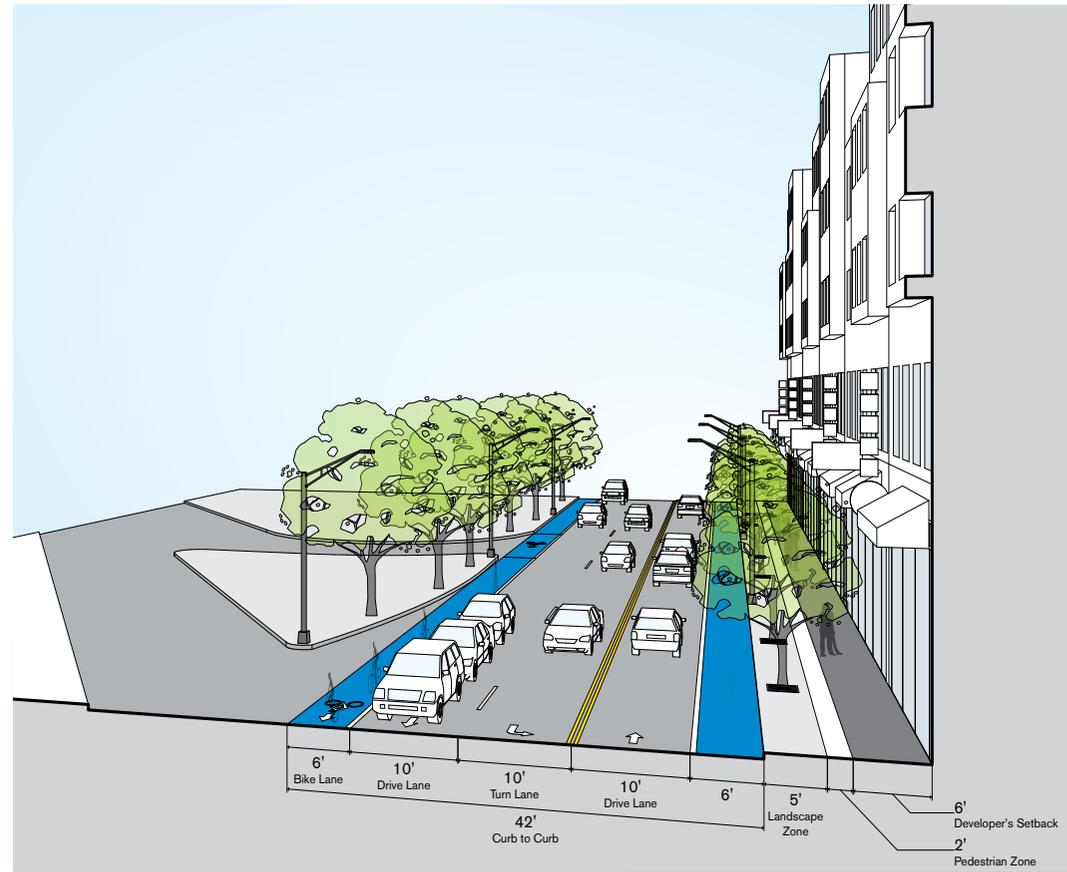


Walnut Street

The proposed redesign of Walnut Street reduces it from a four-lane road to a two-lane road with an eastbound center left-hand turn lane at the High Street intersection. This road diet allows for bike lanes on either side of the street.

A wider sidewalk that provides room for tree plantings may require a developer setback at certain points along the street because the ROW varies.



Proposed Walnut Street design

	Existing	Proposed
ROW	49 feet	55 feet*
Curb-to-curb	42 feet	42 feet
Number of travel lanes	4 lanes	2 (3 lanes at High Street intersection)
On-street Parking	No	No
Bike Lanes	No	Yes
Direction	2-way	2-way

*developer setback required



Walnut Street looking west.

