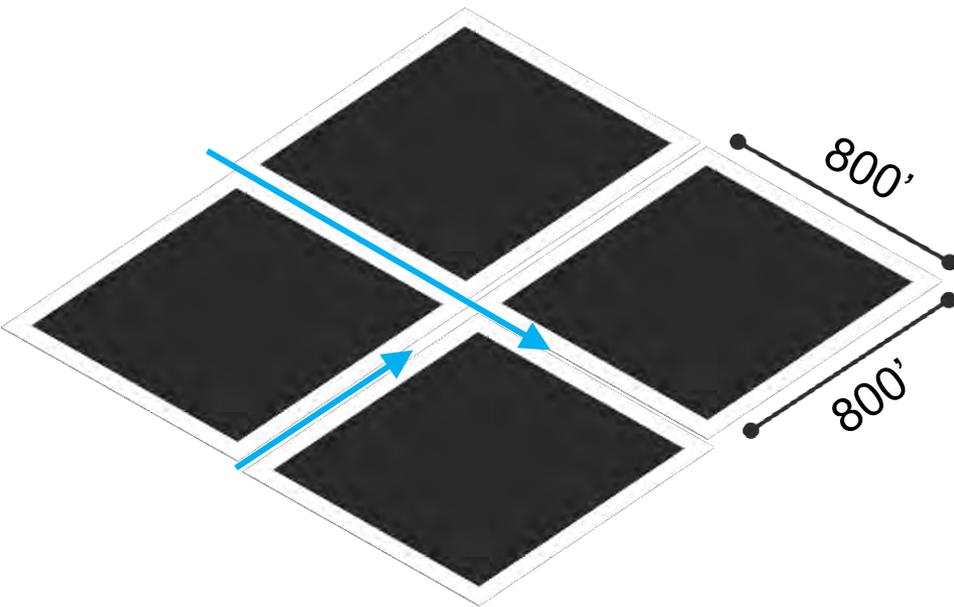
How do you get there?

- **Road Diets** – Reduce the curb-to-curb distance of a street, and may involve shrinking lane width, adding on street parking and bike lanes.
- **Slower Speeds** – Narrower streets and woonerfs are infrastructure interventions that can slow down traffic speeds.
- **On-street Parking** – Protect pedestrians from traffic by providing a static barrier to moving vehicles.

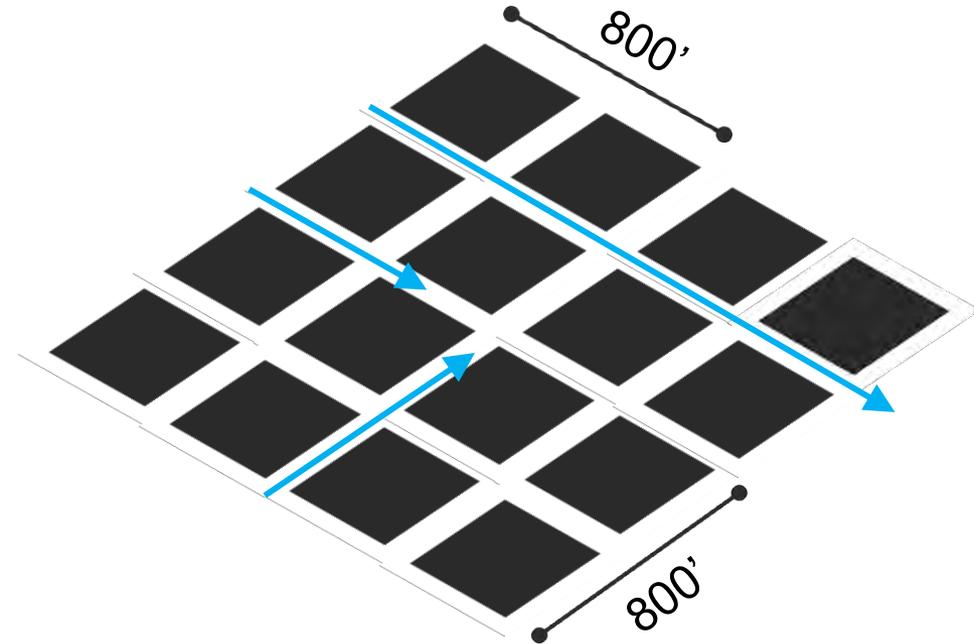


The ROW remains the same, but the street is reconfigured to accommodate all users.

Walkability and Scale



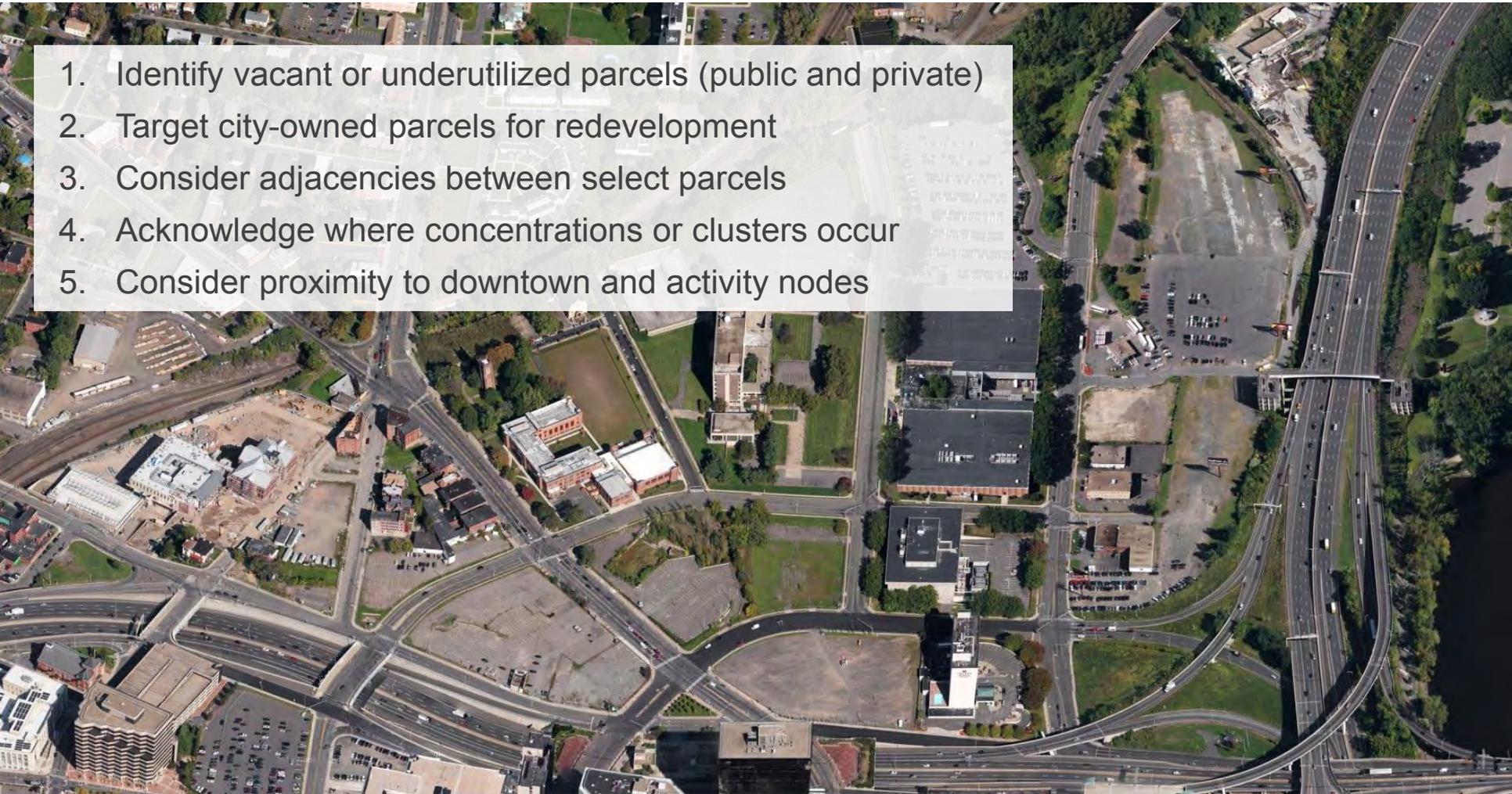
- Super-blocks marginalize options for through movement and reduce efficiency of the street network.



