

**REIMAGINE
REVITALIZE
REASSERT**



MAIN



REIMAGINE, REVITALIZE & REASSERT MAIN STREET

Agenda

- Introduction
- Consultant and Staff
- Project History
- Project Boundaries
- Public Engagement Plan
- Overarching Goals
- Question and Answer Session
- Closing Remarks



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Brandon L. McGee Jr.

State Representative



I. Charles Mathews

Interim Director of
Development Services



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Project Team

- City of Hartford
 - Aimee Chambers, Director of Planning & Zoning
 - Paul Bengtson, Principal Planner – Project Manager
paul.bengtson@hartford.gov or (860) 757 – 9056
- VHB (Vanasse Hangen Brustlin)
 - Steve O'Neill, Director of Transportation Engineering



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Planning History for the Project:

- 2005 Streetscape and Retail Implementation Plan
- 2007 Streetscape Improvements
- 2008 Terry Square Trident Plan
- 2015 Northeast Hartford Market Assessment
- 2016 Zoning Overhaul
- 2015-2016 Streetscape Design work
- 2019 Bicycle Master Plan
- 2020 Hartford City Plan

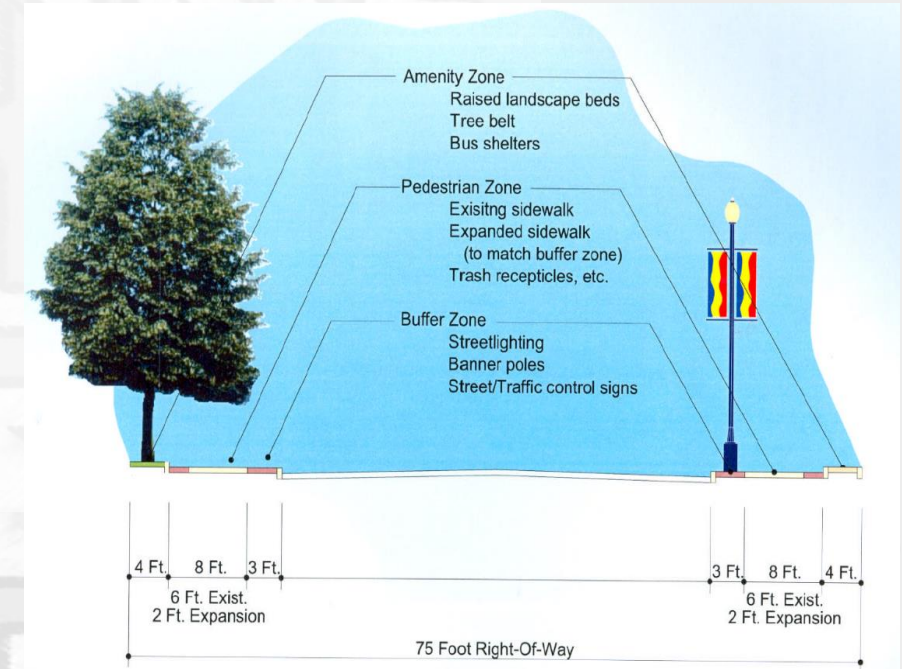
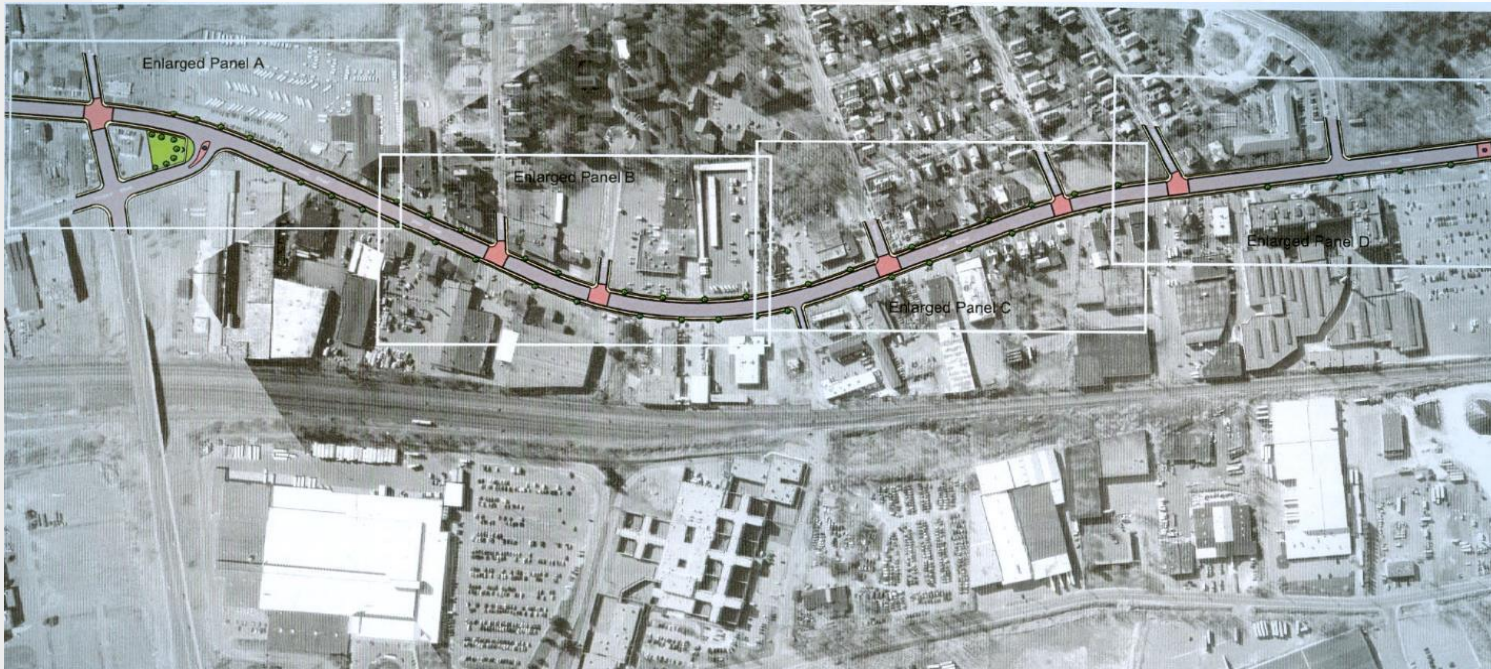


