



CAPITAL GATEWAY CONCEPT PLAN



The Purpose:

- Develop an urban design strategy
- Identify recommended infrastructure design elements

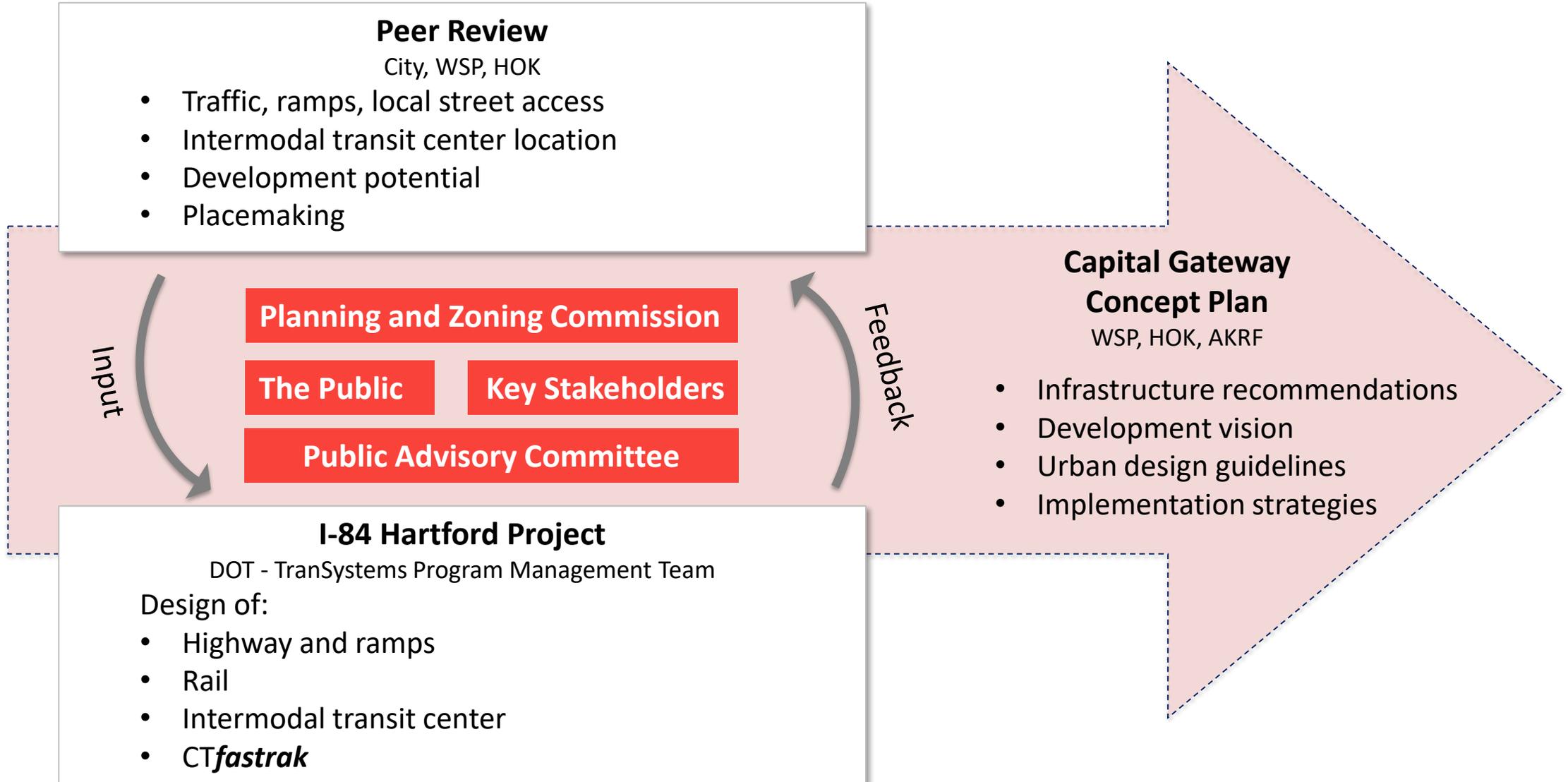
The Goal:

- Maximize short- and long-term benefits to the City
- Promote economic development





Process





How to Use the Concept Plan

Strategies

Infrastructure Recommendations

Design Guidelines

Financing & Implementation Strategies

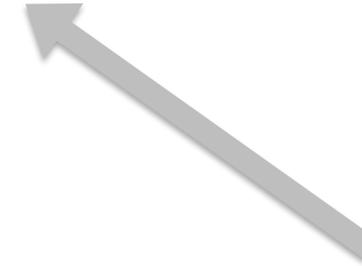
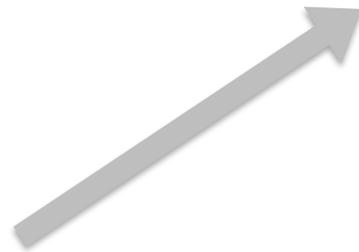
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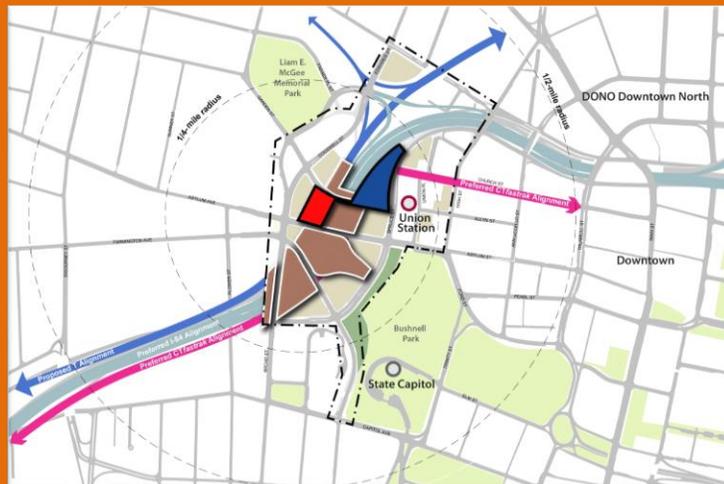


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Components for Implementing the Concept Plan



Infrastructure Design



Urban Design



Financing & Implementation Strategies

revenue by developing the land as early as possible for little or no cost. The best opportunity for the City of Hartford is to use future revenue streams and future increased land values to help pay for and operate the civic space that anchors this Concept Plan.