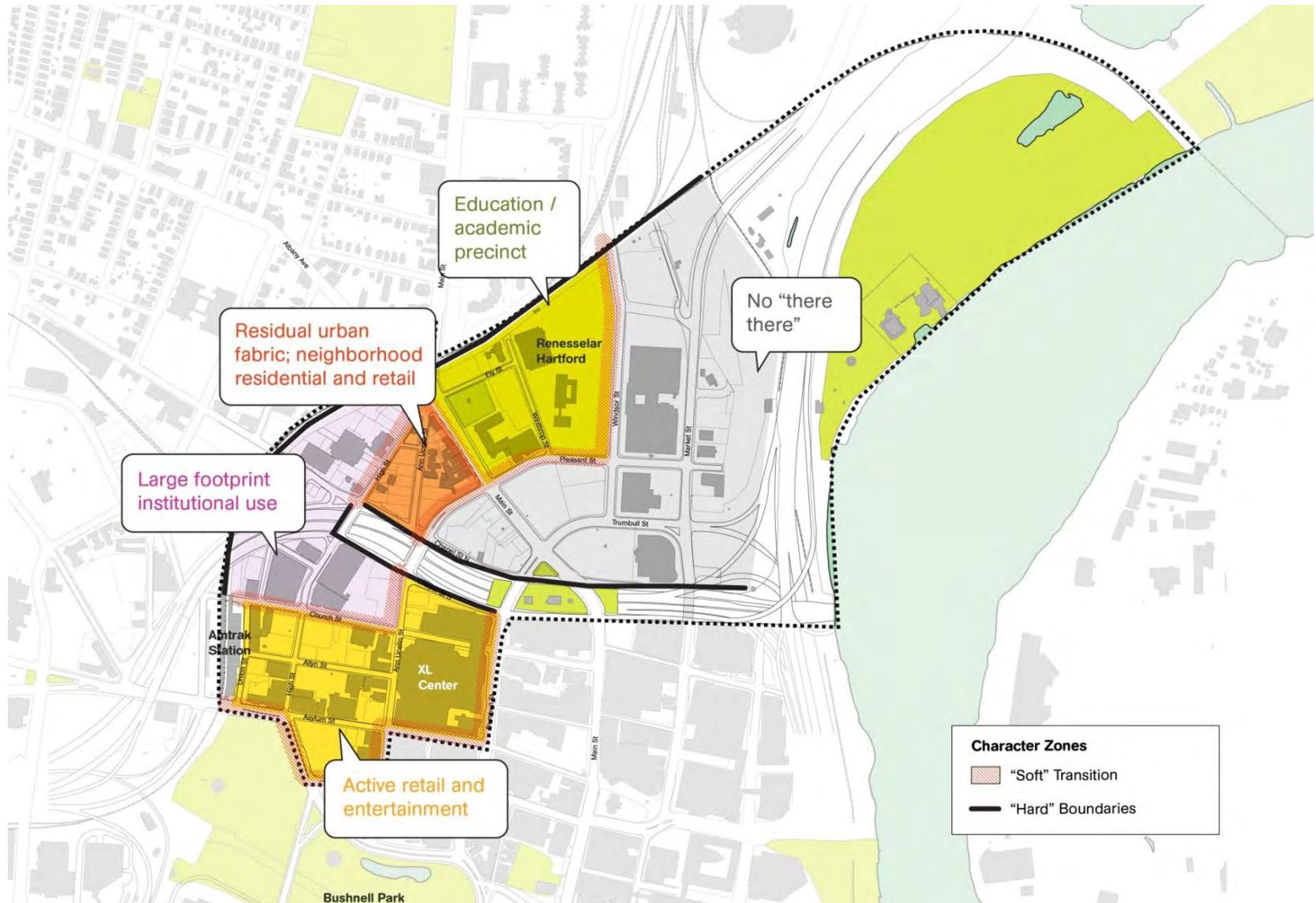
- Smaller block sizes create breaks in the network, offering additional options for movement of all modes of transportation.