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2005 Streetscape and Retail Implementation Plan

- Use full right of way for amenities & sidewalk
- Consider extension of Boce Barlow to Main
- Gateway signage at north and south ends
- Stamped, colored concrete at intersections
- Proposed a Business Improvement District



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2007 Streetscape Improvements

- Full Right of Way Used
- Windsor gateway and Terry Square area improvements
- Tower Avenue intersection improvements
- Work included paver edge, sidewalks, signage, etc...



Terry Square Area



Windsor Line



Tower Ave



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2008 Terry Square Trident Plan

- Guidelines for 5 vibrant consumer-oriented districts
- Redevelopment of 5 areas to include acquisition, assemblage, demolition, etc...
- Supported the 2005 Streetscape Plan (silent on the extension of Boce Barlow)
- Support parking behind the building line only
- Discouraged auto oriented uses



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2015 Northeast Hartford Market Assessment

- Residents are slightly more optimistic than business owners about streetscape benefits
- Day-time focused amenities would likely increase resident patronage
- Business owners believe parking is sufficient, while residents consider a parking an obstacle to patronizing business in the area
- Business owners and residents agree on the importance of safety and an interest in community policing and safety related infrastructure.
- Half as many respondents consider the area safe at night as opposed to daytime.
- High taxes and insurance and lack of high speed internet were noted as impediments to business retention and growth

