

Main Street

As the primary street through Downtown North, and a main north-south thoroughfare for the city, Main Street permits and deserves a sense of hierarchy in its design and scale.

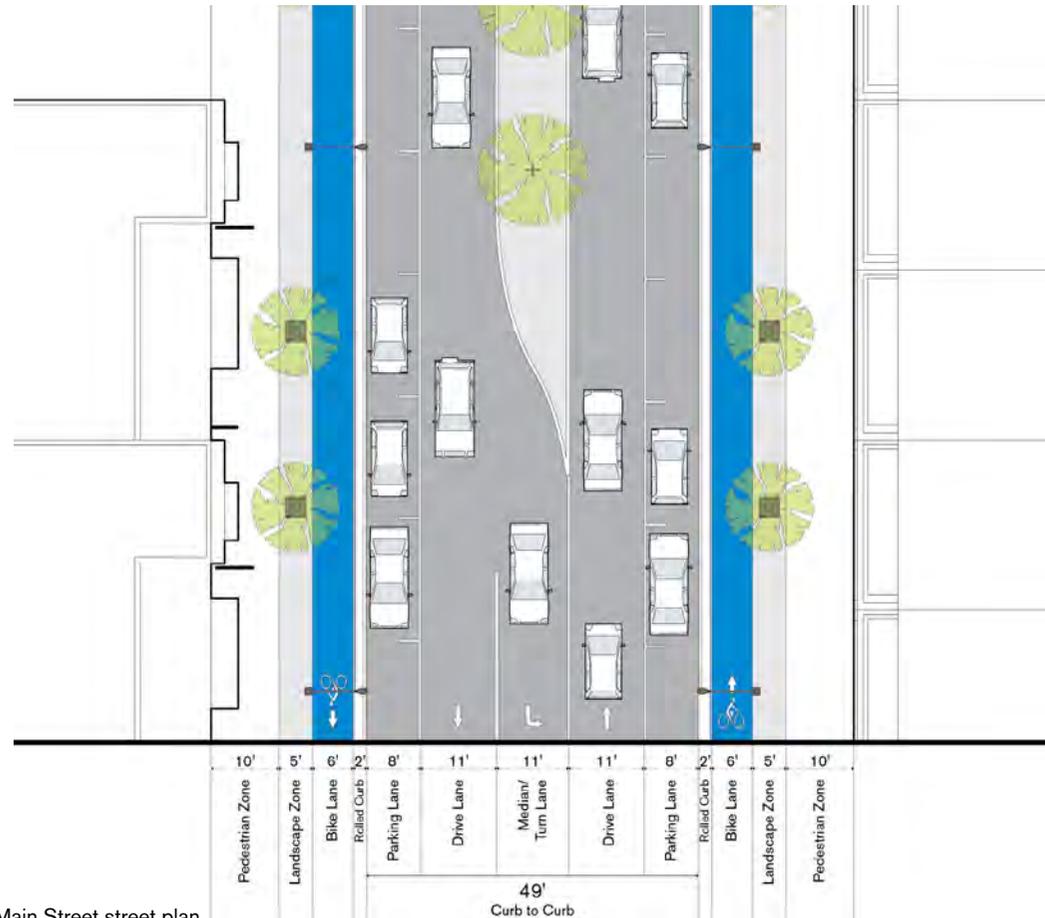
Its current configuration is much larger than is necessary for the amount of traffic it carries. That being the case, there is room for amenities, such as large sidewalks with tree planting zones, elevated cycle

tracks, and a landscaped median. With the exception of center turn lanes at the intersection, Main Street is designed as one travel lane in both directions with on-street parking on both sides of the street.

