

One City, One Plan

POCD 2020

Hartford's Plan of
Conservation and
Development



City of Hartford
Planning and Zoning Commission

Adopted June 3, 2010

Reissued June 2011



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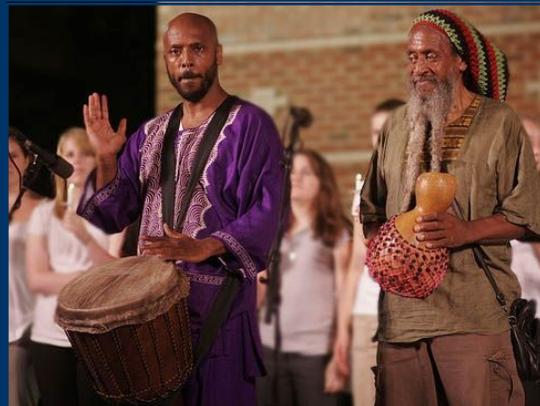
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Introduction & Background



KEY TOPICS

- Plan of Conservation and Development Defined
- Plan Development Process
- Plan Elements
- POCD Implementation
- The History of Planning in Hartford
- Ten Years of Progress



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Introduction

Hartford is a wonderful place to live with a rich and significant history. Its evolution has mirrored America's continued dynamism and cultural diversity. Hartford is a city steeped in its neighborhoods, with family roots going back as many as three or four generations. A history of cultural richness has created a vibrant urban life and continues to attract people from all over the world.

Hartford, like many American cities, struggles in some areas. There are improvements that residents and workers would like to see. They have questions such as "What kind of City will Hartford be in the future?" "What decisions need to be made to ensure Hartford's future success?" It is up to us, the residents and stakeholders of Hartford to consider these questions and take action, as our collective action will shape the future of the great city in which we live and work.

What Is A POCD?

A Plan of Conservation and Development (POCD) is a guide for asking questions, identifying challenges, determining resolutions and implementing strategies. It is a record of the best thinking of Hartford as to its future growth and aims to give direction to both public and private development. The Plan not only encompasses a long-term vision for the community but also

offers guidance for short-term decision-making. The Plan should not be thought of as a rigid blueprint, but rather as a general guide for growth in Hartford. Chapter 126, Section 8-23, of the Connecticut General Statutes requires that a planning and zoning commission "prepare, adopt and amend a plan of conservation and development for the municipality". The proposals of the Plan are broadly based recommendations for future development and the improvement of Hartford over the next decade and beyond.

The POCD, particularly the Generalized Land Use Plan, guides the City's future conservation and development efforts as a policy-guidance document. Key to successful implementation of the Plan is the creation and modification of Zoning Regulations, design guidelines, and/or implementation techniques that explicitly outline and enable the future visions described in the Plan.

Plan Development Process

In 2006, the City's Department of Development Services Planning Division began working with the Hartford Planning and Zoning Commission to review and update the Plan of Conservation and Development. A consultant was hired to help prepare baseline planning documents. Initial efforts focused on updating demographics and reviewing city facilities, and Board of Education facilities. Once baseline conditions were prepared the Planning Division began working on a review of the land use map. A first task was the conver-

Introduction & Background



Theme Panel #1, November 14, 2009



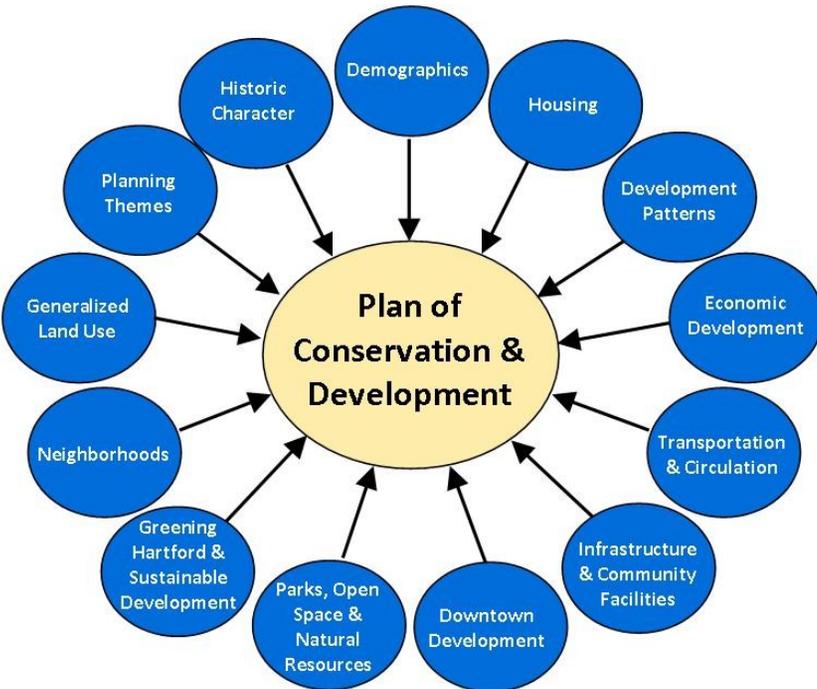
Theme Panel #2, November 16, 2009

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Theme Panel #3, November 21, 2009

sion of the land use map to a GIS format which began the process of assessing existing uses city-wide. At the same time Neighborhood Revitalization Zone (NRZ) Committees began updating their strategic plans. Capital Budget, and State and Regional Plans were reviewed and considered for integration into the generalized land use plan, goals, and implementation strategies. The Planning Division and the Redevelopment Agency also prepared three (3) redevelopment plans at this time focusing on three key areas. The City of Hartford and the MetroHartford Alliance collaborated on the Hartford 2010 process as well as the Urban Land Institute study of North and West Downtown.



In preparing the public review draft, neighborhood revitalization zones strategic and other plans including state and regional plans were reviewed.

The draft document was circulated among the community and City officials for review. Five discussion panels organized around the planning themes were conducted, as well as four Planning and Zoning Commission community listening sessions prior to the formal public hearing on May 20, 2010. The plan was adopted by the Planning and Zoning Commission on June 3, 2010.

Plan Elements

Plan elements cover topics ranging from natural resources to economic development. Each of these plan elements provides background information, conditions maps, and analysis of trends and conditions, and goals and recommendations for future actions.

The Plan Elements include:

- Planning Themes
- Historic Character
- Demographics
- Housing
- Development Patterns
- Economic Development
- Transportation and Circulation
- Infrastructure & Community Facilities
- Downtown Development Plan
- Parks, Open Space and Natural Resources
- Greening Hartford and Sustainable Development
- Neighborhoods
- Generalized Land Use Plan

There are several broad planning themes that guide this Plan. They are:

- Promote livable and sustainable neighborhoods
- Protect the City's natural and built environment
- Enhance mobility through transit, pedestrian and bike systems city-wide

- Advance downtown’s role as the region’s center for commerce, culture and city living
- Promote and encourage the integration of sustainable practices

These themes are addressed throughout this Plan of Conservation and Development, and serve as the organizing structure for the goals and implementation strategies.

POCD Implementation

In order to implement the recommendations contained in this Plan of Conservation and Development, an Action Agenda is included at the end of the Plan. The Action Agenda was formed as a result of the public participation process. It identifies goals, objectives, recommendations and actions; the lead agencies proposed for implementation; and the timeframe for implementation.

The lead agency is the agency which, by the nature of its mission and authority, is the logical party to spearhead the implementation of a particular proposal. Many proposals will of course involve multiple agencies. The nature of activity required of a lead agency will vary depending on the type of recommendation. Some activities involve budget commitments and capital expenses and some require advocacy and promotion, while others call for administrative action.

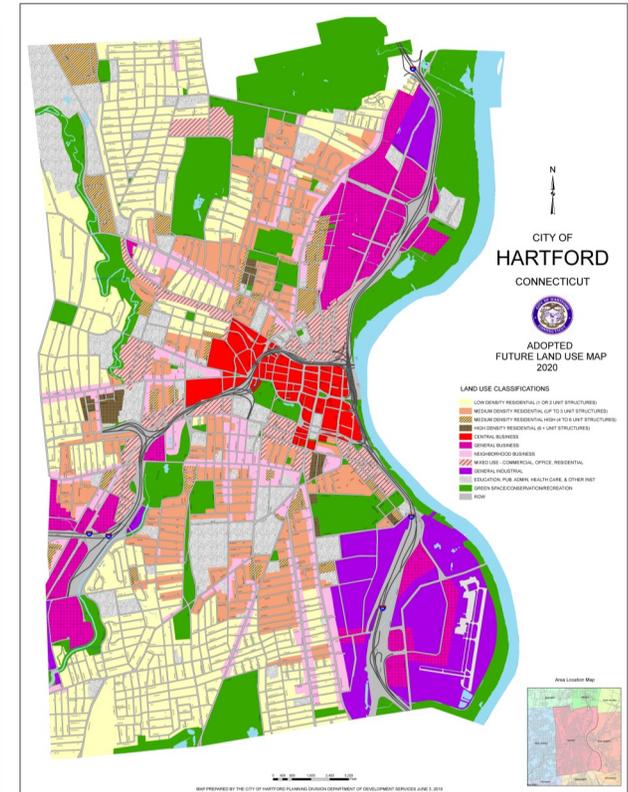
Timeframes are defined as ongoing, short term (1-3 years), mid-term (4-6 years) and long-term (7-10 years). Many of the short-term items may

already be scheduled into the City’s Capital Improvement Program or may be activities and policies that are in place and need to be continued. Some short-term recommendations may have evolved as part of the planning process and need to be inserted into the Capital Improvement Program.

Mid-term and Long-term activities are considered important, but placed “down the road” in recognition of the fact that limited resources are available both in terms of time and money to implement the Plan. Mid-term and long-term capital projects may also require some intermediate planning and design activity before project implementation can take place.

The Department of Development Services will prepare annually a report that will be submitted to the Mayor, Common Council, the Community and the Planning and Zoning Commission summarizing the implementation status of the Action Agenda of the adopted Plan of Conservation and Development. The report will discuss the status of the POCD and what actions need to be taken to facilitate implementation of the Plan.

Introduction & Background



The Generalized Land Use Map will guide land use regulations and development policy.

One City, One Plan– POCD 2020



General Plan of the City of Hartford, 1912

“As a matter of fact a city, in the light of modern civilization and modern science and with the help of modern statistics, must be considered as a great machine having a most intricate organism and a most complex function to perform, and it must be so well planned and put together and run, that as an engine it shall produce the maximum of efficiency in every direction with the least expense and the least friction.”

-Plan of the City of Hartford, 1912

The History of Planning in Hartford

In 1907, the state of Connecticut established the nation’s first permanent Plan Commission in the City of Hartford. Soon after, the City hired the firm of Carrere & Hastings to serve as advisory architects to the Commission, and to author the 1912 Plan. This plan mainly focused on street layout, but also included recommendations for building height, land taxation methods, the park system, riverfronts, lighting, health & safety regulations, historic preservation (yes, even in 1912!)

housing, and street trees that are still relevant today. Its horizon was 50 years. The 1912 Commission on the City Plan did not adopt the plan, however, the Planning Commission succeeded in bringing before City leaders the first comprehensive picture of Hartford’s opportunities and a vision of what the City could be.

In 1926 the Commission on the City Plan completed the “Second City Plan” also entitled “A Street Plan for Hartford.” This document, which was essentially a study of zoning and traffic, contained recommendations similar to the 1912 report and emphasized the widening of streets and control of the Park River. This report was also not adopted. Between 1926 and 1950 the Planning Commission advanced several plans for Hartford which were for the most part directed at a single issue or specific development proposal.

During the 1950’s, a rapid escalation of highway and redevelopment projects generated interest in a Comprehensive Plan. The post World War II city had begun to lose population and economic vitality. “Hartford Plans for Tomorrow” (1955) became the City’s first attempt to coordinate and relate major growth and rebuilding elements with a set of common goals. The Plan was adopted by the Commission with the understanding that...“it is not a final blueprint which must be rigidly followed. Rather, it is a general plan which the Commission must review and revise from time to time to keep in step with new conditions and developments.” However,

the 1955 Plan was not adopted by the Court of Common Council.

In 1972, the Commission adopted a completely updated Plan of Development that reflected the vast changes that had occurred throughout the 50's and 60's. This plan was not adopted by the Court of Common Council. Finally, in 1986, The Court of Common Council officially endorsed a comprehensive plan titled "Hartford's Plan of Development 1983-2000." This plan was unique in that it included specific strategies for the implementation of recommendations found in each component. A further revised Plan of Development was adopted in 1996 and revised in 1998.

Effective January 1, 2004 under the new City Charter, the Planning and Zoning Commission is responsible for the adoption of the Plan of Conservation and Development.

Hartford's Plan of Conservation and Development 2020 "*One City, One Plan*" integrates several recent planning initiatives into a unified document. It is even more comprehensive in scope than previous plans. For the first time the plan addresses sustainable development and the Greening of Hartford. The Generalized Land Use Plan forms the basis for policy and regulatory decisions over the next ten years.

Ten Years of Progress

Over the past decade since the previous POCD was adopted, substantial investment has taken place in the City of Hartford. This section contains a pictorial review of our accomplishments regarding residential development, commercial development, schools, libraries, community centers, and streetscapes.

This section also depicts projects that were a result of former Governor John Rowland's "Six Pillars of Progress" plan. The six pillars were:

- A rejuvenated civic center
- A highly developed waterfront
- A downtown higher education center
- A convention center and sports megaplex
- The demolition or redevelopment of vacant buildings and the creation of downtown housing units
- An increase in the number of well located and inexpensive parking spaces

Coincident with the six pillars was an emphasis of job creation for Hartford residents. This was accomplished through the creation of training programs such as the Job's Funnel located at Capital Workforce Partners and through jobs created through the school construction program.

While much remains to be done, the following pictures clearly illustrate that quite a lot has already been accomplished in the City of Hartford.



Alden Street



Goodwin Estates



Park Terrace Housing



Frog Hollow



1450 Main Street



266 Pearl Street



Dutch Point



Mary Shepard Housing



Rice Heights

Residential & Commercial Development



The Lofts at Temple Street



Stowe Village



Trumbull On The Park



SANA Apartments



18 Temple Street



Aetna Expansion- Sigourney Street Garage



St. Monica's Housing



55 Trumbull Street



Carmax

Introduction & Background

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Charter Oak Market Place



Sims Metal Management

Commercial Development & Schools



Annie Fisher Elementary School



Flower Street Garage



St Francis Hospital Surgical Tower



Capital Preparatory Magnet School



Main Pavilion



St Francis Hospital Expansion



Capital Community College

Schools



GH Academy of the Arts– Learning Corridor



Kinsella Magnet School of the Arts



Noah Webster MicroSociety Magnet School



GH Academy of Math & Science– Learning Corridor



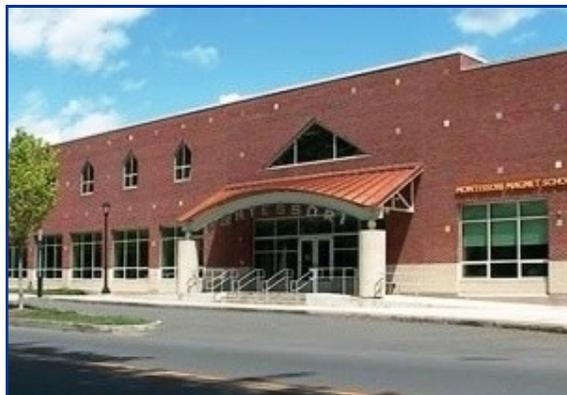
Mary Hooker Environmental Studies Elementary



Sarah J. Rawson Elementary School



Hartford Magnet Middle School– Learning Corridor



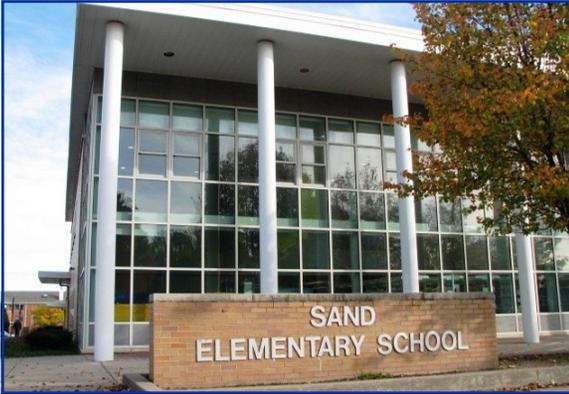
Montessori Magnet School– Learning Corridor



Sarah J. Rawson Elementary School

Introduction & Background

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SAND Elementary School



University Magnet School of Science & Engineering

Schools, Libraries & Community Centers



Main Branch of the Hartford Public Library



Sports & Medical Science Academy



Campfield Library



Albany Avenue YMCA



University of Hartford Performing Arts Center



Goodwin Library



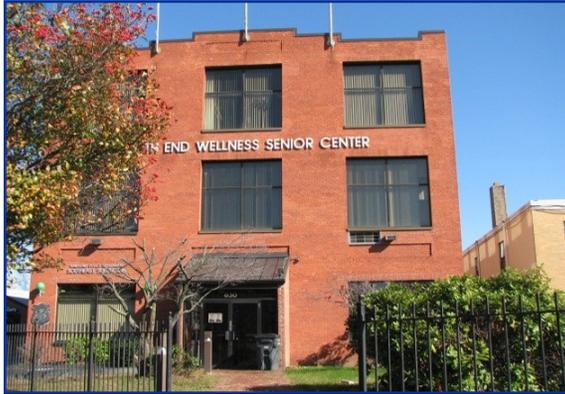
Artists' Collective

Community Centers & Streetscapes

Introduction & Background



Parker Memorial Center



South End Wellness Center



Blue Hills Avenue Streetscape



Metzner Center



West End Community Center



Maple Avenue Streetscape



Real Artways



Blue Hills Avenue Streetscape



Maple Avenue Streetscape



Park Street Streetscape



Terry Square Streetscape



Trumbull Street Streetscape



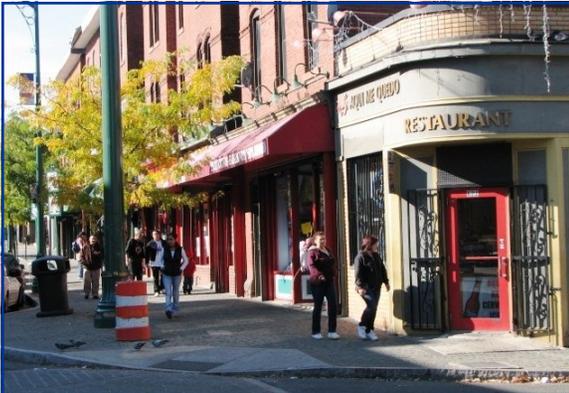
Park Street Streetscape



Terry Square Streetscape



Trumbull Street Streetscape



Park Street Streetscape



Trumbull Street Streetscape



Trumbull Street Streetscape

Six Pillars Projects



Convention Center, Marriott Hotel, Connecticut Science Center, Waterfront

Introduction & Background



Connecticut Science Center



Front Street



Hartford 21



Morgan Street Garage



Front Street



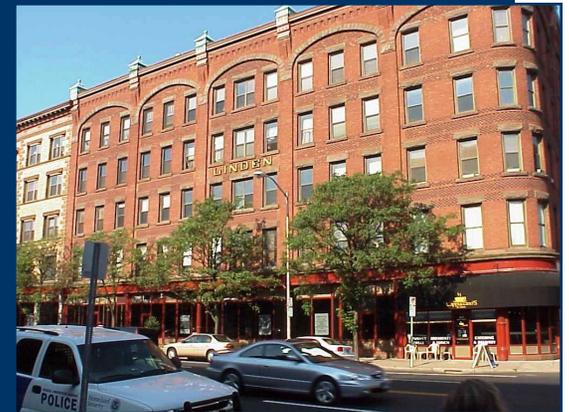
XL Center

Planning Themes



KEY TOPICS

- Promote Livable and Sustainable Neighborhoods
- Protect the City's Natural and Built Environment
- Enhance Mobility Through Transit, Pedestrian and Bike Systems City-Wide
- Advance Downtown's Role as the Region's Center for Commerce, Culture and City Living
- Promote and Encourage the Integration of Sustainable Practices



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Vision Statement

Hartford is home to over 124,000 residents, headquarters for many of the country’s largest insurance companies, and the State Capital of Connecticut. Everyone who lives or works in Hartford wants it to thrive. This Plan envisions the Hartford of the future to be:

“A clean, safe, culturally diverse community where residents can get an excellent education and become a valuable part of the workforce. Families and individuals can find affordable, attractive housing, both Downtown and in vibrant neighborhoods, and have access to efficient transportation. Natural and historic resources are well-protected, and sustainability is at the forefront of all activities. Hartford’s government works with residents and the business community to leverage local investments and regional opportunities, and advance downtown’s role as the region’s center for commerce, culture and city living. “

Planning Themes for One City, One Plan

One City, One Plan is guided by five (5) broad planning themes. The themes provide the framework for the plan and are woven throughout the chapters of the POCD, tying together the strate-

gies and goals. Following is a description of the theme, the goal related to the theme, and a list of objectives designed to reach the goal.

Livable and Sustainable Neighborhoods

Hartford’s neighborhoods are vital to the success of the city. This is where the vast majority of residents live, go to school, shop, worship, recreate, and interact. It is important for these places to be livable, with good quality housing, abundant open space and recreational facilities, efficient community services, great school facilities, ample employment, and low levels of crime. They must also be sustainable physically, socially and economically. For instance, neighborhoods must be places where environmental impacts are minimized, resources are used efficiently, the carrying capacity of the infrastructure is not exceeded, diversity is treasured, citizens are engaged and involved, and the local economy is vibrant.

In order to achieve livable, sustainable neighborhoods, diverse sectors must work together. For example, the quality of schools is connected to the quality of housing, which is affected by the quality of transportation options, etc. Activities in these and other areas can have positive effects on the livability and sustainability of Hartford’s neighborhoods.



A house located on Allen Place



Frog Hollow Perfect 6's

One City, One Plan– POCD 2020



Tree Planting



The Mark Twain House

Goal: Promote Livable and Sustainable Neighborhoods

- Provide quality housing
- Promote maintenance of housing & neighborhoods
- Ensure affordability of housing
- Revise housing-related regulations
- Improve schools
- Improve community facilities
- Consolidate municipal facilities
- Increase Park programming & educational activities
- Improve communication regarding recreation programs
- Enhance Public Safety
- Emphasize complete streets
- Ensure a skilled workforce
- Improve access to jobs
- Attract new businesses
- Help existing businesses to remain in Hartford

The Natural and Built Environment

Hartford's visual character is defined by both its natural landscape and its built environment. The City's most notable natural feature is the Connecticut River. There are also 2,000 acres of parkland, the Park River, and several wetland areas. Given Hartford's almost completely developed nature, the visual character of the City is dominated by built form elements. These elements, such as homes, schools, hospitals, office buildings, roads and highways, are the building blocks of Hartford's neighborhoods. As one of the

oldest continuously settled communities in the United States and with almost four centuries of history, Hartford has a significant number of historic structures and neighborhoods. Protecting the City's natural & built environment has a significant impact on the character of the City and the vitality of the neighborhoods.

Goal: Protect the City's Natural and Built Environment

Parks, Open Space & the Natural Environment

- Update the Parks Master Plan
- Plan for park maintenance and improvements
- Protect existing open space
- Manage the tree canopy
- Improve stormwater management
- Protect the Connecticut River
- Enhance environmental education efforts
- Improve water quality

Built Environment

- Reduce development impacts
- Promote good urban design

Historic Preservation

- Protect historic resources
- Update Historic standards & regulations
- Ensure appropriate redevelopment, restoration and rehabilitation

Mobility: Transit, Pedestrian and Bike Systems

The City of Hartford serves as a transportation

hub between Boston and New York and other New England locales. The presence of Interstates 91 and 84, Connecticut Routes 4, 5 and 44, train service at Union Station, the path of Connecticut River, a fully developed system of busses and a pedestrian-friendly street grid have all influenced the City of Hartford’s transportation system in many ways.

The loose gridiron arrangement of the majority of Hartford’s streets provides a strong web of connections that can be utilized by pedestrians, bicyclists, and buses as well as automobiles. These connections should be strengthened by improvements to the streetscapes, pathways and roadways, as well as better integration of transportation systems with land use. For example, the transit oriented development (TOD) planned for the Union Station area will be vital for the success of the planned New Britain Hartford Busway and the NHHS Commuter Rail. TOD around Union Station will help create a vibrant pedestrian friendly Downtown with easy access to mass transit options while enhancing mobility throughout Hartford.

Goal: Enhance Mobility Through Improvements to Transit, Pedestrian and Bike Systems City-Wide

Pedestrian & Bicycle Systems

- Improve pedestrian connections, conditions & level of service (LOS)
- Improve bicycle infrastructure
- Elevate walking and bicycling as modes of choice

Transit

- Implement the New Britain-Hartford Bus Rapid Transit (BRT) plan
- Improve existing bus service
- Improve passenger rail

Roadways

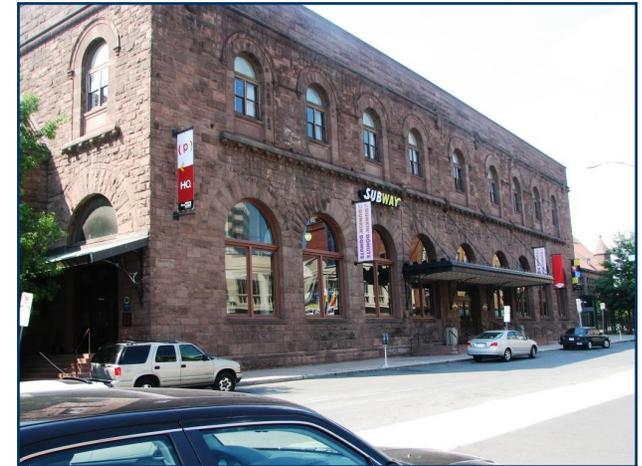
- Improve roadway connectivity, efficiency & safety

Mixed Modes

- Emphasize “Complete Streets”
- Reduce dependence on single occupancy vehicles (SOVs)
- Implement the Hartford Transportation Pathways Strategy & make improvements to the Union Station area
- Make specific corridor and area improvements
- Promote Transit Oriented Development (TOD)
- Improve regional connectivity

Downtown as the Region’s Center for Commerce, Culture and City Living

Although Hartford has a large workforce (80,000 jobs in Downtown) a much smaller number of workers reside in Hartford. Downtown Hartford has a relatively small number of housing units when compared to downtowns of similar size. Despite recent additions of new housing units, including several high-end apartment complexes, there is still a gap between housing and



Union Station



Charter Oak Landing

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The Hartford Riverfront



Statehouse Square

the employment base. Closing this gap by creating downstairs shopping and entertainment with upstairs living and working will create a diverse, vibrant & attractive atmosphere for resident to work, live and play.

Goal: Advance Downtown’s Role as the Region’s Center for Commerce, Culture and City Living

Transportation

- Improve pedestrian connections, conditions & level of service (LOS)
- Improve regional connectivity
- Improve Downtown vehicular circulation & connectivity
- Rationalize Downtown parking by developing a comprehensive parking strategy
- Make specific corridor and area improvements

Housing

- Create new housing units
- Promote mixed use development

Arts, Culture & Entertainment

- Encourage 24/7 activity
- Promote Hartford through coordinated marketing

Redevelopment

- Implement redevelopment initiatives in keeping with the three recently completed redevelopment plans for Downtown North, Downtown West II

and Constitution Plaza East.

- Develop urban commercial centers into transit activity. Transit stops should be intensive activity areas.

Commerce

- Develop Hartford’s “Creative Economy”
- Diversify Downtown’s economic base
- Help existing businesses to remain in Hartford
- Pursue existing economic development activities
- Increase occupancy & improve appearance of existing commercial buildings

Integrating Sustainable Practices

Sustainability can be defined as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” By its very nature, Hartford’s urban fabric is much more sustainable than other forms of development. With its high-density development patterns and mixing of uses, the City makes much more efficient use of its land than traditional suburban development or “sprawl” development patterns.

The City of Hartford has been actively working to improve environmental quality and promote sustainable practices, and to identify future strategies for accelerating the “greening” of Hartford. Hartford has recently undertaken a number of renewable and “green” energy initiatives. Hartford’s goal of becoming a greener

city will benefit residents and businesses while attracting investors and visitors to the City.

“Sustainable” relates to more than just the Environment and “green” buildings. Economic sustainability is the City’s ability to produce a workforce that can meet the employment needs of the current local and regional economy but also be flexible enough to adapt to troubling economic conditions. That is why sustainable education and economic development practices must also be adopted.

Goal: Promote and Encourage the Integration of Sustainable Practices

Energy

- Emphasize clean & renewable energy
- Evaluate the City’s Energy Use

Transportation

- Improve air quality

Green Building

- Promote green building practices
- Improve stormwater management
- Promote good urban design
- Promote Transit Oriented Development

Waste

- Reduce waste through reduction, reuse, and recycling

Environmental Health

- Enhance environmental education efforts

- Reduce environmental impacts
- Improve water quality
- Sustain public health

Economic Development

- Make Hartford the regional energy efficiency capital



Single-stream recycling Downtown



Installation of a Green Roof at the Betty Ruth and Milton B. Hollander Foundation Center



One City, One Plan

Action Agenda

Chapter 3



KEY TOPICS

- Implementation Tasks
- Implementation Responsibilities
- Action Agenda



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Introduction

In order to implement the various recommendations contained in this Plan of Conservation and Development, an Action Agenda is included in this chapter. The Action Agenda was formed as a result of the public participation process, and it identifies goals, objectives, recommendations and actions; the lead agencies proposed for implementation; and the timeframe for implementation.

While the State of Connecticut designates the Planning and Zoning Commission to adopt the Plan, the success of the Plan will depend upon the entire community. The Mayor, the Court of Common Council and all community stakeholders must join together in achieving the goals and objectives.

The lead agency is the agency which, by the nature of its mission and authority, is the logical party to spearhead the implementation of a particular proposal. Many proposals will of course involve multiple agencies. The nature of activity required of a lead agency will vary depending on the type of recommendation. Some activities involve budget commitments and capital expenses and some require advocacy and promotion, while others call for administrative action.

Some objectives and associated action items may be listed under more than one of the five key goals due to their interdisciplinary nature.

Implementation Tasks

Timeframes are defined as ongoing, short term (1-3 years), mid-term (4-6 years) and long-term (7-10 years). Many of the short-term items may already be scheduled into the City's Capital Improvement Program or may be activities and policies that are in place and need to be continued. Some short-term recommendations may have evolved as part of the planning process and need to be inserted into the Capital Improvement Program.

Mid-term and Long-term activities are considered important, but placed "down the road" in recognition of the fact that limited resources are available both in terms of time and money to implement the Plan. Mid-term and long-term capital projects may also require some intermediate planning and design activity before project implementation can take place.

The Department of Development Services will prepare annually a report that will be submitted to the Mayor, Common Council, the community stakeholders, and the Planning and Zoning Commission. The report will summarize the implementation status of the Action Agenda and note steps that need to be taken to facilitate implementation of the Plan.

Implementing Responsibilities

The efforts of a number of public and private agencies and organizations will be needed in order to implement One City, One Plan. They are:

ACOTE- Advisory Commission On The Environment
BOE - Board of Education
BID- Hartford Business Improvement District
CC- Corporation Counsel
CDC- Community Development Corporations
CF– Capital Facilities, Office of the Mayor
CL&P– Connecticut Light & Power
Council– Court of Common Council
CRCOG - Capitol Region Council of Governments
CTT-Connecticut Transit
CVB- Convention & Visitors Bureau
DEP- Connecticut Department of Environmental Protection
DPW - Department of Public Works
DDS - Department of Development Services

- Housing
- Planning
- L&I (Licenses & Inspections)
- Economic Development

DOT- Connecticut Department of Transportation
DRB– City of Hartford Design Review Board
ED- Energy Director
GHAC- Greater Hartford Arts Council
GHTD– Greater Hartford Transit District
HHA – Hartford Housing Authority
HHS – Health & Human Services
HFD - Hartford Fire Department
HPA- Hartford Parking Authority
HPC– City of Hartford Historic Preservation Commission

HPD - Hartford Police Department
HPL - Hartford Public Library
HRA- Hartford Redevelopment Agency
MDC- Metropolitan District
MHA- Metro Hartford Alliance
NRZ- Neighborhood Revitalization Zone Committees
PO- Private Organization
PRAC- Parks Advisory Commission
P&Z– City of Hartford Planning & Zoning Commission
RR- Riverfront Recapture
WDP- Workforce Development Partners

The action agenda also includes a potential funding source or implementation mechanism for several items. They are:

CIP– Capital Improvement Program
CDBG– Community Development Block Grant

Development Patterns



KEY TOPICS

- Land Use Inventory
- Residential Density
- Implications for the Future



Adopted June 3, 2010

Reissued June 2011

Introduction

The built environment, including the type, location and intensity of existing land uses, defines the character of a community. Understanding how much land is presently devoted to commercial, industrial, residential, parks and vacant land is a key component to developing a vision and plan for the future.

The major land use changes that have occurred over the last decade include:

- Substantial new residential development (both condominiums and apartments) in Downtown;
- Conversion of the Charter Oak public housing complex into a significant retail center;
- Redevelopment and reconfiguration of other high-density public housing complexes into lower density residential units including Rice Heights, Stowe Village and Dutch Point;
- Designation of an Industrial Re-Use Overlay District (IROD) in the Parkville neighborhood leading to the conversion of former industrial buildings into the mixed use Design Center;
- Condominium developments in the West End neighborhood;
- New retail development in various neighborhoods, including the Main and Pavilion (Metro Center) retail develop-

ment in Clay-Arsenal and the Gateway Plaza on Albany Avenue;

- Revitalization of Park Street retail;
- Creation of the Learning Corridor in Frog Hollow;
- Relocation of the Capitol Community College to the former G. Fox building;
- Development in the Adriaen's Landing project area, including the Connecticut Convention Center and the Connecticut Center for Science and Exploration;
- Erection of the Morgan Street Garage; and
- Redevelopment of the Colt Firearms factory and vicinity.

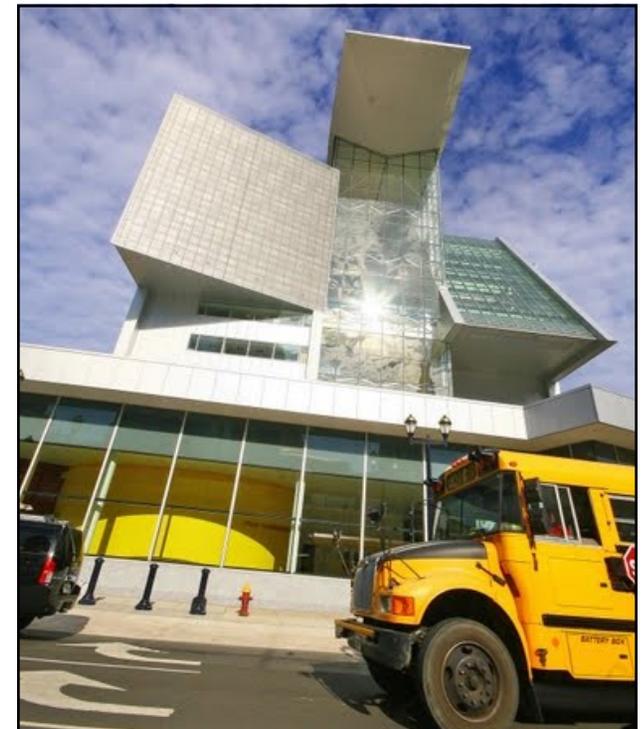
These changes are transforming older land uses into new uses that are more compatible with existing uses as well as Hartford's vision for the future. While the overall development patterns of the City have remained relatively unchanged over the last decade, new emphasis has been placed on redevelopment in the City. The City's zoning, land use map and land use regulations are its tools not only for controlling its land uses, but also for influencing future development patterns.

Understanding the existing land use patterns of the City is an important component to the Plan of Conservation and Development. This section describes in detail the existing land use composition of Hartford.

Development Patterns



Trumbull Street Residential Development



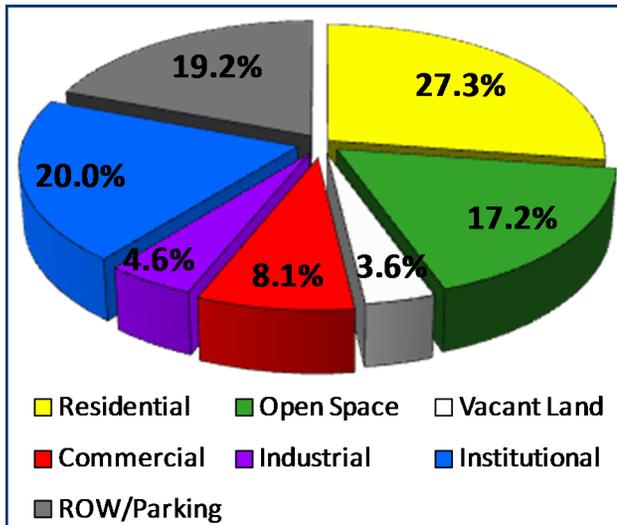
The Connecticut Science Center

One City, One Plan– POCD 2020

Land Use Category	Area (Acres)	Percent of City's Land Area	Percent Change 1994-2009 ⁽¹⁾
Residential	3,199	28.9%	-6.3%
Commercial	950	8.6%	-21.5%
Industrial	541	4.9%	8.2%
Institutional / Infrastructure	2,341	21.2%	42.2%
Parks & Open Space	1,365	12.3%	-10.9%
ROW's & Parking	2,246	20.3%	-3.0%
Raw Vacant Land	422	3.8%	-48.6%

Source: Tax Assessor Database 2009
⁽¹⁾ Based on 1996 Plan of Conservation & Development

2009 Land Use Distribution Summary



Existing Land Use 2009

Land Use Patterns

The City of Hartford has a total land area of approximately 11,064 acres or roughly 17 square miles. Hartford contains a variety of land uses including industrial, commercial, residential, institutional, and open space. Hartford's land records are incorporated into its parcel base map so that information such as land use, zoning and property assessment value (land and building) can be displayed and analyzed on a city wide, parcel-by-parcel basis. While utilizing detailed information of this type for quantifying land use patterns and trends, it is important to recognize that the purpose of this analysis is to provide a generalized assessment of land use patterns as a guide for planning purposes.

Land Use Inventory

In order to accurately assess the composition and distribution of the City's land use categories, a current digital parcel base map (2009) of Hartford was utilized. The existing digital base map and corresponding property records from the assessor's database resulted in a detailed *Existing Land Use Map* and inventory for all parcels within the City.

The accompanying table provides a summary of the major land use categories and a calculation of percent change since the 1994 inventory. Five major categories of use are utilized to record land use in the City. These general categories are

further broken down into 25 subcategories as shown in the *Existing Land Use Map*, which has been divided into four quadrants (NW, NE, SW and SE) for readability in this document.

Although it is recognized that some differences in inventory methodology and categorization of land uses between the 1996 POCD and this document exist, it is still helpful to compare land use characteristics between decades in order to identify general trends in land development and uses. Because of the differences in source data and methodology, we hesitate to quote specific growth statistics based on the 1996 and 2009 studies, which may or may not be directly comparable.

The City of Hartford's overall land use fabric has remained stable over the last two decades. The top land use categories reported in 1984 and 1994 remain the same for 2009. The top land uses by percent of land area for 2009 are residential, institutional and infrastructure, & ROWs categories. In total, approximately 84% of the land within the City is in a developed category while 16% is categorized as open land.

Within the open land category, the parks and open space component represents land protected from future development. At 11.2% of the City's area it exceeds the States' goal of 11% for municipalities. Commercial land accounts for 8.1% of Hartford's land area with office and financial institutions as the largest

subcategory at 29% of all commercial land. This percentage is likely to increase in the future as redevelopment continues in the City. Mixed use development, which consists of parcels that contain a blend of both residential and commercial uses, accounts for 2% of Hartford's total land, but represents 14% of all commercial land. Industrial land uses account for 4.9% of Hartford's land, of which much of this land is located in the North Meadows, South Meadows, and in the eastern side of the North East Neighborhood. Institutional uses account for over 21.2% while right-of-ways (ROWS) and parking account for an additional 20.3%.

Residential

The City has 3,199 acres (28.9%) of its land categorized as residential with single and two family residences comprising over 59.4% of all residential uses. The remaining 31.6% is comprised of multi-family and apartment housing. The majority of Hartford's residential uses are low to moderate density in nature comprised of single- to four-family housing. The majority of these residential uses are concentrated in the Blue Hills, West End, Northeast, South End, Southwest, Behind the Rocks and Barry Square neighborhoods. In fact, nearly 80% of all residential land in the City is located in these seven neighborhoods. Medium-density housing is primarily located in the Blue Hills, North East, Asylum Hill, Clay Arsenal and Barry Square neighborhoods. High-density, high rise apartment residential housing is concentrated

in the Downtown, West End, Asylum Hill, and Frog Hollow neighborhoods.

Commercial / Industrial

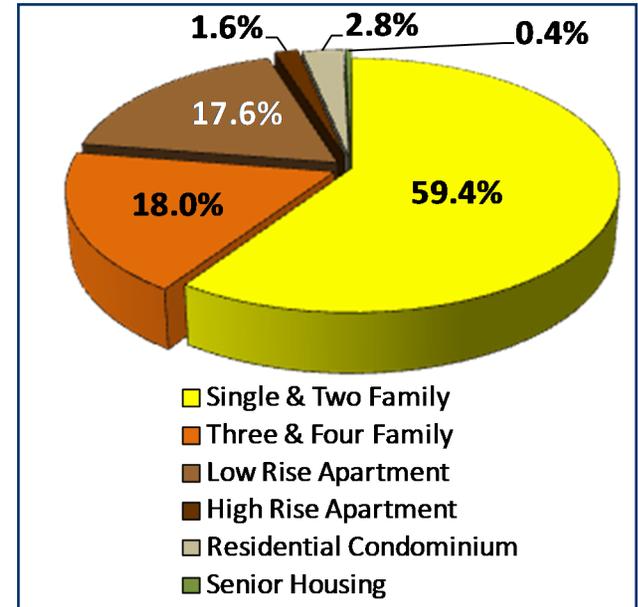
From 1994 to 2009 commercial land use experienced a significant decrease of 21% (from 1,211 to 950 acres). Meanwhile, industrial land use increased by 8.2 % during this period. Commercial and Industrial land use combined to cover 13.6% of Hartford's land. In comparison to Hartford's 13.6%, the percent of land used for commercial or industrial purposes in some other large urban communities are: New Haven- 11%; and Bridgeport - 18.6%.

Commercial uses classified in the office and financial subcategories are densely clustered in Hartford's Downtown. Retail uses are predominately clustered along the major transportation corridors radiating from the downtown and connecting to commercial strips in neighboring communities. Industrial lands are predominately located in the North and South Meadows neighborhoods and along the rail corridor that bisects the City. Commercial and industrial uses were broken down into six and two subcategories respectively (see quadrant maps)

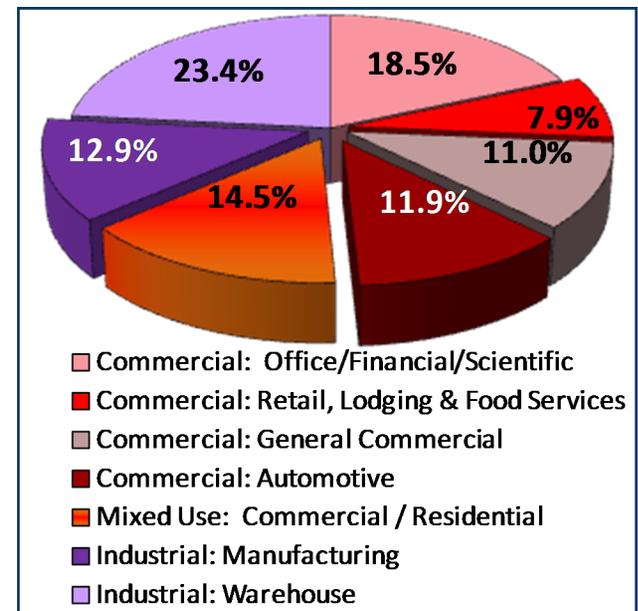
Institutional/ Infrastructure

Hartford has 4,587 acres or 41.5% of its land categorized as institutional or infrastructure. Of the 4,587 acres in this category, 2,052 acres or 18.5% of all land in Hartford is classified as right-

Development Patterns



Residential Land Uses 2009

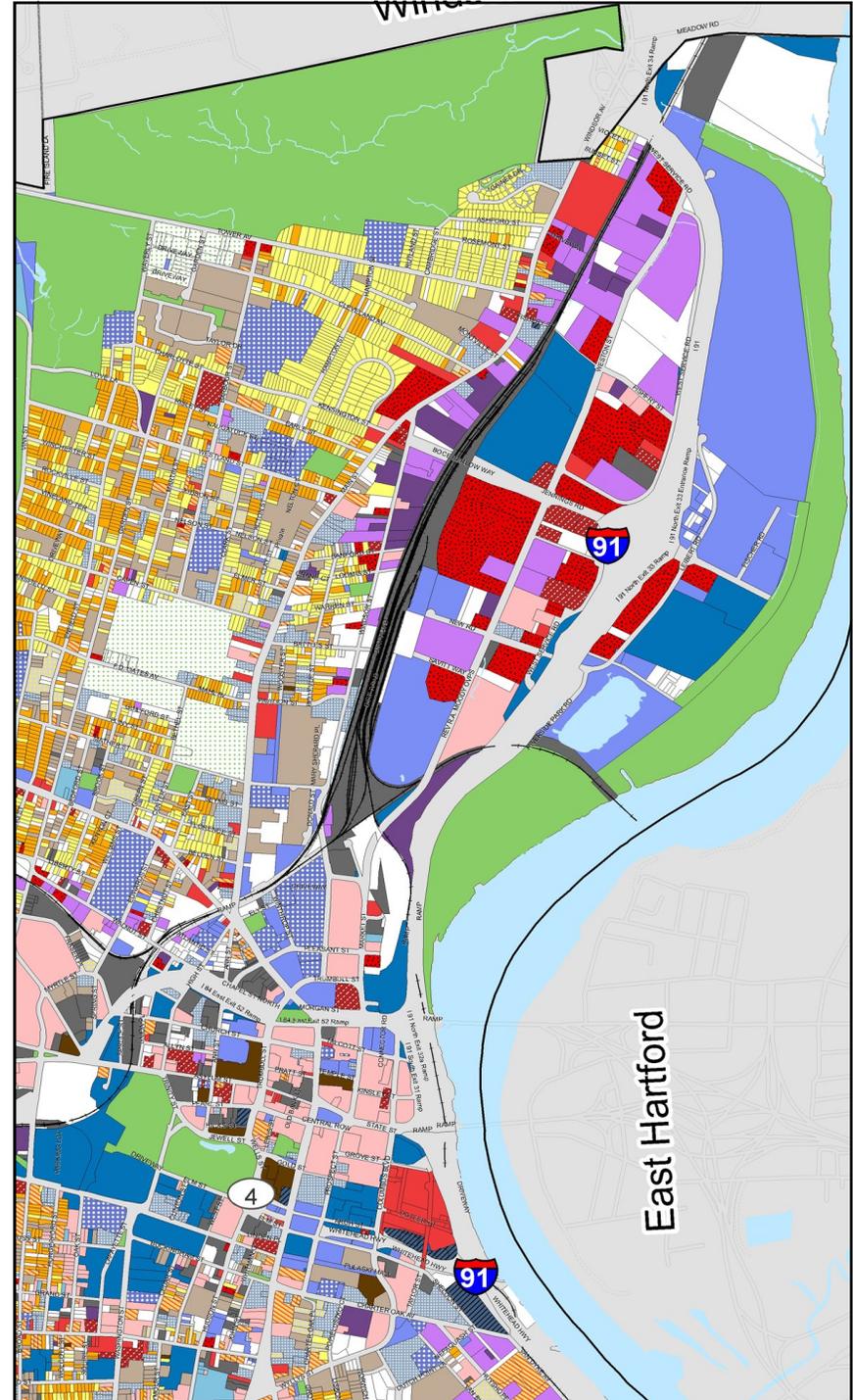


Commercial Land Use 2009

One City, One Plan– POCD 2020

Existing Land Use

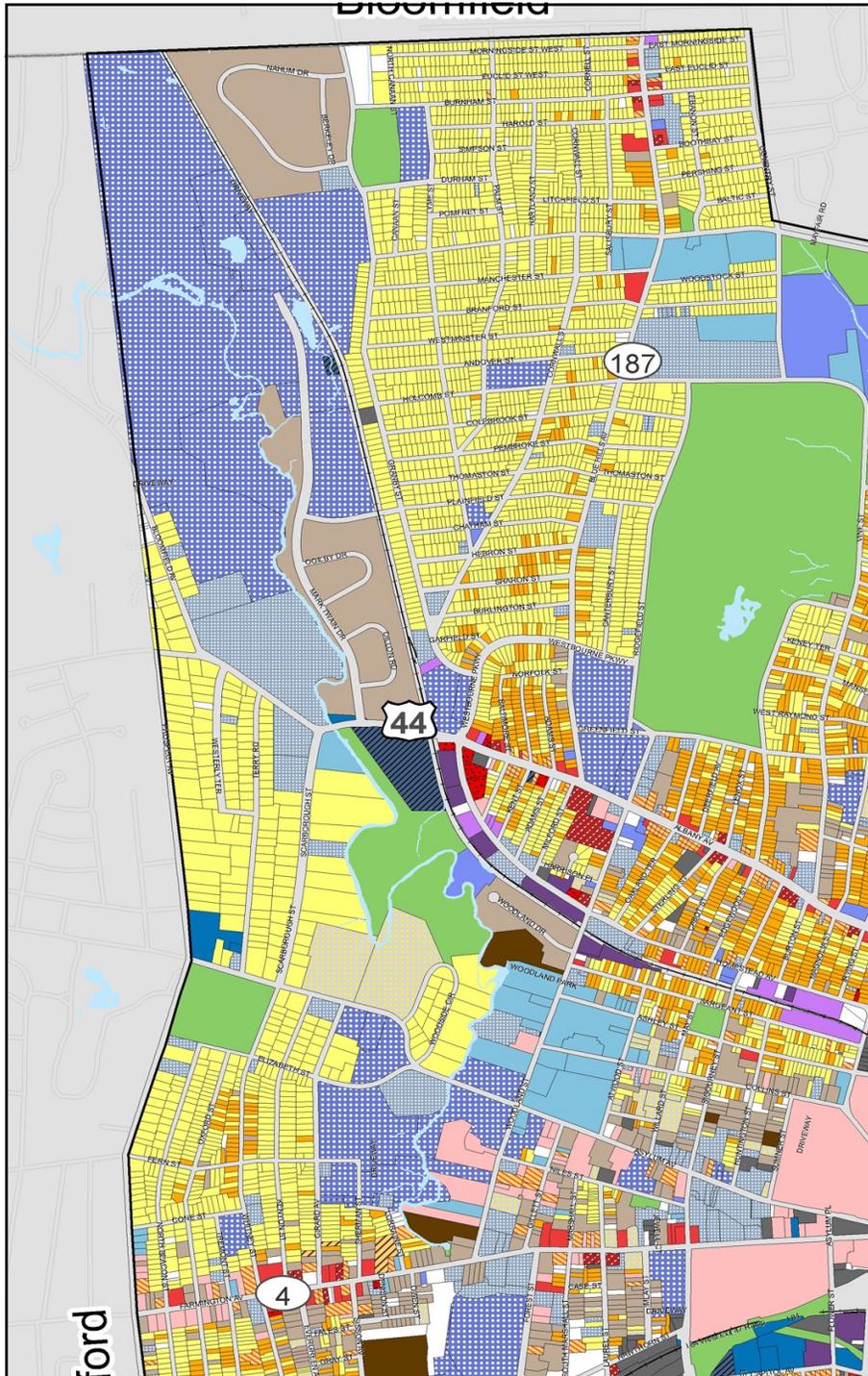
- Single & Two Family
- Three & Four Family
- Low Rise Apartment
- High Rise Apartment
- Residential Condominium
- Senior Housing
- Commercial: Office/Financial/Scientific
- Commercial: Automotive
- Commercial: General Commercial
- Commercial: Retail, Lodging & Food Services
- Industrial: Manufacturing
- Industrial: Warehouse
- Mixed Use: Commercial / Residential
- Municipal Property (Various)
- State (Various)
- Federal (various)
- Educational
- Medical / Health Care Facility
- Private Institutional
- Public Utility
- Parking/Transportation
- ROW
- Cemetery
- Parks / Open Space
- Vacant Land



NE Quadrant Map

Existing Land Use

-  Single & Two Family
-  Three & Four Family
-  Low Rise Apartment
-  High Rise Apartment
-  Residential Condominium
-  Senior Housing
-  Commercial: Office/Financial/Scientific
-  Commercial: Automotive
-  Commercial: General Commercial
-  Commercial: Retail, Lodging & Food Services
-  Industrial: Manufacturing
-  Industrial: Warehouse
-  Mixed Use: Commercial / Residential
-  Municipal Property (Various)
-  State (Various)
-  Federal (various)
-  Educational
-  Medical / Health Care Facility
-  Private Institutional
-  Public Utility
-  Parking/Transportation
-  ROW
-  Cemetery
-  Parks / Open Space
-  Vacant Land

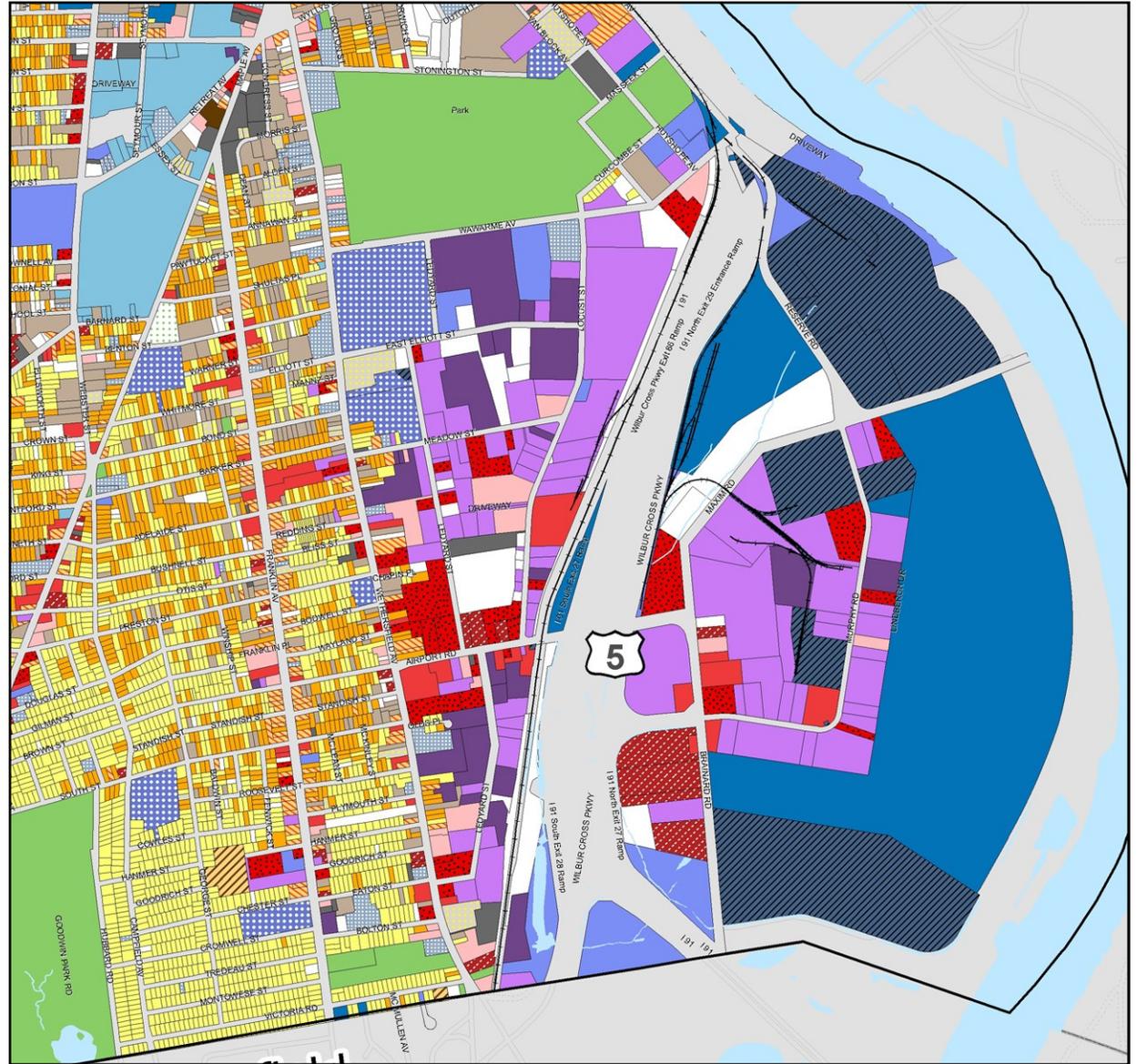


NW Quadrant Map

One City, One Plan– POCD 2020

Existing Land Use

-  Single & Two Family
-  Three & Four Family
-  Low Rise Apartment
-  High Rise Apartment
-  Residential Condominium
-  Senior Housing
-  Commercial: Office/Financial/Scientific
-  Commercial: Automotive
-  Commercial: General Commercial
-  Commercial: Retail, Lodging & Food Services
-  Industrial: Manufacturing
-  Industrial: Warehouse
-  Mixed Use: Commercial / Residential
-  Municipal Property (Various)
-  State (Various)
-  Federal (various)
-  Educational
-  Medical / Health Care Facility
-  Private Institutional
-  Public Utility
-  Parking/Transportation
-  ROW
-  Cemetery
-  Parks / Open Space
-  Vacant Land

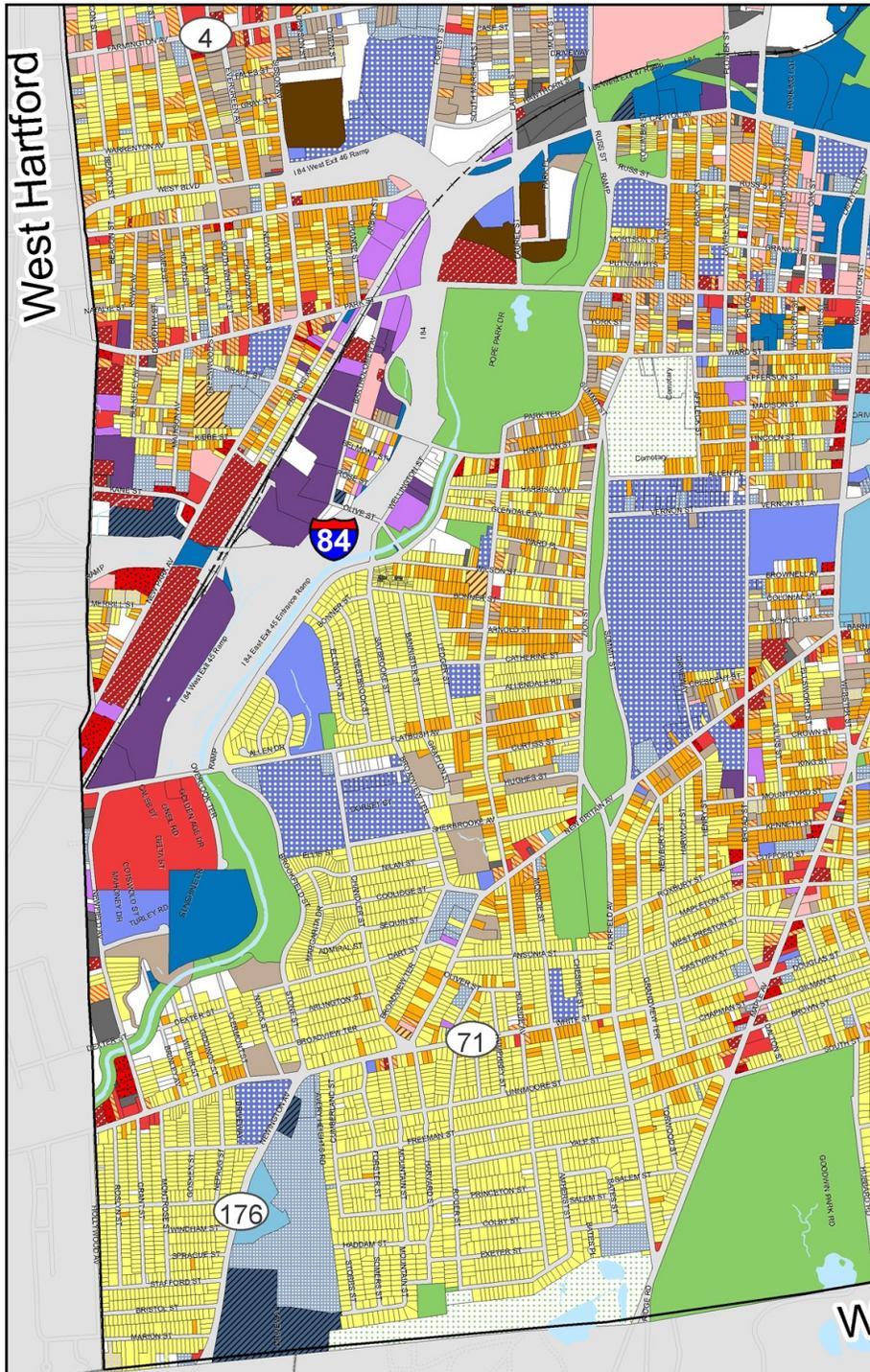


SE Quadrant Map

Development Patterns

Existing Land Use

- Single & Two Family
- Three & Four Family
- Low Rise Apartment
- High Rise Apartment
- Residential Condominium
- Senior Housing
- Commercial: Office/Financial/Scientific
- Commercial: Automotive
- Commercial: General Commercial
- Commercial: Retail, Lodging & Food Services
- Industrial: Manufacturing
- Industrial: Warehouse
- Mixed Use: Commercial / Residential
- Municipal Property (Various)
- State (Various)
- Federal (various)
- Educational
- Medical / Health Care Facility
- Private Institutional
- Public Utility
- Parking/Transportation
- ROW
- Cemetery
- Parks / Open Space
- Vacant Land



SW Quadrant Map

One City, One Plan– POCD 2020



Riverside Park is part of Hartford's open space network.



Goodwin Park is located in the South End neighborhood

of-ways (ROWs). A majority of the land classified as right-of-ways (ROWs) in Hartford is a result of Interstate 91 and Interstate 84 bisecting the City. The remaining 2,535 acres contain municipal, educational, medical, religious, fraternal, and other non-profit service institutions in the City. Hartford has a significant amount of land dedicated to educational uses. Trinity College, Rensselaer College, University of Hartford, and Hartford Public Schools are examples of the major educational facilities that in part account for 6.4% of the land in City.

Open Land

The City has 1,236.8 acres designated as open space, comprised of parks and open space. The open space category represents land used for active and passive recreation and represents areas generally protected from future development. At 11.2% of the City's area it exceeds the State's open space goal of 11% for municipalities. Hartford also owns significant open space acreage outside of its borders. Batterson Park (585 acres) is located entirely in Farmington, while parts of Goodwin, Keney, and Elizabeth Park extend into adjacent communities. An additional 1.2% of Hartford's land is classified as cemeteries.

The 1996 POCD reported that in 1984, the City contained 929 acres (8.2%) of raw vacant land and by 1996 the total decreased to 823 acres (7.2%). In 2009, the City has only 3.2% of its land

in this category. With only 422 acres of vacant land, a limited amount of future development can be anticipated to occur on raw vacant lots.

The C-1 and I-2 zones have the largest inventory of vacant land with 50 and 164 acres respectively and shown on the map titled *Vacant Land by Zoning District*. These two zones contain over half the raw vacant land in the City. It should also be noted that this vacant land calculation fails to take into account the physical development constraints such as wetlands, floodplains, and steep slopes that will further reduce the amount of developable land. Due to the limited amount of raw vacant land, it is clear that reuse and redevelopment will play an increasingly critical role in the City's future development.

The declining amount of vacant land in the City indicates that future growth especially in core areas of the City will likely involve "infill" development projects. In addition, it is likely that many of the new commercial developments that will occur in Hartford over the decade or so are likely to involve redevelopment projects, or conversion of abandoned and obsolete land uses and brownfields into new redefined development projects. Evidence of this trend can already be seen in developments such as Adriaen's Landing, Charter Oak Marketplace, Main and Pavilion (Metro Center), the Coltsville Gateway Preservation Project, and Homestead Avenue.

Residential Density

“Density” is the term used to measure the concentration of people, dwelling units, or even jobs within a specific area, although it is usually used to refer to residential development. Many urban area residents are wary of density, as they believe it increases traffic congestion, public expenditures on infrastructure and services and crime, while causing property values to decrease. Some even suggest that density equates with poverty, although no empirical data supports this relationship.

In fact, the overwhelming evidence is that urban density results in personal and public cost savings, environmental benefits, reduced dependence on personal automobiles and an improved local and regional economy (the urban ills often associated with density are more clearly related to the failure to mix uses and provide transportation options within an urban setting, as well as poor design that discourages pedestrian activity).

Additionally, some of the most expensive neighborhoods in many U.S. metropolitan areas have densities in excess of 50 units per acre, while research on the relationship between proximity to transit stations and property values consistently shows that residential and commercial properties in close proximity to transit enjoy a property value premium. What’s more, higher density development near transit can benefit residents by providing real gains in expendable

income: increased transit options allow residents to own fewer cars, leaving more money in their budgets for other expenses and purchases.

Effective Housing Density

An analysis of the housing density in each of the City’s neighborhoods showed that the six neighborhoods with the highest density are the City’s Downtown (134 units/acre), Asylum Hill (44 units/acre), South Green (39 units/acre), Frog Hollow (34 units/acre), Sheldon-Charter Oak (26 units/acre), and Clay-Arsenal (22 units/acre).

The City has experienced a resurgence of housing in the Downtown over the last decade. It is estimated that the number of units has tripled to nearly 2,700 over this time period. Frog Hollow, South Green, Charter Oak, and Clay Arsenal are mature neighborhoods that grew around the factories and manufacturing centers during the early to late 20th century. Typical of many cities, the less mature neighborhoods on the fringe of the city have the lowest effective housing density as shown on the map titled “Effective Housing Density by Neighborhood”. Hartford’s pattern of housing density is typical of many New England cities of similar size and age.