1.1. REAL ESTATE DEVELOPMENT ANALYSIS

This Concept Plan would include 20.3 acres of new mixed-use development and 11.1 acres of civic open space. Based on the zoning regulations amended in July 2018, an eight-story maximum build-out is allowed by base zoning in the Capital Gateway area, which could yield 2.2 million square feet of development. With a height bonus applied, a 14-story maximum build-out could be achieved and could yield 5.7 million square feet of development (see Table 4).

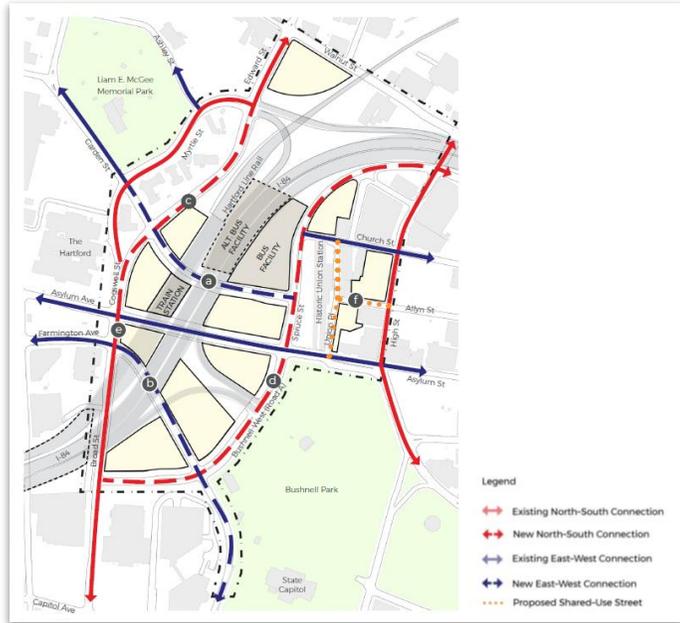
A comprehensive real estate analysis of the potential development associated with this Concept Plan shows the potential value capture of future development (see Attachment E in Appendix for the full analysis). The analysis tested development scenarios, using typical real estate metrics to gauge the ability of new development parcels to generate capital value through what a developer might be willing to pay for the underlying land parcels (assuming the parcels were ready for development and fully entitled for the proposed development scenarios). This form of residual land analysis does not predict a future specific return but has been used to understand the growth conditions necessary to support a viable project and to generate revenue for the City of Hartford or others. The analysis includes the following key investigations and assessments:

- Case studies of rent profiles and trends and larger demographic trends over the past five

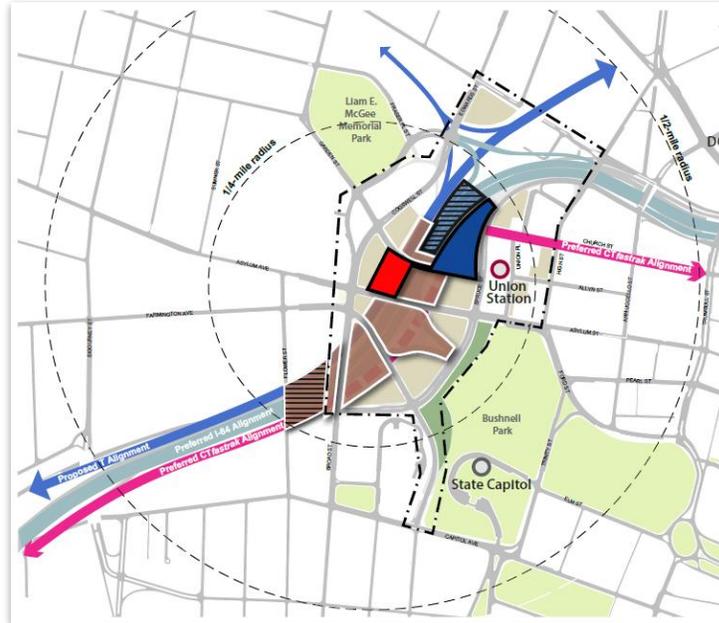
Table 4. Development programs for base zoning build-out and maximum build-out

	TOTAL (SQ. FT.)	RETAIL (SQ. FT.)	COMMERCIAL (SQ. FT.)	RESIDENTIAL (SQ. FT.)
BASE ZONING BUILD-OUT	2,220,650	336,800	485,750	1,398,100
MAXIMUM BUILD-OUT WITH BONUS	5,680,030	336,800	894,330	2,448,900