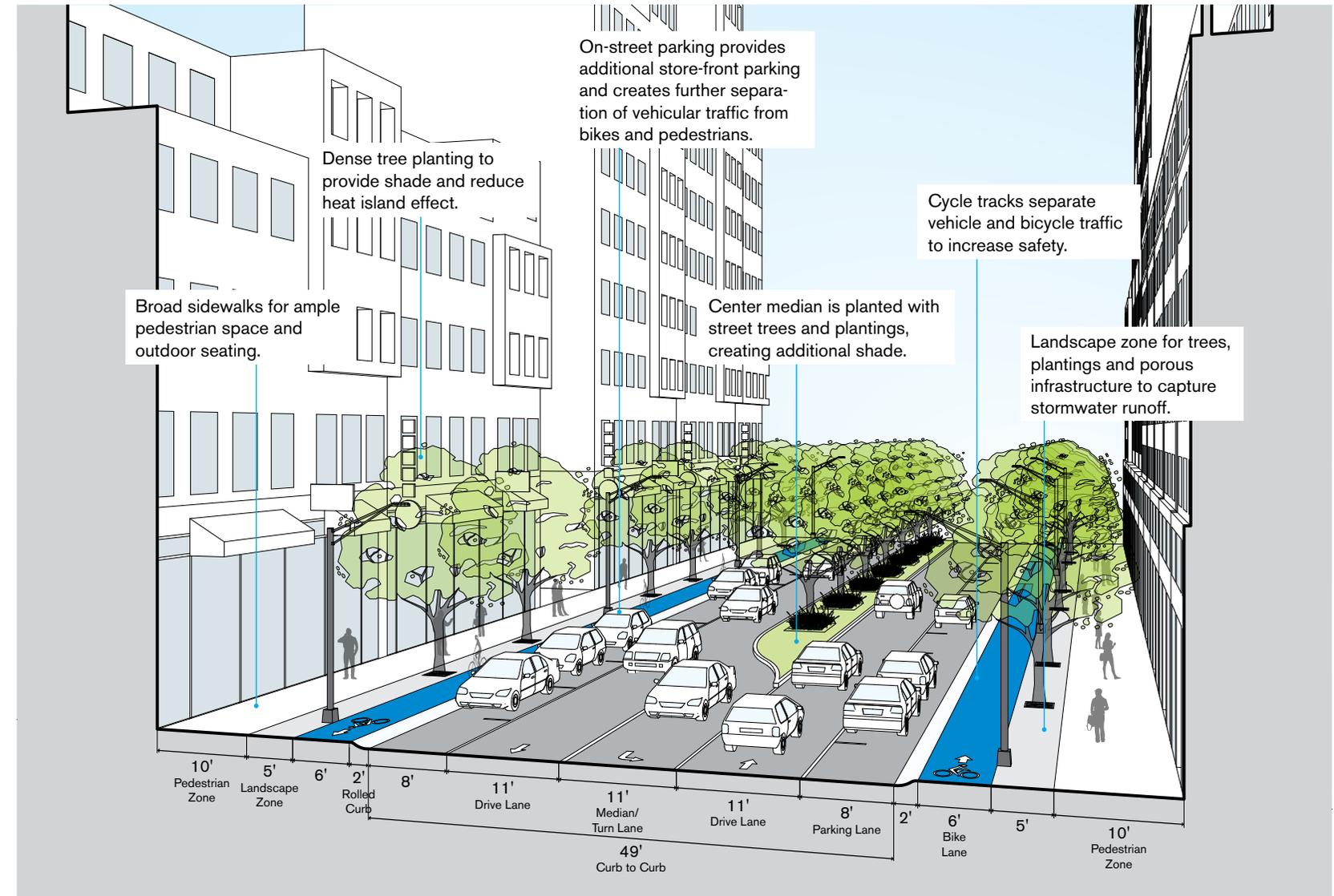
	Existing	Proposed
ROW	100 feet	95 feet
Curb-to-curb	75 feet	49 feet
Number of travel lanes	6 lanes	2 (3 with turn lane)
On-street Parking	No	Yes
Bike Lanes	No	Yes
Direction	2-way	2-way



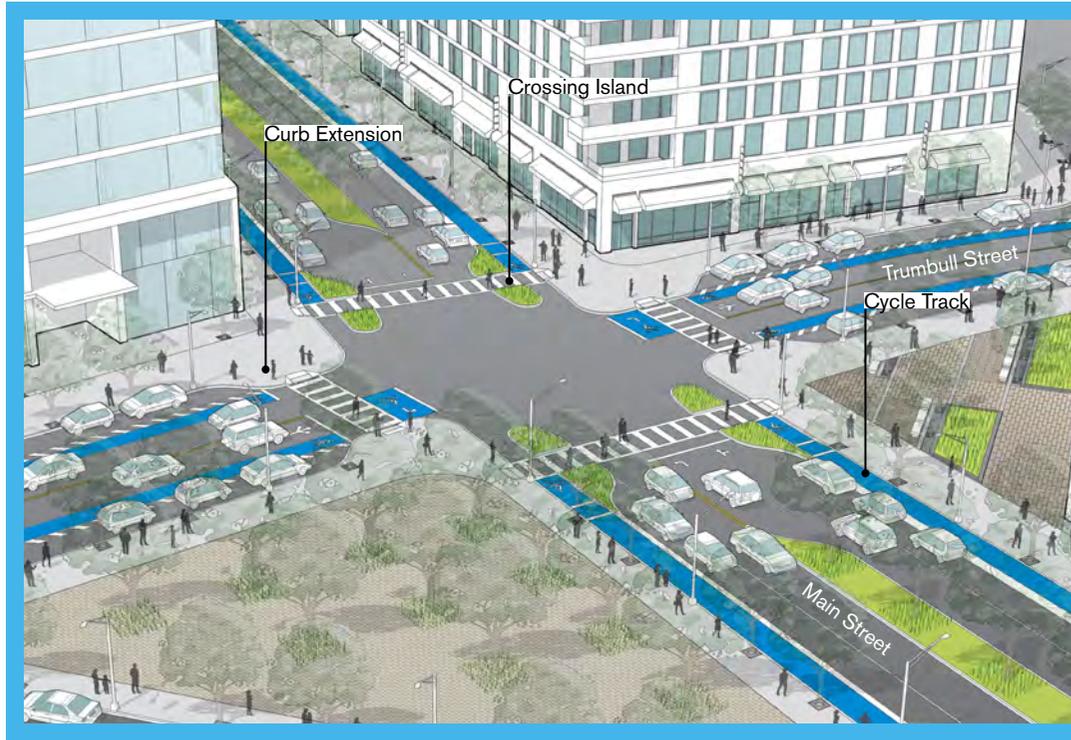
Existing Main Street looking south.