Under the current zoning regulations, density is measured as “person per acre” (PPA) and “families per acre” (FPA). The average household size for the City according to the 2000 Census is 2.5 persons per household. For this

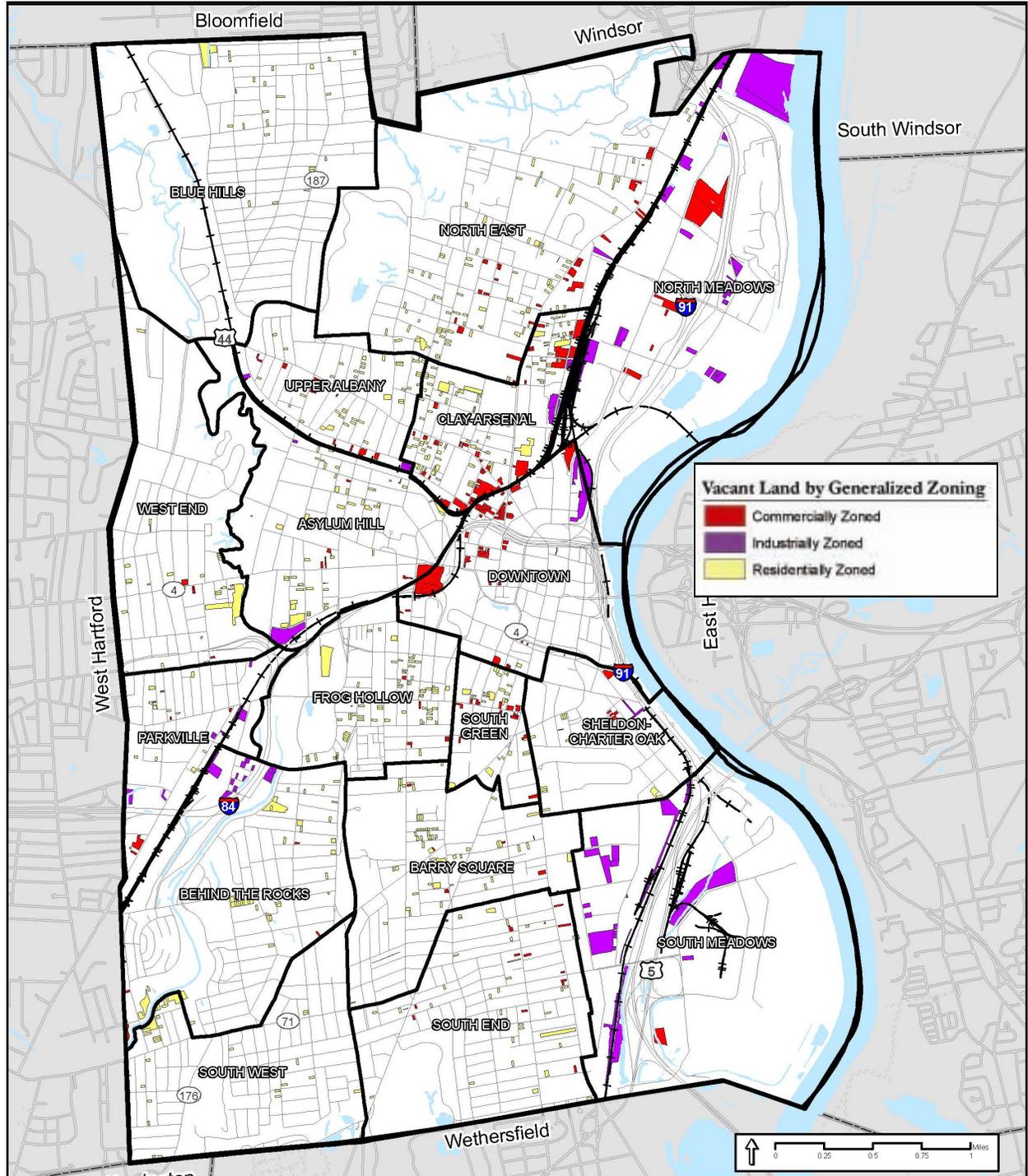
Development Patterns



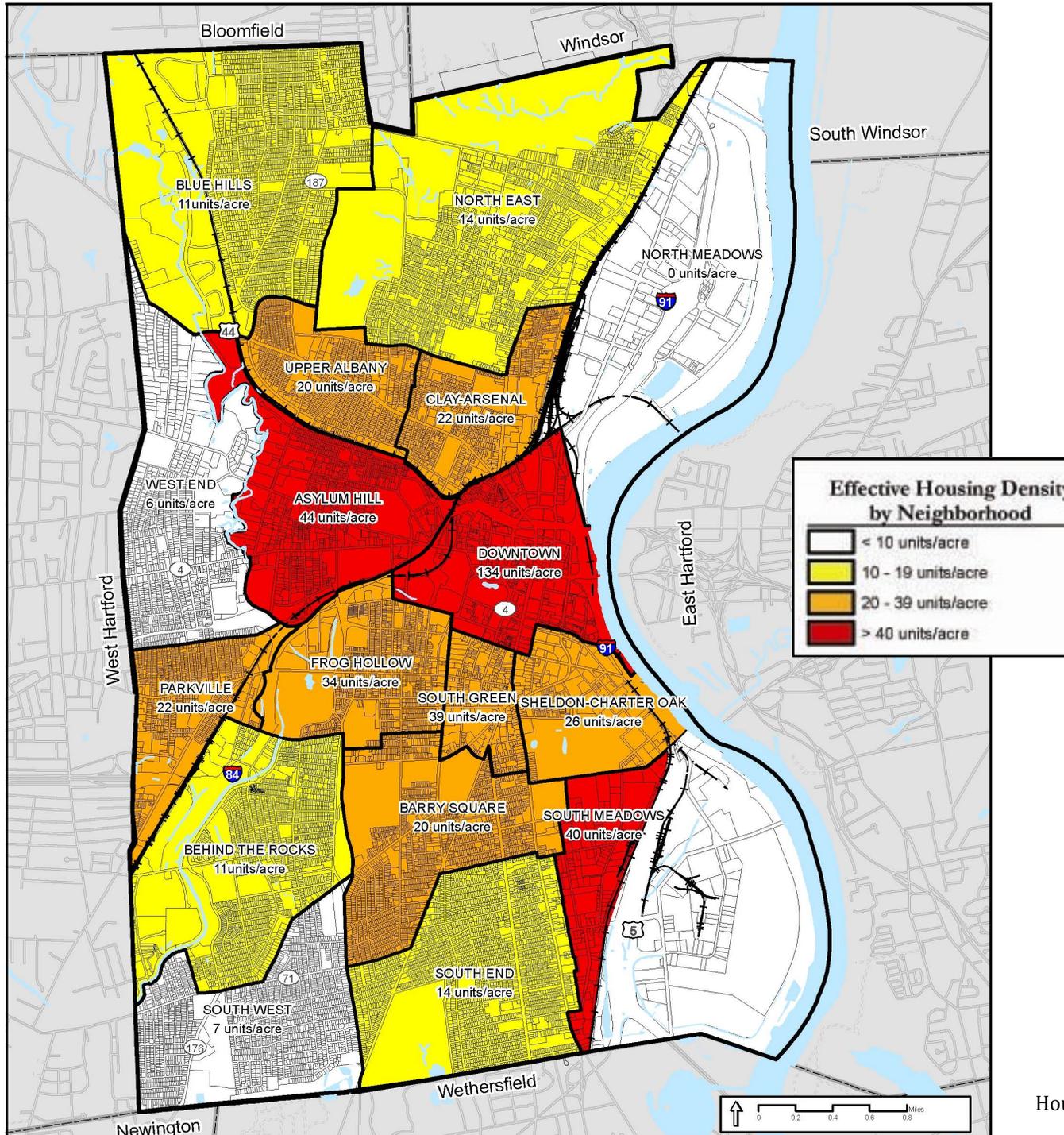
The Clay Arsenal neighborhood has an effective residential density of 22 units per acre



The South Green neighborhood has an effective residential density of 39 units per acre



Vacant Land by Generalized Zoning



Housing Density by Neighborhood

One City, One Plan– POCD 2020

<u>Residential Zones</u>	<u>Effective Density</u>			<u>Existing</u>	
<u>R-1 (High Density)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>PPA</u>	<u>U/A</u>
Low-Rise Apartment	2,150	42.7	50		
Mixed-Use: Residential / Commercial	100	4.9	20		
Residential Condominium	94	5.9	16		
Single & Two Family	98	9.6	10		
Three & Four Family	239	12.7	19		
Total:	2,681	75.8	35	150	60
<u>R-2 (Medium Density)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>PPA</u>	<u>U/A</u>
High Rise Apartment	581	18.7	31		
Low Rise Apartment	3,478	91.9	38		
Mixed Use: Commercial / Residential	181	5.7	32		
Residential Condominium	361	10.1	36		
Senior Housing	24	0.3	80		
Single & Two Family	397	36.1	11		
Three & Four Family	662	32.0	21		
Total:	5,684	195	29	100	40
<u>R-3 (Medium Density)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>PPA</u>	<u>U/A</u>
Low Rise Apartment	3,019	99.2	30		
Mixed Use: Commercial / Residential	284	12.4	23		
Residential Condominium	378	15.6	24		
Single & Two Family	950	101.8	9		
Three & Four Family	2,449	127.4	19		
Total:	7,080	356.4	20	75	30

Effective Housing Density– Residential Zones

<u>Residential Zones</u>	<u>Effective Density</u>			<u>Existing</u>	
<u>R-4 (Three-Family)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>PPA</u>	<u>U/A</u>
Low Rise Apartment	4,099	93.1	44		
Mixed Use: Commercial / Residential	208	9.0	23		
Residential Condominium	164	4.5	36		
Senior Housing	294	5.6	53		
Single & Two Family	2,601	293.1	9		
Three & Four Family	5,190	280.2	19		
Total:	12,556	685.5	18	18.9	
<u>R-5 (One- & Two-Family)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>PPA</u>	<u>U/A</u>
Low Rise Apartment	323	8.2	39		
Mixed Use: Commercial / Residential	26	2.5	10		
Residential Condominium	90	2.3	39		
Senior Housing	161	5.1	32		
Single & Two Family	3,660	407.7	9		
Three & Four Family	1,255	75.3	17		
Total:	5,515	501.1	11	11.6	
<u>R-6 (One-Family)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>PPA</u>	<u>U/A</u>
Low Rise Apartment	2,652	107.4	25		
Mixed Use: Commercial / Residential	1	0.1	10		
Single & Two Family	1,843	255.0	7		
Three & Four Family	40	2.0	20		
Total:	4,536	364.5	12	7.3	
<u>R-7 (One-Family)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>PPA</u>	<u>U/A</u>
Low Rise Apartment	257	8.0	32		
Mixed Use: Commercial / Residential	2	0.7	3		
Residential Condominium	26	1.5	17		
Senior Housing	15	0.3	50		
Single & Two Family	3,267	595.6	5		
Three & Four Family	141	10.6	13		
Total:	3,708	616.7	6	5.8	

analysis, PPA and FPA were converted to dwelling units per acre. As shown in the accompanying table the City’s R-4, R-5, R-6, R-7 and R-8 zones have effective densities that are very similar to the maximum allowed by zoning. The R-1, R-2, and R-3 zones have overall effective densities that are 28% - 33% lower than the maximum density allowed. For the City’s residential office districts, the RO-1, RO-2 and RO-3 districts have effective densities 52%, 72%, and 27% lower than zoning allows, respectively. Within these zones, the density for apartment and condominium use subcategories are very similar to the maximum allowed by zoning.

This Plan recommends revising zoning regulations to change the measurement of residential density from “persons per acre” and “families per acre” to “dwelling units per acre”, in order to more accurately align the density allowed under zoning regulations with the actual housing densities.

Transit Oriented Development

Transit Oriented Development (TOD) refers to residential and commercial centers designed to maximize access by transit and nonmotorized transportation, and, with other features, to encourage transit ridership. A typical TOD has a rail or bus station at its center, surrounded by relatively high-density development. It differs from “transit adjacent development” by including the following design features:

- The neighborhood is designed for bicycling and walking with adequate facilities and attractive street conditions;
- Streets have good connectivity and traffic calming features to control vehicle traffic speeds;
- Mixed-use development that includes shops, schools and other public services, and a variety of housing types and prices, within each neighborhood;
- There is a parking management plan to reduce the amount of land devoted to parking compared with conventional development and to take advantage of the parking cost savings associated with reduced automobile use; and
- There are convenient, comfortable and secure transit stops and station, with features such as comfortable waiting areas, vendors selling refreshments and periodicals, washrooms, wayfinding and multi-modal navigation tools.

Residential Zones	Effective Density			Existing	
	Units	Acres	U/A	PPA	U/A
R-8 (One-Family)					
Residential Condominium	88	29.2	3		
Single & Two Family	254	173.0	1		
Total:	342	202	2	3.6	
RO-1 (Residence Office)					
High Rise Apartment	1,414	13.7	103		
Low Rise Apartment	1,707	31.7	54		
Mixed Use: Commercial / Residential	402	9.4	43		
Residential Condominium	409	8.6	48		
Single & Two Family	24	2.4	10		
Three & Four Family	89	3.7	24		
Total:	4,045	69.5	58	300	120
RO-2 (Residence Office)					
High Rise Apartment	113	1.1	103		
Low Rise Apartment	2,192	33.2	66		
Mixed Use: Commercial / Residential	406	88.4	5		
Residential Condominium	454	6.8	67		
Senior Housing	234	1.9	123		
Single & Two Family	52	6.8	8		
Three & Four Family	39	2.0	20		
Total:	3,490	140	25	225	90
RO-3 (Residence Office)					
Low Rise Apartment	6	0.2	30		
Mixed Use: Commercial / Residential	5	0.4	13		
Single & Two Family	12	0.5	24		
Three & Four Family	66	2.4	28		
Total:	89	4	22	75	30

One City, One Plan– POCD 2020

<u>Commercial Zones</u>	<u>Effective</u>			<u>Existing</u>	
	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>FAR</u>	<u>U/A</u>
<u>B-1 Downtown Development Dist.</u>					
High Rise Apartment	1,758	8.4	209		
Mixed Use: Commercial / Residential	178	2.2	81		
Total:	1,936	11	176	10	762
<u>B-2 Downtown Development Perimeter</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>FAR</u>	<u>U/A</u>
High Rise Apartment	270	1.1	245		
Low Rise Apartment	244	3.4	72		
Mixed Use: Commercial / Residential	363	5.0	73		
Residential Condominium	21	0.7	30		
Three & Four Family	3	0.1	30		
Total:	24	1	24	7	533
<u>B-3 Business District (General - Linear)</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>FAR</u>	<u>U/A</u>
Low Rise Apartment	352	5.6	63		
Mixed Use: Commercial / Residential	224	10.5	21		
Residential Condominium	85	2.2	39		
Single & Two Family	58	5.6	10		
Three & Four Family	73	4.6	16		
Total:	792	29	27	2 (1.2)	91

<u>Commercial Zones</u>	<u>Effective</u>			<u>Existing</u>	
	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	<u>FAR</u>	<u>U/A</u>
<u>B-4 Neighborhood</u>					
High Rise Apartment	136	4.0	34		
Low Rise Apartment	1,013	22.1	46		
Mixed Use: Commercial / Residential	1,355	53.2	25		
Residential Condominium	234	3.4	69		
Single & Two Family	70	6.3	11		
Three & Four Family	230	12.6	18		
Total:	3,038	102	30	2 (1.2)	91
<u>C-1 Commercial District</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	Only allowed with IROD	
Low Rise Apartment	165	1.5	110		
Mixed Use: Commercial / Residential	64	3.7	17		
Residential Condominium	41	0.4	103		
Single & Two Family	44	2.5	18		
Three & Four Family	352	3.4	104		
Total:	666	12	56		
<u>I-2 Industrial District</u>	<u>Units</u>	<u>Acres</u>	<u>U/A</u>	Only allowed with IROD	
Low Rise Apartment	101	2.3	44		
Mixed Use: Commercial / Residential	153	8.4	18		
Single & Two Family	31	3.9	8		
Three & Four Family	63	3.0	21		
Total:	348	18	19		

Effective Housing Density– Commercial Zones

TODs need to have high enough residential densities to create adequate transit ridership to justify frequent service, and to help create active street life and commercial activities. Employment density, demographic mix, transit pricing, parking pricing, the quality of transit service, the effectiveness of transit marketing, walkability, and street design are other important factors that determine the success of a TOD.

There are many benefits to creating successful TODs, including shifting car trips to transit, biking and walking, increasing accessibility and transportation options, and the creation of more livable communities. TODs also reduce household car ownership, vehicle miles traveled (TODs generate about half of the automobile trips that conventional, automobile-oriented development generate), parking demand, and total transportation costs. TODs also tend to increase property values by between 5 and 15 percent, which can make them profitable investments.

Hartford has the opportunity to create several new TODs in tandem with the construction of the New Britain-Hartford Bus Rapid Transit line.

Implications for the Future

The existing land use patterns of Hartford are generally consistent with those of other older Northeastern industrial cities. As the City has continued to evolve over the past 10 to 15 years, its land use has changed to reflect the vagaries of the local economy, the housing market and

Transit Oriented Development	Transit Adjacent Development
<ul style="list-style-type: none"> • Grid street pattern • Higher densities • Limited surface parking and efficient parking management • Pedestrian- and bicycle-oriented design • Mixed housing types, including multi-family • Horizontal (side-by-side) and vertical (within the same building) mixed use • Office and retail, particularly on main streets 	<ul style="list-style-type: none"> • Suburban street pattern • Lower densities • Dominance of surface parking • Limited pedestrian and cycling access • Mainly single-family homes • Segregated land uses • Gas stations, car dealerships, drive-through stores and other automobile-focused land uses.

the individual development programs, projects and initiatives of both the public and private sectors. Over the next decade, Hartford’s land use patterns will continue to change under the influence of these same factors. The inventory and analysis of Hartford’s land use and development patterns contained in this chapter will form the foundation for recommended future land use changes in the “Generalized Land Use” chapter.

Transit Oriented Development compared to Transit Adjacent Development

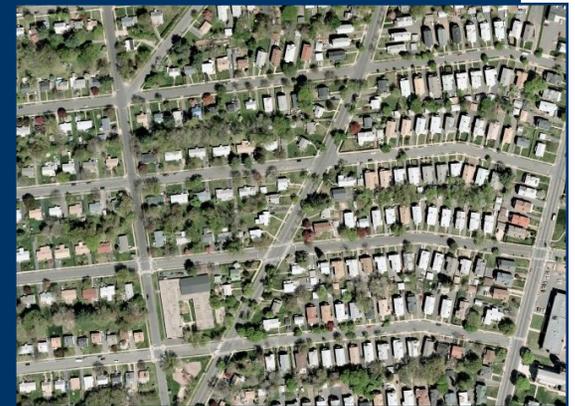
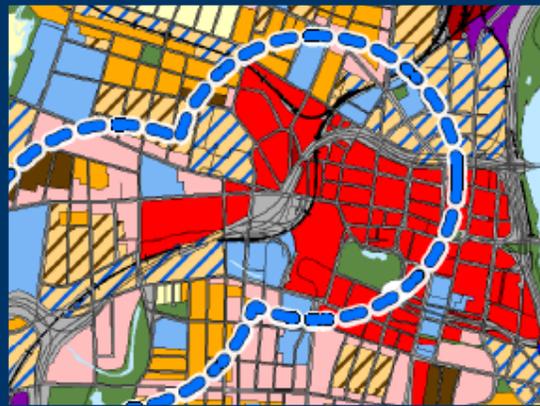


Generalized Land Use



KEY TOPICS

- Relationship Between Generalized Land Use Plan and Zoning
- Major Plan Themes
- Hartford's Generalized Land Use Plan
- Relationship to the State Conservation and Development Policies Plan
- Relationship to the CRCOG Regional Plan of Conservation and Development
- Goals & Objectives



Adopted June 3, 2010
Reissued June 2011

Introduction

The Generalized Future Land Use Plan illustrates the proposed pattern of conservation and development for the City of Hartford according to Hartford's vision for 2020. It recommends the most appropriate locations for and relationship between major land uses, including residential development; commercial development; industrial development; mixed use development; areas for community facilities and institutional uses, and areas for conservation and open space.

The City's vision is presented both normatively and graphically in this plan. The Generalized Land Use Plan draws largely on existing land use and development patterns, natural features, physical features, economic trends, current and potential zoning designations and planning analysis conducted as part of the overall drafting of the Plan of Conservation and Development.

As described above, the purpose of the Generalized Future Land Use Plan is to illustrate broad land use patterns and relationships between uses. The Generalized Land Use Plan recommends land use changes in those areas of the city where existing uses are incompatible with the policy recommendations of the POCD. Due to the generalized nature of the Land Use Plan, there may be individual properties within a given area with an actual land use that differs from the Plan's land use designation. The intent of the

Generalized Future Land Use Plan is to present desirable land use patterns to guide future change. Existing land uses are not affected by the map.

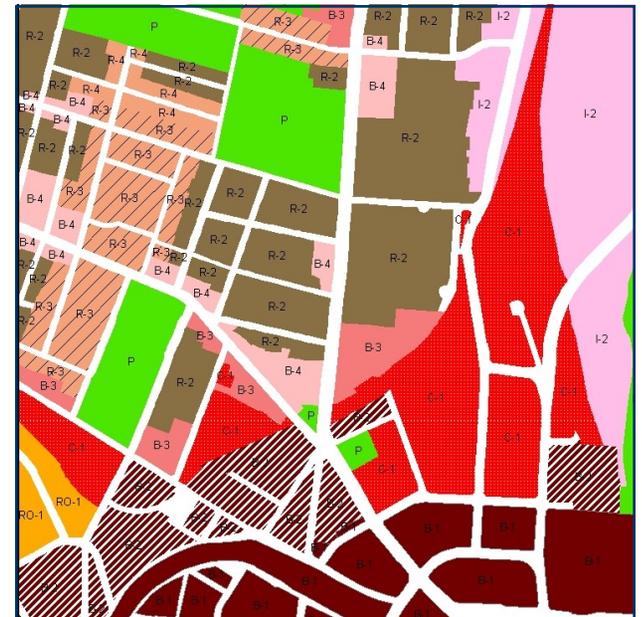
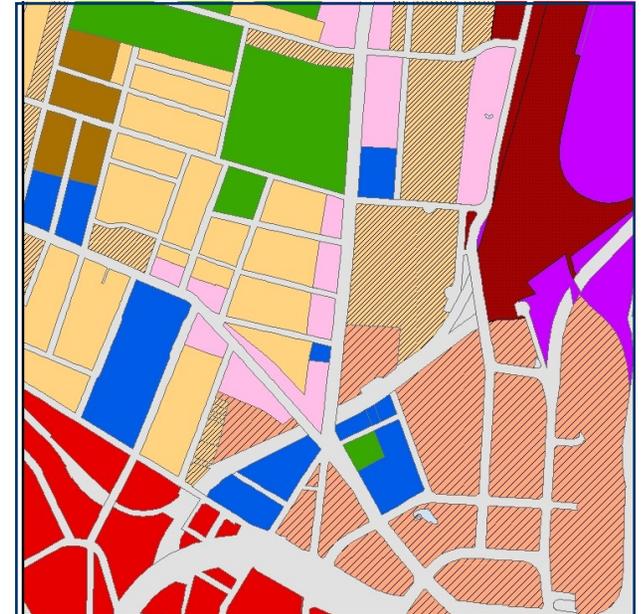
Relationship Between Generalized Land Use Plan and Zoning

The Generalized Land Use Plan presents an overall vision of the types and locations of different land uses throughout the City. It provides an overview of what types of uses should be located where and provides a basis for potential zoning changes. The land use plan differs from the City's Zoning Regulations. The land use plan and categories provide a conceptual understanding of desired type and intensity of development in the city whereas the City's Zoning Regulations are much more specific. The development of an updated POCD and its accompanying the Generalized Land Use Plan serves to guide the City's future development as a policy setting document. Key to successful future development is the creation of zoning regulations, design guidelines, and implementation strategies which explicitly outline and enforce Hartford's vision for the future. After the POCD is adopted by the Planning & Zoning Commission, consideration of zoning changes are the next step in the implementation process.

Major Plan Themes

The Generalized Future Land Use Plan, although

Generalized Land Use

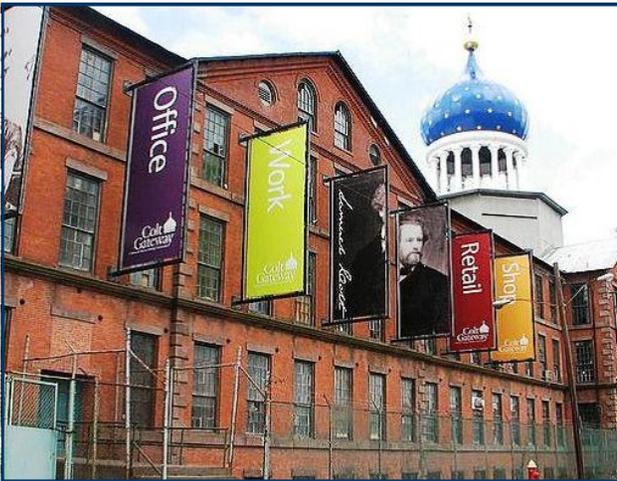


Land Use (top) informs Zoning (bottom)

One City, One Plan– POCD 2020



Neighborhood Business Mixed Use– NB



CORMU

comprised of numerous land use categories, recognizes the interdependence of uses and areas. The land use plan encompasses the planning themes that are woven into “One City, One Plan.” They are:

- Promote livable and sustainable neighborhoods
- Protect the City’s natural and built environment
- Enhance mobility through transit, pedestrian and bike systems city-wide
- Advance downtown’s role as the region’s principal mixed-use district
- Integrate sustainable practices into all facets of city life

Hartford’s Generalized Land Use Plan

As a mature community and Connecticut’s second largest City, nearly all of the City’s land has already been developed. However, development of remaining vacant land, infill development, and redevelopment of obsolete sites can significantly impact the City’s future.

It is recognized that commercial investment and certain forms of residential development are necessary to expand the City’s tax base and improve the financial well-being of both the City and its residents. Striking a balance between conservation, preservation and development is a central goal in this Plan of Conservation and Development, and forms the framework for our future land use goals and policies. The following is

an explanation of the land use designations that are shown on the *Generalized Land Use Map*.

Mixed Use Categories

Neighborhood Business Mixed Use (NB) This land use category envisions small to medium sized businesses located with frontage on the major thoroughfares in Hartford neighborhoods. This land use category includes office, retail, restaurants, and mixed use.

Commercial Office Residential Mixed Use (CORMU) This land use category envisions areas designated for multi-faceted large scale mixed uses and live-work corridors. This category encourages adaptive reuse of older buildings as well as larger scale developments

Central Business (CB) This category envisions most types of commercial uses. Residential uses are allowed in mixed use buildings and in free standing structures up to 130 dwelling units per acre. Density can vary depending on the characteristics of the neighborhood.

General Business (GB) This land use category envisions areas designated for commercial, retail, and mixed uses that serve city wide needs.

Industrial Categories

General Industrial (I) This land use category envisions light and heavy industrial uses.

Residential Categories

Low Density Residential (LDR) This land use category envisions one- and two-unit structures. This category is restricted to residential uses; however, home occupations, religious institutions, and public utility facilities are allowed under certain restrictions to protect prevailing residential character.

Medium Density Residential (MDR) This land use category envisions two- and three-unit structures at a density of up to 20 dwelling units per acre. This category is restricted to residential uses; however, home occupations, religious institutions, and public utility facilities are allowed under certain restrictions to protect the prevailing residential character.

Medium High Density Residential (MHDR) This land use category envisions four- to six- unit structures at a density of up to 30 dwelling units per acre. This category is restricted to residential uses; however, home occupations, religious institutions, and public utility facilities are allowed under certain restrictions to protect the prevailing residential character.

High Density Residential (HDR) This land use category envisions structures with six or more units at a density of up to 45 dwelling units per acre. This category is restricted to residential uses; however, home occupations, religious institutions, and public utility facilities are

allowed under certain restrictions to protect the prevailing residential character. Institutional and Open Space Categories

Education, Public Administration, Health Care, & Other Institutions (EPUB) This land use category envisions schools / school administration Buildings, Government Buildings (local state and federal), Hospitals / Medical Office Buildings, Churches, Community Centers. Stand-alone residential structures not associated with the above uses are not permitted

Green Space / Conservation / Recreation (GREEN) This land use category includes parks, cemeteries, protected land, wetlands, and conservation corridors.

Right of Way (ROW) This land use category includes land occupied by local roads, interstate highways, and railroads.

Relationship to the State Conservation and Development Policies Plan

Conservation and Development Policies Plan for Connecticut: 2005-2010

Chapter 126, Section 8-23 of the Connecticut General Statutes sets the standards for municipal Plans of Conservation and Development. One provision of the State Statute is that municipalities take into account the State Conservation and Development Policies Plan and note any inconsistencies. The map titled *2005-2010 State*

Generalized Land Use



Central Business—CB

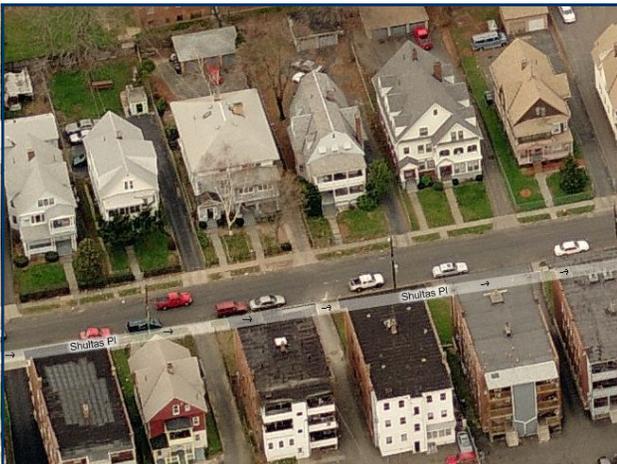


General Business - GB

One City, One Plan— POCD 2020



Low Density Residential—LDR



Medium Density Residential—MDR

Conservation & Development Policies Plan illustrates the Land Classifications for Hartford according to the Conservation and Development Policies Plan for Connecticut: 2005-2010.

According to the State Plan, Hartford contains the following use categories:

- Regional Centers encompass land areas containing traditional core area services and facilities of inter-town significance, and contiguous to built-up residential areas with either very high population density or high concentration of pre-1940 or multi-family structures. The state's intent of this designation to revitalize economic, social, and physical environment of the state's traditional centers of industry and commerce. These areas are the state's top ranked development priority.
- Neighborhood Conservation Areas are significantly built-up and well populated. NCAs are the state's second ranked development priority following Regional Centers and can entail a wide variety of development, such as commercial, industrial, and urban-scale density residential land uses. The state's intent of this designation is to maintain the overall character and vitality of the area by promoting infill development and maximum use of existing infrastructure. These areas generally reflect stable, developed neighborhoods and communi-

ties and are many times contiguous to Regional Centers.

- Growth Areas are land near neighborhood conservation areas that provide the opportunity for staged urban expansion generally in conformance with municipal or regional development plans.
- Existing Preserved Open Space areas represent areas in the state with the highest priority for conservation and permanent open space.
- Preservation Areas are lands that do not reflect the level of permanence of Existing Preserved Open Space but which nevertheless represent significant resources that should be effectively managed in order to preserve the State's unique heritage. This designation is intended to protect significant resource, heritage, recreation, and hazard-prone areas.
- Conservation Areas represent a significant area of the state and a myriad of land resources. Proper management of Conservation Area lands provide for the state's future need for food, fiber, water and other resources.

Many of the elements included in this Plan of Conservation and Development update for the City are consistent with the key growth management principles outlined in the State Plan. There are several areas of the State's Plan that should be addressed for consistency with existing conditions within Hartford as well as the City's plans for

its future. Please refer to the map titled 2005-2010 State Plan of Conservation and Development. A concise description of each key area follows.

The State's Conservation & Development Policies Plan designates the majority of the City as a Regional Center designation. All of South Meadows and sections of following neighborhoods: Blue Hills, West End, South West, Behind the Rocks and North East are designated as Neighborhood Conservation Areas. The City's North Meadows neighborhood is designated as a Growth Area. However, according to the City's Land Use Plan, east of I-91 in the North Meadows is designated as Green Space/Conservation/Recreation. The state's designation for this area should be modified to reflect Hartford's land use plan designation. The state-defined Existing Preserved Open area in the South Meadows bounded by I-91, Reserve Road and Maxim Road should be changed to more accurately reflect the existing industrial/warehouse land use.

Aside from the above exceptions, the State's Conservation & Development Policies Plan is generally consistent with Hartford's POCD and the City's Vision for 2020.

Relationship to the CROG Regional Plan of Conservation and Development

2009 Regional Plan Update

In addition to requiring that municipalities take

into account the State Conservation and Development Policies Plan and note any inconsistencies as part of updating their Plans of Conservation and Development, Section 8-23 of the Connecticut General Statutes requires that municipalities take into account the regional plan of conservation and development adopted by their representative regional planning organization. The map titled Connecticut Capitol Region Plan of Conservation and Development Land Use Policy Map illustrates the Land Classifications for Hartford according to the 2009 Regional Plan Update.

According to the Regional Plan, Hartford contains the following use categories:

- **Higher Intensity Development Areas** encompass downtowns, major business corridors, urbanized neighborhoods, village centers and mixed use development with multi-family housing and retail. In addition, CROG identifies these areas as generally having a population density of 3,000 people per square mile or greater and/or 3,000 employees per square mile or greater, and either have public sewer access or are within one half-mile of an existing or proposed public sewer line. These areas represent the region's most intensively developed areas.
- **Middle Intensity Development Areas – 2** include areas such as village centers and

Generalized Land Use



Medium-High Density Residential— MHDR



High Density Residential—HDR

One City, One Plan– POCD 2020



EPUB



GREEN

mixed use development areas where building heights generally do not exceed four stories. Buildings in these areas may be completely residential or include a mix of residential, office, retail and/or hospitality uses. CRCOG identifies these areas as generally having a population density or employee density of 1,251 to 3,000 people per square mile, and are within one half-mile of an existing or proposed public sewer line (but not directly on the sewer line). These areas are generally developed neighborhoods and corridors contiguous to Higher Intensity Development Areas.

- **Middle Intensity Development Areas – 1** include areas with single family detached homes, neighborhood-scale commercial development and/or suburban-style business or light industrial parks. Buildings in these areas are generally one or two stories in height. CRCOG identifies these areas as either having a population density or employee density of 500 to 1,250 people per square mile, or less than 500 people or employees per square mile plus having a high density zoning designation or being located within one half-mile of a public sewer line or a transit station.
- **CRCOG Priority Conservation Areas** includes forested or wetland areas located within 500 feet of development

that is not currently protected and that have at least one high priority natural feature or resource, such as potential animal habitats, rare or threatened species or prime farmland soils. CRCOG identifies these areas as having little or no population or employment and no existing or potential access to public sewers. These areas are considered suitable for preservation and/or have been identified as priority lands for focused conservation efforts.

- **Existing Open Space** includes federal, state and municipally protected open space areas identified by the State of Connecticut DEP, as well as land permanent protected by land trust ownership, transfer of development rights or other such mechanisms.
- **Municipal Focus Areas** are areas identified as having existing or potential greenways; open space connections; commercial or mixed use centers; traditional neighborhood development village greens and centers; historic areas; transit-oriented development; or technology or business centers.

All of the elements included in this Plan of Conservation and Development update for the City are consistent with the key land use policies outlined in the regional Plan of Conservation and Development.

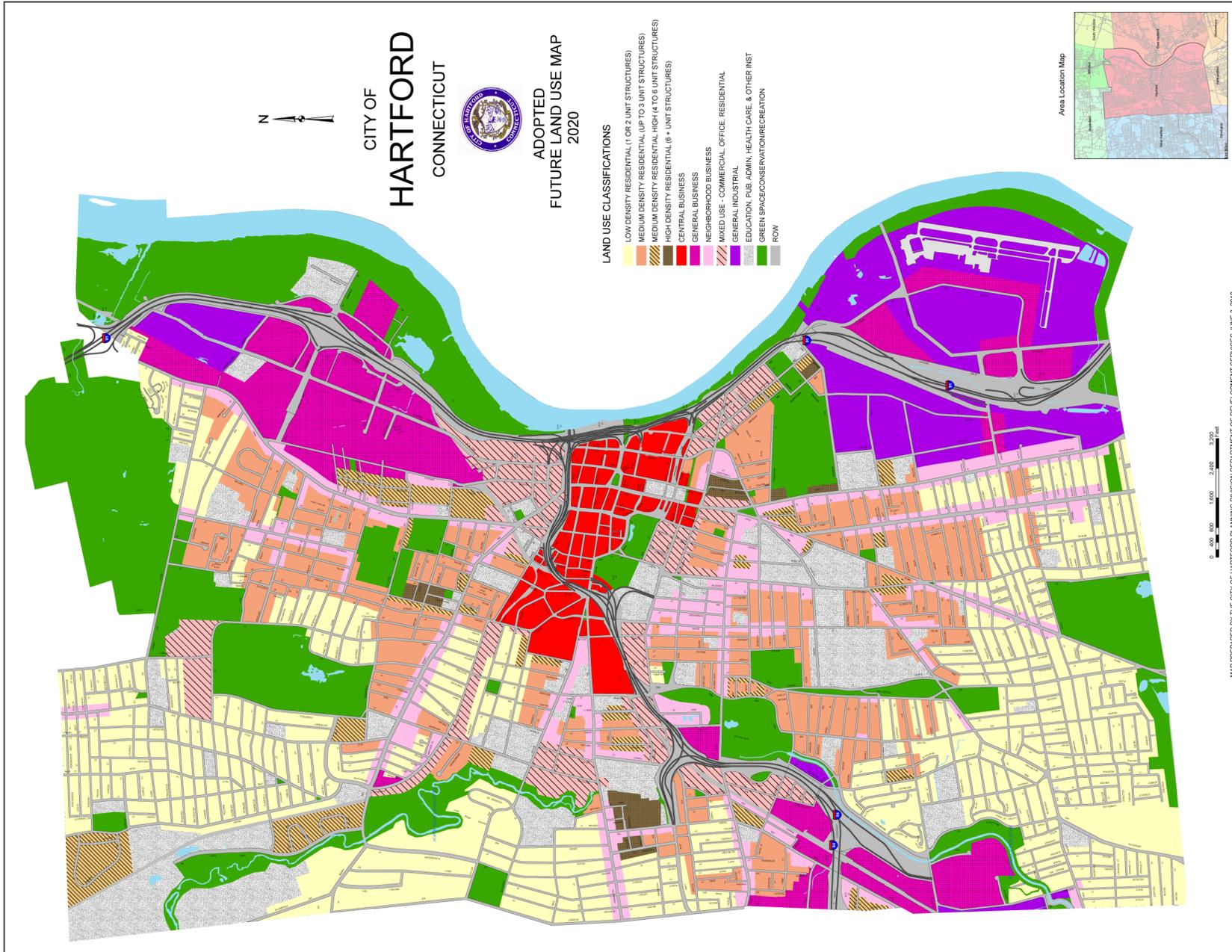
Goals & Objectives

GOAL 1: Revise the zoning map to align with the adopted land use map.

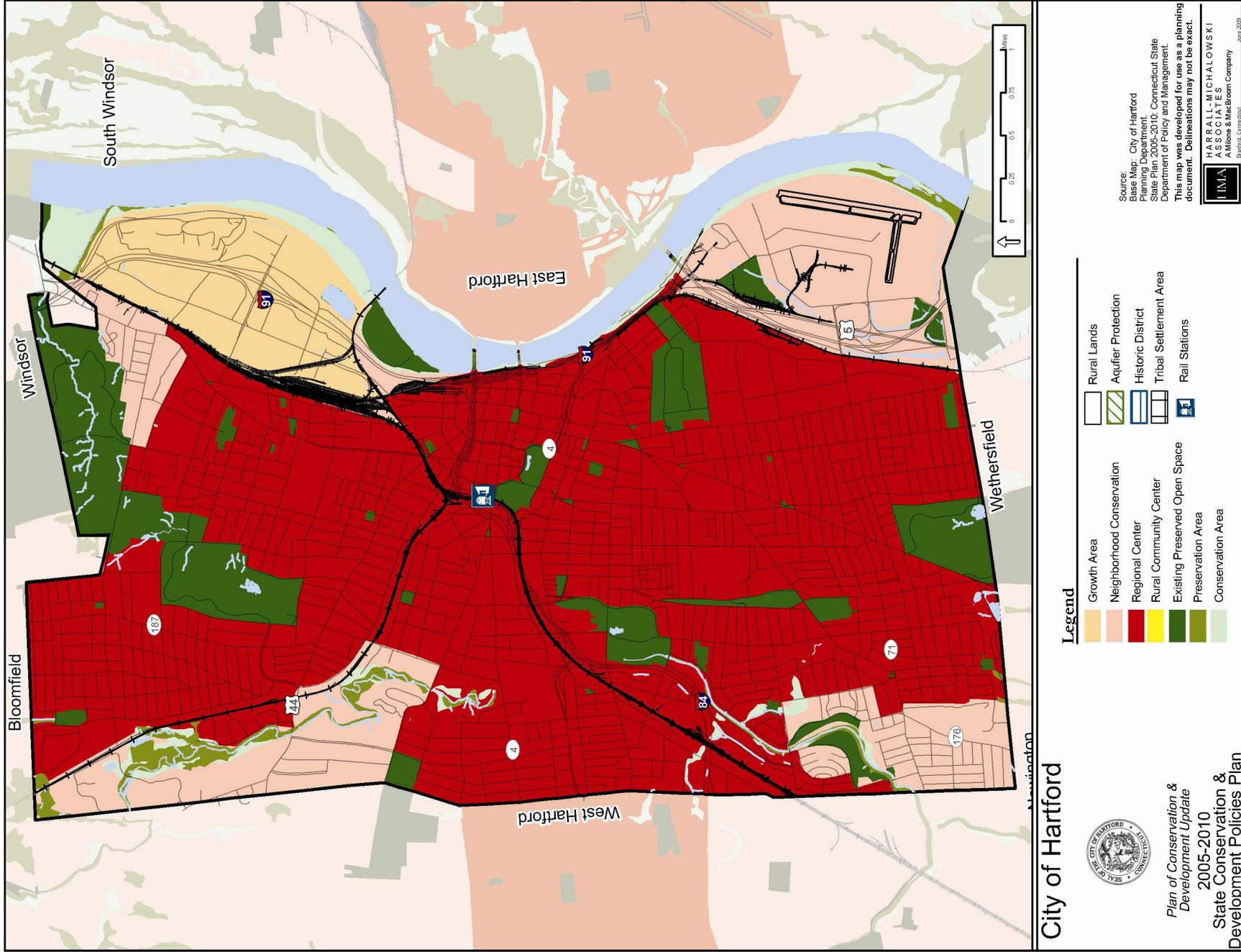
GOAL 2: Revise the zoning regulations.

Objectives

- Streamline the number of permitted uses.
- Organize zoning regulations around concepts of form, scale, design and performance standards.
- Redefine density as “units per acre” rather than “people per acre” and “families per acre.”
- Provide incentives for green and sustainable practices.
- Create Design Districts in critical areas.
- Stimulate adaptive reuse of buildings and land.
- Address parking issues in the Central Business District.
- Increase residential density in the central business district.
- Provide incentives for Transit Oriented Development around BRT stations and other transportation hubs.

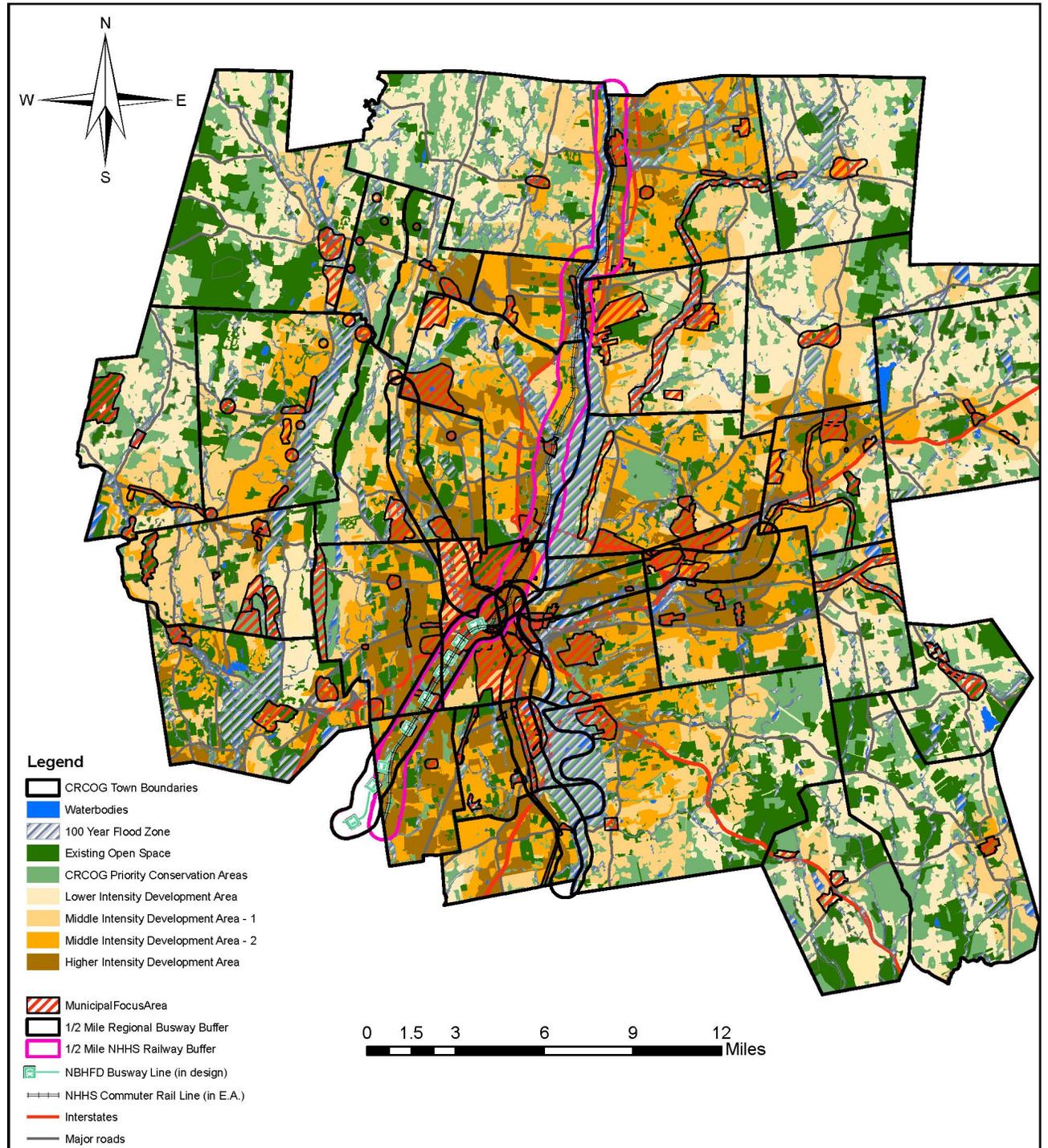


*For a full sized version of Generalized Future Land Use map please visit www.hartford.gov/oneplan



One City, One Plan– POCD 2020

Connecticut Capitol Region Plan of Conservation and Development—Land Use Policy Map



Economic Development



KEY TOPICS

- Historic Overview
- Regional and National Context
- Economic Drivers
- Employment
- Economic Development Programs
- Projects Approved or Under Construction
- Proposed Development Plans
- Goals & Objectives



Adopted June 3, 2010

Reissued June 2011

Introduction

Hartford is the region's center of government, institutions, and culture for a metropolitan region of 1.2 million people. Hartford is also a major employment center and provides jobs to thousands in the surrounding suburban communities. Approximately 115,000 people work in the City of Hartford.

This Plan addresses ways to encourage and promote Hartford as the region's economic engine. An important goal of the plan is to increase the occupancy in existing commercial buildings by finding a strategy to fill office vacancies in order to increase the tax base as well as the Downtown population. Creating a retail marketing strategy with aggressive performance measures is another goal of the plan. New shopping opportunities will add vitality to Downtown and the neighborhood commercial centers.

This Plan also addresses the expansion of the local economy by attracting scientific, technical services, medical, arts and entertainment, and green energy sectors, which will take advantage of the region's highly skilled and well-educated workforce. It also encourages maintaining primary sectors such as insurance and government.

Economic development does not exist in isolation and is woven throughout many chapters of One City, One Plan.

This chapter addresses the following topics:

- The existing conditions and characteristics of Hartford's economy relative to the regional and State economies
- Current & proposed projects
- Recommended goals and strategies for growing Hartford's economy

Historic Overview

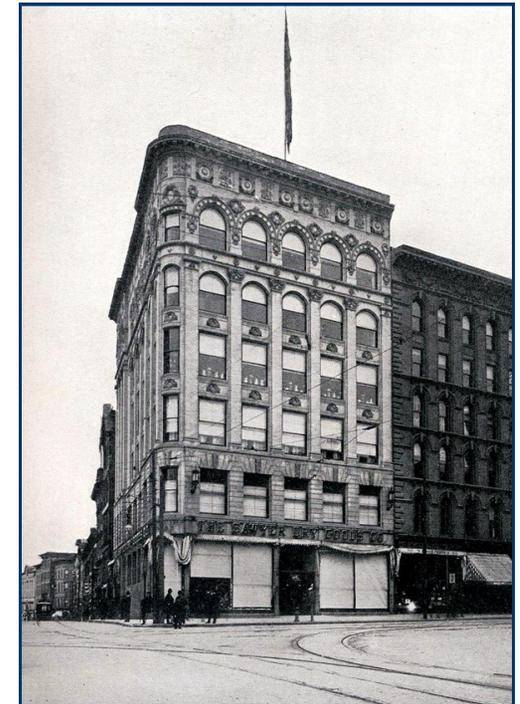
The City of Hartford was established in 1635. Originally, the Connecticut River was the major transportation artery for the City, carrying goods to and from Hartford. The insurance industry was started to insure merchants carrying their products on ships on the river. Railroad construction, which occurred in the 1830's and 1840's, assisted in the expansion of Hartford into an industrial center. Hartford's base in manufacturing grew through the nineteenth and into the twentieth century. Some of the better known products produced in Hartford were firearms (Colt), typewriters (Royal, Underwood), bicycles (Columbia-the first commercially produced bicycles in America), and even early automobiles (Pope Hartford).

The insurance industry became more formalized over time, and by the early eighteenth century insurance companies were chartered. The Aetna Insurance Company was incorporated in 1819 and by 1881 was the largest insurance company in the country. Many of the insurance companies in Hartford today were incorporated by the middle of the nineteenth century. Hartford soon

Economic Development



Pope Hartford Automobile



G. Fox and Sage Allen Department Store

One City, One Plan– POCD 2020



Colt Fire Arms Factory Redevelopment



SAND Elementary School

became known as the Insurance Capital of the World. By 1981, 39 companies had home offices in the Hartford region.

From its days as a small settlement, the City of Hartford grew over time to a population of 53,000 in 1890 and then up to 99,000 in 1910. The City continued to grow until its peak of 177,000 in 1950. The City's population then declined over the next three decades to 136,000 in 1980. It experienced a slight increase to 139,739 in 1990.

However, because of the severe recession, as well as reconfigured and smaller public housing developments, the City experienced a major drop in its population by the mid 1990s. The 2000 Census estimated Hartford's population at 124,121. The most recent 2007 population estimate from the Census Bureau shows Hartford's population at 124,563.

Beginning in the 1970s there was a major Downtown building boom. Old buildings were demolished to make way for office towers. The Civic Center, financed by City bonds and Aetna Life and Casualty, opened in 1975 with its coliseum, exhibition space, retail, and offices. Office space Downtown tripled between 1972 and 1983. Many of the early projects took advantage of tax abatements or tax-fixing agreements. The City declared a moratorium on new construction downtown in order to control this development. Later that year, the Council passed the Down-

town Zoning Bonus Ordinance which allowed developers to increase a project's size if certain amenities (retail, housing, pedestrian amenities, arts space) were added. This was seen as a way to create a more vibrant Downtown.

Over the last decade, development has continued in Hartford with a somewhat different emphasis. The redevelopment of the Adriaen's Landing area has resulted in the new Connecticut Convention Center, the Connecticut Science Center and the Hartford Marriott hotel. Considerable residential development has also occurred in Downtown. The on-going school construction initiative in the City has resulted in numerous new and renovated public schools and the creation of several magnet schools. Finally, retail and service businesses have been brought back into Hartford's neighborhoods in new commercial developments in places such as Albany Avenue and Frog Hollow.

Due to its small size, Hartford has few large vacant tracts of land that could be used for industrial development. Most of the land which is zoned for industry is located in the North Meadows, which was designated as an Industrial Business District by the Redevelopment Agency in the early 1970s. Transportation improvements improved the accessibility of North Meadows and spurred its desirability for development. However, while this area has seen a substantial construction boom over the past 20 years, most of this development has not been

industrial. Public uses include the Police Station and Public Works Yard. There is also a jail, the main post office, and the bus garage for CT Transit. Numerous car dealerships have also opened in the Meadows, including several that relocated from Hartford's neighborhoods.

Hartford was also once the retail center of the region. However, downtown retail has fallen off drastically in the past few decades. First, suburban strip development and then the large suburban malls drew customers from downtown. The convenience of free parking and numerous choices at one location closer to suburban homes made downtown shopping less attractive. The City and the Metro Hartford Alliance have been working together to revitalize the retail core. However, with fewer office workers downtown, stiff competition from suburban malls, a small downtown residential base and a declining population overall, these projects have not been able to stimulate downtown as a retail center.

Commercial strips in the neighborhoods, by contrast, have experienced a resurgence in recent years. Active merchant organizations, with City assistance, have marketed their respective neighborhoods' unique ethnic character. Park Street has become the region's Latino retail district, while Franklin Avenue with its numerous restaurants, has effectively marketed itself as "Little Italy". Albany Avenue, with its mix of West Indian and African-American businesses, is

also experiencing a revival. Farmington Avenue boasts many dining, cultural and education venues. The City supports the neighborhood retail districts through façade improvements and streetscape improvements.

Increased reliance on smaller, neighborhood-based enterprises is illustrative of the decline of large employers as the source of job growth and income. Employment fluctuations in manufacturing and at the big insurance companies and banks indicate that Hartford is no longer a "company town". Future growth will come from multiple sources, including small firms and neighborhood economies.

Regional and National Context

The City of Hartford is part of a larger economy. This economy is a vital part of the larger regional economy. During the past ten years, the Connecticut economy has provided most state residents with a high economic standard of living, enabled by one of the highest per capita income levels in the United States.

Several large, national trends have had, and continue to have, important ramifications for Connecticut. Analysis of recent economic indicators and information provided by the federal government show that the national economy remains in a recession.

The housing market, which had been the

Economic Development



Dessert at Mozzicato De Pasquale's Bakery on Franklin Avenue



Albany Avenue Commercial District

One City, One Plan– POCD 2020

Industry Category	National, 11/2008		Hartford LMA, 11/2008		Local	Export	Category
	# (in 000s)	%	#	%			
Manufacturing	13,189	9.62%	64,500	11.31%	54,853	9,647	Basic
Construction/Nat. Res./Mining	7,842	5.72%	23,000	4.03%	32,615	0	Non-Basic
Wholesale	5,957.5	4.35%	20,000	3.51%	24,777	0	Non-Basic
Retail	15,397	11.23%	56,000	9.82%	64,036	0	Non-Basic
Trans./Ware./Util.	5,016.1	3.66%	15,100	2.65%	20,862	0	Non-Basic
Information	2,953	2.15%	12,600	2.21%	12,282	318	Basic
FIRE	8,087	5.90%	65,700	11.52%	33,634	32,066	Basic
Professional Services	17,662	12.88%	62,300	10.93%	73,457	0	Non-Basic
Education/Healthcare	19,299	14.08%	95,200	16.70%	80,265	14,935	Basic
Leisure/Hospitality	13,189	9.62%	41,800	7.33%	54,853	0	Non-Basic
Other Services	5,485	4.00%	21,100	3.70%	22,812	0	Non-Basic
Federal Government	2,765	2.02%	5,900	1.03%	11,500	0	Non-Basic
State/Local Government	20,258	14.78%	87,000	15.26%	84,253	2,747	Basic
TOTAL	137,099.6		570,200			59,713	

Basic versus Non-Basic Employment in the Hartford LMA, 2008

Industry Category	Hartford LMA, 11/2008		City of Hartford, 2008		Local	Export	Category
	#	%	#	%			
Manufacturing	64,500	11.31%	1,458	1.26%	15,896	0	Non-Basic
Construction/Nat. Res./Mining	23,000	4.03%	2,002	1.73%	4,986	0	Non-Basic
Wholesale	20,000	3.51%	2,071	1.79%	4,334	0	Non-Basic
Retail	56,000	9.82%	3,854	3.34%	11,927	0	Non-Basic
Trans./Ware./Util.	15,100	2.65%	3,159	2.73%	3,364	0	Non-Basic
Information	12,600	2.21%	2,244	1.94%	2,713	0	Non-Basic
FIRE	65,700	11.52%	28,904	25.01%	14,645	14,259	Basic
Professional Services	62,300	10.93%	16,746	14.49%	12,704	4,042	Basic
Education/Healthcare	95,200	16.70%	25,184	21.79%	16,298	8,886	Basic
Leisure/Hospitality	41,800	7.33%	5,518	4.78%	7,738	0	Non-Basic
Other Services	21,100	3.70%	3,296	2.85%	3,687	0	Non-Basic
Federal Government	5,900	1.03%	2,402	2.08%	1,526	876	Basic
State/Local Government	87,000	15.26%	18,700	16.18%	15,716	2,984	Basic
TOTAL	570,200		115,538				

Basic versus Non-Basic Employment in the City of Hartford, 2008

bulwark sector of the national economy, entered a recession in 2007, with home prices and housing starts declining substantially across the nation. The retail and office space markets, which had also been significant contributors to the national economic rebound from the end of the last recession in 2003, have also been severely impacted by the same negative factors that have affected the housing market. The State of Connecticut, while faring better than many other areas of the nation, is as of this writing facing a difficult recessionary period.

Economic Drivers

The accompanying chart lists the economic engines of the Hartford economy. The service sector now constitutes the majority of jobs in the City of Hartford. This sector includes a wide range of industries, including healthcare, social assistance, education, professional services, personal services, accommodation and food service, and arts and entertainment. Over 56,000 jobs are encompassed within this category. While service sector jobs have always played an important role in Hartford's economy, they have never been as critical to the economic functioning of the City as they are at the present time. During the 25-year period from 1963 to 1988, the service sector in Hartford expanded from 24,559 jobs to 50,190 jobs. Between 1988 and 2000, the service sector added an additional 6,300 jobs and since that point employment in the sector has remained stable.

Employment

Hartford is home to the majority of the region's poor and has a much higher unemployment rate than the region as a whole. The average unemployment rate in Hartford for 2009 was 13.7%, while the average unemployment rate for the Hartford Labor Market Area was 7.9%.

One of the primary economic challenges for the City of Hartford is this chronically high unemployment rate. Based upon an analysis of the unemployment rate for both the City of Hartford and the State of Connecticut dating back to 1996, at any given point in time the unemployment rate for the City of Hartford is generally twice the unemployment rate of the state as a whole. Chronic unemployment is a double-edged issue, due to the various reasons that can cause unemployment.

High unemployment can be symptomatic of an economy that does not have enough jobs for the number of local residents in the labor force. It can also be a sign that the resident labor force does not have the educational requirements for the jobs that do exist in the economy. A mismatch between the types of jobs available and the skill sets of the local labor force can also cause high unemployment (e.g., residents have a background in manufacturing, but the only jobs available are in healthcare).

Labor Force Characteristics

The accompanying table shows the breakdown of Hartford's resident labor force by the industry sector in which each worker is employed, as of the 2000 Census. As this table shows, Hartford's resident labor force is heavily concentrated in the education, health, social services and manufacturing industries. FIRE, professional services, and arts/entertainment/recreation industries also account for a substantial number of the jobs.

Economic Development



The Hartford is part of Hartford's Basic FIRE industry.

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Connecticut								
Population	3,428,208	3,448,261	3,467,932	3,475,351	3,478,714	3,487,896	3,489,868	3,501,252
Labor Force	1,754,839	1,778,994	1,795,000	1,793,878	1,812,217	1,836,010	1,850,345	1,876,125
Employed	1,700,046	1,700,949	1,696,857	1,705,628	1,723,930	1,755,610	1,765,835	1,769,223
Unemployed	54,793	78,045	98,143	88,250	88,287	80,400	84,510	106,902
% Unemployed	3.1	4.4	5.5	4.9	4.9	4.4	4.6	5.7
Hartford LMA								
Population	1,067,791	1,075,907	1,083,452	1,085,755	1,088,872	1,093,040	1,095,768	1,099,370
Labor Force	551,600	556,361	560,261	560,233	570,875	575,620	581,065	591,376
Employed	534,077	531,344	528,102	531,291	542,131	549,509	553,608	557,202
Unemployed	17,523	25,017	32,159	28,942	28,744	26,111	27,457	34,174
% Unemployed	3.2	4.5	5.7	5.2	5.0	4.5	4.7	5.8
Hartford								
Population	124,215	124,101	124,035	123,815	123,673	124,185	124,218	124,062
Labor Force	46,800	47,343	47,933	47,400	47,552	48,101	48,527	49,898
Employed	43,803	43,186	42,569	42,652	42,973	43,849	44,183	44,470
Unemployed	2,997	4,157	5,364	4,748	4,579	4,252	4,344	5,428
% Unemployed	6.4	8.8	11.2	10.0	9.6	8.8	9.0	10.9
Sources:	Population Information - U.S. Census Bureau (July 1st reporting period)							
	Labor Information- Connecticut Dept. of Labor (By Place of Residence - Not Seasonally							

Trends in Population, Labor Force, Employment and Unemployment by place of residence



State Government is one of Hartford's largest employers



The Marriott Hotel at Adriaen's Landing

Journey to Work

Residents of the City of Hartford are very reliant upon jobs within the City itself for employment, as well as in the metropolitan area in general. A detailed breakdown of 2000 Census journey to work data highlights several important elements of the Hartford economy. First, although Hartford residents are highly dependent upon jobs located within the City itself, businesses located in Hartford are primarily staffed by a workforce that is based in the surrounding suburbs. While 44.5% of workers residing in Hartford remain in the City for employment, only 17.1% of the jobs in the City of Hartford are filled by City residents. According to the 2000 Census, less than 7% of resident Hartford workers traveled beyond Hartford County for employment.

Economic Development Programs

Redevelopment Areas

There are currently fifteen redevelopment areas identified in the City of Hartford. The Hartford Redevelopment Agency (HRA) establishes and manages Redevelopment Plans for each of these areas as a means of eliminating blight and spurring investment in the city. To meet the goals for each plan, the HRA may purchase targeted properties through negotiated acquisitions or through the use of eminent domain. Following acquisition, properties are sold and redeveloped in accordance with the stated goals and objectives of each Plan.

CDBG Revitalization Strategy Areas

The five Revitalization Strategy Areas include Albany-Garden, Barbour Street Corridor, Franklin Avenue, Frog Hollow, and Homestead Avenue. Projects in these areas receive priority status when applying for Community Development Block Grants.

Enterprise Zone Program

The Connecticut Enterprise Zone Program is the core program on which many other business related incentive programs are based. Program staff provides guidance to DECD business expansion, retention and recruitment teams as well as municipal officials who coordinate the program application process at the local level. Benefits may to businesses within an Enterprise Zone may include:

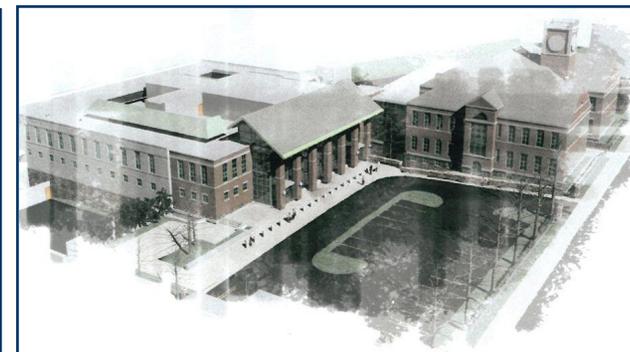
- An 80% five year local property tax abatement on eligible real and personal property.
- A 25% or a 50% credit on the state corporate business tax of the eligible business.

See the map titled "Redevelopment Activities" in Chapter 16 for a visual representation of these areas.

Projects Approved or Under Construction

The following are projects that are under construction or have been approved and are ready for construction as of January 2010:

- Front Street/Adriaen's Landing – Adriaen's Landing will ultimately encompass 30 acres of Downtown Hartford with a total development cost of \$874 million. Three major components of the overall development plan have been completed: the Connecticut Convention Center, the Hartford Marriott Downtown Hotel, and the Connecticut Center for Science and Exploration. The Capital City Economic Development Authority (CCEDA) is continuing to pursue the completion of the fourth component, Front Street, which is planned to include retail, entertainment and residential development.
- The Hartford Insurance Campus Expansion The Hartford is currently constructing a new one hundred million dollar data center as part of its corporate campus. In addition, The Hartford has purchased the former Mass Mutual campus for future expansion.
- Aetna-Asylum Hill Campus Consolidation Aetna is in the process of a \$220 million corporate campus renovation and consolidation project that includes the \$40 million reconstruction and expansion of an existing parking garage; a new \$27 million, 1,150 space parking garage; and extensive renovations to parts of its main headquarters building to accommodate more than three thousand workers from other locations.
- Colt Gateway Preservation Project – The \$120 million renovation of the former Colt Armory complex and its conversion into 300 residential units, 300,000 square feet of commercial space, a museum and visitors center is on-going. The Coltsville complex was recently named a National Historic Landmark, and the process of obtaining designation as a National Park facility is moving forward.
- St. Francis Hospital Expansion – Planned expansion of cancer care, cardiology, women's health, orthopedics and neurology programs. A new \$102 million, 10-story building encompassing 318,000 square feet is under construction and will include a new emergency room, several operating rooms, roughly 90 inpatient rooms, additional ambulance bays and a rooftop helipad.
- Riverfront Recapture – Initiated in 1981, Riverfront Recapture is a non-profit organization dedicated to improving public access to the Connecticut River. As a result of this organization's nearly three decades of work, more than \$60 million has been obtained from a variety of sources to fund riverwalks, open space and recreation improvements, public art, docks, boat launches and a boathouse. Riverfront Recapture has also helped to bring a long list of recreational and cultural events to the Connecticut River.



Public Safety Complex



Sims Metal Management Aerospace expansion

One City, One Plan– POCD 2020



University of Hartford Magnet School



Albany & Woodland Redevelopment Site

- Public Safety Complex – The new unified Public Safety Complex, which is under construction at High Street and Atlantic Street, will include 135,000 square feet of space for Fire Department administration, fire marshals, central dispatch and the Police Department. The \$77 million complex will also include sheltered and gated parking, as well as new streetscape and urban design amenities.
- Sims Metal Management Aerospace – Renovation and expansion of the former ADVO facility in the North Meadows section of Hartford is underway to enable Sims to move its operations there from their current location on Flatbush Avenue. The \$25 million in renovations to the 279,000 square foot AVDO building and construction of a 145,000 square foot addition are scheduled for completion in fall 2010.
- A.I. Prince Tech High School – The \$54.5 million expansion and renovation of A.I. Prince Tech High School is nearing completion, and the construction work includes mechanical, electrical and fire prevention systems upgrades; a new 240 seat lecture hall; new athletic facilities; traffic circulation improvements; and expansions for academic and trade areas.
- Annie Fisher Magnet School – The \$38 million renovation of Annie Fisher Magnet School will expand the facility as well

as update mechanical systems, and add a new library and cafeteria.

- Hooker Environmental Studies Magnet School – Scheduled for completion in 10.
- University of Hartford Magnet School of Science and Engineering – Completed in early 2009, the new facility for this magnet school constructed on the University of Hartford campus encompasses 55,000 square feet of space at a cost of approximately \$32 million.

Proposed Development Plans

- Downtown North Redevelopment Project Proposed redevelopment of 123 acres north of I-84 and adjacent to Downtown Hartford for a variety of uses, including: commercial, office, medical and retail space; residential development; historic preservation; hospitality; entertainment and recreation; education; and research and development. The redevelopment effort would include the demolition of the building located at 1161-1179 Main Street, which is severely blighted.
- Constitution Plaza East Redevelopment Project – Proposed redevelopment of 3 Constitution Plaza (Broadcast House site) and 5 Constitution Plaza (former Sonesta Hotel) for a signature mixed use development containing commercial space, residential units and ground floor retail.
- AI Tech Center – Located within the Con-

stitution Plaza East redevelopment area, the AI Tech Center is a proposed 12 story, \$40 million office tower that will replace the former Broadcast House building at 3 Constitution Plaza. The development is expected to begin in 2011, and will include 12,000 square feet of retail space and 200,000 square feet of office and flex space.

- Downtown West II Redevelopment Project – Proposed redevelopment of 16.7 acres west and northwest of I-84 and adjacent to Downtown Hartford, including the vacant Capital West office building. The area is envisioned for transit-oriented development, parking and uses that are supportive of Union Station and the nearby insurance industry campuses.
- Parkville Municipal Development Plan – Selected redevelopment of a portion of the Parkville neighborhood, including infrastructure and streetscape improvements, selective demolition, site remediation and the development of the Bartholomew Avenue Business Park by private developers. Total costs associated with the project are approximately \$24.6 million.
- Albany and Woodland Redevelopment Site – Site assemblage of four properties to be cleared and environmentally remediated before the issuance of an RFP for development proposals. The ultimate

vision for the site is a town center-style retail development.

- Terry Square Development Area – Identified potential for 170,000 square feet of residential, retail and office space in the North End.

