

NORTH MAIN STREET CORRIDOR

STREETSCAPE & RETAIL IMPLEMENTATION PLAN

November 30, 2005



Prepared by

toraal

DEVELOPMENT, LLC

For



Community Economic Development Fund

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PRINCIPALS
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November 30, 2005

Ms. Patricia A. Johnson
Community Development Program Associate
Community Economic Development Fund
430 New Park Avenue, 2nd Floor
Hartford, CT 06110-1142

RE: Northeast Revitalization Association Neighborhood Revitalization Zone
Main Street Business Corridor Analysis and Implementation Plan

Dear Ms. Johnson:

We are pleased to present you this report pertaining to the Main Street Business Corridor defined as that one-mile portion of Main Street from Terry Square to the Windsor line. In the preparation of this report we have performed the following tasks:

- Reviewed previous plans, reports, studies and pertinent materials.
- Performed a building by building and block by block analysis.
- Address issues included but are not limited to parking violations, inoperable vehicles, blight, environmental concerns, litter, debris, signage, landscaping, traffic circulation in parking lots, etc.
- Met with and solicited input, information, concepts and feedback from residents, the Hartford Enterprise Zone Business Association, the Neighborhood Revitalization Zone, and a number of City of Hartford departments involved in development activities.

As a result of this effort and the collaboration with other stakeholders an Implementation Plan has been developed consisting of Streetscape Plan and an analysis of the present retail activities both integral parts of this report. The Streetscape Plan proposes an esthetical treatment to improve and modernize the appearance of the corridor, which include uniform and functional off street parking, improved street lighting, signage, sidewalks, street vegetation, infrastructure improvements and real estate development options and use. The retail analysis section identifies the retail potential of the commercial area and the purchasing activity of the residents within a mile and 3 mile radii of Terry Square.

The process to revitalize the Northeast Main Street Corridor will take a significant effort requiring present and future property owners, tenants, business and community organizations, the municipality, and residents to work together. Toraal's community knowledge professional experience would be instrumental in accomplishing the challenge.

Toraal has enjoyed this the opportunity of preparing this document. We look forward to continuing our relationship and building on the contents of this effort.

Very truly yours,

Abraham Ford, Jr.

Albert E. Gary

Ralph Knighton

Acknowledgements

This Implementation Plan has been developed with the ongoing vision input and guidance of the Northeast Hartford Community, the City of Hartford, and numerous Hartford organizations and agencies. The work of this group has enabled the design and development of a plan reflective of the nature and needs of the economic development goals of the Northeast community, and the City of Hartford.

Northeast Neighborhood Revitalization Association/ Residents/Organizations/Businesses

Ms. Helen Nixon, Chairwoman
Ms. Ella Cromwell, Vice Chairwoman
Mr. Yvon Alexandra, Economic Development Chairman
Ms. Trudi Mero, Education Chairwoman
Mr. Steve Harris, Public Safety Chairman
Mr. Reggie Hales, Chairman, Hartford Enterprise Zone Business Association
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State Representative Marie Kirkley-Bey
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City of Hartford

Mr. John Palmieri, Director of Development Services
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Historical Overview

The study area for this report is defined as the Main Street corridor. The entire length of the study area, corridor, is to the west of the Connecticut River and bordered by the railroad and Main Street. The study corridor is the 4,870 feet section of Main Street from Terry Square (intersection of Main and Kensington Streets) to Hartford/Windsor City line. This report has been prepared to assess the retail development capabilities of the Main Street corridor.

The buildings aligning the corridor are a mix of light industrial and residential structures reflecting the growth patterns of the City. This area evolved as Downtown Hartford became over crowded with commercial, retail, offices, light industrial and high-density residential uses.

Early industry gravitated along the rivers and streams using the watercourses as sources of power and transportation. Materials and products used and produced by Hartford's industrial establishments were transported by ship.

North of the Hartford center, along the Connecticut River, was an area known as the North Meadow. This low-lying land was an area used for grazing oxen.

As manufacturing grew, the center city actually ran out of land. Hartford became a prosperous urban setting. Other cities in the Connecticut Valley also flourished. The railroad (Hartford, New Haven and Springfield) came along acquiring its right-of-way along side the undesirable and menacing Connecticut River, flooding with every spring thaw. As manufacturing continued to grow, land parcels in the center city became too small and too expensive and/or unavailable. The railroad and fossil fuels replaced the industrial dependence on watercourses. The expanding industries gravitated to the open available and affordable land following the railroad, installing a rail spur to service the new individual industrial use. The land was inexpensive and available for acquiring large parcels. This expansion took place from downtown, along the east side of Windsor St. and Main St., through the North Meadow and up to the Windsor/Hartford City Line. The residential neighborhoods followed, developing along the west side of the road ways. Hence the development of the corridor.

The large industrial structures and landmasses remain today. Once the manufacturing and industrial uses departed in the 50's and 60's, the buildings became obsolete and, once again, this real estate became undesirable and inexpensive. This was just the right scenario for the various start up business to acquire the properties and tend them underutilized and marginally maintained.

