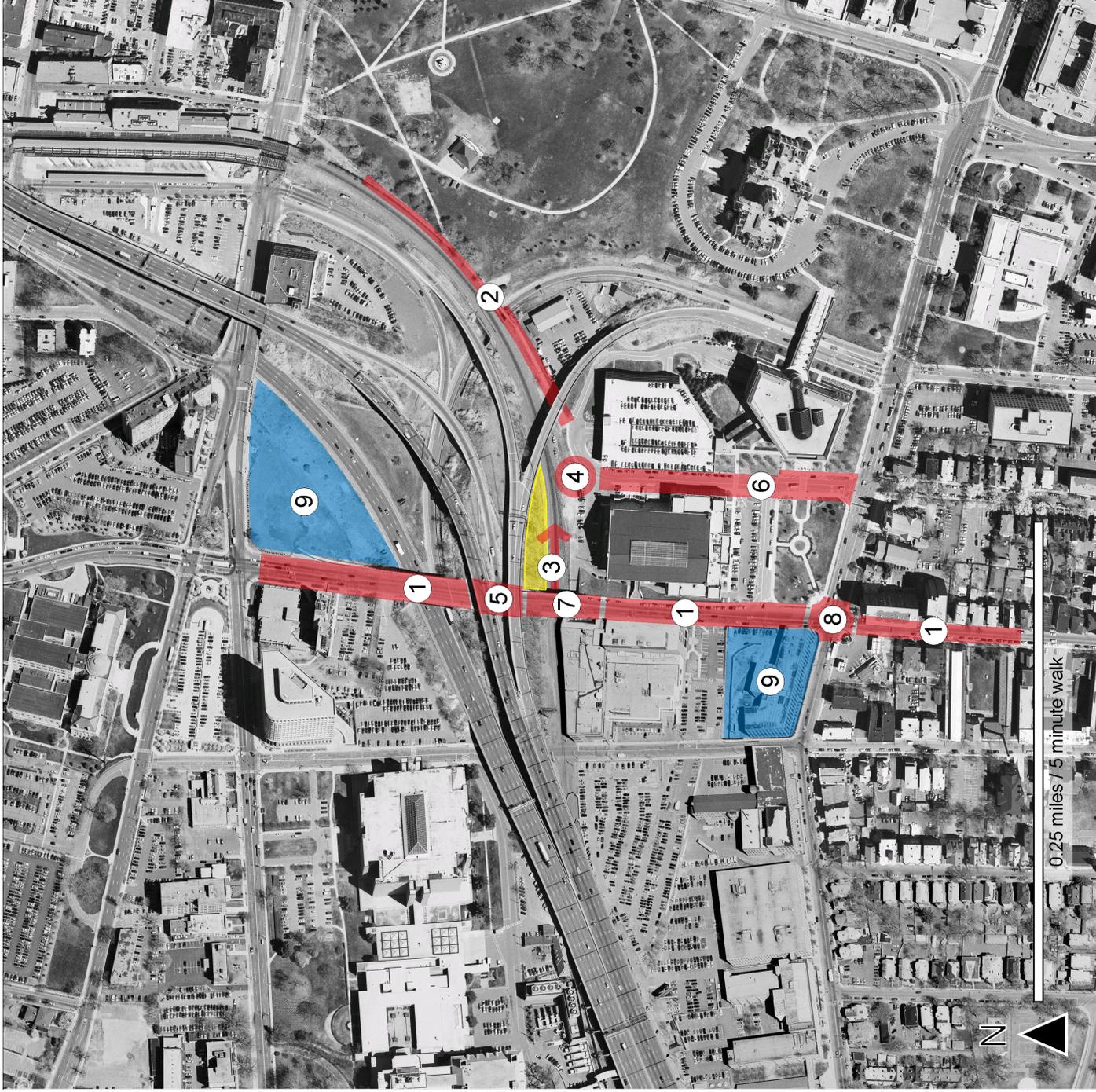


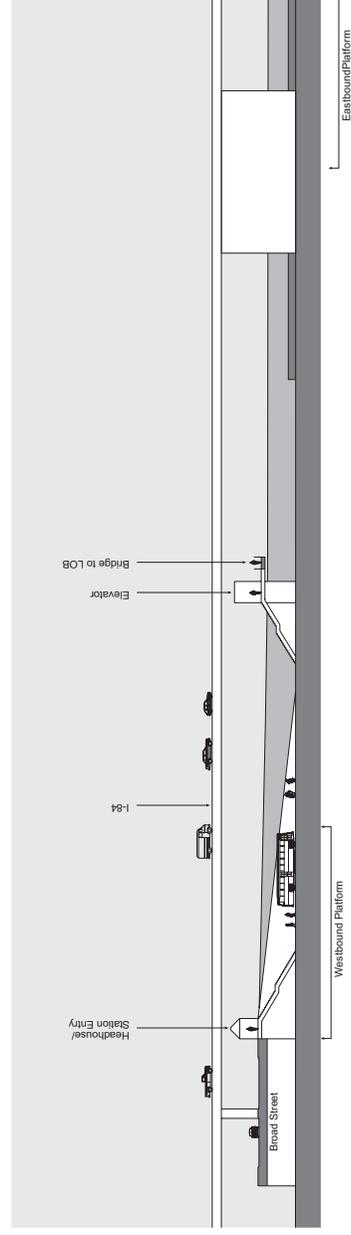