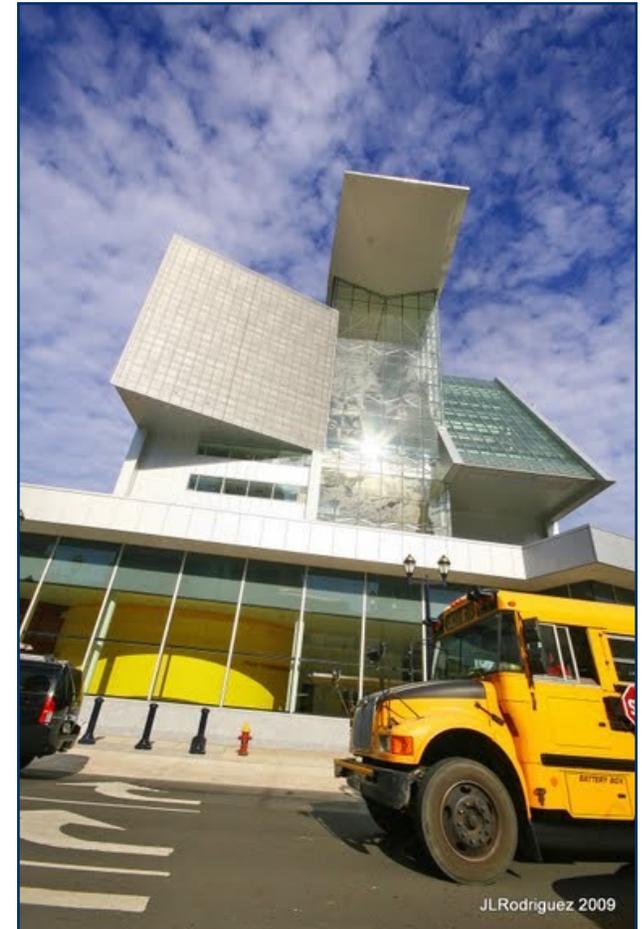
Goals and Objectives

Promoting livable and sustainable neighborhoods and advancing Downtown’s role as the region’s center for commerce, culture and city living are two of the five key themes of One City, One Plan. In addition to the economic development goals listed below, goals related to these themes are identified throughout the plan and are listed together in the “Livable and Sustainable Neighborhoods” and “Downtown” sections of the Action Agenda.

GOAL 1: Ensure and grow a skilled workforce

Objectives:

- Create a partnership to develop a coordinated plan and delivery system for aligning job training with employer needs.
- Develop initiatives that strengthen school to career transition in conjunction with State and Federal efforts.
- Create apprenticeship programs in local businesses and cultural institutions for Hartford high school students as part of curriculum.
- Pursue Federal and State grants to



The Connecticut Center for Science and Exploration

One City, One Plan– POCD 2020



Main Street Corridor



Jobs in the arts & entertainment are part of Hartford's "Creative Economy"

expand job training and basic skills training (ESL, GED) opportunities.

- Partner with employers, Hartford schools and Capital Workforce Partners to strengthen youth employment placement programs.
- Working with the private sector, attract skilled workers to Hartford and, via the Hartford school system, produce future workers with the skill sets needed to flourish in the 21st century global economy.

GOAL 2: Improve access to jobs

Objectives:

- Work with Capital Workforce Partners and Hartford businesses to ensure residents access to job-finding programs.
- Address transportation and child care related problems of trainees and job seekers.
- Promote the expansion of day care and supervised after-school opportunities.
- Actively market Hartford residents to regional employers via best practices such as direct placement, job training and employer-based training.

GOAL 3: Attract new businesses

Objectives:

- Establish a task force to create a retail marketing strategy with aggressive per-

formance measures.

- Work with other cities and towns in the Greater Hartford region to further strengthen a regional market for high-tech firms.
- Support entrepreneurial efforts to start new businesses and expand smaller businesses.
- Develop a recruitment plan that identifies target areas and industries.
- Work with regional bodies (CRCOG, Metro Hartford Alliance) to market the region, especially the City, as a location for high growth industries.
- Build the City's Grand List by continuing to aggressively promote and encourage commercial infill development in the following corridors:
 - ◆ Main Street
 - ◆ Barbour Street
 - ◆ Blue Hills Avenue
 - ◆ Albany Avenue
 - ◆ Homestead Avenue
 - ◆ Farmington Avenue
 - ◆ Park Street
 - ◆ Broad Street
 - ◆ New Britain Avenue
 - ◆ Maple Avenue
 - ◆ Franklin Avenue
 - ◆ Wethersfield Avenue

GOAL 4: Help existing businesses to remain in Hartford

Objectives:

- Increase access to capital financing to

support Hartford business development, retention and expansion.

- Continue to provide technical assistance to encourage the expansion and retention of Hartford businesses through real estate referrals, financial and incentive counseling, business plan development and resolution of operation problems.
- Provide technical assistance to merchant associations regarding business support services, and business community planning including design standards, improved parking and circulation.
- Continue the Façade Improvement Program in selected neighborhood retail areas.
- Pursue policies and planning strategies that will create critical densities of economic development in established corridors.

GOAL 5: Develop Hartford's "Creative Economy"

Objectives:

- Strengthen the portion of Hartford's economy centered around arts, culture, education and entrepreneurship.
- Promote the continued development and expansion of community assets such as the Capital Community College.
- Encourage the development of gallery and studio space in Hartford, particularly in the Downtown and around Trinity College and the University of Hartford, to promote the growth of the arts community.
- Encourage new residential development

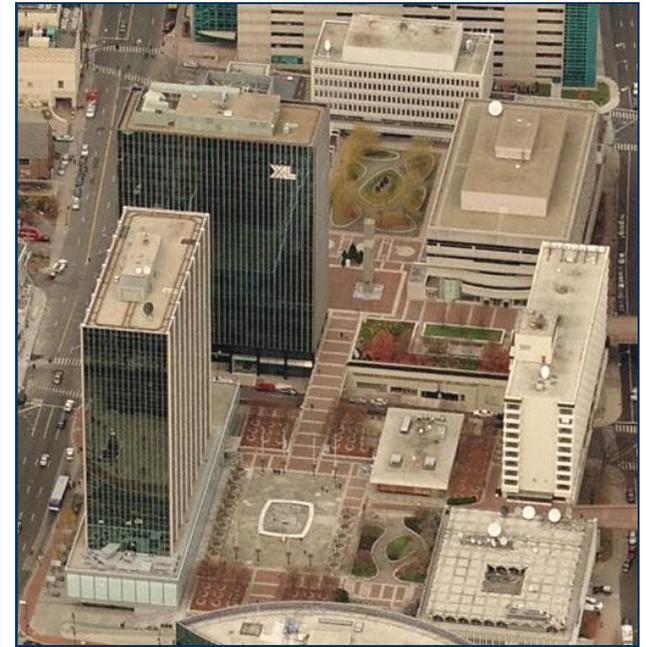
in these areas that is attractive to artists and young business professionals, such as loft-style apartments, garden apartments and townhomes.

- Work with local arts, music, cultural and philanthropic organizations to coordinate the existing assets and needs of the creative community and to develop a framework for action for expanding the creative community and economy in Hartford.

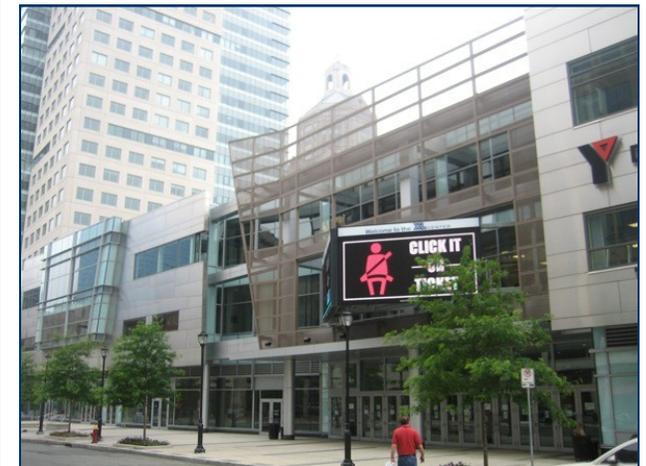
GOAL 6: Make Hartford the Center for Energy Technology Innovation

Objectives:

- Create a task force to explore how to make Hartford the Center for Energy Technology Innovation
- Leverage Hartford's workforce, area colleges & universities, infrastructure, and underutilized manufacturing space
- Work with the Connecticut Technology Council, United Technologies and others to explore how Hartford can become recognized as the center of energy efficient technology



Constitution Plaza



The Hartford Civic Center

GOAL 7: Address the tax structure

Objectives:

- Through the City’s state legislative delegation, advocate for state-wide property tax reform to reduce the burden on homeowners and to encourage private investment in businesses and neighborhoods.

GOAL 8: Pursue already identified economic development initiatives

Objectives:

- Continue supporting the Adriaen’s Landing development and its on-going evolution.
- Implement redevelopment initiatives in keeping with the three recently completed redevelopment plans for Downtown North, Downtown West II and Constitution Plaza East.
- Working with the State of Connecticut, determine the appropriate course of action regarding the future of the XL Center and the potential for a new arena that meets the needs of the City, region and State.

Downtown Development Plan



KEY TOPICS

- Downtown Vision
- Hartford 2010 Downtown Goals
- Front Street
- Downtown North
- Market Segments
- Proposed Developments
- Commercial Market
- Entertainment
- Culture
- Regional Connectivity
- Goals & Objectives



Adopted June 3, 2010
Reissued June 2011

Introduction

Recently many American cities have seen a movement of people, particularly young professionals and empty nesters, back into downtowns. Vibrant urban settings with a mix of uses that afford residents opportunities for employment, residential living, entertainment, culture and regional connectivity in a compact pedestrian-friendly setting are attractive to residents. Downtowns like Hartford offer access to entertainment, bars, restaurants, and cultural venues unlike their suburban counterparts.

The purpose of this chapter is to address the Downtown's current conditions and begin to frame a comprehensive vision of the Downtown's future. It will also serve to update the existing Downtown Plan which was adopted in 1998.

Downtown Hartford is the governmental, institutional and cultural center of a metropolitan region of approximately 1.2 million people. The extent of the Downtown is shown in the figure to the right. The high-rise office buildings and state government offices are centered around the focal point of Bushnell Park, with its numerous features of historic, architectural and natural significance. The recent addition of new housing units in the Downtown area, including several high-end apartment complexes, has added to the mix of office space, restaurants, entertainment venues and cultural attractions. Other

recent additions into the downtown include the relocation of Capitol Community College to the former G. Fox building, development in the Adriaen's Landing project area, including the Connecticut Convention Center and the Connecticut Center for Science and Exploration, Morgan St. Garage, Hartford Marriott Downtown Hotel, and the construction of the Public Safety Complex.

Hartford's Downtown is complex in terms of land use, having a mix of uses both horizontally and vertically. The overall land use distribution includes a mix of institutional (24%), commercial (18%), open space (7%), residential (3%), vacant land (7%), and transportation (41%). This mix of different uses has given Downtown Hartford the vibrant character befitting the center of a major metropolitan region.

Vision

The most important ingredient for a vibrant Downtown Hartford is population. "Population" can take many forms; it includes people who live downtown and work downtown. It also includes people who visit the downtown area to shop, dine, or attend an entertainment or cultural event. It includes commuters arriving and departing at Union Station, and making bus transfers on Main Street. It includes students attending one of the secondary or post-secondary educational facilities within the Downtown.

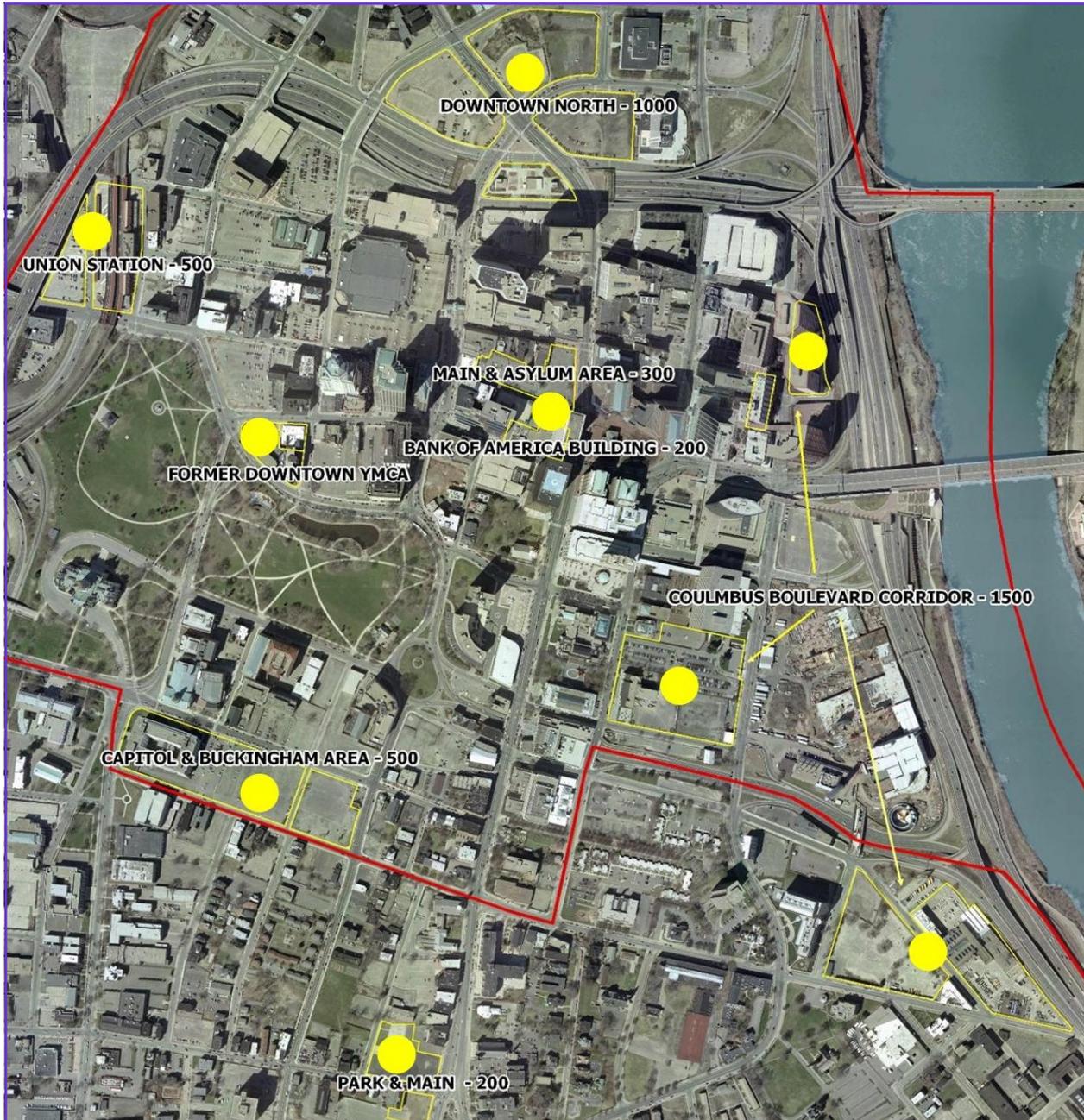
Downtown Plan



Downtown Hartford



Statehouse Square



Potential sites for new residential development

Based upon an analysis of the existing land use and the characteristics of the housing stock, there are approximately 2,500 to 2,800 residents living in Downtown Hartford. A resident population of between 8,000 and 10,000 people is needed for a vibrant Downtown Hartford that is self-sustaining, which means that Downtown Hartford has a large enough resident population to support a reasonably extensive array of activities and land uses without requiring a periodic influx of visitors from outside the City for economic survival.

This element of self-sufficiency flows into the second desirable characteristic, that of regional attractiveness. Once a downtown area has reached a level of self-sufficiency, it tends to be viewed as “successful,” thereby increasing its positive visibility and attracting visitors from the surrounding region. A downtown that is generally viewed as successful can also attract additional new businesses and residents much more easily than one that is viewed as unsuccessful or unappealing; the influx of additional new businesses and residents further strengthens the downtown’s self-sufficiency. In terms of downtown development, success tends to foster more success.

In order to accommodate this resident population level, it is estimated that between 5,000 and 6,000 housing units would be needed in Downtown Hartford, assuming an average of roughly 1.8 persons per housing unit. This total

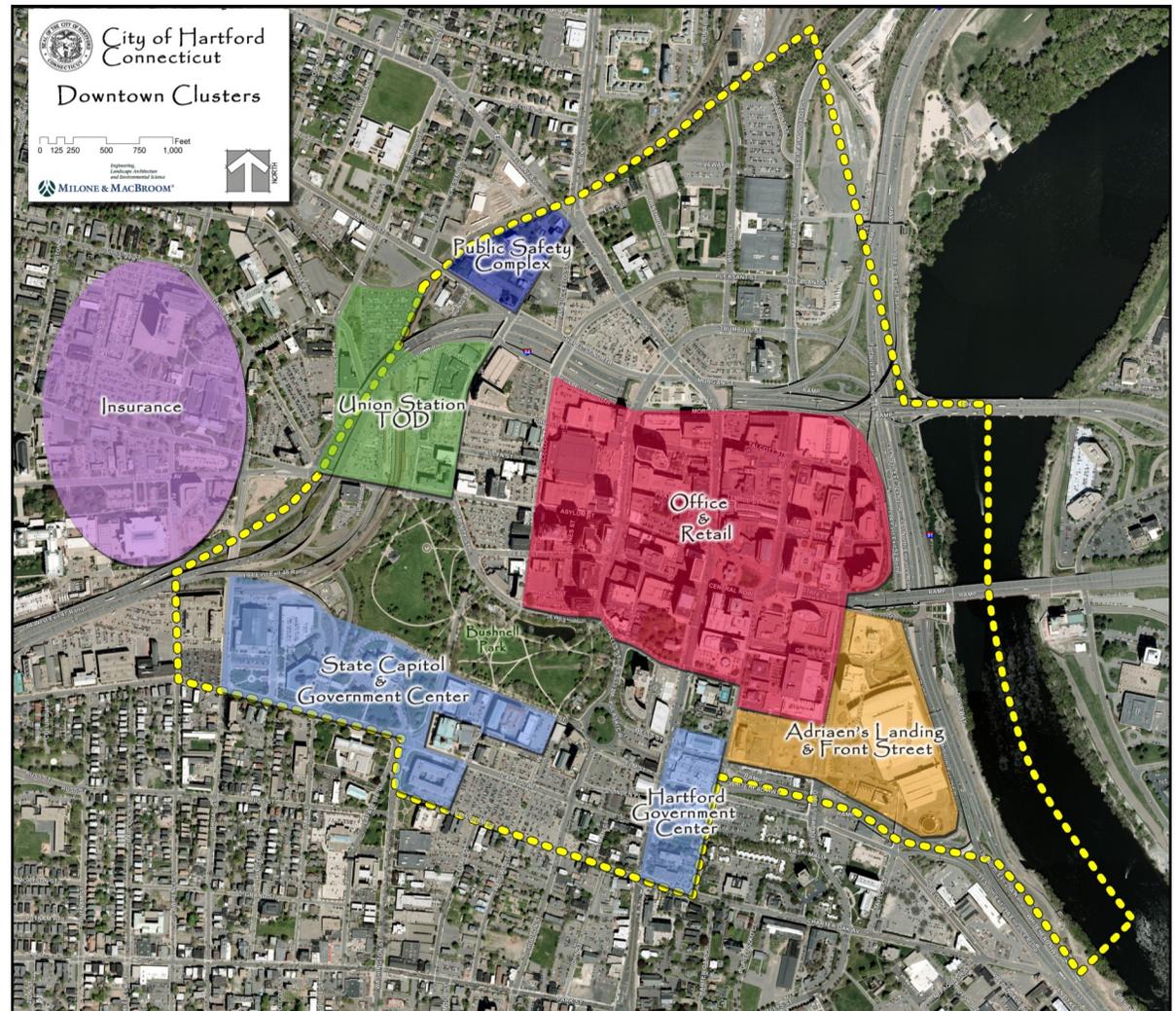
compares to an estimated 1,600 housing units currently located in the defined Downtown area. These units should represent a diverse cross-section of housing types, not just one or two housing forms that are presently en vogue. These housing types should include active adult housing, housing for college students, housing for young professionals and housing for families. New housing should include an affordable component that enables residents of all economic levels to participate in the Downtown residential market.

In order to achieve a vibrant economy in Downtown, increased economic activity and (perhaps most importantly) a diversification of economic uses has to occur. We estimate that existing commercial space occupancy must increase to the following levels:

- Class A Office Space Occupancy = 95%
- Class B and C Office Space Occupancy = 85%-90%
- Retail Space Occupancy = 90%

Downtown Hartford currently possesses a number of well-established residential, employment, entertainment, cultural and government activity nodes that are already quite successful as shown on the figure titled “Downtown Clusters” An integral part of Downtown’s future success will be improving the connections between these existing nodes in a comprehensive manner. These enhanced connections, which will consist primarily of land use, urban

design and transportation elements, must also provide a range of activities that occur at different times of each day, and on different days of the week. Doing so will ensure that areas of Downtown that connect its major activity nodes in fact become 24/7 centers of activity themselves and will enable a seamless transition



Downtown Clusters

One City, One Plan– POCD 2020



The Downtown cannot rely solely on government and corporate office jobs.



Hartford Metro Alliance's 2010 Tridents

between Downtown's established assets.

However, economic activity in the Downtown needs to diversify. The Downtown cannot rely solely on government and corporate office jobs interspersed with limited service sector employment. A wider base of economic sectors needs to be established in Downtown.

Hartford 2010– Downtown Convergence Trident

The 2010 study focused on key intersections referred to as “Tridents” serving the City and inner ring suburbs of East Hartford, Bloomfield, West Hartford, Wethersfield, and Windsor. The Tridents are Terry Square, Upper Albany, Downtown North, Asylum and Farmington, Downtown Convergence and South Green. The vision and key initiatives of the Downtown Convergence Trident are summarized below. The Downtown North Trident is discussed later in this chapter.

A historic Main Street that looks and functions as the central “address” for Downtown is needed to further spur high-value development throughout the center city. This involves amplifying the physical hospitality of Main Street and environs to invite more shopping, dining, tourism, and center city living.

Key Initiatives

- Redesign Main Street including streetscape improvements

- Improve facades and streetscapes
- Develop a plan to attract specific retail activity
- Relocate bus transfer points from Main Street and redistribute through-transit away from Main Street
- Rationalize parking
- Utilize the HBID to improve cleanliness and security
- Enforce traffic and noise ordinances
- Evaluate current marketing and promotion activities

Work/Employment

Although the City of Hartford has experienced a decline in employment over the past fifty years, particularly in the retail and manufacturing sectors, Downtown Hartford remains an employment center of both regional and national significance. A substantial number of insurance industry and other corporate jobs, combined with a large aggregation of state government jobs, helps make the City the largest employment center in Connecticut. However, Downtown Hartford currently has a 20% office space vacancy rate and a 40% retail space vacancy rate, indicative of the fact that there is still a need to improve the economic base of this area. Going forward, Hartford will need to reduce its office and retail vacancy rates, as well as diversify its employment base through the scientific/technical services, medical, and arts and entertainment sectors.

Entertainment & Culture

A mix of entertainment uses and cultural activities within the Downtown is important to the city’s vitality. The following are major cultural attractions that draw visitors to Hartford’s Downtown:

- The Bushnell Center for the Performing Arts
- Bushnell Park performance pavilion
- Wadsworth Atheneum
- Hartford Stage Company
- Hartford Theater Works
- Old State House
- Science Center
- Mortensen’s Riverfront Plaza
- the Convention Center
- Science Center
- Civic Center
- Allyn Street bars and nightclubs
- Restaurants along Main Street, State House Square, and Trumbull Street

Cultural and entertainment resources not only draw visitors to the City but also enhance the city’s image making it attractive to new residents and play a major role in supporting retail and restaurant establishments in the Downtown. Highlighting and promoting Hartford’s cultural assets as a collective unit is central to defining Downtown as an arts and cultural center.

The I-Quilt initiative of the Bushnell Center of the Performing Arts represents these goals.

Residential Life

Although Hartford has a large workforce (80,000 jobs in Downtown) very few workers reside in Hartford. Hartford has a relatively small number of housing units when compared to downtowns of similar size. Despite recent additions of new housing units in the Downtown, including several high-end apartment complexes, there is still a gap between housing and employment. Closing this gap by creating ground floor shopping and entertainment with living and working areas above creates a diverse, vibrant and attractive atmosphere in which resident can work, live and play.

Existing Residential Developments

There are approximately 50 properties in the Downtown area that are either residential developments or mixed use buildings containing residential units. These properties are home to roughly 1,600 housing units in a variety of residential types and styles. Over 500 units are condominiums and apartments that are part of the Bushnell Realty development, located on the block bounded by Main Street, Gold Street, Lewis Street and Wells Street. An additional 262 units are found in the Hartford 21 residential tower at the corner of Trumbull Street and Asylum Street, which were constructed in 2006. The remaining 800 to 850 units are scattered around the Downtown area in buildings that range from single-unit structures to 100-unit apartment buildings. The list below and shown



Trumbull on the Park

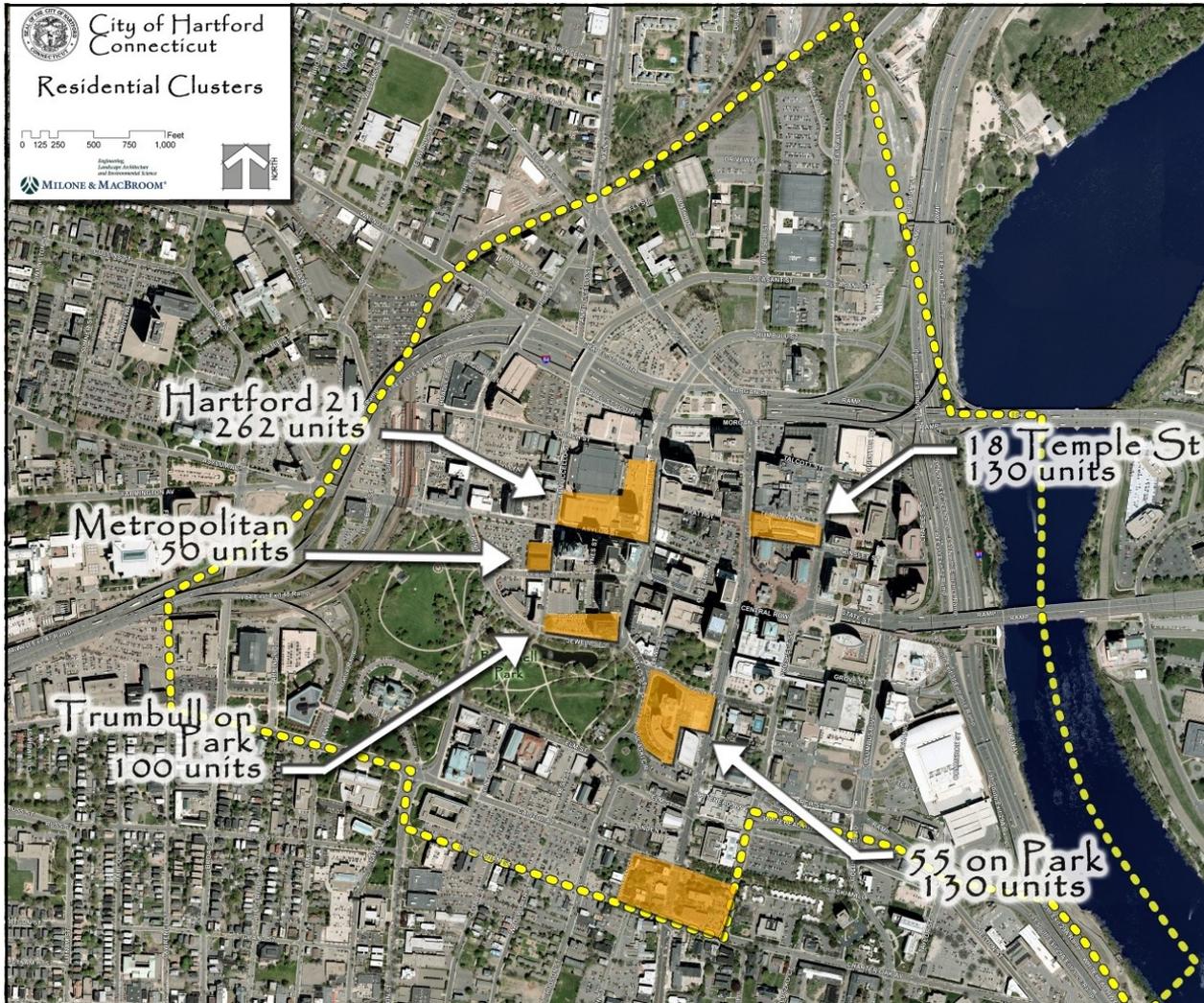


Sage Allen Apartments

in figure titled “Residential Clusters” provides a summary of some of the newest additions to Downtown Hartford’s housing stock.

- The Metropolitan (246 Pearl Street) – 50 condominium units, completed in 2006.

- 55 on the Park – 130 market-rate apartments overlooking Bushnell Park, completed in 2007.
- Trumbull on the Park – 100 market-rate apartments with ground-floor retail space and associated parking garage, completed in 2005.
- 18 Temple Street (Sage-Allen Building) – Mixed-use project with 78 market-rate apartments and 42 student townhome units, along with retail space and a parking garage, completed in 2007.
- Hartford 21 – 262 market-rate apartments in a 36-story building, completed in 2006.



Downtown’s Residential Clusters

Future Residential Centers

TOD around Union Station

Union Station is envisioned to be the multimodal transportation hub for the entire greater Hartford region (an area with a population of approximately 1.2 million). Planned enhancements to Union Station itself, as well as to the area and infrastructure surrounding the station, will help turn this vision into reality. With the proposed New-Britain-Hartford Busway and both commuter and high-speed rail service coming through Union Station, the station is a logical focal point for higher density development. This ancillary “transit-oriented development” should include a significant residential component.

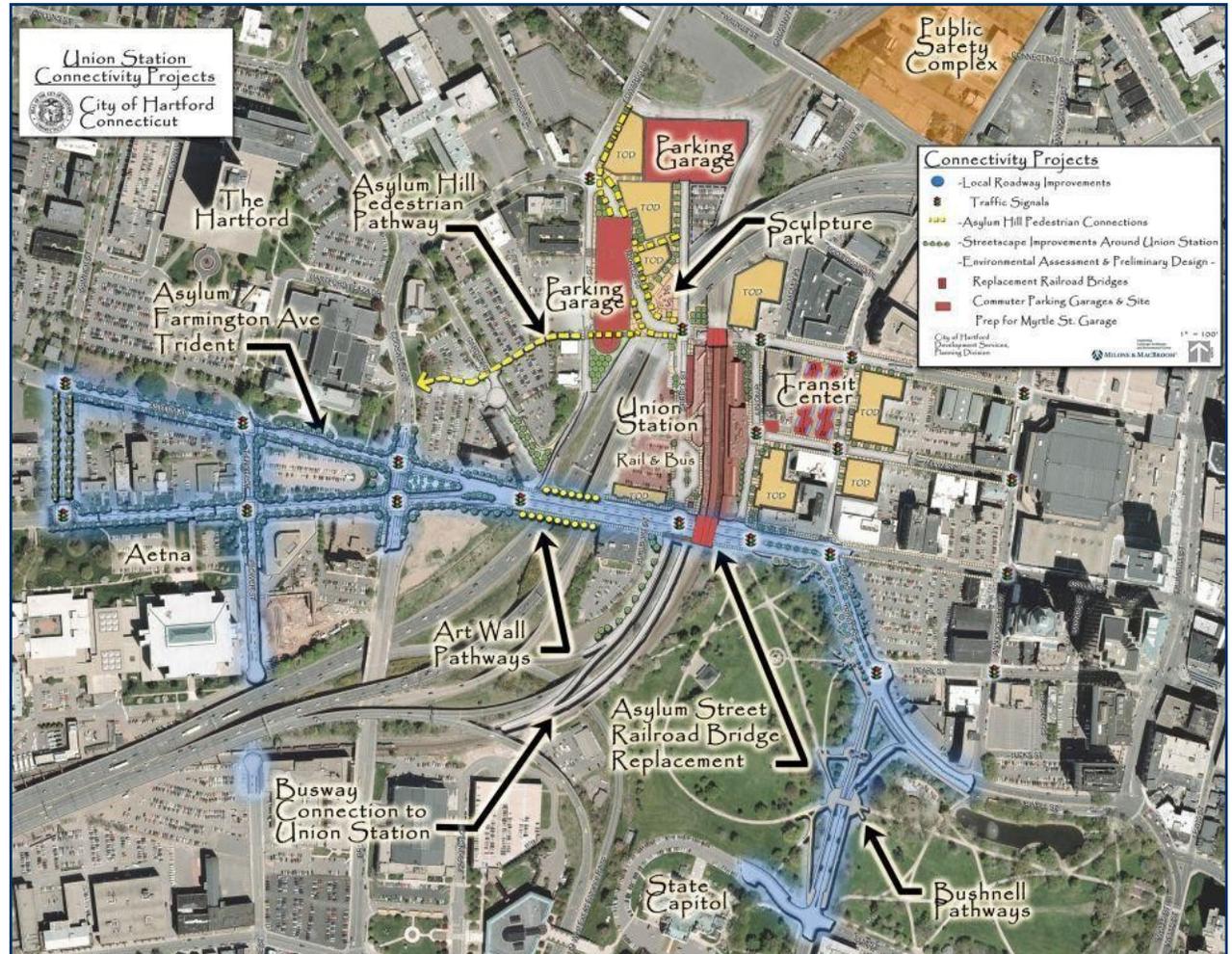
Union Station Connectivity Project

As part of the City's application process for a federal Transportation Improvements Generating Economic Recovery (TIGER) grant, the Union Station Connectivity Project was developed. This project is intended to address a number of transportation, traffic circulation and urban design issues in the area around Union Station that impede the physical and operational integration between transportation modes, the insurance campuses, the balance of Downtown, and the Asylum Hill neighborhood.

The Union Station Connectivity Project is part of a larger planning, development and transportation initiative in Downtown Hartford called the Transportation Pathways Strategy (HTPS). This initiative will be described in greater detail later in this chapter.

410 Asylum Street

A portent of the future in transit-oriented development around Union Station is the renovation of 410 Asylum Street, situated at the corner of Asylum Street and High Street. This historic structure is being renovated and converted into 70 apartment units, of which 56 (80%) will be affordable housing. The building will also include ground floor retail and commercial space, and will be LEED-certified.



Union Station Connectivity

Front Street

As part of the Front Street District component of Phase II of the Adriaen's Landing development project, approximately 200 market-rate rental housing units are planned for construction as part of a mixed use environment. Construction of these units will greatly help in establishing a



Trumbull Street and Asylum Street



410 Asylum Street is being converted into apartments

residential presence in this part of Downtown Hartford. The City should pursue and encourage additional residential development opportunities in the surrounding area that can build upon the successful development of the Connecticut Convention Center, the Connecticut Science Center and the Marriott Hotel, and could further strengthen the residential environment of this area.

Capitol Avenue Corridor

The Capitol Avenue Corridor will be a crucial area for future development in Downtown Hartford. This corridor can be generally described as being bounded by Elm Street to the north, Main Street to the east, Buckingham Street to the south and Washington Street/Trinity Street to the west. Presently, this area includes state government offices, the Bushnell Center for the Performing Arts, one large office building, a mix of a few small residential and retail buildings, and expansive areas of surface parking. In the future, however, the Capitol Avenue Corridor can be a mixed use neighborhood within Downtown that combines a variety of land uses and activities, including a significant residential component.

Replacing the existing surface parking lots with structured parking and developing available land with new commercial, residential and mixed use buildings will serve two key purposes. First, it will enliven this part of Downtown beyond the hours of 9:00am to 5:00pm. Second, an

improved and expanded built environment and urban design pattern will serve as a strong connection between the State Capitol/Bushnell Center area to the west and the Wadsworth Atheneum/City Hall complex and Adriaen's Landing development project to the east. As will be described later in this chapter, this improved connectivity will also have positive impacts on the economic and cultural fabric of Downtown Hartford.

Recently, an urban design initiative was undertaken for both the Capitol Avenue corridor and Downtown Hartford in general entitled "The iQuilt – Capitol District Vision Plan and Hartford's Pathways of Innovation." This initiative was sponsored by the Bushnell Center for the Performing Arts and the Greater Hartford Arts Council, and prepared by Suisman Urban Design. One component of this initiative calls for utilizing Capitol Avenue as a means of "connecting" the Bushnell Center for the Performing Arts with the Wadsworth Atheneum via Main Street. Housing would play a key role in this connection, and would be combined with retail development and one or more new parking garages to form an activity link between the two cultural institutions. This initiative will be discussed in more detail later.

Downtown North

The primary goal of the Downtown North Project is to 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 that will strengthen the development patterns of the Project Area. An additional goal of the Downtown North Project is to create a pattern of development that provides a strong and effective linkage between the core Downtown area south of Interstate 84 and the residential neighborhoods north of the Project Area.

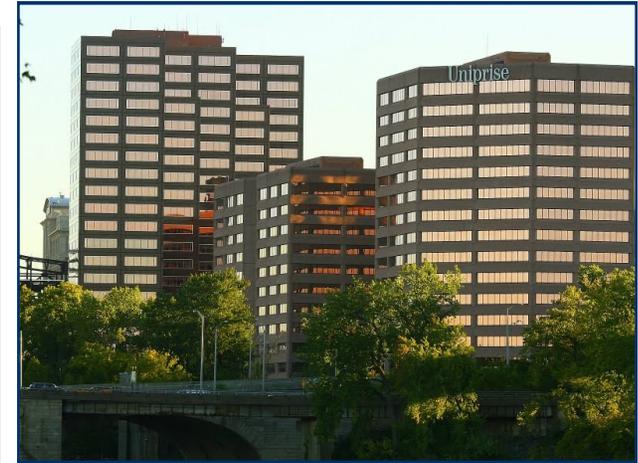
As part of the Downtown North redevelopment plan, the Project Area was divided into several sub-areas, each of which has a different redevelopment focus. The two sub-areas with a residential component are described in greater detail below.

The **Trumbull-Main Village Sub-Area** is bounded by Pleasant Street to the north and west, Chapel Street North and Morgan Street North to the south, and Market Street to the east. This sub-area also includes the platform that extends over Interstate 84 between Trumbull Street and Main Street. Trumbull Street and Main Street are the key traffic routes through this neighborhood, forming a prominent focal point for the neighborhood at their intersection point at the present location of 1161-1179 Main Street building. The Bank of America data center and the Crowne Plaza Hotel are envisioned to remain. The two blocks along Pleasant Street and Trum-

bull Street between Windsor Street and North Chapel Street are envisioned to be developed as higher density residential, which would provide a substantial customer base for existing retail and commercial space along Trumbull Street on the southern side of Interstate 84, only three to four blocks away.

The undeveloped area between the Crowne Plaza Hotel and Main Street is planned for a mix of retail stores, restaurants, entertainment venues, and upper floor residential units. Finally, the small triangular area formed by Main Street, Trumbull Street and North Chapel Street may be utilized as a public art and sculpture park to help connect the neighborhood with the platform across Interstate 84 into the core Downtown area. This linkage would tie into other pedestrian and “greenway” elements throughout the Project Area to form a continuous greenway connection between Downtown, the new magnet school at the former Barnard-Brown site and existing park space along the Connecticut River.

The Ann Street Historic Corridor Sub-Area is bounded by Main Street, Pleasant Street, Chapel Street North and High Street; Ann Uccello Street itself cuts through this two-block area from north to south. Proposed uses include rehabilitating the existing historic structures in this area and supplementing them with in-fill development on vacant lots or surface parking lots in the area.



Columbus Boulevard Office Towers



Hartford 21

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The Convention Center & Marriott Hotel



Replacing surface parking with structured parking will provide new land for development.

The reconfiguration of the six-way intersection on Main Street at the north end of this area, possibly as a roundabout with a water feature as suggested in the 2010 Plan and by the Urban Land Institute (ULI), may occur as part of the redevelopment effort. Ann Uccello Street could possibly be closed to vehicular traffic and converted into a pedestrian street. Both existing buildings that currently face onto Ann Uccello Street and newly constructed buildings along Ann Uccello Street would have access along the street. Three-story “walk-up” townhomes and small professional offices and stores are envisioned for a pedestrianized Ann Uccello Street.

Portions of this sub-area that front on Main Street and Pleasant Street are envisioned for ground floor commercial space with apartments located on the upper floors. Building heights would generally not exceed four or five stories. The portion of the sub-area fronting on High Street across from the future Public Safety Complex would serve as either well-designed surface or structured parking for the area. Any structured parking would be designed to include commercial space along its ground floor frontage.

Hartford 2010– Downtown North Trident

Vision

Downtown North is a regionally significant, mixed-use, high-density development, taking

advantage of the area’s assemblages and accessibility. Potentially, over 3,000 jobs will be created and the trident will attract approximately 400 new residents.

Key Initiatives

- Attract investors to stimulate development
- Cleanup vacant sites
- Mothball or revitalize vacant buildings
- Review area traffic patterns
- Demolish identified structures
- Implement new streetscapes
- Identify development for Market & Pequot site
- Conduct market demand analysis
- Provide more efficient operations for the power grid
- Coordinate efforts with HPA to establish neighborhood parking plan

Selected Infill Locations

In addition to the larger areas of development identified above, residential development should be considered in other parts of Downtown Hartford as an infill use where logical. Infill housing should be utilized not only to add to the critical density of Downtown residents, but also as a means to improve land use and urban activity in key areas of Downtown.

Market Segments

The following residential market segments should be pursued:

College/University Students

Students are an important asset to Downtown Hartford. They rent apartments, patronize businesses, get involved in the arts & culture scene, and generally enliven the neighborhood. Downtown is home to three colleges– Capital Community College, Rensselaer at Hartford, and a branch the University of Connecticut School of Business.

Capital Community College is the only public undergraduate institution in the City of Hartford. With over 3,600 students, it is one of the most ethnically diverse campuses in New England. Rensselaer at Hartford is the Hartford, CT branch of Rensselaer Polytechnic Institute of Troy, NY and provides graduate-level education for working professionals. Around 800-900 students attend the school annually at the Hartford center and at the smaller Groton, CT regional distance learning center. The UConn Business School offers part time and executive MBA programs at its Hartford branch. The Downtown is a prime location in which the students who attend these schools may choose to live.

Many students at the other five colleges located within the City of Hartford may also choose to live, work and play Downtown. These colleges are:

- Trinity College– over 2,200 fulltime undergraduate students
- University of Hartford– over 7,300 students on three campuses in Hartford,

West Hartford & Bloomfield. Over 3,300 students live on-campus.

- UConn Law School
- St Joseph’s College (Pharmacy Program)
- Hartford Seminary

Finally, four additional colleges are located near Hartford, and the Downtown draws students from these schools as well:

- Albertus Magnus College– East Hartford
- Goodwin College– East Hartford
- State University—New Britain
- The University of Connecticut- West Hartford
- St Joseph’s College– West Hartford
- Medical & Dental School -Farmington

One residential development that caters to the student population is the Temple Street Student Housing development on Main & Temple Streets. The University of Hartford supports this facility containing 120 units.

Active Adult/“Empty Nesters”

As noted in the Housing chapter of this Plan, Hartford lacks private market “active adult” or age-restricted housing units. Hartford’s housing for the elderly is concentrated in public low-income housing. Younger members of the over age 55 demographic who are in the market for age-restricted housing have bought units in such housing developments located in suburban communities primarily because of locational desirability, but also likely because of a lack of similar



UConn School of Business Downtown Campus



These townhouses are part of the 120-unit 18 Temple Street student complex

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Members of Hartford Young Professionals and Entrepreneurs (HYPE)



type housing product within the City of Hartford. As the population of the greater Hartford metropolitan region continues to age, this demographic will be an important source of new households for the Downtown area, provided that the right housing product is available for them.

Young Professionals

Young professionals already populate many of the new housing units built in Downtown over the past decade. They also often occupy the units with the highest rents or sales prices in the Downtown area. The amount of disposable income available from these households that could be spent at Downtown businesses is an important support mechanism for the Downtown economy. Studio and one-bedroom apartments in well-appointed residential buildings, along with high-rise condominiums, should continue to be a key component of Downtown's housing stock.

Affordable Housing Component

As indicated by the housing market analysis in the Housing chapter of this Plan, there is a considerable difference between the cost of housing in Downtown Hartford and the cost of housing in the balance of the City. While this is a positive in that Hartford offers housing available for at all economic levels, it does raise the question of the affordability of Downtown housing, particularly for current residents of Hartford's many neighborhoods. An affordable housing component should be included as part of the Down-

town residential market strategy. One possible approach to addressing this issue would be to require that all new residential or mixed use developments in Downtown that would contain 10 units of housing or more must set aside 10% of the units as affordable housing.

Work/Employment

Downtown Hartford is home to approximately 80,000 jobs. Private sector employment in the Downtown area historically has been concentrated in the insurance, finance and general corporate office sectors. Downtown Hartford is also one of biggest centers for the legal profession in the state, having several large and notable law firms. In addition, the State of Connecticut employs over 12,000 people in Hartford, most of who work in the Downtown area. The City of Hartford itself also has a large number of employees in the Downtown.

Existing Major Employers/Commercial Nodes

Downtown Hartford has several industry clusters and commercial nodes of activity that generally define the characteristics of its economic base. These include:

Insurance Industry

Three of the top five employers in Hartford are in the insurance industry and have offices located in or adjacent to the Downtown:

- The Hartford: 13,000 employees

- Aetna Life and Casualty: 7,450
- The Travelers Co: 6,200 employees

City Place/City Place II/Goodwin Square

These three adjacent office towers provide a combined total of 86 floors and 1.5 million square feet of office and ground floor commercial space.

Trumbull/Main/Market

The three parallel corridors of Trumbull Street, Main Street and Market Street form the economic center of Downtown Hartford. This area contains State House Square and City Place, two of the most significant office complexes in the Downtown.

State Government Offices

State of Connecticut government offices are generally concentrated in the southwest quadrant of Downtown, south of Bushnell Park and clustered in the vicinity of the State Capitol.

Proposed Developments

Aetna-Asylum Hill Campus Consolidation

Aetna is in the process of a \$220 million corporate campus renovation and consolidation project that includes the \$40 million reconstruction and expansion of an existing parking garage; a new \$27 million, 1,150 space parking garage; and extensive renovations to parts of its main headquarters building. Over 3,000 employees will move to the renovated campus by 2010.

Public Safety Complex

The new unified Public Safety Complex, which is under construction at High Street and Atlantic Street, will include 135,000 square feet of space for Fire Department administration, fire marshals, central dispatch and the Police Department. The \$85 million complex will also include sheltered and gated parking, as well as new streetscape and urban design amenities.

Constitution Plaza East Redevelopment Project

Proposed redevelopment of 3 Constitution Plaza (Broadcast House site) and 5 Constitution Plaza (former Sonesta Hotel) for a signature, mixed use development containing commercial space, residential units and ground floor retail is planned.

AI Tech Center

Located within the Constitution Plaza East redevelopment area, the AI Tech Center is a proposed 12 story, \$40 million office tower that will replace the former Broadcast House building at 3 Constitution Plaza. The development is expected to be completed in 2010, and will include 12,000 square feet of retail space and 200,000 square feet of office, flex and laboratory space.

Future Commercial Connections and Markets

Insurance Campuses

With the large concentration of employees on their respective corporate campuses, it is imperative that the Aetna and The Hartford insur-



The Travelers



The Aetna

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Constitution Plaza



Insurance campuses like The Hartford need better connections to the Downtown.

ance companies be better connected with the balance of Downtown. In particular, linkages to Union Station and its present and future multi-modal transportation offerings are critical. Improved connections between Downtown and the insurance campuses will better integrate the 15,000 employees of these two companies with the fabric of Downtown Hartford and will provide an expanded customer bases for retail and service sector businesses in Downtown.

State Government Offices

While Bushnell Park is a tremendous asset for Downtown Hartford, its expansive dimensions serve as a barrier between the State Capitol and its associated state government offices on the southern side of the park, and the Union Station area on the north side of the park. Linking the land uses and activities on each side of the park with one another should be a high-priority goal for the City. The City already has a strategy to improve the connections across Bushnell Park as part of the Union Station Connectivity Project, which includes improvements along Trinity Street.

Office Space Market

The Hartford Market Office Report for the second quarter of 2009, published by Cushman and Wakefield, indicates that the vacancy rate for Class A office space in Downtown Hartford is 19%, while the vacancy rate for all office space in the Downtown is 22%. While the on-going

economic recession is likely the factor having the largest impact on escalating office vacancy rates, a more vibrant Downtown environment would almost certainly help to bring the office vacancy rate to a lower level. The City's goal for office space in the Downtown should be to actively recruit businesses to fill existing vacant space, while at the same time making the area more vibrant through new housing and better connections to existing assets.

Retail Space Market

A retail survey completed by the City of Hartford's Economic Development Division in June 2009 found that approximately 40% of Downtown Hartford's retail space (203,352 sq. ft.) is currently vacant. In order to reduce this vacancy rate, Hartford will need not only more people *in* the Downtown, but more people *walking around* Downtown. Accomplishing this will require two elements: more Downtown residents and better connections between the "live, work and play" areas of Downtown.

Until these two elements are developed in the Downtown area, the retail market in Downtown Hartford will be slow to improve. As more housing units are added and better connections implemented, available retail space will begin to be absorbed by the market. However, with over 200,000 square feet of vacant retail space at the present time, the development of additional retail space should not be a high priority over

the short-term future. Small additions to the retail space supply in select locations could be supported, provided that they are included as part of a unified mixed-use development, and not simply stand-alone properties.

Diversification of Downtown Economic Base

In order to ensure continued economic vitality in the future, Downtown Hartford’s economy cannot be oriented around a handful of business types. Diversification of the Downtown’s economic base is critical for the area to thrive. In order to accomplish this goal, the following industry sectors have been identified for recruitment targets:

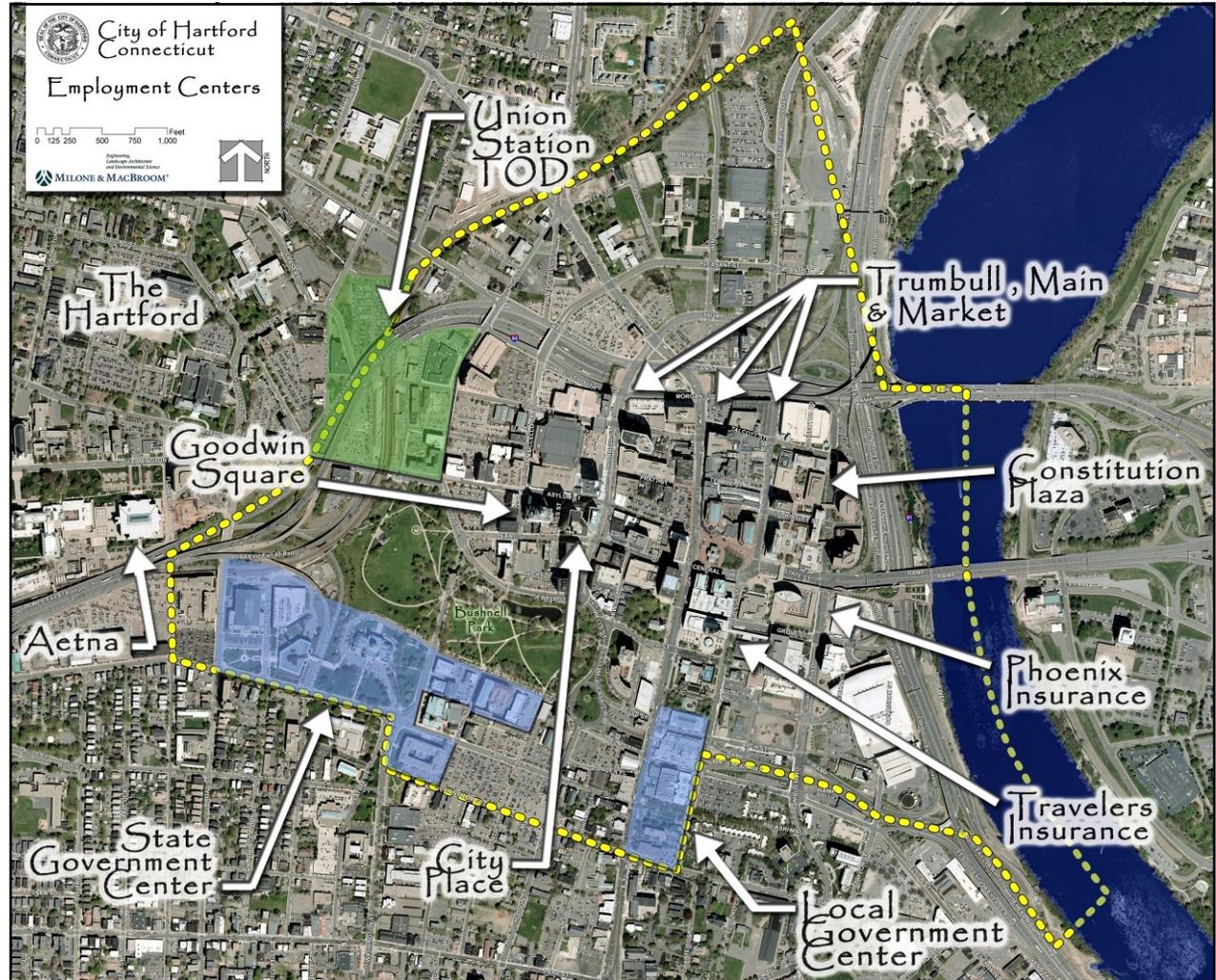
- Health Care/Medical
- Scientific/Technical Services
- Arts & Entertainment

Entertainment

Existing Entertainment Centers

Allyn Street/Asylum Street Area

The Allyn Street/Asylum Street area is home to many of Downtown Hartford’s bars and clubs. A total of 23 restaurants, bars and clubs can be found along Allyn Street, Union Place, Ann Uccello Street and Asylum Street between Trumbull Street and Union Place. This area is the center of Downtown’s nightlife.



Downtown’s Employment Centers

XL Center

Previously known as the Hartford Civic Center, the XL Center is the largest sports and entertainment venue in the State of Connecticut. Managed by Madison Square Garden, the 16,000-seat XL Center hosts sporting events,

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Asylum Street



The XL Center is Connecticut's largest sports and entertainment venue.

concerts, trade shows, conventions/conferences and cultural events. In 2009-2010, the XL Center will be the venue for 11 University of Connecticut men's basketball games and 8 women's basketball games, as well as the Big East Conference's women's basketball tournament. The XL Center is also home to the Hartford Wolfpack, the City's minor league hockey team, and hosts occasional NBA games for the Boston Celtics.

It is important to maintain a premier sports arena within the state's Capitol, and the City should work with the State of Connecticut to determine the appropriate course of action regarding the future of the XL Center and the potential for a new arena that meets the needs of the City, region and State.

Connecticut Center for Science and Exploration

Begun in 2006, the recently completed Connecticut Science Center encompasses 144,000 square feet of floor space, including 40,000 square feet of exhibit space; a 200 seat theater; four specially designed learning laboratories; conference and multi-purpose space; interactive sculpture; an observation deck; and parking facilities for up to 460 vehicles. It is projected that over 400,000 people will visit the Science Center annually. The facility will be an integral part of the adjacent Adriaen's Landing development.

Connecticut Convention Center

The 540,000-square-foot Connecticut Conven-

tion Center is situated on a 33-acre parcel adjacent to I-91 and the Connecticut River, and is the anchor component of the larger Adriaen's Landing economic development project. The Convention Center has 140,000 square feet of exhibit space; a 40,000 square foot ballroom; 25,000 square feet of meeting space; and 2,339 attached parking spaces. The Convention Center is already connected to the new Hartford Marriott Downtown hotel, and will eventually be connected via a pedestrian bridge to the new Connecticut Science Center and the Riverfront Walk. The Convention Center currently attracts an average of 250,000 visitors annually.

Hotels

While not entertainment venues per se, Downtown Hartford's hotels provide a critical support system for the larger entertainment and cultural venues in the area. In recent years, several hotels have been renovated or newly constructed including:

- The Hilton: 404 rooms
- The Marriott: 409 rooms
- Homewood Suites (formerly the Bond Hotel): 116 rooms.
- Holiday Inn Express: 129 rooms
- Crown Plaza: 350 rooms
- Residence Inn: 120 rooms
- The Goodwin Hotel: renovated and seeking a new operator
- Best Western: Planned for Market & Pequot

Future Retail & Entertainment Connections

Improvements to connections among entertainment areas need to be made in order to leverage attendance. Improvements should include a mix of the following elements:

- Conversion of surface parking lots into structured parking
- Infill residential development, where appropriate
- Development of businesses with evening and weekend peak uses, such as:
 - ◆ Restaurants
 - ◆ Bars/pubs/clubs
 - ◆ Live music venues
 - ◆ Galleries/exhibition space
- Wayfinding/signage improvements
- Streetscape improvements (lighting, furniture, fixtures, etc.)

Connections should be focused between the following:

- Allyn Street between Union Station & XL Center- Utilize mixed use, infill development to complete the built form along Allyn Street, providing a seamless connection between Union Station and the XL Center.
- Trumbull Street between Civic Center and Crowne Plaza Hotel/Downtown North- Fully implement the Downtown North Redevelopment Plan, and improve the linkage between this area and the rest of Downtown along Trumbull. Urban design elements such as streetscape improve-

ments, signage, tree plantings and bike lanes could be utilized to bridge the gap between these areas over Interstate 84.

- Civic Center with Science Center/ Convention Center
- Focus attention along the following blocks:
 - ◆ Asylum Street, between Trumbull Street and Main Street
 - ◆ Pratt Street, between Trumbull Street and Main Street
 - ◆ Pearl Street, between Trumbull Street and Main Street
 - ◆ Main Street, between Pratt Street and Pearl Street
 - ◆ Central Row, from Main Street to Prospect Street
 - ◆ State Street, from Prospect Street to Columbus Boulevard
 - ◆ Prospect Street, from Central Row to Grove Street
 - ◆ Grove Street, from Prospect Street to Columbus Boulevard

Culture

Existing Cultural Centers

Downtown Hartford possesses a number of excellent cultural, historic and educational attractions. These assets provide a strong foundation upon which the City can continue to build its cultural landscape.

The following list of assets provides an overview of the key cultural assets in Downtown Hartford:

- Bushnell Center for the Performing Arts
- Wadsworth Atheneum



The Marriott Hotel and Connecticut Convention Center



Homewood Suites



The Connecticut Science Center



- XL Center
- Connecticut Center for Science and Exploration
- Hartford Stage
- TheaterWorks
- Bushnell Park & Pavilion
- State Capitol
- Connecticut State Museum/Supreme Court
- Old State House
- Butler McCook House
- Ancient Burial Ground

Future Cultural Connections

The key to capitalizing on Downtown Hartford's numerous cultural assets is to enhance their interconnectedness. At the present time, these assets are dispersed around different parts of the Downtown, with few connections between them. Individual arts and culture venues and attractions often benefit most when they are located in close proximity to other such venues and attractions. The City of Hartford may not have an "arts district" in its Downtown currently, but can effectively create in the future by better linking existing cultural assets together through appropriate land uses, urban design elements and transportation corridors.

The following are three key connectivity initiatives that would better knit together the arts and culture of Downtown Hartford.

1) Create better connections between the XL Cen-

ter, the Science Center/Convention Center area, the Hartford Stage and the Wadsworth Atheneum. Focus attention along the following blocks:

- Asylum Street, between Trumbull Street and Main Street
- Pratt Street, between Trumbull Street and Main Street
- Pearl Street, between Trumbull Street and Main Street
- Main Street, between Church Street and Gold Street
- Atheneum Square North, between Main Street to Prospect Street
- Central Row, from Main Street to Prospect Street
- State Street, from Prospect Street to Columbus Boulevard
- Prospect Street, from Atheneum Square North to Grove Street
- Grove Street, from Prospect Street to Columbus Boulevard

Improvements should include a mix of the following elements:

- Conversion of surface parking lots into structured parking
- Infill residential development, where appropriate
- Development of additional cultural uses, such as:
 - ◆ Galleries/exhibition space
 - ◆ Performance space
 - ◆ Small museums

- ◆ Arts education facilities
- Wayfinding/signage improvements
- Streetscape improvements (lighting, furniture, fixtures, etc.)

2) Improve the cultural linkages along Capitol Avenue and Main Street to form a coherent urban design and cultural activity connection between the Bushnell Center for the Performing Arts and the Wadsworth Atheneum.

- Utilize the iQuilt study as a general blueprint for enhancing the cultural connectivity along this corridor.
- Encourage infill residential development among new cultural-oriented land uses
- Utilize urban design elements, such as unique architecture, signage and streetscape improvements.

3) Improve the connectivity between land uses and activities on each side of Bushnell Park with one another.

- Implement proposed Trinity Street and Bushnell Park pathway improvements as outlined in the City of Hartford’s TIGER grant application
- Improve lighting in Bushnell Park to facilitate crossing the park during nighttime hours
- Improve signage and wayfinding elements throughout the park.

iQuilt

iQuilt is a joint effort between The Bushnell and

the Greater Hartford Arts Council to create a plan that will make it easy and enjoyable to walk from one of Hartford’s cultural sites and institutions to the others, while linking them conceptually around the theme of cultural innovation. An innovative wayfinding system utilizing signs, plaques, and artwork will help accomplish this. The quilt in “iQuilt” refers to the loose grid of north-south and east-west streets bounded by Buckingham/Charter Oak Avenue, I-84 and the Connecticut River. The plan will also highlight a “Green Seam,” a “Red Thread,” and a “Blue Belt,” as themed walking tours.

Regional Connectivity

Downtown is not only the mass transit hub for the City and region, but also serves as a key connection between greater New England and Connecticut’s third largest city, New Haven. Downtown is located at the intersection of two interstate highways (I-84 and I-91) and is served by several other highways including State Route 2, State Route 15, and US Route 44. Several local roads radiate out from Downtown. These include: Wethersfield Ave, Franklin Ave, Washington St, New Britain Ave, Park Street, Capitol Ave, Farmington Ave, Asylum Ave, Albany Ave and North Main St. Downtown’s highway system combined with collectors and local streets provide exceptional vehicular access to and within the Downtown.

Located along the western boundary of the



Bushnell Park & Pavilion is a key cultural asset.



iQuilt’s Walkways of Innovation

Downtown is Union Station, the heart of the region's mass transit system. Union Station plays an important role in interregional and interstate rail and bus service, and in the future will be the centerpiece of Hartford's Transit Oriented Development, combining both the New Britain Hartford Busway and the New Haven – Hartford – Springfield (NHHS) Commuter Rail. The station is also a significant cultural and historic asset. Erected in 1843, the station is listed on the National Register of Historic Places.

Hartford Transportation Pathways Strategy

The Hartford Transportation Pathways Strategy for the Hartford Hub (HTPS) represents the assemblage of many transportation improvement and transit-oriented development (TOD) initiatives in the area around Hartford's Union Station. These initiatives are in many different stages of development. Some already have a creation level of funding procured, and require only a small additional amount of funding to proceed to bidding and construction. Other initiatives are in the design and permitting phases, while still more are in the conceptual development phase. Many of these initiatives have proceeded along their own individual development tracks. The TIGER application process has provided the City of Hartford, the State of Connecticut Department of Transportation (ConnDOT), the Capitol Region Council of Governments (CRCOG) and the Greater Hartford Transit District (GHTD) with the impetus to join

together and coordinate the development of these numerous projects and initiatives.

The HTPS initiatives can be roughly categorized into the following four "pathways":

- **Modal Pathways** - Adding and Augmenting Transportation Modes
- **Service Pathways**- Supportive Services for Multi-Modal Transportation
- **Connection Pathways**- Facilitating Connections to Neighborhoods and Jobs
- **Development Pathways**- Transit-Oriented Development Generated by Multi-Modal Transportation

Modal Pathways

The Modal Pathways component of the HTPS includes the following initiatives:

- New Haven-Hartford-Springfield Commuter Rail Service
- New Britain-Hartford Busway

Service Pathways

The Service Pathways component of the HTPS includes the following initiatives:

- Union Station Bus Transit Center
- Improvements to interior of Union Station, including track and platform upgrades
- Improvements to Union Station site to reconfigure bus bays
- Asylum Street railroad bridge replacement
- Church Street railroad bridge replacement

- Structured parking and surface parking lots

Connection Pathways

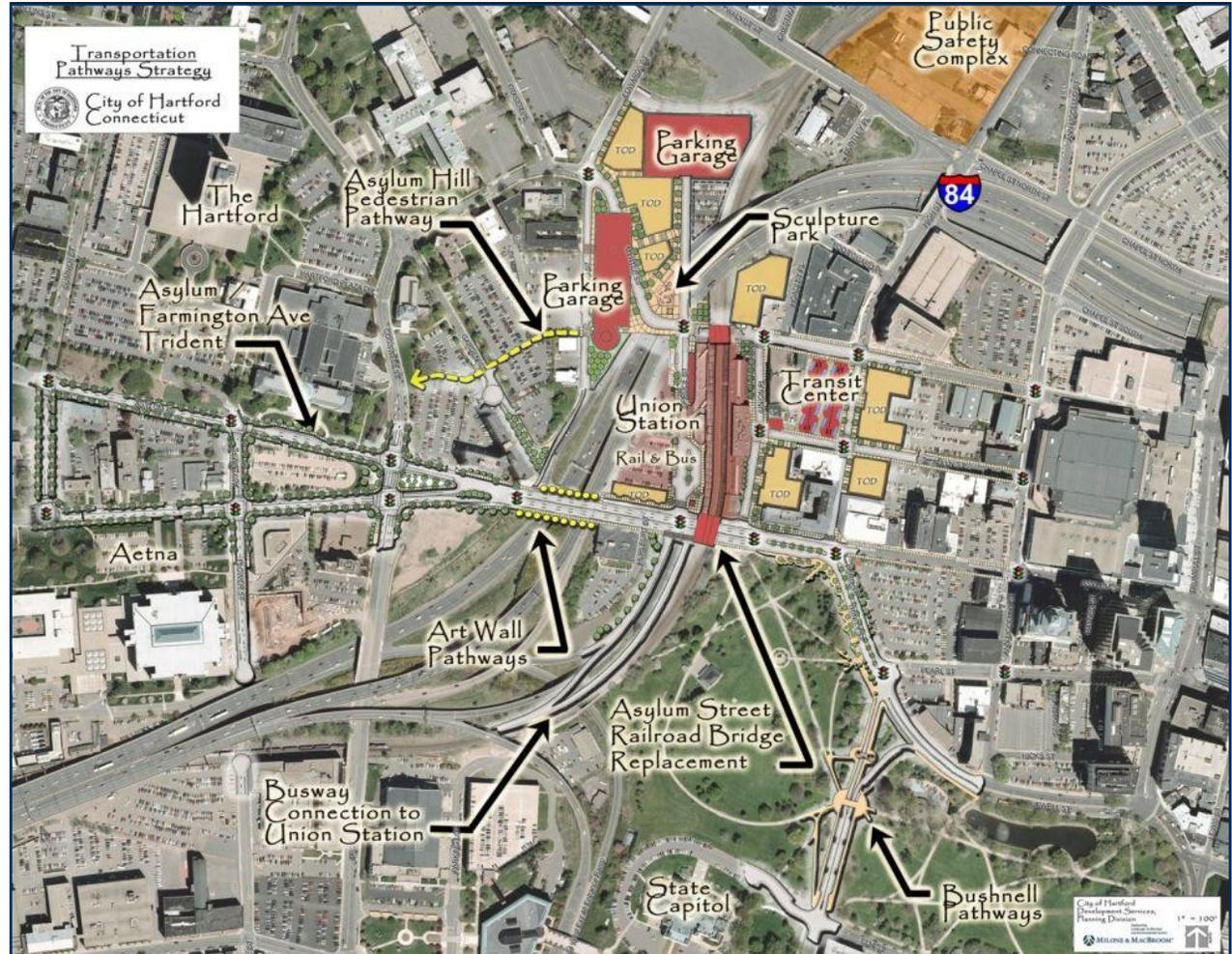
The Connection Pathways component of the HTPS includes the following initiatives:

- Reconfiguration of Farmington Ave./ Asylum St. “Trident”
- General traffic circulation and signalization improvements
- Reconfiguration of Trinity Street and Bushnell Park pathways
- Closure of Flower Street
- Closure of Garden Street
- Asylum Hill pedestrian pathway
- Extension of Sumner Street
- Art Wall pathway and railroad bridge replacement – Asylum Street
- Myrtle Street sculpture park
- Access improvements around Union Station for taxis, bicycles and pedestrians (“Complete Streets”)
- Streetscape improvements along several streets

Development Pathways

The Development Pathways component of the HTPS includes the following initiatives:

- Mixed use development along:
 - Asylum Street
 - Myrtle Street
 - Union Place
 - High Street
 - Development of jobs and economic activ-



ity around Union Station and in surrounding neighborhoods

- Increased residential presence in this part of Downtown Hartford to improve livability

The New Britain – Hartford Busway

The New Britain – Hartford Busway Project is a

Hartford Transportation Pathway Strategies

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Proposed New Britain – Hartford Busway Route and Stops

proposed bus rapid transit line running from Union Station, Hartford to a terminal in downtown New Britain. The proposed rapid transit line will run approximately 9.4 miles and be constructed by the Connecticut Department of Transportation. Up to eleven transit stations will serve the users of the busway. Bus rapid transit (BRT) is a special roadway treatment for buses that can substantially upgrade bus system performance. Buses using this corridor will have more competitive travel times when compared with automobiles, since they will bypass congestion on arterial streets and I-84. According to the CT DOT, revenue operations of the busway are expected to begin late in 2013.