Main Street street plan



Proposed Main Street (looking south) recommends a CompleteStreet accommodating all modes of movement.



Elements of the Intersection

The intersection at Main and Trumbull Street could provide a template for progressive street infrastructure. Some of these best practices include:

- ➔ **Crossing Islands:** Also known as pedestrian refuge islands, they provide a mid-crossing pause and protected space for pedestrians as they cross the street.
- ➔ **Cycle Tracks:** Cycle tracks can be either in the street protected by temporary bollards or a median, or elevated to be at grade with the sidewalk. Cycle tracks provide protection for bicyclists from vehicular traffic.
- ➔ **Curb Extensions:** These shorten the crossing distance for pedestrians at intersections.



Crossing islands shorten the distance needed to cross an intersection (New York, NY).



Moving on-street parking away from the curb provides a protected area for bicycle lanes.



Elevated cycle tracks separate vehicular and bicycle traffic.

Trumbull Street

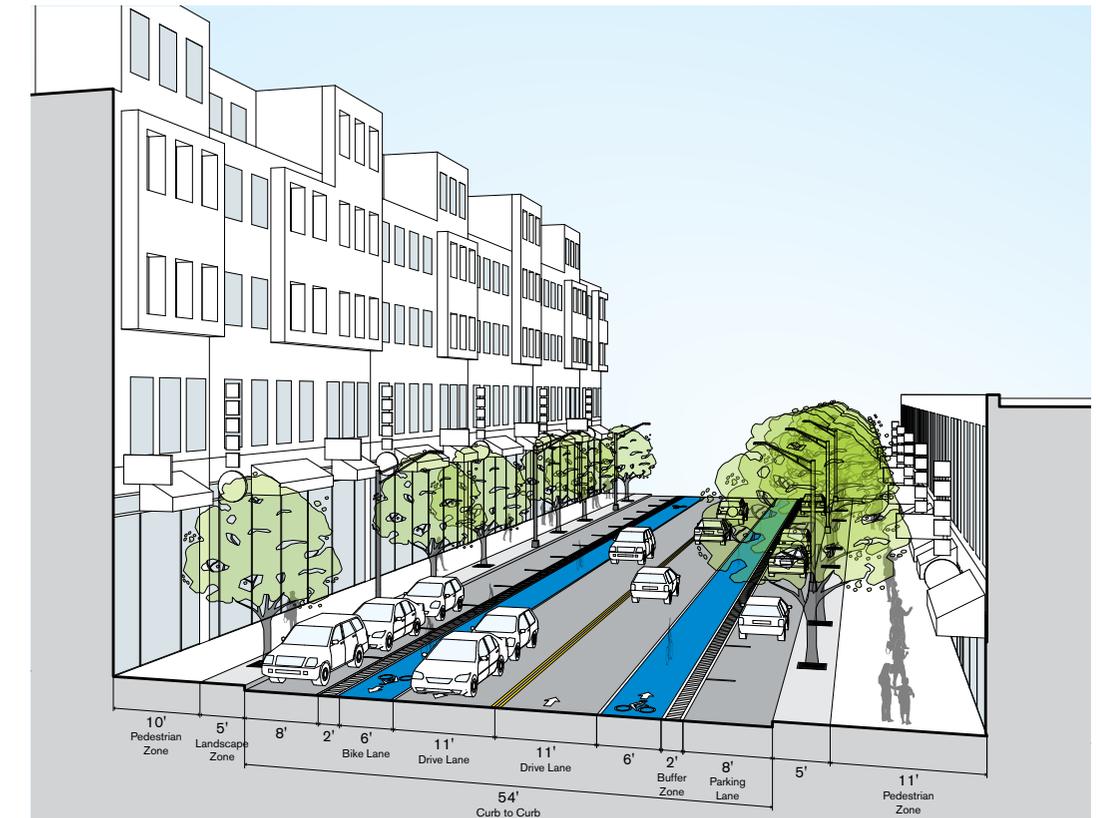
Trumbull Street, a primary commercial street through downtown, ultimately comes to a “T” at Market Street, as it arches through Downtown North. Once it crosses I-84 it loses its significance, but not its scale. It is ultimately too large for

its appropriate capacity, even considering future development. Our plan reduces the size of the roadway and substitutes two of the travel lanes for on-street parking, as well as buffered bike lanes.

	Existing	Proposed
ROW	85 feet	85 feet
Curb-to-curb	60 feet	54 feet
Number of travel lanes	4 lanes	2 lanes
On-street Parking	No	Yes
Bike Lanes	No	Yes
Direction	2-way	2-way



Existing Trumbull Street looking east.



Proposed Trumbull Street looking east.