Planning & Development

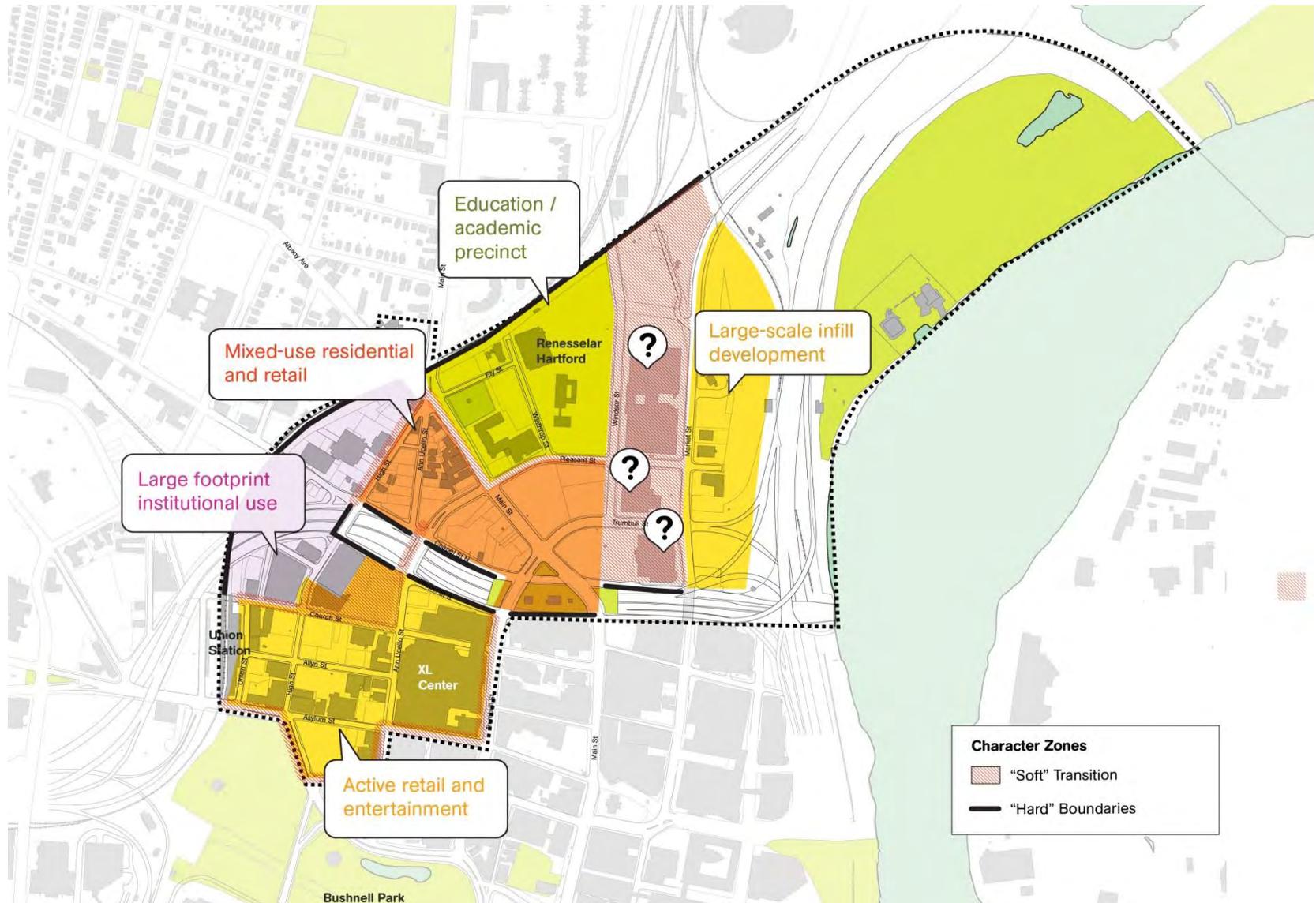
1. Identify vacant or underutilized parcels (public and private)
2. Target city-owned parcels for redevelopment
3. Consider adjacencies between select parcels
4. Acknowledge where concentrations or clusters occur
5. Consider proximity to downtown and activity nodes



Existing Character



Potential Character



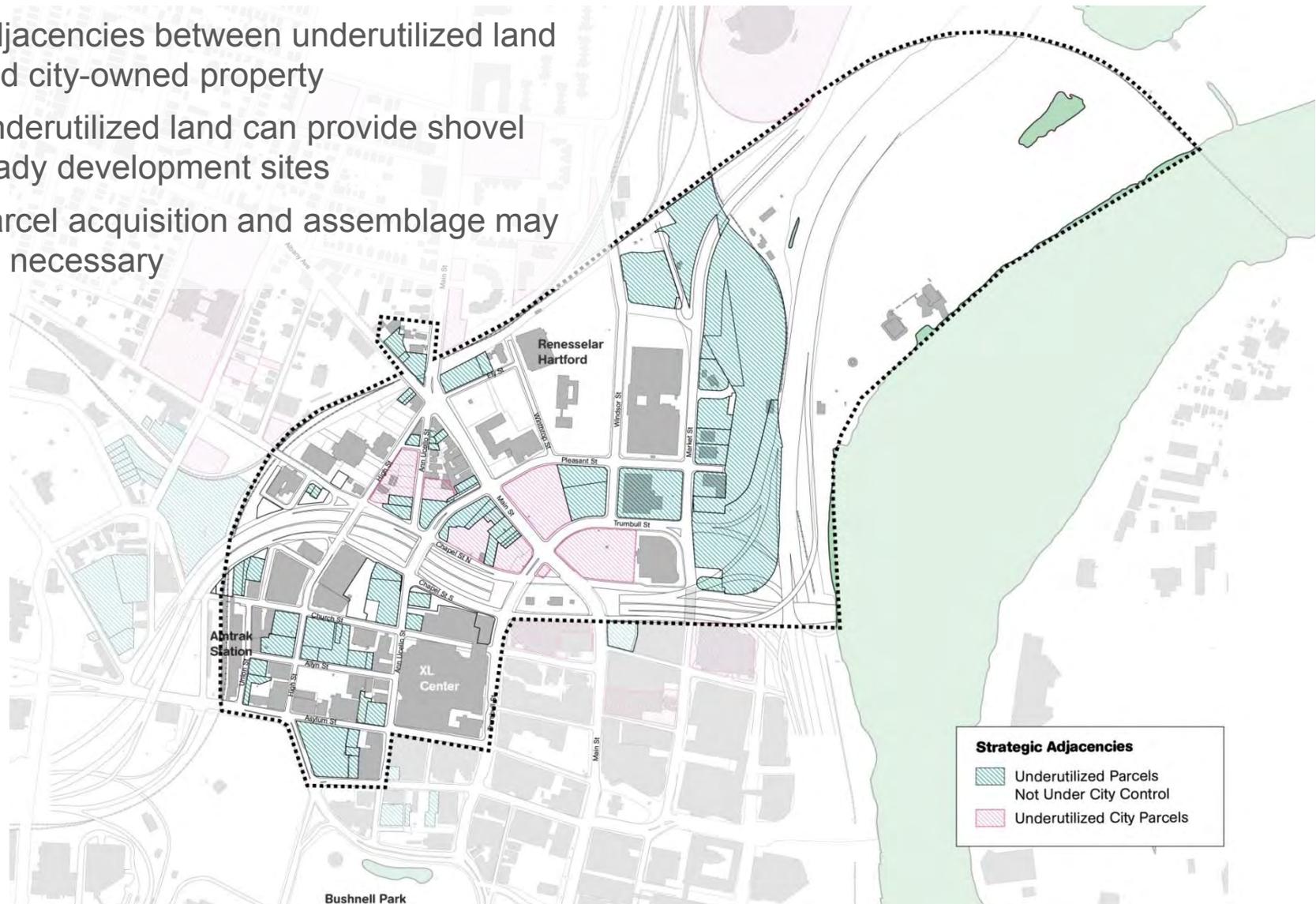
Focus Areas

- 1 Main St & Pleasant St – southern gateway to study area
- 2 Market Street – future large scale development opportunity
- 3 Downtown West – build upon existing activity in area
- 4 Albany Ave & Main St – gateway to study area and neighborhood center