The NHHS Commuter Rail is a proposed commuter rail line running from New Haven to Hartford, Connecticut and Springfield, Massachusetts. The proposed commuter line could also provide connections to Bradley International Airport, links to Amtrak Intercity service and a direct link to the existing Metro North and Shore Line East Commuter Rail in New Haven. The implementation of the New Haven – Hartford – Springfield Commuter Rail would benefit the region's transportation networks and stimulate economic growth throughout the state. Additional commuter rail services with the addition of new stations along the Interstate 91 corridor will ease the high amount of traffic delays and limit the amount of harmful emissions released into the atmosphere. The

proposed commuter rail is intended to provide an attractive transit option for residents in the neighboring areas, create economic development and transit-oriented development opportunities.

The Griffin Busway corridor project explored the potential for bus rapid transit (BRT) service in the northwest corridor from downtown Hartford to Bradley International Airport in Windsor Locks. The project is being designed to build transit ridership in the corridor, insure the viability of Union Station as the busway terminus and insure that the busway buses can be efficiently added to the downtown transit traffic. The result of these improvements will help provide a transit hub, strengthen trunk service and improve transportation to employment sites for City residents.

The Hartford Bus System is operated by Connecticut Transit (CT TRANSIT) which is owned by the Connecticut Department of Transportation. CT TRANSIT Hartford is the largest division of CT TRANSIT and operates over 30 local and 12 express bus routes throughout Hartford County. Many local routes operate 7 days a week and serve 26 towns in the Capital Region.

The Hartford Metropolitan bus system makes connections with the Middletown Area Transit and CT TRANSIT New Britain. Bus service to the Downtown is excellent with over two dozen local bus routes and numerous commuter routes converging on the Downtown. CT Transit's Star

Shuttle is a free Downtown shuttle that operates every 12 minutes Monday through Friday from 7 AM to 11 PM, and Saturday from 3 PM to 11 PM. The shuttle has fifteen stops at hotels, historic and cultural sights, restaurants and other popular venues in the Downtown.

A circulation study by Vanasse Hangan Brustlin Inc. (VHB) is currently underway for the Downtown. The purpose of the study is to identify opportunities to improve the downtown transportation network. Enhancing the downtown transportation network will promote economic growth and investments, improve regional and local connectivity, and create accessibility through a variety of transportation modes, including walking, transit, and driving. Key project objectives are to: enhance economic vitality of downtown, strengthen connections between areas of city, strengthen pedestrian connections and walkability, Improve vehicle access, Reinforce/establish key gateway intersections and roadway corridors, improve way-finding, support on-going transit initiatives and target key downtown corridors for transportation improvements.

Downtown West Section II Redevelopment Plan

Completed and adopted in the fall of 2008, the Downtown West Section II Redevelopment Plan encompasses 13 properties located along Walnut Street, Edwards Street, Spring Street, Myrtle Street and Huntley Place. This redevelopment

plan provides for transit-oriented development and possibly structured parking that is supportive of the nearby insurance industry facilities, neighborhood needs and Union Station. Transit-hub support space and small-scale commercial space to serve surrounding residential neighborhoods is also envisioned. The centerpiece of the plan is the acquisition and demolition of 1-7 Myrtle Street, also known as the vacant Capitol West office building.

While this area is located along the western periphery of the Downtown area, its successful redevelopment is critical to support future transit-oriented development initiatives on the western side of Downtown.

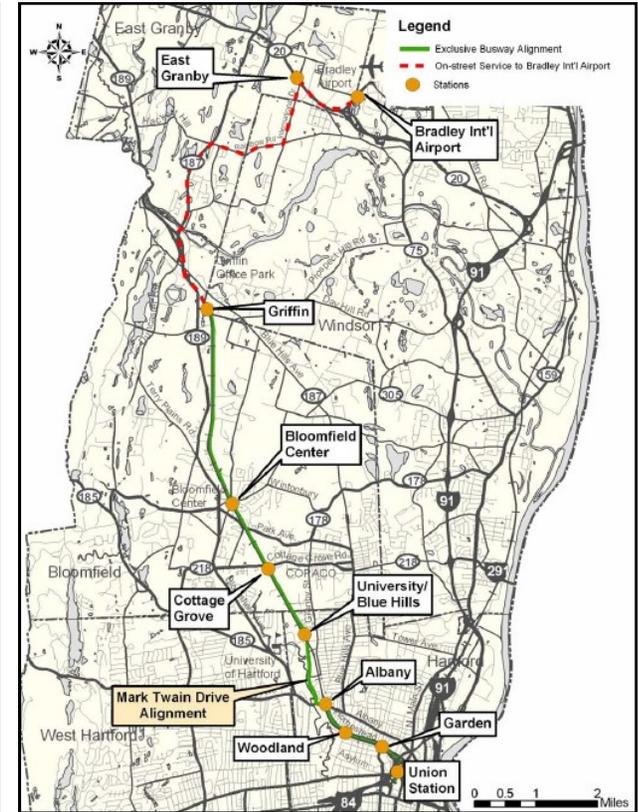
Goals & Objectives

GOAL 1: Create new housing units Downtown.

Objectives:

- Establish a goal to allow for at least 4,500 additional housing units, potentially in the following locations:
 - ◆ Union Station– 500 units
 - ◆ Bank of America- 200 units
 - ◆ Capitol & Buckingham Area– 500 units
 - ◆ Old YMCA– 100 units
 - ◆ Front Street– 300 units
 - ◆ Columbus Boulevard Corridor (Front Street)—1500 units
 - ◆ Main & Asylum– 300 units
 - ◆ Main & Park– 250 units
 - ◆ Downtown North– 1000 units

Downtown Plan



2004 Griffin Busway Feasibility Study

- Ensure new housing is affordable for a variety of income groups by creating set-aside requirements.
- Ensure new housing is appropriate for the following market segments: students, active adult/empty nesters, and young professionals
- Pursue & encourage additional residential development in the area surrounding Front Street.

GOAL 2: Promote mixed use development.

Objectives:

- Address potential conflicts between entertainment & residential uses.
- Develop a Green Print plan for vacant and underutilized buildings and surface parking lots.
- Incentivize development with a housing component.

GOAL 3: Enhance pedestrian connections.

Objectives:

- Increase pedestrian level of service by redesigning key intersections and areas including:
 - ◆ Columbus & State
 - ◆ Connections between Main Street and Bushnell Park
- Develop a wayfinding plan to improve connects among existing cultural activity centers & entertainment areas .
- Improve the pedestrian experience by

implementing streetscapes.

GOAL 4: Improve Downtown transit options.

Objectives:

- Expand bus hours & routes to match activities.

GOAL 5: Improve vehicular circulation & connectivity.

Objectives:

- Implement the recommendations from the Downtown Circulation Study:
 - ◆ Reconfigure Columbus Boulevard from a one-way to a two-way street
 - ◆ Reconfigure Main Street from a one-way to a two-way street
 - ◆ Reconfigure Asylum Avenue from a one-way to a two-way street
 - ◆ Reconfigure the Main St/High St/Ann St/Albany Ave intersection
 - ◆ Create a new road from Walnut St. to Pleasant St.

GOAL 6: Rationalize Downtown parking.

Objectives:

- Create a comprehensive parking strategy for Downtown and the neighborhoods that will:
 - ◆ Encourage removal of surface parking
 - ◆ Replace surface parking with mixed use development
 - ◆ Create structured parking with ground floor retail
 - ◆ Address alternatives to free suburban parking

GOAL 7: Encourage 24/7 activity.

Objectives:

- Develop businesses with evening and weekend peak uses such as restaurants, bars, clubs, live music venues and galleries/exhibition space.
- Create public spaces that can serve as spontaneous gathering points.
- Encourage family-friendly establishments.

GOAL 8: Diversify Downtown’s economic base.

Objectives:

- Establish a taskforce to attract scientific/technical services, medical, arts & entertainment sectors.
- Encourage the creation of an indoor, year-round venue for vendors.

GOAL 9: Increase occupancy & improve appearance of existing commercial buildings.

Objectives:

- Establish a taskforce to create a retail marketing strategy with aggressive performance measures.
- Strive to increase existing commercial space occupancy rates to the following levels:
 - ◆ Class A Office Space Occupancy= 95%
 - ◆ Class B and C Office Space Occupancy= 85%-90%
 - ◆ Retail Space Occupancy= 90%

GOAL 10: Promote Hartford through marketing.

Objectives:

- Highlight and promote Hartford's cultural assets as a collective unit.

GOAL 11: Make specific corridor and area improvements.

Objectives:

- Improve the Capitol Avenue Corridor by creating a mixed-use neighborhood, replacing surfacing parking with structured parking, and developing available land with new buildings.
- Improve Main Street by studying alternate design concepts to improve functionality, aesthetics, pedestrian accessibility and circulation.
- Improve Main Street by implementing the 2010 Downtown Convergence recommendations.
- Implement the Downtown North Redevelopment Plan.
- Develop Urban Design Standards for Downtown North.

GOAL 12: Improve regional connectivity.

Objectives:

- Implement BRT, Commuter Rail, & Union Station upgrades.



Transportation & Circulation



KEY TOPICS

- Travel Patterns
- Roadways
- Bus Transit
- Railway
- Airports
- Pedestrian & Bicycle Environment
- Comprehensive Transportation Planning Efforts
- Goals & Objectives



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Introduction

Transportation plays a critical role in One City, One Plan. Transportation themes thread through the goals of the plan to promote livable and sustainable neighborhoods, enhance mobility through transit, pedestrian and bike systems city-wide and by advancing downtown's role as the regions center for commerce, culture and city living. Further, the proposed railway and pedestrian plans promote and encourage the integration of sustainable practice in and around the city.

A safe, efficient, flexible and economically viable transportation system is essential to ensure that the City of Hartford can continue to grow and prosper. This system, comprised of a surface transportation network of highways, streets, walkways, greenways, bikeways, and mass transit, and proximity to Bradley International Airport is the basis for its expanding role.

One of Hartford's major goals for its transportation system is to reduce reliance on automobiles. This entails working across many different spheres to make it enjoyable, more convenient and less expensive to use other modes of transportation besides private cars for a variety of trips. Housing, urban design, transit, economic development, and parking policy all play a role in accomplishing this goal.

This plan draws from the work of previous studies by the City of Hartford, Connecticut

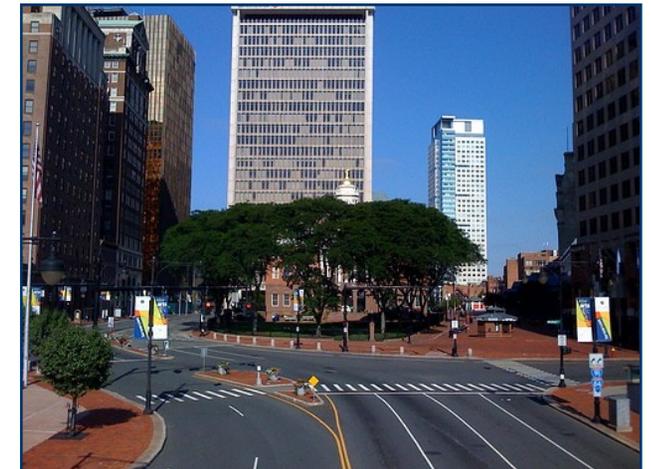
Department of Transportation (ConnDOT), Connecticut Department of Environmental Protection, Natural Resources Conservation Service, Capitol Region Council of Governments, CT Transit and others. The challenge for the next ten years is to incorporate these planning efforts and ideas into one comprehensive strategy for the city. One such component included in this plan is called The Hartford Transportations Pathway Strategy which incorporates the plans in and around Union Station into one strategy. Studies and initiatives examined as background in the preparation of this section include:

- Hartford Traffic Control System Upgrades
- Hartford 2010
- Hartford I-84 Viaduct Study (HUB of Hartford)
- ConnDOT 2007 Master Plan
- New Britain– Hartford Busway Project
- Northwest Corridor Study
- New Haven– Hartford—Springfield (NHHS) Commuter Rail project
- East Coast Greenway Plan and Bicycle Plan
- Capitol Region Council of Government (CRCOG) Regional Pedestrian & Bicycle Plan
- Capitol Region Council of Government (CRCOG) Regional Plan of Conservation and Development
- Downtown Circulation Study
- Union Station Planning Project
- Traffic Calming Studies
- Streetscape Projects

Transportation & Circulation



Capitol Ave with Capitol Building in Background



State House Square

One City, One Plan– POCD 2020

Journey to Work- Destination of Hartford Resident Workers

Hartford	18,252	44.5%
7 Adjacent Towns (detailed distribution below)	10,986	26.8%
<i>Bloomfield</i>	<i>1,395</i>	<i>3.4%</i>
<i>East Hartford</i>	<i>1,928</i>	<i>4.7%</i>
<i>Newington</i>	<i>1,462</i>	<i>3.6%</i>
<i>South Windsor</i>	<i>605</i>	<i>1.5%</i>
<i>West Hartford</i>	<i>3,415</i>	<i>8.3%</i>
<i>Wethersfield</i>	<i>879</i>	<i>2.1%</i>
<i>Windsor</i>	<i>1,302</i>	<i>3.2%</i>
Balance of Hartford County	9,172	22.4%
Balance of CT	2,107	5.1%
Massachusetts	164	0.4%
Other Out of State	328	0.8%
TOTAL	41,009	
<i>Source: U.S. Census Bureau, 2000; compiled by HMA.</i>		

Journey to Work- Origin of Commuters into Hartford

Hartford	18,252	17.1%
7 Adjacent Towns (detailed distribution below)	28,735	26.9%
<i>Bloomfield</i>	<i>2,730</i>	<i>2.6%</i>
<i>East Hartford</i>	<i>4,859</i>	<i>4.5%</i>
<i>Newington</i>	<i>3,342</i>	<i>3.1%</i>
<i>South Windsor</i>	<i>2,619</i>	<i>2.5%</i>
<i>West Hartford</i>	<i>8,116</i>	<i>7.6%</i>
<i>Wethersfield</i>	<i>3,576</i>	<i>3.3%</i>
<i>Windsor</i>	<i>3,493</i>	<i>3.3%</i>
Balance of Hartford County	30,905	28.9%
Balance of CT	24,572	23.0%
Massachusetts	3,290	3.1%
Other Out of State	1,115	1.0%
TOTAL	106,869	
<i>Source: U.S. Census Bureau, 2000; compiled by HMA.</i>		

Travel Patterns

Hartford’s transportation system is used by its residents, workers, and visitors every single day of the year. Travel patterns vary according to the type of trip being taken, the time of day, the time of year (seasonal variations), and the mode being used. For example, an individual may carpool to work during the weekdays, drive alone to the grocery store in the evening, walk with the kids to the park on the weekend, and take the bus to dinner and a movie Downtown on Saturday night. Understanding the public’s purposes and preferences for travel helps to shape the kind of system that works best for Hartford.

Journey to Work

The most well-studied travel pattern is the “Journey to Work,” for which data is provided by the United States Census Bureau. Analysis of this data helps us to understand the general traffic flows into and out of Hartford’s communities generated by daily trips to and from the workplace.

According to the 2000 Census, the City of Hartford has an estimated 41,009 resident workers, of whom 18,252 (44.5%) are employed within the City itself. The remaining 22,757 workers (55.5%) commute to jobs outside of Hartford. Hartford residents are somewhat reliant upon jobs within the City itself for employment, as well as in the metropolitan area in general. In fact, 71.3% of Hartford’s resident

workforce works in either Hartford or an adjacent municipality. Fewer than 7% of Hartford resident workers commute out of Hartford County for work. Many employed residents of Hartford are likely to have short commuting distances to and from their workplace. Other important employment destinations for Hartford workers include West Hartford (3,415 workers), East Hartford (1,928 workers), Newington (1,462 workers), and Bloomfield (1,395 workers).

According to Census data, an estimated 88,617 workers commute into Hartford for employment daily, in addition to the 18,252 workers mentioned previously who both reside and work within the City. Commuters into Hartford come from a wider range of communities than are represented as destinations for Hartford resident workers; while fewer than 7% of Hartford workers left the county, over 27% of commuters into Hartford came from outside Hartford county. A substantial percentage of commuters into Hartford came from West Hartford (7.6%), Manchester (4.6%), East Hartford (4.5%), Wethersfield (3.3%), and Windsor (3.3%). The accompanying table shows a summary of the origin of commuters into Hartford.

Seventy-three percent of Hartford workers commute to and from work by car. In fact, of the 29,830 residents who commute by car, over 78% drive alone. Over 7,600 (16.4%) of Hartford workers commute to work by public transportation and an additional 2,374 (5.8%) walk to

work. According to the CROG Transportation Plan for 2035, nearly 8% of all Hartford workers currently commute by bus. Hartford workers in the City's Central Business District (CBD) rely heavily on bus transportation, with 14.4% of all workers in the CBD commuting by bus.

These figures indicate that single occupancy vehicles are the preferred method of transportation to and from work for the vast majority of Hartford's workers. Less expensive, more environmentally sound methods of transportation such as taking the bus, walking, or riding a bicycle remain less attractive to workers, perhaps due to a lower level of convenience, an increased commitment of time and effort, or real and perceived safety issues.

Roadways

The City of Hartford serves as a transportation hub between Boston and New York. It is well positioned from a surface transportation standpoint as the convergence of many interstate and state routes, including I-91 and I-84 and Connecticut routes 4, 5 and 15. These roadways serve those traveling within, to and from, and through Hartford.

In addition to these larger roadways, Hartford is greatly impacted by the arrangement of its smaller streets. The loose gridiron arrangement of the majority of Hartford's streets provides a strong web of connections. The roadways may accommodate motorized and non-motorized vehi-

cles as well as people traveling by foot. Various roadways have different purposes, and as such are designed and operated differently.

Roadways have different owners and thus are subject to different regulations. According to the Connecticut Department of Transportation, as of 2006, the City of Hartford was served by 225.9 miles of public roads, 91.5% percent of which are City roads (206.6 miles) and the balance of which (8.5%) are State Roads. City roads must be designed to City standards, and are maintained by the City, whereas State roads follow state standards of design and maintenance.

Functional Classification of Roadways

Roadways are further classified based on traffic volumes, accessibility and function. Functional classification is important because it determines how a roadway is designed, including design speed, lane width, shoulder width, and median design, among other things. Road functions can change over time as land use changes, so it is important to reclassify roadways when necessary to ensure that they function properly in their current environments. It should be noted that roadways classification is based on and geared toward motorized vehicular use of the roadway, and does not take into account non-motorized and pedestrian usage.

The State DOT has identified six different levels of roadway classifications in the City of Hartford



I-84 is one of Hartford's two Principal Arterial-Interstate roadways.

Functional Classification Systems

Arterial- Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collector- Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

Local- Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

One City, One Plan– POCD 2020

Level of Service	Description
A	Free flow with low volumes and high speeds.
B	Reasonably free flow, but speeds beginning to be restricted by traffic conditions.
C	In stable flow zone, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow; drivers have little freedom to select their own speeds.
E	Unstable flow; may be short stoppages
F	Unacceptable congestion; stop-and-go; forced flow.

Level of Service Characteristics

Urban & Suburban	Highway Type
C	Freeway
C	Arterial
D	Collector
D	Local

AASHTO Guide for selection of Design Level of Service



Main Street is classified as a Principal Arterial

based on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow: Principal Arterial – Interstate, Principal Arterial – Other, Principal Arterial – Expressway, Minor Arterial, Collector and Local Road. In some cases, the actual classification of a road may change along its length or may operate differently than its assigned functional classification.

Principal Arterial – Interstate

This is the highest functional roadway classification in Hartford, providing limited-access, multi-lane, high volume, high capacity facilities intended to provide for and accommodate high speed travel, over long distances with relatively few points of access to the local street system. Hartford’s north/south and east/west link to the interstate highway system, which is classified as a principal arterial, is among the best available in Connecticut.

Principal Arterial – Expressway

Hartford’s second highest functional roadway classification is similar in many ways to Interstate Arterials, without the interstate designation. Within Hartford, Route 5 and a short section of Route 4 receive this classification.

Principal Arterial – Other

This roadway type connects major development and activity centers within Hartford to each other as well as to activity centers in other towns and to accessible expressways. To maintain the road’s

thru traffic carrying capacity and higher design speeds, this road type would ideally provide a more restrictive level of access control to adjacent land uses than do other roads in the City. The Principal Arterial–Other roadways within Hartford are Route 44 and most of Route 4.

Minor Arterials

This type of roadway connects principal arterials and augments the traffic carrying capabilities of the entire roadway system. This type of roadway provides for a greater degree of access to abutting land uses and typically does not provide the same level of through mobility of the higher classifications.

Collector Streets

Collector Streets provide a higher degree of access to abutting land uses and a somewhat diminished level of through mobility than the higher classifications.

Local Roadways

The final classification of roadways includes all remaining streets. This classification contains a high percentage of street mileage, with roads that provide the highest level of access to abutting land uses and the lowest level of through mobility.

Hartford’s roadway classification system currently serves the surrounding land uses well, and as such no changes are recommended at this time.

Level of Service

Level of service (LOS) is a grading system for amount of congestion, using the letter A to represent the least amount of congestion and F to refer to the greatest amount. The appropriate degree of congestion (that is, the level of service) to be used in planning and designing highway improvements is determined by considering a variety of factors such as the desires of the motorists, adjacent land use type and development intensity, environmental factors, and aesthetic and historic values.

In 2009, the Downtown Circulation Study was undertaken to help understand how downtown accessibility could be improved. This study examined LOS at 29 key intersections. Many intersections exhibited an LOS of A, B, or C for morning and evening peak periods. Only one intersection was given an LOS of “F.” However, according to AASHTO’s Highway Capacity Manual, in urban areas an LOS of “C” is appropriate for freeways and arterials, while an LOS of “D” is appropriate for collector and local roads. This would indicate that vehicles are operating at an inappropriate level of congestion for an urban area. In effect, cars are moving through the Downtown, and possibly other parts of the City, too quickly, which can have a negative impact on safety and the local economy.

It also implies that motorists experience faster travel times at the expense of other modes such

as walking and biking, which can be hampered by free-flowing traffic. This Plan recommends a policy of providing a higher level of service for alternative modes of transportation than for automobile traffic so that alternative modes will become safer and more attractive.

Roadway Condition

The condition of Hartford’s streets and roadways has been assessed by an outside consultant working for the Department of Public Works. This assessment proscribes that road reconstruction and roadway resurfacing takes place on an annual basis. The Department of Public Works completed a Traffic Calming study in the neighborhoods. Based on that study traffic calming improvements have been scheduled under the City’s Capitol Improvement Program. Recognized concerns, which are addressed in the Downtown Circulation study currently underway, include:

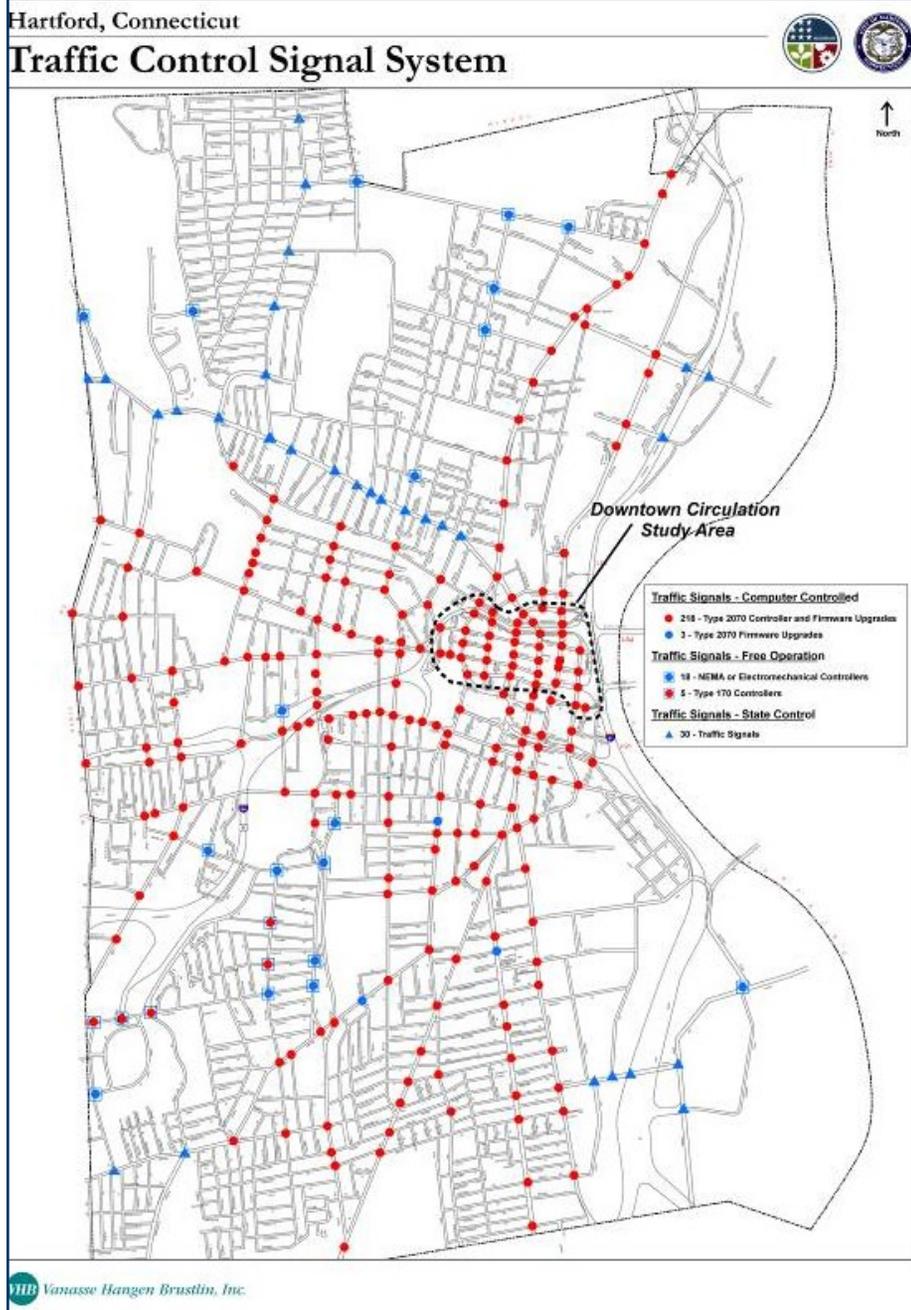
- Speeding in the neighborhoods;
- Confusing one-way street patterns Downtown; and
- Need for pedestrian circulation and safety improvements to move toward Complete Streets.

As part of the Parkville Redevelopment Plan, it is anticipated that Bartholomew Avenue originating at Park Street will be extended to connect with Flatbush Avenue. In addition, the HUB of Hartford study is currently studying alternatives to the I-84 viaduct.

Transportation & Circulation



Hartford’s Roadway Functional Classifications



The 2010 Trident report provides a series of recommendations around six tridents and will be discussed later on in this chapter. There are several streetscape projects that have recently been completed, with others in various states of design, which will also be discussed later in the chapter.

Hartford’s Traffic Control System

Major improvements are needed for Hartford’s traffic control system. The existing system is based on decades old technology that is not well supported by the traffic control system manufacturer and generally unreliable. Based on the existing system’s performance, failure is routine and unpredictable. Most errors and failures are discovered by citizen complaints rather than system reports. A multi-million dollar updating and replacement of Integrated Surface software, central control hardware, local control hardware and local control firmware has been proposed.

Such a new system will also bring new traffic control technology to 220 intersections under computer control. The state of the art traffic control signal system will provide for a smooth flow of traffic along City streets, reducing congestion and stopped vehicles at problem locations, thereby improving air quality and reducing fuel consumption. It will also improve the safety of these intersections for pedestrian traffic. Finally, these improvements will make driving a less frustrating, more pleasurable experience, encouraging people to travel throughout the City.

Parking

Parking is an important element of a City’s transportation system. Parking policy helps shape travel behavior, community design, and development economics. It must be developed carefully to balance a myriad of needs, including the need to accommodate residents, workers, and visitors; support economic activity; support transit ridership goals; and encourage new development. When not enough parking is supplied, or parking is exorbitantly expensive, those traveling by car may find it too inconvenient to travel to Hartford to do business, shop or visit. However, when supply is too plentiful or inex-

pensive, overreliance on automobiles is encouraged, and street life, as well as quality of life in general suffers. The City's goal is to create a parking supply and pricing policy that balances the needs of the City and helps move it toward sustainability.

Downtown

Downtown Hartford has numerous parking facilities including a mix of enclosed garages and surface lots operated by several different companies and the Hartford Parking Authority. Additionally, on-street parking is available throughout much of the downtown with pay-and-display parking meters. While finding an available parking space may not typically be a problem for drivers, navigating to the most appropriate facility is more of a challenge. The diversity of choice combined with one way street patterns and insufficient wayfinding signage can make it difficult for a driver unfamiliar with the Downtown to confidently find an appropriate parking space.

In 2006 a "Parking Supply/Demand and Alternatives Analysis" was prepared for the Hartford Parking Authority. This study examined Downtown Parking and found a supply of 11,453 parking spaces in public surface and garage lots as well as private surface lots (only one private garage was included in this study). A demand of 8,995 spaces was projected through 2011, with a utilization rate of 79%. Only one area of the Downtown (bounded by Asylum St, Main St, and

Jewell St) was projected to have a deficit in supply. Several alternatives were developed for meeting that demand, and the HPA is pursuing development of a new garage at Ford St & Asylum St that will provide parking as well as street-level retail space.

Neighborhoods

Hartford's Zoning Regulations currently require that all new residential construction include off-street parking at a rate of one to one and one half spaces per dwelling unit. Since much of Hartford was constructed prior to these regulations, many neighborhoods rely mainly on on-street parking.

Roadway Plans & Projects

Hartford's roadways system is one of the most salient attributes of the City due to the fact that virtually every member of the community experiences it. As such, it is already the subject of many planning efforts and improvement projects aimed at improving the safety and efficiency of our roadways including the following:

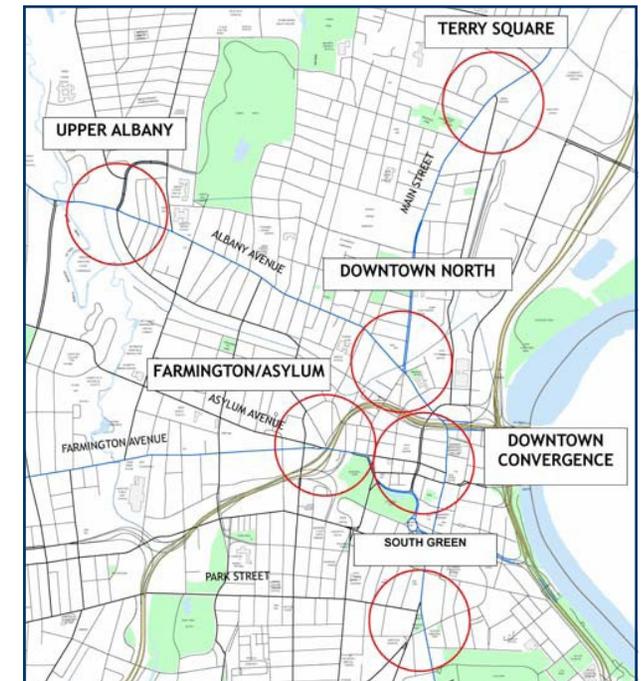
Hartford 2010

The Hartford 2010 study focused on key intersections, referred to as Tridents, serving the City and inner ring suburbs of East Hartford, Bloomfield, West Hartford, Wethersfield, and Windsor. The Tridents are Terry Square, Upper Albany, North Main, Asylum and Farmington, Downtown Conver-

Transportation & Circulation



The Morgan Street Garage

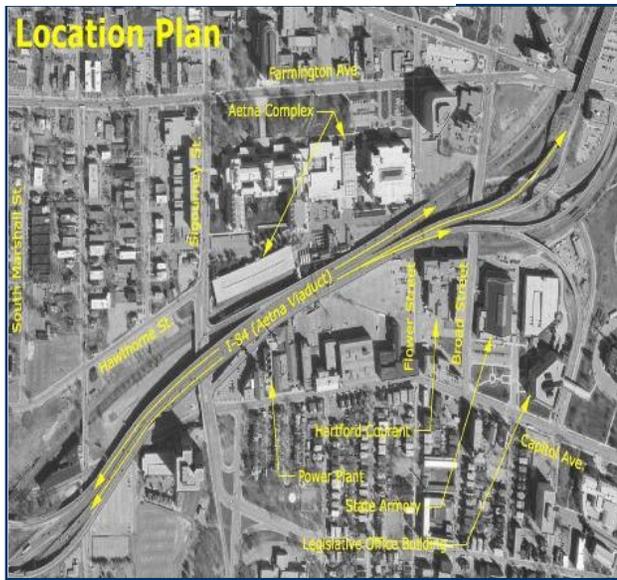


Hartford 2010 Tridents

One City, One Plan– POCD 2020



The Terry Square Trident



I-84 Viaduct Project Area Map

gence and South Green. Key transportation initiatives of Hartford 2010 for each trident are:

Downtown Convergence

- Bring Trumbull Street streetscape principles to Main Street
- Create alternatives to reduce the use of Main street for bus staging
- Relocate bus transfer points
- Recalibrate signal timing
- Rationalize lane widths and add bump-outs at crossings
- Provide opportunities for short-term, on-street parking
- Provide higher-amenity bus stops
- Further upgrade way-finding signage

Asylum/Farmington

- Continue Farmington Avenue streetscapes through to Union Station
- Recalibrate signal timing
- Reorganize traffic movement and improve circulation
- Rationalize lane widths, add bump outs at crossings
- Provide opportunities for short-term, on-street parking
- Integrate New Britain bus way
- Further upgrade way-finding signage
- Provide a good pedestrian connection under the highway and train viaduct

Upper Albany / Blue Hills Avenue

- Reorganize traffic pattern in coordination with DOT and MDC
- Rationalize lane widths. Add bump outs at crossings
- Provide opportunities for on-street parking to enhance retail performance
- Further upgrade way-finding signage

South Green

- Secure parking garage at Park Street and Main Street
- Conduct a rotary study
- Identify a location for construction of a new parking garage
- Reorganize traffic movement and improve circulation
- Integrate bus transit & hospital shuttles
- Rationalize lane widths and add bump-outs at crossings
- Provide opportunities for on-street and off-street parking to improve retail performance
- Further upgrade way-finding signage

Terry Square

- Recalibrate signal timing
- Reorganize traffic movement and improve circulation
- Rationalize lane widths and add bump-outs at crossings
- Opportunities for on-street parking
- Further upgrade way-finding

Downtown North

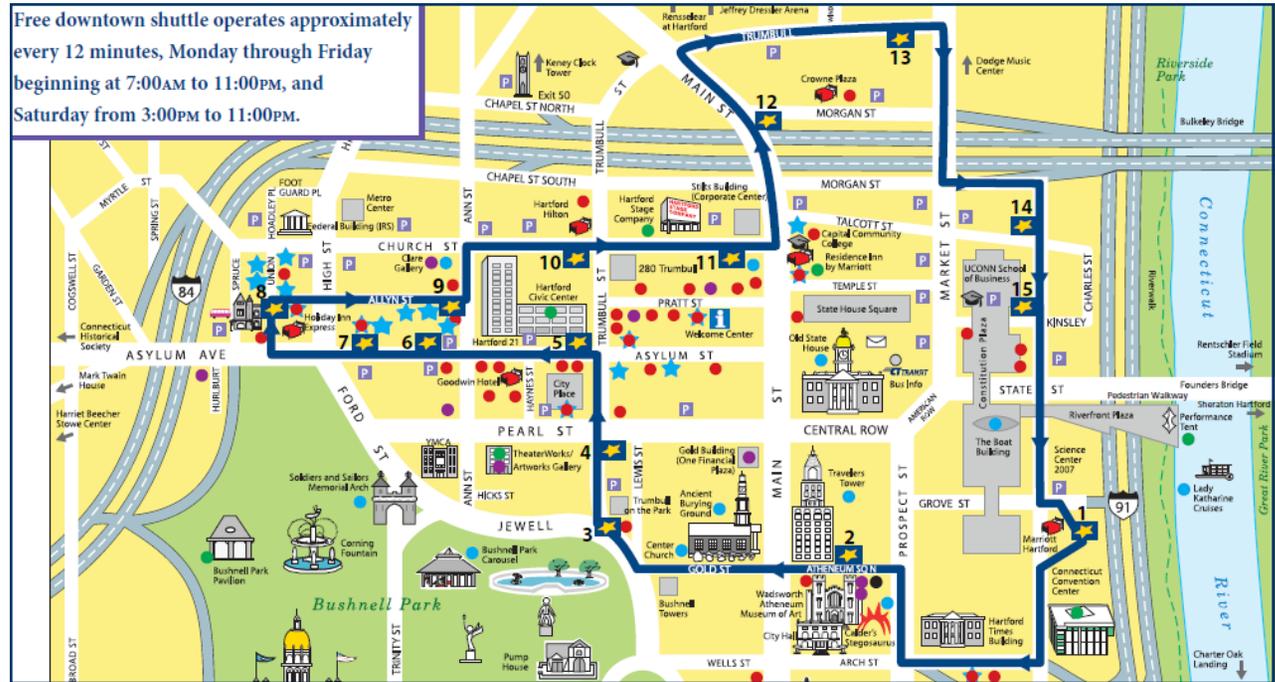
- Reorganize traffic movement and

- improve circulation
- Recalibrate signal timing
- Consolidate parcels
- Rationalize lane widths and add bump-outs at crossings
- Provide opportunities for on-street parking
- Further upgrade way-finding signage

Hartford I-84 Viaduct Study

The Connecticut Department of Transportation recently completed an evaluation of the I-84 viaduct in the City of Hartford. The analysis concluded that the three-quarter mile structure through the central area of Hartford is in need of immediate repairs and will also need to be fully reconstructed or replaced entirely within 10-15 years. ConnDOT is currently preparing designs to repair the viaduct while also beginning the planning and community involvement process to examine alternatives for the long-term reconstruction or replacement.

The City of Hartford, working through a committee of stakeholders entitled “The Hub of Hartford,” and CROG have agreed to undertake the initial phase of this process. CROG is managing the project on behalf of the City and has engaged a consultant who will research and develop technically sound design alternatives for consideration. The consultant will create a comprehensive assessment of how each alternative will help improve the quality of life in surrounding neighborhoods, support existing businesses and promote economic development.



CT Transit Star Shuttle Bus Route

CONNDOT’s 2007 Master Transportation Plan

The 2007 Master Transportation Plan identifies the State’s priority transportation projects for the next ten years. The major projects for Hartford listed in the Plan include:

- Route 44 (Albany Ave): Safety Improvements
- Columbus Boulevard: Reconstruction and widening from Grove Street to State Street
- Coltsville: Streetscape Improvements on Huyshope Ave/Sequassen St. / Van Dyke Ave
- Adriaen’s Landing: Parking garage at Front Street



CT Transit Bus

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- Riverwalk South: Construction
- Grove Street Pedestrian Overpass: Connecting Science Center and Convention Center
- Mark Twain Drive: Extend Mark Twain Drive to new Univ. of Hartford Magnet School
- Broad Street: Reconstruction
- Park Street: Improvements from Laurel to I-84
- Union Station: Repairs to intermodal transportation hub
- Brainard Road Bridge: Replacement of bridge over Route 15

Bus Transit

Regional and local bus service is operated by Connecticut Transit (CT TRANSIT) which is owned by the Connecticut Department of Transportation. CT TRANSIT Hartford is the largest division of CT TRANSIT with a fleet of 229 buses and nearly 500 drivers, mechanics, and administrative and supervisory staff. It operates over 30 local and 12 express bus routes throughout Hartford County and 26 towns in the Capital Region. Many local routes operate seven days a week. The Hartford Metropolitan bus system makes connections with Middletown Area Transit and CT TRANSIT New Britain.

The bus system is designed primarily to bring riders from the neighborhoods and suburbs into Downtown, with very few cross-town routes. This poses a problem for those dependent on bus transit, and creates a disincentive for non-dependent individuals to utilize the bus system.

Since CT Transit's routes are focused on broader

regional transportation, the City has supplemented the regular bus routes with a free Downtown shuttle service called the Star Shuttle. The shuttle operates in a unidirectional loop every 10-12 minutes, with fifteen stops at hotels, historic and cultural sights, restaurants and other popular venues in the Downtown. New England's first hydrogen fuel-cell bus is part of the Hartford Star Shuttle fleet.

Currently, more than 55,000 transit trips are made in the Hartford Region each day. In FY 2009, 13,578,452 trips were taken on CT Transit buses and shuttles operating in the City of Hartford.

Other bus services in Hartford include a para-transit system operated by The Greater Hartford Transit Authority as well as commercial bus lines, mainly operating from Union Station, which serve New England and beyond.

Bus Plans & Projects

New Britain – Hartford Busway Project

The New Britain – Hartford Busway Project began in 1997 with a Major Investment Study (MIS) conducted by ConnDOT, CRCOG, and the Connecticut Regional Planning Agency. After the preparation of three technical reports and a comprehensive public involvement program, the final recommendation was an exclusive 9.4-mile long busway linking downtown New Britain with Hartford's Union Station.

The MIS examined various alternatives to address the forecasted growth in travel demand. Of all the options studied – highway widening, high occupancy vehicle lanes, commuter rail in various alignments and light rail or bus rapid transit in various alignments – a busway in the existing rail corridor was selected as the preferred alternative because it offers travelers the greatest speed, flexibility and ease of use. Bus travel speed is enhanced by the use of the exclusive roadway, making bus travel times competitive with or even faster than automobile travel times.

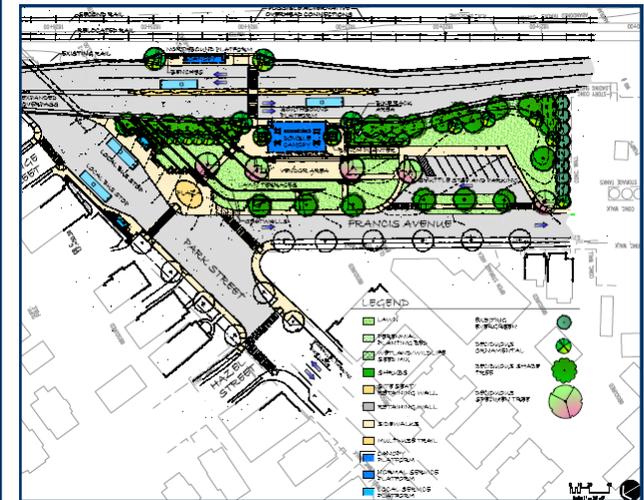
The facility will permit bus access at intermediate points, so circulator bus routes could readily serve surrounding neighborhoods and then use the busway, thus providing a one-seat ride. New bus routes designed to take advantage of the busway will offer residents of the region greater access to downtown and suburban employment centers, and the flexibility of busway operation will allow the transit system to more effectively respond to changing ridership demand and future development within the corridor.

Eleven transit stations, four of which will be in Hartford, will serve the users of the busway. According to the CT DOT, revenue operations of the busway are expected to begin late in 2013.

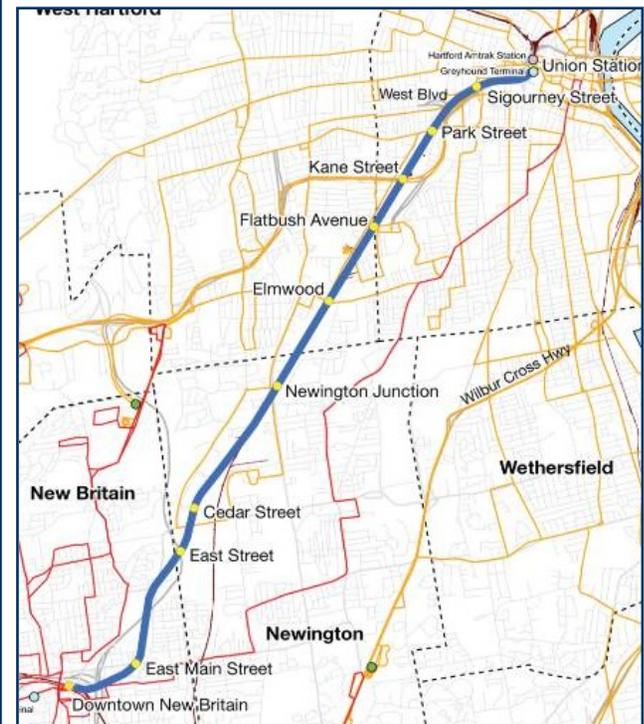
Northwest Corridor Study

The Northwest Corridor Study is being

Transportation & Circulation

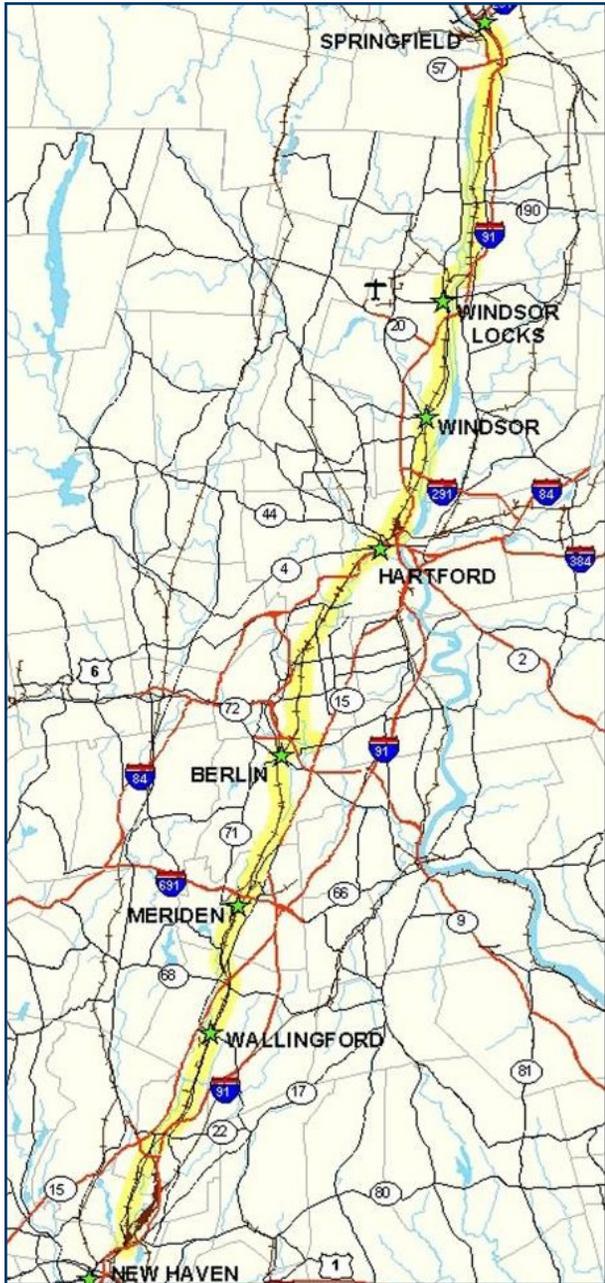


Proposed New Britain-Hartford Busway Station- Parkville



Proposed New Britain – Hartford Busway Route and Stops

One City, One Plan– POCD 2020



NHHs Commuter Rail Corridor and Proposed Stops

completed to preserve the viability of the Griffin corridor for future busway deployment, build transit ridership in that corridor, ensure the viability of Union Station as the busway terminus and ensure that the busway busses can be efficiently added to the downtown transit traffic. The Griffin corridor runs approximately 10 miles roughly parallel to Route 187 through Cottage Grove and Bloomfield Center. The result of the proposed improvements will help provide a transit hub, strengthen trunk service and improve transportation to employment sites for City residents.

One of the major recommendations of this study is to create a Downtown Transit Center to better serve riders. This recommendation has been further studied in the Hartford Transportation Pathways Strategy (see the “Comprehensive Transportation Planning Efforts” section for more details).

Railway

Existing Passenger Rail Service

The existing railroad infrastructure in the City of Hartford is based near the heart of the City’s downtown at Union Station. The station itself is a significant cultural and historic asset. Erected in 1843, it is listed on the National Register of Historic Places.

Union Station plays an important role in interre-

gional and interstate rail and bus service, and in the future will be an important element of both the New Britain Hartford Busway and the commuter rail system. It is a popular bus transfer station and home to three Amtrak railway lines. The Northeast Regional, Vermonter and limited New Haven – Springfield Shuttle trains offer Hartford residents additional transportation opportunities to regional areas. Passengers can board six Northbound or six Southbound trains per day on the Northeast Regional’s Springfield-Washington line, and one train in each direction per day on the Vermonter’s St. Albans-Washington line.

For fiscal year 2008, Amtrak reported ridership at Union Station at 168,435 passenger boardings making it the third busiest station statewide behind New Haven and Stamford respectively. With the initiatives to add commuter bus and rail service in the near future, the role of Union Station in Hartford’s transportation infrastructure is to gain increased significance.

Rail Plans & Projects

New Haven – Hartford – Springfield (NHHs)

Commuter Rail

The New Haven – Hartford – Springfield Commuter Rail is a proposed commuter rail line running from New Haven to Hartford and Springfield, Massachusetts. The proposed commuter line could also provide connections to Bradley International Airport, links to Amtrak Intercity service

and a direct link to the existing Metro North and Shore Line East Commuter Rail Station in New Haven.

The implementation of the New Haven – Hartford – Springfield Commuter Rail would benefit the region’s transportation networks and stimulate economic growth throughout the state. Bi-directional service from New Haven to Springfield is proposed to run weekdays on a 30-minute peak period schedule. These additional commuter rail services with the addition of new stations along the Interstate 91 corridor will ease traffic delays and limit harmful tailpipe emissions. The proposed commuter rail is intended to provide an attractive transit option for residents in the neighboring areas and create economic development and transit-oriented development opportunities.

The completed feasibility study of the NHHS commuter rail service by Wilbur Smith Associates recommends:

- Commuter rail service between New Haven and Springfield, in the AMTRAK right-of-way
- 30-minute headways (frequency of service)
- Twelve new or improved stations with high-level platforms, grade-separated pedestrian facilities, bicycle storage and racks, and additional parking if required
- A minimum of 18 miles of extended double track sections
- Modifying local bus services to connect

with passenger stations

- Shuttle bus connection from the rail station in Windsor Locks to Bradley International Airport.

Airports

Bradley International Airport

Bradley International Airport is not only a major State transportation facility, it is also an economic resource for Hartford, the region and the State of Connecticut. The Airport is served by nine major and five regional carriers that operate over 230 flights (in and out) daily. The Airport provides an important connection for Hartford and the region’s economic and transportation system.

Currently, Bradley International is accessible via automobile on I-91 and Bus Routes 30 and 34. Implementation of the proposed Commuter Rail and associated shuttle bus would improve access to this regional asset. A goal of Metro-Hartford Alliance is to bring regular European service to Bradley. Bradley is currently owned and operated by the Connecticut Department of Transportation. A study of the governing structure of the airport is necessary to determine whether or not the current situation best meets the needs of the region.

Hartford-Brainard Airport

This airport is state owned (CT DOT) and located just three miles from Hartford’s Downtown. The roughly 200 acre facility contains three runways

Transportation & Circulation



Union Station

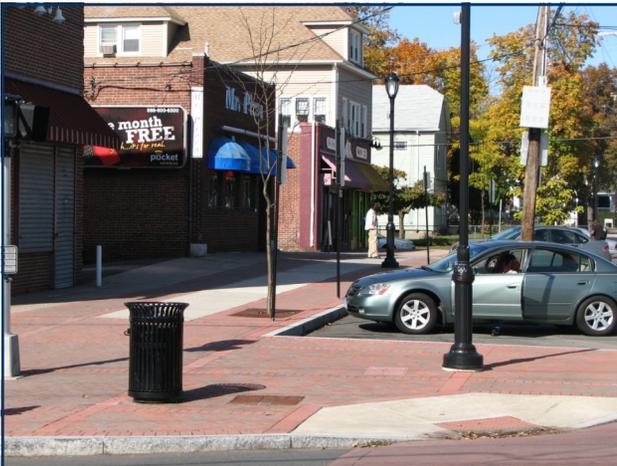


Bradley International Airport is the “Gateway to New England”

One City, One Plan– POCD 2020



Bicyclists in Hartford



Streetscape in Blue Hills

and one helipad. The airport primarily serves charter and local flights. Moving forward, the Metropolitan District Commission has advanced ideas for the redevelopment of this airport in connection with a South Hartford Mixed Use Development and Energy Facility.

Pedestrian & Bicycle Environment

Every transportation trip involves walking, whether it is at the beginning or end of a car, bus, or train trip, or it constitutes the entire trip. A good pedestrian network must be able to integrate with other means of transport beyond walking. Walking distance, pedestrian amenities, weather considerations, and perceived and actual safety all play a role in the quality of the pedestrian experience.

The quality of Hartford's pedestrian environment varies by neighborhood, and sometimes from block to block. For example, there is a general sense that it can be difficult to travel by foot in the Downtown area, even though destinations are close by and sidewalks are in good condition. This is due in part to intersection operations, where exclusive pedestrian signal phases cause long wait times, making travel by foot less convenient than it could be. It is also a result of the lack of a coherent wayfinding system, wide street cross sections, and areas of tiered facilities around Constitution Plaza and the Riverfront.

One way to address these issues is to adopt

“Complete Streets” policies, which formalize a community's intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. Policies direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles. Complete Streets have many benefits, including improving safety for all users, helping to address climate change issues (by making non-motorized alternatives more attractive), and fostering strong, livable communities.

Hartford's Trail System

Hartford has a growing network of hiking, biking and walking trails. One of the newest additions is the East Coast Greenway, which is the nation's first long-distance urban trail system. The Greenway is a city-to-city transportation corridor for cyclists, hikers and other non-motorized users. By connecting existing and planned trails, a continuous, safe, green route 3,000 miles long will eventually link Maine to Florida. The Greenway enters the City of Hartford from the east via the Founders Bridge and exits the City in the northwest corner along the Bloomfield border. In Hartford, the Greenway connects the Connecticut River at Mortensen's Riverfront Plaza to Bushnell Park and the Park River. Currently, most of the trail utilizes existing roadways. Future trail development will move more of the East Coast Greenway off-road through the City.

Another important trail is The South Branch Trail of the Park River Greenway, which is listed as a state-designated greenway. Phase One of the multi-use trail along the Park River was completed in October 2008. This 1,690 foot section of paved trail extends from Flatbush Avenue to Nilan Street. Phase Two of the trail will run southerly along the Park River from Nilan Street to Newfield Avenue and is expected to be completed in 2010-2011.

In addition to the East Coast Greenway and Park River Greenway, Keney Park, Goodwin Park, Bushnell Park, Riverside Park, Pope Park and other smaller parks and open space properties in the City offer both trails and park roads for walking and biking.

These trail networks, coupled with other local trails, city sidewalks and regional trails, provide a solid foundation for achieving an interconnected and accessible network of trails that link not only parks and open space but neighborhoods, schools, shopping centers and government facilities.

Bicycle Facilities

While the street grid in urban environments generally benefits bicyclists in addition to motor vehicles, there are many obstacles facing bicyclists in Hartford. For example, the existing street network makes it possible for a bicyclist to reach almost any destination, but wide street cross sections found downtown and in several other

locations throughout the City can make it difficult for riders to make left turns across several lanes of traffic. Additionally, large blocks and one-way streets can force bicyclists to take circuitous routes to reach their destination. The lack of official bicycle facilities— such as bike racks, bike lanes, or bike signs— suggests bike use in Hartford is currently be limited to experienced and dedicated riders.

However, there have been recent improvements in Hartford’s bicycle infrastructure. For example, bike racks are now standard equipment on all CT TRANSIT buses in the region, allowing for bike/transit trips. In addition, The City of Hartford has installed bike lanes in numerous locations.

In order to help increase the biking rate in Hartford (which was only .17 for the Journey to Work according to the 2000 Census), an on-road bicycle network should be established. Ideally, all roads will eventually include safe pedestrian and bicycle accommodations. Until that time, every transportation project should be considered an opportunity to improve bicycle and pedestrian accommodation. Further work is needed to create a recommended on-road network.

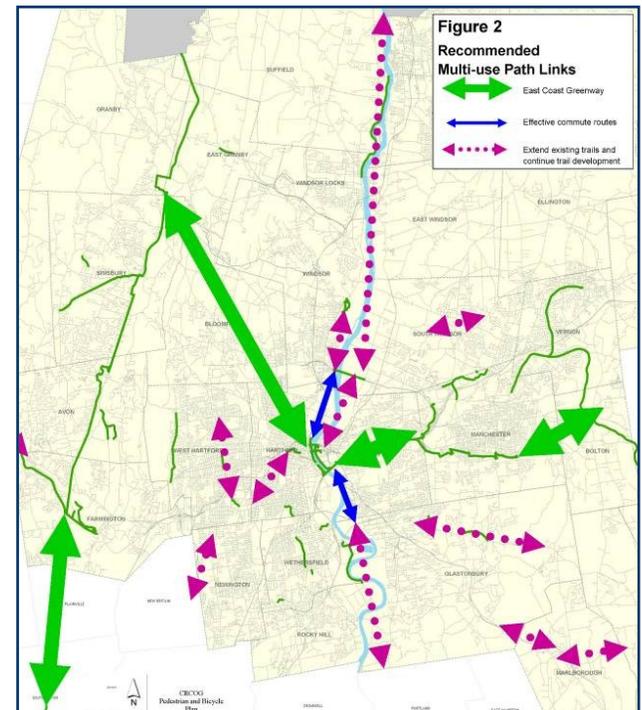
Pedestrian & Bicycle Plans & Projects

CRCOG Regional Pedestrian and Bicycle Plan

The Regional Pedestrian and Bicycle Plan represents a movement which recognizes the importance of active modes of travel, walking and

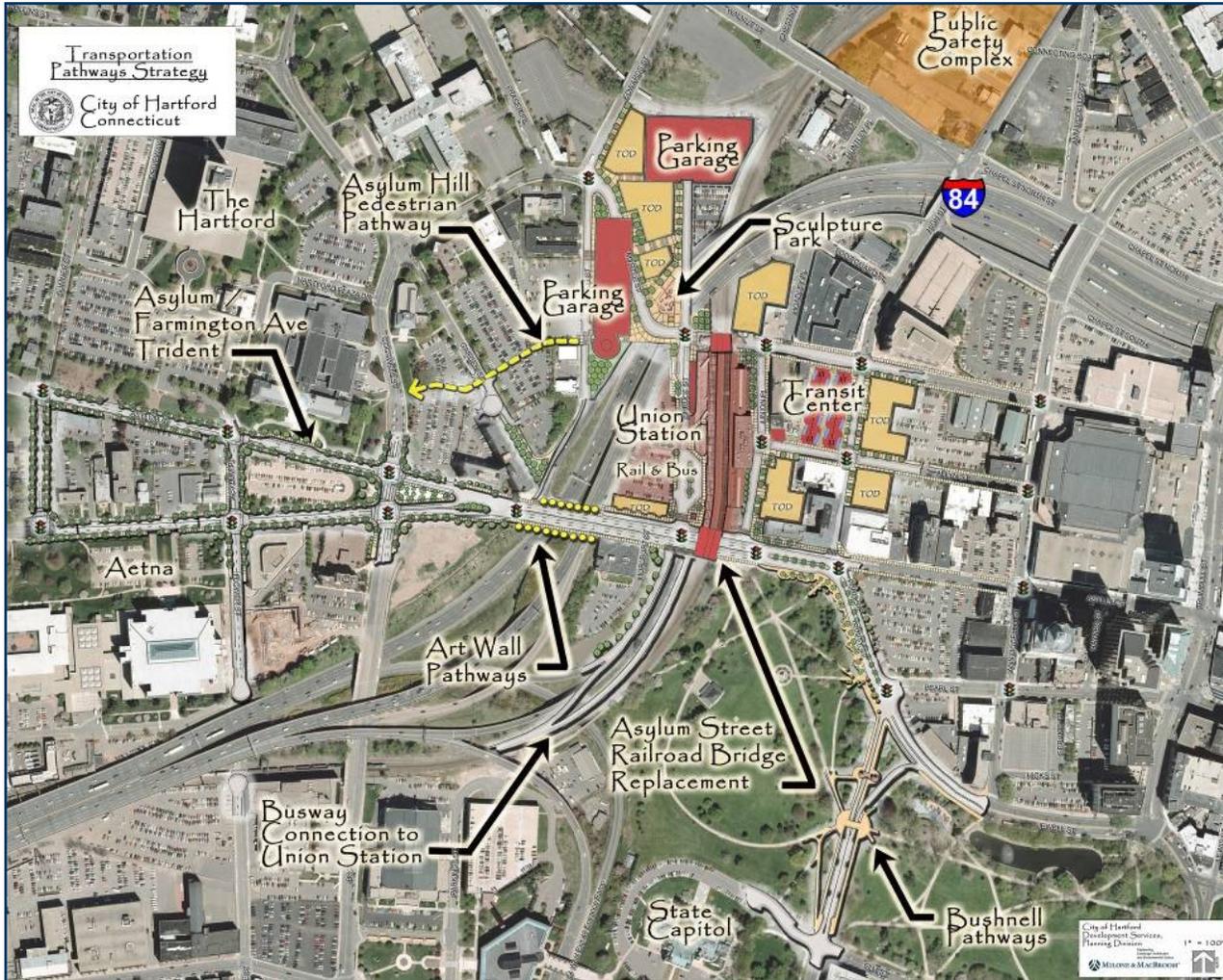


Trumbull Street Streetscape



CRCOG’s Regional Pedestrian & Bicycle Plan

One City, One Plan– POCD 2020



HTPS Conceptual Plan

bicycling as integral parts of the Capitol Region’s transportation system. Completed in April 2008, this plan promotes walking and biking as viable means of transportation not only within a community but also regionally. Safe and convenient bicycling and walking routes provide numerous benefits to the community. These benefits include improved mobility, a cleaner environment,

a decrease in traffic congestion, a stronger economy, improved public health and a stronger sense of community.

The primary actions recommended by the Plan include:

- Complete the East Coast Greenway through Central Connecticut;
- Create an on-road bicycle network that will link important destinations;
- Continue local trail development;
- Invest in pedestrian safety improvements, including sidewalks;
- Create regional standards for bicycle and pedestrian design;
- Educate bicyclists, pedestrians and motorists;
- Encourage bicycling and walking;
- Provide targeted enforcement of traffic violation.

Comprehensive Transportation Planning Efforts

Many of the plans and projects underway in Hartford take a comprehensive approach to transportation, taking into consideration multiple modes as well as the transportation/land use relationship. They have at their core a goal to increase mobility and improve the quality of life for members of the Hartford and Regional community. These projects and plans are described below.

Hartford Transportation Pathways Strategy and Union Station Connectivity Project (HTPS)

The Union Station Connectivity Project is part of a larger planning, development and transportation framework in Downtown Hartford called the Hartford Transportation Pathways Strategy (HTPS). The HTPS represents the integration of many transportation and pedestrian improvement and transit-oriented development (TOD) initiatives in the area around Hartford’s Union Station. These initiatives are in many different stages of development. Some already have a creation level of funding procured, and require only a small additional amount of funding to proceed to the bidding and construction phases. Other initiatives are in the design and permitting phases, while still more are in the conceptual development phase. Many of these initiatives have proceeded along their own individual development tracks. The TIGER application process has provided the City of Hartford, the Capitol Region Council of Governments (CRCOG), the Greater Hartford Transit District (GHTD) and many neighborhood and business organizations with the impetus to join together and coordinate the development of these numerous projects and initiatives into a comprehensive strategy for revitalization of the area in cooperation with the Connecticut Department of Transportation.

The HTPS initiatives can be roughly categorized into the following four “pathways”:

Modal Pathways

The Modal Pathways component of the HTPS

includes the following initiatives aimed at adding and Augmenting Transportation Modes :

- New Haven-Hartford-Springfield Commuter Rail Service
- New Britain-Hartford Busway

Service Pathways

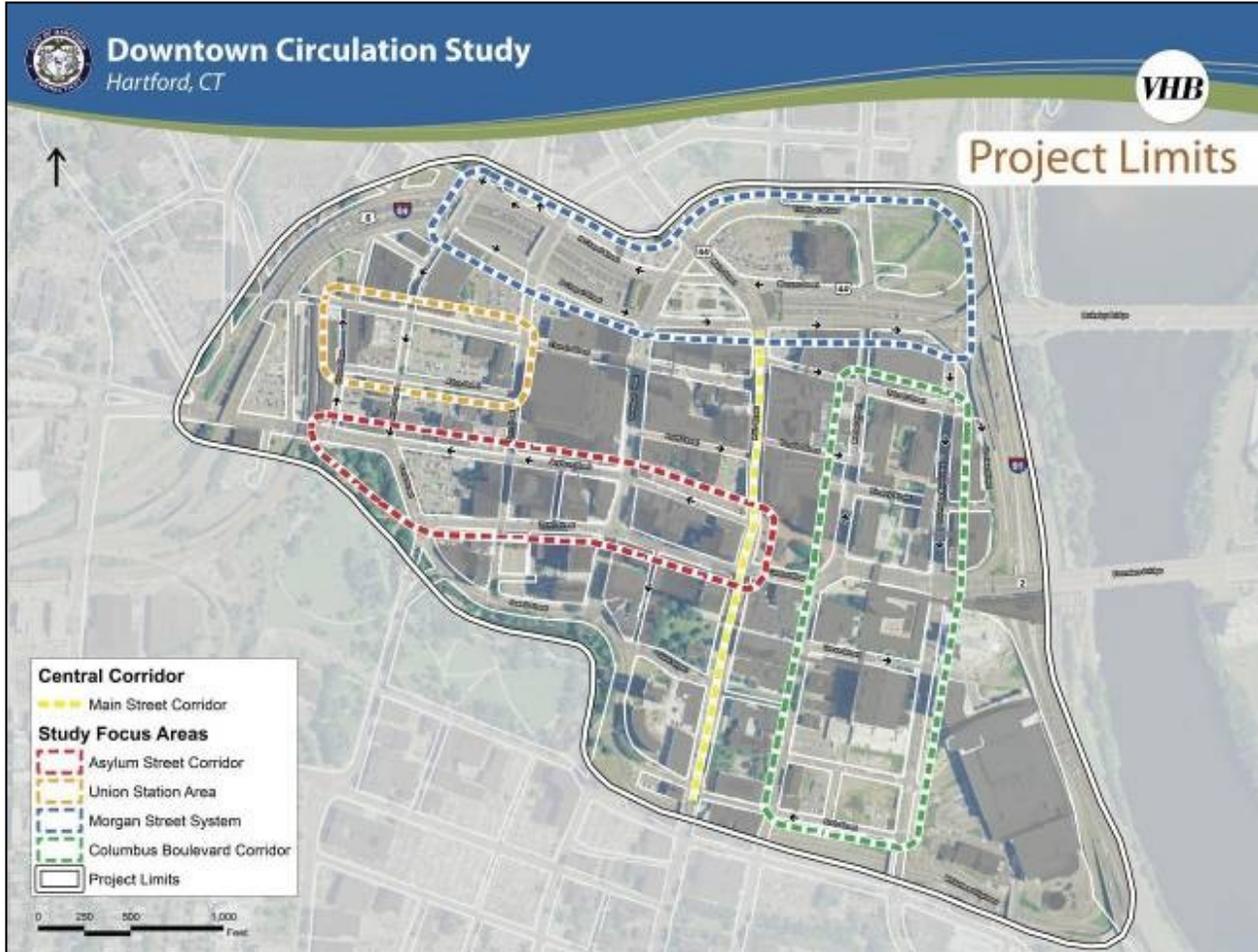
The Service Pathways component of the HTPS includes the following initiatives designed to create supportive Services for Multi-Modal Transportation:

- Union Station Bus Transit Center
- Improvements to interior of Union Station, including track and platform upgrades
- Improvements to Union Station site to reconfigure bus bays
- Asylum Street railroad bridge replacement
- Church Street railroad bridge replacement
- Structured parking and surface parking lots

Connection Pathways

The Connection Pathways component of the HTPS includes the following initiatives to facilitate connections to neighborhoods and jobs:

- Reconfiguration of Farmington Ave./ Asylum St. “Trident”
- General traffic circulation and signalization improvements
- Reconfiguration of Trinity Street and Bushnell Park pathways
- Reconfiguration of Flower Street
- Reconfiguration of Garden Street
- Asylum Hill pedestrian pathway



Downtown Circulation Study Project Area

- Extension of Sumner Street
- Art Wall pathway and railroad bridge replacement – Asylum Street
- Myrtle Street sculpture park
- Access improvements around Union Station for taxis, bicycles and pedestrians (“Complete Streets”)
- Streetscape improvements along several streets

Development Pathways

The Development Pathways component of the HTPS includes the following initiatives to create Transit-Oriented Development generated by multi-Modal transportation:

- Mixed use development along:
 - ◆ Asylum Street
 - ◆ Myrtle Street
 - ◆ Union Place
 - ◆ High Street
- Development of jobs and economic activity around Union Station and in surrounding neighborhoods
- Increased residential presence in this part of Downtown Hartford to improve “livability”

Downtown Circulation Study

A circulation study for the Downtown has been conducted by the City and an outside consultant. The purpose of the study is to identify opportunities to improve the downtown transportation network to promote economic growth and investments, improve regional and local connectivity, and create accessibility through a variety of transportation modes, including walking, transit, and driving. Key project objectives include:

- Enhance economic vitality of downtown
- Strengthen connections between areas of the city
- Support a walkable environment and strengthen pedestrian connections

- Improve vehicle access/egress for residents, visitors, and employees
- Reinforce/establish key gateway intersections and roadway corridors
- Improve wayfinding for pedestrians and motorists
- Support on-going transit initiatives
- Target key downtown corridors for transportation improvements

Recommendations from the Downtown Circulation Study are found in the Action Agenda.