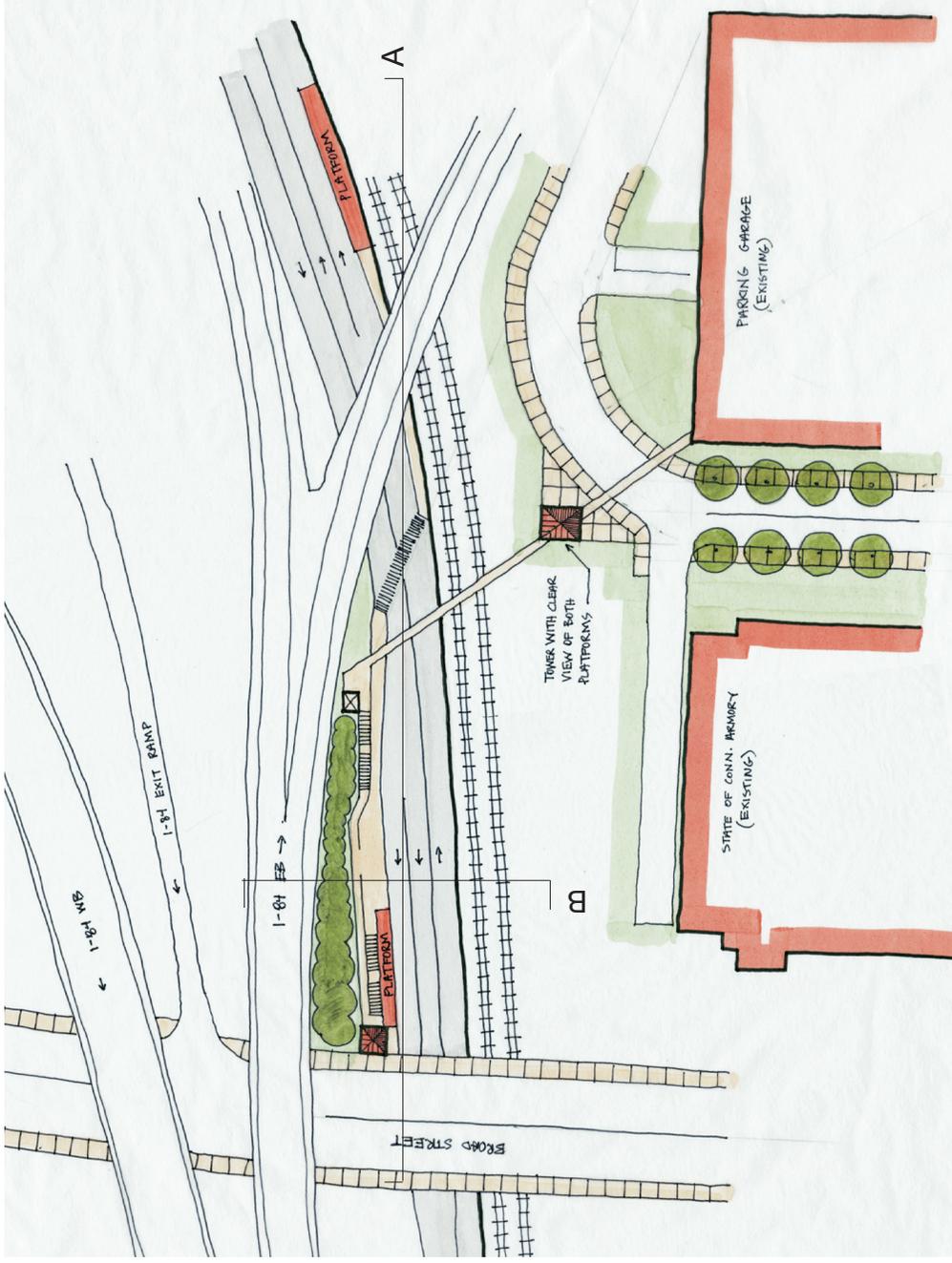
Design & Development Principles