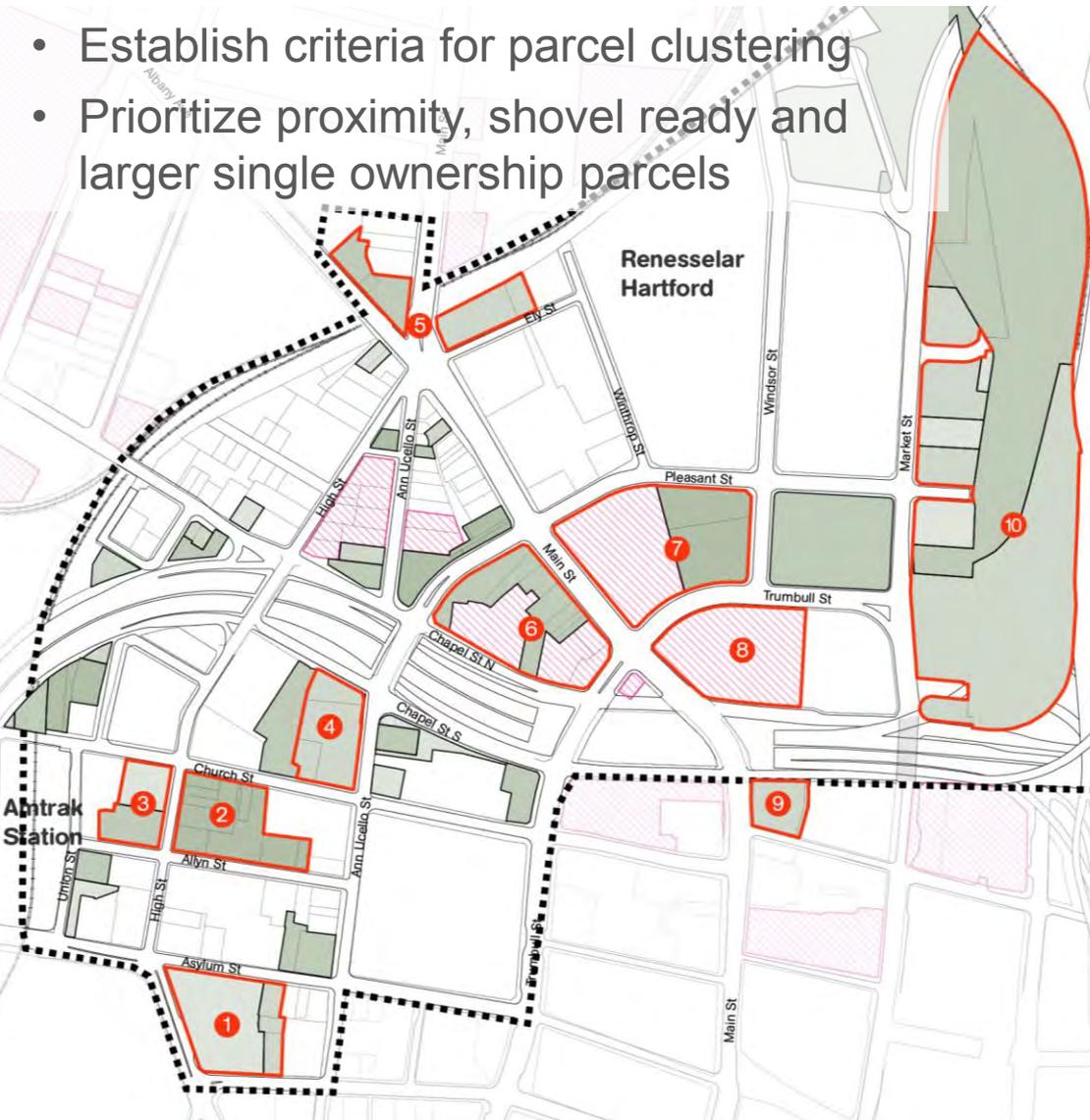
Strategic Adjacencies

- Adjacencies between underutilized land and city-owned property
- Underutilized land can provide shovel ready development sites
- Parcel acquisition and assemblage may be necessary