3 Main and Asylum

The Heart of Downtown

Main Street's street wall is largely consistent downtown, but begins to fray as it moves north toward the interstate. In order to maintain this streetfront consistency, the block between Asylum Street and Pratt Street should be considered for development.



Aerial view of the parking lots at Main and Asylum St



View from Main Street lacks a street edge condition.



Surface parking tends to dominate a core section of Downtown.

The site is currently being used for surface parking lots, which is not the “highest and best” use for a prime downtown location. The plan recommends high-density development with ground-floor retail or other active uses. Maximum building heights for Landmark High-rise buildings are denoted on the illustration (next page). Due to site constraints, the parking for the development is elevated over the ground-floor use, essentially tucked between the upper-story residential and the ground-floor. The parking levels will be screened to be aesthetically seamless with the rest of the building.

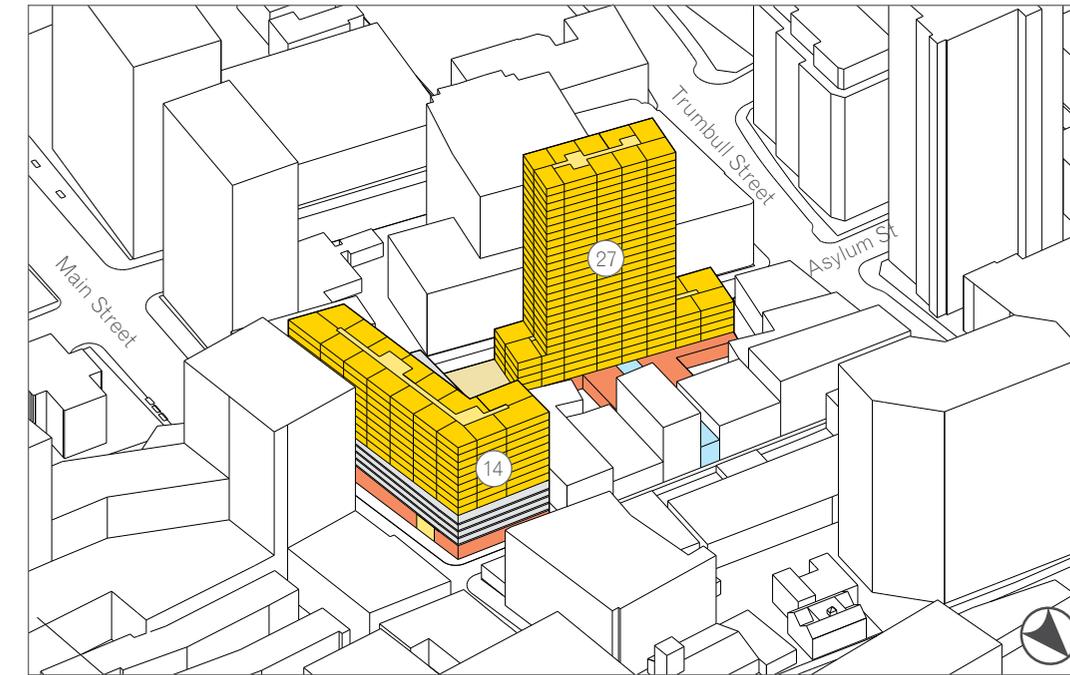
The City of Hartford does not own the properties, so parcel acquisition would be necessary by the City or private developers. This will may be the case for other development districts, as well.



Corners are activated by a large retail presence that captures both sides of the street (Chicago, IL).



Cafe seating provides an additional street edge and adds vibrancy to the sidewalk. Cafe zones can be found outboard at the edge of sidewalk or adjacent to the building.



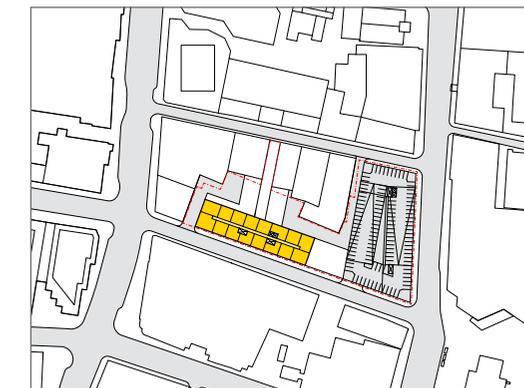
	Area	Units
Residential		394
Retail/Active Use	51,000 sf	
Parking		396 spaces

- Residential
- Retail or Active Use
- Other/Accessory Space
- Parking
- Landmark High-rise: Maximum Stories

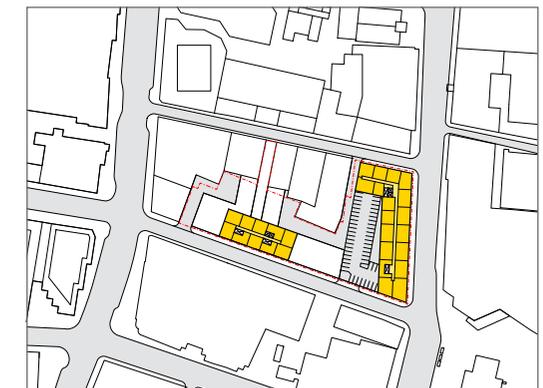
Asylum and Main Street development scenario



Ground Level Plan



Middle Level Plan



Upper Level Plan

4 Bushnell Park

A View of the Park

Bushnell Park is one of the city’s most valued amenities and the location of the State Capitol. Despite the inherent appeal of being located on a park downtown, there are still underutilized sites along the park’s edge.