Interstate 91 was constructed along the river in the late 60's. There are five exits from Interstate 91 into Hartford. Two of the five are full directional Interstate 91 exits, both directly servicing the study area corridor. Exit 34 (Windsor Ave.) is located at the Windsor/Hartford City Line and Exit 33 (Jennings Road) accesses the Northeast neighborhood via the Boce Barlow Overpass. This Interstate 91 access factor is a very valuable component to the future use and growth of the Northeast Neighborhood and the Main Street Corridor. See Main Street Corridor Location Map.

WINDSOR
06095

06074

MAIN ST. CORRIDOR

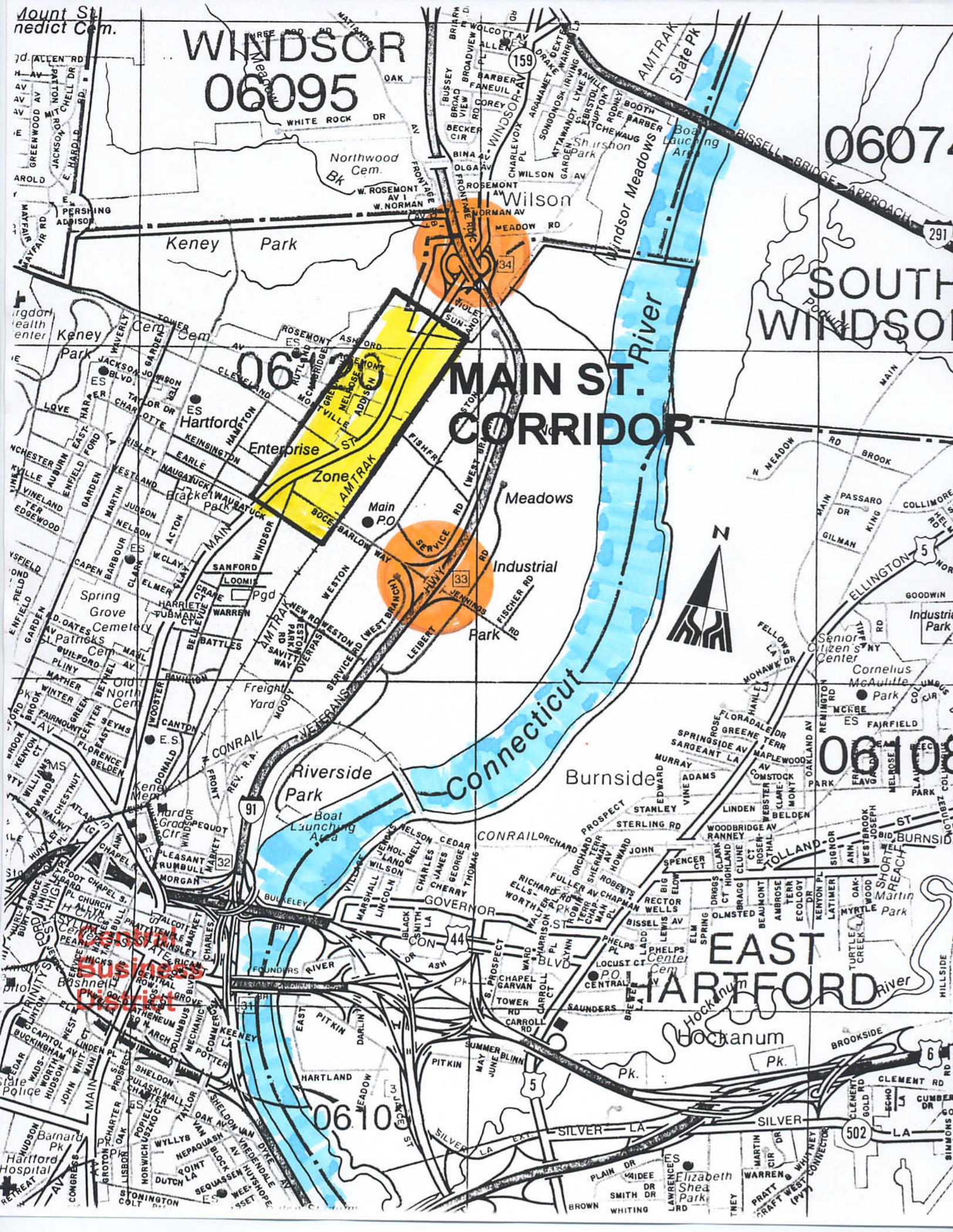
06110

SOUTH WINDSOR

06108

EAST HARTFORD

06100



Neighborhood Overview

This report has been prepared to assess the retail development capabilities of the Main Street Corridor from Terry Square (also known as the Windsor and Main Street Intersection) to the Windsor Town Line, in the Northeast Neighborhood.