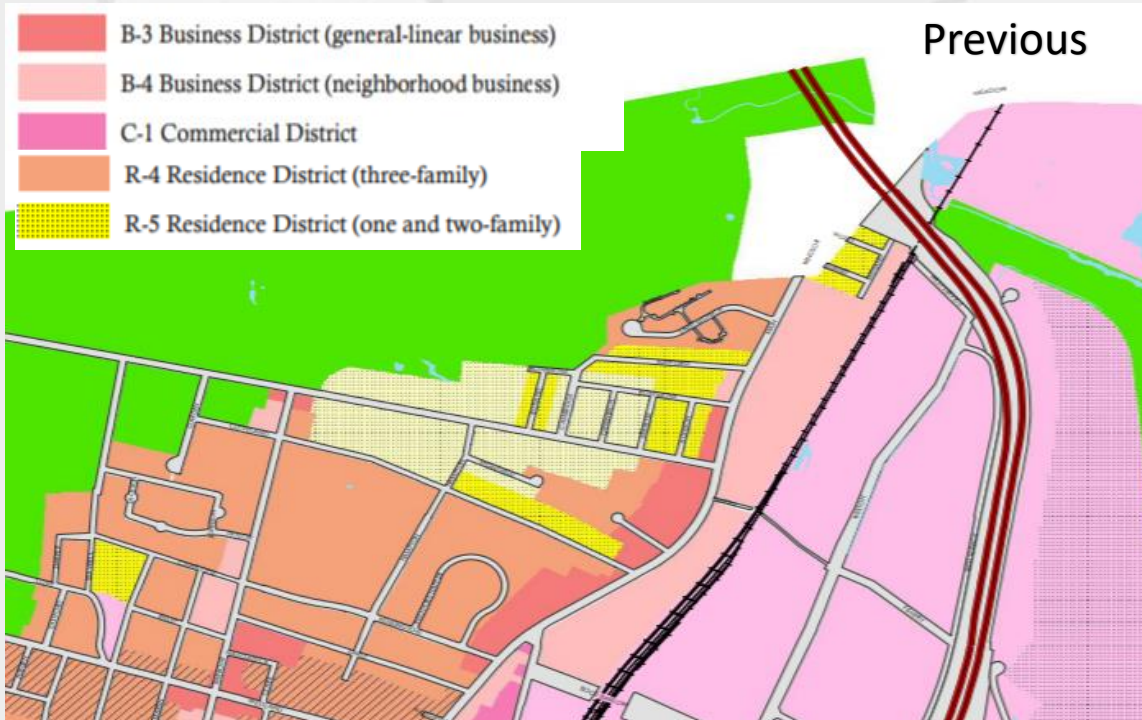


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2016 Zoning Code Overhaul

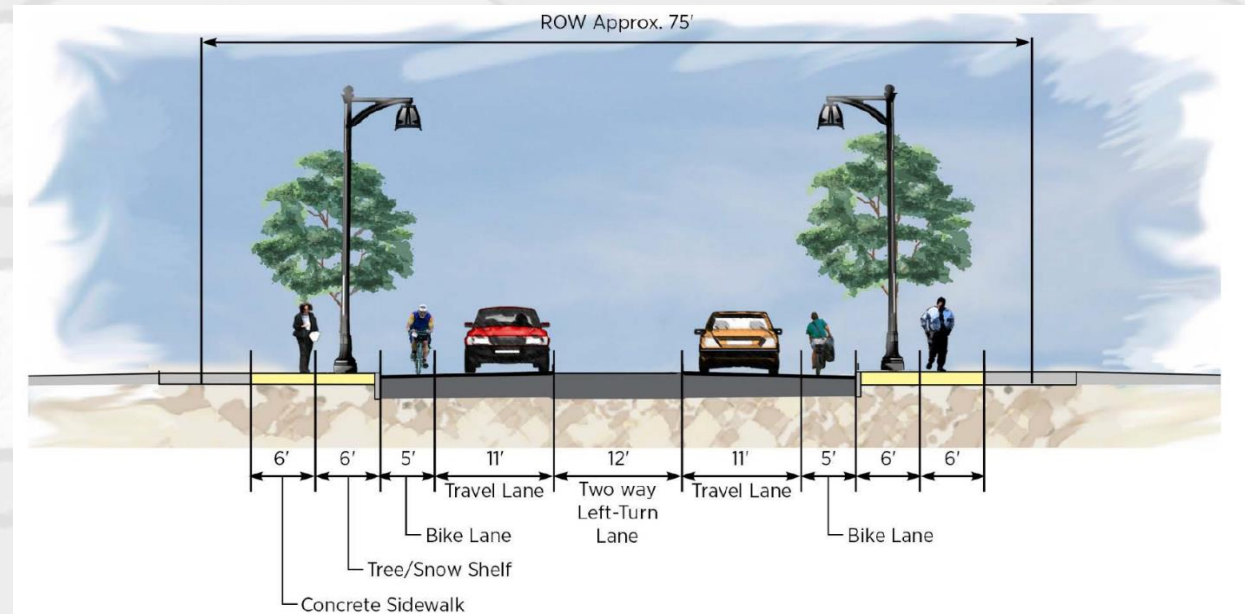
- Form Based Code
- Limits Auto Related Uses
- Reinforces Node Approach to Redevelopment



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2015-2016 Streetscape Design Work

- Curb to curb width maintained
- 3 lanes with bike lanes along the curb (Similar to existing for Windsor St to Tower Ave section)
- Sidewalk improvements, new lighting and plantings.