This proposal takes advantage of the surface parking lots along the edge of the park at Asylum and Ford Street, as well as suggesting development on the YMCA site toward Main Street. The plans capitalize on park views by siting lower-scaled buildings along the park edge and strategically places Landmark High-rise buildings in order to capture and preserve views.



Landscaped pathways through the development (Vancouver, BC).



High-rise buildings provide views of the adjacent park (Atlanta, GA).



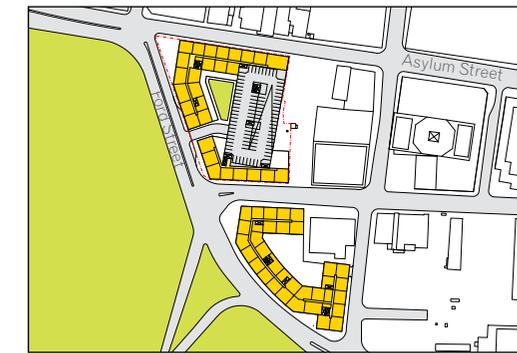
Future development will take advantage of its proximity to Bushnell Park, and wide parkways to provide additional recreation space (Boston, MA).



The development sites are currently surface parking lots and an existing YMCA.



Ground Level Plan:



Second Level Plan



Upper Level Plan



Bushnell Park development creates a relationship with the park edge.

- Residential
- Retail
- Other/Accessory Space
- Parking
- Landmark High-rise: Maximum Stories

	Area	Units
Residential		644
Retail/Active Use	38,000 sf	
Parking		649 spaces

5 Downtown West

Building on a Foundation

Downtown West is an emerging area filled with restaurants and nightlife, drawing a younger professional demographic. The attractive building stock, and proximity to Union Station and Bushnell Park, makes this an ideal location for new residential and retail development.

This area “fills in the gaps” of the neighborhood and complements the urban environment of Downtown. This scenario takes advantage of parking lots and underutilized sites. Most buildings in this area should be Low-rise Mixed Use (between 4-5 stories) respecting much of the existing scale in Downtown West. The

Mid-rise Mixed Use buildings (10-11 stories) should be limited to the northeast block at High Street and Allyn Street because its height adds variety to the massing, as well as limiting its effect on shadows.



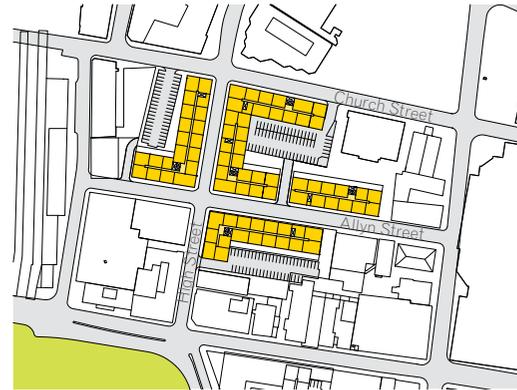
Medium-scale development in Portland, OR (above) is similar to the proposed design for Downtown West. A continuous active edge (left photo) engages the pedestrian (Vancouver, BC).