According to the 2000 U.S. Census and the Citizen's Research Education Network (CREN) Northeast Neighborhood Asset Survey Report 2002, the Northeast neighborhood contained 10,000 people; this number represents a decline of 27% in population since the 1990 Census. It is estimated that an out migration of 3,800 residents, took place some of which can be attributed to the reduction of public housing at Stowe Village.

Of the 10,000 residents 4,498 were male and 5,639 female and 10% of this population is 65 years and over. The median age was 29 compared to 28 for the City as a whole. The racial composition was 79% Black, 19% Hispanic, and 1% White.

The average family income was \$33,000 dollars and 6% of the population were college graduates and 18% of the population was employed in positions of a managerial and professional classification.

More recently, however the neighborhood is going through a rebirth, new development of homeownership housing is taking place. St. Monica Development Corporation has started the second phase of its homeownership initiative and Habitat for Humanity has built several homes throughout the area. Other projects, the Grand Parents Development, The Hartford Housing Authority second phase of Stowe Village and the Nelton Court development housing, and the Brackett School Ownership Housing Initiative projects are working their way through the approval process.

From a land use perspective the Northeast neighborhood consists of 11% residential uses, 5% institutional uses, 40% parks and open space, 4% vacant land, 6% transportation uses, and 6% non-residential uses.

The major transportation arteries found in the neighborhood are Main Street, Barbour Street, Capen Street, Westland Street, Vine Street, Garden Street, Windsor Street and Tower Avenue. The Connecticut Transit Bus Company has several routes that service these streets. Access to the Interstate Highway I-91 is available via Jennings Road and Windsor Street intersection and along Main Street at the Windsor Town Line.

Some of the special features or characteristics found in the neighborhood are as follows:

- Four elementary schools one of which is a national model (Simpson Waverly)
- The Kelvin Anderson Community Center
- An 18 hole golf course at Keney Park
- The Ebony Horsewoman Riding Facility at Keney Park Vine Street area

This area is home to many residents that are involved, energetic and willing to volunteer to improve the quality of life in their neighborhood. This is evidenced by the activities of the NRZ, Block Clubs, church groups and other volunteer groups.

STREETSCAPE PLAN

CORRIDOR ANALYSIS

Photo 1.

Boce Barlow Overpass and Windsor St.

Boce Barlow Overpass connects I-91 (Exit 33 Jennings Road) and all Hartford's neighborhoods north of I-84. It provides access to Upper Albany (via Main St.), Clay-Arsenal (via Main St.), Blue Hills (via Tower Ave.), and Northeast (via many feeder streets.) neighborhoods.

This photo shows the San Juan nightclub and the rear entrance to the Ragon Cajun restaurant in the foreground, the focal point entering the city from the I-91. Kensington St. is aligned with Boce Barlow Overpass, separated by the San Juan club and Green's Auto Body, which fronts Main St. and shares a rear property line with the club. The Laidlaw school buses can be seen mid-ground at the right through the trees. The buses are much more prominent during the winter months.

Turning left onto Windsor St. provides access to a light industrial/automotive activity strip, the interior residential neighborhood, and Downtown. This arterial is used when there is traffic congestion or backup on I-91.

A right turn from this view onto Windsor St. directs you to Terry Square at Main St.



Terry Square “Gateway”

As mentioned above, the Kensington St. and Boce Barlow alignment is clear as can be seen.

We recommend connecting the two streets allowing Windsor St. to continue to Main St., creating a large green Terry Square Gateway.

To accomplish this, the San Juan nightclub, Green's

Auto and the used auto sales properties will have to be acquired, razed and the businesses relocated. The Ragon Cajun restaurant is to be retained. The historical significant diner portion is to be refurbished as an area attraction.

The triangular shaped Gateway would be landscaped and contain signage and other furnishings welcoming the traveler to Hartford and the Northeast neighborhood. The Asylum Hill-Clay Arsenal gateway signage is an example of the proposed treatment. See photo page 28.

Photo 2.

Windsor St. and Main St. approaching Terry Square

Main St. at Windsor St. is a high traffic volume intersection. This is the access to Terry Square (the conversion of Kensington St., Windsor St., and Main St.), and all of the traffic accessing the I-91 interchange and Windsor St. As stated earlier, this travel way accesses Upper Albany (via Main St.), Clay-Arsenal (via Main St.), Blue Hills (via Tower Ave.), and Northeast (via many local feeder streets) neighborhoods.

The photo shows the auto sales lot on the left and the school bus parking lot ahead. A large under utilized light industrial/warehousing property is on the right. The Laidlaw school bus property is an eight-acre site in the early stages of development. Development details are not yet available.

A right turn on Main St. introduces light industrial, transportation, a few wholesale and retail, small eateries, social clubs, cafes, small auto sales and church uses. All these uses are permitted but, as the list suggests, are totally unrelated and disjointed.



As stated, the recommendation is to acquire the properties in the confluence of Main and Windsor Streets. The used car sales property (left) becomes the new gateway. See photo page 22.

Photo 3, 4, 5 and 6.