City of Hartford Capital Improvement Plan

The 2009-2010 Capital Improvement Plan identifies the projects funded to meet the city's needs for the next ten years. The transportation projects include:

- Street Rehabilitation & Road Improvement- This proposal continues the City's on-going program to repave and reconstruct city streets. This program constitutes a large portion of the City's planned street infrastructure upgrades and complements other grant-funded reconstruction/realignment projects.
- Brookfield Street Reconstruction / Bike Facilities- This project is to reconstruct Brookfield Street from Flatbush Avenue to Hamilton Street and to complete a portion of the bikeway project. Items to be reconstructed in this project include guiderail replacement, intersection re-

configuration at Flatbush Avenue and the installation of bike lanes on Brookfield Street.

- Streetscapes-This project is the ongoing streetscape improvement program planned for major arteries including Main St, Wethersfield Ave. and Albany Ave. The Albany Ave Project is a joint project between the City, State and MDC that addresses roadways, sidewalks, and sanitary sewer problems along Albany Ave.
- Farmington Avenue/Asylum Avenue/Broad Street Realignment-This project will address safety issues along these corridors that were identified in the Hartford 2010 process, and enhance pedestrian connections between Asylum Hill and Downtown.
- Completion of Citywide Handicapped-Accessible Curb Ramps- Install handicapped accessible curb ramps for sidewalks and street intersections for approximately 108 intersections throughout the city.
- Albany Avenue and Main Street Improvements- This project will realign Albany Avenue and Main Street to improve traffic safety, circulation, and pedestrian access.

Additional transportation projects underway in Hartford include installation of bicycle racks at activity centers throughout the City, bus and commuter express bus replacement, sidewalk repair and replacement, and various other small roadway improvements distributed around Hartford

as part of the City’s Capital Improvement Plan.

CRCOG Regional Plan of Conservation & Development (POCD)

In October 2009, CRCOG adopted a plan that made the following transportation-related recommendations pertaining to the City of Hartford:

- Work with Hartford area transit officials and with Jobs Access and human services partners to improve local and express bus service for both commuters and the transit dependent, including more reverse commute routes.
- Work with local, state and federal officials to promote a multi modal strategy for Bradley International Airport and Union Station in Hartford

CRCOG Transportation Plan -“A Guide for transportation investments through the year 2035”

The Capitol Region Transportation Plan defines a comprehensive program for improving our transportation system to meet travel needs through the year 2035. It is a systems level plan that provides general policy guidance. It defines the Region’s greatest needs, identifies which problems are the Region’s highest priority, and recommends how the Region should spend capital funds.

The Transportation Plan reaffirms the Council’s commitment to policies set in earlier editions, including:

- Development of a transportation system

that offers more and better travel choices,

- Development of a good regional transit system as an alternative to the automobile,
- Development of an improved bicycle and pedestrian system, and
- Improvement of the existing infrastructure rather than building new infrastructure, by emphasizing freeway incident management, coordinated traffic signal systems, Intelligent Transportation Systems; and access management on arterial roads.

The Plan establishes some new emphasis areas. These include:

- Commitment to link land use and transportation planning,
- Support for Bradley International Airport,
- Commitment to start a freight planning program, and
- Commitment to address environmental justice issues.

Although the CRCOG plan is on the regional level, several transit system improvements for the city of Hartford were suggested. The CRCOG plan calls for the following transit system improvements in Hartford:

- **Union Station Enhancement** Continue to support efforts to improve, upgrade and enhance Union Station as the major multi-modal transportation center in the Region and as the central station for the Region’s rapid transportation system.
- **Rapid Transit System** Develop a new

rapid transit system inclusive of services in five main corridors.

- **Downtown Circulator** Continue to support the Star Shuttle service in downtown Hartford. Explore other opportunities for similar circulator routes in Hartford.

Goals & Objectives

The following identifies a comprehensive program of transportation improvements recommended to encourage multi-modal travel, mitigate traffic congestion, improve pedestrian, bicycle, transit and traffic circulation, elevate walking and bicycling as modes of choice, increase safety and improve air quality.

Promoting livable and sustainable neighborhoods and enhancing mobility through transit, pedestrian and bike systems city-wide are two of the five key themes of One City, One Plan. In addition to the transportation goals listed below, goals related to these themes are identified throughout the plan and are listed together in the “Livable and Sustainable Neighborhoods” and “Mobility” sections of the Action Agenda.

GOAL 1: Improve pedestrian connections, conditions and level of service.

Objectives:

- Improve streetscapes in key corridors.
- Improve signal timing at crosswalks to promote pedestrian safety & convenience.
- Create a pedestrian wayfinding system that

includes kiosks, signage, and markers.

- Improve pedestrian connections to Downtown.
- Hold events which encourage individuals to try biking and walking for transportation purposes.

GOAL 2: Improve bicycle infrastructure.

Objectives:

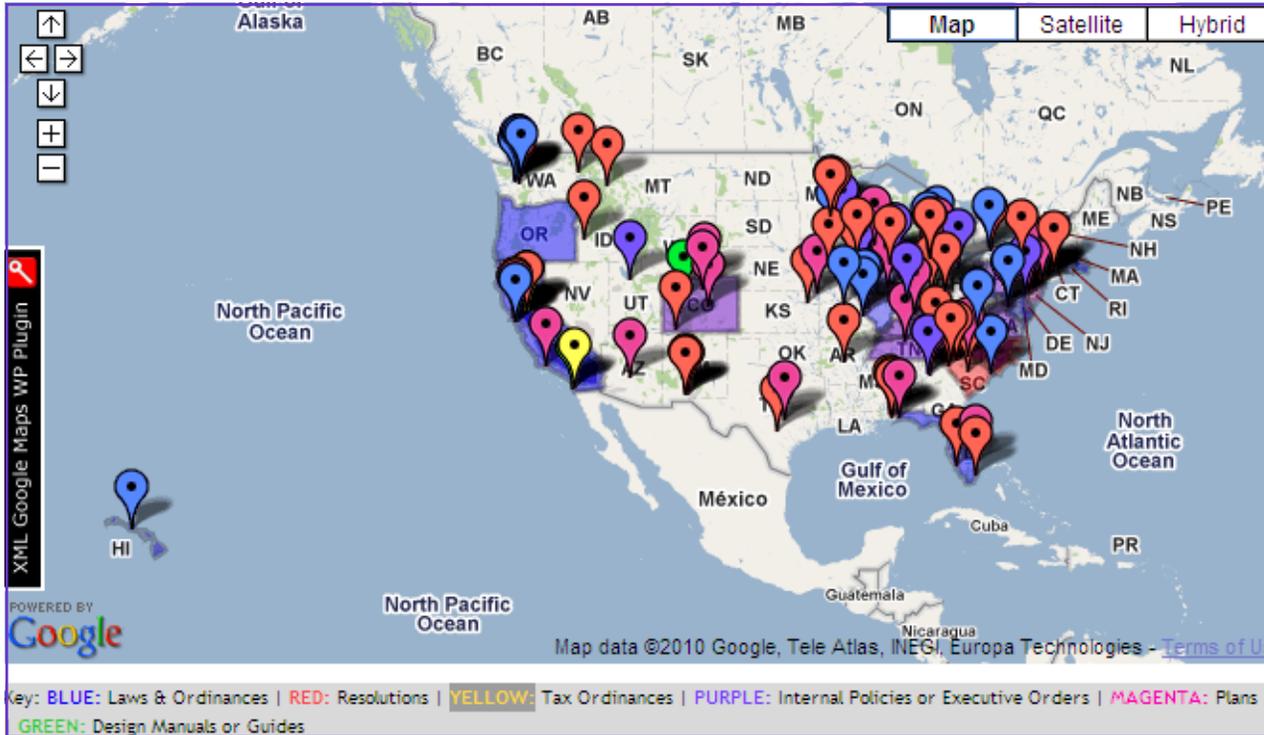
- Design an urban bicycle network that connects Hartford neighborhoods, employment and shopping centers, parks and regional transportation networks.
- Invest in sidewalks, bike lanes, wide shoulders, wide outside lanes, and multi use trails.
- Provide bicycle parking facilities with a mix of lockers and racks.
- Provide shower facilities convenient to employment locations.
- Print & promote maps showing safe and convenient bicycle routes.
- Provide education on safe riding skills, as well as sharing the road for bicyclists, pedestrians & motorists.

GOAL 3: Improve bus service.

Objectives:

- Implement the New Britain-Hartford Bus Rapid Transit (BRT) plan and establish four (4) new transit stations in Hartford.
- Ensure that the existing bus system connects to the new BRT system.
- Study existing bus routes to determine

One City, One Plan– POCD 2020



As of February 2010, 120 jurisdictions across the US had adopted Complete Streets policies or had made a written commitment to do so.

how to integrate new cross-town routes.

- Work with CT Transit to develop user-friendly system maps and signage with bus route and schedule information throughout the City.
- Work with CT Transit to explore the installation of “smart buses” and “Smart bus stops” that integrate GPS systems.

GOAL 4: Reduce dependence on single occupancy vehicles.

Objectives:

- Determine the largest barriers to using sustainable modes of transportation and create

a plan to remove or reduce as many of these barriers as possible.

- Promote Union New Station as the HUB of the City’s transit system, which will include the New Haven-Hartford-Springfield commuter rail service, the New Britain-Hartford Busway, a new local bus transit center, the potential establishment of high-speed rail and improvements to Union Station.
- Encourage carpooling and ridesharing among employees in the Downtown area by offering discounted parking rates for multiple occupant vehicles at Hartford Parking Authority facilities.
- Explore the creative use of car-sharing programs such as Zipcar.
- Provide discounted rates or preferred parking for private alternative fuel & high mileage fuel vehicles

GOAL 5: Emphasize Complete Streets

Objectives:

- Encourage ConnDOT to revise their Highway Design manual to provide balanced guidance on public right-of-way design to serve non-motorized and motorized travel.
- Adopt a complete streets highway design policy at the City-level.

GOAL 6: Implement the Hartford Transportation Pathways Strategy.

Objectives:

- Make the following changes to the Farming-

ton Avenue / Asylum Avenue Intersection:

- ◆ Reconfigure roadway geometrics
- ◆ Reorganize traffic movements & signal timing to improve circulation
- ◆ Improve pedestrian connection (design elements) to Union Station along length of Farmington & Asylum
- Make the following changes to Sumner Street:
 - ◆ Extend south to Farmington
 - ◆ Make streetscape improvements
 - ◆ New traffic signals at asylum & Farmington
- Reconfigure Flower at the I-84 underpass to eliminate at-grade rail road crossing while maintaining access to Aetna.
- Make the following changes to Garden Street:
 - ◆ Reconfigure at intersection with Spring St
 - ◆ Upgrade streetscape
- Improve the streetscape on Myrtle Street.
- Make the following changes to Trinity Street:
 - ◆ Reconfigure to improve traffic circulation
 - ◆ Improve pedestrian connections to pathways in Bushnell Park
- Coordinate with Amtrak to study replacement of Asylum & Church rail bridges.

GOAL 7: Improve passenger rail

Objectives:

- Improve regional and commuter rail options including the New Haven-Hartford-

Springfield Rail Line.

GOAL 8: Improve capacity of and connections to airports.

Objectives:

- Work with the Metro Hartford Alliance to implement service improvements to Bradley International Airport.
- Support a study of the governing structure of Bradley International Airport.
- Support the development of a transit connection to Bradley International Airport via the Griffin Corridor.

GOAL 9: Improve roadway connectivity, efficiency & safety.

Objectives:

- Implement the recommendations of the Downtown Circulation Study.
- Review one-way street patterns city-wide.
- Synchronize signals to reduce idling & improve pedestrian LOS.
- Update traffic control devices
- Employ traffic calming techniques in residential areas.
- Develop an "access management" plan to combine driveways and reduce curb cuts in commercial corridors.
- identify roadways that have the greatest need for safety improvements.
- Utilize the Capital Improvements Plan to implement projects addressing roadway safety.
- Implement the recommendations of HUB

of Hartford’s I-84 Viaduct study consistent with the goals of “One City, One Plan.”

GOAL 10: Revise transportation policies and related regulations.

Objectives:

- Include TOD concepts in revised zoning code.
- Review parking regulations to ensure they are consistent with smart growth & sustainability.

Additional transportation improvements specific to Downtown are discussed in Chapter 10.

Greening Hartford and Sustainable Development



KEY TOPICS

- Clean & Renewable Energy Management
- Waste Reduction
- Urban Design & Green Building
- Natural Environment
- Transportation
- Environmental Health
- Water Resources
- Goals & Objectives



Adopted June 3, 2010

Reissued June 2011

Introduction

Sustainability has become a wide-ranging term that can be applied to almost every facet of life. Sustainable development can generally be defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. This concept can be applied to the environment, the economy and society as a whole. In the worlds of conservation and development, the term “green” is often used to indicate actions meant to achieve sustainability— for example, green buildings, “going green,” the green economy, etc.

Hartford has undertaken a number of green, or sustainable, initiatives. The City has already taken measures to improve the quality of the environment and to promote sustainable development. It has also begun to identify future strategies for accelerating the “greening” of Hartford. Hartford recently added a green section to the City’s website: www.hartford.gov/green.htm where a growing list of energy saving efforts, links and photos are posted.

These existing efforts and future strategies are divided into the following seven categories:

- Clean and Renewable Energy Management
- Waste Reduction
- Urban Design
- Natural Environment

- Transportation
- Environmental Health
- Water Resources

In 2006, the City of Hartford demonstrated its commitment to green energy strategies and has already reached its goal by purchasing 20% of its energy from renewable sources.

Clean and Renewable Energy Management

Status and Current Initiatives

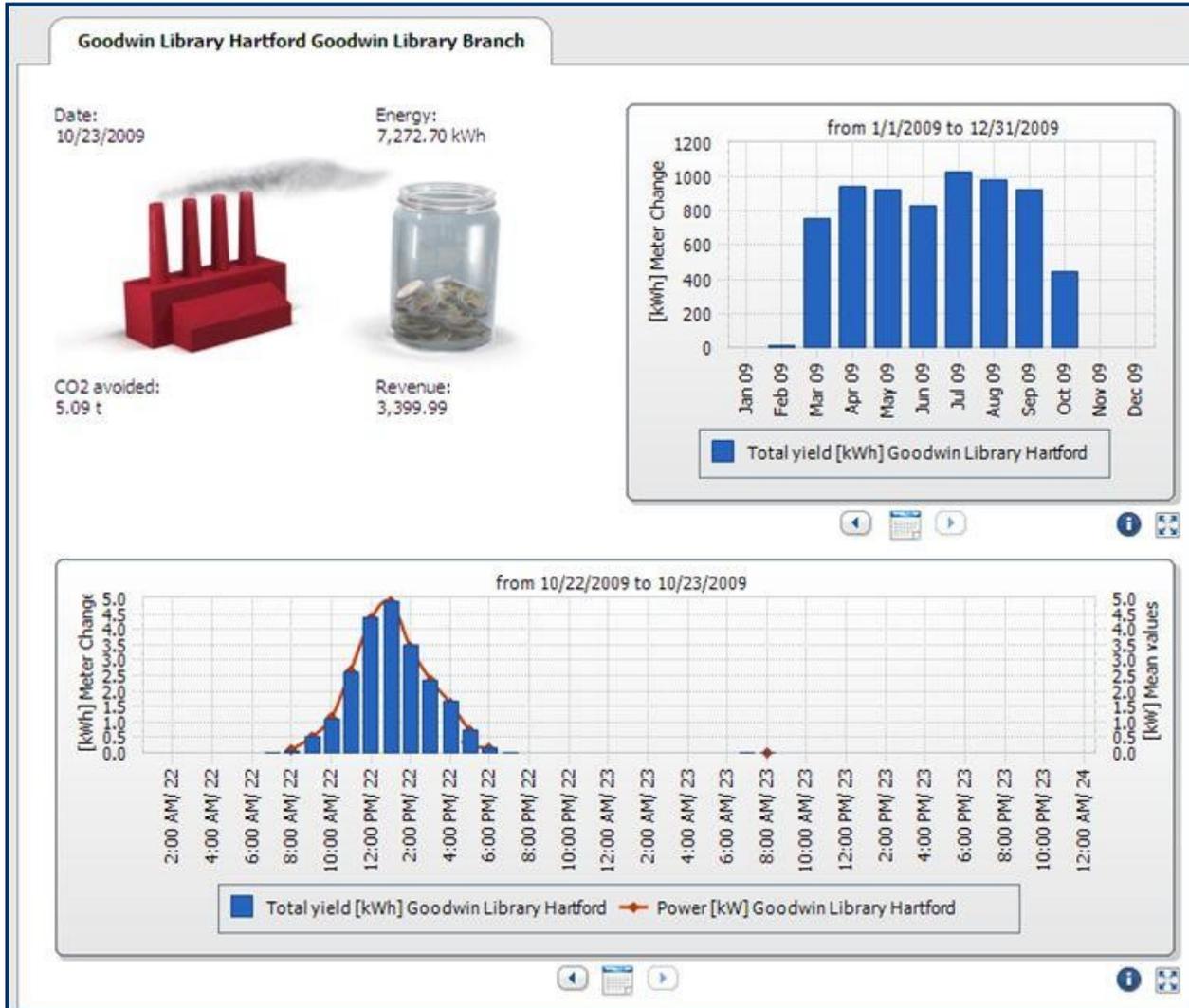
The most prominent of these initiatives is the City’s participation in the Connecticut Clean Energy Communities Program. This program, run through the Connecticut Clean Energy Fund (CCEF), enables cities and towns to both purchase renewable energy and earn credits convertible for new clean energy system infrastructure. Credits may be earned by getting local households and businesses to enroll in the CT Clean Energy Options Program, having households or businesses install their own clean energy systems, and through the purchase of certified Renewable Energy Certificates (RECs). Once a municipality has earned a certain number of credits, the CCEF will provide the community with a free clean energy system (solar photovoltaic, solar thermal or wind). CCEF covers all costs associated with purchasing and installing the new energy system, and assists the municipality in choosing a suitable location for the energy system.

Greening Hartford and Sustainable Development



Goodwin Memorial Library has installed a solar photovoltaic system through the CT Clean Energy Options program.

One City, One Plan– POCD 2020



Goodwin Memorial Library Branch's online solar energy data

Hartford has already benefitted from being an active participant in this program. Hartford joined the Connecticut Clean Energy Communities Program in 2006, and by 2009 had accrued enough credits to earn its first free clean energy system. The 8kW solar photovoltaic system

awarded to the City was installed at the Goodwin Memorial Library branch in April of 2009, with an estimated installation value of roughly \$80,000. The City has earned an additional 2kWh of solar photovoltaic credits.

Upon enlisting in the Connecticut Clean Energy Communities Program in 2006, the City of Hartford committed to purchase at least 20% of its energy from renewable power sources by the year 2010: it has met this goal. Hartford is number four out of the forty-one participating communities in terms of sign-ups for the CT Clean Energy Options program.

The City of Hartford Advisory Commission on the Environment (ACOTE), working in conjunction with the Connecticut Clean Energy Fund, has also solicited proposals for projects that promote renewable energy use in the City. ACOTE will fund micro-grants of between \$250 and \$2,000 for community-based projects that raise public awareness of renewable energy usage. The type of projects envisioned for funding would focus on promotion of renewable energy rather than physical construction or acquisition of clean energy systems.

As part of the renovated Mary M. Hooker Magnet School for Environmental Studies, solar panels and wind turbines will be installed to allow students to observe and study clean and renewable energy technologies. The City has also worked with NetApp, an electronic storage

and data management firm, to implement data solutions to save on data storage requirements and power consumption. Using an application called NetApp FlexVol, the City has achieved significant reductions in energy costs and consumption. In addition, as part of the 2009/2010 Capital Improvement Plan, the City of Hartford is planning to improve temperature controls in municipal buildings as a means of conserving energy. Additional municipal building renovations, including the installation of new windows and the replacement of old and inefficient heating systems, will also likely generate energy savings for the City.

Goals and Strategies

Procurement

The State of Connecticut has a stated goal of obtaining 100% of the energy used by state agencies from clean, renewable energy sources by the year 2050. Since the City of Hartford is ahead of schedule in transitioning to clean and renewable energy sources for its energy needs, a more aggressive timeframe could be in order. The City should strive to increase annually the percentage of its energy needs supplied by clean and renewable energy sources, with an ultimate target of achieving 100% attainment from clean energy sources by the year 2030.

In addition to the macro-level benefits realized by this approach, the City itself would stand to gain substantially from such a strategy through

its participation in the Connecticut Clean Energy Communities Program. By procuring more of its energy from clean and renewable sources, the City would earn kilowatt credits that could be converted into free clean energy system installations like the new solar photovoltaic system at Goodwin Library.

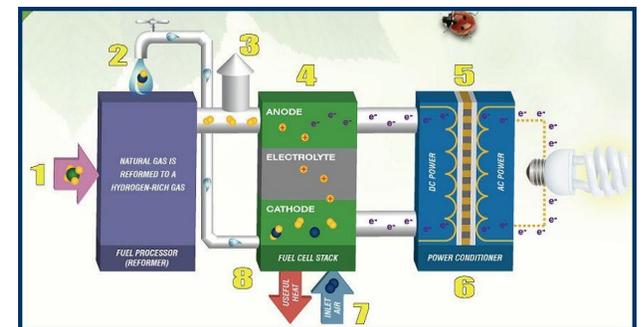
Production

As a medium-size city without its own municipally-owned power plant, the City of Hartford is quite limited in its ability to produce its own clean and renewable energy. However, the City can pursue a number of policies that promote “home grown” electric power of a clean and renewable nature. First, obtaining new clean energy systems via the Connecticut Clean Energy Communities Program provides the City with the capability to generate its own power for limited internal consumption. Continuing to obtain these systems could enable the City to power a number of municipal facilities at little or no cost.

The City should also encourage the installation of renewable energy systems for commercial and residential properties. Through the CCEF’s On-Site Distributed Generation (OSDG) program, businesses may qualify for grants to help pay for renewable energy system equipment and installation. In addition, residential properties that utilize renewable energy systems are already eligible for a property tax exemption on the value of the energy generation system. The City

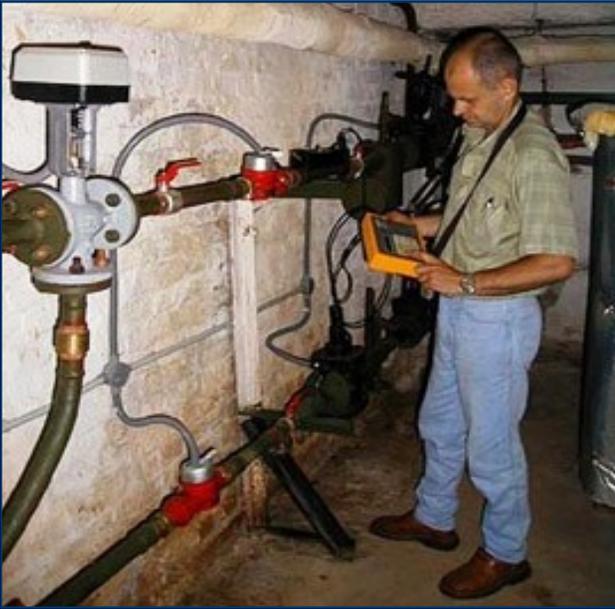
Greening Hartford and Sustainable Development

The City should strive to increase annually the percentage of its energy needs supplied by clean and renewable energy sources, with an ultimate target of achieving 100% attainment from clean energy sources by the year 2030.



Depiction of a fuel cell, similar to that being utilized at the Connecticut Science Center.

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An energy audit of municipal facilities should be completed.



Replacing Hartford's traffic signal and street lights with LEDs will save energy and money.

should lobby the Connecticut General Assembly to expand this property tax exemption to commercial properties as well.

Any surplus energy generated by private and/or municipal OSDG systems could potentially be tied into the regional power grid and sold back to the electric utility companies, representing a potential new revenue stream for both the City of Hartford and businesses within its borders.

Efficiency

The area of energy management in which the City can have the greatest impact from public policy implementation is energy efficiency. The following is a list of possible policies and actions that the City of Hartford could pursue to improve municipal energy efficiency.

- Complete an energy audit of municipal facilities to determine where improvements can be made to increase energy efficiency and develop a City-wide energy management plan.
- Retrofit municipal buildings with energy efficient equipment and features, where appropriate and feasible. Ensure that new equipment purchased meets appropriate energy efficiency standards.
- Raise energy usage awareness among municipal employees and encourage appropriate energy conservation practices in municipal office and facilities.
- Integrate energy efficiency with public

education by promoting energy conservation practices at Hartford schools. Have individual schools “compete” against one another to see which school can achieve the highest level of energy efficiency.

- Replace incandescent traffic signal lights and street lights with energy saving LED lights. The lights will save taxpayers about \$13,000 per year due to increased efficiency and decreased maintenance.

Waste Reduction

Status and Current Initiatives

The City contracts its solid waste disposal services with the Connecticut Resources Recovery Authority (CRRRA), which participates within the Mid-Connecticut Project Area. Solid wastes are disposed of at Mid-Connecticut Refuse Derived Facility (RDF) trash to energy facility which is located at 300 Maxim Road.

The former Hartford landfill, previously operated under contract by the Metropolitan District, was actually two landfills – a double-lined ash disposal area and the main disposal area, which received process residue and other bulky and non-processible waste. The landfill has now been closed, having received its final delivery of waste on January 7, 2009. The revised closure plan approved by the Connecticut Department of Environmental Protection plan calls for the installation of a state-of-the-art geomembrane cap for the entire 80 acre landfill, a process over-

seen by CRRA and expected to continue through 2011. The future of the site is unknown; one possible reuse could be the development of a park and multi-use trails.

The Mid-Connecticut Project has a container recycling facility, located at 211 Murphy Road, Hartford, and a paper recycling facility, located at 123 Murphy Road, Hartford. City sanitation operations include residential curbside refuse collection, curbside recycling, drop-off bulky waste and drop-off leaf collection.

Household hazardous waste collection is coordinated through the MDC. Household hazardous waste collections are conducted six times per year and are hosted in different communities in the region. Collection of household electronics occurs on an annual basis in the downtown by CRRA.

The City has undertaken several notable waste reduction initiatives to date. The Hartford Gold – Leaf Composted Give Back Program takes leaves collected from spring and fall pick-up, composts them and makes the composted material available to the public. In 2008, this program provided 900 cubic yards of compost back-haul for use by Hartford residents and community gardeners. The City’s electronic recycling (E-Waste) collection service provides for both drop-off and curbside pick-up of electronic waste for residents.

The City has also participated in a one-year pilot program through the National Recycling Partnership called “Go Green Use Blue.” This pilot program involved “single stream recycling,” which allows all recyclable materials to go in one large bin rather than being separated. The purpose of the pilot program was to make recycling more convenient for residents and to increase recycling participations rates.

The City has also started a Waste and Recycling Academy designed to educate people about the rules and regulations behind Hartford’s waste management efforts and strategies.

Goals and Strategies

Hartford’s strategic approach to reducing solid waste should be based on a five-tiered hierarchy of disposal methods. This hierarchy, ranked from the most desirable to the least desirable methods of disposal, is as follows:

- Reduction
- Reuse
- Recycling & Composting
- Incineration
- Landfill

The City should pursue an overall strategy of utilizing as many policies and actions that fall within the categories of reduction, reuse, recycling and composting so that the smallest amount possible of solid waste ends up at incinerator and landfill facilities. Below are

Greening Hartford and Sustainable Development



The Hartford Landfill is in the process of being capped.



One City, One Plan– POCD 2020



Hartford provides free compost each Spring.



Hartford now has single stream recycling

Solid Waste Source Reduction

- Investigate “Pay-As-You-Throw” solid waste programs, and determine if such a program would be feasible and desirable in Hartford.
- Consider adding a surcharge on the use of plastic bags by local businesses.
- Develop a program of incentives to spur commercial and industrial solid waste reduction efforts.
- Develop and promote a backyard composting program for City residents, most likely in conjunction with individual neighborhood organization.

Solid Waste Reuse

- In conjunction with the Connecticut Resource Recovery Authority (CRRRA) and the Metropolitan District (MDC), work to develop a regional Waste Exchange Program.
- Emphasize public education and promotion about reusable products.
- Continue to coordinate efforts with the MDC on the collection of household chemicals, cleaners, paint and other hazardous materials, which in turn could be reused.

Recycling & Composting

- Continue the “single stream” approach to recycling as demonstrated in the recent “Go Green Use Blue” pilot program.
- Develop and promote a backyard

composting program for City residents, most likely in conjunction with individual neighborhood organization.

- Continue the “Hartford Gold” leaf composting program.
- Promote recycling city-wide through various media forms, neighborhood groups, schools, etc.
- Continue the Waste and Recycling Academy program as a means to educating Hartford residents about waste management rules and regulations.
- Continue to support and promote CRRRA’s electronics recycling program.
- Promote recycling in all City offices and agencies.

Incineration and Landfill Usage

- Through the use of measures under the previous three headings, minimize the amount of solid waste that is disposed of through incinerator and landfill facilities.

Urban Design & Green Building

Status and Current Initiatives

By its very nature, Hartford’s urban design pattern is much more energy efficient and sustainable than other forms of development. With its high-density development patterns and mixing of uses, the City makes much more efficient use of its land than traditional suburban development or regional transportation corridor “sprawl” development patterns. Hartford’s

emphasis on guiding and supporting new development and the reuse of vacant properties in the Downtown area, as well as established commercial corridors and neighborhood centers, promotes a form of urban design that efficiently utilizes both the land and the infrastructure resources of the City.

New development in Hartford is also leading the way in sustainable design. The restoration of the historic Capitol Building at 410 Asylum Street for mixed-income residences and commercial space includes many sustainable design elements, such as a green roof, low flow water fixtures, energy efficient heating and lighting systems and EnergyStar appliances. When renovation of the building is complete, the building will be the first LEED (Leadership in Energy and Environmental Design) certified residential building in Connecticut.

The Mary M. Hooker Environmental Studies Magnet School will be the first LEED Gold project in the Hartford Public School system. The Mark Twain House and Museum has also been renovated to LEED certification standards, and the new Connecticut Science Center has received a "Gold" level LEED certification. It is expected that many future development projects will also seek to attain at least some level of LEED certification.

Goals and Strategies

- Provide incentives for including sustain-

able design elements in new construction and renovations/expansions, such as:

- ◆ Passive solar heating
 - ◆ Natural ventilation
 - ◆ Passive heat recovery ventilation
 - ◆ Green roofs
 - ◆ Energy self-sufficiency
 - ◆ Energy efficient building systems
 - ◆ Water conservation systems
 - ◆ Geothermal heating
- Require that all new commercial construction 100,000 square feet or greater in size must be LEED Certified.
 - Develop Green Building Guidelines and incentives such as expedited site plan permitting to encourage the development of "green" buildings without forcing excessive costs or other burdens upon developers, building owners or occupants.
 - Require that all municipal buildings constructed 5,000 square feet or greater in size must be at least LEED Certified Silver.
 - Over the next decade, complete a City-wide tree canopy assessment and targeted tree planting program to improve air quality, lower air temperatures and enhance the aesthetics of Hartford's street system.
 - Revise the City's existing zoning regulations to provide for more green building systems and components, such as rain gardens, green roofs and permeable paving materials to help reduce storm water runoff.

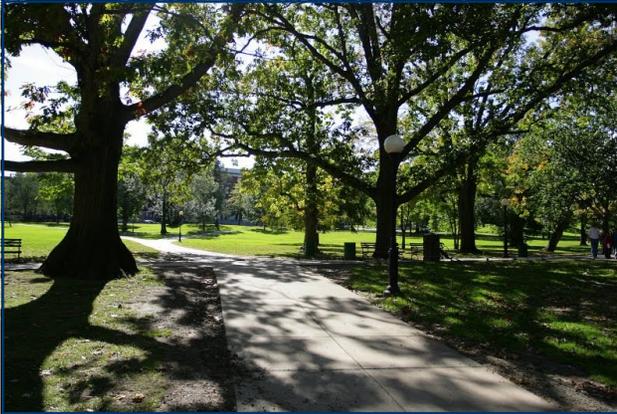
Greening Hartford and Sustainable Development



Rendering of the Mary Hooker School



Rain gardens, or bio-retention basins, reduce stormwater runoff.



A tree canopy inventory is recommended



Open space protection is vital

Natural Environment

Status and Current Initiatives

As part of its 2009/2010 Capital Improvement Plan, the City has allocated \$250,000 over the next ten years for the reforestation of City parks. This spending is intended for replanting the woodland areas of Hartford's parks with appropriate tree species, as well as to support the development of at least one tree nursery in the City. The reforestation project is only one component of a broad parks and recreation improvements effort, which encompasses over \$13.7 million in capital spending over the next decade.

For the fifteenth year, Hartford has been named a Tree City USA community by the Arbor Day Foundation. This designation is available to cities and towns that complete an application and meet the following four criteria:

- Must have some type of tree care ordinance
- Must have a board, commission or department that addresses trees
- Must have a community forestry program with budget of at least \$2 per capita, based upon the community's population
- Must have an Arbor Day observance and proclamation

Goals and Strategies

- Maximize the value and utility of the

existing system of parks, recreational facilities and open space resources throughout Hartford, and add to the open space system as resources and opportunities permit.

- Emphasize the value of urban forestry and tree programs for improving the City's appearance, improving energy efficiency and air quality, providing wild-life habitat and providing recreational opportunities. Undertake efforts to monitor, maintain and enhance these resources through tree improvement programs as part of the City's maintenance and capital planning programs.
- Continue to provide a variety of municipal protections for open space resources. Maximize accessibility to all open space resources.
- Work with CROG and other municipalities in the region to develop a long-term regional vision for growth management and open space preservation.

Transportation

Status and Current Initiatives

The City of Hartford is currently engaged in a number of critical long-term transportation planning and design initiatives. The Hartford-New Britain Busway, which is intended to link Downtown New Britain with Downtown Hartford via a dedicated busways using existing rail and highway rights-of-way, is presently in the final phase

of design. Operational planning for the Busway is also underway, and physical construction of the Busway is expected to be completed by the end of 2013.

The proposed New Haven-Hartford-Springfield commuter rail service will bring many workers directly into the center of Downtown Hartford and remove vehicles from the interstate system during peak traffic hours. The development of the commuter rail Fuel Cell Bus service will alleviate traffic congestion on the highways and improve air quality. In addition, a more robust utilization of Union Station will help support transit-oriented development around the station, thereby promoting a more compact and energy-efficient use of this portion of Downtown.

As part of its 2009/2010 Capital Improvements Plan, the City has allocated \$500,000 in grant funds from the Connecticut DEP for the development of the Park River Greenway from Newfield Avenue to Hamilton Street. The Park River North Greenway, to be developed in the future, will run alongside a significant portion of the north branch of the Park River from the University of Hartford campus to Farmington Avenue. In some instances it will be rerouted to avoid disturbing environmentally sensitive areas.

Goals and Strategies

Transportation Modes

- Centralize the public transportation

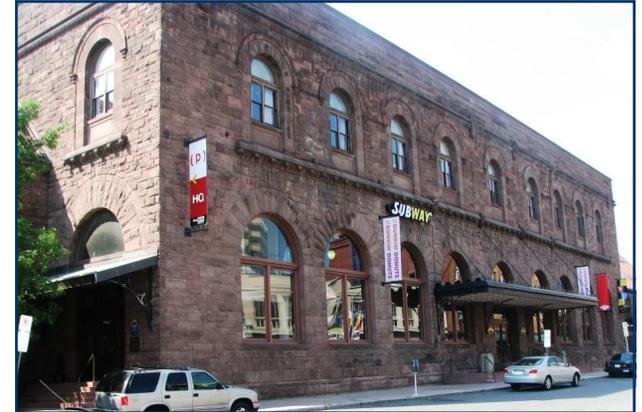
system around Union Station, creating a multi-modal transit center that includes supportive, transit-oriented mixed use development.

- Continue to support and promote the development of the New Haven-Hartford-Springfield commuter rail service and the Hartford-New Britain Busway.
- Place a strong emphasis on improving bicycle and pedestrian infrastructure throughout the City.
- Continue to work collaboratively with neighboring cities and towns, the Capitol Region Council of Governments and the State of Connecticut to evaluate and develop other regional mass transit systems.
- Continue to pursue the development of various trails and greenways around the City, with an emphasis on creating linkages with regional and national trail systems, and with connecting Hartford residents with employment centers both in Hartford and in the surrounding communities.

City Vehicles

- Continue to transition the City's fleet of vehicles from gasoline and diesel powered vehicles to ones that operate using alternative fuel sources such as natural gas, electric power or hydrogen fuel cells.
- Investigate the feasibility of replacing older City school buses with buses that

Greening Hartford and Sustainable Development



Union Station will become a multi-modal transit center



A City natural gas fueled vehicle.



Healthy Hartford is a wellness campaign designed to promote healthy lifestyle choices.

use alternative fuel sources.

Supportive Public/Private Sector Initiatives

- Encourage the development of additional Zipcar locations around the City, particularly in the Downtown, at the hospitals and at the insurance company campuses.
- Encourage carpooling among employees in the Downtown area by offering discounted parking rates for multiple occupant vehicles at Hartford Parking Authority facilities.
- Encourage private use of hybrid fuel technology vehicles by providing discounted rates or preferred parking for such vehicles in the Downtown and at transit centers.

Environmental Health

Status and Current Initiatives

The City of Hartford has undertaken a number of environmental health initiatives. Health Information programs on a variety of topics have been developed. City staff have increased responsiveness to health safety and building code enforcement, and have continued programs that address rodent control and emergency demolition issues. The City has also made progress in addressing the presence of lead paint in Hartford's housing stock. As part of the 2009/2010 Capital Improvements Plan, the City has allocated \$3.1 million over the next ten years to complete environmental surveys of all

municipal buildings; inventory all asbestos-containing materials, lead paint and suspected mold conditions; prepare a management and abatement plan; and abate the inventoried hazardous materials. The City has also allocated \$15 million in grant funds for asbestos and lead paint removal and remediation at the Burgdorf Building on Coventry Street.

The City's Department of Health and Human Services coordinates a wide variety of programs aimed at improving the environmental and public health of both the City and its residents. These programs include lead poisoning prevention and lead abatement; food service regulation; nuisance control; and public health education. One of the public health education programs is the Healthy Hartford Initiative, which addresses issues of lead poisoning; asthma; indoor air quality; outdoor air quality; open space; brownfields; and environmental justice.

Goals and Strategies

Air Quality

- Reduce the number of vehicles traveling on Interstate 84 and Interstate 91 by focusing future investment on public transit.
- Evaluate the synchronization of traffic signals in the City. Make improvements where necessary to reduce the number of intersections where vehicles are forced to idle for extended periods of

time.

- Over the next decade, complete a City-wide tree canopy assessment and targeted tree planting program to improve air quality, lower air temperatures and enhance the aesthetics of Hartford's street system.

Water Quality

- Continue to work with the MDC on the Clean Water Project to reduce sewage discharges into the Connecticut River and completely overhaul the region's sewer system over the next decade.
- Continue to support the efforts of the Park River Watershed Revitalization Initiative and the Farmington River Watershed Association to expand public awareness of the watershed boundaries and to improve water quality within them.
- Complete a comprehensive storm water management plan for the city.
- Resolve the issue of shared storm responsibility between the City and the MDC
- Use regulatory site plan review as a tool to ensure storm water quality measures are implemented in new development.

Public Health

- Continue to fund and support lead paint abatement and remediation programs. Work to provide lead-free "safe homes" for families impacted by lead poisoning

during remediation work.

- Improve public awareness of asbestos and asbestos-related health and environmental issues. Dedicate community development funds to removing or remediating asbestos in residential structures as part of housing rehabilitation efforts.
- Continue public outreach, awareness and education programs regarding asthma. Continue data collection efforts under the Hartford Schools Asthma Initiative to accurately monitor and track asthma cases.
- Support the efforts of the Hartford Asthma Call to Action Taskforce to raise awareness of asthma in the community and to provide asthma management strategies.
- Work with the State of Connecticut and private developers to identify and remediate brownfields in the City to eliminate potential environmental and public health problems and to return such properties to active economic use.
- Reduce littering and illegal dumping through aggressive enforcement and fines for violators.
- Ensure that the issue of environmental justice is a key consideration in future land use, development and policy decisions in the City of Hartford.

Greening Hartford and Sustainable Development



Asthma can be caused and exacerbated by poor air quality.



The MDC water treatment facility

Water Resources

Status and Current Initiatives

Hartford receives its drinking water supply from well outside of its municipal boundaries, courtesy of the Metropolitan District Commission (MDC). The City is served by the MDC's West Hartford Water Treatment Facility located on Farmington Avenue. This facility was constructed in five stages between 1920 and 1960 and has the capacity to treat more than 50 million gallons per day (MGD). The sources of Hartford's drinking water are the Barkhamsted Reservoir, located in the towns of Hartland and Barkhamsted, and the Nepaug Reservoir located in the towns of New Hartford and Burlington. These two reservoirs have a combined capacity of nearly 40 billion gallons. The water system in Hartford is a mature system, in which every street in the City is served. There has been a shrinking demand for water in recent years; from 1990 to 2000, the system-wide water demand dropped from 66 MGD to 60 MGD.

Since Hartford's drinking water originates from a distance of approximately 12 to 16 miles away from the City's western boundary, the City does not have direct protective jurisdiction over its drinking water supply; this responsibility falls to the MDC. In addition, as a heavily urbanized community with 100% of its residents served by public water, Hartford does not have an aquifer area that is either used for drinking water or in

need of explicit protection. Hartford's water resources include the Connecticut River, the Park River and the small number of ponds that are scattered among the City's larger parks. It is important to continue to protect these resources for environmental and recreational purposes.

Flood control efforts along the Park River and the Connecticut River are also important components of managing Hartford's water resources. The City is continuing to address long-range flood control infrastructure issues through its Capital Improvements Plan, which includes nearly \$3.3 million in bond sales revenue for flood control projects. The City has also requested \$17 million in grant funds from the State of Connecticut for flood control projects over the next ten years.

Goals & Objectives

Promoting livable and sustainable neighborhoods and promoting and encouraging the integration of sustainable practices are two of the five key themes of One City, One Plan. In addition to the goals listed below, goals related to these themes are identified throughout the plan and are listed together in the "Livable and Sustainable Neighborhoods" and "Sustainable Practices" sections of the Action Agenda.

Goal 1: Promote green building practices.

Objectives:

- Promote LEED standards to address energy savings, water efficiency, carbon emissions reduction, and improved indoor air quality.
- Develop Green Building and Green Renovation Guidelines.
- Require that all new commercial construction over 50,000 SF and all new municipal buildings over 5,00 sf be LEED Certified Silver.
- Provide incentives for including sustainable design elements.
- Ensure that 60% of City schools and municipal buildings score 75 or greater on the EPA Energy Star benchmarking tool by 2013.

Goal 2: Emphasize clean & renewable energy management.

Objectives:

- Adopt a goal for the City government to achieve 100% attainment from clean energy sources by 2030.
- Complete an energy audit of municipal buildings.
- Reduce the City's annual energy use and Greenhouse Gas profile by 20%, and building energy expense by 10% by 2013.
- Encourage employee energy conservation through a Conservation Awareness Program.
- Encourage installation of renewable en-

ergy systems for commercial & residential properties.

- Retrofit municipal buildings with energy efficient equipment.
- Promote energy conservation practices at Hartford schools.
- Replace incandescent traffic signals & street lights with LEDs.

Goal 3: Enhance environmental education efforts.

Objectives:

- Create a city-wide anti-littering program.
- Work to educate residents about recycling.
- Increase awareness of the watershed & water systems.

Goal 4: Reduce waste.

Objectives:

- Evaluate Pay-As-You-Throw programs.
- Consider a plastic bag surcharge.
- Develop a backyard composting program.
- Require recycling in all City offices and agencies.
- Coordinate with MDC to collect & reuse hazardous household materials.
- Continue the following programs: Single Stream Recycling, "Hartford Gold" leaf composting program, Waste & Recycling Academy.
- Install trash and recycling bins together throughout Downtown.
- Promote deconstruction, rather than demolition, of buildings that cannot be

rehabilitated.

- Encourage the creation of a materials exchange.

Goal 5: Improve stormwater management.

Objectives:

- Conduct a city-wide stormwater management study.
- Complete the FEMA-mandated Dike Rehabilitation & Improvement Plan.
- Resolve the issue of shared storm water responsibility between the City and the MDC.
- Utilize NEMO stormwater best practices.
- Implement the NPDES Phase II storm water management plan.

Goal 6: Manage the tree canopy.

Objectives:

- Complete a City-wide tree canopy assessment and create a targeted tree planting program.
- Monitor, maintain, replace and enhance existing trees as part of the City's maintenance plan.
- Allocate money to maintain trees.
- Promote the benefits of trees.

Goal 7: Reduce environmental impacts.

Objectives:

- Conduct environmental reviews prior to building.
- Support Brownfield remediation.

Goal 8: Improve air quality.

Objectives:

- Evaluate the synchronization of traffic signals to reduce idling.
- Focus on public transit to reduce the number of vehicles traveling on the interstate highways.
- Protect identified floodplains and riparian corridors by controlling development in these environmentally sensitive areas.

Goal 9: Improve water quality

Objectives:

- Regulate the use of herbicides and pesticides in maintenance of municipal facilities
- Fund Clean Water Projects.
- Work with the MDC on the Clean Water Project and a comprehensive stormwater management program.
- Support the efforts of existing organizations to expand public awareness of the watershed boundaries and to improve water quality within them.
- Use regulatory site plan review as a tool to ensure stormwater quality measures are implemented in new developments.
- Work with the State to evaluate expanding DEP's Urban Fishing program to include Goodwin Park.
- Work to implement the recommendations outlined in the North Branch Park River Watershed Management Plan con-

sistent with the goals of “One City, One Plan.”

Goal 10: Protect the Connecticut River.

Objectives:

- Implement an environmentally sensitive reuse plan for the landfill.
- Work the MDC on the Clean Water Project to reduce sewage discharges.
- Utilize the river for recreation to help increase awareness of water quality issues.

Goal 11: Promote good urban design.

Objectives:

- Update design guidelines to promote rain gardens, green roofs and permeable paving to reduce storm water runoff.

Goal 12: Sustain public health.

Objectives:

- Fund lead abatement programs.
- Remediate asbestos in residential structures.
- Support initiatives to monitor, track & manage asthma.
- Support the Healthy Hartford Initiative.
- Reduce littering and illegal dumping through aggressive enforcement and fines for violators.

Parks, Open Space & Natural Resources



KEY TOPICS

- Existing Parks & Open Space Inventory
- Friends of the Parks and Foundations/Trusts
- Recent Parks & Open Space Planning Efforts
- Hartford's Trail System
- Natural Resource Inventory
- Future Park & Open Space System
- Goals & Objectives



Adopted June 3, 2010
Reissued June 2011

Introduction

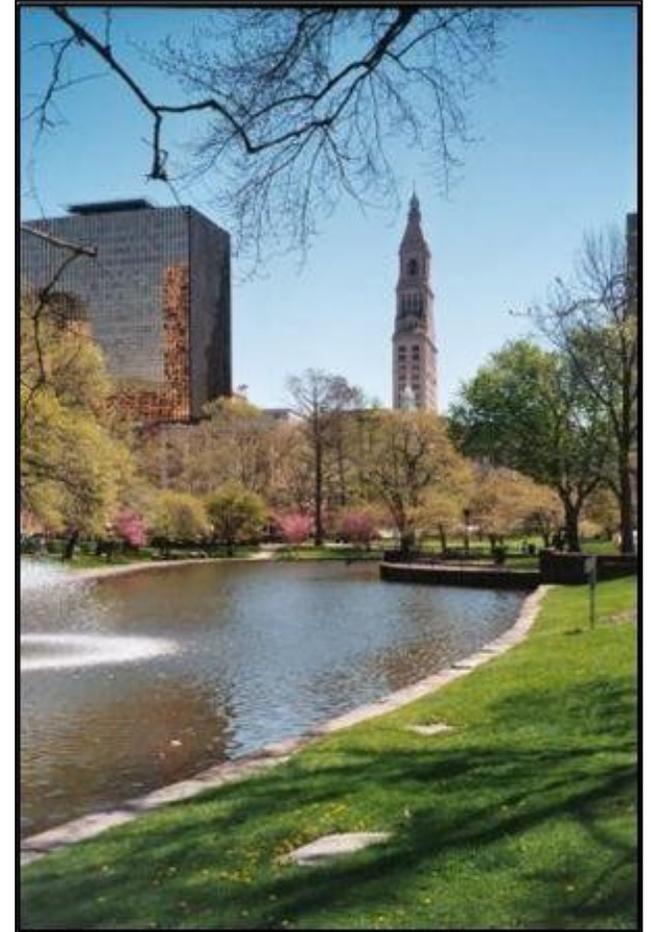
The purpose of this chapter is to provide a summary of Hartford's parks, open spaces and natural resources and to recommend ways in which the City's Plan of Conservation and Development can address maintenance of and improvements to these resources. Hartford's Park system is of great historic significance to the evolution of American public parks. Hartford parks and open spaces serve as valuable amenities to the city's residents, regional visitors, and tourists from abroad. Hartford can further refine park landscapes and open space to increase property values, neighborhood quality of life, and regional ecological connectivity. Strengthened recreational and cultural programming can enrich the lives of residents and bring more visitors to the city.

Frederick Law Olmstead, the father of American landscape architecture who designed New York City's Central Park as well as great public parks, college campuses and landscapes across America – was the Hartford Park system's inspired advisor as well as a Hartford native. For over a century, Hartford Parks were regarded as among the best in nation and deeply admired by Hartford residents. Hartford's parks system began in 1853 with the purchase and creation of Bushnell Park, which was the nation's first publicly financed park. From the late 1800s to the early 1900s, Hartford added approximately 1,000

acres of parks and open space, including Elizabeth, Keney, Goodwin, Riverside, and Colt Parks. This acquisition provided the foundation for the present day open space system of parks and flood plains.

The quality, quantity and diversity of parks and open spaces are important attributes that enhance the character of Hartford's neighborhoods. The parks' multifaceted benefits include a range of recreational fields for organized sports, scenic pathways for bicyclists and pedestrians, swimming pools, boat launches, equestrian trails, golf courses, playscapes for children, gardening, and other healthy opportunities for social interaction. In addition, the landscapes provide the ecological services of green infrastructure by improving air and water quality, mitigating stormwater run-off, and lowering noise pollution. These benefits enhance community character and positively affect property values and the marketability of neighborhoods.

The existing inventory of parks and open space is an asset to the City as it provides green space that helps break up the urban landscape patterns while enriching the surrounding neighborhoods with recreational opportunities. However, the degree to which park facilities meet contemporary needs is always an issue because community recreation needs and neighborhood demographics continually evolve over time. While the existing parks and open



View of the pond at Bushnell Park



Keney Park Golf Course



Signage at Entrance to Riverside Park

space inventory provides a wide array of recreational opportunities and extraordinary scenic landscapes, there is potential for recreational improvements that will meet the changing needs of the Capitol City.

Existing Parks and Open Space Inventory

Hartford has 35 parks and approximately 2,000 acres of open space within the city limits and an additional 917 acres outside Hartford. Hartford’s facilities range from large parks like Keney, Colt and Goodwin to small neighborhood parks and greens like Campfield Green and Franklin Square Park. The locations of Hartford’s parks are shown on the map titled *Parks, Recreation & Open Space Inventory*.

The City of Hartford Department of Public Works manages and maintains the facilities of the park system while the Department of Health and Human Services’ Recreation Division manages athletic programming and social services within the system.

Although the City has over 2,000 acres, nearly half of the land is located in just six parks: Keney (537 acres), Goodwin (126 acres), Colt (108 acres), Pope (77 acres), Riverside Park (52 acres) and Bushnell (33 acres). Hartford also has significant open space acreage outside of its borders. Batterson Park (585 acres) is located largely in Farmington with the southeastern

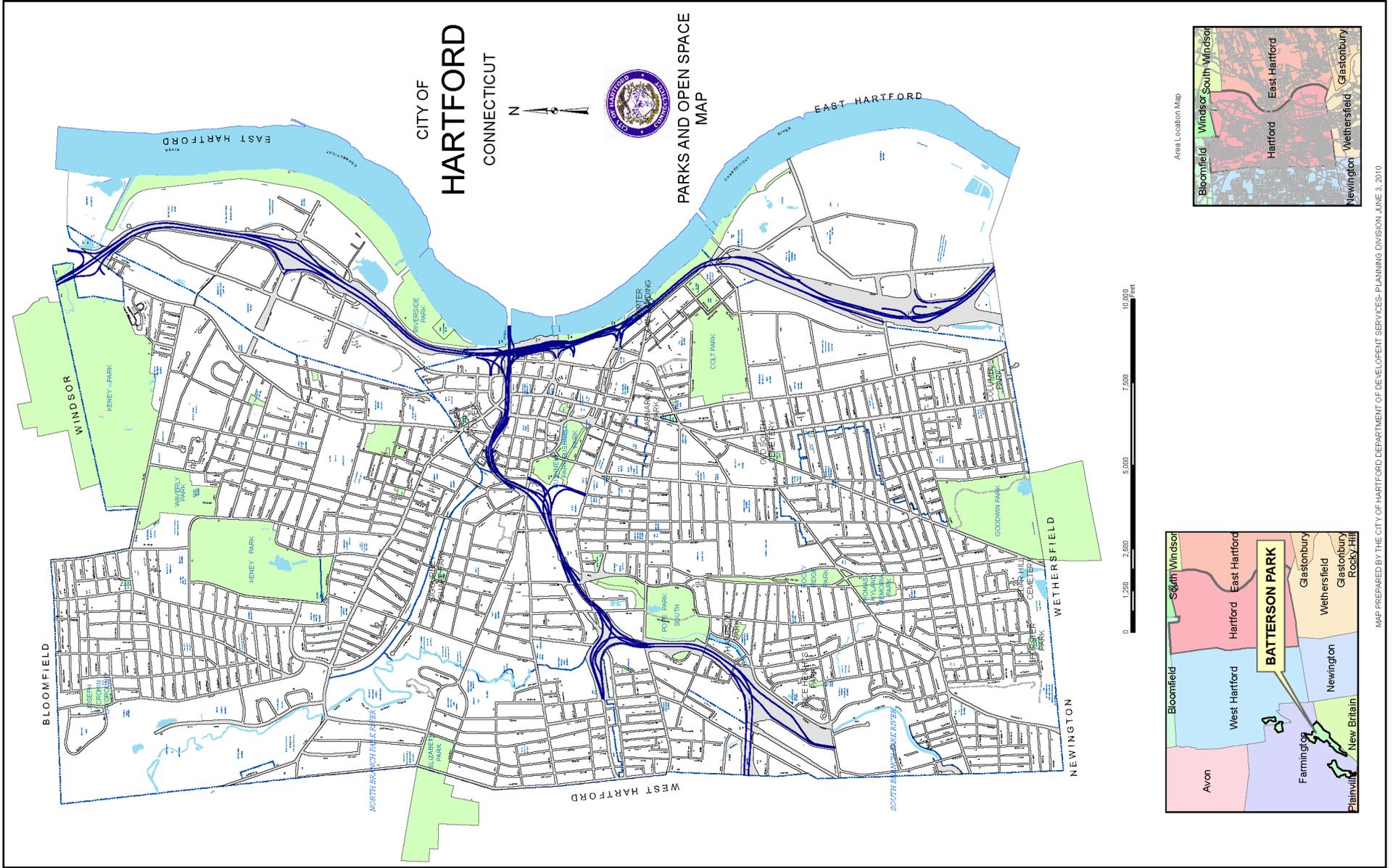
edge in New Britain. Parts of Goodwin, Keney, and Elizabeth Park extend into adjacent communities.

The Connecticut River is Hartford’s greatest regional natural resource. Hartford is the northernmost extent of the navigable section of the River. Riverfront Recapture, a non-profit organization, manages a premier regional waterfront park along the Connecticut River. Riverfront Recapture entertainment as well as access to the Connecticut River at Charter Oak Landing, Mortensen’s Riverfront Plaza and Riverside Park is all within walking distance from Hartford’s central business district.

Charter Oak Landing, located just to the south of the Downtown, includes dockage for excursion boat service, a boat launch, riverside trails and picnic areas. A paved and lighted pedestrian walkway connects the park to the Great River Parks Amphitheater in East Hartford via a pedestrian walkway on the Charter Oak Bridge.

Mortensen’s Riverfront Plaza, the centerpiece of the riverfront park system, connects the downtown with the waterfront. The plaza features an amphitheater, boat cruises, seasonal food and entertainment, paved walkways and access to the river. A pedestrian promenade on the Founders Bridge connects the Downtown to both the Great River Park in East Hartford and the Riverside Park to the north.

Riverside Park is a century-old restored park



Parks & Open Space Inventory Map

One City, One Plan– POCD 2020



Pope Park



Gardens at Elizabeth Park

located just north of the Downtown. The park features a boat launch, a gazebo, a playscape, climbing wall, multi-purpose trails, a football field, and a boathouse for rowing clubs, which includes a meeting hall for cultural gatherings.

Six of Hartford's parks are on the National Register of Historic Places, including Bushnell Park, Keney Park, Colt Park, Elizabeth Park, Sigourney Park, and Charter Oak Landing. These older historic parks are some of the city's greatest assets and the backbone of the parks system.

Bushnell Park, one of Hartford's most popular parks located in the center of Downtown Hartford, hosts enriching features of historic, architectural and natural significance. These include the Soldiers and Sailors Memorial Arch, a 19th century carousel, a reflecting pool, the Corning Fountain, Horace Wells and Israel Putnam Statues, and an outstanding urban Arboretum, which includes "Champion Trees" of Connecticut. A recently restored Pavilion hosts numerous seasonal theater and musical performances.

Pope Park is located in the City's Frog Hollow neighborhood. The park was donated to the City in 1895 by Colonel Albert Augustus Pope for use by his employees at the Pope Manufacturing Company and city residents. The park was originally landscaped by the renowned Olmsted Brothers design firm. Today, the park (and the additional area of Pope Park North) features ar-

reas for baseball, football, soccer, tennis, playgrounds, and spray and swimming pools. In November 2008, the City began the third phase of a \$13.6 million initiative to revitalize the Bankside Grove section of the park. New bituminous walkways provide ADA access and improve pedestrian movement, including a new pedestrian entrance located near Park Terrace and Hillside Avenue. This component also includes new landscaping, benches and trash receptacles. These physical improvements will link pedestrians walking between other areas of the park where work has been completed over the last four years.

Elizabeth Park is located approximately 2.5 miles from the Downtown, and crosses into West Hartford along Asylum Avenue. The Park activities tend to divide at Prospect Avenue, which separates Hartford from West Hartford. The East Lawn section, which overlooks the city skyline, comprises 19 acres of open space within Hartford's historic West End residential neighborhood. Highlights include the first municipally-owned rose garden in the United States, with more than 900 varieties and 14,000 rose bushes displayed during the summer months; Seasonal horticultural attractions, which draw neighbors and visitors from around the world; and theater and music performances. The Elizabeth Park Pond House serves as a meeting hall for numerous community educational and cultural events.

Colt Park is located in the City's Sheldon-Charter

Oak neighborhood. The park features areas for baseball, basketball, football, soccer, tennis, playgrounds, and spray and swimming pools. In 2007, Phase II of the Master Plan began for Hartford's Botanical Garden and Conservatory. The Garden is planned for the westernmost 18.5 acres of the park and is proposed to consist of a series of indoor and outdoor garden spaces and restored historic buildings.

This Plan recognizes the aspiration of Vintage baseball to establish a more substantial and permanent location in the Colt Park area. Vintage Baseball is a unique recreational activity and part of an exciting trend. In the Hartford area, Vintage Baseball would give synergy to the drive to create a national historic park in and around the former Colt Factory. Moreover, The Plan cites Vintage baseball's potential to be a driver of economic development spawning industries involved in uniform production, period architecture and entertainment.

Keney Park is located in Hartford's Northeast Neighborhood and is the largest park and an unusually rich natural resource within the Hartford Park System. Keney Park is subdivided into three sections: Woodland, Waverly and Barbour. The Woodland section of the park (located between Edgewood Street, Greenfield Street and Ridgefield Street) features areas for basketball, tennis, volleyball, softball, handball, a spray pool and a swimming pool, play equipment, walking trails and a pond house. The

park's pond is one of the most recent additions to the Connecticut Department of Environmental Protection's (CTDEP's) new Urban Fishing Program which seeks to provide fishing opportunities to urban areas ensuring that everyone in the state has easy access to fishing in the state's major metropolitan areas.

The Waverly section of the park (located along Waverly Street northeast of the Woodland section) features baseball and softball fields, a football field, basketball courts, play equipment and play areas, a spray pool and picnic areas. The Barbour section of the park (located along Tower Avenue northeast of the Waverly section) has a basketball court, tennis courts, a spray pool, play equipment, cricket fields and a golf course that extends into the Town of Windsor.

Upcoming projects planned for this park include improvements to the playing fields, refurbishing of carriage roads, installation of guide rails and construction of a pavilion..

Friends of the Parks and Foundations/Trust Funds

In addition to the municipally budgeted maintenance and capital expenditures, there are "friends" organizations for most of Hartford's major parks that coordinate supplemental maintenance, plan and implement physical improvements, make programmatic decisions about the parks and undertake fundraising initiatives to



Baseball Field at Colt Park



Hyland Park

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Matrix of
Open Space
Recreational
Facilities

Source: City of Hartford Department of Public Works and Health and Human Services & Planning Division
 (1) 585-Acre park is located in the town of Farmington.
 (2) Component of Wadsworth Atheneum property, which is 3.09 acres.
 (3) 83.53 acres are located in West Hartford
 (4) 109.96 additional acres are located in Wethersfield
 (5) 133.1 additional acres are located in Windsor.
 (6) Includes river access, ponds or ornamental water features.

Facility Name	Acreage	Playscape	Pavilion	Picnic Area Benches	Tennis Court	Basketball Court	Baseball Field	Little League T-Ball	Softball Field	Soccer Field	Football Field	Water Feature Component(6)	Boat Launch	Golf Course	Indoor Pool or Spray Pool	Rec. Center	Walking Paths Trails
Aaron Fein Square	0.16																
Asylum Avenue Green	0.25																X
Barnard Park	1.57																
Batterson Park	585 ⁽¹⁾			X		X						X	X				
Blue Hills Park & Community Center	0.94					X										X	
Bond Street Parkette	0.38																
Brackett Play Area/Kelvin D. Anderson	10.92	X		X		X									X	X	
Buckingham Square Park	0.33																
Burr Sculpture Court	N/A ⁽²⁾																
Bushnell Park	33.4	X										X					X
Campfield Green	0.08																
Campfield Memorial Grounds	0.32																
Charter Oak Landing	45.1	X	X	X	X		X			X	X	X	X				X
Colt Park	108.1	X			X	X	X	X	X	X	X				X		X
Columbus Green	0.29																
Cronin Playground	10.24	X				X				X	X						
Day Playground	0.69	X				X									X		
Delucco Playground	1.08	X		X		X											
Dillon Stadium	6.28																
Elizabeth Park(3)	102.48	X				X		X	X								
Forster Heights Playground	3.02	X				X		X							X		
Franklin Square Park	0.07																
Goldfarb Memorial Park	0.5																
Goodwin Park(4)	236.05	X			X	X		X				X			X		X
Harbison Playfield	2.46																
Harriet Tubman Playground	N/A																
Hyland Park / Rocky Ridge Park	41.47					X	X	X							X	X	
Keney Park(5)	669.8	X		X	X	X	X	X	X		X	X		X	X		X
Keney Clock Tower	1.2																
Lozada Park	2.38	X				X			X						X		
New Ross Park	1.54																
Pope Park	77.03	X				X	X	X		X	X	X			X	X	X
Pope Park North	2.84	X		X	X										X		
Porter Memorial Park	0.41																
Pulaski Mall	1.66																
Ramon Quiros Playground	N/A																
Riverside Park	51.71	X									X	X	X				X
Sigourney Square	2.53	X		X		X									X		
South End Playground	6.95	X		X	X	X		X		X					X	X	
Tunnel Park	0.42																
Willie Ware Center	1.06	X				X									X	X	

support their goals. These organizations include Riverfront Recapture, Friends of Bushnell Park (Bushnell Park Foundation), Friends of Keney Park, Friends of Colt Park, Friends of Pope Park, Friends of Forster Park and Friends of Elizabeth Park. The organizations arose during the 1980s as the municipal parks and recreation staff was reduced, and neighborhood volunteers began to take the place of centralized city park system management.

The “friends” organizations receive donations and contributions from corporate sponsors and private sector donors, such as Aetna and Bank of America, to support the operations of their respective parks. The City of Hartford leases each park to a “friends” organization for \$1 through a formal legal agreement. Without these volunteer organizations, the City of Hartford would need to budget for substantially greater financial and staff resources dedicated to the parks system.

Two additional sources of assistance are also available for Hartford’s parks and open space system. The Hartford Parks Trust Fund is a trust fund held by the City that was established in 1988. The original contribution for the fund came from the sale of a piece of Batterson Park to the Town of West Hartford. The City uses the investment income from the trust as a source of funding for park capital improvements and acquisition, and may use up to 25% of the annual investment income to pay for mainte-

nance and repair of existing parks facilities. The privately-held Knox Parks Foundation, founded in 1966 by Betty Knox, provides volunteer services to Hartford’s parks for tasks such as park clean up, flower and shrub planting, and tree planting in City parks and neighborhoods. Knox Parks Foundation volunteers also develop community gardens throughout the City.

Recent Parks and Open Space Planning Efforts

In October 2007, the Trust for Public Land completed a study entitled “Renewing a Historic Legacy – The Park System of Hartford, Connecticut.” This study discussed the history of Hartford and its parks system, compared Hartford’s existing parks acreage and number facilities to those of other cities, and made strategic and programmatic recommendations for future parks planning based upon existing demographic, geographic and organizational considerations. The study also provided a fiscal overview of the expenditures and revenues associated with the parks system in Hartford.

Hartford’s Trail System

Hartford has a growing network of hiking, biking and walking trails. One of the newest additions is the East Coast Greenway. The Greenway is the nation’s first long-distance urban trail system. The Greenway is a city-to-city transportation corridor for cyclists, hikers and other



Riverside Park Trail



Ground breaking for the South Branch of the Park River Trail

One City, One Plan– POCD 2020



Riverfront Rangers



Riverside Park Playground

non-motorized users. By connecting existing and planned trails, a continuous, safe, green route 3,000 miles long is being formed linking Maine to Florida.

It incorporates waterfront esplanades, park paths, abandoned railroad corridors and canal areas; the Greenway temporarily follows sidewalks and roadways to link some of these sections. The Greenway enters the City of Hartford from the east via the Founders Bridge and exits the City in the northwest corner along the Bloomfield border. In Hartford, the Greenway connects the Connecticut River at Mortensen's Riverfront Plaza to Bushnell Park and the South Branch of the Park River. Currently, most of the trail utilizes existing roadways. Future trail development will move more of the East Coast Greenway off-road through the City.