Urban Street Network



Intermodal Transit Center

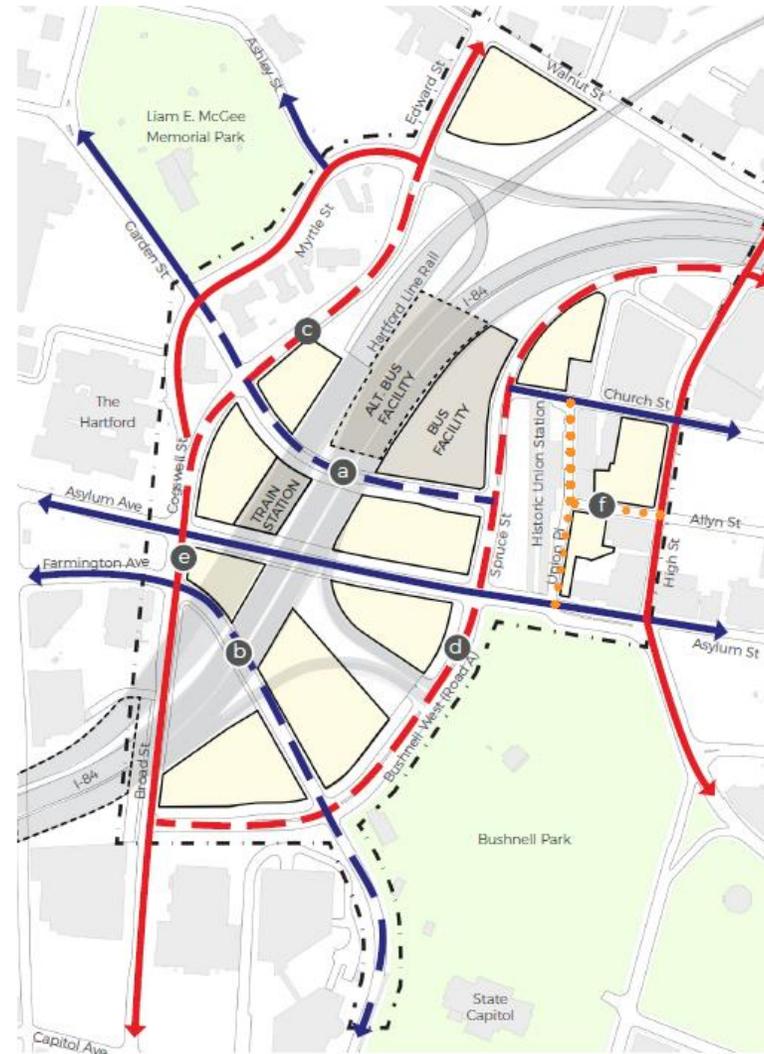


CTfastrak Connection



Improved local network from 3B-E5:

- Garden Street Extension
- Farmington Avenue Extension
- Bushnell West (original Road A & Road B)



Legend

- ↔ Existing North-South Connection
- - - ↔ New North-South Connection
- ↔ Existing East-West Connection
- - - ↔ New East-West Connection
- - - Proposed Shared-Use Street