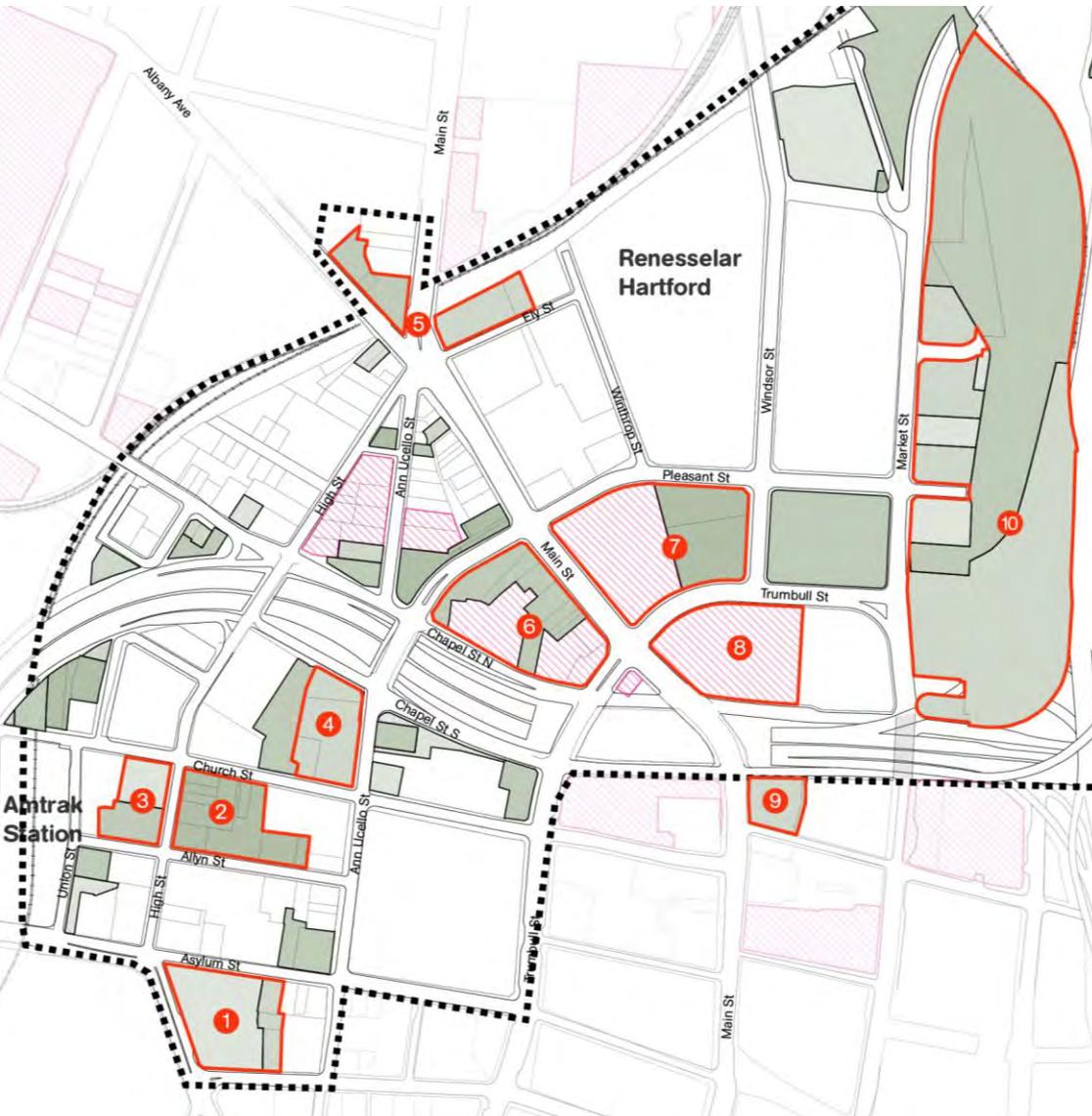
Key Development Sites

- Establish criteria for parcel clustering
- Prioritize proximity, shovel ready and larger single ownership parcels



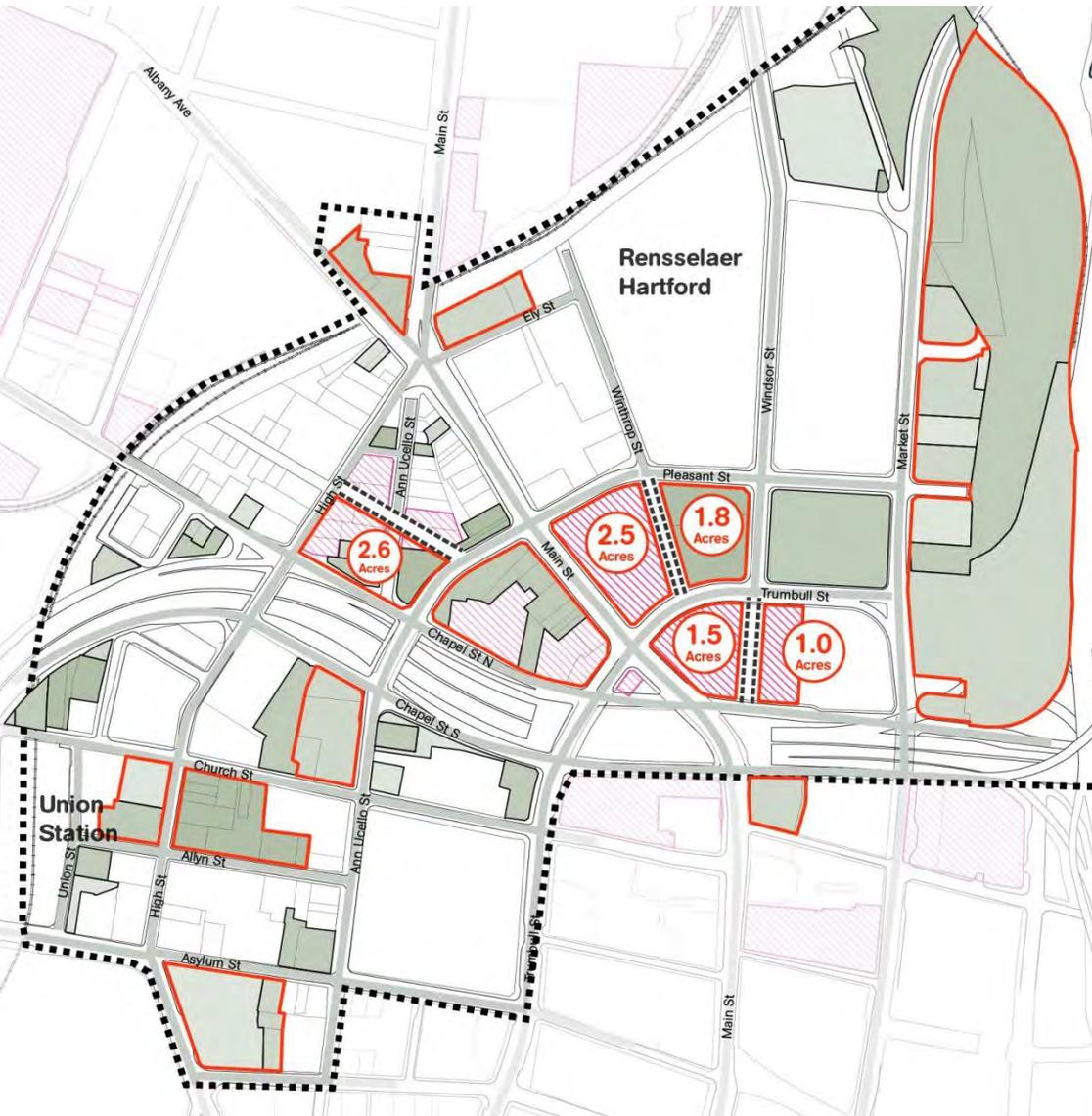
| Parcel No. | Size | Existing Use | No Assembly | Proximity Required | No Demolition |
|------------|------|-------------------|-------------|--------------------|---------------|
| 1 | 2.8 | Parking | • | • | |
| 2 | 2.2 | Parking | • | • | • |
| 3 | 1.1 | Parking | • | • | |
| 4 | 1.7 | Parking | • | • | • |
| 5 | 1.8 | Vacant | • | • | |
| 6 | 3.6 | Parking | • | • | |
| 7 | 4.9 | Parking/Vacant | • | • | |
| 8 | 3.4 | Vacant | • | • | • |
| 9 | 0.7 | Parking | • | • | • |
| 10 | 23.0 | Industrial/Vacant | • | | |