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2019 Bicycle Master Plan

- Adopted to implement the City's complete streets plan
- Recommends a physically separated bicycle lanes on each side of the street
 - Can be on street level with a physical barrier from travel lanes
 - Can be at sidewalk level with the curb serving as the barrier
- Recommended based on corridor traffic volumes and speed
- Eventual connection to downtown and similar facilities throughout the city

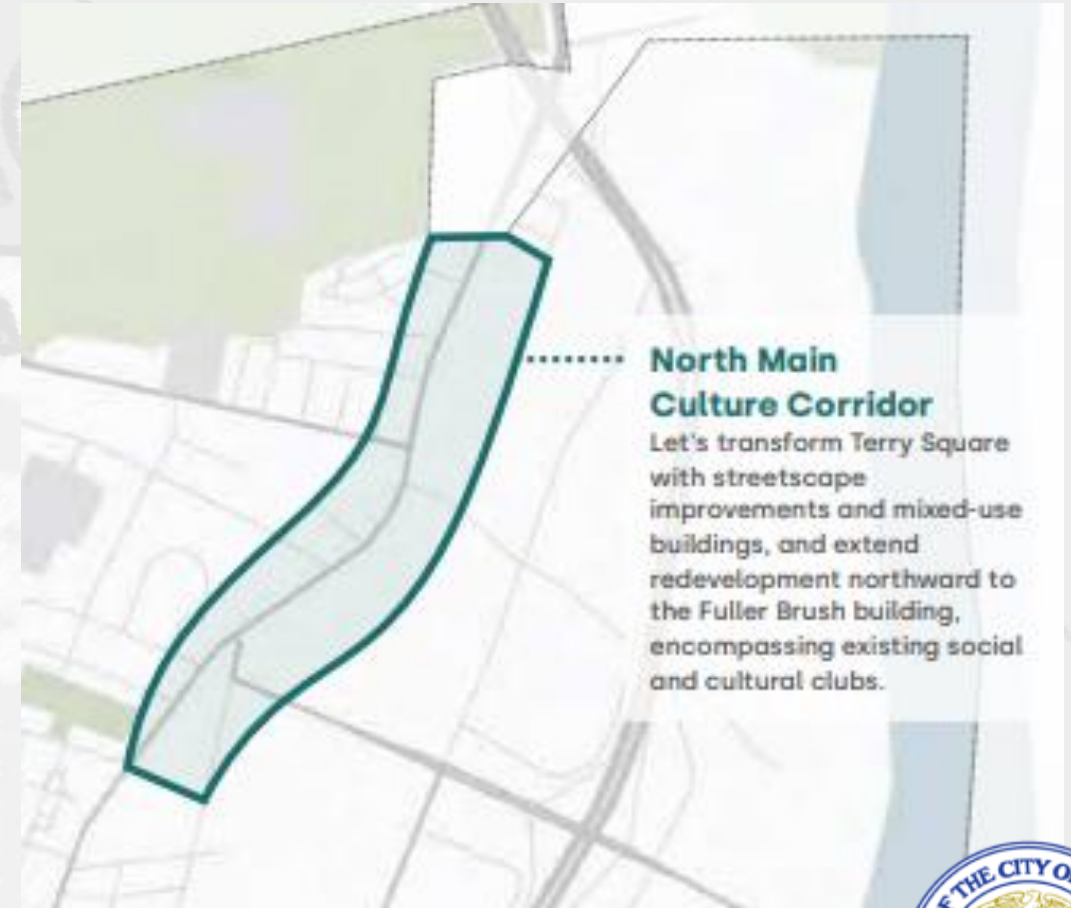


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Hartford City Plan

- Identified as a 'transformative project' intended to knit the community back together physically while helping to catalyze growth and foster a sense of unity and pride.
 - Transform Terry Square with streetscape improvements and mixed-use buildings and extend redevelopment northward to the Fuller Brush Building, encompassing existing social and cultural clubs.
- Identified Terry Square as one of five 'unimproved trident intersections' to be upgraded to improve conditions for all users.
- Enhance the streetscape and small businesses within the 'North Main Culture Corridor' to improve function and cohesion of this thriving area.