Main St. and Kensington St.

This area is known as Terry Square. Traveling south on Main St. will provide access to Clay-Arsenal and Upper Albany. Traveling west on Kensington Street will access the Northeast neighborhood.

The very popular Ragun Cajun restaurant and the Branch Bank create the hub of user activity. There are other commercial enterprises that add to the area's draw including another popular restaurant, a convenience store, and a liquor store.

The overhead wires are very noticeable and recommended to be replaced with contemporary traffic poles. All the present street lighting should be replaced also.



The Laidlaw property (buses) is being developed. The details are not available as of this writing.



Retain the diner and acquire properties for aligning Kensington and Boce Barlow.

The Terry Square Gateway would be created at this triangular assembly of properties.

The two facades on the left require major modifications and improvements.



Photo 7

Looking north on Main St., standing in front of the Laidlaw transit facility, you can see the beginnings of a tree line. It has to be determined if the trees are in the Main St. 75 foot right-of-way, city installed, or on the landowner's property, owner installed. Note that there is no continuity of curb buffer (that area from the back of the road curb to the public sidewalk) material and treatment. Some of these areas are grass some asphalt and some are bare. The bare curb buffers were probably once grass and through abuse and neglect, these areas just withered away.



At present the road surface is 44 feet wide, the curb buffer is 3.5 feet wide and the sidewalk is 6 feet wide. These dimensions being centered in the right-of-way leaves 6 feet of right-of-way, behind the sidewalk on each side, unused. One of the major factors contributing to Main St. looking un-uniform is the many illegal

uses and abuses of the unused 6 feet of right-of-way each side.

The Streetscape Improvement Plan is based on the reclamation and full use of the 75-foot right-of-way. The presently unused 6 feet will be reclaimed. 4 feet, of the reclaimed 6 feet, will be used as a raised Amenity Zone containing the New Tree Belt, landscaped beds under the trees, and masonry pavers. The remaining 2 feet will be added to the present 6-foot wide sidewalk at grade becoming the Pedestrian Zone. The added 2 feet will be a bituminous material with a color and pattern. The existing 6 foot wide sidewalk will be retained, the surface repaired or replaced where required according to condition. The present 3 foot wide Buffer Zone between the curb and sidewalk will also be a bituminous material with a color and pattern matching the sidewalk expansion. The granite curb is to be replaced or reset according to conditions. See the section diagram. Privately owned signs and advertisements are prohibited within the right-of-way.

Photo 8

This side walk, curb buffer, and curb cut for drive way is typical of the condition of the majority of the length of Main St. It is customary to find a mix of materials used over time to patch broken and deteriorated surfaces. This occurrence is a factor of expense and not aesthetics.

The white car in the photo is parked on the right-of-way. Many of the property owners are using the right-of-way for store front parking and access to parking. This will be lost to the recommended right-of-way reclamation and reuse.



Photo 9

The photo below is of the intersection of Main St. and Windsor St. looking southeast to Boce Barlow Overpass.



This photo shows the lack of pavement striping or raised traffic channeling devices. Without these controls there is too much area for the vehicle to operate. This promotes a free rein of vehicle operation, light jumping and lane short cutting during turning maneuvers.

The alignment and connecting of the Boce Barlow Overpass and Kensington St. will relieve this intersection of the acute negative turns. The right turn from Windsor onto Main St. northbound and the left turn from Main St. onto Windsor St.

southbound will be the only remaining turns allowed here.

Photo 10

The disjointing of uses, the mixed curb buffer surfaces, and the variation of sidewalk and curb cut repairing materials is the theme of the corridor and clearly depicted in this photo.

In addition to the aforementioned conditions, the verticals, i.e., light poles, utility poles, and street signs become an issue. Many of these are out of plumb. This is a strong negative subliminal visual impact on the entire area experience.

The signage is all single property owners motivated. The proliferation of the “sandwich board” type of sign is due to its affordability. Notice that there are parked vehicles, fences, and signs within the right-of-way.



The Streetscape Plan reclaims the 75 ft. right-of-way, establishes 4 ft. raised tree belt Amenity Zone at the property line, adds 2 ft. to the present 6 ft. wide side walk creating an 8 ft. Pedestrian Zone, and replaces all the verticals in the Buffer Zone. This treatment will add a vista feel feature to the street scale.

Photos 11, 12, 13 and 14

The two photos below show a plethora of various vertical features, of different materials, in the form of light and utility poles, street signs and other information containing devices, most out of plumb. There are over head wires strung from some them.



The two photos at the right and below show the use of wooden utility poles. All out of plumb. The Streetscape Plan replaces the traffic lights and light and utility poles.

Realizing that the wooden poles in the photo below are not aligning Main St., the visual negative impact remains. These poles should be replaced by the utility company.



The parking lot above is not separated from the sidewalk, therefore the eye sees a continuation of asphalt from the road to the building. Reclaiming the right-of-way, resurfacing the sidewalk (the Pedestrian Zone) and creating the new raised Amenity Zone with the tree belt, will establish a clean use delineation line, defining the road, pedestrian.