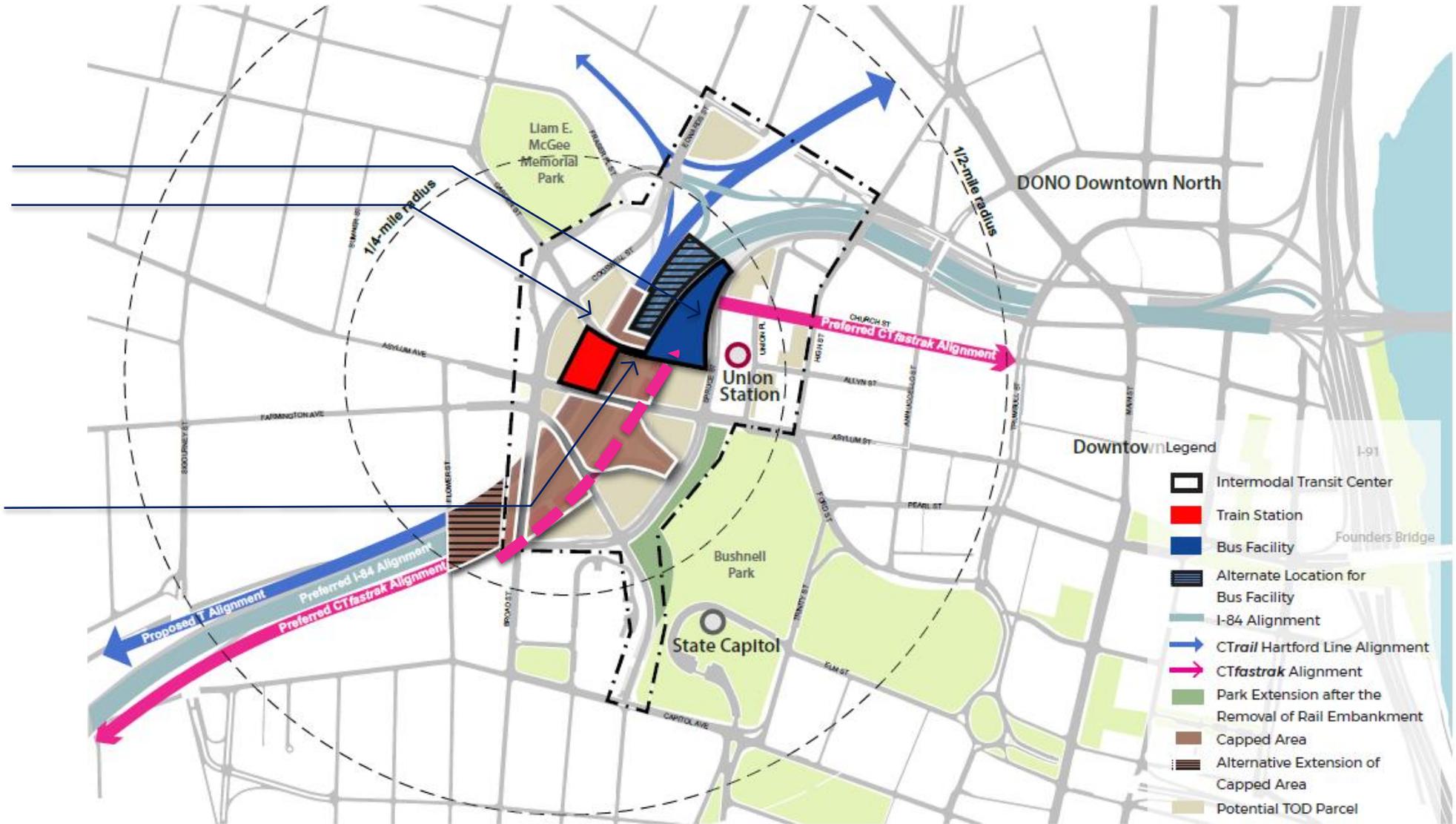


Intermodal Transit Center

Bus Facility

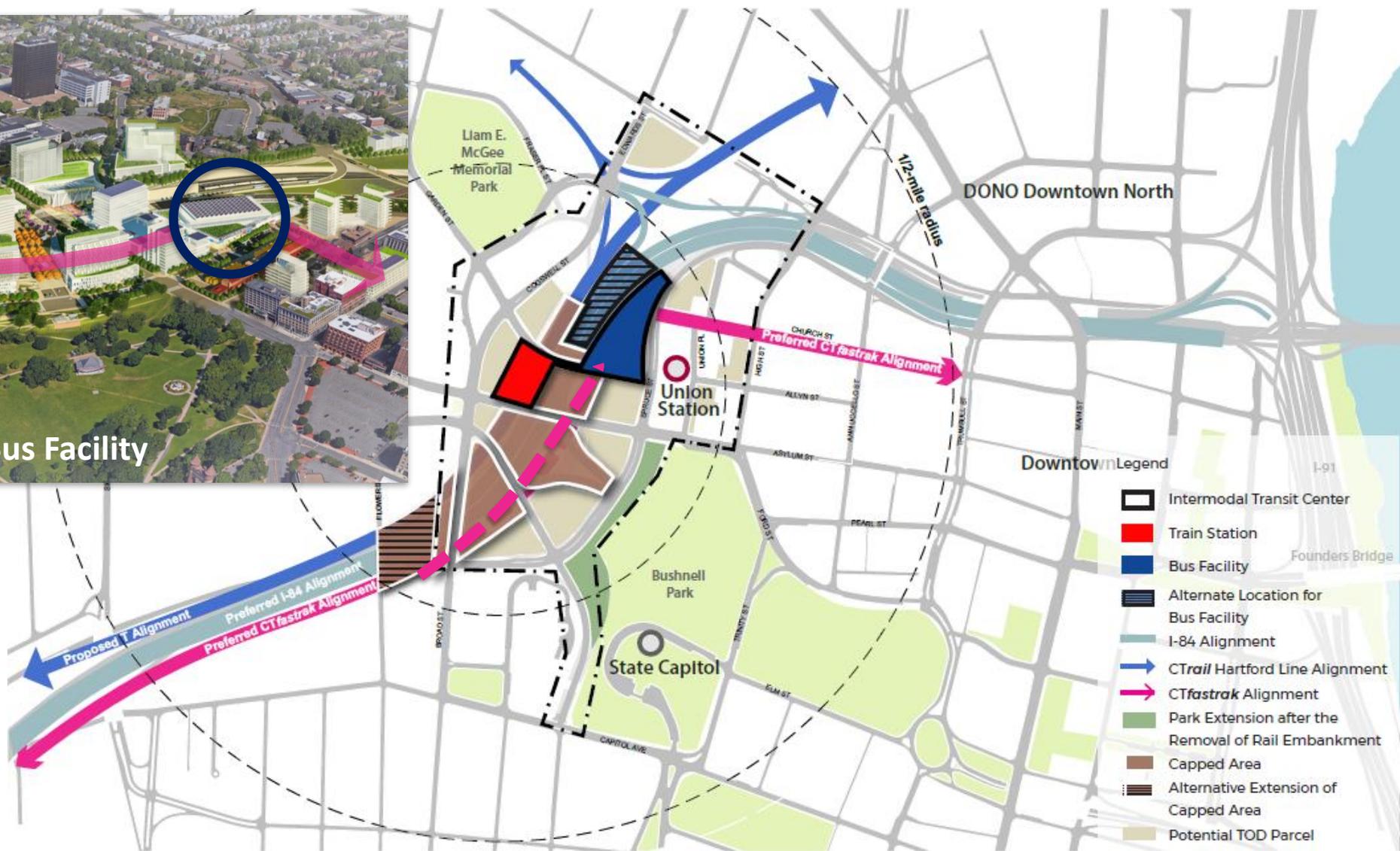
Train Station

Intermodal
Pedestrian
Connection
(along Garden
St.)





Connecting to the Bus Facility



Highway Capping & Open Space

CAPITOL WAY – C

- Provide a pedestrian way that reinforces view corridor from the train station to Bushnell Park.
- Create a linear plaza environment with streetscape amenities to support the adjacent ground floor uses.
- Include "Bushnell Park Overlook" built over the ramps and oversees Bushnell Park and the State Capitol.
- Create the "Capitol Way Stairs" to provide an accessible route connecting over the ramps and providing access to the linear public space along Bushnell West (Road A).

Zeil, Frankfurt, Germany (source: Deposit Photo - Purchase Similar Images, File ID: 67040745 by dbrjrh)

Bainbridge Stairs, Philadelphia, PA (source: Frank Gehry, CitySund Reconsidered, Justin DiPietro)