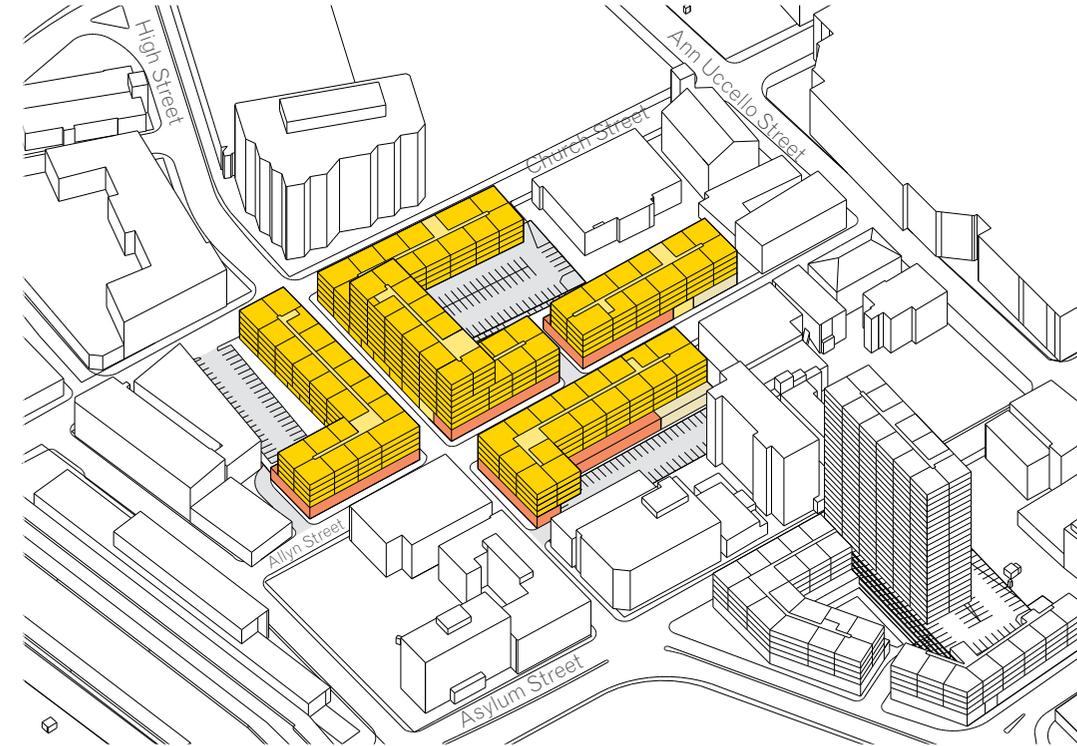
Ground Level Plan



Second Level Plan



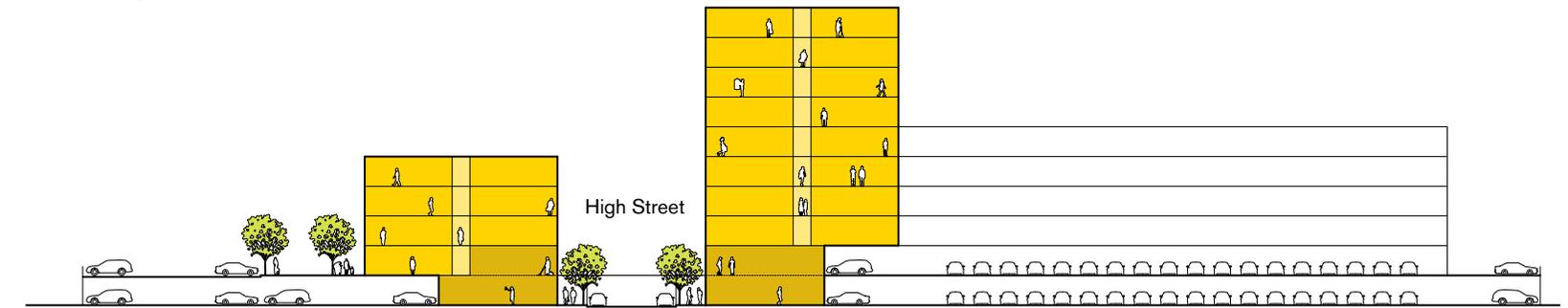
Upper Level Plan



	Area	Units
Residential		337
Retail/Active Use	53,000 sf	
Parking		340 spaces

- Residential
- Retail
- Other/Accessory Space
- Parking

Development proposed at medium density with Allyn Street forming the primary retail thread.



Section Cut at mid-block on High Street between Church Street and Allyn Street. A level w-level interior parking deck will be wrapped with development.

High Street

The conversion of High Street from a one-way southbound street into a two-way street can open up a needed northbound access route from Downtown West to Downtown North. It can also offer additional access to I-84, and Albany Ave and Main Street

north of the study area. The right-of-way (ROW) of High Street is fairly limited at 52 feet. This limits the section to two travel lanes and one lane of on-street parking on the east side of the street. A small developer setback is needed to accommodate a

reasonably sized sidewalk. In this case High Street will be two-way until Asylum Street. A current proposal has High Street going one-way north Asylum Street and Allyn Street.

	Existing	Proposed
ROW	52 feet	54 feet*
Curb-to-curb	29 feet	28 feet
Number of travel lanes	1 lanes	2 lanes
Parking	Yes	Yes
Bike Lanes	No	No
Direction	1-way	2-way

*developer setback required



High Street looking north.



Church Street (west of Ann Uccello Street)

Church Street, which runs east-west through downtown, suffers from discontinuity in its scale and direction. At times, its travel lanes are oversized and its sidewalk space constrained.

In Downtown West, Church Street is two-way with one lane in each direction. The southern, eastbound lane is large, leaving ample room for on-street parking. As such, one solution would be to add on-street

parking and provide more sidewalk space on the south side of the street. The northern side of the street is constrained by the office building that sits between High Street and Ann Uccello Street.