The South Branch Trail of the Park River Greenway utilizes publicly-owned lands along the Park River. The State of Connecticut has listed both the North and South Branches of the Park River as a designated greenways, which is required for funding eligibility. Phase One of the multi-use trail along the Park River was completed in October 2008. This 1,690 foot section of paved trail extends from Flatbush Avenue to Nilan Street. Phase Two of the trail will run southerly along the Park River from Nilan Street until it terminates at Newfield Avenue and is expected to be completed in 2010-2011.

The Capitol Region Council of Governments (CRCOG) recently completed a Regional Pedestrian and Bicycle Plan in April 2008. This plan promotes walking and biking as viable means of transportation not only within a community but also regionally. Safe and convenient bicycling and walking routes provide numerous benefits to the community. These benefits include improved mobility, a cleaner environment, a decrease in traffic congestion, a stronger economy, improved public health and a stronger sense of community. The primary actions recommended by the Plan include:

- Complete the East Coast Greenway through Central Connecticut
- Create an on-road bicycle network that will link important destinations
- Continue local trail development
- Invest in pedestrian safety improvements, including sidewalks
- Create regional standards for bicycle and pedestrian design
- Educate bicyclists, pedestrians and motorists
- Encourage bicycling and walking
- Provide targeted enforcement of traffic violations

In addition to the Park River Greenway segment of the larger East Coast Greenway, Keney Park, Goodwin Park, Bushnell Park, Riverside Park, Pope Park and other parks and open space properties in the City offer both trails and park roads

for walking and biking. Although the park roads are open to automobiles, they still provide walking, biking and jogging opportunities.

These trail networks, coupled with other local trails, city sidewalks and regional trails, provide a solid foundation for achieving an interconnected and accessible network of trails that link not only parks and open space but neighborhoods, schools, shopping centers and government facilities. When properly planned, greenways can link existing parks and open space areas with neighborhoods and community facilities such as schools, and provide a pedestrian-friendly environment to serve residents. Greenways greatly influence the natural landscape by providing a natural edge to an otherwise developed area. It is at this edge that open space contrasts with development and is so much more inviting by virtue of this contrast. Open space edges and borders can serve to enclose and define development and prevent a continuous unattractive sprawl. The maintenance of vegetative buffers along city roads and stream corridors are particularly useful in this regard, and serve as a natural filter that protects water quality.

Natural Resource Inventory

Like planning for infrastructure such as roads and sewers, communities should also inventory, plan and protect their green infrastructure. Green infrastructure is the interconnected network of protected land and water that sustains

air and water quality, land resources and enhances both the aesthetic appearance of the community and the quality of life.

Waterways

Hartford has two major waterways – the Connecticut River and the Park River. The Connecticut River is New England’s largest river, with a total length of over 400 miles and a drainage basin of over 11,500 square miles (over twice the size of the entire State of Connecticut). The specific features and characteristics of the river made it a natural fit for water-dependent manufacturing uses in the eighteenth and nineteenth centuries. This connection between the river and early American manufacturing was a major factor behind the development of cities such as Hartford and Springfield, Massachusetts.

Since the Connecticut River forms the entire eastern boundary of the City of Hartford, its presence has a significant impact on both the character and natural systems of the City. While viable commercial navigation of the river ends just south of Hartford, the City has capitalized on the recreational potential of the river, particularly through the efforts of Riverfront Recapture.

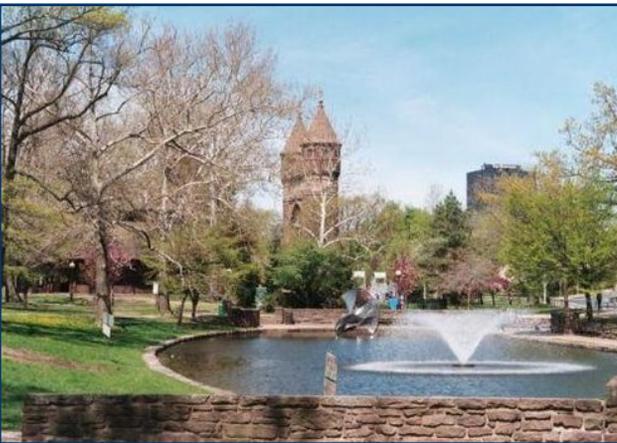
Hartford’s other major waterway, the Park River was re-named after Hartford’s first public park. The meandering river once defined the northern and eastern boundaries of Bushnell Park, and the irregular shape of Pope Park. Although one



Minor Flooding Along Connecticut River



Goodwin Park Pond



Bushnell Park

third of the Park River has been buried for flood control, and a convenient passage for I-84, the North and South Branches of the Park River, which still flow through six city neighborhoods are surrounded by open space managed by the Hartford Flood Commission.

The “non-buried” sections of the Park River can be found in two segments on the western side of the City. The South Branch of the river runs through the South West, Behind the Rocks and Frog Hollow neighborhoods, and enters the conduit just south of Park Street near Interstate 84. The North Branch emerges from the Park River Conduit north of Farmington Avenue near the intersection of Woodland Street and runs northwesterly, forming the boundary between the West End and Asylum Hill neighborhoods. The North Branch then passes through the University of Hartford campus before crossing over into West Hartford. These two branches of the river, which were originally connected, were separated by the construction of Hartford Public High School in the early 1960s.

It is along the “open” and non-channelized sections of the Park River that many of Hartford’s water-related natural resources and features can be found. These include 100-year and 500-year floodplains, wetlands and areas of substantial tree cover. Through the efforts of the Park River Watershed Revitalization Initiative (an initiative sponsored by the Farmington River Watershed Association), public awareness of the

watershed area and the impact that human activities have on the watershed’s environmental quality is being promoted. A watershed management plan is currently being completed for the North Branch of the river.

The North Branch Park River Watershed Management Plan

The North Branch Park River Watershed Management Plan is currently underway (due February 2010) to determine possible sites for landscape restoration and stormwater management retrofits. The North Branch Park River Watershed Management is being conducted on behalf of the Ct Department of Environmental Protection, according to US EPA watershed planning guidelines. Although over 60% of the North Branch Park River Watershed is in Bloomfield, recommendations for improvement projects within Hartford City limits will be noted. Working with the state Department of Environmental Protection, Hartford could seek federal funding for green infrastructure and green jobs that could augment efforts to renew the city’s scenic open space within the West End, Asylum Hill and Blue Hills. Landscape improvements and appropriate public access would greatly benefit neighborhood residents, employees within the St. Francis medical community, and students of public and private schools along the riverway.

The water quality and quantity of the North and South Branches is impacted by upstream devel-

opment within the 77 square mile Park watershed. In 2006 the MDC began a 20 year effort – the “Clean Water Project” – in order to reduce combined sewer overflows into the Park River. City of Hartford parklands and open spaces could be improved in conjunction with the “Clean Water Project” through ‘low impact development’ (green infrastructure) design strategies.

Wetlands

Wetlands are defined by many distinguishing features, the most notable being the presence of standing water for a period of time during the growing season; saturated soil conditions; and organisms, especially vegetation, that are adapted to or tolerant of saturated soils. Wetlands are not easily defined and definitions are variable between regulatory agencies. In Connecticut, wetlands are defined by soil type, specifically saturated or hydric soils, which are classified by the NRCS as Poorly Drained, Very Poorly Drained or Alluvial/Floodplain. Any combination of these soil classifications are considered wetland soils and are protected under the City’s inland wetland regulations.

Wetlands are important for a variety of reasons, including:

- Wetlands are among the most biologically productive natural ecosystems in the world
- Wetlands provide habitat that is critical to a variety of plant and animal species,

including threatened and endangered species

- Wetlands often function like natural sponges, storing water and slowly releasing it, thus reducing the likelihood of flood damage by controlling the rate and volume of runoff
- Wetlands help improve water quality by intercepting surface runoff and removing or retaining its nutrients, processing organic wastes and reducing sediment before it reaches open water
- Wetlands provide outdoor recreational opportunities (i.e., wildlife viewing/ photography, nature study)

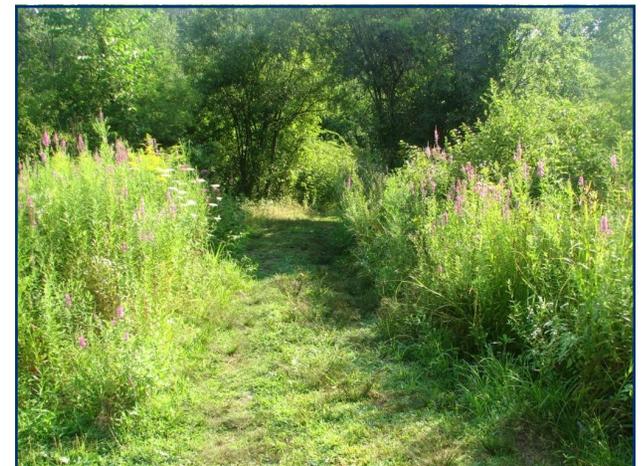
Unique wetland types are those found on alluvial and floodplain soils. Due to the excessive permeability of the soil, these areas are very susceptible to rapid infiltration of pollutants. In Hartford, 241.3 acres or 2% of its land consists of wetland-designated soils. The locations of wetland soils are illustrated on the map titled Environmentally Sensitive Areas.

Steep Slopes

Areas of steep slopes are important to identify primarily because of their impact on development. In addition, these areas pose other hazards such as increased erosion, surface runoff, siltation and flooding of watercourses. Therefore, identifying areas of steep slopes is an important component of the natural resource



The North Branch of the Park River Trail



The North Branch of the Park River Trail



Hartford Wetlands

inventory. The areas identified as steeply sloped soils cover 64.4 acres of the city's land. These areas are illustrated on the map titled Environmentally Sensitive Areas.

FEMA Floodzones

A floodplain is a broad and relatively flat area of a river or stream valley on either side of the main watercourse. Floodplains are formed by a series of flood events, which spill over the riverbanks and work and rework the sediment. A 100-year flood is a flood that has a one percent (1%) probability of occurring in a given year, or is likely to occur once every one hundred years.

The Federal Emergency Management Agency (FEMA) has determined areas within floodplains and their boundaries. Floodways are those areas within the floodplains that convey the floodwaters. The floodways are subject to water being carried at relatively high velocities and forces. The floodway fringes are those areas of the floodplain outside of the floodway which are subject to inundation but do not convey the floodwaters. Floodplains are delineated on the map titled Environmentally Sensitive Areas.

Riparian Corridors

Riparian corridors, or riparian buffers, are undisturbed, naturally vegetated areas contiguous with and parallel to rivers and streams. Riparian buffers protect water resources by improving water quality through filtering pollutants and

sediments, stabilizing stream banks and river beds, improving wildlife habitat by providing travel corridors and improving aquatic habitat.

The recommended buffer width for riparian corridors varies depending on what the goal of the buffer is and the unique nature of each watercourse. For example, a river the size of the Park River will receive a much greater benefit from a 50' buffer than the Connecticut River. The minimum acceptable width is one that provides acceptable benefits at an acceptable cost. While this approach is not feasible for the entire city, there are some areas, in particular the Connecticut River and the North and South Branches of the Park River where some buffer implementation would be feasible.

These corridors, and their associated tributaries and waterbodies, form a network that can potentially link with the City's open space and recreation resources and existing infrastructure such as sidewalks and bridges. The City has a wonderful opportunity to develop, over time, an integrated system of open spaces, parks and recreational facilities linked by a network of greenways, sidewalks and public spaces. The Park River Greenway is an excellent example of linking open space and existing City-owned property along a river corridor.

Natural Diversity Database Listed Species

In Connecticut, the protection of unique biological communities is held to a high standard. In

support of this, the Connecticut DEP has inventoried sites across the state that contain habitats of endangered, threatened and special concern species. These habitat areas are perceived as unique and receive special protection status from the state. The state has identified these sites in a special survey called The Connecticut Natural Diversity Database, which is a centralized inventory of these unique habitat locations and represents the findings of many years' worth of biological surveys. The Natural Diversity Database breaks down the sites into the following taxonomic groups: mammals, birds, reptiles, amphibians, fish, invertebrates and plants. Within these groups, the species are further categorized as being endangered, threatened or special concern.

Information from the state's database was transcribed onto maps, represented by circles of a half-mile in radius. These sites, commonly referred to as "blobs," are represented ambiguously because of the many threats that protected species face. These threats include collection (because of their beauty or rarity), uniqueness or purported medical or economic values. Even well-intended observers and photographers have been known to accidentally destroy protected sites.

The locations of sites within the City identified by the Connecticut Natural Diversity Database are illustrated on the map titled *Environmentally Sensitive Areas*. In addition to generalizing the

exact location of these sites, the category in which the sites are located has also been removed. This is to further ensure the protection of these unique habitats.

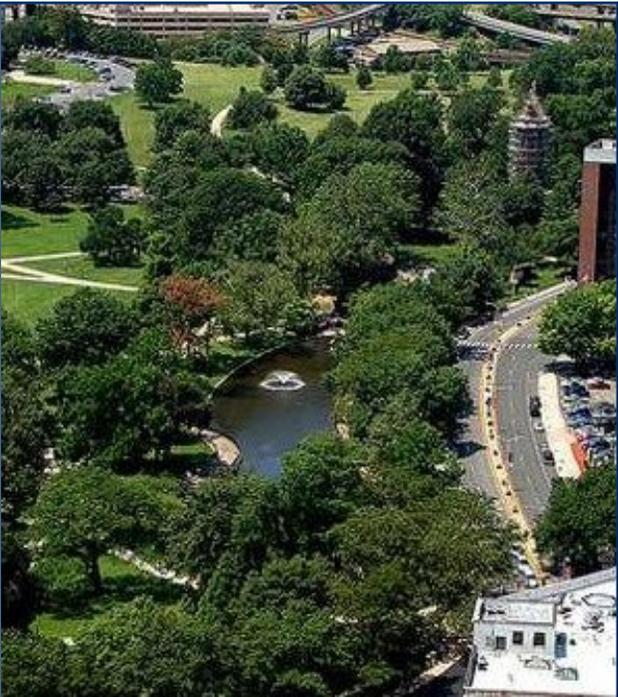
Tree Canopies

The trees and forested areas of Hartford are essential components to the city's character. This urban forest is the system of trees and associated plants that grow individually, in small groups, or under forest conditions on both public and private lands. Hartford's urban forest covers 1,142 acres or 9.8% of the city. American Forests recommend that urban areas should strive for 40% tree canopy coverage. Due to a loss of native tree species attributable to age, insects, disease and natural catastrophe, the health of Hartford woodlands is at risk. The Hartford Parks Trust Fund has allocated \$180,000 over the next six years to address this issue through the "Reforestation of City Parks Project". It calls for the replanting of wooded areas with suitable tree species and for the development of at least one nursery in the City. A planting program with foresight will preserve Hartford's green spaces well for the future.

- Urban tree canopies are beneficial for a variety of reasons, including:
- Improving water quality through interception of rain, reduction in runoff, erosion stabilization, filtration of pollutants and reduction of water temperature through bank shading.



A turtle near the North Branch of the Park River



View of Tree Canopy at Bushnell Park

- Shade provided by urban trees not only lowers stream temperatures, but also lowers ambient temperatures by an average of 3 to 10°F, reducing what is known as the “urban heat island effect” created by extensive impervious surface coverage. Homeowners can reduce their heating and cooling expenses by 10% to 50% when trees are strategically planted around residences.
- Urban trees and shrubs reduce air pollution of cities by removing pollutants from the air. Trees also sequester and reduce carbon dioxide while releasing oxygen as they photosynthesize.
- Urban forests provide habitat and food for a variety of fish, birds, mammals, insects and amphibians that live in cities. Large and connected areas of urban forest offer the most valuable wildlife habitat.
- Urban trees offer an important link for connecting urban populations with natural resources. Involving residents in urban forestry activities provides an opportunity to integrate environmental stewardship with social progress.

Future Park and Open Space System

Hartford is fortunate to have a large and diverse inventory of existing parks and open space facilities, well-distributed geographically and diverse in the types of uses accommodated. In looking to the future, it will be important to maintain

parks and open spaces that are adequate in extent, strategic in location and equitable in distribution in order to meet the unique active and passive recreation needs of the City’s population. The future of existing parks and open space will depend in part on the efficient use of the existing facilities as well as the maintenance and rehabilitation of facilities requiring improvements. Hartford should look toward the future by identifying and prioritizing potential expansions of the parks system, while also looking to create linkages that provide desirable connections locally and regionally.

Goals and Objectives

The City should encourage enhancements, improved use, maintenance and rehabilitation of the existing parks and open space system to ensure that it is adequate in extent, strategic in location and equitable in distribution in order to meet the needs of the City’s residents, as well as to protect important natural resources.

Promoting livable and sustainable neighborhoods and protecting the City’s natural and built environment are two of the five key themes of One City, One Plan. In addition to the parks and open space goals listed below, goals related to these themes are identified throughout the plan and are listed together in the “Livable and Sustainable Neighborhoods” and “Natural & Built Environment” sections of the Action Agenda.

Goal 1: Update the Parks Master Plan.

Objectives:

- Form a Blue Ribbon Commission composed of representatives from the City Parks and Recreation Advisory Commission, 'friends' groups, neighborhood associations, regional environmental groups and other stakeholders in the development of short and long-term improvements to public parks and open space as a unified parks system.
- Review availability of neighborhood parks in all neighborhoods
- Review the existing park system for potential additions/deletions, including Batterson Park.
- Link open spaces to provide safe pedestrian walking & bike paths

Goal 2: Plan for park maintenance and improvements.

Objectives:

- Prepare an annual maintenance plan
- Repair and replace deteriorated infrastructure at parks such as sidewalks, benches, restrooms, fences, signage, softscaping and hardscaping, and park roads.
- Seek corporate sponsorship of new park signage to post way finding maps, points of interests, and park rules.
- Create a stewardship program to promote

park maintenance by residents.

- Implement specific park improvements identified in the Hartford 2010 Plan, the Hartford 2000 Plan, the Capital Improvement Program, and neighborhood plans.

Goal 3: Protect and link existing open space.

Objectives:

- Develop clear standards for commercial uses and activities in City Parks.
- Designate existing parks as "Green Space/Open Space/Conservation" in the City's Generalized Land Use Plan.
- Renew the scenic vistas into parks and open space from the surrounding neighborhoods.
- Protect the historic nature of Hartford's parks.
- Provide safe pedestrian walking and bicycle paths between parks and schools and to the public transportation system.
- Link neighborhoods and employment areas to the riverfront via greenways, plazas, sidewalks and other pedestrian connections.

Goal 4: Increase programming and educational activities, and improve communications about these programs.

Objectives:

- Renew investment in the City's organized athletic leagues.
- Develop environmental education pro-

grams linked to the Ct DEP “No Child Left Inside” program. Build on programs such as Knox ‘Green Team’ and Riverfront Recapture’s ‘Science in the City’.

- Create digital and print inventories of all programs.
- Promote recreation programs in community facilities.
- Market existing parks and invest in park website improvements.

Goal 5: Improve park water quality.

Objectives:

- Improve water quality in all the park ponds and within the North and South Branches of the Park River by working to reduce pollution caused by stormwater run-off.

Goal 6: Improve the City’s tree canopy.

Objectives:

- Emphasize the value of urban forestry and tree programs to improve the City’s appearance, and attract tourists.
- Undertake efforts to monitor, maintain and enhance these resources through tree improvement programs as part of the City’s maintenance and capital planning programs.

Goal 7: Reduce development impacts.

Objectives:

- Ensure that development is limited in floodplains and riparian corridors.

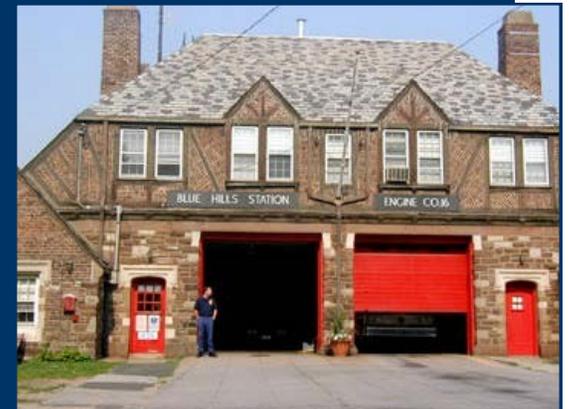
- Encourage the construction of "net zero" buildings to limit impacts and use of natural resources.

Infrastructure, Community Facilities & Programs



KEY TOPICS

- Infrastructure
- Community Facilities
- Educational Facilities & Programs
- Goals & Objectives



Adopted June 3, 2010
Reissued June 2011

Introduction

This section presents an overview of the current inventory of community facilities and municipal infrastructure in Hartford and identifies proposed facility and infrastructure improvements needed to accommodate forecasted residential and non-residential growth or to identify/resolve existing infrastructure problems and problem areas. This section focuses on the ten-year time horizon of this Plan update. The locations of the Hartford's major facilities are shown on the map titled "Community Facilities".

The City provides a broad range of services including public safety, public roads, solid waste collection, health and social services, culture and recreation, education, planning, development, zoning, and general administration services. For the purposes of the Plan, community facilities include public buildings, general government facilities, schools, police and fire stations, libraries, public housing, and senior citizen centers that serve the general or specific needs of the public. Municipal infrastructure includes sanitary and storm sewers, flood control structures and dams, public water supply and solid waste disposal. Parks and recreation facilities as well as the transportation infrastructure are not discussed in this section; rather these topics are addressed individually in other sections.

The physical facilities sections and school facili-

ties sections of this chapter are updates to two reports from 2006. The physical facilities study titled "Analysis of Selected General Government Facilities" was undertaken to review and evaluate the City's general government facility capacity needs and to determine which facilities are best suited for consolidation, renovation, or reconfiguration. Recommendations and conclusions contained in that report have been and are still being implemented today. The study titled "Analysis of the Hartford Public School Facilities – Capital Improvement Program" was undertaken to evaluate the Hartford school system's future educational facilities needs in light of enrollment trends and development of magnet schools.

The recommendations and conclusions contained in the 2006 reports helped guide policy decisions regarding school construction, renovation and programmatic changes over the past three years. Both reports were integral to the preparation of this Plan of Conservation and Development.

Infrastructure

Public Water and Sewer

The water and sewer systems in Hartford are owned and operated by the Metropolitan District Commission (MDC). The MDC is a non-profit municipal corporation chartered by the Connecticut General Assembly in 1929 to provide potable water and sewerage services on a

Infrastructure, Facilities & Programs

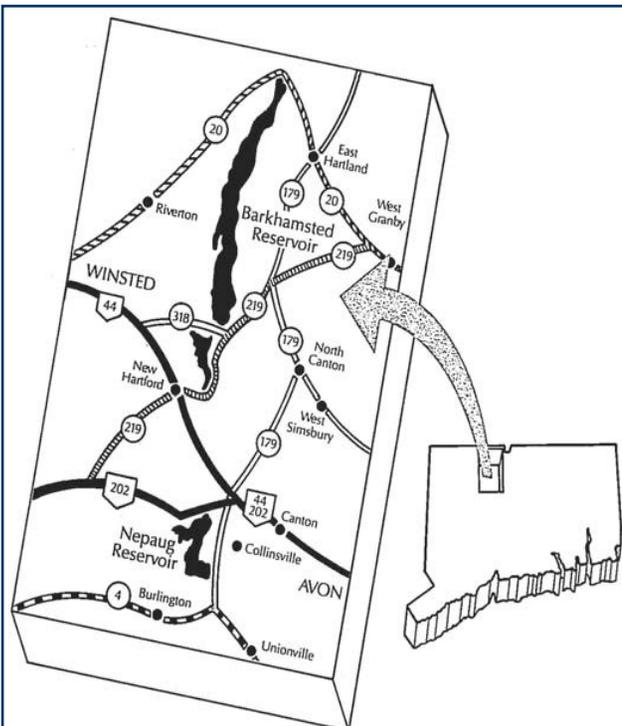


The Hartford Police Department provides public safety services.

One City, One Plan– POCD 2020



Construction of Hartford's sewer system began in 1929



Location Map of Barkhamsted and Nepaug Reservoirs (MDC)

regional basis. Today, the MDC provides quality water supply, water pollution control, mapping, and household hazardous waste collection to eight municipalities: Bloomfield, East Hartford, Hartford, Newington, Rocky Hill, West Hartford, Wethersfield and Windsor. The MDC engages in long-term capital planning for both systems.

The City is served by the MDC's West Hartford Water Treatment Facility located on Farmington Avenue. This facility was constructed in 5 stages from 1920-1960 and has the capacity to treat more than 50 million gallons per day (MGD) from Barkhamsted and Nepaug Reservoirs. Both reservoirs have a combined capacity of nearly 40 billion gallons.

The water system in Hartford is a mature system, in which every street is served. There has been a shrinking demand for water in recent years. From 1990 to 2000, the system wide demand dropped from 66 MGD to 60 MGD.

Hartford's original sewer system is 150 years old and was originally designed to support 15,000 people. Hartford relies on a combined sewer system (CSS) to manage wastewater. A CSS provides partially separated channels for sanitary sewage and stormwater. This system design allows the sanitary sewer to provide extra capacity for the stormwater when volumes are unusually high. A combined sewer overflow (CSO) is a device designed to allow a certain amount of flow to discharge into a water course

untreated to keep the system from becoming surcharged in storm conditions. Additional problems arise from infiltration of groundwater during storms through cracks and breaks in the pipes. Drainage from rooftops and sump pumps also burden the system during peak volumes.

This results in the sewers sending extra-large flow volumes to the treatment plant. These sewage flows exceed the facility's treatment capacity, and cause basement backups, street flooding, and discharges of raw sewage to local streams and the Connecticut River. The MDC estimates that these problems occur more than 50 times per year releasing upwards of 1 billion gallons of untreated sewage in Greater Hartford.

The MDC's Clean Water Project is aimed at greatly reducing CSOs within Hartford through various separations and infrastructure related projects. This project will address approximately one billion gallons of combined wastewater and stormwater currently released each year into area waterways. Individual projects range from new sewers and drainage systems to increased wastewater treatment capacity to new tunnel storage and conveyance. These projects will help to eliminate sewage discharges to area waterways during an average year, significantly improving water quality. Work is planned to be completed in at least two phases. Phase I will cover the first six years of the program and is budgeted at \$800 million. The remaining work is

planned for 2012 after an assessment of Phase I. Phase I sewer separation of the CSO reduction program covers the following areas: Franklin Avenue, Tower Avenue, Granby Street, Upper Albany, Farmington Avenue, and Park River. Additional Phase I work will include two new tunnels (the south conveyance and the deep rock), restoration of Gully Brook, and other pipelines to relieve water bodies from unwanted discharge.

The MDC's Hartford plant is located at 244 Brainard Road in the City's South End. This plant is the largest sewage treatment plant in the state, handling an average of about 60 million gallons of wastewater daily. The plant currently has the capacity to handle 120 MGD of wastewater daily during storms. Overall lack of capacity has been a problem for this facility. Over the next decade, the MDC plans to expand this facility to be able to treat between 180 MGD to 250 MGD of wastewater. Also, as part of this expansion the MDC will also begin generating electricity from the sewer sludge it burns in its incinerators at the plant. Estimates indicate that the process will provide up to 50 percent of the plant's power needs.

Solid Waste Disposal

The City contracts its solid waste disposal services with the Connecticut Resources Recovery Authority (CRRA), which participates within the Mid-Connecticut Project Area. Solid waste is

disposed of at Mid-Connecticut Refuse Derived Facility (RDF) trash to energy facility which is located at 300 Maxim Road.

The Hartford landfill was actually two landfills – a double-lined ash disposal area and a main disposal area, which receives process residue and other bulky and types of waste. Under the revised closure plan approved by the Connecticut Department of Environmental Protection, the landfill received its final delivery no later than Dec. 31, 2008. The plan calls for the installation of a state-of-the-art synthetic cap for the entire 80-acre landfill. The future of the site is undetermined. One possible reuse could be the development of a park and multi-use trails.

The MDC also handles waste transportation and processing operations associated with the Mid Connecticut Project, a trash-to-energy facility serving more than 65 Connecticut municipalities. Trash-to-energy facilities burn garbage and use that heat to in turn boil water to create steam. The steam spins a turbine that generates electricity. This process not only creates electricity from garbage, but it also reduces the garbage to ash. The volume of the ash that needs to be disposed of in landfills is 75 percent to 80 percent less than the volume of the original garbage.

The Mid-Connecticut Project has a container recycling facility, located at 211 Murphy Road, Hartford, and a paper recycling facility, located at 123 Murphy Road, Hartford. City sanitation



Aerial View of MDC's Hartford Plant



The Hartford Landfill closed in December, 2008

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Aerial View of CRRRA's Mid-Connecticut Facility

operations include residential curbside refuse collection, curbside recycling, drop-off bulky waste and drop-off leaf collection. Household hazardous waste collection is coordinated through the MDC. Household hazardous waste collections are conducted six times per year and are hosted in different communities in the region. Collection of household electronics occurs on an annual basis in the downtown by CRRRA.

Public Works Facilities

The City's Department of Public Works DPW maintains all city streets and public right of way amenities including traffic controls, all city parks and grounds, all public buildings, all flood control components, and all city owned vehicles. In

addition, Public Works provides a number of critical services to the public including waste and recycling collection, leaf collection, street sweeping and cleaning, and support of special events held throughout the city.

DPW's professional staffing and records department are currently located at 525 Main Street in the City Hall Annex. Its 24.3 acre facility located at 40 Jennings Road functions as a storage and maintenance facility for the department's fleet of vehicles, construction materials and equipment and salt storage.

Planned Capital improvements for this facility include the replacement of the elevator and building renovations for health and safety code updates. Also, full capacity generators that allow electricity to continue running in cases of emergency or problems with the CL&P grid are scheduled to be installed. Additional funds are needed to construct a Salt/Sand storage facility and a truck/equipment washing facility at the DPW yard to comply with environmental laws.

City Roads, Sidewalks and Bridges

The roadway system within the City of Hartford is comprised of a series of interconnected corridors with varying levels of roadway functional classification. According to the Connecticut Department of Transportation, as of 2006, the City of Hartford was served by 225.9 miles of public roads, 91.5% percent of which are City



Aerial View of Public Works Jennings Rd Facility

roads (206.6 miles) and the remaining 8.5% (9.3 miles) are State Roads.

The City has approximately 1,800,000 linear feet (340 miles) of sidewalks maintained by the Department of Public Works. The City's Sidewalk Replacement Project replaces existing sidewalks in the City that have deteriorated due to age, damage and other factors. When utility work or other construction disrupts sidewalks, DPW must coordinate with those entities to replace and repair sidewalks in a timely manner. This helps to preserve the City's infrastructure and reduce the City's liability.

According to the Connecticut Department of Environmental Protection (DEP) Bureau of Water Management's Inland Water Resources Division computerized inventory, there are 36 dams located in Hartford and over 4,000 dams state-wide. Keney Park Pond Dam and Pumping Pond Dam are the only dams owned by the City. The remaining dams are privately owned, are typically small and do not pose a significant hazard to the public.

Due to the number of waterways, railroads, and culverts that pass through the City, Hartford has a number of bridge maintenance responsibilities. Currently the City is responsible for 56 bridges on local roadways. Of these bridges 9 have spans greater than 20 feet while the remaining 47 have spans less than 20 feet with a majority being small culverts and conduits of less

than 10 feet. An additional 121 bridges are located in Hartford and fall under the following jurisdictions: State of Connecticut Department of Transportation (106), MDC (4), and Conrail (11). The City's Bridge Rehabilitation Program repairs deteriorated bridges that pose a risk to public safety. The City has over \$3,000,000 earmarked for repairs to bridge infrastructure over the next 10 years.

Community Facilities

General Government Facilities

In addition to police, fire, education, social service and public works facilities described herein, the City has a significant number of other governmental facilities. The Municipal Building located at 550 Main Street currently houses most of the appointed and elected officials as well as a majority of the City's administrative services staff. The City Hall Annex located at 525 Main Street houses the Department of Public Works professional staffing and records, Police Department's Traffic Division, and City Audit.

The City leases approximately 80,775 square feet of office space at 250 and 260 Constitution Plaza. 250 Constitution Plaza accommodates Development Services, Probate Court, City Treasurer, and Pension Offices. The leased space in 260 Constitution Plaza accommodates Metro Hartford Information Service, Licenses & Inspections, Rebuilding Together, and inspectors from the City Health Department. This 15 year lease is

Infrastructure, Facilities & Programs



Charter Oak Memorial Bridge



Keney Park Pond

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Municipal Building , 550 Main Street



Municipal Building Interior

scheduled to terminate in June of 2017.

The Board of Education Offices are located in approximately 69,000 square feet of leased office and storage space in the G. Fox Building. This building currently houses Central Office, Curriculum, Finance, Central Duplicating, and Admissions. This lease is scheduled to terminate in the June of 2010. The map titled Community Facilities on page 9-16 highlights the locations of Hartford's various community facility assets.

Public Safety

The City's Police Department is staffed by 526 full-time employees as of August 2009. The majority of police functions operate out of the Headquarters located at 50 Jennings Road. The department also operates four active substations at 20 Sergeant St (Northwest), 134 Affleck Street (Southwest), 525 Main Street (Southeast), and 636 Albany Ave (Northeast).

Construction of the new Public Safety Complex in the Central Business District on High Street began in the Spring of 2009. The complex ,which is scheduled to open in the summer of 2011, is comprised of: a 55,000 square foot building, 101,000 square foot building and a parking garage. This facility is one of the major capital improvements planned for the City's emergency services. The Public Safety Complex is a "green facility" with heating, cooling, and electricity provided by a central fuel cell system. This facil-

ity will house first responders--- police, fire administration, fire marshals, traffic division and central dispatch. The new facility will replace the former Police Headquarters at 50 Jennings Road and centralize the police functions in the City's Downtown. The Pearl Street Station may need to be relocated due to a commitment the City made to redevelop the site as part of the Downtown West Phase I Plan.

Hartford's Fire Department is divided into six divisions: Alarms and Signal, Equipment and Maintenance, Fire Preventions Bureau, Fire Training Division, Headquarters, Management Services, and Special Services. The Fire Department Headquarters is currently located at 275 Pearl Street, but is scheduled to move to the new public safety complex. The City's Fire Department is staffed by 335 full-time employees as of August 2009. The Fire Training Center is located on Jennings Road adjacent to the Police Headquarters and Public Works Garage. The Fire Department has recently made recommendations on locating a new fire station in the vicinity of Adriaen's Landing.

Traffic Division

The City's traffic division will be relocated from the City Hall Annex to the Public Safety complex. Major technological improvements are planned for the City's traffic division. The existing traffic control system is unreliable and local control hardware is based on decades old technology

that is not well supported by the traffic control system manufacturer. Based on the existing system's performance, failure is routine and unpredictable. Most errors and failures are discovered by citizen complaints rather than system reports. The \$15 million program is proposed to upgrade or replace Integrated Surface software, central control hardware, local control hardware and local control firmware. This will also include bringing new traffic control technology to 220 intersections under computer control. The state of the art traffic control signal system can provide for a smooth flow of traffic along City streets, reducing congestion and stopped vehicles, thereby improving air quality and reducing fuel consumption.

Public Library System

Hartford's public library system traces its roots to 1774 when the Librarian Company acquired a collection of books. In 1838, The Hartford Library Association, with taxpayer support, opened to the public. In 1893, the name changed to the Hartford Public Library.

The Central Library at 500 Main Street originally opened in 1957 with substantial expansions and renovations completed in 2008. With a collection of over 500,000 items, the facility offers an online computer catalogue, public computer terminals, specialized collections and directed community programs. The Library is fully accessible to the blind, visually and hearing impaired.

An important feature of the Hartford Library System is its branch libraries located throughout the City. These branches are key components of the neighborhoods they serve. Planned improvements to the system include the replacement of the Albany Avenue Branch and improvements to the Parkville Community library. Land has been purchased for a new Library in Asylum Hill.

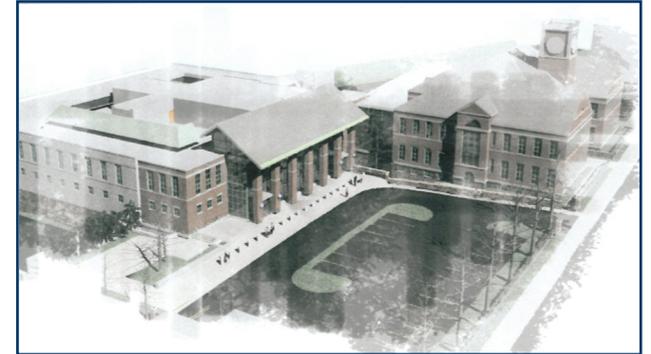
Senior Centers

There are five senior centers managed by the City and community based agencies:

- Parkville Senior Center, 11 New Park Ave
- Salvation Army, 120 Sigourney St
- North End Senior Center, 80 Coventry St
- South End Wellness Senior Center, 830 Maple Ave
- Hispanic Senior Center, 45 Wadsworth Ave

Operating on a year round basis, the centers offer health screenings,

Infrastructure, Facilities & Programs



Rendering of New Public Safety Complex

Branch	Size	Visits Per Month	Program Attendance Per Month	Population Served
Albany Branch 1250 Albany Ave.	5,400 sf	4215	1062	6583
Barbour Branch 281 Barbour St.	1,775 sf	1921	474	10137
Blue Hills Branch 649 Blue Hills Ave.	1,425 sf	1792	396	10440
Campfield Branch 30 Campfield Ave.	4,500 sf	8050	284	26456
Dwight Branch 7 New Park Ave.	2,160 sf	2300	441	5206
Goodwin Branch 460 New Britain Ave.	4,200 sf	1520	237	15930
Mark Twain Branch 256 Farmington Ave.	4,000 sf	2446	298	20631
Park St. Branch 744 Park St.	2,000 sf	1656	130	9323
SAND/Ropkins Branch 1750 Main St.	5,600 sf	9869	485	6516
Library on Wheels				City-wide

Hartford Branch Libraries

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Hartford Public Library at 500 Main Street



Fire Dept. Headquarters Pearl St.

recreation, information on a wide range of topics, outreach, nutrition and benefits counseling. Major improvements are slated for the North End Senior Center including the renovation and expansions of an existing building.

Health and Human Services

The Department of Health and Human Services is divided into nine divisions: Community Services, Disease Prevention and Health Promotion, Environmental Health, Epidemiology, Maternal and Child Care, Office of Cultural Affairs, Public Health Preparedness, Recreation and Senior Services.

The Burgdorf building which formerly housed the Department of Health and Human Services and Burgdorf Health Center was constructed in 1966. It was replaced by the construction of the new Burgdorf/Fleet Health Center in association with the Mount Sinai Hospital in 1996. The Building is now unoccupied and used for storage with the exception of the 11,400 square foot north wing that has been recently refinished as the North End Senior Center. This building is known to contain a substantial amount of asbestos containing material within its un-renovated sections. The City has over \$15 million allocated to the Burgdorf Complex Plan over the next four fiscal years for environmental remediation and campus planning. The plan proposed to take McCook off-line and reuse the Burgdorf complex. This project, which stems from the recommendation in the 2006 report titled "Analysis of Selected Gen-

eral Government Facilities," is the first of a multi-year program to consolidate for efficiency improvements.

Recreation Centers

The City of Hartford provides services, activities, and public facilities at five community centers around the city:

- Parker Memorial Community Center, 2621 Main St
- Pope Park Recreation Center, 30 Pope Dr
- Willie Ware Recreation Center, 697 Windsor St
- Metzner Recreation Center, 680 Franklin Ave
- Blue Hills Recreation Center, 9 Lebanon St

Each year improvements to these facilities and centers are proposed in the City's Capital Improvement Plan. Several of these proposals are listed below:

- The Pope Park Master Plan proposes improvements to enhance the walkways and improve security, visibility and expand the play area at Pope Park, located in the Frog Hollow neighborhood.
- The first phase of the Parker Memorial Center/Kelvin D. Anderson Gymnasium to create a new 36,000 square foot recreation center was completed in the Northeast Neighborhood, which included a pool, locker rooms and game room. The second phase of the project, which in-

cludes a community room, is scheduled to be completed in 2010.

- A new facility has also been proposed in the Blue Hills neighborhood to serve recreation programs and community needs.

Educational Facilities & Programs

Public School System

Traditional Public Schools

At present, the City of Hartford has 35 traditional public elementary, middle and high schools. This number includes 24 elementary schools, two middle schools, seven high schools and the two branches of the Hartford Transitional Learning Academy (HTLA). A wide variety of grade configurations is represented, and the school system is currently in the process of reconfiguring from an elementary school/middle school/high school format to one of PreK-8 and 9-12 schools. The locations of Hartford's school facilities are shown on the Community Facilities map.

Interdistrict Magnet Schools – CREC

The Capitol Region Education Council (CREC) currently manages 14 magnet schools within the greater Hartford region. Of these 14 schools, five are located within the City of Hartford. All 14 schools are open to Hartford students. CREC also has two magnet schools under development: CREC Medical Professions and Teacher Preparation Magnet School and Connecticut River Academy.

Capitol Region Choice Program

The Capitol Region Choice program began in 1998 following the passage of Public Act 97-290 by the State Legislature. This Act created the Open Choice program, of which the Capitol Region Choice program is one component. The Open Choice program is a voluntary statewide program for public school districts that enables students from one school district to attend school in another district. The three stated purposes of the program are to improve academic achievement, provide a choice in educational programs for all students, and reduce racial and economic isolation of students. Regional education service centers (RESCs), of which there are six in the state, exist to help coordinate regional cooperation efforts among their member school districts and oversee state grants awarded as part of the Open Choice program.

The Capitol Region Education Council (CREC) serves as the RESC for the Capitol region, and the Capitol Region Choice Program is its piece of the statewide Open Choice program. The Capitol Region Choice Program is a continuation of Project Concern, a successful interdistrict public school integration program run by the City of Hartford Board of Education from 1966 to 1998. At present, 27 school districts participate in the Capitol Region Choice program, and 1,100 Hartford students participate in the program.

Infrastructure, Facilities & Programs



Burgdorf Building



A.I. Prince Technical High School



Hartford Magnet Middle School



Montessori Magnet School

Charter Schools

State legislation enacted in 1997 enabled the creation of charter schools, which are essentially independent public schools authorized by the State of Connecticut Board of Education. The schools are only accountable to their charter-granting agency, which in the case of state charter schools is the State Board of Education and in the case of local charter schools is the local or regional board of education that creates the school.

The charters contain language describing the educational program and goals of the school as well as the performance measures to be used to identify progress toward these goals. Charters are granted for up to five years, at which point they are evaluated based upon the performance measures included in the charter language. Based upon this evaluation, schools are then either re-chartered, given a short charter extension, or are closed down. Each charter school is overseen by a governing board that may be comprised of teachers, parents, community members, or a combination thereof. Charter schools emphasize small class size, a variety of focused educational programs, increasing parental involvement in the educational process, and improving student achievement.

An evaluation of Connecticut's charter schools conducted by The Evaluation Center of Western Michigan University and completed in Septem-

ber 2002 noted that "charter school reform is not growing rapidly and is unlikely to be a threat to local districts." At present, there are four charter schools in the Hartford area:

- Jumoke Academy, located on Blue Hills Avenue in Hartford's North End;
- Achievement First Hartford Academy, located on Lyme Street in Hartford's Blue Hills neighborhood;
- Charter School for Young Children on Asylum Hill, located on Asylum Avenue in Hartford's Asylum Hill neighborhood; and
- Odyssey Community School in Manchester.

Jumoke Academy has approximately 412 students in kindergarten through eighth grade, while the Achievement First Hartford Academy has 252 students in kindergarten, first grade and fifth grade. The Charter School for Young Children on Asylum Hill has 136 students in their pre-K and kindergarten programs, and the Odyssey Community School has 175 middle grade students from grades four through eight. All of these schools are state charter schools and report to the State Department of Education rather than their respective local school districts.

Independent Schools Initiative

The Independent Schools Initiative is a program inaugurated in July 2005 that will enable Hartford school children to attend local college preparatory schools. The initiative was a product of the former Mayor Perez's blue ribbon commis-

sion on higher education. The purpose of the initiative is to raise the college attendance rate of Hartford high school seniors.

As a mechanism to support the development of this initiative, a new foundation called the Hartford Youth Scholars Foundation was created in 2005 to raise additional scholarship funds and to help coordinated student-related services such as transportation. An additional component of this foundation is the Steppingstone Academy program, which provides academic enrichment and social services to a select group of Hartford 7th graders. These 7th graders must be nominated for the program by a teacher, school administrator or community leader, and get to take part in two six-week summer class sessions and one academic year class session.

Children's Educational Opportunity Foundation

The Children's Educational Opportunity Foundation is a privately funded organization that provides financial assistance for school choice to low-income families. The foundation began in 1995 in the City of Bridgeport, and was expanded to include Hartford in 1998. In order to be eligible to receive funding from the foundation, a family must have an income below 200% of the federal poverty level for the applicable household size and must live in New Haven, Hartford or Bridgeport. Funding is in the form of scholarships for up to 50% of annual tuition, to a maximum of \$1,900 per year, for use at any pri-

vate or parochial school. The scholarships are only available for kindergarten to fifth grade, but may be renewed until eighth grade if the scholarship was awarded initially for kindergarten to fifth grade.

Private and Parochial Schools

The cities and suburbs outside of Hartford are home to a variety of private schools that potentially offer educational choice options to students living in the City of Hartford. Many of the private high schools and boarding schools are identified in the section discussing the Mayor's Independent Schools Initiative above. However, there are also schools associated with religious organizations at the elementary and middle school level that have not been identified by name.

The Archdiocese of Hartford oversees 59 elementary and middle schools, 4 Archdiocesan Catholic high schools, 5 private Catholic high schools, and 53 pre-kindergarten programs within its boundaries, with a total enrollment of nearly 18,000. Of these, 20 Catholic elementary schools, one stand-alone preschool program and two Catholic high schools are located within the immediate area surrounding the City of Hartford.

While only St. Augustine School and SS. Cyril and Methodius School are located within the City of Hartford, the other 18 schools are sufficiently close to the city that they are capable of attract-

Infrastructure, Facilities & Programs



Classical Magnet School



The Steppingstone Academy program provides academic enrichment to a select group of Hartford 7th graders.



SS. Cyril and Methodius Catholic School



Many Hartford students attend private and parochial schools outside of the city.

ing students from within Hartford. In addition to the 20 elementary schools, there are two Catholic high schools located in the greater Hartford area: East Catholic High School, located in Manchester; and Northwest Catholic, located in West Hartford.

Provision of Early Childhood Education Services

In addition to numerous private sector providers, daycare and preschool services are offered through the Hartford school system. These services are provided by the Hartford Public Schools, the City of Hartford and the Community Renewal Team. The Mayor’s vision underlying the provision of these services is to move toward universal preschool and serve as many of the City’s four year-olds as possible, while gradually bringing the three year-old children within the City of Hartford into the system. A more long-term goal of adding classroom space for infants and toddlers is also under consideration.

This list is likely to grow even more if and when more classroom space is allocated for providing services to the three year-old cohort, as many people from surrounding communities who work in Hartford may be drawn to place their children in the daycare component.

As the City moves forward in meeting its goal of expanding early childhood education options, it must be cognizant of enrollment and physical capacity situations of its existing educational facilities and how these realities impact the pro-

vision of space for early childhood education.

Since the completion of the 2040 Plan in 2000, several changes have occurred in the Hartford school system. The Sheff v. O’Neill stipulated agreement from 2003 has compelled the creation of several new magnet schools, of which six involve the conversion of existing schools to magnet schools. In addition, while the renovation scenario outlined in the 2040 Plan has been followed in general, for a variety of reasons there has not been a strict adherence to the timeline put forth as part of the twelve-year scenario included as part of this plan. Thus, the actual phasing of renovations deviates from the proposed schedule.

The City of Hartford has budgeted for approximately \$1.12 billion in improvements to educational facilities over the next ten years through its Capital Improvements Plan (CIP). The accompanying table provides an up-to-date schedule of school renovation and construction activities either planned or already underway in the City of Hartford, as well as their associated costs.

Several Hartford schools are not on the list of proposed renovations. This is generally because they have been renovated in the recent past or are in good condition and are not in need of any additional work.

School System Physical Plant Recommendations

The City of Hartford’s capital program for school renovations and construction projects has been underway for a number of years. As a result of this program, 10 existing Hartford public schools have been renovated, 4 new magnet schools have been constructed, and 5 existing public schools have been transitioned into magnet schools. This renovation and construction program has served the City well, helping the school system progress toward meeting the objectives and conditions specified in the Sheff v. O’Neill decision. The City must continue to pursue its existing capital improvement program for the school system.

Goals and Objectives

The City of Hartford provides an extensive range of municipal services. Public and non-profit community facilities provide for the convenience, health and welfare of residents and constitute a significant component of the City’s quality of life. Maintaining an adequate array of community facilities in good condition to meet changing needs is an important aspect of local government. Promoting livable and sustainable neighborhoods is one of the five key themes of One City, One Plan. In addition to the infrastructure, community facilities & programs goals listed below, goals related to this theme are identified throughout the plan and are listed together in the “Livable and Sustainable

Infrastructure, Facilities & Programs

School Name	Address	Project
Achievement First Hartford Academy	395 Lyme Street	Major renovations
Betances Elementary	42 Charter Oak Avenue	Major renovations
Bulkeley High School	300 Wethersfield Avenue	Major renovations
Burns Elementary	195 Putnam Street	Major renovations
Capitol Prep Magnet	1304 Main Street	Major renovations and addition Under Construction
Clark Elementary	75 Clark Street	Major renovations
Lewis Fox Middle (vacant)	305 Greenfield Street	Conversion to ML King Elementary
Global Communications Academy/New Media High	150 Tower Avenue	Conversion to High School
Mary Hooker Environmental Studies Elementary	245 Locust Street	Under Construction
Kennelly Elementary	180 White Street	Major renovations
M.D. Fox Elementary	470 Maple Avenue	Major renovations
Montessori Magnet School at Annie Fisher	280 Plainfield Street	Under Construction
Quirk Middle	85 Edwards Street	Major renovations
Simpson-Waverly Elementary	55 Waverly Street	Major renovations
Weaver High School	415 Granby Street	Major renovations
West Middle Elementary	927 Asylum Avenue	Major renovations
WISH Elementary	350 Barbour Street	Major renovations

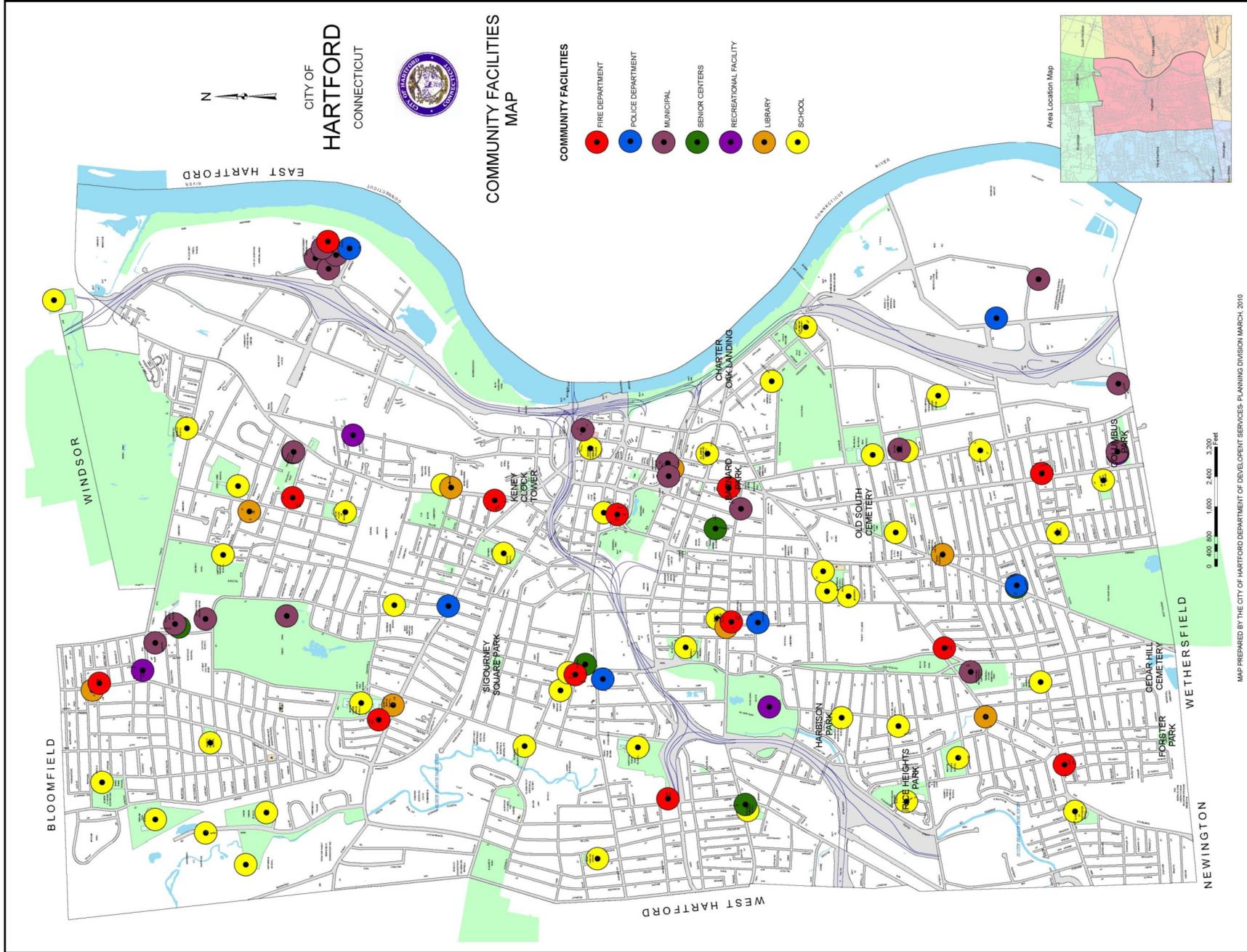
Neighborhoods” section of the Action Agenda.

GOAL 1: Enhance public safety.

Objectives

- Improve community policing.
- Use incident data & mapping to efficiently deploy resources.
- Involve police in community revitalization efforts.
- Continue to improve emergency and fire services to maintain a high level of fire

School System Physical Plan Recommendations



suppression and rescue service.

GOAL 2: Improve school facilities & education programs.

Objectives

- Continue school reform efforts to improve student achievement.
- Offer school choice in keeping with strong neighborhoods.
- Improve & better utilize school facilities.
- Continue to review school facilities with the goal of reducing the number of buildings.
- Align school facilities with enrollment projections.
- Promote schools as a community resource by fully utilizing facilities for youth sports, daycare, etc. and encouraging the use of school facilities to engage the surrounding community.
- Enhance the Civic and Environmental Education Curriculum.

GOAL 3: Consolidate municipal facilities.

Objectives

- Implement Board of Education and Municipal Recommendations.

GOAL 4: Evaluate the City's energy use.

Objectives

- Develop and implement a comprehensive energy management plan.

GOAL 5: Improve community facilities and programs.

Objectives

- Identify funding sources to improve homeless shelters and to create supportive housing alternatives.
- Utilize the Capital Improvement Plan to fund the following:
 - ◆ North End Senior Center Renovations
 - ◆ Parker Memorial/Kelvin D. Anderson Gymnasium
 - ◆ Albany Avenue Library
 - ◆ Parkville Community Library
 - ◆ Upper Albany– John E. Rogers Cultural Center
 - ◆ Lyric Theater
- Continue to meet the health and social service needs of Hartford residents in a coordinated and efficient manner.

Historic Character



KEY TOPICS

- Historic Preservation
- Hartford Styles
- Hartford's Historic Character
- Goals & Objectives



Adopted June 3, 2010
Reissued June 2011

Introduction

This chapter of the Plan will focus on defining Hartford’s historic character, followed by an examination of opportunities to preserve and enhance desired community character elements.

Historic Preservation

Historic preservation is the vehicle that protects the historic character of Hartford’s neighborhoods. Historic preservation enhances the attractiveness of the City and also stabilizes and increases property values.

The City of Hartford recognizes the importance of historic preservation as a means to protect the historic character of each neighborhood. The City created guidelines to promote responsible preservation practices, to create a mechanism to identify, preserve and enhance historic buildings. The guidelines also provide a resource of information for educational purposes and to foster appropriate use and wider public knowledge and appreciation of areas, sites, structures and features.

Progress has been made in preserving Hartford’s historic character with the enactment of the Historic Preservation Ordinance, and with implementation of the historic preservation guidelines.

Hartford’s Styles

The rich historic nature of Hartford’s architec-

tural styles are characterized in every neighborhood in the City. From the Greek Revival homes built in the South Green neighborhood to the Georgian Revival homes built in the West End, Hartford’s historic resources are a treasure.

Following are descriptions of the architectural styles found in Hartford’s neighborhoods:

Greek Revival 1820-1860

- Large vertical window panes
- Symmetrical placement of windows
- Gables facing street; triangular pediments
- Columned porticos; recessed entries
- Supporting pilasters at corners
- Wide entablature and moldings

Gothic Revival 1830-1860

- Tall narrow windows, vertical panes
- Asymmetrical plan; bay window
- Steeply pitched roof; tall dormers
- Pointed arch porticoes
- Decorative woodwork
- Jigsaw gingerbread
- Variety of shingle/clapboard/brick patterns

Italian Villa 1830-1880

- Style based on Italian country villas
- Windows often have lintels or wood window hoods
- Shallow roofs; eaves and gables with brackets
- First floors have taller windows; attics have short window below eaves
- L-shaped single-family plan



Greek Revival– Alden Street



Gothic Revival– Allen Place



Italian Villa—Wethersfield Avenue

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Italianate– Wethersfield Avenue



Second Empire– Fairfield Avenue



Queen Anne– Wethersfield Avenue

- Central towers or widow's walks

Italianate 1840-1880

- Compact, rectangular plan; often stacked multi-family, 2 to 6 units
- Windows have arched or flat lintels or wood window hoods
- Shallow pitched roofs with large overhangs and brackets
- First floors have taller windows; attics have short windows below eaves.
- Arched porticoes with classical details

Second Empire 1860-1890

- Double pitched mansard roofs pierced with dormers
- Tall, low-arch windows; central towers
- Shallow roofs above mansard with eave brackets
- French scroll ornamentation
- Molded window caps
- Ornate cast iron and wrought iron railing or cresting

Queen Anne 1875-1915

- Variety of forms, textures, materials, and colors
- Asymmetrical; complex plans
- Projections; bay windows; towers
- 12/12 pitched roofs; dormers
- Encircling porches; leaded stained glass
- Decorative woodwork, brickwork & terra cotta; rusticated foundations

Neo-Classical Revival 1875-1915

- Variation on Queen Anne with classical

detailing

- Triangular pediments; classical columns; Palladian windows
- Third story pediment overhangs over bay windows are common
- Wide front porches with low slope roofs
- Piers at ends of balustrades are common

Perfect 6 1880-1920

- Six units stacked 3 high and 2 wide
- Typical wide, ornamental cornice; double bay windows; central front balconies
- Rear wood exit stair and balcony
- Typically running bond brick façade

Tudor Revival 1890-1920

- Brick or stone first story common with top stories of half timber and stucco
- Tall molded chimneys
- Large windows with leaded glass
- Heavy buttresses
- Arched doorways; multiple gabled roofs
- Contrasting sills and lintels

Bungalow (Arts and Crafts) 1890-1940

- Low pitched hip or gable hip roofs with surrounding verandas
- Roof may have eyebrow windows
- Exterior materials include field stone and rough sawn shingles
- Vertical windows, typically arranged around chimneys or doors
- Broad eave overhangs with exposed rafters underneath

Colonial Revival 1900-1930

- Rectangular plan; two or three stories
- Symmetrical façade; balanced windows and dormers; center entry
- Hip or gabled roofs parallel to the street
- A few well chosen classical details: Doric columns, entablatures, Palladian windows
- Flemish or American bond brickwork
- Doorways with sidelights and porticos

Georgian Revival 1900 to 1930

- Small window panes — 9/9 or 12/12
- Windows aligned symmetrically in columns and rows
- Decorative dentil moldings
- Paneled doors with pilasters and transoms
- Side gabled roofs

Downtown Commercial Buildings

- Three or more stories; often mixed use with pedestrian related functions at street level
- Styles vary: Typically architect-designed; typically masonry or stone exterior walls; flat or shallow pitched roofs
- Significant structures may be individually listed on National or State register

Cultural, Historic and Architectural Landmarks

- Fifty or more years old
- Individually listed on the Historic Register
- Styles vary: Typically architect designed
- Historic landmarks are designated by the National Park Service

Hartford's Historic Character

Each neighborhood in Hartford has a unique character as described below.

Asylum Hill

Asylum Hill was farmland through the mid-19th century. In 1821, the American School for the Deaf was built where the Hartford Fire Insurance Company now stands. In the 1840's Asylum Hill became a residential district. The Harriett Beecher Stowe House, a Gothic Revival design, was built on Forest Street in 1871. The Mark Twain House, a Victorian mansion on Farmington Avenue, was built in 1873 when the area was part of the Nook Farm neighborhood. Saint Francis Hospital was established in 1897. The Sigourney Square section of Asylum Hill is characterized by Victorian and Queen Anne style homes built around the turn of the twentieth century. In the 1920's the Aetna Life Insurance Company and the Hartford Fire Insurance Companies moved to Asylum Hill. Since then, many two- and three-family residential structures have been built, with a mixture of commercial uses.

Blue Hills

The Blue Hills neighborhood is mainly comprised of single-family, two-family and three-family homes, with a commercial center located on Blue Hills Avenue. The neighborhood has suburban characteristics in that the properties tend to be larger in size than in other areas of the city.

Historic Character



Neo-Classical Revival– Kenyon Street



Perfect 6—Park Terrace



Tudor Revival– Prospect Avenue

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Bungalow (Arts and Crafts) – Fairfield Avenue



Colonial Revival– Kenyon Street



Georgian Revival– Westerly Terrace

Georgian Revivals, Tutor, Dutch Colonial and Colonial styles of housing are found in the Blue Hills neighborhood.

Barry Square

The neighborhood known as Barry Square grew up around Trinity College and the Institute of Living. Tree lined streets with two-family homes and triple-decker homes are found in the neighborhood. Single-family streets with Dutch Colonial style homes are also found in Barry Square. Queen Anne, Colonial Revival, and Gothic Revival cottage styles are found in the neighborhood.

Clay-Arsenal

Clay-Arsenal is one of the oldest neighborhoods in Hartford and is adjacent to the central city. The State Arsenal was once located on the corner of Main and Pavilion Streets. The neighborhood is bounded to the north by the Old North Cemetery and the Spring Grove Cemetery. The neighborhood is partially industrial near the commercial railroad line, and primarily residential as it extends west from the Downtown. Greek Revival, Gothic Revival and multi-family homes built of brick and wood are prevalent in the area. The commercial corridor running from the Downtown up Albany Avenue is made of mixed use brick construction.

Downtown

Downtown Hartford was first settled in the early

1600's. Early maps reveal settlements along the Park River, which was called "Little River". The area along the Connecticut River where some of Hartford's largest buildings stand today was called "Little Meadow". Two of the oldest buildings still standing in Hartford are the Butler McCook Homestead and the Amos Bull House built in the mid 1700's. The Old State House, a Federal style building built in 1796 is where the offices of top officials were located. Soon after, Hartford became a regional center, magnificent churches in gothic style architecture were built with ornate details. The State Capitol building was built in the 1870's in gothic style. Italianate style buildings became commonplace during the mid to late 1800's.

Hartford experienced an economic boom around turn of the 20th century when City Hall, The G Fox building and the Travelers Tower were designed and built. From 1950-1975, a new architectural style emerged which was fueled by the urban renewal initiative. New technologies, engineering and building materials led to the development of the high rise office building. Large office towers began to pepper the Downtown landscape. Constitution Plaza, The Phoenix Building, and the Gold Building are examples of the architecture of that era. The trend of high-rise construction continued throughout the 1980's when City Place I and the Hartford Steam Boiler Building were built.

Frog Hollow

Farmland and several large estates were prominent until around 1850 in the area known today as Frog Hollow. Industrial uses emerged, creating some of the large industrial buildings that exist today including the factory buildings lined along Capitol Avenue during that period. Homes built from brick were created for the workers during the industrial era in the southern parts of the neighborhood. Many Italianate, Greek Revival, Queen Anne, and Colonial Revival style homes still exist today. Mixed use buildings also made of brick characterize the neighborhood's business districts, adding a sense of nostalgia and historic presence to the area.

Northeast

The Northeast neighborhood is a diverse neighborhood containing a mixture of parkland, commercial corridors and residential streets. Keney Park, a 633 acre park was designed by Frederick Law Olmsted's landscape architectural firm, borders the neighborhood on the north and west side. Keney Park was a destination for urban dwellers to explore around the turn of the 20th century. Today, the residential areas in the Northeast neighborhood contain a mixture of new construction, including the development of Stowe Village and recent infill development.

Single-family, two-family and three-family structures are found throughout the neighborhood.

Colonial Revivals, Second Empire, and Queen Anne style homes are found on most streets.

Parkville

Parkville was an industrial area extending southwest from the Frog Hollow industrial area. The neighborhood has been transforming into a mixed use residential neighborhood. Many former industrial buildings are now a bustling mixed used building with shops, residential units, and restaurants.

Most of Parkville's homes are wood frame structures built in the Gothic Revival, Colonial Queen and Colonial styles.

Sheldon-Charter Oak and South Green

The Sheldon-Charter Oak and South Green areas of the city have many significant historic icons. Dutch Point, where the Dutch came to settle in the early 1600's, now owned by the Hartford Housing Authority, has been redeveloped with brightly colored multifamily housing reminiscent of a seaside village. The Charter Oak Tree, where legend has it the charter from King Charles II was hidden in a large oak tree on the corner of Charter Oak Terrace and Charter Oak Avenue, is also in this area of the city.

Several iconic structures come to mind when thinking of the Sheldon-Charter Oak and South Green neighborhoods including the Colt Armory with its magnificent dome, and the Barnard

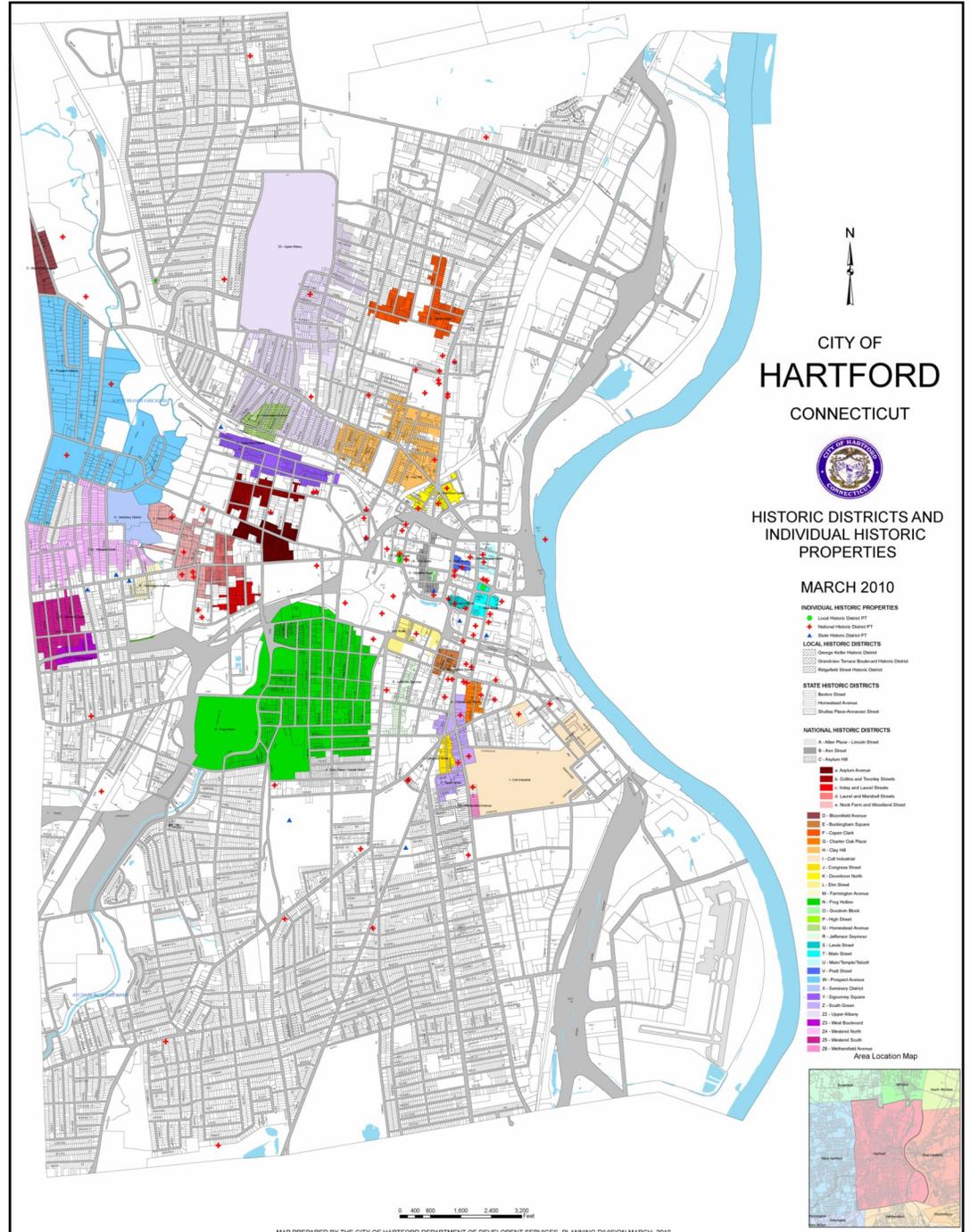


CT State Library & Supreme Court Building



Old State House

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Brown House at the South Green. Much of the character of this neighborhood arises from the Colt Factory and worker housing. Many of the buildings are made of brick in the Gothic Revival and Queen Anne styles.