Key Development Sites



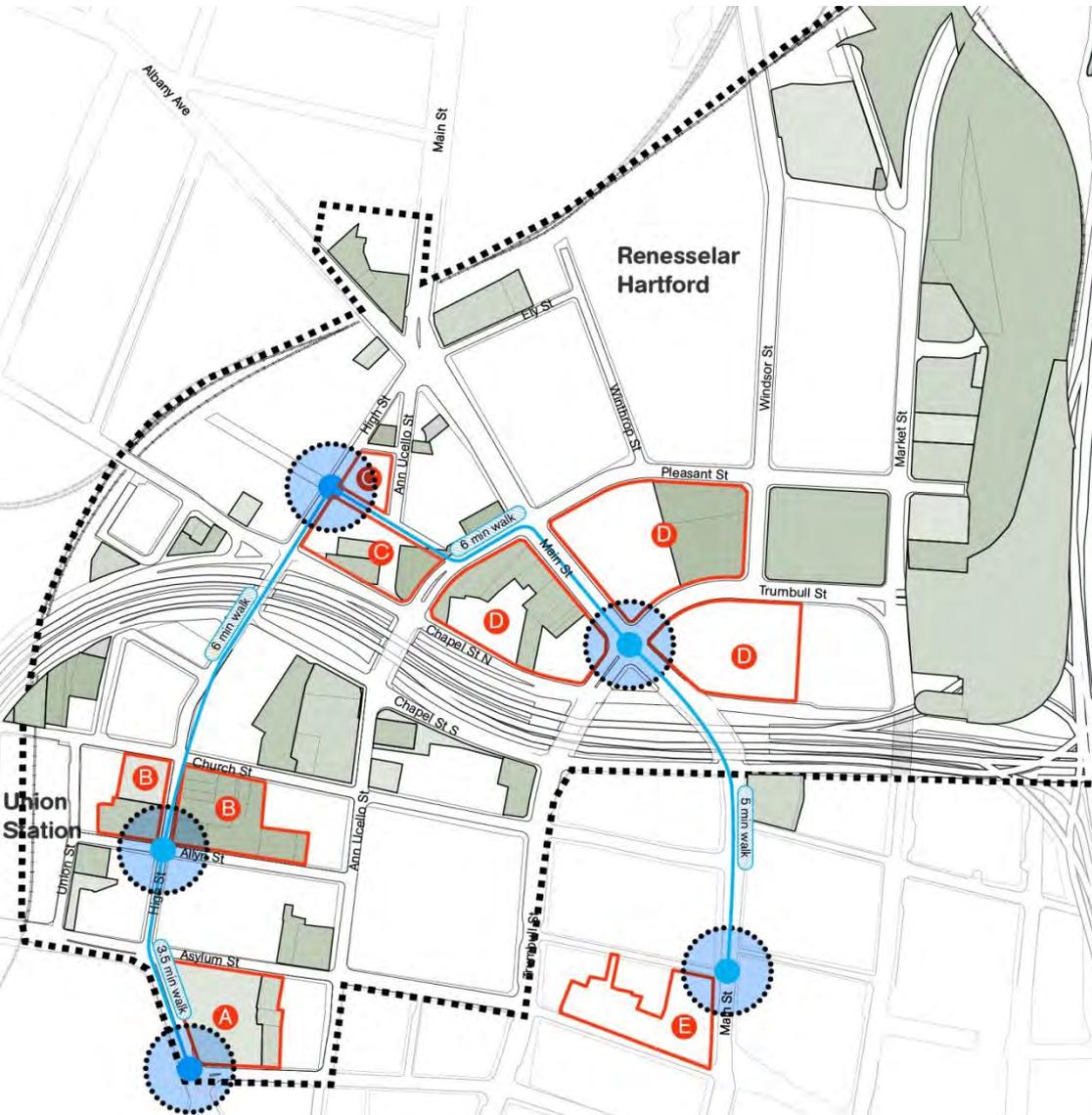
| Area | Parcels | Ownership | Use | Acres |
|---------|---------|--------------|--------------------|-------|
| Area 1 | 4 | Multiple(2) | Parking | 2.8 |
| Area 2 | 9 | Single | Parking | 2.2 |
| Area 3 | 2 | Multiple(3) | Parking | 1.1 |
| Area 4 | 3 | Single | Parking | 1.7 |
| Area 5 | 4 | Multiple (2) | Parking/ Vacant | 1.8 |
| Area 6 | 12 | Multiple(2) | Parking | 3.6 |
| Area 7 | 3 | Multiple(2) | Parking/ Vacant | 4.9 |
| Area 8 | 1 | Single | Parking | 3.4 |
| Area 9 | 2 | Single | Parking | 0.7 |
| Area 10 | 10 | Multiple(8) | Parking/ Vacant | 23.0 |

Key Development Sites w/ New Streets



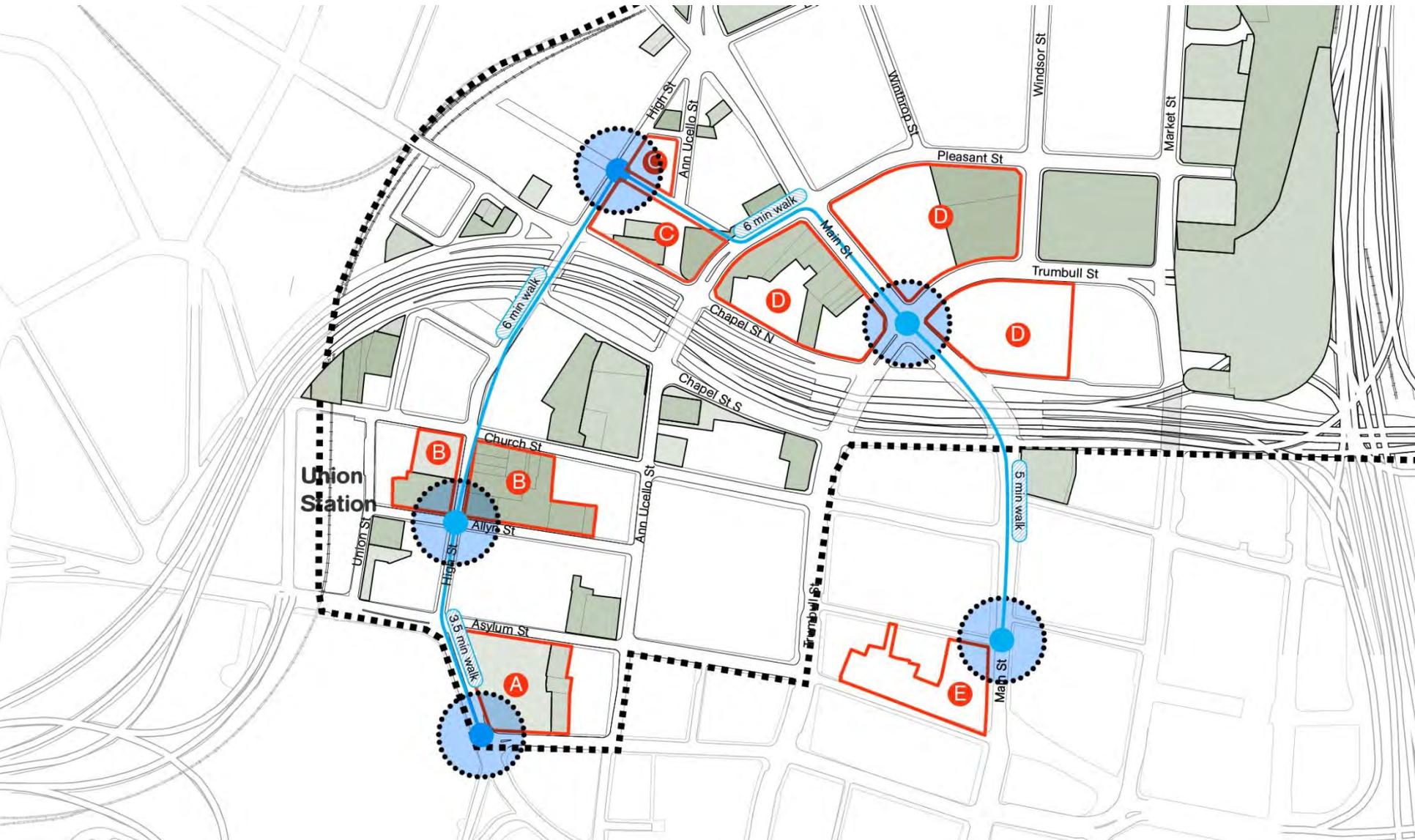
| Block | Former Acreage | New Acreage |
|---------|----------------|-------------|
| Block 1 | 3.6 | 3.6 |
| Block 2 | 4.9 | 2.5 / 1.8 |
| Block 3 | 3.4 | 1.5 / 1.0 |
| Block 4 | | 2.6 |