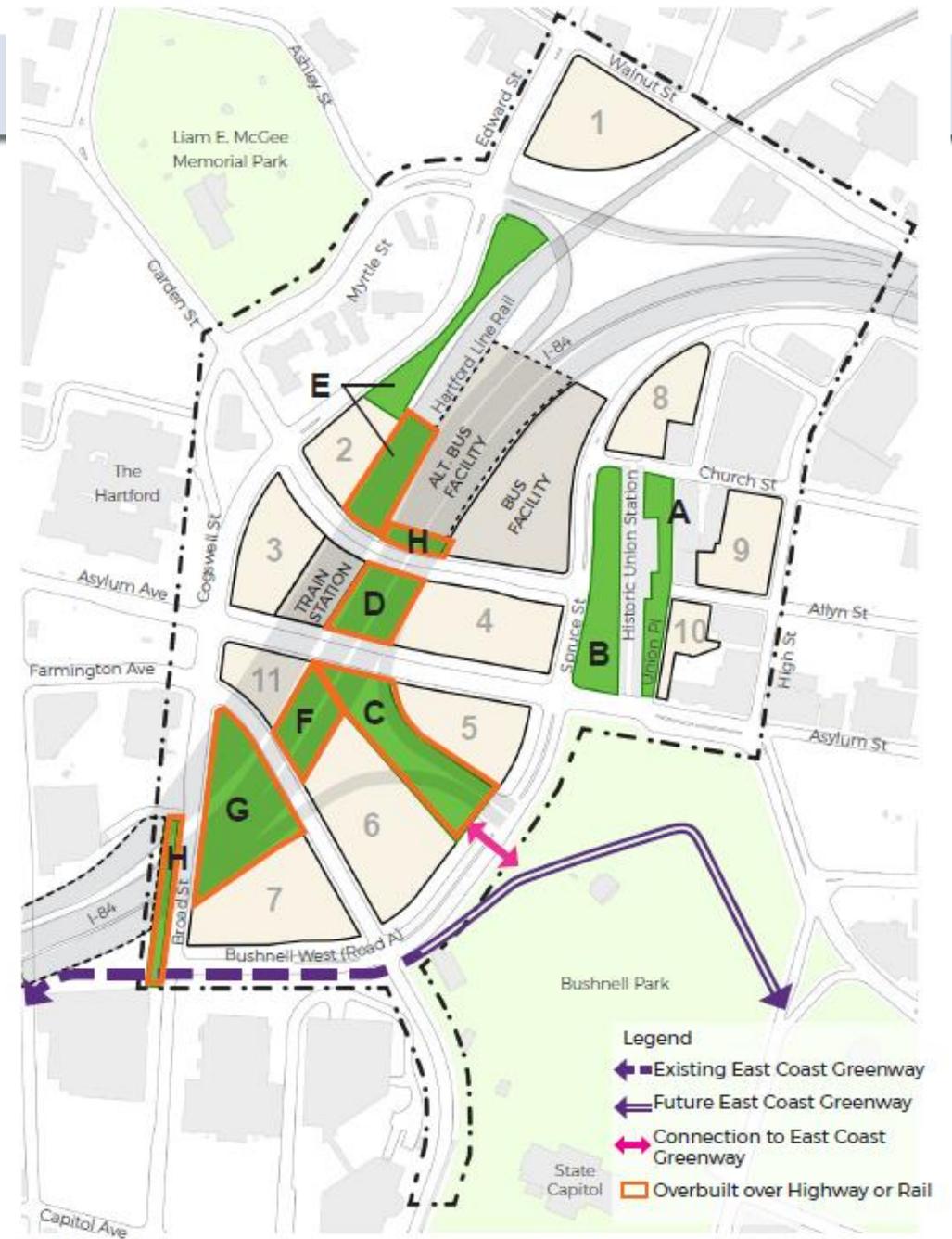
Figure 17. Open space urban design character

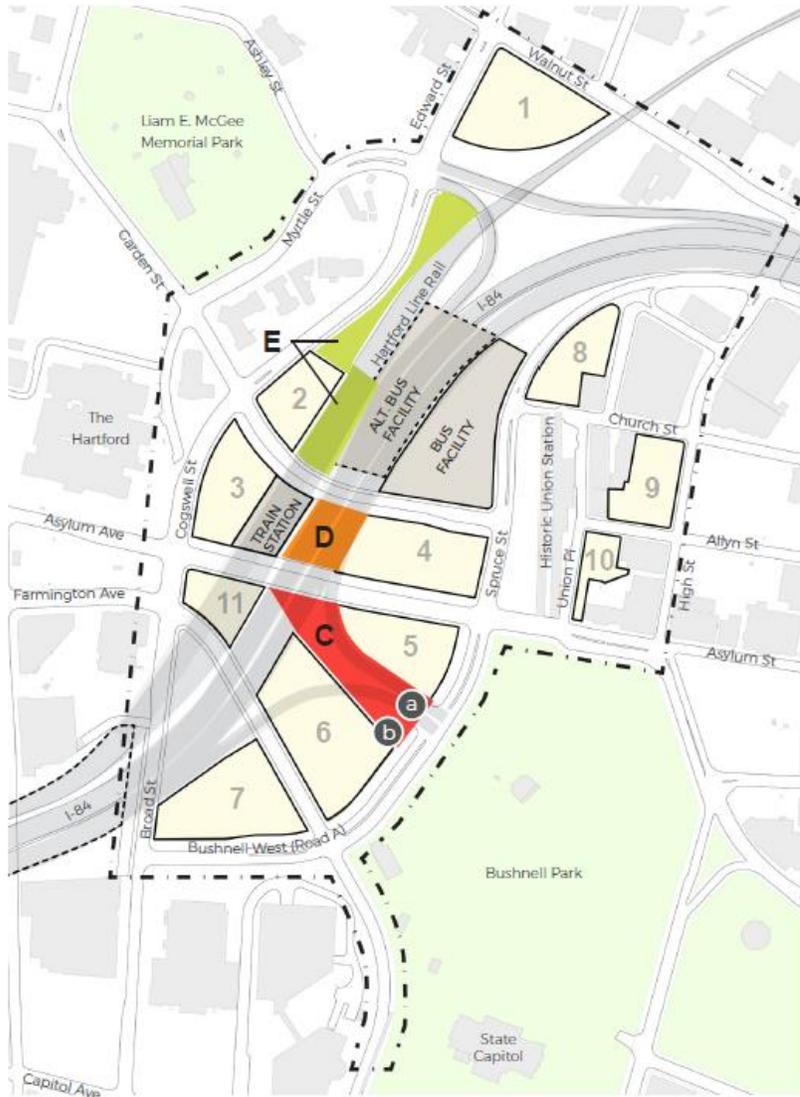
Union Station Adaptive Reuse



Capping considerations:

- Mitigate noise and visual impacts
- Provide open space and strategic construction of light-weight structures
- Attract “Class A” development
- Not support development directly on deck