Legislative Office Building

- 1 Improve pedestrian environment, set sidewalk back from roadway and provide planted buffer between sidewalk and Broad Street.
- 2 Improve environment along path to preserve view of transit operations yet eliminate aesthetically harsh conditions.
- 3 Provide signature element at station entry to signify presence of station along Broad Street. Provide direct and safe access from street and avoid dead ends and areas not visible from street and/or station.
- 4 Construct surveillance tower at pedestrian bridge that provides visual oversight to both platforms, Broad Street, and the Hungerford Street approach. Capitol police could man tower to provide additional station security.
- 5 Improve the pedestrian environment at underpasses.
- 6 Redesign station approach to provide sidewalks, lighting, and crossings. Urge ConnDOT to consider Park and Ride lot.
- 7 Improve pedestrian environment; ensure safety of crossing at Broad Street between Station and Hartford Courant Building
- 8 Provide crosswalks and adequate phasing for pedestrian crossing.
- 9 Encourage development of mid to high density housing, retail, and/or office uses.

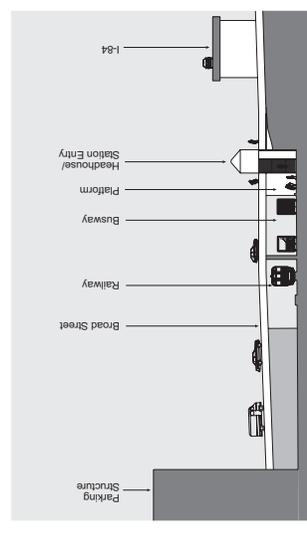


Busway Station Concept Legislative Office Building



section A

New Britain - Hartford Busway Station Area Planning



section B

CRCOG CROSBY | SCHLESSINGER | SMALLRIDGE

Sigourney

Existing Environment

The Sigourney Street station is sandwiched between the existing Aetna parking garage, and the I-84 highway viaduct. Because Sigourney Street is elevated in this location, the station is below street grade. The surrounding environment is dominated by the Aetna campus to the northeast and the highway and surface parking lots to the south and west. Sigourney Street is extremely wide from the station south, and accommodates on and off ramps from I-84. The width, fast moving traffic and I-84 underpass make this southern section of Sigourney Street unfriendly and unsafe for pedestrians. Pedestrians on Capitol Avenue to the south must climb a stairway (or walk south on Park Terrace and double back) to access Sigourney Street. The station is separated from residential neighborhoods further west and further south by the parking lots and highway.