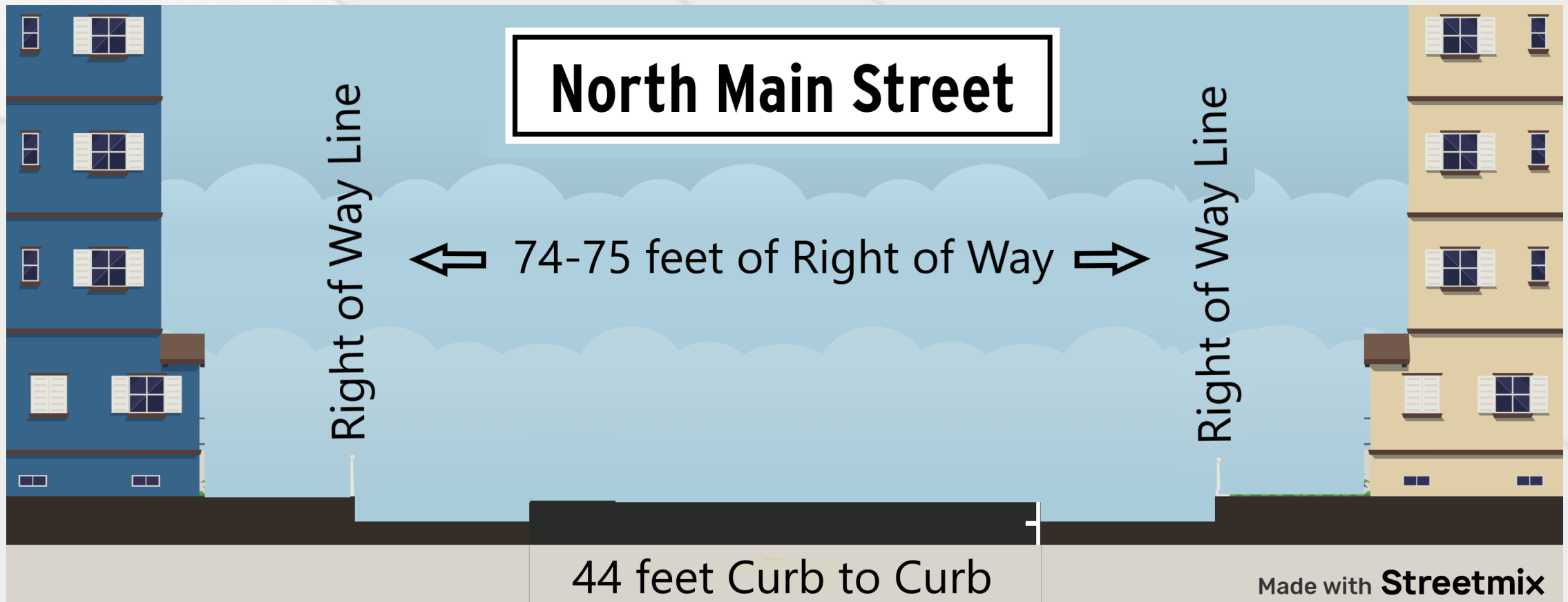
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The project includes Main Street from Earle Street to the City Limits, and Windsor Street from Boce Barlow Way to Main Street.