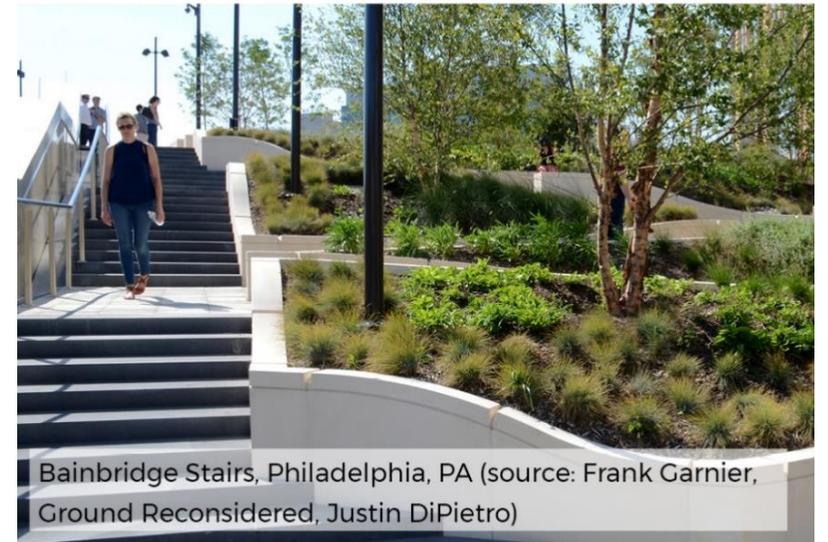




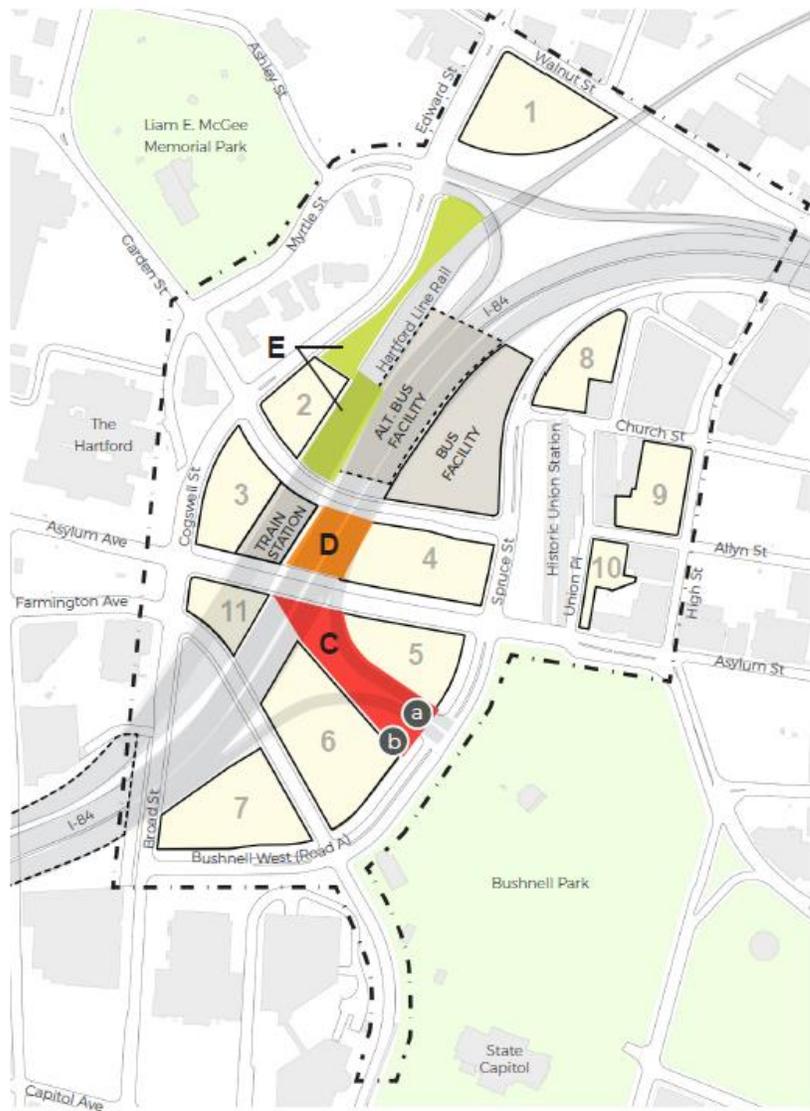
CAPITOL WAY – C

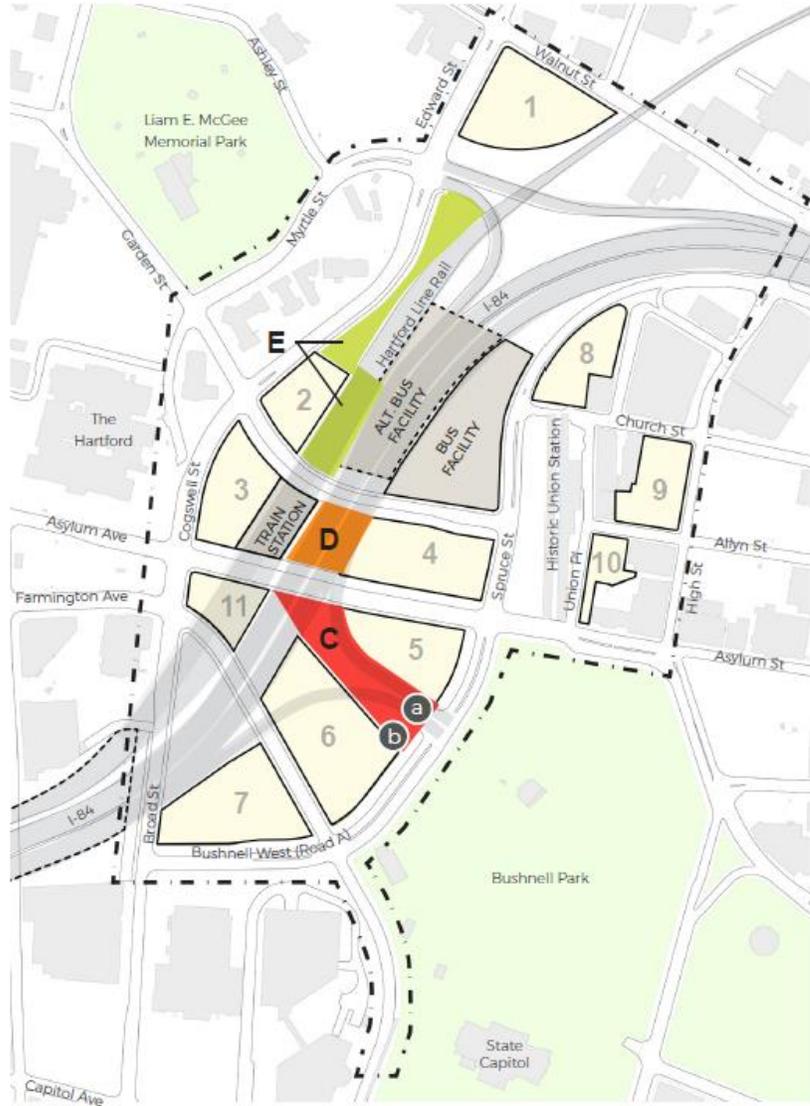


Zeil, Frankfurt, Germany (source: Deposit Photo - Purchase Similar images, File ID: 61040745 by dbrnjhr)