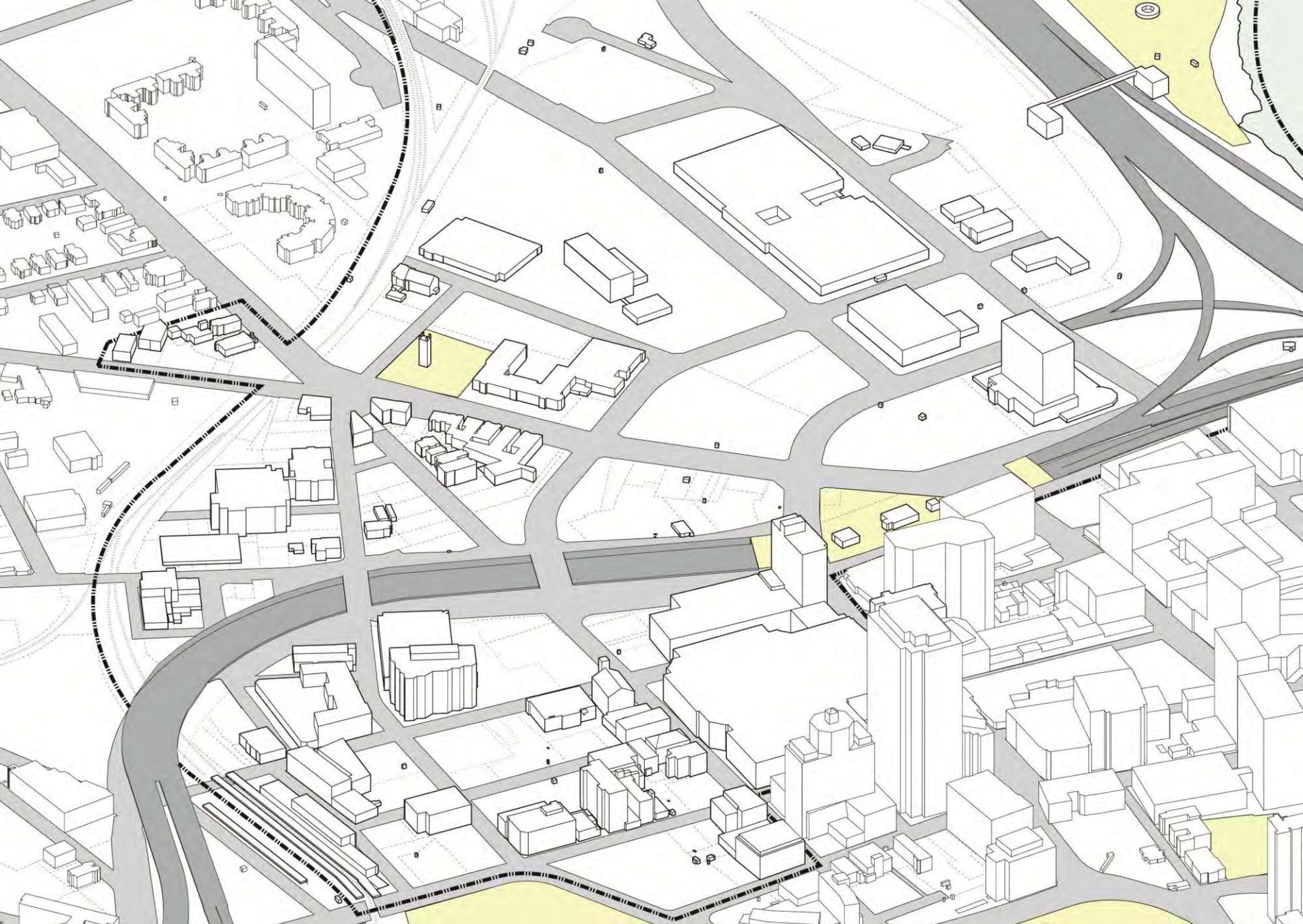
Priority Housing Sites

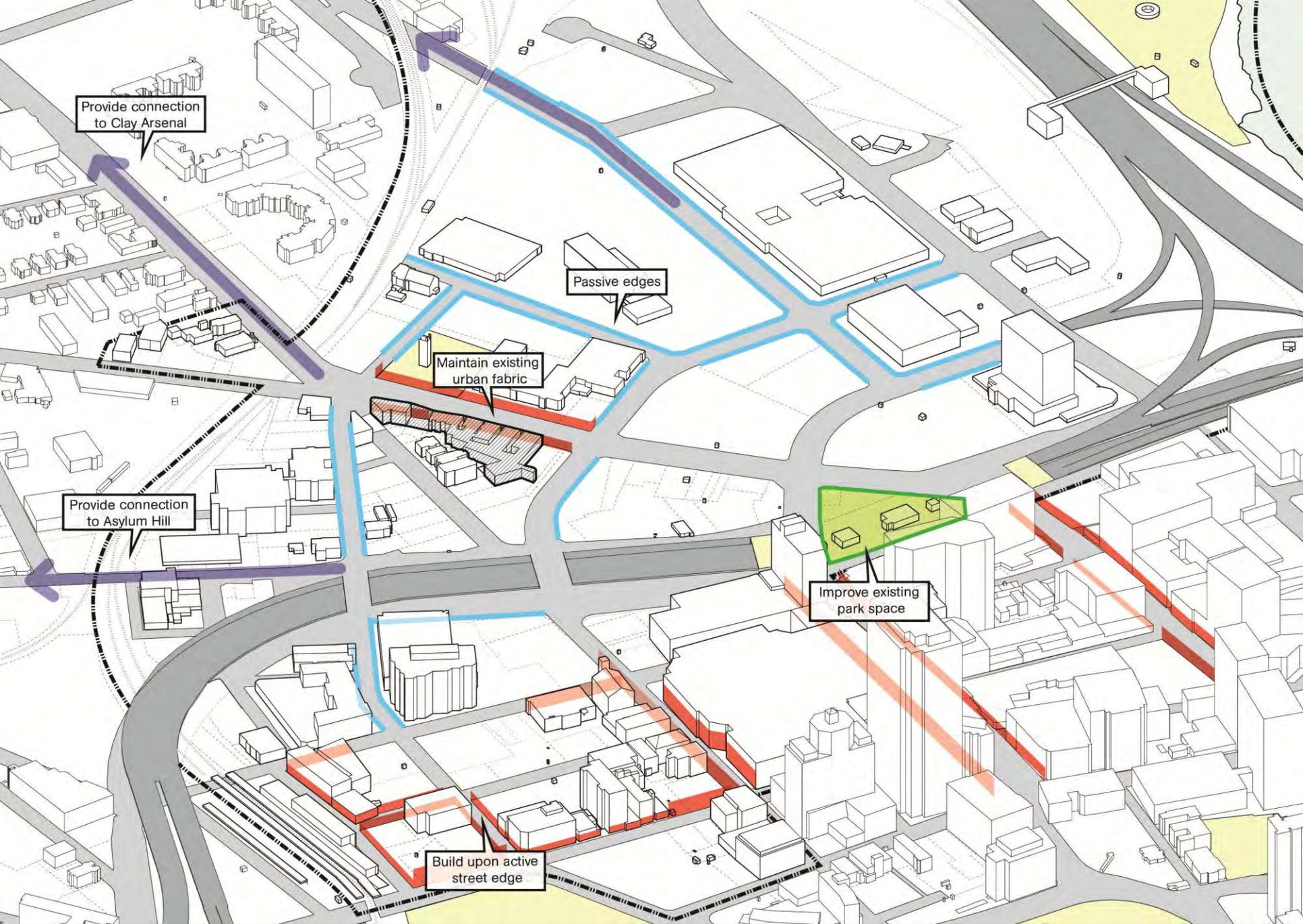


| Walking Path | Distance | Walking Time |
|--------------|----------|--------------|
| Block A-B | 820 ft | 3.5 min |
| Block B-C | 1400 ft | 6 min |
| Block C-D | 1400 ft | 6 min |
| Block D-E | 1200 ft | 5 min |

Priority Housing Sites







Provide connection to Clay Arsenal