South End

The South End neighborhood has a mixture of neighborhood business, single-family, two-family, three-family, and higher density apartment complexes. Many of the streets were developed during the turn of the twentieth century. Bungalow, Colonial Revival and Queen Anne style homes are found in this area.

Southwest

The Southwest neighborhood is characterized as suburban in nature. Large lot sizes, single family housing and a planned street network make up much of the neighborhood. The neighborhood is peppered with historic treasures including the Cedar Hill Cemetery. Queen Anne, Colonial Revival and Bungalow style housing is found in the Southwest neighborhood.

Upper Albany

The Upper Albany area was established in the early 1900’s. The area contains a mixture of single-, two-, and three-family housing. Albany Avenue intersects the north and south areas in the Upper Albany neighborhood. The railroad extends along Homestead Avenue, an industrial

corridor. Queen Anne, Colonial Revival, triple-deckers, and Gothic style homes are found in the area.

West End

Many stately homes are found in the West End of Hartford. These home were built with fine architectural details. Revival styles homes such as the Tutor, Colonial and Georgian are found on many streets in the West End. The West End also has several commercial corridors including Farmington Avenue, Albany Avenue and Capitol Avenue to the south. The streets located north of Farmington Avenue primarily consist of large single-family homes, while the homes south of Farmington Avenue primarily consist of two-family and three- family homes.

Source: Hartford Architecture, Volume One: Downtown, Volume Two: South Neighborhoods, Blue Hills, Northeast, Clay-Arsenal, West End, Asylum Hill. Produced by the Hartford Architecture Conservancy Survey, 1980.

Goals and Objectives

Protecting the City’s natural and built environment is one of the five key themes of One City, One Plan. In addition to the goals listed below, goals related to this theme are identified throughout the plan and are listed together in the “Natural and Built Environment” section of the Action Agenda.



Trinity College



Governor’s Residence

GOAL 1: Protect historic resources.

Objectives:

- Designate Hartford as a Certified Local Government to qualify for Federal Historic Preservation Grants.
- Proactively identify Hartford’s most vital historic properties and designate them individually.
- Utilize Local District Designation to maximize property owner input and participation.
- Build upon the successes of the historic preservation ordinance to protect all historically significant properties.
- Install historic markers throughout the City to encourage walking tours and other forms of history-related tourism.

GOAL2: Ensure appropriate redevelopment, restoration and rehabilitation of historic resources.

Objectives:

- Utilize design standards & incentives to protect and enhance the character of existing buildings and neighborhoods.
- Identify funding sources to help property owners make historically appropriate alterations.
- Promote the use of Hartford’s “Guidelines for Renovations and Additions to Historic Buildings.”

GOAL 3: Update historic standards & regulations.

Objectives:

- Update Hartford's Historic Preservation Ordinance to clarify procedures involving demolition of historic properties.
- Examine advances in building materials to determine what may be most appropriate for historic renovations.

Neighborhoods



KEY TOPICS

- Neighborhood Plans:
 - Asylum Hill
 - Barry Square
 - Behind the Rocks
 - Blue Hills
 - Clay Arsenal
 - Frog Hollow
 - Northeast
 - Parkville
 - Sheldon/Charter Oak
 - South Downtown
 - South End
 - South Green
 - South West
 - Upper Albany
 - West End
 - North Meadows
 - South Meadows
- Goals & Objectives



Introduction

Hartford is a City of fifteen distinct neighborhoods and two commercial/industrial areas. Plans at the neighborhood level are important to residents' quality of life as they often address a very wide scope of issues at a refined level. The Planning Division works with neighborhood groups to address current issues, analyze needs and update and maintain neighborhood plans.

The POCD outlines the broad policies and direction for the City while neighborhood plans focus on the street level context that is critical to neighborhood quality of life. Together they provide direction for future investment and patterns of development. The Plan of Conservation and Development recognizes and supports the goals identified in neighborhood plan. Although some goals are not within the scope of a Plan of Conservation and Development, the City has incorporated appropriate goals and objectives in One City, One Plan's action agenda.

While all neighborhoods are different, there are many common elements that every neighborhood strives to embody, such as:

- Safe streets
- Clean streets
- Low levels of crime
- Good schools
- Well-maintained properties
- Access to parks & open space

- Access to quality food
- Access to retail amenities
- Access to multiple modes of transportation
- A memorable character & a sense of pride

Every neighborhood in Hartford works hard toward the fulfillment of these goals in their own unique way. One tool that many neighborhood groups utilize is a strategic plan of development. It may be in the form of an NRZ plan (see below), a municipal development plan, a targeted reinvestment plan, or a traffic calming plan. The following sections describe some of the goals and objectives that many of Hartford's neighborhoods have identified in order to make desired improvements.

In 1998, the Connecticut General Assembly adopted legislation allowing municipalities to establish neighborhood revitalization zones (NRZ). This allows neighborhoods where there is "a significant number of deteriorated property and property that has been foreclosed, is abandoned, blighted or is substandard or poses a hazard to public safety" to organize neighborhood revitalization planning committees to work with federal, state and local governments to address these issues. Upon the adoption of a strategic plan NRZs could access available funds to implement projects in those plans.

In 2002 the City of Hartford adopted an ordinance that created fourteen (14) such NRZs. There are currently thirteen NRZs:

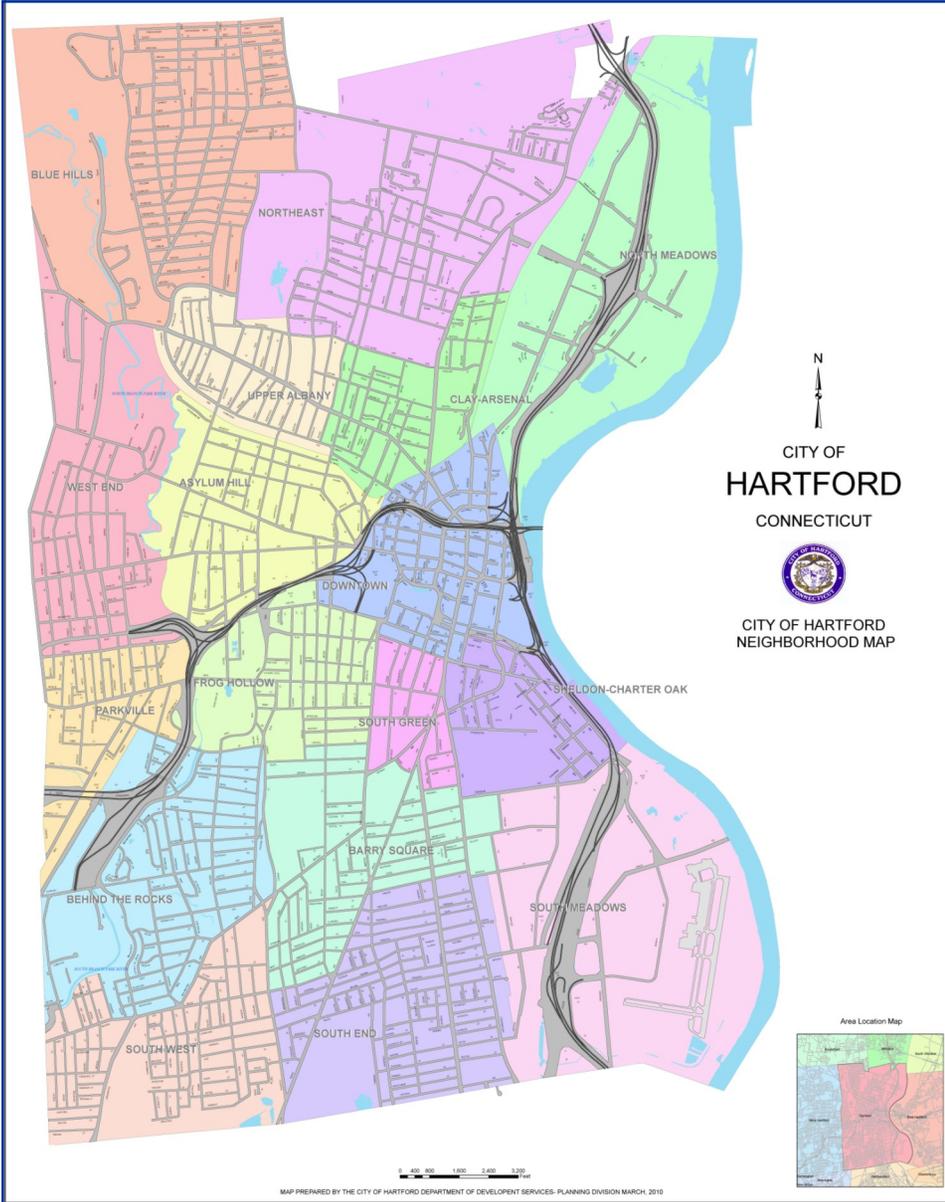
Neighborhood Plans



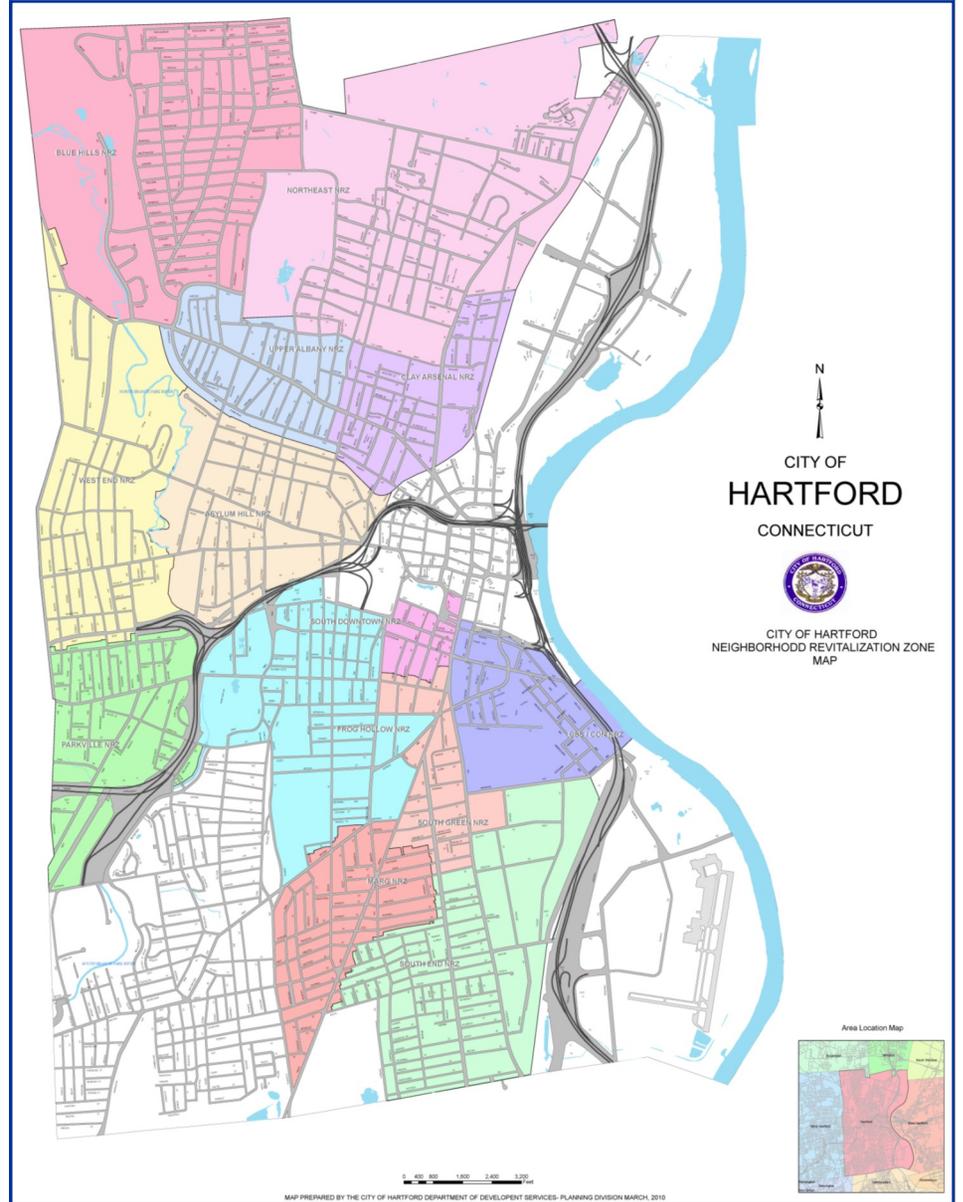
Asylum Hill



MARG/Barry Square



Neighborhood Map



NRZ Map

Neighborhood Plans

- Asylum Hill Neighborhood Association
- Blue Hills NRZ
- Clay Arsenal Revitalization Association
- Frog Hollow NRZ
- Maple Avenue Revitalization Group
- Northeast Revitalization Association
- Parkville Revitalization Association
- Sheldon/Charter Oak NRZ
- South Downtown NRZ
- Southend Neighborhood Revitalization Association
- South Green NRZ
- Upper Albany Revitalization Organization
- West End Civic Association NRZ

Neighborhood	2000 Population	% 2000 Population	Population Density (persons/sq. mile) ¹	Population Density (persons/acre) ¹
Asylum Hill	10,521	8.5%	11,342.09	17.72
Barry Square	14,505	11.7%	16,087.89	25.14
Behind the Rocks	9,031	7.3%	7,335.56	11.46
Blue Hills	12,983	10.5%	7,313.66	11.43
Clay-Arsenal	6,460	5.2%	12,082.53	18.88
Downtown	1,118	0.9%	1,276.05	1.99
Frog Hollow	9,113	7.3%	12,995.00	20.30
North East	10,137	8.2%	4,763.17	7.44
North Meadows ²	901	0.7%	458.52	0.72
Parkville	6,319	5.1%	12,484.29	19.51
Sheldon-Charter Oak	3,513	2.8%	6,222.69	9.72
South End	12,951	10.4%	11,460.90	17.91
South Green	3,579	2.9%	13,674.09	21.37
South Meadows	2	0.0%	0.97	0.00
South West	6,899	5.6%	7,322.70	11.44
Upper Albany	7,380	5.9%	14,357.22	22.43
West End	8,708	7.0%	8,185.23	12.79
TOTAL³	124,121	100.0%	7,174.62	11.21

Elements of the above plans have been incorporated into the appropriate goals & objectives of this plan, as well as into the Neighborhood and Generalized Land Use plan.

Neighborhood Plans

Asylum Hill

The Asylum Hill Neighborhood Association (AHNA) neighborhood plan has a vision for the future which aims to:

- Provide safe multimodal access to downtown
- Improved the streetscape and add a mix of uses and neighborhood-friendly businesses on Farmington Avenue
- Expand housing options
- Improve West Middle Elementary School

- Construct a New Britain-Hartford Busway station
- Expand St Francis Hospital
- Construct a new library
- Provide incentives for rehabilitating properties
- Evaluate traffic plans
- Address quality of life issues
- Limit rehabilitation homes, transient

Neighborhood Population and Population Density, 2000

Source: U.S. Census Bureau; compiled by HMA.

¹ Includes both land and water area.

² Represents the prisoner population housed at the State of Connecticut's Hartford Correctional Center, located on Weston Street.

³ Density calculations are based upon established City land area of 17.3 square miles (11,072 acres). Water area not included in these density calculations.

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Behind The Rocks



Blue Hills

lodging, rooming houses, and related housing

- Create economic incentives for historic preservation
- Rezone portions of the neighborhood to encourage lower-density owner-occupied homes
- Create a residential overlay to limit upward conversions

Barry Square

The Barry Square neighborhood is part of four NRZs including South Green, MARG, Frog Hollow and Southwest. The Maple Avenue Revitalization Group (MARG) is the largest NRZ in Barry Square.

Priority projects included in the MARG 2009 Strategic Plan include:

- Complete Maple Avenue Streetscape
- Foster new small businesses along Maple and New Britain Avenues
- Work with the city to redevelop the former Mega Foods site on New Britain Avenue
- Redevelop the Maple/Webster triangle

Behind the Rocks

Recent improvements in Behind the Rocks include renovations to the Mary Hooker Environmental Studies School, the Breakthrough Magnet School, the redevelopment of Rice Heights, and the replacement of Charter Oak Terrace

with the Charter Oak Marketplace. Hartford Areas Rallying Together (HART), which serves several areas of the city and is active in the Behind the Rocks neighborhood, has helped to develop the following goals:

- Reuse the Housing Authority land behind Wal-Mart
- Study the impact of the extension of Bartholomew Avenue
- Develop trails along the Park River
- Institute traffic calming
- Participate in the Safe Routes to School program
- Enforce the Anti-Blight Ordinance around Zion Street.
- Enforce the Noise Ordinance.
- Encourage better property maintenance
- Make planned improvements to Hyland Park

Blue Hills

The Blue Hills NRZ has listed the following as their priorities:

- Construction of a new Recreation Center at Tower and Lebanon Streets.
- Traffic calming at Rawson and Achievement First (Mark Twain) Schools, at Cornwall and Holcomb Streets and on Ridgefield Ave.
- Pedestrian crosswalk improvements at several intersections on Lyme Street.
- Redevelopment of parcels at Cornwall and Granby and Garfield and Granby.

- Strategy for dealing with maintenance and traffic issues regarding churches.
- Creation of a Tree ordinance or program to educated property owners.
- Redevelopment of Westbrook Village and Bowles Park public housing complexes.

Clay Arsenal

The Clay Arsenal plan of action focuses on four main areas:

- Human Development
- Commercial Development: enhance the appearance and vitality of Main Street and Albany Avenue
- Residential Area Development: increase homeownership rates and improve the appearance and livability of residential streets and homes
- Historic Preservation: preserve and rehabilitate buildings where feasible; conform to neighborhood design guidelines

Frog Hollow (North and South)

In February of 2009, the two Frog Hollow NRZs officially merged and adopted a single plan which details fifty-four different strategic projects. Examples include:

- Traffic calming and streetscape enhancements on Capitol Avenue and other streets
- Improved pedestrian amenities within the Mayor’s Target Area

- Improved traffic circulation and streetlights
- Creation of a Merchants Association
- Promote homeownership
- Redevelopment of several sites
- Establishment of a new Community Center

In early 2006, the Mayor launched an initiative called the Neighborhood Improvement Action Plan to improve the portion of North Frog Hollow bounded by Capitol Avenue, Park Terrace, Park Street, and Broad Street. This comprehensive plan for physical renewal includes action steps such as:

- Institute traffic calming on Babcock St, Lawrence St, Putnam Heights, Putnam St, and Mortson St
- Improve traffic circulation in the Capitol Ave area
- Encourage owners to rehabilitate buildings
- Utilize the Anti-Blight Ordinance to gain control of vacant buildings and market them to new owners
- Demolish structurally unsound vacant buildings
- Enforce the Historic Preservation Ordinance
- Deed undersized lots to adjacent properties
- Conduct concentrated code enforcement
- Publicize & utilize the Housing Preservation Loan Fund and the Façade Improvement Program
- Improve Capitol Ave streetscape
- Rezone Capitol Ave from Babcock to Lawrence from RO-1 to B-4



Clay Arsenal



Frog Hollow

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Northeast



Parkville

- Repair sidewalks
- Improve lighting
- Plant trees in traffic island
- Install additional trash receptacles

Northeast

Neighborhood goals for the Northeast neighborhood include:

- Revise zoning along Main Street
- Extend Main Street streetscape
- Renovate bus depot site at Terry Square
- Consider redevelopment plan for Terry Square
- Redevelop Barbour Street
- Redevelop the Nelton Court Public Housing development
- Resolve issues between the entertainment and residential districts

Parkville

The Parkville Revitalization Association plan describes ten priority projects including:

- Streetscape improvements in 6 locations
- Street improvements in 3 locations
- Improvements at Pope Park West and Day Park
- Economic development projects including creating of the Bartholomew Business Park, a BID, and incubator space
- Aesthetic improvements including 3 gateway projects, an anti-litter plan, and creation of an Historic District

- Public safety guidelines
- Library expansion and establishment of a magnet school
- Transportation improvements including two Hartford-New Britain Busway stations and accompanying transit oriented development.
- Implement Parkville Municipal Development Plan
- Construct Bartholomew Ave extension

The Parkville Municipal Development Plan was adopted by the City in May of 2009. The plan focuses on accomplishing three main goals by identifying thirteen specific actions:

- Provide Necessary Infrastructure: Extend Bartholomew Avenue under I-84 to connect with Flatbush Avenue
- Support Existing Businesses: expand private and public parking facilities; visually unify the Bartholomew Avenue corridor; and convey a safe, secure and inviting environment for workers and visitors.
- Attract Additional Private Investment: acquire specific parcels at the southern end of Bartholomew Ave and/or encourage private revitalization and rehabilitation of these properties.

Sheldon/Charter Oak

The Coalition to Strengthen the Sheldon/Charter Oak Neighborhood (CSS/CON) 2007 Strategic

Plan was adopted in January of 2008. It identifies and makes recommendations for three development areas within the neighborhood:

- Coltsville Area: Restore the Colt factory; support more intensive use of Dillon Stadium; support a National Historic Park; support high-density economic development projects in specific locations; improve entrance to the Connecticut River & Riverfront Recapture Park; construct streetscape around Colt Complex; reconnect Stonington St to Maseek Street and Hendricksen Ave; extend Star Shuttle service; and turn the rail line into an asset.
- Colt Park Area: Develop a botanical garden; encourage residential rehabilitation; support new construction that respects existing historic buildings; rezone south side of Wawarme Avenue; implement park vision plan; and assign traffic calming resources to Wawarme Avenue.
- Good Shepherd Area: Support completion of Dutch Point development; redevelop vacant properties; renovate the Capewell factory into condominiums; construct a boutique hotel on Capewell; preserve Charter Oak Place; redesign Main Street; Redesign Monument Park; institute traffic calming on Wyllys Street and Charter Oak Avenue; and improve Groton Street sidewalks.

In addition, a number of zoning and parking

regulation changes are recommended throughout the neighborhood.

South Downtown (SODO)

The SODO NRZ has identified the following goals:

- Protect the historic nature of the area
- Encourage the conversion of surface parking lots to mixed use development
- Increase residential development in the neighborhood
- Foster a sense of community
- Facilitate creation of 24/7 activity
- Implement the Capitol Ave Streetscape between Main & Washington Streets

South End

The South End NRZ in cooperation with the South Hartford Alliance is working on:

- Wethersfield Avenue Streetscape Plan
- Redevelopment of 990 & 1000 Wethersfield Avenue
- Streetscape improvements on Franklin Avenue.

South Green

The South Green neighborhood plan includes:

- Implement Hartford 2010 South Green Trident recommendations including:
 - ◆ Traffic improvements at Barnard Park,
 - ◆ Improvements to Barnard Park,
 - ◆ Reducing number of homeless shelters in the area.
- Reconfigure intersection of Jefferson,

Neighborhood Plans



Sheldon/Charter Oak



South End

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Southwest



Upper Albany

Main, Retreat, Maple, & Wyllys.

- Make streetscape improvements to Franklin Avenue.

Southwest

Goals for the Southwest neighborhood include:

- Preserve the housing stock and encourage reinvestment.
- Maintain the neighborhood business corridor on New Britain Avenue.
- Create a Historic District on Fairfield Avenue.
- Institute traffic calming on Fairfield Avenue.
- Make intersection improvements at:
 - ◆ Fairfield & Maple
 - ◆ Summit, New Britain & Fairfield
 - ◆ Stone, New Britain & Newington

Upper Albany

The Upper Albany neighborhood has many organizations that are currently active including:

- Upper Albany NRZ
- Upper Albany Main Street
- Upper Albany Collaborative
- Upper Albany Development Corporation
- Upper Albany 2010 Trident Committee

Current goals for Upper Albany include:

- Implement Hartford 2010 Trident recommendations
- Implement the Town Center Redevelopment Plan at the intersection of Albany and Woodland
- Construct the Albany Avenue Library
- Renovate the old North West School for

the John E. Rogers African American Museum

- Complete redevelopment planning for Homestead Avenue
- Build new facility for the Martin Luther King School and reuse existing facility for housing.
- Completion of Sigourney-Homestead Redevelopment
- Completion of the Route 44 safety and streetscape project

West End

The West End Civic Association's identified goals are:

COMMERCIAL

- Complete implementation of the Farmington Avenue streetscape to Prospect Avenue
- Rezone B3 and B4 West End commercial districts into a new Neighborhood Business Zone
- Create and adopt design guidelines for West End Commercial Districts
- Establish a new building line on Farmington Avenue
- Establish a new parking strategy in conjunction with a new Farmington Avenue business district
- Beautify and maintain gateway entrances to the neighborhood
- Improve and enforce parking, building and zoning standards

RESIDENTIAL

- Preserve and protect the historic character of West End properties
- Implement a Residential Overlay for the West End to prohibit upward conversions
- Allow Accessory Dwelling Units at owner-occupied properties, for carriage houses and one- and two-family homes
- Adopt a transition overlay district for properties abutting a commercial zone
- Improve and enforce residential parking, building and zoning standards

NATURAL RESOURCES AND RECREATIONAL FIELDS

- Preserve and enhance and protect the quality, access and recreational uses of Elizabeth Park, recognizing its scenic historic nature
- Improve maintenance and management of recreation fields
- Develop a more effective recreational use of the land behind the Sisson Avenue firehouse, and/or develop an alternate recreation site south of Farmington Avenue in an appropriate location
- For the details of the above goals, see the West End plan.
- Support the protection and maintenance of the North Branch of the Park River Watershed
- Ensure that the North Branch of the Park River Greenway does not disturb ecologically sensitive areas of the river corridor

- Explore the creation of a dog park at an appropriate location

INSTITUTIONAL

- Encourage conversion of institutional uses on residential streets to private residential uses, and prohibit conversions from residential to institutional uses
- Develop revised zoning regulations to prohibit the conversion of large residential structures to institutional use

For the details of the above goals, see the West End plan.

Commercial/Industrial Areas

Downtown

The Downtown neighborhood is fully discussed in the Downtown Development Plan chapter.

South Meadows

The South Meadows Problem Solving Committee’s goals include:

- Improve traffic conditions on Airport Road
- Conduct a study in the reuse of Brainard Airport
- Eliminate incompatible uses such as adult entertainment, and environmentally sensitive uses.

North Meadows

The North Meadows’ goals include:

- Long-term use of the music center
- Adaptive reuse of the police station



West End

- Adaptive reuse of the sanitary landfill
- Development of the north meadows area in an environmentally sensitive, yet tax revenue generating manner
- Protection of the dikes

Goals & Objectives

Promoting livable and sustainable neighborhoods is one of the five key themes of One City, One Plan. In addition to the neighborhood goals listed below, goals related to this theme are identified throughout the plan and are listed together in the “Livable and Sustainable Neighborhoods” section of the Action Agenda.

GOAL 1: Improve streetscapes in currently identified corridors, including:

- Farmington Ave, Asylum Hill
- Farmington Ave, West End
- Main St, Northeast
- Main St, Downtown
- Albany Ave, Upper Albany
- Broad Street, Capitol Ave, & Washington St, Frog Hollow
- Capitol Ave, SODO
- Wethersfield Ave, South End
- Maple Ave, Barry Square
- Lyme St & Holcomb St, Blue Hills
- New Park Ave, Park St, Capitol Ave, Arbor St, & Bartholomew Ave, Parkville
- Around the Colt Complex, Sheldon/Charter Oak
- Franklin Avenue, South End & Southwest

GOAL 2: Employ traffic calming techniques in currently identified locations as contained in the City’s Traffic Calming Master Plan and the neighborhood plans described in this chapter.

GOAL 3: Complete neighborhood projects as identified in this plan and addressed in the Capital Improvement Program and the City Legislative Program.

Housing



KEY TOPICS

- Existing Housing Characteristics and Development Trends
- Recent Housing Initiatives
- Future Housing Initiatives
- Summary Trends and Implications
- Goals & Objectives



Adopted June 3, 2010
Reissued June 2011

Introduction

Housing and housing-related issues affect all residents. The form, layout, condition, and cost of housing available are key to the quality of life within a community. The City’s current housing status will be examined to determine what housing needs exist and to formulate courses of action to address those needs in the coming decade.

Section 8-23 of the General Statutes for the State of Connecticut sets the standards for a municipal Plan of Conservation and Development. The Statute reads, “Such plan shall make provision for the development of housing opportunities, including opportunities for multi-family dwellings, consistent with soil types, terrain, and infrastructure capacity. Such plan shall also promote housing choice and economic diversity in housing, including housing for both low and moderate-income households.”

Existing Housing Characteristics & Development Trends

Housing Stock Characteristics

The 2000 Census recorded 50,644 housing units in the City of Hartford, compared to 56,098 housing units counted in the 1990 Census. Of the total 44,986 occupied housing units, only 24.6% were owner-occupied and the remaining 75.4% were renter-occupied units. 5,658 housing units were listed as vacant. According to the American Com-

munities Survey’s 2006-2008 three-year estimate, the homeownership rate in Hartford was calculated to be 25.6%.

Rental Units

Hartford’s percentage of rental units (75.4%) was more than double the percentage for Hartford County. Hartford is the region’s leader in rental units.

Housing Construction by Structure Type

During the past decade many varieties of housing types were built in Hartford. There were 1,516 housing permits issued between 1998 and 2008. They comprised the following:

- 317 (20.9%) were for single-family attached or detached units;
- 452 (29.8%) were for two-family units;
- 54 (3.6%) were for three- and four-family units;
- 693 (45.7%) were for structures with five or more units.

In 1998 Hartford began a transformation, focusing on the elimination of dense public housing complexes. Between 1998 and 2008, 2,260 housing units were demolished in Hartford. A substantial portion of these were public housing. These public housing units were eventually replaced with lower density townhomes and single-family residences. Reduction in public housing units when viewed statistically, ranked Hartford



Two-Family House – Litchfield St. Blue Hills



Apartments – Trumbull St. Downtown

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Three-Family – Acton St. North East

below other cities in the region in net housing built. However, by 2003 Hartford began redeveloping public housing and focusing on housing development in the Downtown area. Shortly after, Hartford again became a regional leader in housing production.

While Hartford has a variety of housing styles, types and unit configurations, the housing stock is comprised of low, moderate and high-end residential structures. Hartford’s housing market offers a wide variety of housing choices from high rise luxury apartments, to small and large single-family homes to courtyard apartments and townhomes. In Hartford, there is housing for every income and for every preference.

Age of Housing Stock

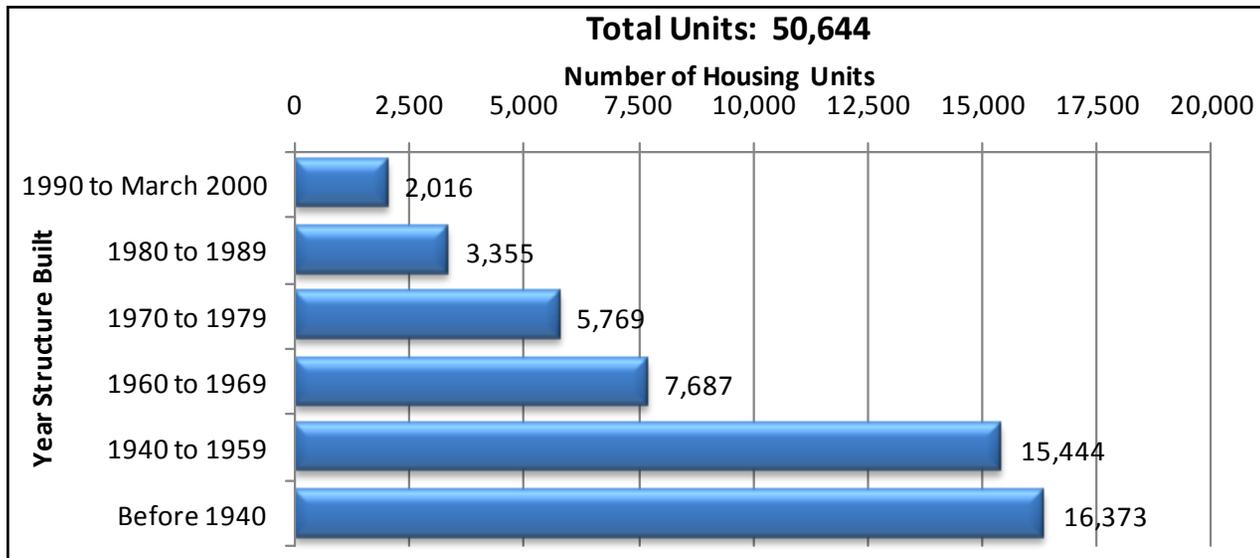
As shown on the accompanying chart, as of the 2000 Census 62.8% of Hartford’s housing stock was built before 1960. The number of housing units produced during the 1960s (7,687) and 1970s (5,769) is considerably smaller. Further, housing construction during the 1980s slowed markedly, with 3,355 units built during the decade. Only 4.0% of the City’s total housing stock was built between 1990 and 2000. Since the 2000 Census, approximately 1,384 housing units have been constructed in Hartford. As a result, Hartford’s housing stock tends to be architecturally significant but older.

HUD Fair Market Rents – 2009

The U.S. Department of Housing and Urban Development (HUD) issues on an annual basis a schedule of Fair Market Rents for counties and metropolitan areas across the United States. HUD’s FY2009 Final Fair Market Rents for Existing Housing were reviewed. For 2009, the Fair Market Rents for the Hartford-West Hartford-East Hartford area, of which Hartford and all of its adjacent communities are a part, were \$697 for a studio apartment, \$835 for a one-bedroom apartment, \$1,021 for a two-bedroom apartment, \$1,226 for a three-bedroom apartment and \$1,522 for a four-bedroom apartment.

Rents – 2009 Market Snapshot

A sample of units currently for rent were exam-



Age of Housing Units, 2000

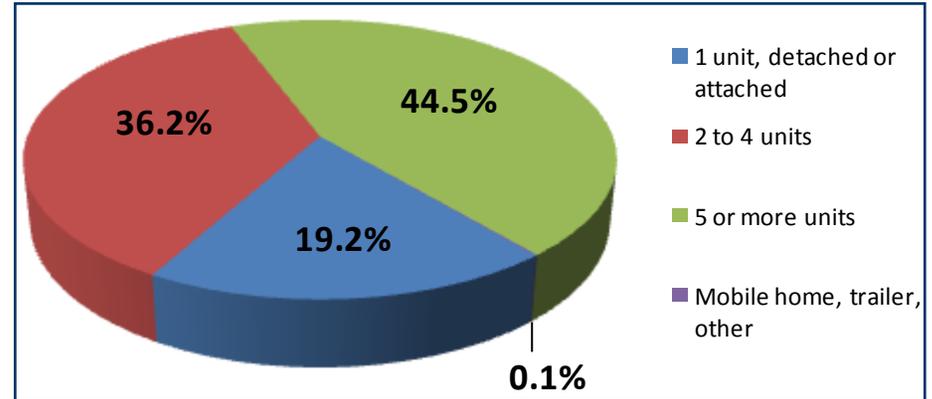
ined across several different housing types including apartment complexes, condominiums for rent, multifamily housing and individual homes for rent. Data sources included the Hartford Courant rental listings and Apartmentguide.com listings.

Hartford’s rental housing market is exceptional in that it has an expansive range of rents for apartments with the same number of bedrooms. Apartments in Hartford have some of the highest and lowest rents in the region. Twenty-three apartment complexes were surveyed, and of those identified, rents for studio and one-bedroom apartments ranged from \$475 to \$2,600 per month and two-bedroom apartments ranged from \$700 to \$6,000 per month. Apartments with three or more bedrooms were very few in number. Three-bedroom apartment listings had a price range of \$800 to \$1,150 per month. Several apartment complexes in Downtown Hartford, namely Hartford 21, Trumbull on the Park and The Lofts at Main & Temple, generally constituted the high end of this market.

Apartments for rent in multifamily complexes constituted a much lower and narrower price range, ranging from \$325 to \$635 per month for studio apartments, \$500 to \$825 for one-bedroom apartments, \$500 to \$1,800 per month for two-bedroom apartments, and \$725 to \$1,800 per month for three-bedroom apartments. The sole four-bedroom apartment listed had a quoted asking rent of \$1,300 per month.

Development Trends

Hartford’s housing stock of 50,644 units, as enumerated by the 2000 Census, consisted of 14.9% single family detached housing; 4.2% single-family attached (generally condominium) housing; 44.5% multi-family housing (5 units or more); 36.2% two, three and four family housing and 0.1% mobile home or other.



Estimated Total Housing Units by Structure Type, 2008

According to available data from the Census and the State of Connecticut’s Department of Economic and Community Development, between January 2000 and December 2008, the number of housing units in single family attached or detached structures increased by an estimated 200 units, or 2.1%. Units in two to four unit structures increased by 255 units, or 1.4%.

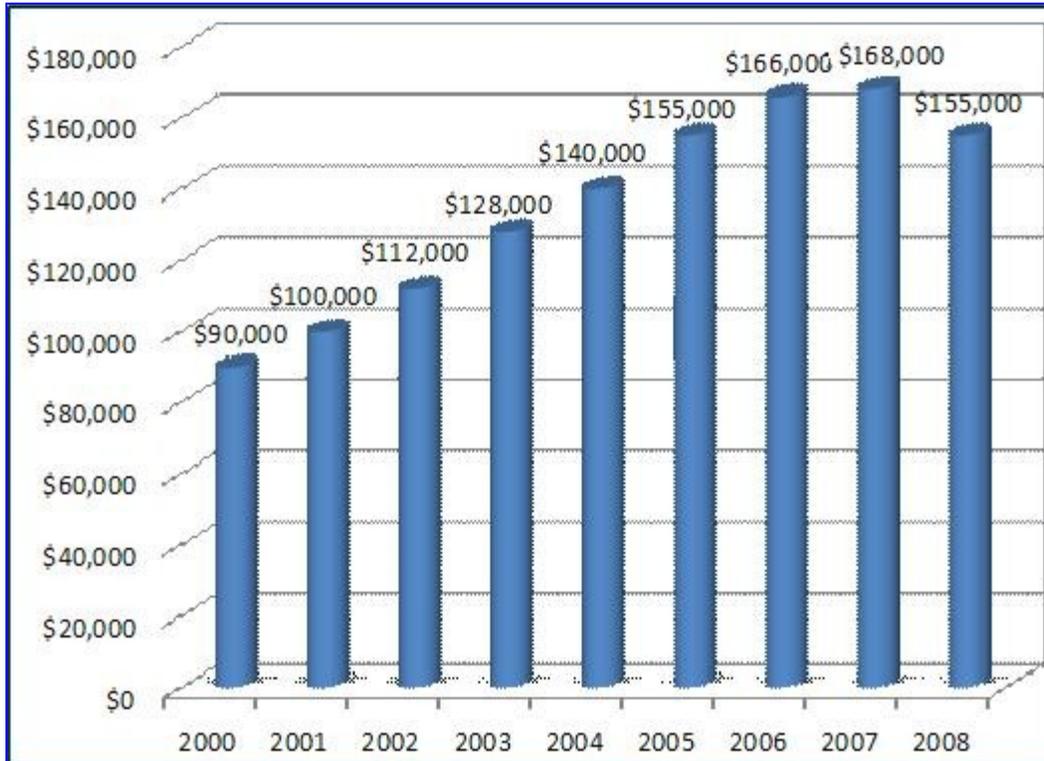
Multi-family units in structures with 5 or more units also increased, gaining 344 units or 1.5%. Mobile homes and other forms of non-traditional housing remained unchanged over the time period. The total estimated number of housing units in Hartford as of the end of 2008 was 51,443. Based upon these figures, the increase in housing units in Hartford since the 2000 Census has been spread across all housing categories.

Of the 51,443 housing units estimated by DECD,



Three-Family – Chadwick Ave. Parkville

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Single Family Median Sales Price, 2000-2008

9,898 (19.2%) were single-family attached and detached units; 18,600 (36.2%) were in two to four family structures; and 22,895 (44.5%) were in structures with five units or more. There were also 50 mobile homes and similar types of housing units in the City.

Home Sales and Median Sales Prices

For the period of 2000-2008, an average of 379 single family homes per year were purchased in

Hartford. As shown in the accompanying chart, median single-family residential sales prices have generally been on a strong upward trend in Hartford since 2000.

Compared to adjacent communities, over the past several years Hartford's median residential sales prices have (on a percentage basis) increased faster than any other municipality. West Hartford remains the highest-priced town in the immediate area, as it has been since 2001.

Between 2000 and 2008, the median sales price for a single-family home in Hartford increased by 72.2%, which was the highest rate of increase in the immediate area. Median sales prices in the surrounding communities increased from a low of 44.7% in South Windsor to a high of 66.8% in West Hartford. These increases reflected global market trends in which home prices peaked in 2008. Subsequently, in 2009 and beyond, global financial conditions changed and it was reflected in home sales prices which declined across the board in all communities. In the immediate Hartford area declines in median home sales prices between 2008 and 2009 were significant, usually greater than -10.0%. These declines have been most pronounced in Hartford and Bloomfield, where median home sales prices have declined by -28.6% and -25.9% from their 2007 peak levels.

Single Family Homes and Condominium Sales Listings and Prices

According to the Warren Group, Hartford experienced a substantial rise in home sales prices from the latter half of the 1990s to the present. Over 76% of the homes and condominiums listed for sale in 2009 had asking prices of less than \$200,000. 10.6% of the current single family and condominium listings in 2009 had asking prices of over \$300,000. The median single family or condominium asking price in Hartford is roughly \$160,000.

Demographic Shifts and Market Opportunities

A significant market opportunity exists in Hartford due to the changing demographics of the region, Connecticut and the nation as a whole. The most common living arrangement in the United States as of 2010 was unmarried people with no children.

Changes in the age distribution of the population impacts future housing development. The 2000 Census indicated that only 23.5% of households were of the “traditional” nuclear family variety, down from 45% in 1960. Average household size in 2000 was 2.59 persons. The dominant household demographics in the coming years will likely be singles and couples age 25 to 34 and households of all types between the ages of 55 and 70.

Through their choices of housing, these house-

holds are demanding active, mixed-use locations in established urban areas and town centers where higher densities of development create an environment that combines housing, employment, shopping, dining and entertainment opportunities.

As an established urban center with a well-defined Downtown area, Hartford has an opportunity to capitalize on this growing demographic trend. By encouraging additional residential development in the Downtown area, Hartford could capture a segment of this housing market to strengthen its existing Downtown core assets. As noted previously, the number of housing units in Downtown Hartford has tripled during the last decade. The City should continue to build upon the growing residential appeal of the Downtown area.

Strong Neighborhoods, Successful Initiatives and Housing for All

It is often assumed that Hartford is comprised of low-income housing and distressed neighborhoods. High-profile media coverage of crimes occurring within certain areas of the City fuel this perception among residents of the region. However, while Hartford does have the highest level of affordable housing as a component of its housing stock of any municipality in the state, and has areas where crime rates are higher than the surrounding region, the City has also has successful housing development initiatives and



Two-Family – Monroe St. South West



One-Family – Pomfret St. Blue Hills

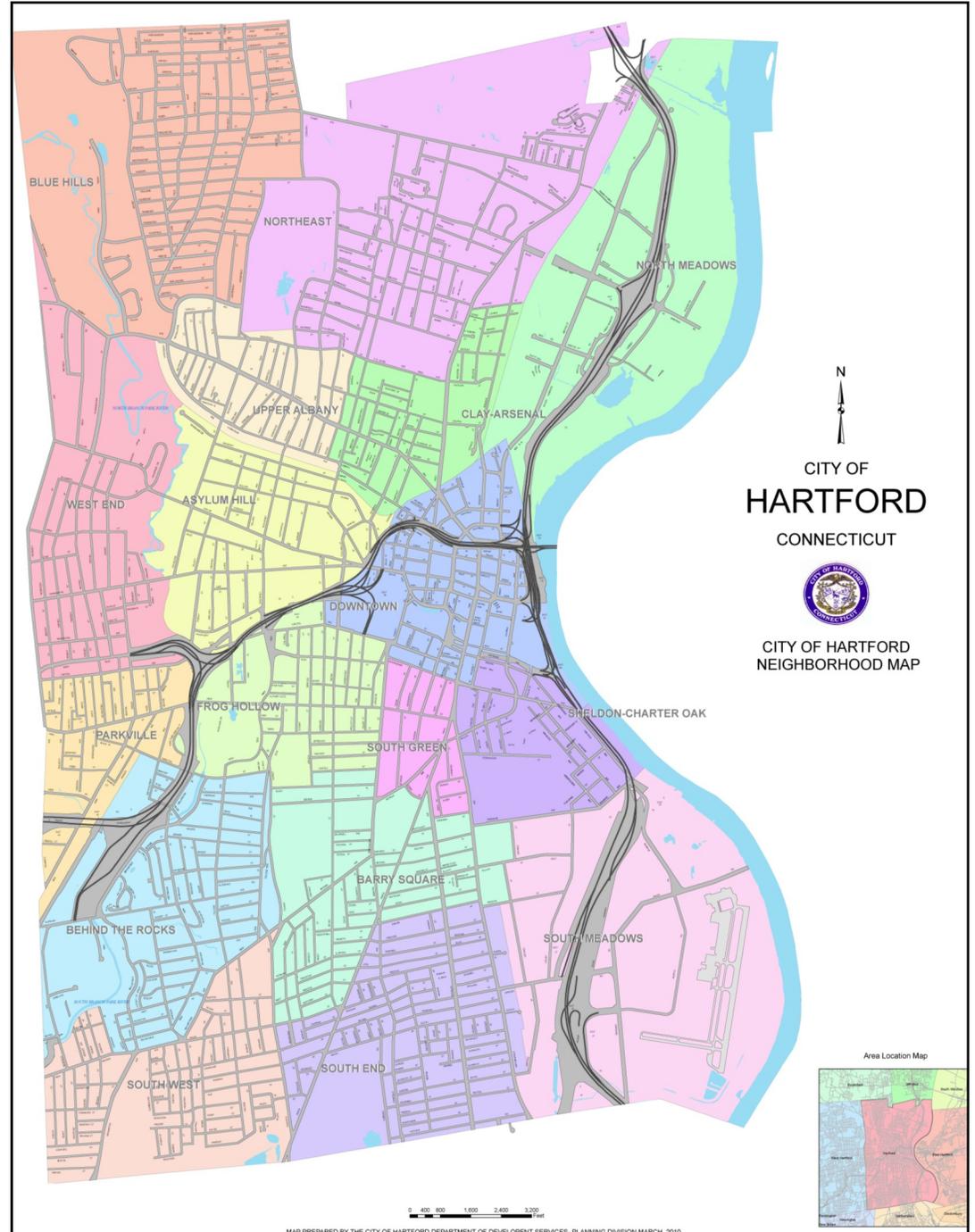
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Three-Family – Oxford St. West End



One-Family – Eastview St. Barry Square



policies. The City also has several stable and thriving neighborhoods that are very similar in character to neighborhoods located in adjacent first-ring suburban communities. The map entitled *Neighborhoods* shows the established boundaries of Hartford’s neighborhoods.

The Blue Hills, West End and South West neighborhoods are all examples that belie the regional perception of the City as a whole. All three neighborhoods have income levels significantly higher than the City as a whole and crime rates that are more in line with those of the surrounding first-ring suburban communities. They also have substantial rates of homeownership, and single-family detached housing comprises a significant portion of their respective housing stocks. Areas with similar characteristics exist throughout the City.

Hartford’s numerous neighborhood development groups and organizations, through both their own initiative and with the help of the City, have produced a number of successful initiatives and projects. Neighborhood Revitalization Zone (NRZ) committees in Hartford are working to plan and develop their respective neighborhoods. Hartford 2000, a coalition of Hartford’s neighborhoods, has been involved in the NRZ planning process. The Northside Institutions Neighborhood Alliance (NINA) is a collaborative effort between major institutions and neighborhood groups in the Asylum Hill area focused on beautification and community reinvestment. The

Southside Institutions Neighborhood Alliance (SINA) is working to improve housing, community safety, economic development, workforce development, community life and education in the Frog Hollow, Barry Square and South Green neighborhoods. Broad Park Development Corporation has spent over 30 years providing housing financing assistance, historic renovations and rental property management services to the Frog Hollow and South Green neighborhoods.

Hartford Areas Rally Together (HART) provides community and issue organizing and homeownership assistance programs to residents in the southern end of Hartford. The Spanish American Merchants Association (SAMA) in Hartford assists small businesses in developing and expanding, and helping business owners grow professionally. The Hartford Community Loan Fund, formerly the South Hartford Initiative, provides loans and grants to residents, developers and small businesses throughout Hartford. Community Renewal Team (CRT), one of the oldest continually operating Community Action Agencies in the nation, provides a range of community services from early education to weatherization.

These are just a few of the numerous groups and organizations that are working strenuously to improve the housing, economic development and social fabric components of the City of Hartford.

The City operates a number of programs fi-



Two-Family – Bliss St. South End



“Perfect Six” – Zion St. Frog Hollow

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One-Family – Goshen St. South West



One-Family – Kenyon St. West End

nanced through State and Federal grants. These programs are designed to actively promote and facilitate new housing construction and substantial rehabilitation.

The City offers a variety of housing that serves a wide range of households and demographics even though the majority of the housing in the City is multi-family. Single-family detached homes, luxury condominiums, garden apartments and two- to four-family residences are all found in Hartford. This diversity of housing types is one of the key strengths of Hartford's housing stock.

Subsidized/Affordable Housing

The issue of housing affordability is a state-wide problem. Affordability on a regional basis is also complex and defies simple solutions. The cost of housing is the result of a variety of factors including, but not limited to, the demand for a specific location, availability of buildable land, and labor and material costs. Age and quality of the existing housing stock as well as the introduction of new product to the market greatly affect the cost of housing. Further, factors independent of housing cost including interest rates, job growth, and local economic conditions all work together to influence the cost and availability of housing. Most of these factors are beyond the control of local governments.

The population of Hartford and the immediately adjacent communities is over 364,000. The

housing market for Hartford, tied to ease of commuting and confirmed by work transportation patterns, greatly extends beyond adjacent communities. In 2000, 56.0% of all workers commuting into Hartford commuted from outside the City and adjacent communities. In addition, over 38,400 Hartford residents work within Hartford County, constituting a significant component of the employment base for several critical economic sectors.

The State of Connecticut requires that the issue of affordable housing be addressed in each community's Plan of Conservation and Development. Development over the years in Hartford has resulted in a housing stock that is quite diverse in terms of housing types and styles. Current zoning regulations are flexible in terms of providing a wide range of allowable densities and housing types. The housing built in Hartford during the last ten years has been more affordable than the housing built in any surrounding municipality.

Monthly Housing Costs and Regional Context

With an average home sales price of \$160,000 and a 20% down payment to avoid mortgage insurance, a new homeowner would need a mortgage of \$128,000 and a down payment of \$32,000. At an assumed interest rate of 6.25%, a \$128,000 mortgage would result in principal and interest payments of approximately \$788 per month. Assuming roughly \$800 per year in

homeowner’s insurance, and assessment ratio of approximately 39% and a mill rate of approximately 63 mills, an additional \$390 per month in taxes and insurance would be added, leading to a total monthly home cost of \$1,178. Using the standard calculation of 30% of gross household income for housing costs, a household would need to earn approximately \$47,120 per year to afford an average single family home or condominium in Hartford. However, this income level is 67.3% higher than Hartford’s estimated 2008 median household income (\$28,170), which itself is only 46.7% of the median household income for Hartford County as a whole (\$60,355).

On a regional basis, Hartford had the lowest median home sales price of the 29 municipalities in the Capitol Region Council of Governments (CRCOG), according to median home sales price data for 2006 from CRCOG. Hartford has remained in this position despite the concurrent 86.7% increase in median homes sales price in the City, as identified earlier in this chapter. This indicates that although housing prices have increased in Hartford over the past several years, prices in other parts of the region are growing at similar, if not greater, rates. As a result, Hartford’s housing stock remains the most affordable on a regional basis in the North Central Connecticut area.

However, despite having the most affordable housing stock from a regional perspective, homeownership remains an elusive goal for a

large segment of current residents of Hartford due to their very low income. Statistics provided by HOME Connecticut, an initiative of the Partnership for Strong Communities organization, indicate that Hartford has the fourth largest “gap”, in terms of raw dollars between its median household income and the qualifying income needed to purchase a home at the median sales price in the City, out of the 29 communities in the CRCOG.

In a community such as Hartford, which not only has ample numbers of affordable housing units, but also has a significant percentage of the total region’s affordable housing stock, different strategies must be utilized to decrease the “gap” between median household income and median home sales price. In Hartford, rather than applying more pressure to the supply side of the affordable housing market by adding more units, a more effective strategy would be to focus on economic development and public policy initiatives that would raise household incomes to higher levels rather than attempting to moderate and lower the cost of housing, since these costs are already quite low relative to the surrounding region.

Housing Cost Burden

The 2000 Census statistics indicate that 2,001 owner occupied households in Hartford, or 30.8%, paid thirty percent or more of household income in 1999 for monthly housing costs.



Two-Family – Jefferson St. Frog Hollow



Three-Family – York St. Frog Hollow

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Two-Family – Mapleton St. Barry Square



Apartments – Main St. Sheldon-Charter Oak

Rental households paying thirty percent or more of household income in 1999 for gross rent were 15,090 households or 43.8% of total renter households. These households exceed State and Federal housing affordability guidelines.

Affordable Housing Appeals Act

The State legislature has established an Affordable Housing Appeals Procedure to provide assistance with development of affordable housing throughout the State. The procedure does not apply where at least 10% of the dwelling units in the municipality are either: governmentally assisted housing, currently financed by Connecticut Housing Finance Authority or Federal Housing Administration mortgages, or subject to deeds containing covenants or restrictions that require sale or rental at affordable levels.

Affordable levels means housing for which persons and families pay 30% or less of income, where such income is less than or equal to 80% of the median income.

Where municipalities do not reach the 10% level required for exclusion from the appeals procedure, proposed assisted housing and set-aside developments may appeal denial of municipal zoning approvals to the court. Assisted housing developments are those that receive financial assistance from government program for construction or rehabilitation of low or moderate-income housing or “Section 8”

project-based on tenant based assistance. Set-aside developments must reserve 30% of the units for affordable housing. One half of those set-aside units must be rented to persons or families whose income is less than or equal to 80% of the lesser of the state or area median income; the remaining half of the set-aside units must be reserved at 60% of the lesser of the state or area median income.

Affordable Housing Inventory

The most recent data from the State Department of Economic and Community Development Affordable Housing Appeals Program puts the number of affordable housing units in Hartford in 2008 at 17,514. This is 34.58% of the number of housing units in the City according to the 2000 Census, the highest percentage of any municipality in the State of Connecticut. This level exempts the City from the affordable housing appeals procedure. Affordable housing is distributed as follows:

- Governmentally Assisted Units: 16,075
- CHFA/FmHA Mortgages: 1,439 units
- Deed Restricted: 0 units
- TOTAL: 17,514 units

The Hartford Housing Authority administers 2,018 federal Section 8 housing choice vouchers as part of its operations. In addition, the Housing Authority operates nine federal public housing developments with a total of 1,119 housing units, as well as 266 units of scattered-

site housing. The Housing Authority also operates two state public housing developments, Westbrook Village and Chester Bowles Park, which have a total of 770 housing units. Of the overall total of 2,155 public housing units under the purview of the Housing Authority, 482 units are for elderly households, 1,505 units are rental units for families and 168 units are home-ownership units for family households. At the present time, the waiting list for affordable housing units through the Housing Authority has a wait time of approximately two years. However, this wait time can vary depending upon the unit type and size being requested.

In addition to units and vouchers managed by the Housing Authority, the City of Hartford itself has an additional 4,784 Section 8 vouchers. These additional vouchers are managed for the City of Hartford by a third party.

The State of Connecticut’s Department of Social Services also administers affordable housing certificates through its Rental Assistance Program (RAP). As of December 2008, the City of Hartford had approximately 400 RAP certificates; it should be noted that these certificates are portable and can be used by eligible households anywhere in the state.

Multifamily & Elderly Housing

Multifamily Housing

44.5% of the 51,443 housing units in Hartford

are multifamily units (buildings with 5 or more units). An additional 36.2% of the inventory contains 2 to 4 unit structures. Multifamily housing (structures with four units or more) is permitted in some form in most of the zoning districts in the City of Hartford. As of March 2010, multifamily dwellings are permitted in the RO1, RO2, RO3, R1, R2, R3, B1, B2, B3 and B4 zoning districts, as well as the Housing Overlay District (HOD). Multifamily housing is permitted as a conditional use in the R4 and R8 zoning districts as well. Multifamily housing is also permitted in the I2 and C1 zoning districts upon approval and implementation of an Industrial Re-Use Overlay District (IROD).

Future Multifamily Housing Development

Housing construction trends into the near future will generally be guided by several forces including:

- the availability of buildable land,
- regulations regarding residential development/redevelopment and how they are implemented, and
- market factors

As one of the oldest continuously settled cities in the United States, the City of Hartford has a long established development pattern. While many communities have only a single small area where different land uses mix together (or sometimes no mixing of land uses at all), large portions of Hartford are effectively mixed use areas. This reality is reflected in the zoning regulations,



One-Family – Violet St. North East



Two-Family – Deerfield Ave. Upper Albany



Apartments – Winter St. Clay-Arsenal



Three-Family – Wilson St. Behind the Rocks

with residential development of one form or another being permitted in a large number of zones in the City. This provides Hartford with significant flexibility in locating a variety of housing types and development densities within the same area of the City.

The future development of multifamily housing in Hartford should be approached in two different manners, depending upon the number of units in structures to be developed.

Multifamily housing structures ranging in size from two to six units should be guided toward existing vacant lots and land parcels situated in neighborhoods where such residential densities are predominant. Lot sizes should be scaled appropriately for the number of units being developed; for example, structures with a greater number of units should not be imposed on a lot that would be better suited for a smaller number of units. All such multifamily developments should allow sufficient lot area for adequate open space and off-street parking.

Multifamily housing structures or developments with more than six units should be primarily concentrated along established arterial roadways, around transit access points, in the general Downtown area, and in mixed use and transit-oriented developments (TOD). Guiding this form of residential development away from single family and lower density multifamily residential neighborhoods and toward estab-

lished mixed use/commercial corridors, major arterials, and key transportation nodes and facilities will enable multifamily residential developments of this nature to thrive in the areas where it is most appropriate.

Transit-Oriented Development (TOD)

TODs can range from planned developments that combine transportation, residential and commercial developments on one unified site to something as simple as allowing slightly greater housing density in a radius around bus or train stations. The underlying urban planning premise is that the combination of these uses support one other and make each individual use more viable than if it were standing alone. Any mixed use developments or TODs that are constructed or designed in Hartford should not be “cookie cutter” applications of projects from other communities, but rather should be tailored to Hartford’s unique character, density and urban design elements.

TOD areas that include a significant residential component should be considered for development around Union Station and the multiple stops in Hartford along the proposed New Britain-Hartford Busway.

Elderly Housing

Housing for the elderly is a critical concern for most communities. As the population of a city ages, it is important that a community provide

alternative living arrangements from single-family detached homes to multi-unit communities as options for seniors. This gives the elderly population opportunities to continue to reside in the community where they have spent the majority of their years and not be forced out by escalating housing prices. Housing for the elderly spans a broad range of types, many with supporting services. Housing has been designed to promote mobility (e.g., one-level, grab bars, ramps, etc.), to provide medical support, and to provide assistance with daily living functions. The main distinguishing characteristics of the housing types are the level of medical assistance and the extent of communal facilities provided. Please refer to the “Housing Authority Operated Public Housing Facilities” to see elderly housing facilities in the City of Hartford.

Public Elderly Housing

The Hartford Housing Authority addresses the supportive housing/service needs of the elderly, frail elderly and disabled. The Authority operates four elderly housing developments with a total of 482 units. However, there are 31 other elderly housing facilities and developments within the City. Twenty of these 31 additional elderly housing facilities and developments are associated with some type of program that provides below-market rents.

Future demand for elderly housing in Hartford will depend upon market conditions, the economy and similar outside forces that cannot be

predicted. However, with over 18% of Hartford’s population being between the ages of 45 and 64, it is reasonable to expect the demand for elderly housing options in Hartford will either remain stable or increase slightly over the next decade.

As this plan was being prepared, there is a wait time of approximately six months for elderly public housing units through the Housing Authority.

A rising trend in elderly housing is the Active Adult Retirement Community (AARC). The AARC is commonly associated with resort type settings in climates that are more temperate; however, increasingly these communities are being located throughout the country to allow seniors to remain near family, social and business relations yet enjoying the activities and commonality of community that these retirement communities provide. The AARC or resort community is less common in Connecticut than the other types of senior housing; however, recent development trends have resulted in an a large number of these housing developments being proposed and constructed in the state for the 55 and over market, and they are commonly referred to as “age-restricted housing”. The City should investigate opportunities to encourage the development of this form of housing within its borders.

Elderly Housing and Current Zoning

Convalescent, nursing and rest homes, as well as



Betty Knox Senior Apartments Asylum Hill



Avery Heights Senior Housing, Southwest

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Complex Name/Location	Type of Housing	# of Units
Nelton Court 26-26A Nelton Court	Family	156
Mary Shepard Place 15 Pavilion Street	Family	127
Scattered-Site Housing Numerous Locations	Family	266
Dutch Point Wyllys Street	Family (HOPE VI)	127
New Community (COT)	Family- Homeownership	68
New Stowe Village 64 Hampton Street	Family- Homeownership	100
Mary Mahoney Village 73-81 Vine Street	Elderly	50
Kent Apartments 188 Sigourney Street	Elderly	39
Smith Towers 80 Charter Oak Avenue	Elderly	200
Betty Knox Apartments 141 Woodland Street	Elderly	193
Westbrook Village 22 Mark Twain Drive	State - Family	360
Chester Bowles Park 3 Berkeley Drive	State - Family	410
TOTAL UNITS		2,096
Source: Hartford Housing Authority website; City of Hartford Consolidated Plan; internet research; compiled by HMA.		

Housing Authority Operated Public Housing Facilities

retirement centers, are permitted as conditional uses in RO1, RO2, RO3, R1, R2, R3, R4, R5 and B3 zoning districts. Retirement centers are also permitted as a conditional use in the B4 zoning district.

Impact of Subprime Lending

Mortgage lending statistics often provide a unique and insightful view of the changing dynamics of a community's housing market. Of all the home purchase loans taken out on properties in Hartford in 2005, 26.6% were to Whites, 35.8% were to African-Americans and 34.0% were to Hispanics. This distribution is similar to the overall racial and ethnic distribution of Hartford's population as presented in the "Demographics and Population Trends" chapter, although White homebuyers are somewhat overrepresented in portion to their percentage of the total population of Hartford.

However, statistics on the percentage of conventional home purchase loans issued by subprime lenders in Hartford in 2004 shows that only 25.0% of home purchase loans to Whites were from subprime lenders, while 54.1% of home purchase loans to African-Americans were from subprime lenders and 48.0% of home purchase loans to Hispanics

were from subprime lenders. The distribution of refinancing loans from subprime lenders was generally more equalized by race than home purchase loans. Forty-five point three percent (45.3%) of refinancing loans to Whites were from subprime lenders, while 51.6% of refinancing loans to African-Americans were from subprime lenders and 50.5% of refinancing loans to Hispanics were from subprime lenders.

Overall, 42.2% of conventional home purchase mortgage loans issued for properties in Hartford in 2004 were from subprime lenders, up from 21.8% in 2000. In addition, 51.1% of all refinancing loans in 2004 were from subprime lenders. Hartford's 42.2% rate of subprime home purchase mortgages ranks it 11th out of the 245 cities in the United States with a population of 100,000 or greater.

More recent data on foreclosures and subprime lending illustrate the impact that the housing market contraction and the current deep economic recession have had on the City of Hartford. According to the data from www.foreclosures.com, 828 residential properties in the City have been foreclosed upon since the beginning of 2007. According to the City's Local Action Plan for its Neighborhood Stabilization Program (NSP), foreclosures of residential properties with one to four units have spiked since 2006. In addition, the significant number of foreclosed properties has had a negative impact on the number of homes sold per year in

Hartford, as well as the average home sales price. The flood of foreclosed properties on the market is not able to be readily absorbed due to the substantial decline in the availability of new subprime mortgages. Until the number of lis pendens (notices of pending lawsuits) and foreclosures abates, it will be difficult to significantly reduce the unsold inventory of homes in Hartford and begin the process of raising the market value of these homes.

The City has been proactive in addressing the foreclosure crisis by preparing a “Foreclosure Prevention Resource Guide” for Hartford homeowners and by participating in programs such as the federal government’s Neighborhood Stabilization Program (NSP). However, the City will need to remain active in preventing the existing problems spawned by large numbers of foreclosures from spreading further. Doing so will require new initiatives and partnerships with various levels of government as well as the private and non-profit sectors.

Homelessness and Transitional Housing

In June 2005, the Commission to End Chronic Homelessness completed a report entitled “Hartford’s Plan to End Chronic Homelessness by 2015,” prepared through the Mayor’s Office of Community Initiatives. This report provided an in-depth analysis of the homelessness problem in the Greater Hartford region, complete with identified “critical areas for strategic planning”

to guide public policy on homelessness into the future. The Vision Statement for the report was: “By 2015, all persons facing chronic homelessness in the Hartford region will have access to safe, decent, affordable housing and the resources and supports needed to sustain it.”

In February 2004, the Continuum of Care service providers in Hartford counted 322 chronically homeless individuals living in Hartford. Another “point-in-time” homeless census taken on February 25, 2004 revealed a total of 64 chronically homeless individuals. As noted in the report, it is quite difficult to obtain a very accurate count of the chronically homeless for a variety of reasons. Counts may literally vary from day to day, and can change depending upon how one defines chronic homelessness. Differentiation must also be made between “temporary” homelessness and long-term “chronic” homelessness. Using the standard of temporary homelessness, it is estimated that at any given point in time, there are over 1,600 people are homeless in the Capital Region.

Homelessness occurs in the Greater Hartford region for a variety of reasons, including the inability of health service providers to locate suitable housing for patients upon discharge from treatment; foster children “aging out” of State facilities and services; individuals being release from prison with no place to go; termination of welfare and general assistance benefits; and the high cost of housing in the



Chelsea Place Care Center, West End



Mary Mahoney Village and Horace Bushnell Congregate Housing, Upper Albany

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CRT Homeless Shelter, Downtown



Soromundi Commons Emergency Shelter, Asylum Hill

State of Connecticut.

The Greater Hartford Continuum of Care has identified, as of 2004, an inventory of 422 emergency shelter beds, 366 units of transitional housing and 485 units of permanent supportive housing, for a total of 1,292 units/beds for homeless individuals. For persons in families with children, an inventory of 153 emergency shelter beds, 72 units of transitional housing and 95 units of permanent supportive housing, for a total of 320 units/beds, has been identified. Only 84 units of additional permanent supportive housing for homeless individuals and 10 units of permanent supportive housing for persons in families with children were under development in 2005. The Continuum of Care has estimated the unmet need/"gap" in the number of permanent supportive housing units to be 818 units for homeless individuals and 225 units for persons in families with children.