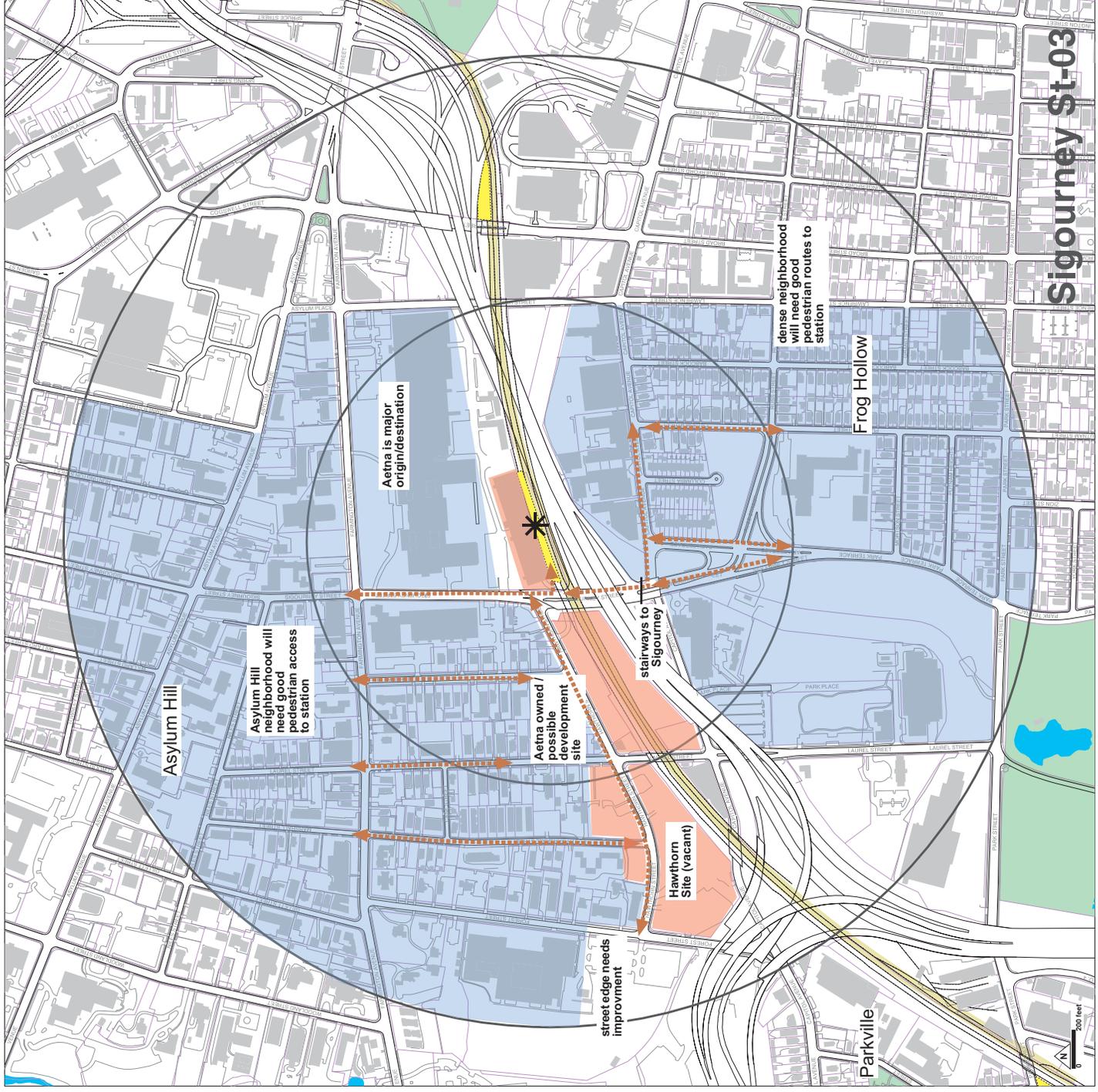
West of the station, across Sigourney Street there is a large surface parking lot and other parking and/or vacant lots that offer the opportunity for a significant future development with frontage along Hawthorn Street.

Design Principle Recommendations

The following recommendations, specific to the Sigourney Station Area, are in addition to the general principles on pages 1 and 2, which apply to all of the stations:

1. Integrate the station into the proposed new Aetna garage. The pedestrian entrance from Sigourney Street should be a prominent feature at street level, providing both a very visible entrance to the station and an attractive addition to the streetscape.
2. Improve pedestrian connections to the station from Frog Hollow to the south, with a direct connection from Capitol Avenue across the at-grade parking lots, and an improved streetscape along Sigourney Street and under the I-84 overpass. Pedestrian improvements along Sigourney Street should include ensuring that the stairway from Capitol Avenue is well-lit and that the entire length is visible from Sigourney Street to enhance security.
3. Improve connections to the west along Hawthorn Street with streetscape improvements such as street trees.
4. Improve pedestrian safety adjacent to the station with crosswalks and pedestrian signal phases at the Sigourney/Hawthorn Street intersection. Examine the potential for reducing roadway width or providing a median to provide a pedestrian refuge.
5. Encourage development of Aetna's large surface parking lot on Hawthorn Street and the adjacent former factory site, as well as other vacant and/or parking lots along both sides of Hawthorn Street, for transit supportive use. Development of these parcels would help to improve the pedestrian environment along the south side of the street and provide destinations from the station.
6. Provide a pull-off on Sigourney Street to allow pick-up and drop-off space for private vehicles.
7. Encourage the implementation of the pedestrian improvements recommended in *A New Farmington Avenue* and the *Asylum Hill Neighborhood Strategic Plan* described above (under Union Station).