Walnut and High Street

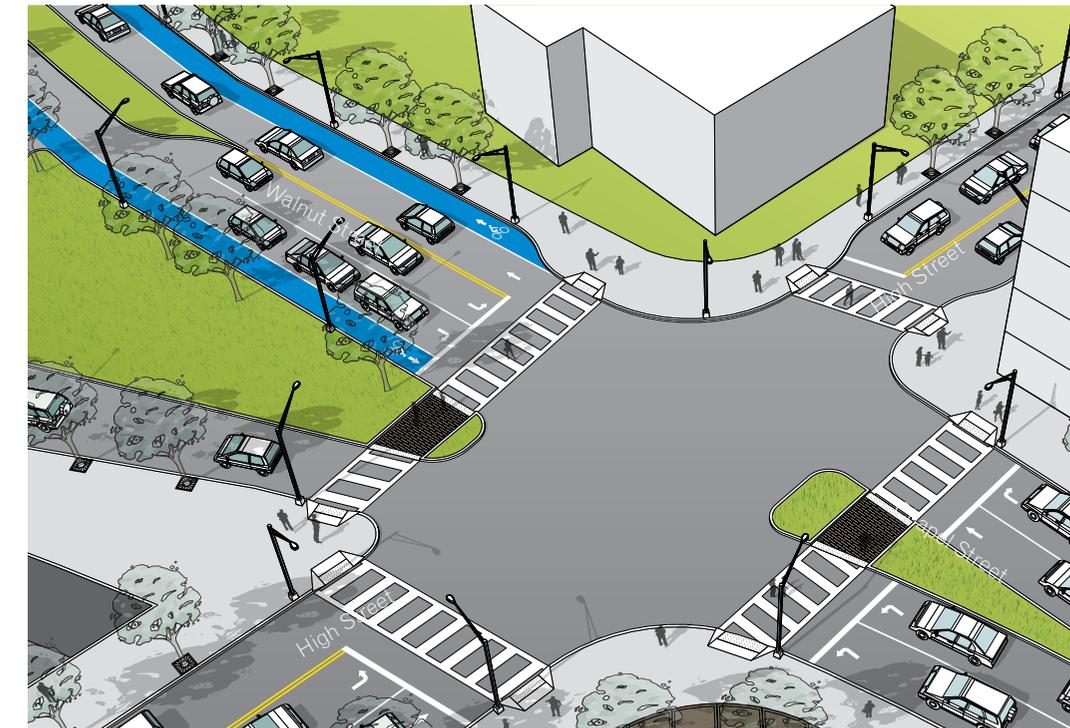
Walnut Street's eastbound movement comes to an abrupt stop when it intersects with High Street and N. Chapel Street. This results in the inability to move north or east because High Street and Chapel Street are one-way streets southbound and westbound respectively.

The conversion of High Street to a two-way street will provide new access for

northbound movement. Any vehicles traveling east on Walnut Street now have to take an overwhelmingly circuitous route to go north.

Chapel Street is redesigned at the intersection, as well. Instead of a five-lane road with two dedicated left-turn lanes and three through-lanes, it is proposed as a four-lane road with two dedicated left turn lanes,

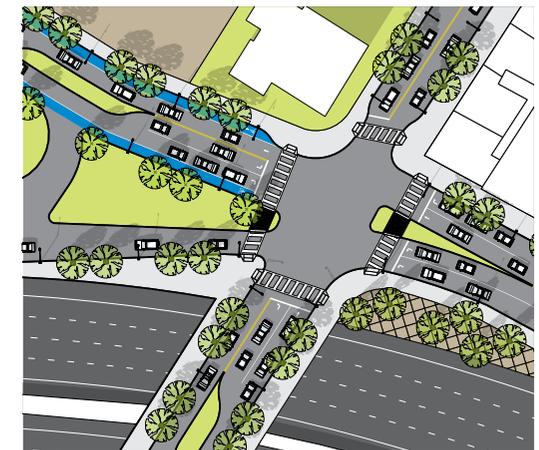
one interstate access and southbound access on High Street, one through-lane and one right-turn lane onto High Street heading north with a new pedestrian island.