The fencing used, above, is a failed attempt at defining a parking area attractively. The raised Amenity Zone will correct this feature.

Photos 15, 16, 17 and 18

The photo below shows another example of a damaged sidewalk, curb cut and curb buffer all recommended to be replaced.



In the above photo, the gutter, curb buffer and sidewalk are still covered by the sand and salt of the past winter. Photo 7/05.

A photo, below, of a sunken catch basin, blocked by weed growth, trash and filled with sand and other debris.



The gutter is laden with trash and weeds are growing in the gutter and on top of the basin frame that is a sure sign of a malfunctioning drainage system.



Here is a trash receptacle that is filled. It now serves as a point of trash accumulation. This is one of few trash receptacles located on Main St. This picture suggests that if there were more trash receptacles, they would be used. The Streetscape Plan will place receptacles throughout.

The Streetscape Plan proposes to reset all catch basins, replace all broken curbs, and repair all broken curb cuts. The existing 6 ft. sidewalks are to be repaired and expanded 2 ft. becoming an 8 ft wide Pedestrian Zone.

Photos 19, 20, 21, and 22

Bus shelters or stand along signs identify the bus stop locations. All are out dated, worn out, and just unattractive.



There are many examples of property owners not caring for their properties.



The proposed Streetscape Plan replaces old bus shelters with new modern shelters recessed in the raised Amenity Zone (reclaimed right-of-way) and establishes a new 8-foot Pedestrian Zone. The landscape beds under the trees located in the Amenity Zone may be maintained by the proposed Business Improvement District (BID) membership. Additional responsibilities of the BID would be the street cleaning, Pedestrian and Amenity Zone cleaning, parking controls, private property front yard care, area security, etc.



Street signage is of poor application and design. Trash receptacles are few. See photo on page 29 for example treatment.

Many businesses are not sweeping up the food wrappings and debris dropped by the customers, nor do they provide trash receptacles to address the problem.



Photos 23 and 24

The Business Improvement District (BID)

The majority of the business fronts could benefit from façade improvements and renovations.

The establishment of a Business Improvement District (BID) would be instrumental in assisting members in acquiring façade improvement funds from the City or other public/private funding mechanisms.



Over the course of many years and as many owners, improvements to the buildings and grounds have suffered. Only the bare necessities are attended to. Aesthetics have not been a priority.

Business Improvement

District applications have been very successful in assisting member businesses to acquire private and public funds for the improvement of their properties. These physical and operational improvements promote and coincide with an increase in area business activity.



Photos 25 and 26

North of Tower Ave., Main St. changes in appearance. It is noticeably cleaner. However, the undefined property line and the “disjointed use” factor remains. This unrelated use factor results from the properties being placed on the market at bargain prices, and purchased by mostly start



up businesses. Very few established businesses relocate to the Main St. corridor for growth or expansion opportunities.

As mentioned earlier, some properties respect the right-of-way, however, most do not.

A NORTH MAIN STREET VISTA?

This view south appears to suggest a “Vista” feel. The Hartford skyline is in the top right background.

Envisioning the application of the proposed Streetscape Plan and its components would clean up the hodge-podge effects of the street and open up the visual feel.



WHY NOT?

Photos 27 and 28

This is the City Line as identified by the small green street sign on the light pole on the left.



It appears that the fence at the left in the photo is encroaching on and falls within the Main St. right-of-way. This fence and the parking against it will have to be removed and relocated if it is within the ROW as expected.

It is understood that respecting the right-of-way will cause parking and site use changes for many businesses.

The present “Gateway” sign welcoming all to Hartford is unassuming out of plumb and unattractive.

The Streetscape Plan proposes a stencil of the City Seal be placed in the intersection of the existing driveway from the Fuller Brush office building and Main St. at the city line. The Plan also proposes the installation of a new attractive sign welcoming the traveler to Hartford. This has not been designed but would follow along the lines of other large Gateway signs around the city.

The Plan proposes that every intersection be highlighted by a color and texture treatment as shown on the enclosed plans.