	Existing	Proposed
ROW	54 feet	52 feet
Curb-to-curb	34 feet	28 feet
Number of travel lanes	3 lanes	2 lanes
Parking	No	Yes
Bike Lanes	No	No
Direction	2-way	2-way

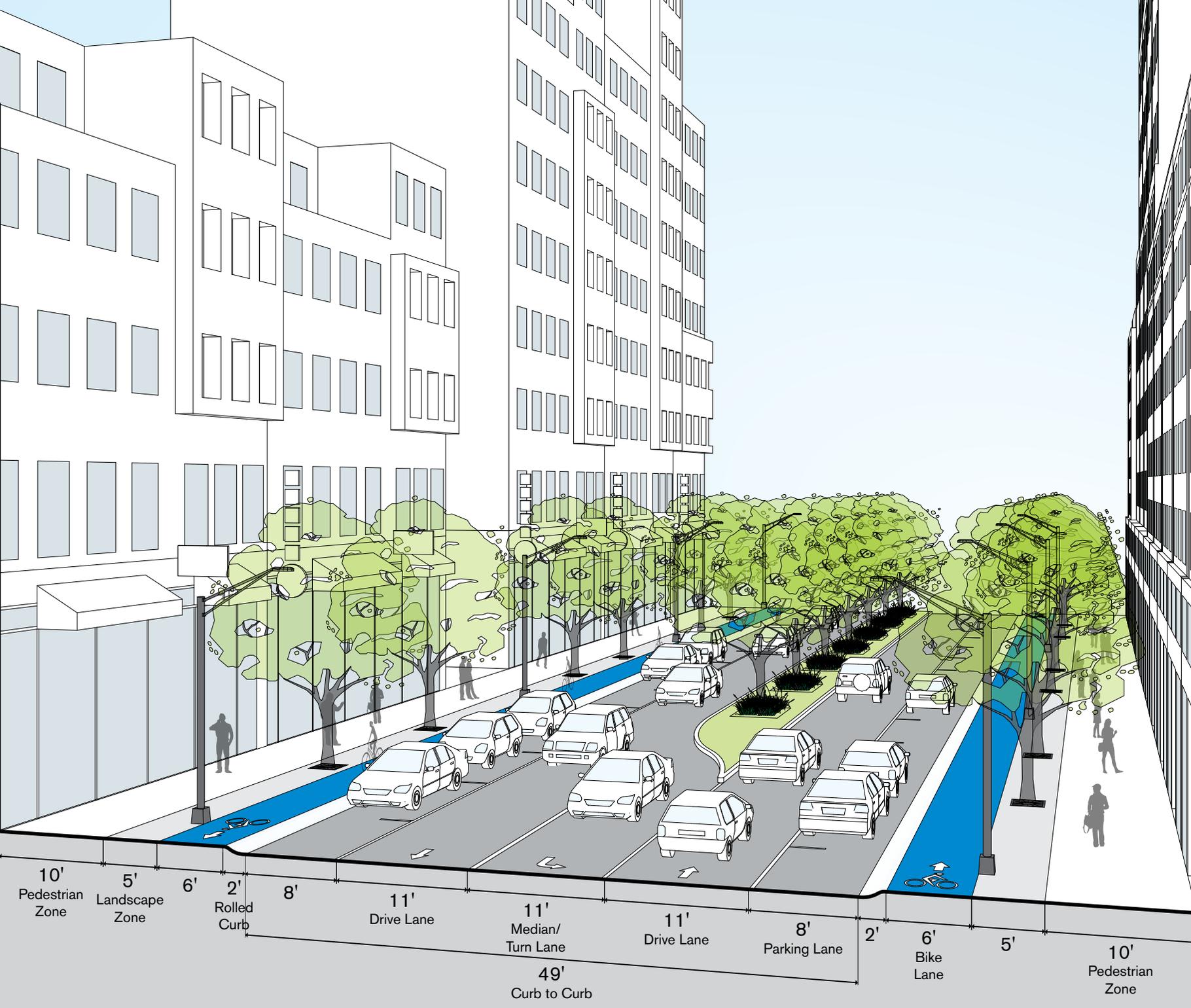


Church Street looking east.



Transportation Planning

An efficient and walkable street network is essential to create an inviting and well-functioning City.