Future Walnut and High Street intersection configuration.



Walnut and High Street intersection.



Plan for Walnut and High Street intersection.

2 Main and Trumbull

A New Town Center

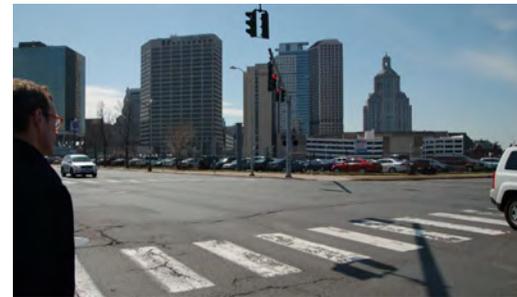
One of the biggest challenges of jump-starting development in Downtown North is the presence of I-84. The actual distance between the core of downtown and Downtown North is minimal; however it is a very palpable psychological distance. Despite the presence of a highway overpass park (Heaven Park, which has fallen into disrepair), the walk across the bridges over the interstate still has the quality of a “no-man’s land”.

The area that is bounded by Pleasant Street to the north and west and Chapel Street to the south, using Main Street as its spine, forms an additional node for development. Currently, the area is a collection of surface parking lots and vacant parcels. Much of the property is comprised of large parcels



owned by the City of Hartford. There is a collection of smaller parcels under private ownership that would need to be assembled for future development.

The market analysis for Downtown North/Downtown West determined that there is a substantial demand for new retail downtown, including a grocery store (30,000 sf). This node is an ideal candidate to locate a grocery store due to its highway access and area required for a grocery store. An improved gateway will have a profound



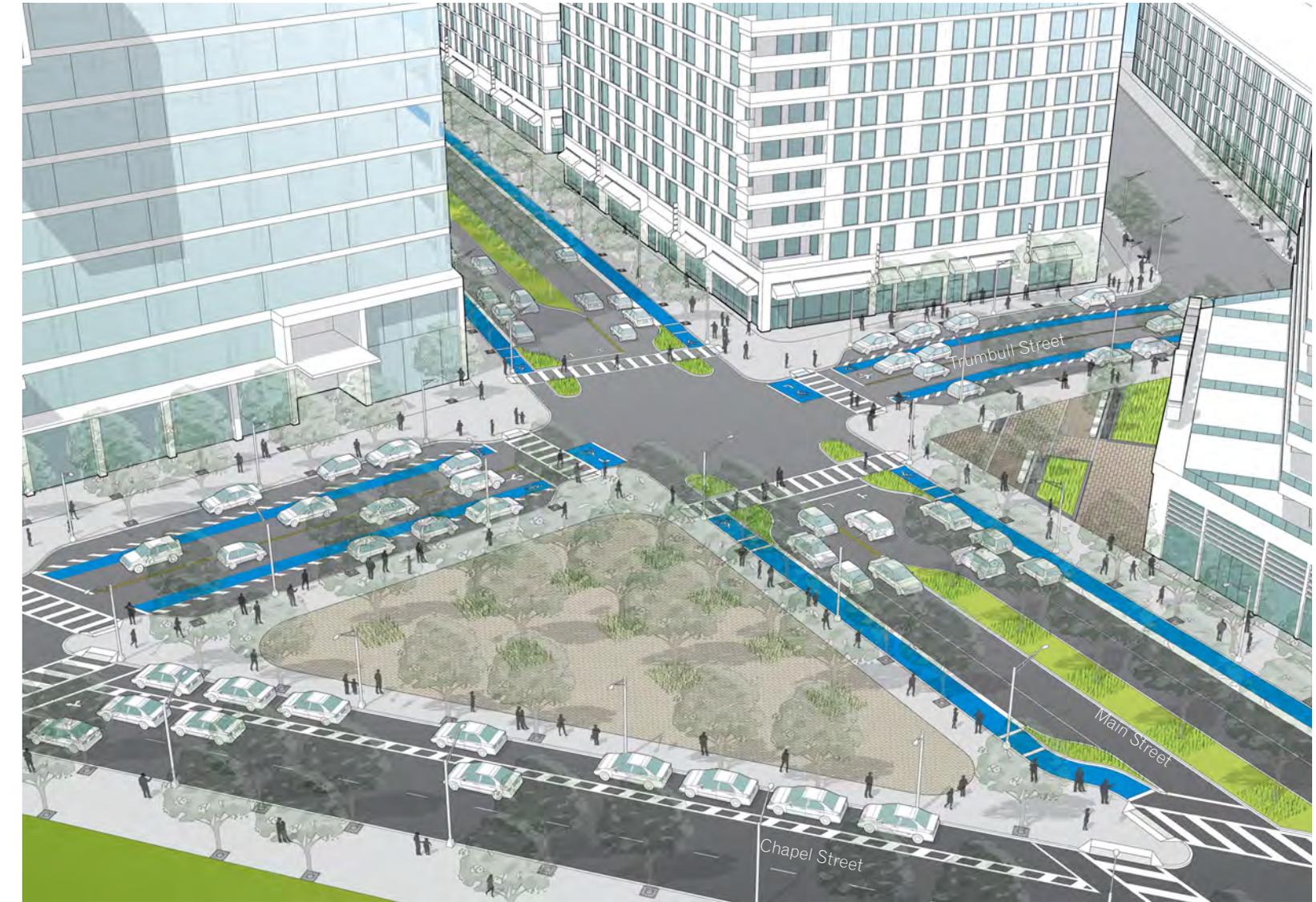
The intersection at Main Street and Pleasant Street is inhospitable to pedestrians