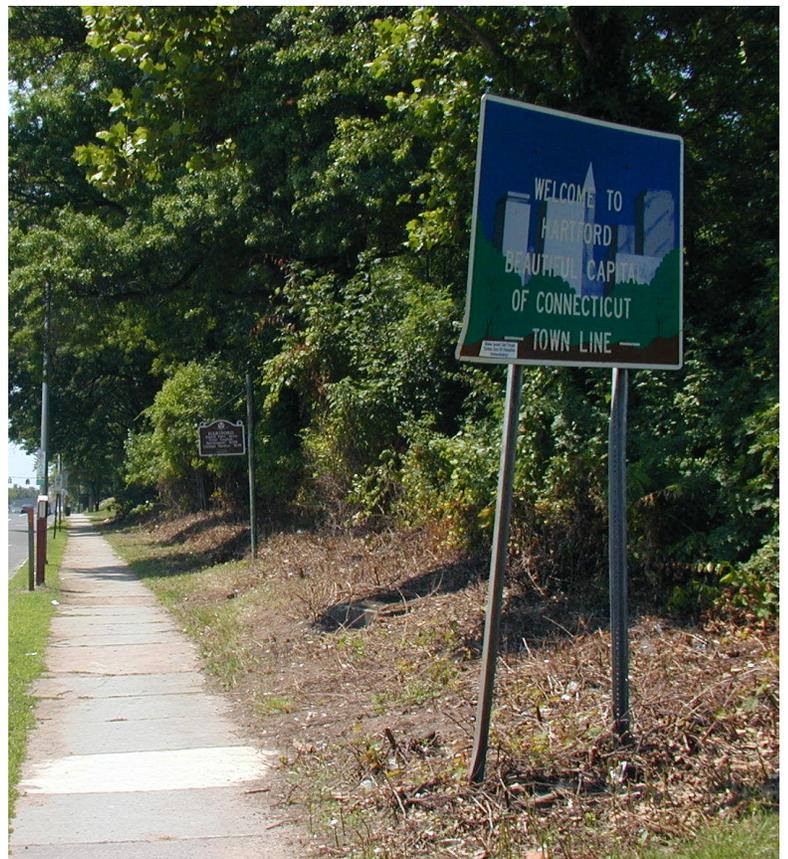


Photo 29

This is the termination of the Town of Windsor street treatment. It is interesting that they stop sweeping the street at the I-91 overpass and not at the City Line.

This is the visual seen as you drive into the city from Windsor.

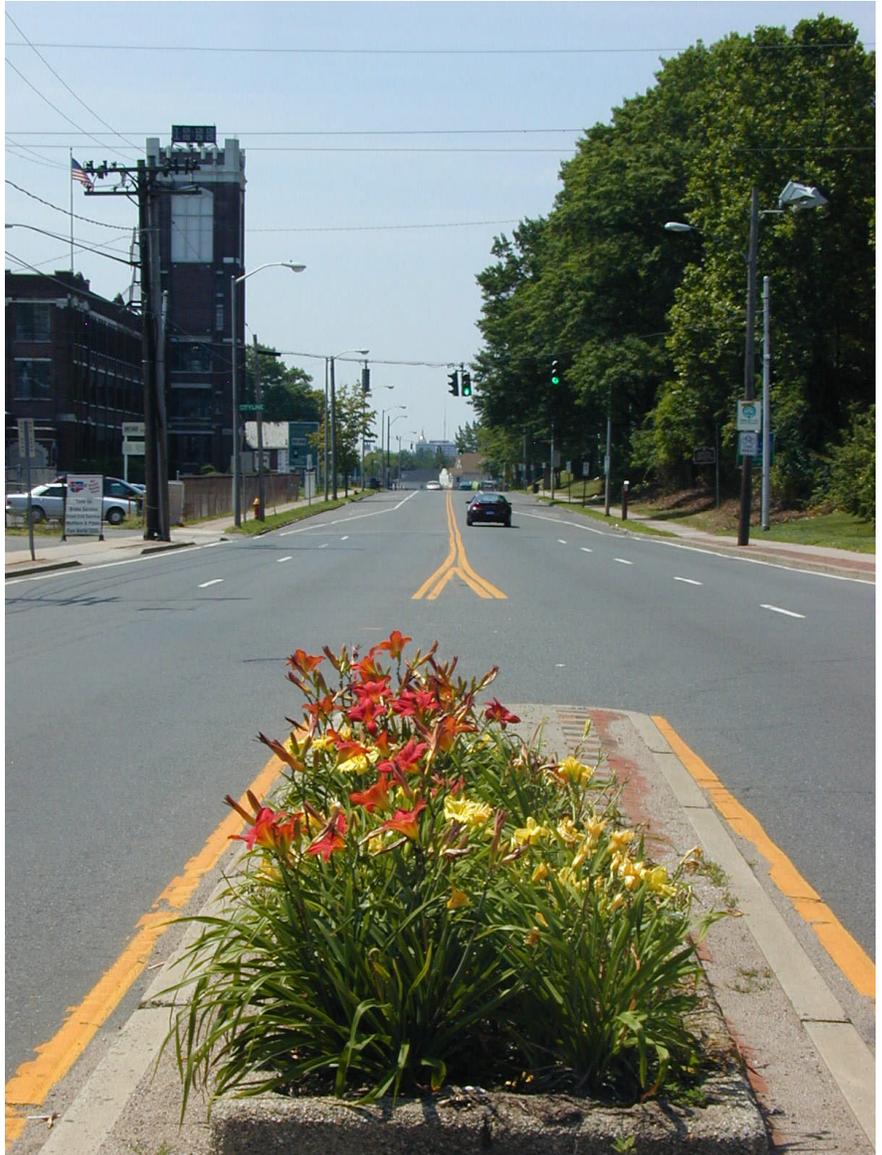
Notice the brick curb buffer up to the City Line. The roadway narrows to a 44-foot width at that point also. There is an instant recognition of municipal character change at the line.