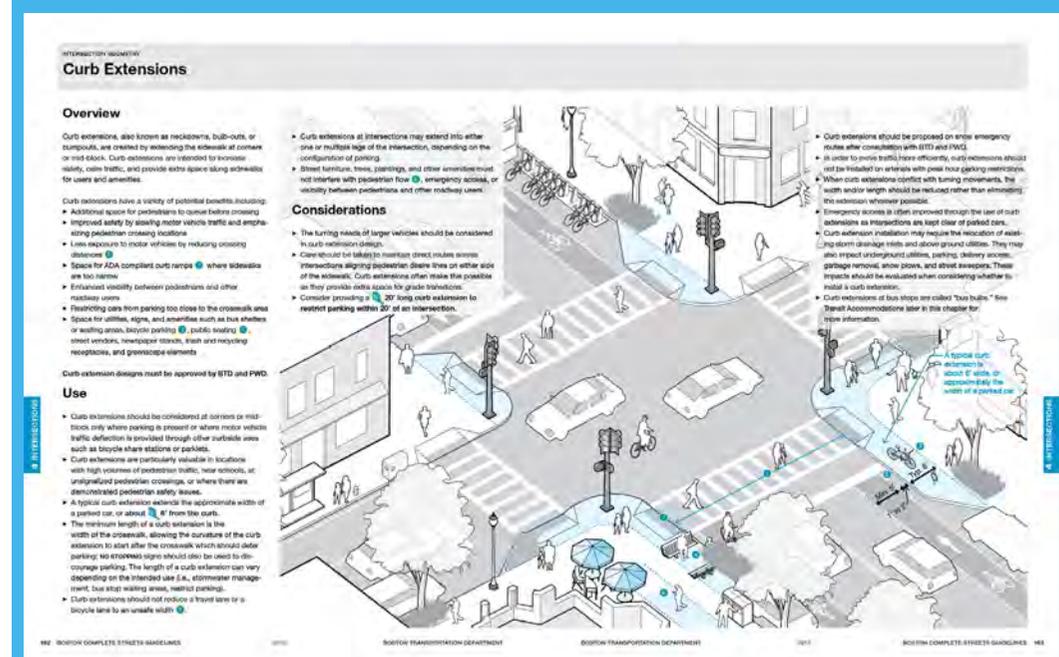
Building a “Complete” Network

Transportation Planning Approach

Streets direct people; they move goods; they carry cars, buses, and bicycles; they provide social connections (at times divisions), and ultimately establish the platform for the rest of the city to build around.

An efficient street network that easily moves traffic is desirable, but should not be prioritized to the exclusion of a street designed for the human scale—one that adds daily life to a city and accommodates all modes of transportation in a city equally. This is the intent for the design proposals for new streets and the reconfiguration of existing streets in Hartford.

The plan prioritizes streetscape elements, such as appropriate sized sidewalks and ample room for tree plantings and landscape. Pedestrian safety measures have been incorporated into the street design, such as curb extensions, well-marked street crossings, and crossing islands. Room for bike lanes and paths has been allocated where appropriate, and took into consideration the role of transit in the street design. The collection of these elements go toward a rich and functional street network.



What are Complete Streets?

Cities across the country are implementing policies plans to ensure that city streets are accessible, safe, inviting and shared by all modes of movement—walking, biking, driving, and taking transit.



Curb extensions are one example of an element that would be incorporated into Complete Streets planning. They can often incorporate landscape design to treat stormwater run-off.

Transportation Improvements

Transportation improvements for the plan are intimately tied to the development districts, as discussed in the prior chapter. However, there are additional transportation improvements in the plan that help provide the thread between disparate parts of downtown and improve general circulation patterns. The following pages illustrate these improvements.

1 New Streets for Downtown North

Urban renewal in Downtown North in the 1960s left much of the area with large superblocks that reduce the options for vehicular circulation and make it difficult for pedestrians and vehicles to get around. The plan recommends reasonably scaled blocks and new streets to improve connectivity.

2 Resolving High Street

High Street is currently one-way southbound, which results in limited options for northbound movements for vehicles coming from Downtown West to Albany Avenue and Main Street. Changing the street to two-way would improve this and open up routes in the study area.

3 Market Street

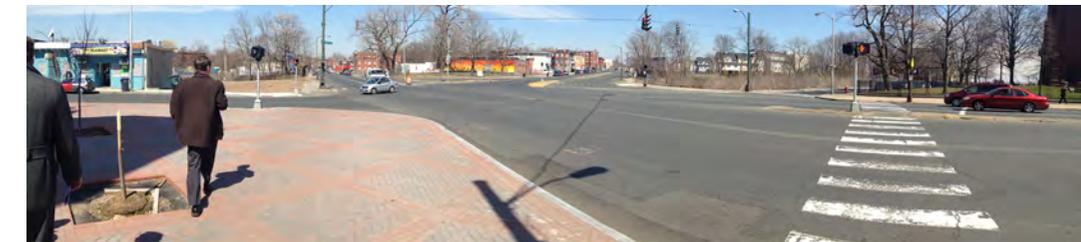
Market Street is oversized and carries little traffic. It can be reduced in scale to incorporate narrower lanes and on-street parking.



Market Street looking north.

4 Church Street (east of Ann Uccello)

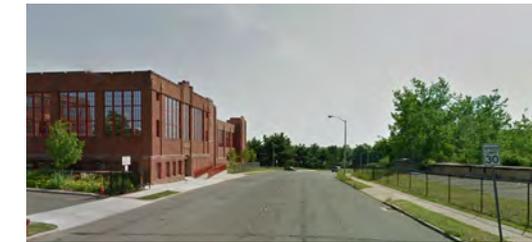
Broader sidewalks will make Church Street a walkable street, improving the east-west transition between Downtown West and the core of downtown, particularly the change in character and scale at Ann Uccello Street.



The intersection at Albany Avenue and Main Street is a priority safety concern.

5 Pleasant Street

Pleasant Street establishes strong east-west movement, but lacks presence. A redesigned Pleasant Street will complement future development.



Pleasant Street looking east.

6 Albany Avenue and Main Street

The intersection of Albany Avenue and Main Street consists of dangerous turning movements and imposing pedestrian crossing. These can be resolved through curb extensions and lane reconfigurations.