A grocery store would draw nearby residents from downtown, as well as the surrounding neighborhoods.

impact on development north of I-84. Retail and residential development will complement a proposed municipal building that will attract daytime workers, nearby residents, and new Downtown residents.

The intersection of Main and Trumbull is a significant destination and gateway. The planned municipal building is ten stories based on current programmatic needs (250,000 sf). Other Mid-rise Mixed Use buildings anchoring that corner should be between 10-12 stories tall. As the development moves beyond that key node, the recommended building heights are between 4-5 stories for Low-rise Mixed Use buildings, which are primarily residential with some ground floor retail.



Key intersection at Main Street and Trumbull Street

Plan Phasing

The scale of the development at Main and Trumbull, and the geographical territory it covers, should be considered a phased project. A first phase would fill in empty lots that face Main Street to create a seamless environment from downtown, accommodate

retail demand, and provide room for the proposed municipal office building.

A second phase would fill in the blocks to address blank street edges along Trumbull Street and Pleasant Street with mostly 4-5

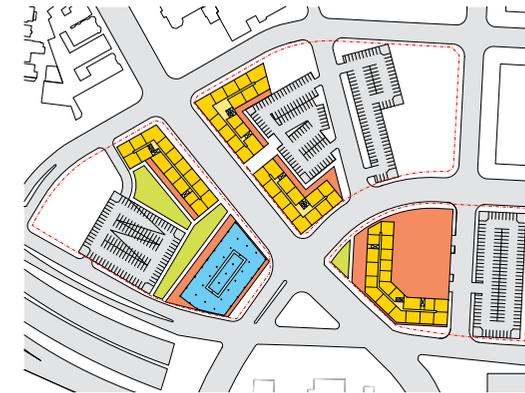
story buildings that are primarily residential, acknowledging that retail cannot cover every street edge and that often residential streets are appropriate.