The small historic sign (brown with white lettering) is hardly noticeable on the right.

The Streetscape Plan recommends all overhead wires be placed underground.

A large monumental Gateway sign is proposed to replace the present sign and the city seal is proposed to be placed on the road surface at the city line in a color and texture surface change field to highlight the seal.

The State Capitol gold dome can be seen just left of and below the center traffic light.



THE STREETScape PLAN SUMMARY

Main Street has a right-of-way width of seventy-five (75) feet. Presently the paved road way is forty-four (44) feet wide, the snow shelf is 3.5 feet and the side walk is six (6) feet wide. That totals sixty-three (63) feet leaving twelve (12) feet or six (6) feet unused on each side. This six (6) feet is city owned and can not be used legally. All privately owned fences, trees, hedges and other landscaping and parking barrier devices must be behind this property line.

Presently the Main Street looks undefined. There is no clear definition of street line or property line. The curb and back of sidewalk are the only lines that are consistent but they do not function as a visual definition. The vertical elements behind the sidewalk define the look and feel of a vista. Main Street lacks this feature.

We propose that the city reclaim the full right-of-way be totally used. That would reclaim the six (6) feet on the back of sidewalk each side. Many property owners encroach on this with fencing, and parking barriers. All these privately owned devices must be pulled back the six feet to respect the right-of-way.

Amenity Zone

The reclaimed 6 feet each side will be used to define the street right-of-way. The visual definition will be established by raising 4 feet for the creation of the Amenity Zone. The Amenity Zone features follows:

The Amenity Zone will be raised 6 inches and contain the tree belt.

The street trees (Locust variety) will be placed approximately 80 feet apart (determine by property constraints) and be centered in a 20 foot long by 4 foot wide landscape bed of low maintenance ground cover and mulch.

The remainder of the raised Amenity Zone's surface will be a geometrical (octagonal or hexagonal) concrete masonry unit colored paver.

A poured in place concrete curb will contain the amenity Zone.

The Amenity Zone pavers will continue at driveways onto property by being placed on grade at the property lines of all curb cuts.

New bus shelters and other street furnishings will be placed in the Amenity Zone by discontinuing the 6 inch raised surface and recessing the street furniture at the break.

The reclamation of the 6 feet and designed of a 6 inch raised tree belt is going to negate the continued use of the area as it has been. Vehicular access to many storefronts will be lost.

Pedestrian Zone

The existing concrete sidewalk is 6 feet wide. The remaining 2 feet each side of the reclaimed 6 feet (4 feet used as Amenity Zone) will be added to the existing concrete sidewalk at grade to create the 8 foot wide Pedestrian Zone, and start at the Amenity Zone and end at the Buffer Zone. The Pedestrian Zone features follow:

The surface will be a bituminous material with a color and pattern different from the Amenity Zone surface.

New trash receptacles will be selectively located.

The existing concrete sidewalk surface will be repaired as needed.

- The Pedestrian Zone pavers will continue at driveways onto property by being placed on grade at the property lines of all curb cuts.

Placing the added 2 feet on the Amenity side of the Sidewalk will increase the pedestrian area allowing the foot traffic to travel further away from the vehicles. The added color and pattern will visually enhance the present concrete with a band or frame.

Buffer Zone

The existing area starting from the curb and continuing to the sidewalk is referred to in this report as the Buffer Zone. This area will retain its 3 feet width. Presently this area's surface is bituminous, grass, concrete or bare. The Buffer Zone features follows:

- The surface will be a bituminous material with a color and pattern to match the 2 foot band added to the sidewalk as described in the Pedestrian Zone.
- New street lighting, banner poles, street/traffic control signs, etc., will be located in the Buffer Zone.
- The Buffer Zone surface will break at driveway curb cuts.

This added color and pattern would visually enhance the present concrete sidewalk creating frame and further defining the street line.

Gateway Terry Square

The Terry Square Gateway is to be located at the confluence of Windsor and Main Streets. The area will be landscape, (ground cover, shrubs and trees) lighted and contain a masonry-wall like Gateway sign. Placing the Hartford City Seal on road surface at Windsor and Main Streets is recommended.

Gateway Windsor Line

A large upright Gateway sign is recommended for placement at the Windsor/Hartford City line viewing for the southbound traveler. The base of the sign will be landscaped (ground cover, shrubs). The Hartford City Seal should be placed on the road surface at the city line. The road surface at this location will be a textured colored pattern.

Traffic Calming Nodes

A traffic-calming node will be created at each intersection. This node is will be textured colored bituminous concrete. Crosswalk lines will be painted to border the nodes.

Curbs

The existing curb is granite and in various degrees of condition. All curbs should be reset or replaced as needed.

Catch Basins

All catch basins should be replaced. The connecting drainage system should be clean and cleared for proper operation.