Issues & Opportunities Sigourney



-  quarter and half mile radius (5 & 10 minute walk)
-  potential development opportunity
-  transit patron origins and destinations
-  key pedestrian routes to transit stations
-  station site
-  other issues or opportunities - see note

Design & Development Principles



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Sigourney

- 1 Work with Aetna to design new garage that incorporates busway station. Station should have strong presence on Sigourney Street and provide good access to Aetna campus.
- 2 Work with Aetna to develop parking garage that is integrated with transit station access and improves intersection of Sigourney Street and Hawthorn Street.
- 3 Encourage development of Hawthorn Street site for transit supportive use.
- 4 Improve streetscape along Hawthorn Street to provide better walking environment. Plant street trees and consider on-street parking.
- 5 Provide sufficient crosswalks and pedestrian phase for crossing large intersection.
- 6 Improve streetscape along Capitol Ave. to provide better walking environment.
- 7 Provide direct connection from Capitol Ave. to station. Insure pedestrian safety with adequate lighting and transparency of surroundings.
- 8 Improve pedestrian environment at underpass and stairways.
- 9 Improve streetscape along Sigourney Street. Provide planted buffer between sidewalk and vehicular lanes, and provide pedestrian scale lighting.
- 10 Implement Farmington Ave. design recommendations

Parkville

Existing Environment

The Parkville Station is located in a lively neighborhood with densely developed housing to the north and south of Park Street. There is also an active commercial district that is particularly active lining Park Street west of the station. Recent planning activity in the area has resulted in a proposal to improve the pedestrian environment along Park Street and New Park Avenue with the Park Street project soon to advance to final design. Other planning activity has also included the recent completion of an economic development plan for the neighborhood and an industrial corridor study.

To the east of the busway is an older industrial district with some large underutilized parcels and buildings that provide significant opportunities for transit oriented development. Several old mill buildings have been rehabilitated for industrial and commercial use and the rehabilitation of other industrial buildings for mixed use is currently underway.

Park Street crosses under both a railroad viaduct and the I-84 highway viaduct to the east of the station. A conceptual restoration plan has been prepared for the segmented portion of Pope Park between the neighborhood and I-84. Restoration of this park parcel will support the redevelopment of parcels along Pope Park Highway.

Parking lots and curbcuts along Francis Avenue and Bartholomew Avenue reduce the quality of pedestrian environment around the station.

Design Principle Recommendations

The following recommendations, specific to the Parkville Station Area, are in addition to the general principles on pages 1 and 2, which apply to all of the stations:

1. Reconfigure the station site plan, with the station moved south, to create a transit plaza immediately north of the station and a joint development site at the corner of Francis Avenue and Park Street. The site plan shows the plaza between the station and the joint development parcel, directly across from the small open area on the west side of Francis Avenue. The plaza and station are sited to enhance visibility from Park Street and the corner development parcel creates a prominent building to hold the street edge at this important corner. The plaza and landscaping along Park Street and Francis Avenue are used to create a new civic amenity to attract development, enhance the existing community vitality and create a pleasant and very visible waiting area for transit riders. The relocation of the station to the south maintains the community's goal to create a visible station and plaza, while also providing adequate space for potential development of an attractive building on the corner. The preferred use of either new development or a larger plaza for the corner parcel will be determined during the next phase of the project.
2. Encourage continued redevelopment of adjacent underutilized parcels for medium to high density housing, retail, office and light industrial (with high employment density) uses.
3. Rezone the district to discourage auto-oriented uses.

4. Improve the pedestrian environment along Francis Street, New Park Avenue, Park Street and Bartholomew Avenue, minimizing curbcuts and providing attractive sidewalks and lighting (see attached prototypical roadway sections).
5. Provide a direct pedestrian connection over the busway to link to development east of the busway along Bartholomew Avenue. This pedestrian bridge would also cross the active Amtrak line; although such a crossing would have to be negotiated with Amtrak, there are pedestrian crossings at many Amtrak stations around the country.
6. Create mid-block connections from Bartholomew Avenue to Pope Park Highway to improve pedestrian access to the station and adjacent development.
7. Explore opportunities for shared and/or structured parking to allow higher density development in the industrial corridor and on Park Street and New Park Avenue as outlined in the *Parkville Urban Design & Transportation Plan – Picture It Better Together*.
8. Improve the entrance to the neighborhood from the east by using the railroad viaduct to create a gateway to Parkville (currently underway).
9. Encourage redevelopment of the vacant former big box store on Park Street east of I-84 for transit supportive use.
10. Implement plans for streetscape improvements for Park Street and New Park Avenue as outlined in the *Parkville Urban Design & Transportation Plan – Picture It Better Together*.
11. Provide signage and streetscape improvements to Real Artways, an important neighborhood destination.