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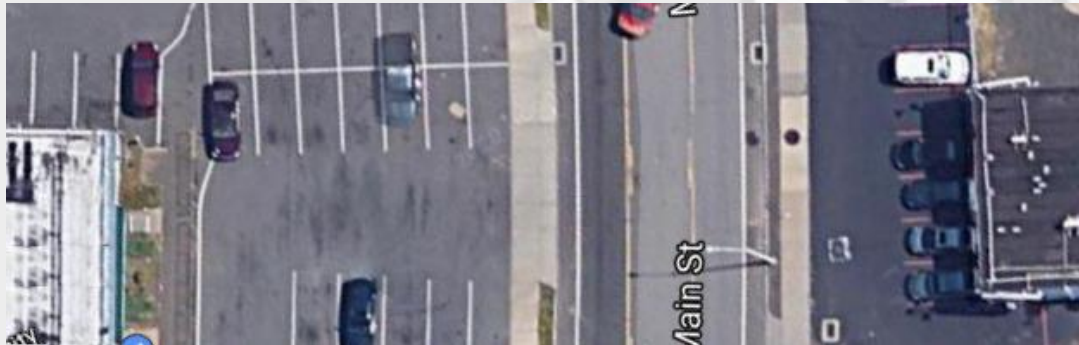
- Traffic volumes range from 14,000 to 16,000 vehicles per day
- In addition to serving as a route from Downtown Hartford to the Town of Windsor, Main Street North also serves as the neighborhood thoroughfare for the North East neighborhood of Hartford, a regional business, retail, and commercial destination, and as an access route for Interstate 91.



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Aerial Sections



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Public Engagement Plan

- Advisory Panel
 - A panel of stakeholders to make recommendations on the design throughout the process.
 - Will consider all public input received throughout the process.
 - Comprised of civic leaders, business owners, neighbors, and students from within the community
- Stakeholder Interviews
 - The City will complete interviews with stakeholders underrepresented in the process
- Public Meetings
 - The City will hold a series of meetings throughout the process to solicit stakeholder input
 - The City will attend regular meetings of neighborhood organizations that represent the corridor including but not limited to the Northeast Neighborhood Business Association and the Northeast Revitalization Association.



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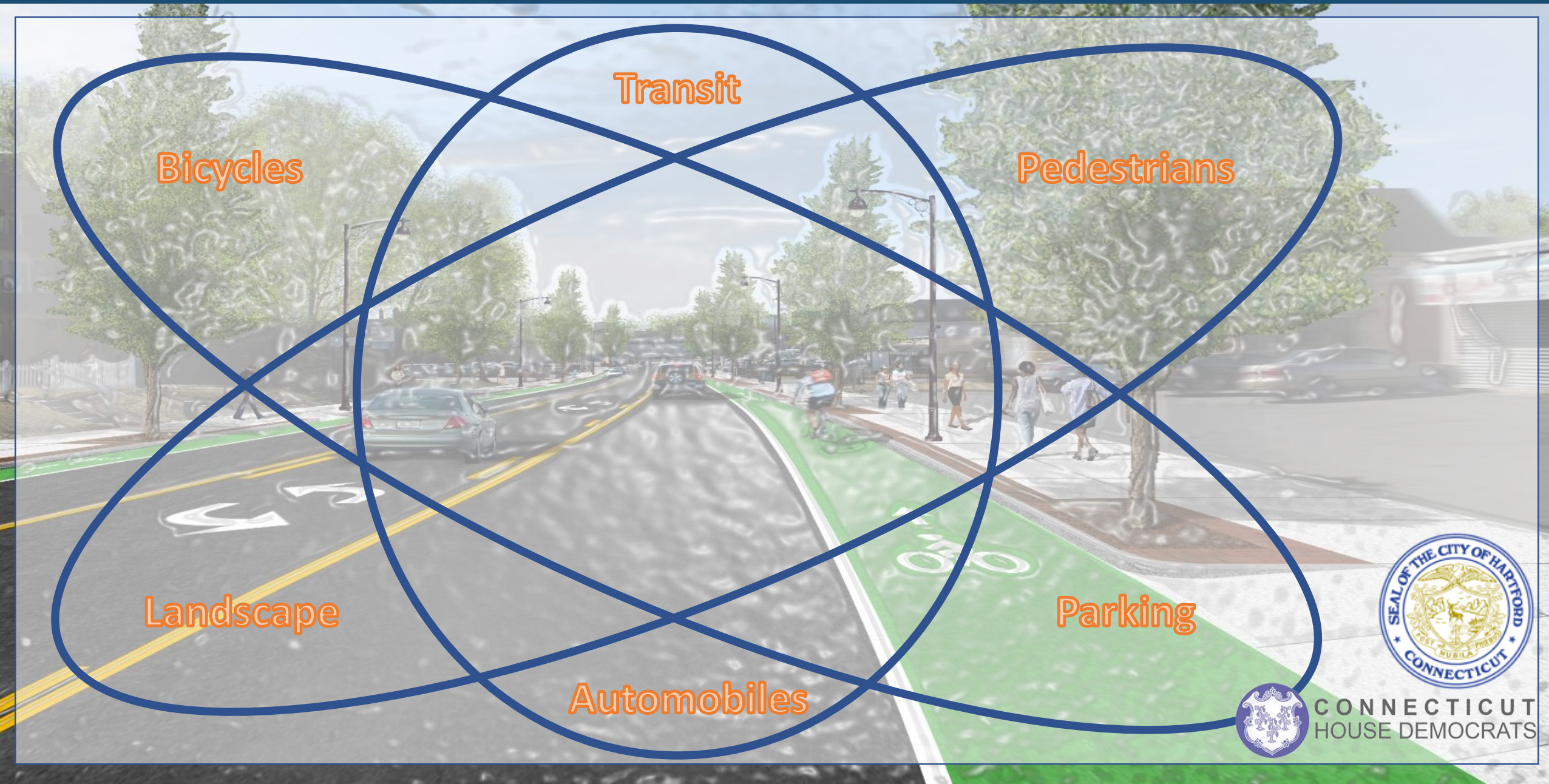