As mentioned previously, the Commission to End Chronic Homelessness has articulated seven Critical Areas for Strategic Planning in terms of ending homelessness in the Greater Hartford region. These critical areas are:

- Supportive and Affordable Housing
- Economic Stability through Job/Vocational Training and Job Placement
- Discharge Planning
- Support Services
- Data Collection

- Political Will – A Regional Approach to Chronic Homelessness

Implementation Vehicle

In addressing these critical areas, the Commission supports meeting an established goals of:

- Developing 2,100 units of supportive housing in the Capitol Region over the next ten years;
- Assisting chronically homeless individuals with job training and job placement;
- Improving discharge planning policies;
- Providing services that aim to make chronically homeless individuals self-sufficient;
- Enhancing data collection practices to better track homelessness;
- Supporting a regional approach to addressing chronic homelessness; and
- Creating a designated implementation team to ensure that recommended actions are carried through.

Veterans Housing

The City of Hartford is committed to fostering the development of housing for veterans. The City addresses the issue of veterans housing through its Five-Year Consolidated Community Development Plan, municipal social service and community development agencies and departments, and through support for non-profit housing development organizations. The City's 2005-2009 Five-Year Consolidated Community

Development Plan has a specific goal to “continue cooperation between shelters and Veterans’ Administration programs during the next five years.” Veterans are also identified in the Consolidated Plan as a high-priority population that Hartford-area service providers should address in order to reduce homelessness. Homeless outreach efforts currently include coordination with veterans organizations.

In the summer of 2009, a joint effort between Chrysalis Center and a variety of government agencies and community foundations led to the initiative to move 30 chronically homeless veterans into permanent housing around the greater Hartford region. The City of Hartford should continue to foster and participate in such collaborative efforts to address the need for veterans housing.

Rehabilitation/Halfway Housing

Housing for recently released inmates is an issue that has had a disproportionate impact on Hartford and other central cities in Connecticut. The State’s larger cities have become the locations for most of the housing and social services that address inmate re-entry. There are a number of public health, public safety and urban planning issues that result from the concentration of this in-need population, issues with which The City of Hartford must grapple while many of the surrounding suburban communities do not.

Hartford has a number of residential re-entry work release facilities and transitional housing developments for recently released inmates. Most of these facilities are operated by Community Solutions, Inc., located in Windsor. Community Solutions operates the Cheyney House on Wethersfield Avenue; the Hartford House on Irving Street; the Johnson House and Silliman House on Retreat Avenue; the Stein House on Sargeant Street; and the Watkinson House on Collins Street. Other social service organizations, such as Community Partners in Action, operate work release programs as well as providing relapse prevention services and other “after care” support services for recently released inmates.

The need to house, support, employ and integrate recent parolees back into society, while a necessary and critical task, places a substantial responsibility on both public sector agencies and private/non-profit social service providers. The presence of recently released inmates in housing within existing residential neighborhoods also raises a number of concerns and issues. While Hartford has provided more than its fair share of housing and social services to assist recently released inmates, the very presence of these assets likely means that Hartford will continue to be a center for the provision of such housing and social services for the foreseeable future.

However, the issue of integrating recently



Hudson View Commons Supportive Housing, South Green



Recovery House, Northeast

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Three-Family – Cabot St. Upper Albany



One-Family – Arlington St. Behind the Rocks

released inmates back into society is a state-wide issue, and the City of Hartford should not have to address this issue on its own. Coordination and assistance from the State of Connecticut is needed to insure that this issue is managed on a state-wide basis rather than being disproportionately shouldered by a few larger urban communities.

Hartford contains an undue concentration of substance abuse treatment facilities, some of which have a residential component either in an “in-patient” treatment setting or a “halfway house” format. Similar to housing for recently released inmates, substance abuse treatment facilities with a residential component raise a variety of concerns and issues at the neighborhood level, as well as placing an additional responsibility on the City’s social service network of public and private/non-profit service providers.

City of Hartford’s Consolidated Plan

The City of Hartford has been addressing the issue of affordable housing needs locally for decades through the local Housing Authority and the Grants Management and Housing and Property Management Divisions of the City’s Department of Development Services. Hartford is designated by the U.S. Department of Housing and Urban Development (HUD) as an Entitlement Community for Community Development Block Grant (CDBG) funds, HOME funds, Emergency Shelter Grants (ESG) funds and Housing for Peo-

ple with AIDS (HOPWA) funds.

In 2005, the City of Hartford prepared a Five-Year Consolidated Community Development Plan which enabled it to continue to receive CDBG, HOME, ESG and HOPWA funds from the federal government. As the framework for the Consolidated Plan and the overarching strategy for the expenditure of federal funds, the City identified six initiatives centered around public safety, education, workforce and economic development; public health; and residential development.

Consolidated plans are required to contain an identification of priority needs in the community and specific objectives to address these needs through the use of federal funding. The City is currently preparing its Consolidated Plan for the period of 2010-2015.

The Consolidated Plan describes the recent efforts by the City of Hartford and the Hartford Housing Authority to revitalize public housing in the City. These efforts have included the redevelopment of Charter Oak Terrace and Stowe Village, the replacement of the Bellevue Square housing project with the Mary Shepard Place development and the construction of the Dutch Point HOPE VI project.

As of 2005, the Housing Authority had an open waiting list of 573 families for federal low rent housing units, as well as 274 families on the

waiting list for the state housing program units. Based upon the Comprehensive Housing Affordability Strategy (CHAS) data from the 2000 Census, the City of Hartford has a substantial unmet need for both affordable rental and ownership units. This need is spread across all household types and sizes.

Recent Housing Initiatives

City-Sponsored Initiatives

The City’s Department of Development Services, operates and oversees a number of programs and initiatives designed to assist residents, property owners and developers in creating new housing and rehabilitating existing housing as well as providing access to a variety of home finance assistance tools.

For existing homeowners, the City has created a guidebook on foreclosure prevention, a very important tool given the current state of the housing market and the relatively high percentage of subprime and adjustable rate mortgages in the City. For those seeking to purchase a home in Hartford, the City offers loan programs for low and moderate-income households through the HouseHartford program and the Homeownership Appraisal Gap Financing program.

The HouseHartford program provides interest rate “buydowns” on mortgages, or funds to cover a portion of downpayment and/or closing

costs. Contributions from the HouseHartford program cannot exceed \$14,999, and certain income limits based upon the size of the purchasing household must be met. These income limits range from a maximum household income of \$41,700 for a single person household up to \$78,650 for an eight-person household. Single family homes, structures with two to four units, and condominium units are all eligible for the program.

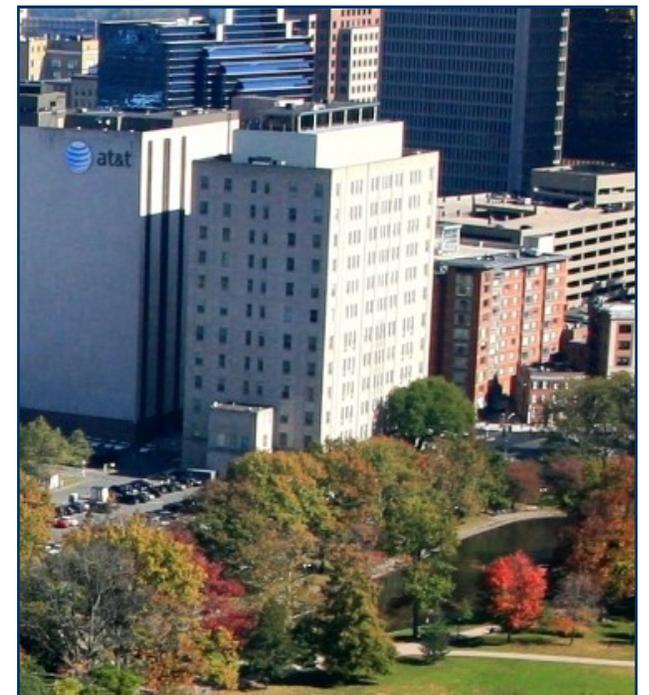
The Homeownership Appraisal Gap Financing Program provides financing for the construction of new ownership housing or the rehabilitation of existing vacant housing as homeownership units. This financing is provided to the homebuyer through the housing developer. The “appraisal gap” to be addressed represents the difference between the cost to develop the housing and the actual appraised value of the unit or units. This financing permits a buyer to purchase a home at a price that meets the developer’s costs while not needing to obtain a mortgage of a value larger than the appraised value of the housing unit.

The maximum assistance provided is \$20,000 per unit, with no more than \$40,000 total for any single housing development project. The financing is in the form of a 0% non-amortizing loan from the City that is forgiven if the homebuyer lives in the housing unit for at least seven years.

The City also offers the Housing Preservation



Brick Hollow Development, Frog Hollow



55 Trumbull Street, Downtown

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Goodwin Estates, West End



Trumbull On The Park, Downtown

Loan Fund, which is designed to help low- and moderate-income owners maintain and repair their homes. The program is funded through federal CDBG funds and provides loans with interest rates of between 0% and 6%, depending upon household income level.

For housing developers, the federal HOME funds received by the City help fund new residential construction and the rehabilitation of existing housing units for affordable housing. Developers may submit proposals to the City of Hartford requesting HOME funds, and each proposal is considered and assessed based upon a number of criteria. Preferences are given to proposals that have at least some homeownership component, provide open space and parking, and which reduce the density of an existing residential development. A proven history of successfully developing affordable housing is a requirement for developers seeking HOME funds from the City.

Private Sector Initiatives

As the residential market throughout Connecticut boomed during the mid 2000s, private residential developers were drawn to the City of Hartford, particularly to the Downtown area. This situation was a significant change for the City, which had not seen large-scale private residential development occur in a considerable length of time. The projects listed below, while not all-encompassing, provide a selection of notable private market housing developments

that have been completed in the recent past.

- The Metropolitan (246 Pearl Street) – 50 condominium units, completed in 2006.
- Alden Street (Providian Builders) – 23 condominium units, completed in 2006.
- Brick Hollow – Rehabilitation of existing residential structures for 50 affordable rental units. Completed in 2006.
- Goodwin Estates – Seven condominium flats and 56 townhome units located in the West End of Hartford.
- Mortson Street/Putnam Heights – 70 owner-occupied townhomes.
- 55 on the Park – 130 market-rate apartments overlooking Bushnell Park.
- Trumbull on the Park – 100 market-rate apartments with ground-floor retail space and associated parking garage. Completed in 2005.
- 18 Temple Street (Sage-Allen Building) – Mixed-use project with 78 market-rate apartments and 42 student townhome units, along with retail space and a parking garage. Completed in 2007.
- Hartford 21 – 262 market-rate apartments in a 36-story building, completed in 2006.

Non-Profit Sector Initiatives

The non-profit sector is very active in the development of housing in the City of Hartford. The list of organizations, projects and successful initiatives originating from this sector is quite

extensive; for that reason, this information has not been included in the text of this document. The four projects listed below are a sample of the types of housing development that have been generated by the non-profit sector:

- Zion Street Apartments – 22 apartment units newly constructed by the Mutual Housing Association of Greater Hartford.
- Pope Park/Park Terrace – 62 affordable housing units in renovated apartment buildings and some new construction. Also completed by the Mutual Housing Association of Greater Hartford in 2004.
- SANA Apartments – 256 public housing units in the Clay-Arsenal neighborhood recently renovated and reconfigured.
- 35 Clark Street (Grandfamilies Housing) – 40 units of affordable rental housing for grandparents who are raising their grandchildren. Development included the renovation and re-use of the former Clark Street School.

School System and Quality of Life Issues

While not directly related to the development of Hartford’s housing stock, the City’s school system and various quality of life issues have a very important indirect impact on residential patterns in the City. In order to draw new residents in, and to keep those who already live there, a city needs to have an educational system that is perceived as being successful, safe, well-managed and physically and program-

matically up to date. If a city’s school system is perceived as being weak, residents with children will often move at the first opportunity to a city or town with a stronger educational system.

Over the past decade, the City and the Board of Education have undertaken several initiatives to improve the functioning of the Hartford Public Schools. An extensive school construction and rehabilitation program has been on-going, with the goals of updating and upgrading the physical plants of many schools and reorganizing the physical layout of each school to fit its planned programmatic needs. A move toward creating an “open choice” school system has also been implemented, and the development of numerous magnet schools in the City has offered Hartford students and their parents a wider range of educational choices.

Quality of life issues are also critical to the ability to maintain existing residents and draw new people and families to a community. Public safety is a fundamental consideration; if a person does not feel safe in their community, they will look to move out if it is financial feasible. Conversely, new residents will not move into a community if the general consensus is that the community is not reasonably safe.

However, other quality of life issues are also important. Littering, noise and blighted properties can have a deleterious impact on both outside perceptions of a community, as well as



Mortson Street/Putnam Heights, Frog Hollow



18 Temple Street (Sage Allen), Downtown

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One-Family – Cromwell St. South End



Four-Family – East St. Clay-Arsenal

the self-esteem and pride of existing residents. These issues also have an impact on property values and the desirability of the housing stock.

The housing stock of a city or town does not exist in a vacuum, and cannot be improved through “bricks and mortar” activities alone. Social, educational and general quality of life issues must be addressed in coordination with physical redevelopment efforts. Fortunately, the City of Hartford has been addressing these issues for some time and should continue to do so for the foreseeable future.

Planned Future Housing Initiatives

Neighborhood Stabilization Program (NSP)

The Housing and Economic Recovery Act (HERA) of 2008 was approved by Congress on July 30, 2008 with regulations for the program issued on September 29, 2008. The program is being administered by the U.S. Department of Housing and Urban Development (HUD). The overall purpose of the program is to assist in the redevelopment of abandoned or foreclosed homes under the portion of HERA entitled *Emergency Assistance for Redevelopment of Abandoned and Foreclosed Homes*. The program has been titled the *Neighborhood Stabilization Program (NSP)*. On the national level, the bill appropriates \$3.92 billion for the program.

The \$3.92 billion has been allocated to CDBG

recipients on a formula basis contained in the HERA. For a CDBG recipient to receive a direct allocation of funds, the application of the formula had to result in the recipient being allocated a minimum of \$2,000,000. In the case of Hartford, the allocation based on the formula is \$2,741,550. The City of Hartford has identified an action plan that describes how funds will be committed and expended. As part of its Local Action Plan for utilizing NSP funds, the City has established a number of guiding principles which are found in the NSP plan.

Through the expenditure of NSP funds, the City estimates that between 60 and 69 affordable housing units will be produced through rehabilitation, redevelopment and new construction, including 13 housing units dedicated for households at or below 50% of the area median income. Infill housing development could also be a potential future housing opportunity.

Summary Trends and Implications

In terms of planning for the next ten years and beyond, several housing issues and trends in Hartford have future implications. Hartford experienced a substantial decrease in both total population and the number of housing units in the City between 1990 and 2000. However, between 2000 and 2008, the City’s population level has stabilized and the number of housing units has actually increased. A substantial part of the decrease in the number of housing units

over time is attributable to aggressive efforts to eliminate abandoned buildings and blight in Hartford's neighborhoods. The trend toward more housing development in Hartford is apparent.

According to the 2000 Census, 24.6% of Hartford's housing stock is owner-occupied and 75.4% is renter occupied. The 75.4% rental housing rate contrasts sharply with the rental occupancy rates of all of the surrounding towns.

Between the 1990 and 2000 Censuses, Hartford experienced a net loss of 5,454 housing units. However, since the 2000 Census, the City has actually gained approximately 1,300 housing units. In 2005 and 2006, Hartford ranked 3rd in net gain in housing permits authorized in the State of Connecticut. This is indicative of a home construction market in Hartford that strengthened considerably from past years.

Almost all of the land zoned for residential use in Hartford is either developed or has been developed at one time or another in the past. Future housing development in the City will therefore be centered around the infill development of vacant lots, rehabilitation of existing vacant units and the development of new housing in mixed use settings such as Downtown.

Hartford faces unique and significant housing issues, including housing for recently released inmates and individuals being treated for substance abuse, a large inventory of multifam-

ily and affordable housing, homelessness and associated transitional housing, and very low household incomes which suppress the quality of much of the City's housing stock. The City will continue to contend with these issues over the next ten years, and likely will have to do so with reduced financial resources.

The development of higher-end housing in the Downtown area provides housing choice which is important to promote economic development. New growth also adds to the City's tax base. Housing choice and new growth will be necessary over the coming years to maintain the stability of Hartford's population and housing stock.

Affordable housing opportunities, both in the form of public housing and market-rate housing, are in good supply in Hartford. The relatively low cost of housing in Hartford, in comparison to the surrounding suburbs, provides the City with the potential opportunity to attract and retain key demographic segments. With some modifications to the quality and composition of its existing housing stock, Hartford would be in a better position to capitalize on this opportunity.

Given the diversity of the housing stock in tenure, type, size and price, the City of Hartford potentially is in a position to meet the housing needs of a wide variety of residents in the coming decade.



One-Family – Chapman St. South End



Apartments – Gray St. West End



“Perfect Six” – John St. South Green



Duplex – Boothbay St. Blue Hills

Goals and Objectives

Over the roughly 375 years of its existence, the City of Hartford has constantly evolved as the social, political, economic and demographic forces impacting the City have changed over time. This evolution will continue over the next ten years, and one of the most dynamic segments of a municipality in terms of change is the housing stock.

The manner in which Hartford addresses its housing issues over the coming decade will be critical to the long-term well-being of the City. Hartford has a unique opportunity to attract and retain many different household types, given the wide range of housing options available in the City. A housing stock that has many different types of housing is better able to cope with setbacks in the market for individual housing types or styles, and a balance of high-tax revenue/low municipal expenditure housing such as age-restricted housing combined with more traditional types of housing not only provides shelter for a diverse array of households but also moderates the fiscal impact of housing on the municipality.

Promoting livable and sustainable neighborhoods is one of the five key themes of One City, One Plan. In addition to the housing goals listed below, goals related to this theme are identified throughout the plan and are listed together in the “Livable and Sustainable Neighborhoods”

section of the Action Agenda.

GOAL 1: Provide quality housing.

Objectives:

- Enhance and protect the character of existing residential areas through code enforcement & rehabilitation
- Promote the development of new housing that meets the needs of today's buyers and renters
- Promote residential development in Downtown
- Complete an analysis of proposed reuses for abandoned residential properties
- Strategically market City-owned vacant lots in neighborhoods surrounding Downtown for new housing
- Combine City-owned vacant lots to create larger developable sites to attract private housing developers
- Offer remaining vacant City-owned lots to adjacent property owners

GOAL 2: Promote maintenance of housing & neighborhoods.

Objectives:

- Develop a residential rehabilitation program to assist Hartford homeowners in improving and maintaining the facades of their homes
- Advance the concept of stewardship to encourage renters to maintain their

neighborhoods

- Promote on-site ownership to limit the impacts of absentee property management
- Ensure that the building code and blight-related ordinances are strictly enforced

GOAL 3: Ensure affordability of housing.

Objectives:

- Use federal and state programs to facilitate home ownership opportunities
- Promote employer-based incentives for home purchases in the City

GOAL 4: Revise housing-related regulations

Objectives:

- Revise the zoning code to change the measurement of residential density from "persons per acre" and "families per acre" to "dwelling units per acre"



Two-Family – Bodwell St. South End



Condominiums – Bonner St. Behind the Rocks

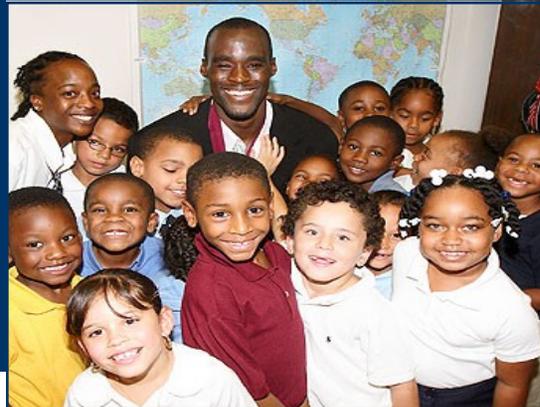


Demographics



KEY TOPICS

- Data Sources
- Methodology
- Population Trends and Projections
- Neighborhood Population
- Racial and Ethnic Composition
- School-Age Population
- Household Type
- Income
- Poverty
- Education
- Custodial Grandparents
- Foreign– Born Population
- Comparisons to Similar Cities



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Introduction

This Demographic Chapter was developed in order to provide a comprehensive demographic picture of the City of Hartford and its component neighborhoods. This data is intended to help facilitate the capital improvements and general planning process for the City of Hartford.

Data Sources

The two primary sources for the demographic data discussed in the following sections are the 2005-2007 Three-Year Estimates from the American Community Survey (ACS) and the 2000 Census. The ACS is a survey tool developed by the U.S. Census Bureau to replace the census long form, and is expected to be fully implemented by 2010. ACS survey data is collected continuously, allowing the Census Bureau to provide data estimates for demographic categories on an annual basis. This survey is quite useful for states and counties, who no longer need to rely upon decennial Census data that becomes increasingly dated as the decade progresses. However, the ACS is limited in its applicability to smaller local jurisdictions. One-year data estimates are only available for local jurisdictions with a population of 65,000 or more; three-year estimates are available for jurisdictions with populations of 20,000 or more, and eventually five-year estimates will be available for all local jurisdictions. For the purposes of

this analysis, the 2005-2007 3-Year Estimates were used for Hartford. While the 2007 One-Year Estimates were available for the City, the margin of error for this data was considerable. Therefore, the 2005-2007 Three-Year Estimates were utilized due to their smaller margin of error and their use of three years of data rather than just one year.

Population Trends and Projections

Over the past century, Hartford's population has experienced both a period of tremendous growth and a period of substantial contraction. In 1900, the City had a population of only 79,850 people, but the following decades saw the City grow by almost 100,000 people. Hartford's population peaked in 1950 at 177,397, but substantial outmigration in the 1950s, 1970s and 1990s reduced the City's population to 124,121 by the 2000 Census, the lowest Census population count for Hartford since 1910. The chart entitled "Population History and Projections, 1900—2030, illustrates the rise and fall of Hartford's population since 1900.

The graph entitled population history and projects, 1900-2030 also shows population projections computed by HMA using four different least squares regression analysis methodologies. Census population data from 1960 to 2000 was used to project Hartford's population out to the year 2030. These four methodologies produced a very narrow range of population projections,

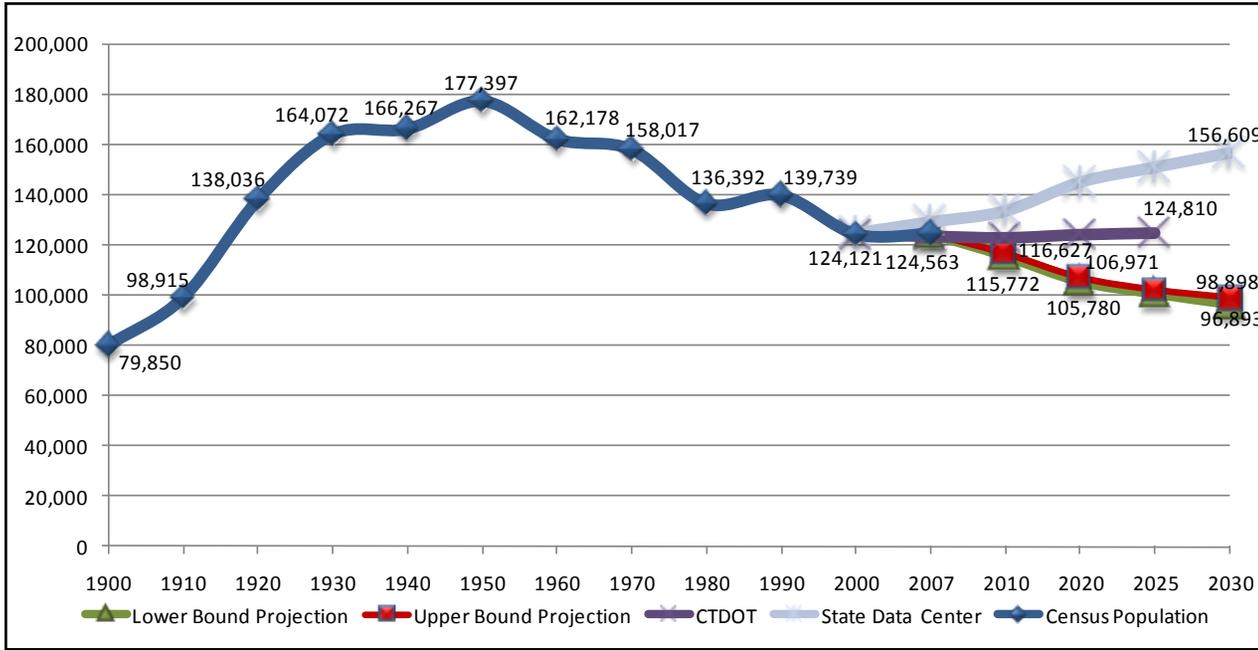


Members of Leadership Greater Hartford



A family attends Hartford Cares event

One City, One Plan– POCD 2020



Population History and Projections, 1900-2030

	DPH	# Change	Census	# Change
2001	123,850	-271	124,264	143
2002	124,558	708	124,217	-47
2003	124,387	-171	124,195	-22
2004	125,053	666	124,022	-173
2005	124,397	-656	123,919	-103
2006	124,699	302	124,408	489
2007	124,563	-136	124,563	155
TOTAL		442		442

Source: State of Connecticut Dept. of Public Health; U.S. Census Bureau.

Annual Population Estimates 2001-2007

and both the upper bound projection line and the lower bound projection line were taken and added to the population history chart. These projections indicated that a continued decrease in Hartford’s total population would take place. However, the trend in Hartford’s annual estimated population since the 2000 Census, as provided by the U.S. Census Bureau, has been one of slightly increasing population. Using simple “straight line” projections with only the most recent estimated population data indicates that Hartford’s population would stabilize at roughly 126,000 by 2030.

Both the State of Connecticut Department of Public Health and the U.S. Census Bureau pro-

vide annual estimates for the population of Connecticut’s cities and towns. These two sources of population estimates appear to agree that the City of Hartford’s population has remained relatively stable since the 2000 Census, and may possibly be increasing by a small amount. The table entitled “Annual Population Estimates, 2001–2007” illustrates these statistics. It should be noted that the 2005-2007 ACS has Hartford’s population estimated at 118,655, with a margin of error of +/- 2,824 people.

The State of Connecticut Department of Transportation completed a set of population projections for Connecticut’s cities and towns in 2001 based upon data from the 2000 Census. This data is used for land use and transportation planning purposes, and includes the years 2010, 2020 and 2025. These projections indicate that Hartford’s population is expected to experience only minor fluctuations over the next twenty years. The table entitled “Population History and Projections, 1900–2030” provides this data in greater detail.

Finally, the Connecticut State Data Center, a division of the University of Connecticut, has projected that Hartford’s population will rise to 156,609 by the year 2030. The Data Center notes that “the calculations and assumptions that form the basis for these population projections are drawn from historical patterns of population change”; however, it is unclear what historical patterns of change would result in Hartford’s

population increasing by over 30,000 people during the next two decades.

Neighborhood Population, 1980-2000

During the period of 1980 to 2000, population levels in the various identified City neighborhoods have varied substantially. Several neighborhoods such as Northeast, Downtown and Blue Hills consistently lost population over these two decades. Others, such as Barry Square, Behind the Rocks and Frog Hollow, gained population between 1980 and 1990 but then lost population between 1990 and 2000, or vice versa, as in the case of South West. Only the West End and Parkville neighborhoods had sustained population growth between 1980 and 2000. In contrast to the City of Hartford, which lost 15,618 people between 1980 and 2000, the Hartford metropolitan area has been growing slowly but steadily.

Racial and Ethnic Composition

Mirroring national demographic trends, Hartford's population reflects the rapid growth for both the African American and Hispanic community. In Hartford, these groups account for over 76% of the population in the 2000 census. The City of Hartford is a predominantly African-American and Hispanic community, with these two racial groups accounting for over 76% of the population in the 2000 Census, and only 17.8% of the population fall into the category of White,

Non-Hispanic. This racial distribution is in marked contrast to the metropolitan area as a whole, where over 77% of the population is White, Non-Hispanic even when including the Hartford population.

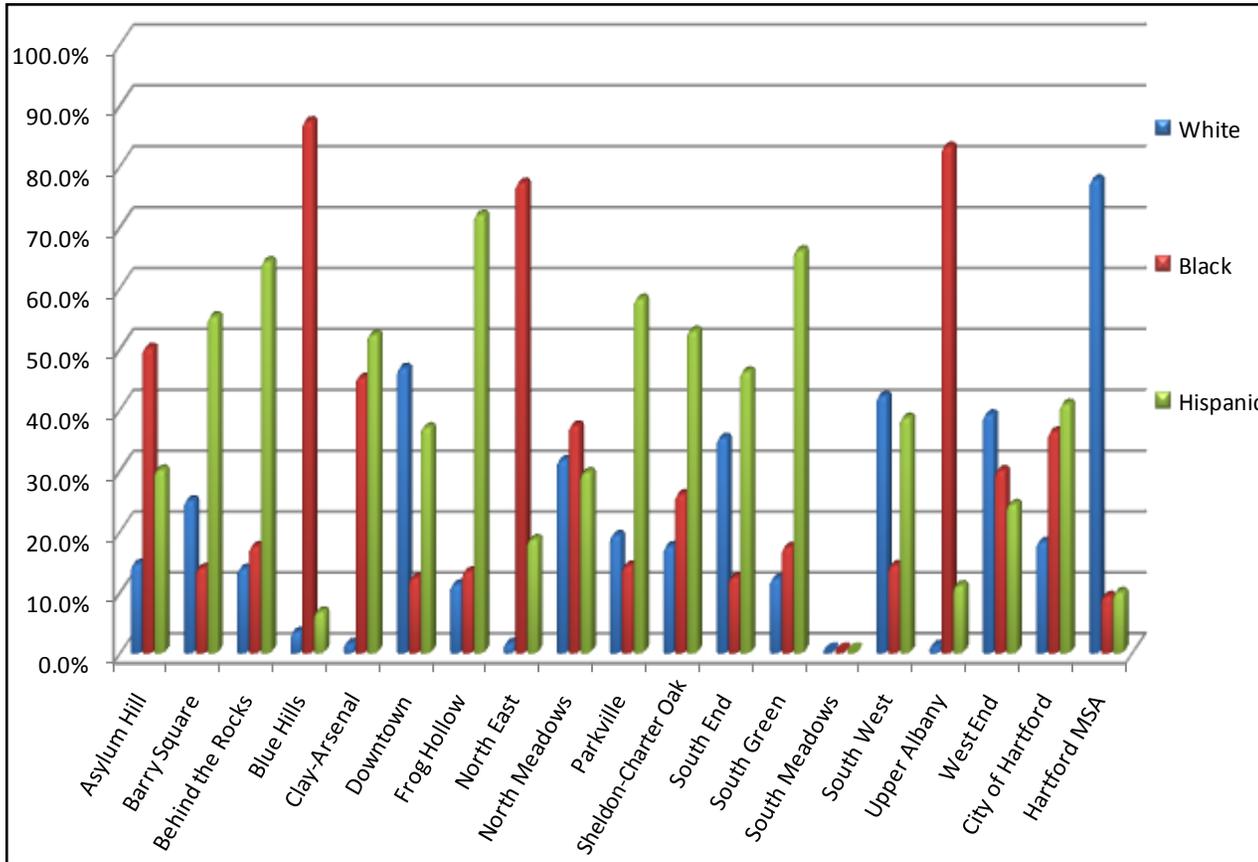
At the neighborhood level, the African-American population is largely concentrated in the Blue Hills, North East, Upper Albany, Asylum Hill and Clay-Arsenal neighborhoods. The Hispanic popu-

Neighborhood	1980 Population	1990 Population	2000 Population	Change, 1990-2000	% Change
Asylum Hill	11,122	12,451	10,521	-1,930	-15.5%
Barry Square	13,694	14,715	14,505	-210	-1.4%
Behind the Rocks	12,718	13,476	9,031	-4,445	-33.0%
Blue Hills	14,577	13,921	12,983	-938	-6.7%
Clay-Arsenal	7,595	7,890	6,460	-1,430	-18.1%
Downtown	2,173	1,633	1,118	-515	-31.5%
Frog Hollow	10,085	11,110	9,113	-1,997	-18.0%
North East	15,082	13,951	10,137	-3,814	-27.3%
North Meadows	N/A	954	901	-53	-5.6%
Parkville	5,804	6,119	6,319	200	3.3%
Sheldon-Charter Oak	4,042	4,408	3,513	-895	-20.3%
South End	11,480	10,618	12,951	2,333	22.0%
South Green	3,976	4,409	3,579	-830	-18.8%
South Meadows	N/A	151	2	-149	-98.7%
South West	6,507	5,804	6,899	1,095	18.9%
Upper Albany	9,119	9,665	7,380	-2,285	-23.6%
West End	7,676	8,464	8,708	244	2.9%
City of Hartford	135,650	139,739	124,121	-15,618	-11.2%
Hartford MSA	1,080,710	1,157,585	1,183,110	25,525	2.2%

Source: City of Hartford Dept. of Planning & Economic Develop. "State of the City 1995", 2000 Census. Compiled by HMA.

Hartford Neighborhood Populations

One City, One Plan– POCD 2020



Percentage of Neighborhood Population by Race/ Ethnicity, 2000

lation is predominant in the Frog Hollow, South Green, Behind the Rocks, Parkville, Barry Square, Sheldon-Charter Oak and Clay-Arsenal neighborhoods. Significant White, Non-Hispanic populations are found Downtown and in the West End, South West and South End neighborhoods. The table entitled “Percentage of Neighborhood Population by Race / Ethnicity highlight racial distribution across the City.

The 2005-2007 ACS data indicates that the

percentage of Hartford’s population that is White, non-Hispanic population continues to decline (at 16.7% of the total population) while the percentages of the total population that are Black and Hispanic is still increasing slightly (37.1% and 41.1%, respectively).

School-Age Population

The 2005-2007 ACS data indicates that the percentage of Hartford’s population that is under age 18 has declined from 30.1% as of the 2000 Census to 27.7%.

According to the 2000 Census, over 30% of Hartford’s population is age 17 or younger; this compares to only 24.4% for the metropolitan region. Clay-Arsenal has the highest percentage of people age 17 and under at 39.3%, followed by Frog Hollow and North East. Downtown had the lowest percentage at 14.8%, followed by the West End and South West neighborhoods.

Household Type

Within the City of Hartford, the predominant household types are single person households at 33.2% and female-headed households at 29.6%. Married couple households are third with 25.2%. This distribution of household types is significantly different than the distribution at the metropolitan level. In the Hartford MSA, over 50% of the households are married couples, and only 12.4% are female-headed households. At the

neighborhood level, single person households comprise a large percentage of the households in Downtown and the West End, Asylum Hill and Sheldon-Charter Oak neighborhoods. Female-headed households comprise a large percentage of households in the Clay-Arsenal, North East, Upper Albany and Blue Hills neighborhoods. Married couple households have a significant presence in the South West, South End and Behind the Rocks neighborhoods. The table entitled "Household Type by Neighborhood" provides further detail on household type at the neighborhood level.

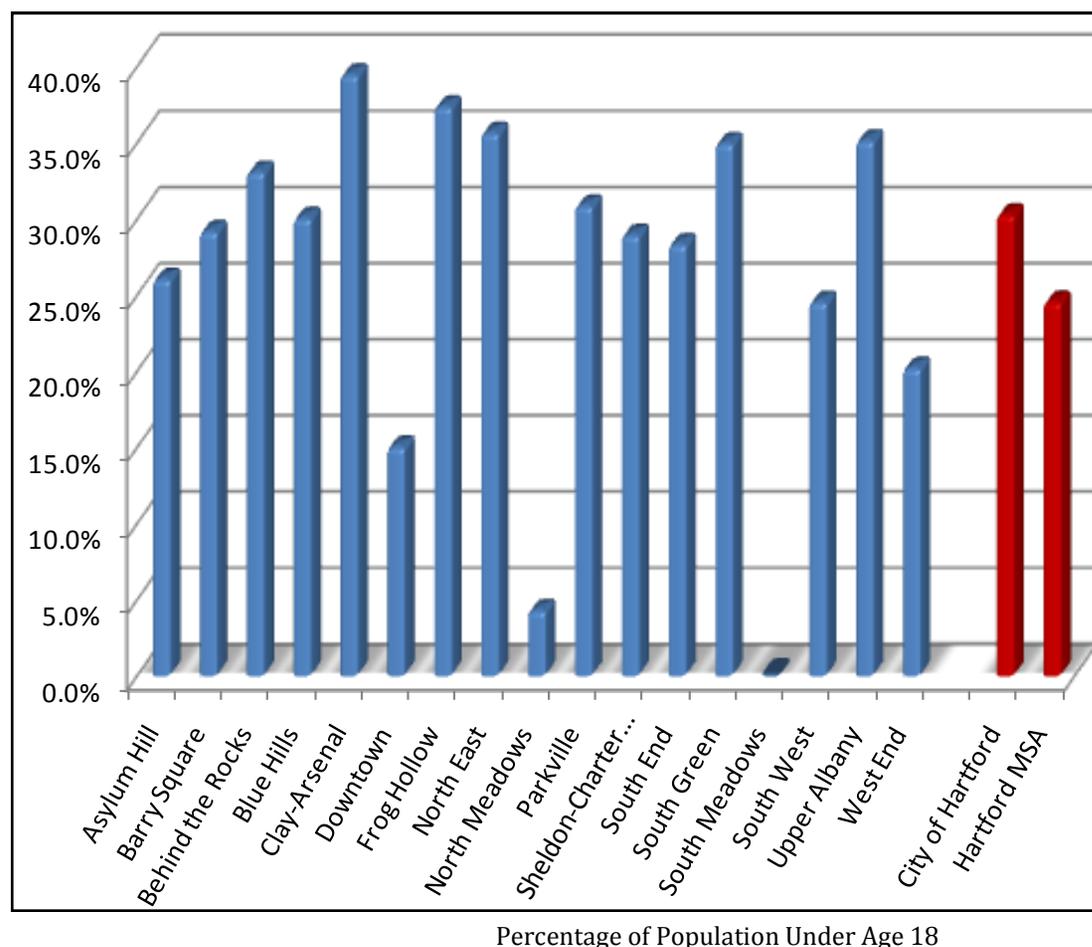
According to the 2005-2007 ACS data, the percentage of Hartford's households that are married couple households has dropped significantly since the 2000 Census (down from 25.2% to 22.1%). Meanwhile, there have been slight percentage increases in other types of households. The data also indicates that non-family households now account for 41.0% of Hartford's total households, and 31.0% of all households are female headed with no husband present.

Income

Household Income

The household income table shows the average household income levels for individual Hartford neighborhoods. Overall, the City of Hartford has an average household income of \$34,968; in comparison, the average household income in

the metropolitan Hartford area is \$65,820 or nearly twice the income level of the City of Hartford. Neighborhoods with relatively high average household incomes (as compared to the City as a whole) include Downtown and the West End, South West and Blue Hills neighborhoods. Lower income neighborhoods include Clay-Arsenal, Sheldon-Charter Oak, Frog Hollow and Asylum Hill.



Please note that since this data is from the 2000 Census, the statistics on the number of households in each neighborhood may not reflect the present situation. As of the 2000 Census, Hartford had a median household income (as opposed to average household income) of \$24,820. Despite a robust economy during much of the past decade, this figure has only climbed to \$28,572 (adjusted for inflation), according to the 2005-2007 American Community Survey.

Neighborhood	Households	1 Person	Married Couple	Male-Headed	Female-Headed	Non-Family
Asylum Hill	5,218	51.6%	13.4%	4.7%	22.8%	7.4%
Barry Square	4,621	28.4%	28.0%	6.9%	30.0%	6.7%
Behind the Rocks	2,945	20.8%	34.4%	7.0%	33.1%	4.6%
Blue Hills	3,527	20.2%	31.1%	6.6%	38.8%	3.3%
Clay-Arsenal	2,132	25.2%	18.3%	5.0%	48.0%	3.5%
Downtown	596	67.6%	14.3%	2.0%	8.4%	7.7%
Frog Hollow	3,171	33.0%	20.7%	5.9%	33.2%	7.2%
North East	3,667	28.4%	20.1%	5.3%	42.1%	4.1%
North Meadows	0	0.0%	0.0%	0.0%	0.0%	0.0%
Parkville	2,234	27.1%	31.7%	6.5%	27.6%	7.1%
Sheldon-Charter Oak	1,483	44.8%	16.3%	4.7%	27.3%	6.9%
South End	4,785	27.6%	35.0%	6.5%	24.9%	6.0%
South Green	1,235	34.8%	19.6%	5.5%	33.2%	7.0%
South Meadows	1	0.0%	0.0%	0.0%	0.0%	0.0%
South West	2,488	29.2%	43.1%	4.4%	18.8%	4.6%
Upper Albany	2,615	29.4%	20.7%	5.5%	38.9%	5.5%
West End	4,268	48.7%	21.1%	3.5%	14.8%	11.9%
City of Hartford	44,986	33.2%	25.2%	5.6%	29.6%	6.3%
Hartford MSA	457,407	27.1%	50.8%	3.6%	12.4%	6.1%

Source: 2000 Census. Compiled by HMA.

Household Type by Neighborhood

Family Income

The table entitled Average Household income shows that the family income levels are generally distributed throughout Hartford’s neighborhoods in the same pattern as household income. The neighborhoods with the highest and lowest family incomes are roughly the same as those with the highest and lowest household incomes. In addition, the Hartford metropolitan area has an average family income that is more than twice the income level of the City of Hartford.

As of the 2000 Census, Hartford had a median family income (as opposed to average family income) of \$27,051. Again, despite a robust economy during much of the past decade, this figure has only climbed to \$30,805 (adjusted for inflation), according to the 2005-2007 American Community Survey.

Per Capita Income

The per capita income of the metro region is roughly twice that of the City of Hartford’s per capita income of \$13,428. The Clay-Arsenal and Frog Hollow neighborhoods have particularly low per capita incomes of \$6,900 and \$9,480, respectively. Barry Square, South Green and North East also have relatively low per capita income levels. The neighborhoods with the highest per capita incomes are the Downtown and the West End. As of the 2000 Census, Hartford had a per capita income of \$13,428. This

figure now stands at \$16,982 (adjusted for inflation), according to the 2005-2007 American Community Survey.

Poverty Status

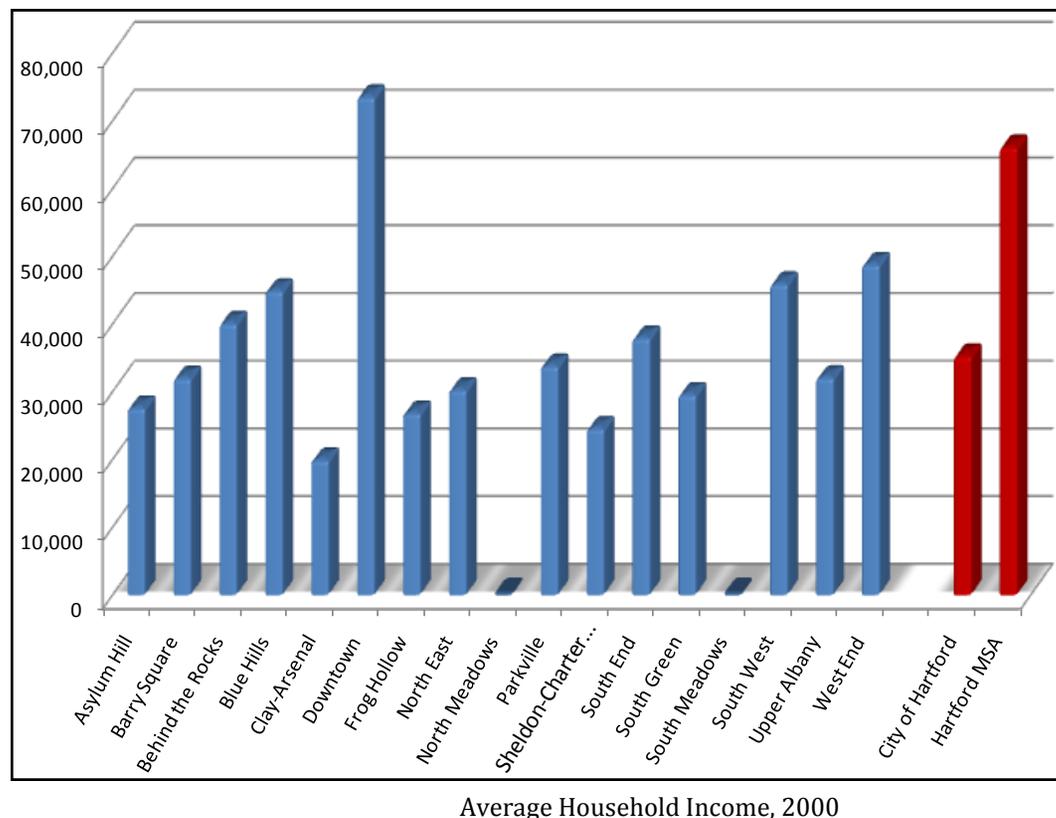
According to the 2005-2007 American Community Survey data, Hartford’s poverty rate for individuals has continued to climb slightly since the 2000 Census. The ACS data indicates an estimated poverty rate of 31.5% among Hartford individuals.

The City of Hartford overall had a high poverty rate of 30.6%, compared to only 8.4% for the metropolitan area, as of the 2000 Census. Neighborhoods with particularly high poverty rates include Clay-Arsenal, Frog Hollow, South Green and Sheldon-Charter Oak. The areas with the lowest poverty rates are South West, Blue Hills and South End. The figure entitled Percentage Population Below Poverty Level, 2000 illustrates the respective poverty rates for the City’s neighborhoods.

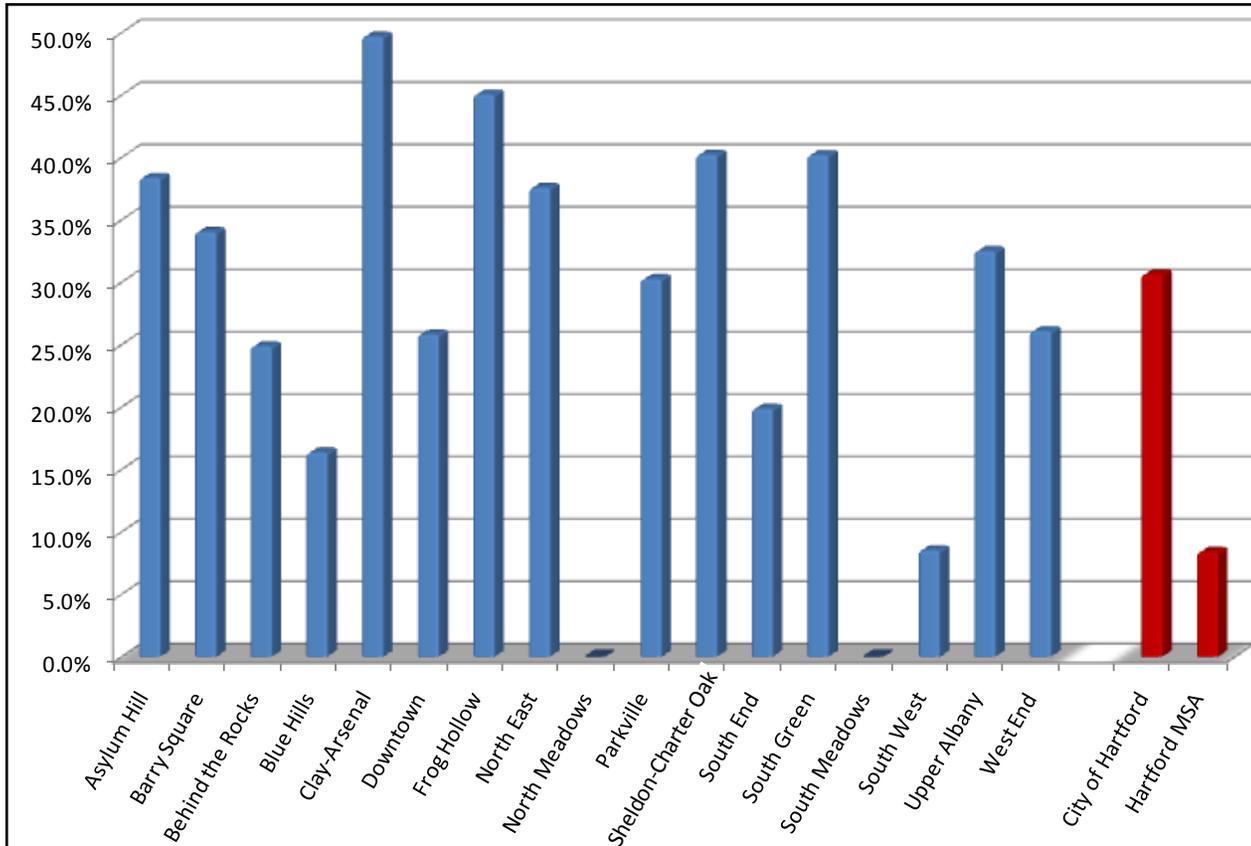
Education

The large income disparity between the City of Hartford and the metropolitan region can be partially explained by the differences in education levels. Of the population age 25 and older in Hartford, 39.0% do not have a high school diploma compared to only 16.4% for the region. Similarly, Hartford has a much smaller rate of

persons with advanced degrees than the rest of the region. Only 12.4% of Hartford’s age 25 and older population have a bachelor’s degree or higher, compared to almost 30% for the region. Certain neighborhoods in Hartford, such as Clay-Arsenal and Frog Hollow, have particularly low rates of advanced education. Only two areas, Downtown and the West End, have significantly high rates of advanced degrees. The table entitled “Educational Attainment by Neighborhood” provides greater detail on the educational achievement status for each neighborhood.



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Percentage Population Below Poverty Level, 2000

According to the 2005-2007 ACS data, the percentage of adults age 25 and older who have less than a high school diploma has dropped considerably to 33.5%, while the percentage with a high school diploma as their highest level of education has risen to 34.1%. The percentage of individuals with some college education has also risen to 19.6%, while the percentage of individuals with a bachelor's degree has climbed from 7.2% to 8.2%. However, the percentage of individuals with a master's degree or higher has actually declined from 5.2% to 4.6%.

Custodial Grandparents

A social characteristic that has only recently been tracked is the presence of custodial grandparents within communities. These individuals have been awarded custody of their dependent grandchildren when the parents of the children are unable to care for them for one reason or another. Recent evidence indicates that this familial situation is rising in incidence, particularly in central cities. Of Hartford's population age 30 and over, 3.7% or 2,157 persons are custodial grandparents, significantly higher than the metropolitan rate of 1.0%. The prevalence of custodial grandparents is particularly high in the Clay-Arsenal neighborhood, as well as the North East, Upper Albany and Frog Hollow areas.

Since the 2000 Census, it is estimated that the percentage of adults who are custodial grandparents living in Hartford has declined. The 2005-2007 ACS data indicates that the percentage of individuals age 30 and older who are custodial grandparents in Hartford has decreased from 3.7% to 2.6%.

Foreign-Born Population

A significant portion of Hartford's population consists of foreign-born residents: Over 18% of the population fall into this category. Like other similar cities, Hartford has historically been an immigration gateway for those born outside the United States. A variety of countries of origin

are represented by Hartford’s residents, the largest of which by far being Jamaica. Peru, Poland, Italy, Portugal, Guyana, Bosnia and Herzegovina and Colombia are also well represented within the City. The table entitled “Foreign—born Population” indicates the foreign-born population by neighborhood and the associated national clusters in each.

The 2005-2007 ACS data indicates that Hartford’s foreign-born population continues to

grow, now comprising an estimated 20.2% of the total population.

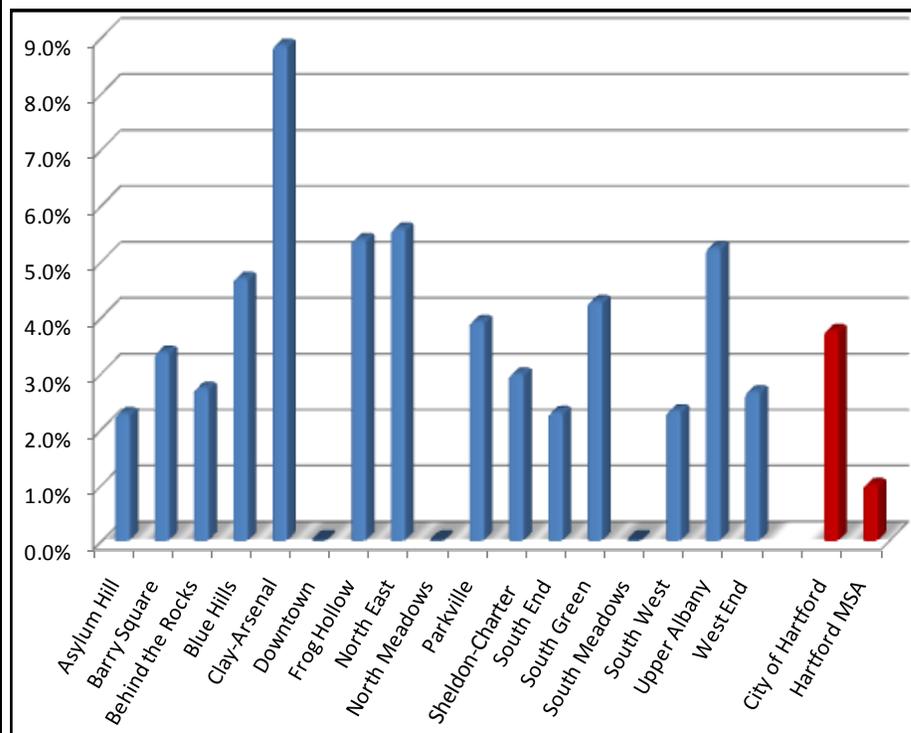
Comparisons to Similar Cities

In order to provide an appropriate frame of reference for Hartford’s demographic characteristics, five regional cities were selected to serve as comparative examples. These cities were selected due to their similarities to Hartford in terms of population size; historical development

Neighborhood	Population Age 25+	High School or Less	HS Grad	Less than BA	BA	MA or Higher
Asylum Hill	6,430	32.5%	31.9%	18.2%	9.8%	7.6%
Barry Square	7,070	47.8%	25.1%	17.0%	6.3%	3.7%
Behind the Rocks	5,087	42.9%	30.8%	19.4%	4.1%	2.9%
Blue Hills	6,331	25.6%	40.2%	24.2%	6.5%	3.6%
Clay-Arsenal	2,965	55.4%	30.8%	10.5%	1.9%	1.4%
Downtown	925	30.9%	11.8%	15.7%	24.0%	17.6%
Frog Hollow	4,570	49.4%	23.3%	15.0%	5.9%	4.5%
North East	5,542	42.3%	37.9%	14.2%	3.7%	1.9%
North Meadows	507	39.1%	28.0%	30.4%	2.6%	0.0%
Parkville	3,656	46.8%	30.0%	15.3%	6.6%	1.3%
Sheldon-Charter Oak	2,148	50.8%	26.4%	13.8%	4.8%	4.2%
South End	8,193	34.7%	32.1%	21.2%	6.5%	5.5%
South Green	1,990	46.6%	24.9%	18.9%	5.8%	3.2%
South Meadows	0	0.0%	0.0%	0.0%	0.0%	0.0%
South West	4,746	33.6%	31.2%	20.1%	10.3%	4.8%
Upper Albany	3,999	40.9%	34.6%	19.5%	2.9%	2.2%
West End	5,709	25.6%	23.2%	16.5%	16.9%	17.9%
City of Hartford	69,868	39.1%	30.4%	18.0%	7.2%	5.2%
Hartford MSA	794,422	16.5%	29.0%	24.7%	17.7%	12.1%

Source: 2000 Census. Compiled by HMA.

Educational Attainment by Neighborhood



Percentage of Population Age 30+ Responsible for Grandchildren by Neighborhood

Neighborhood	Foreign-Born	% Foreign-Born	Concentrations
Asylum Hill	2,188	20.8%	Jamaica, Yugoslavia, Dom. Republic
Barry Square	2,764	19.1%	Poland, Bosnia, Vietnam, Peru, Mexico, Jamaica
Behind the Rocks	1,316	14.6%	Peru, Portugal, Haiti, Jamaica, Guyana, Brazil
Blue Hills	2,988	23.0%	Jamaica, Haiti, Barbados, Guyana
Clay-Arsenal	475	7.4%	Jamaica, Barbados, Guyana
Downtown	103	9.2%	Egypt, Japan
Frog Hollow	1,084	11.9%	Peru, Jamaica, Brazil
North East	897	8.8%	Jamaica
North Meadows	59	6.5%	None
Parkville	1,418	22.4%	Portugal, Vietnam, Jamaica, Brazil, Peru, Colombia
Sheldon-Charter Oak	379	10.8%	Poland, Dom. Republic, Jamaica
South End	3,663	28.3%	Italy, Poland, Bosnia, Jamaica, Peru, Guyana, Ecuador, Colombia
South Green	532	14.9%	Bosnia, Vietnam, Iraq, Poland, Mexico
South Meadows	0	0.0%	None
South West	1,219	17.7%	Italy, Poland, Jamaica, Peru, Guyana, Colombia, Germany
Upper Albany	1,771	24.0%	Jamaica
West End	1,813	20.8%	Jamaica, Vietnam, Brazil, China
City of Hartford	22,671	18.3%	Jamaica, Peru, Poland, Italy, Portugal, Guyana, Bosnia, Colombia
Hartford MSA	120,355	10.2%	Poland, Jamaica, Canada, Italy, India, United Kingdom, Portugal, China

Source: 2000 Census. Compiled by HMA.

Foreign-born Population

patterns; and socio-economic similarities. These five cities are:

- Bridgeport, CT
- New Haven, CT
- Springfield, MA
- Worcester, MA
- Providence, RI

With the exception of the 2007 total population figures, all data is taken from the 2005-2007 ACS data sets.

Population Trends

Like Hartford, the five other cities selected for comparison have experienced significant population loss over the past fifty to sixty years. As of 2007, Worcester has edged ahead of Providence as the second-largest city in New England (Boston being the largest), a position over which these two cities have jockeyed for the past four decades. Hartford and New Haven effectively have the same population of around 124,000, forming the lower end of the population range for the selected cities. Springfield and Bridgeport fall within the middle of the range, with populations of approximately 150,000 and 137,000, respectively.

From a percentage standpoint, only Providence has experienced a greater rate of population loss than Hartford, having declined by 32% from its peak population point in 1940.

Racial and Ethnic Composition

Of the six cities analyzed, Hartford had the smallest percentage of white, non-Hispanic residents while having the highest percentage of black and Hispanic residents. The three cities in Connecticut have much higher percentages of black residents than Providence, Worcester and Springfield. With the exception of Worcester, each of the selected cities have significant (20%+) Hispanic populations.

Household Composition

Compared to the other selected cities, Hartford has the smallest percentage of married couple households and married couple families with children. Hartford also has the highest percentage of female-headed families with no husband present.

Educational Attainment

Compared to the other cities, Hartford has a significantly higher percentage of people age 25 and older who have not completed a high school education. Hartford, along with Bridgeport, falls at the lower end of the scale for percentage of people with a master’s degree or higher.

Poverty Status for Individuals

Hartford’s poverty rate for individuals is considerably higher than the other cities, in some cases between 60% to 70% higher.

Household Income

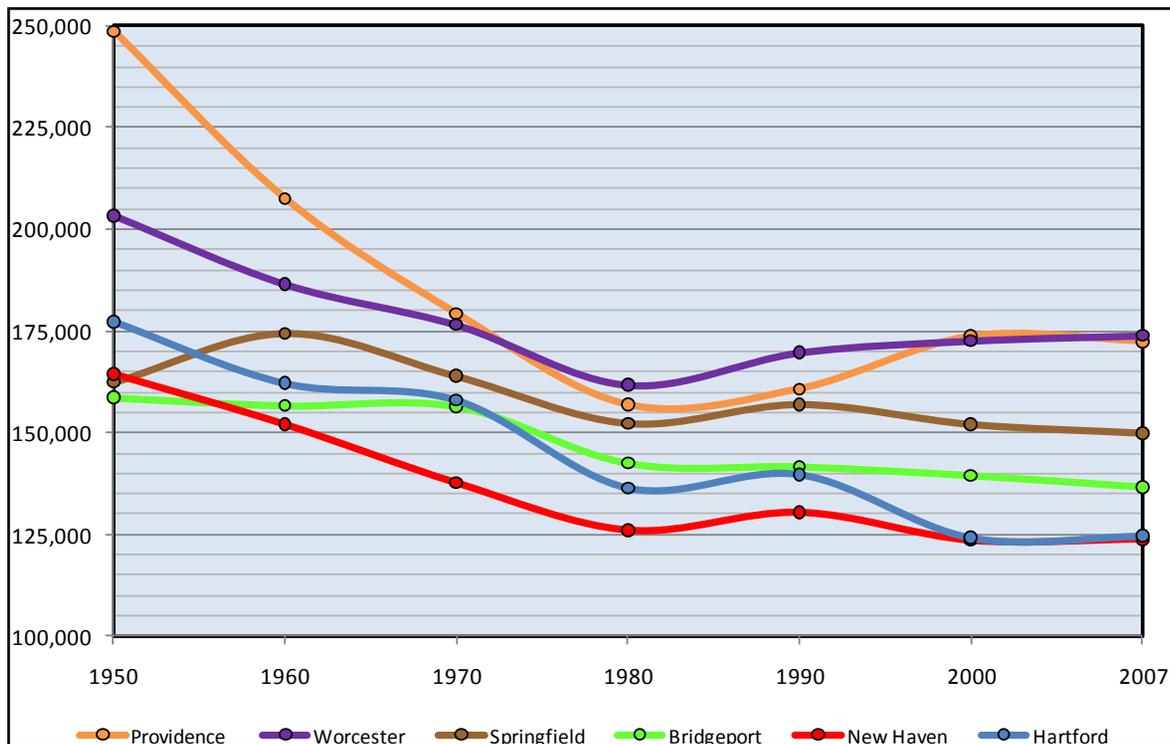
Hartford’s median household income lags behind the other comparable cities.

Custodial Grandparents

Hartford has the highest rate of custodial grandparent status of any of the cities analyzed.

Foreign-Born Population

Hartford falls in the middle of the range for foreign-born population, outpaced by Bridgeport



Historical Population Trends for Selected Cities

and Providence where over one-quarter of the total population is foreign-born.

Methodology

2000 Census data at the block group level was utilized wherever possible. For two statistics, custodial grandparents and foreign-born population, data was only available at the Census tract level. Census block groups and their associated data were generally assigned to the neighborhood which encompassed their boundaries. However, neighborhood boundaries and Census block group boundaries did not match up exactly

in several cases. In order to provide data at the neighborhood level, a method of estimation was used in working with the Census data. When block groups were split by two neighborhoods, GIS mapping was utilized to determine the total number of properties in the block group and the percentage of these properties that were situated in each neighborhood. These percentages were then applied to the block group's Census data for assignment. The same estimation method was utilized for Census tracts in the case of custodial grandparents and foreign-born population.

Conclusions and Trends

The following is a summary of the demographic data presented and the implications for Hartford:

Hartford's population, having decreased substantially in recent years, appears to have stabilized and is projected to remain stable into the near future. The decrease in population during the recent past likely means that in certain neighborhoods the reallocation of capital assets is warranted. For example, schools, libraries, fire houses, and other community facilities may need to be consolidated, moved, or closed. The stabilization of the population at the present time, however, means that Hartford's present educational and public facilities needs in terms of space and capacity will likely also remain stable for some time.

The large school-age population in Hartford indicates that education will remain an issue of high importance and will require the continued utilization of significant resources to meet the needs of the City's population, particularly in several neighborhoods.

The high percentage of non-traditional family households, including custodial grandparent situations, in Hartford means that current and future population in Hartford will be coming from a wide variety of family backgrounds with varying access to resources and support systems, potentially requiring adjustments to general government service provision and the structure of the school system.

The concentration of low-income households in Hartford and the high rate of poverty place particularly acute pressure on social services programs and their providers to meet the needs of the community. The disconnect between the levels of educational attainment of Hartford residents and the type of jobs generally available in Hartford and the surrounding region is a key impediment to improving income levels and reducing the poverty rate in the City.

However there are bright spots. Hartford has remained focused on education by improving schools and curriculum, which is a strategy that will benefit the economic well-being of City's residents.

Hartford is also home to a significant foreign-born population presenting linguistic and cultural challenges. However, these challenges are also opportunities. Our cultural diversity provides Hartford a glimpse into emerging markets and the untapped potential, which can drive economic opportunity and public policy.

Hartford's cultural diversity with its ethnic cuisine and festivals is an asset, imbuing the city with a vast cultural identity not found in other cities of similar size. These distinct features make Hartford attractive to future residents the world over.

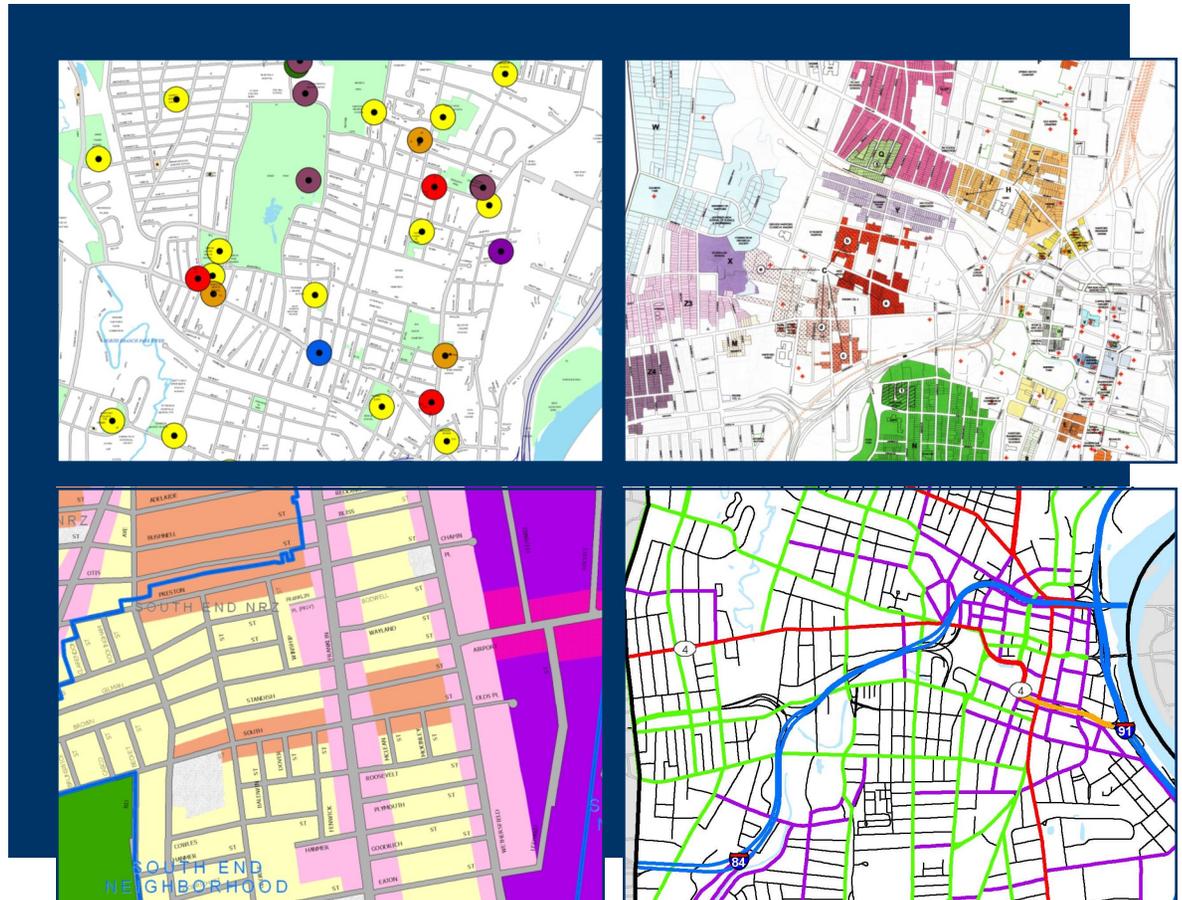
Larger Scale Maps



MAPS

1. Historic Districts
2. Age of Housing Stock
3. Existing Land Use
4. Vacant Land
5. Housing Density by Neighborhood
6. Roadway Functional Classification System
7. Community Facilities
8. Environmentally Sensitive Areas
9. Parks and Open Space
10. Redevelopment Activities
11. Neighborhood Boundaries
12. Neighborhood Revitalization Zones (NRZs)
13. Generalized Land Use*

*The Generalized Land Use map is also on file in the Office of the City & Town Clerk.



Adopted June 3, 2010
Reissued June 2011

One City, One Plan

POCD 2020

Hartford's Plan of Conservation and Development



City of Hartford
Planning and Zoning Commission

Prepared by the Planning Division, Department of Development Services

Roger J. O'Brien, PhD, AICP, Director

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