Signs and other Advertisements

The existing street name, bus stop, traffic control and other public signs will be replaced with new. Private signs and other forms of unauthorized advertisements will be prohibited.

Amenity Zone
 Raised landscape beds
 Tree belt
 Bus shelters

Pedestrian Zone
 Existing sidewalk
 Expanded sidewalk
 (to match buffer zone)
 Trash receptacles, etc.

Buffer Zone
 Streetlighting
 Banner poles
 Street/Traffic control signs



Section
 Scale: 1" = 10'

Amenity Zone
 Raised landscape beds
 Tree belt
 Bus shelters

Pedestrian Zone
 Existing sidewalk
 Expanded walk
 Trash receptacles, etc.

Buffer Zone
 Streetlighting
 Banner poles
 Street/Traffic control signs

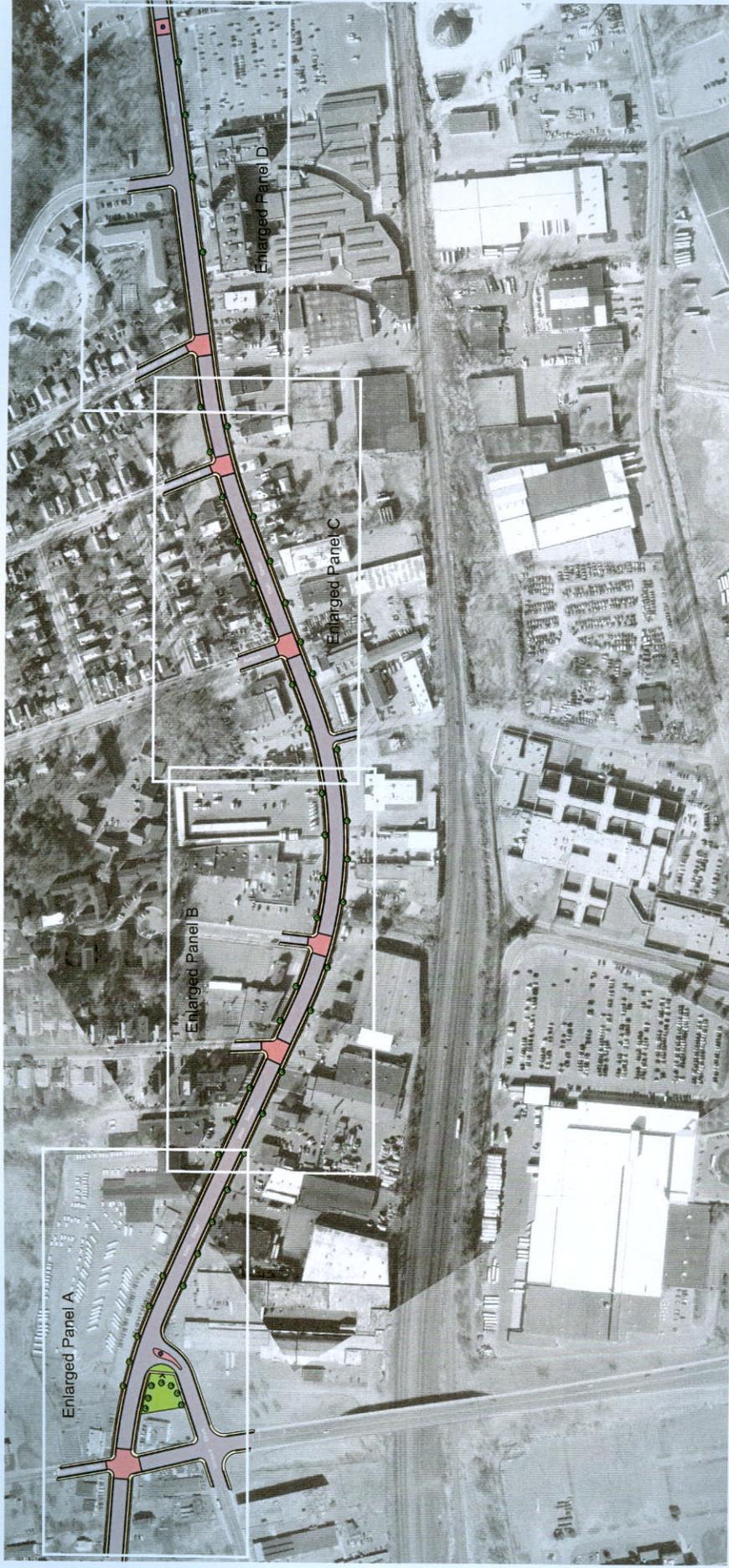


City Logo
 Traffic Calming Node
 At intersection
 Textured/colored Pavement

Enlarged Plan
 Scale: 1" = 20'



F. A. Hesketh & Associates, Inc
 6 Creamery Brook, East Granby, CT 06026
 Civil & Traffic Engineers • Surveyors • Planners • Landscape Architects



Key Plan
Scale: 1" = 300'