Streetscape Components



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Shoppers

Residents

Businesses

Property Owners

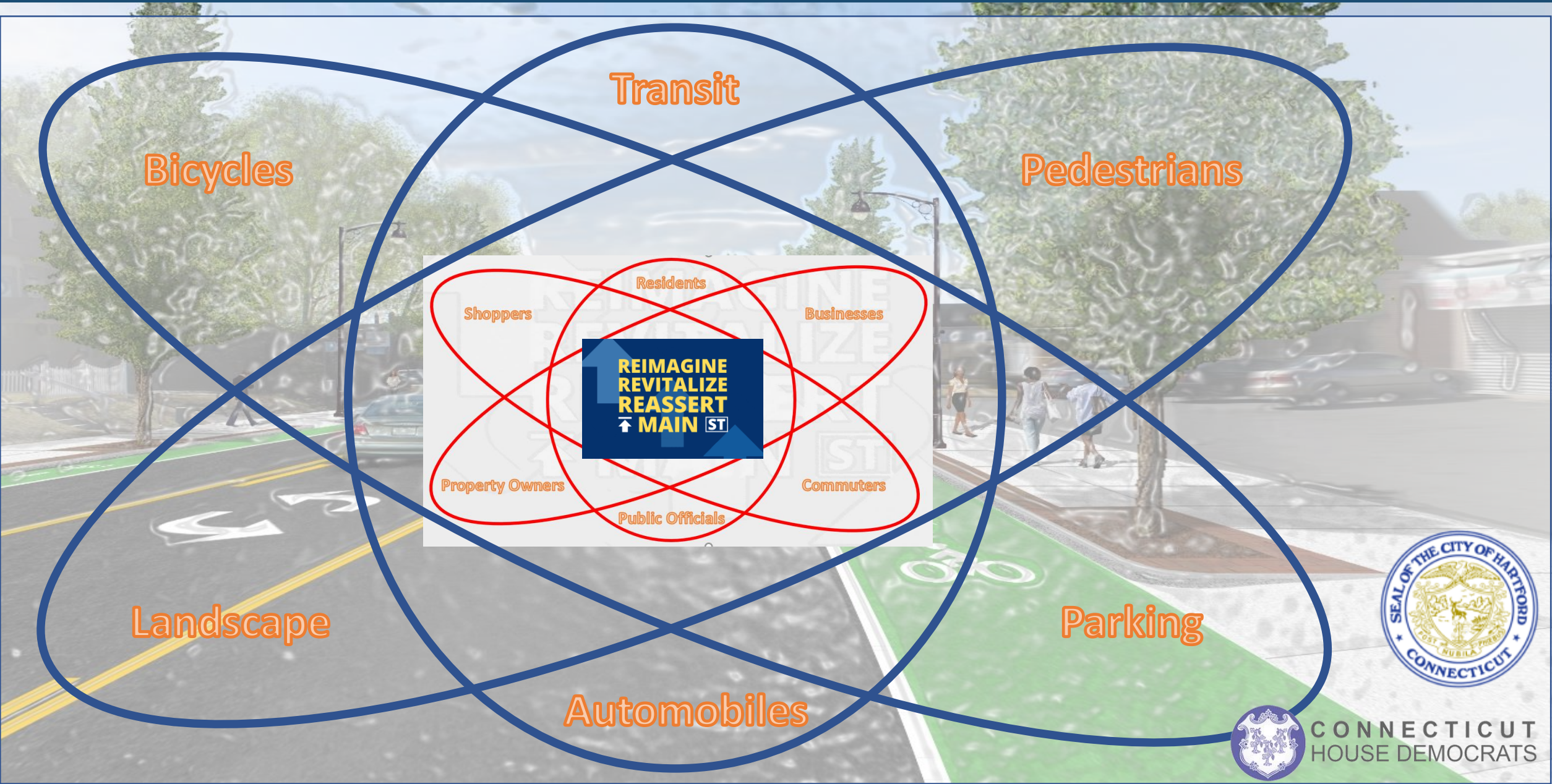
Public Officials

Commuters



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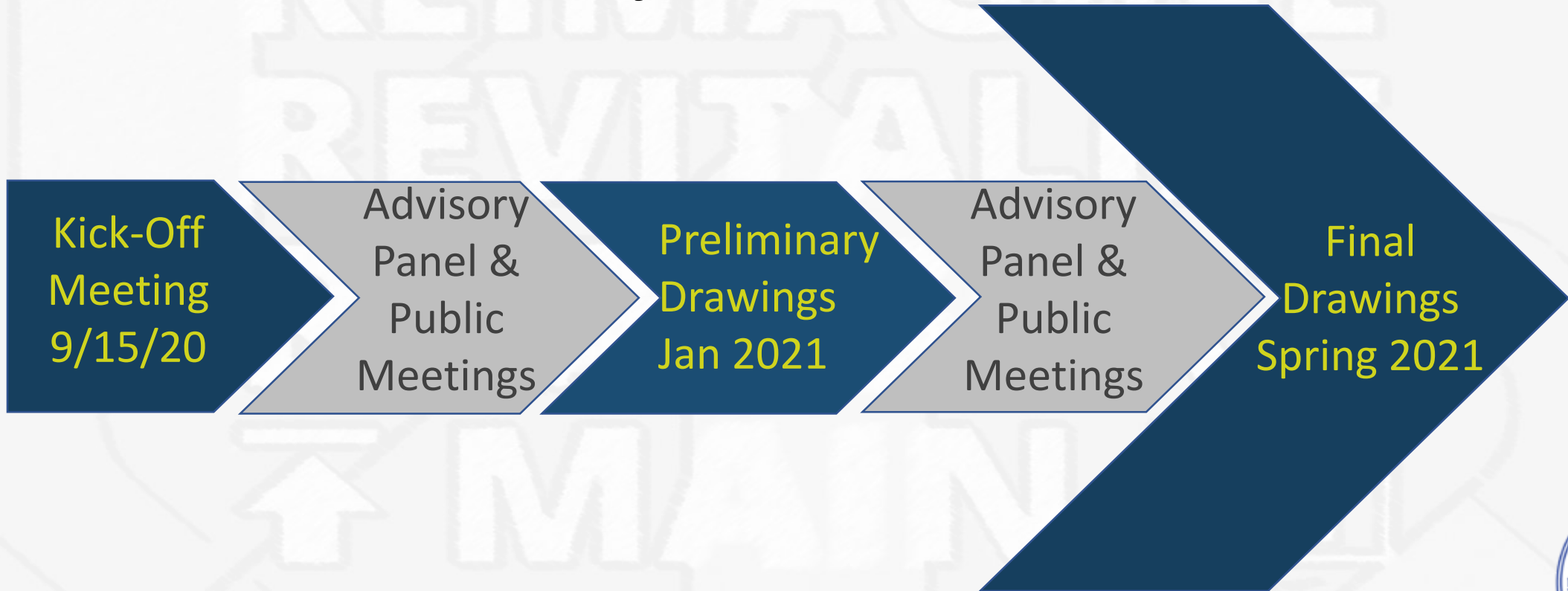
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Project Timeline



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Thank you for your time!

Please contact the project manager, Paul Bengtson, with any questions or comments about this project

paul.bengtson@hartford.gov or (860) 757 – 9056

Project Webpage: <https://tinyurl.com/NorthMainStreet>



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