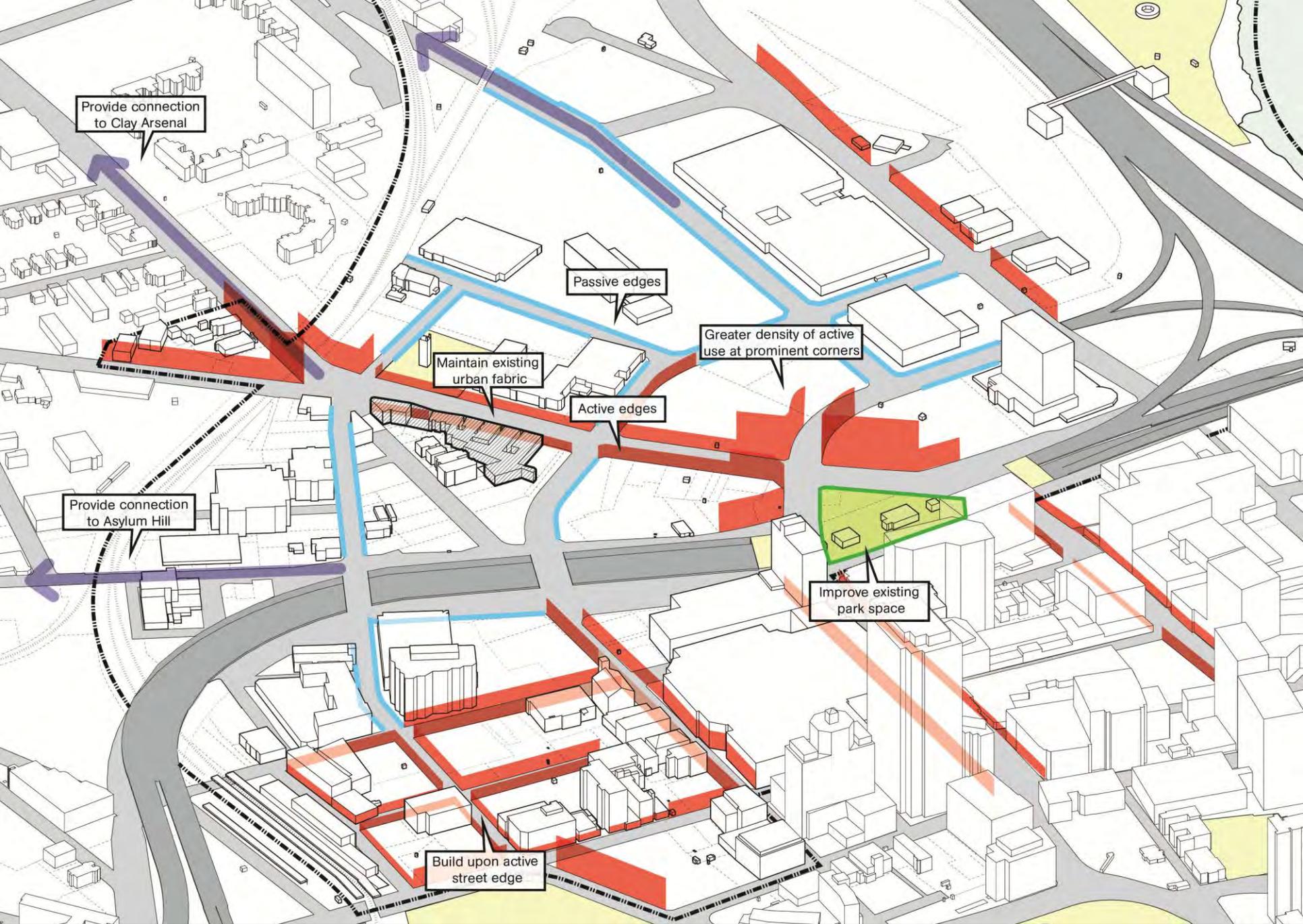
Passive edges

Maintain existing urban fabric

Provide connection to Asylum Hill

Improve existing park space

Build upon active street edge



Provide connection to Clay Arsenal

Passive edges

Greater density of active use at prominent corners

Maintain existing urban fabric

Active edges

Provide connection to Asylum Hill

Improve existing park space

Build upon active street edge