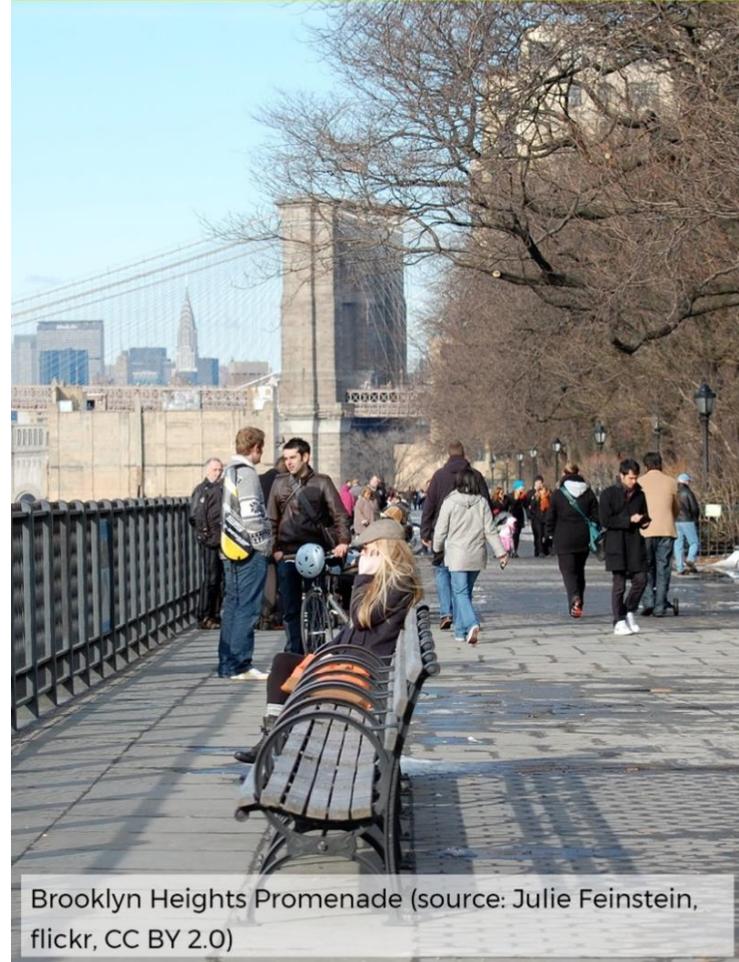


Bainbridge Stairs, Philadelphia, PA (source: Frank Garnier, Ground Reconsidered, Justin DiPietro)