Phase I: Ground Level Plan



Phase I: Second Level Plan



Phase I: Upper Level Plan



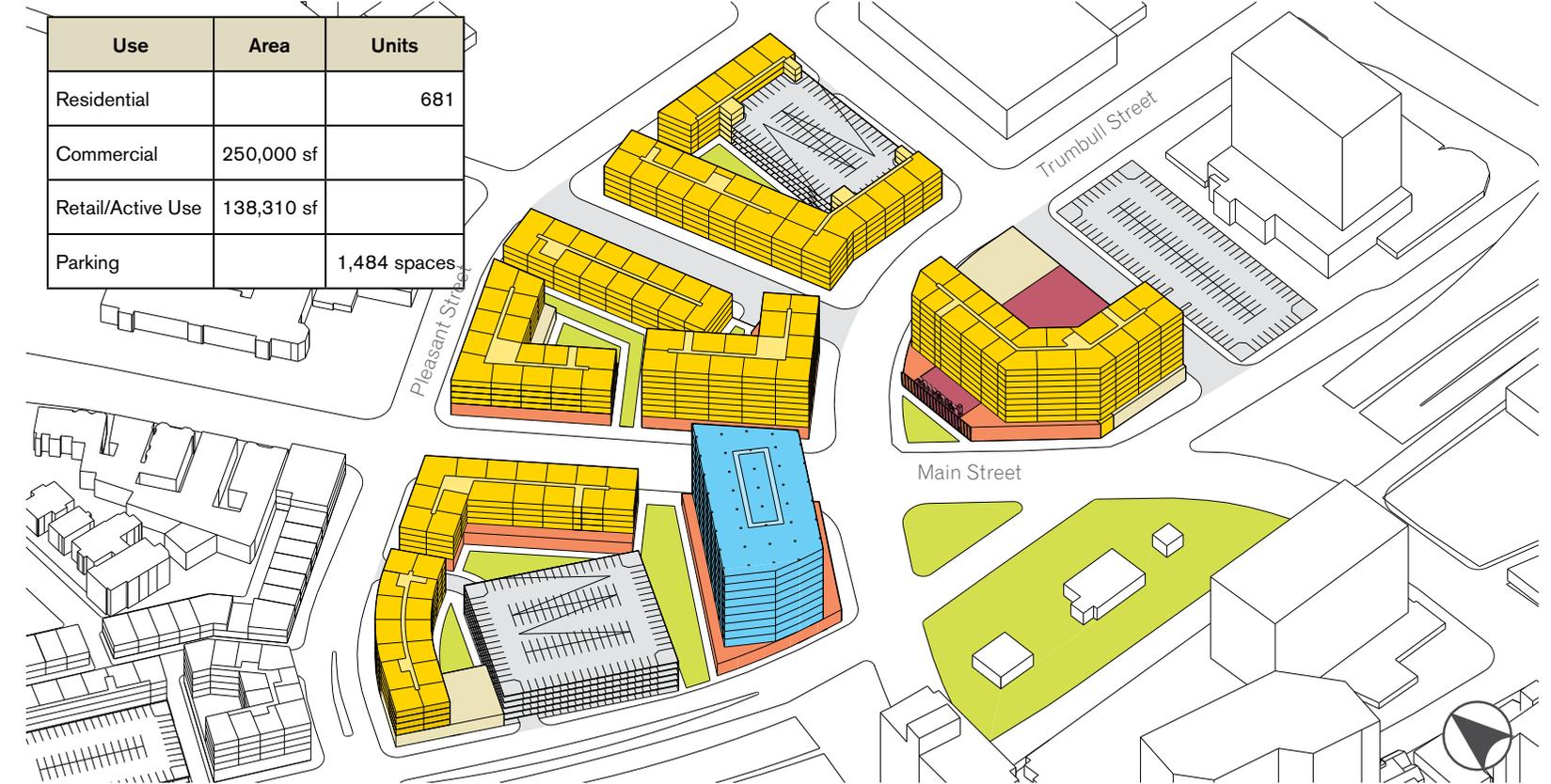
Phase II: Ground Level Plan



Phase II: Second Level Plan



Phase II: Upper Level Plan



- Residential
- Retail
- Office
- Other/Accessory Space
- Grocery