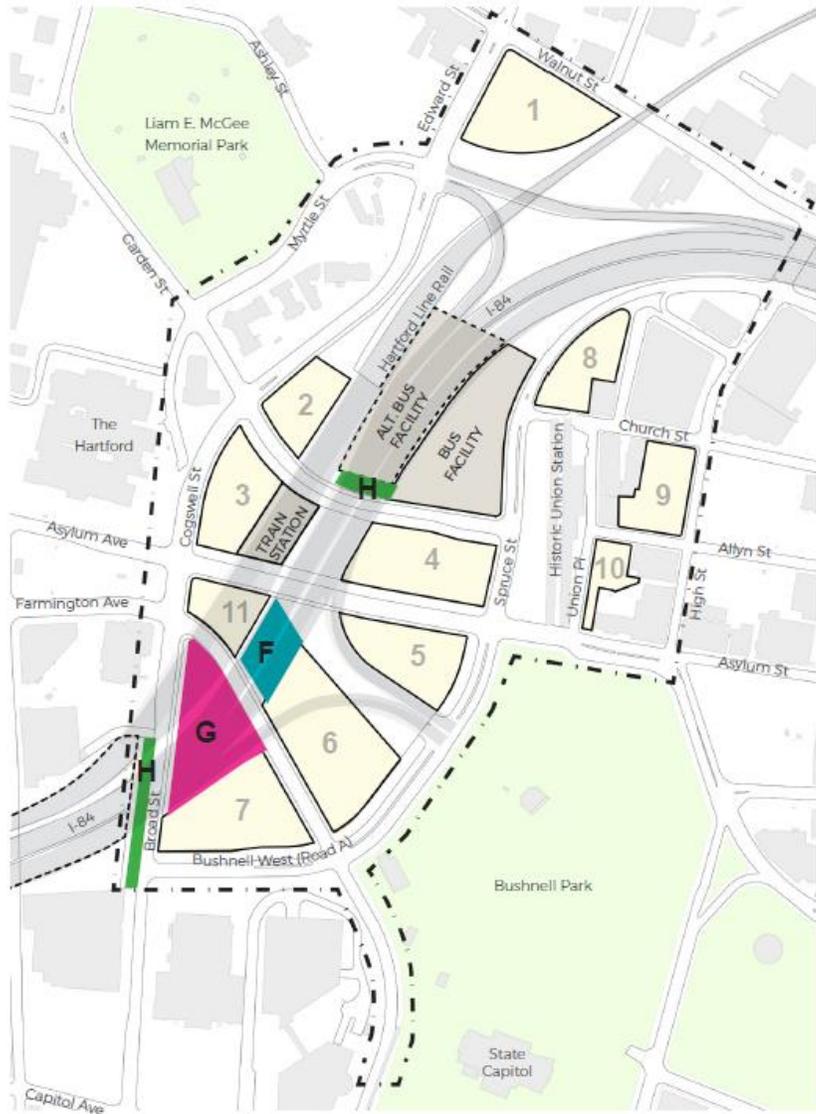




PROMENADE – E



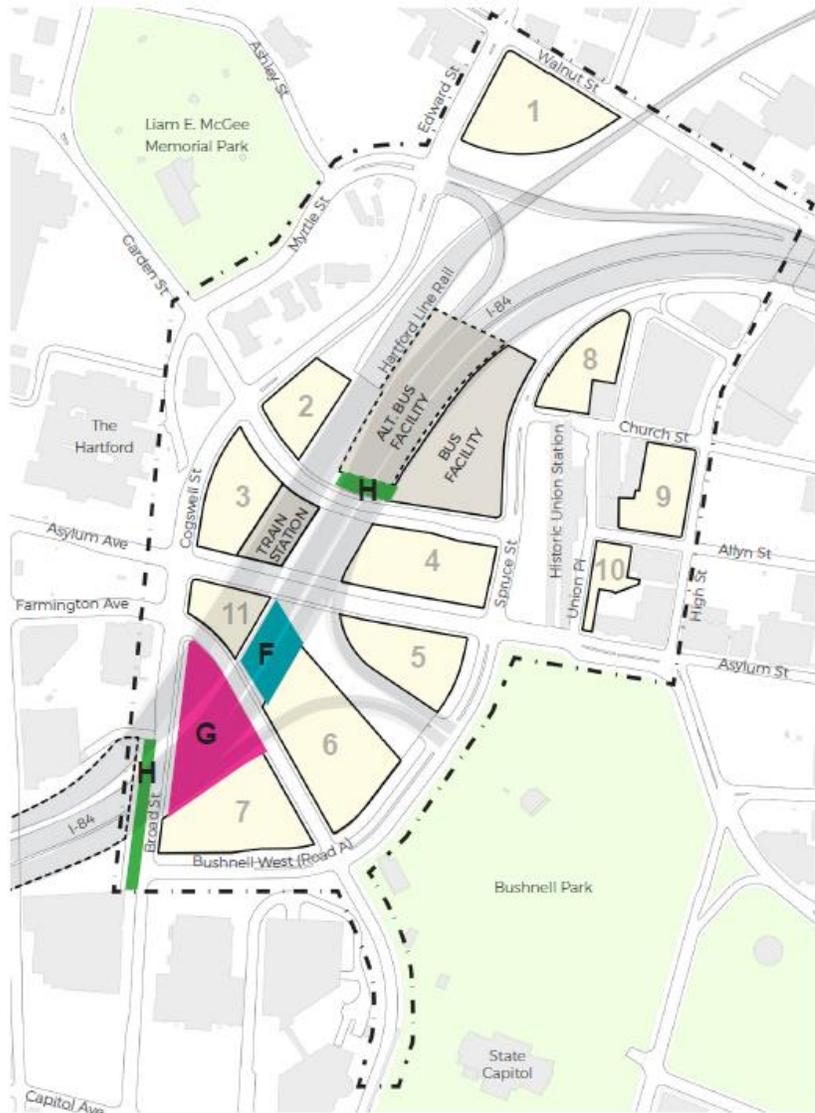
Brooklyn Heights Promenade (source: Julie Feinstein, flickr, CC BY 2.0)



FARMINGTON PLAZA – F



Placa Reial, Barcelona, Spain (source: Isen Majennt, flickr, CC BY-NC-ND 2.0)



Level 3 – small-scale office, studio, meeting, or exhibit space

Level 2 – restaurants, classrooms, meeting rooms, artist studios

Level 1 – flexible space for publicly accessible programs



- Transform Union Pl. into shared-use street

- Level-access from Union Yard
- Remove existing transportation lobby under rail viaduct

Economic development takeaways:

A project of this size and magnitude can be supported.

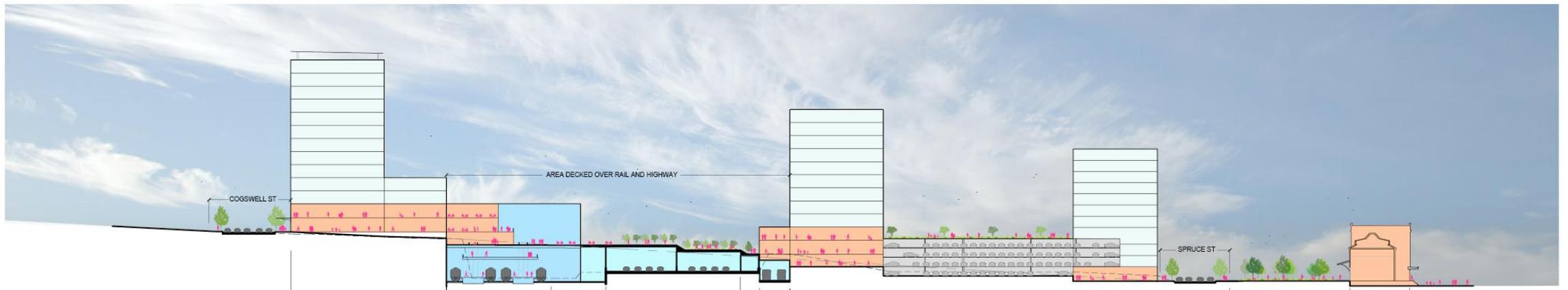
- Need to grow at a significant faster pace
- Leverage Hartford's insurance cluster
- Attract innovative workforce



Need to create an attractive, vibrant downtown environment.

Implementation Strategy:

- Create new roads and parcels before implementing TOD
- Provide utilities
- Start with terra firma sites
- Optimize existing TOD overlay zones
- Create the controlling entities ahead of development
- Coordinate planning to protect development assets





LOOKING TOWARDS ASYLUM HILL



Farmington Ave. extension

Train Station and Station Place

Bus facility with parking

CTfastrak

I-84 ramp connection

Garden St. extension

The Hartford

Union Station

Bushnell Park

State Capitol

LOOKING TOWARDS ASYLUM HILL



LOOKING TOWARDS DOWNTOWN

Capitol Way above ramps

Union Station adaptive reuse and redesign of Union Yard

Broad St. Field

LOOKING TOWARDS DOWNTOWN





Thank you!

