

# Hartford Housing Test-Fits: Row House Types

City of Hartford, Connecticut

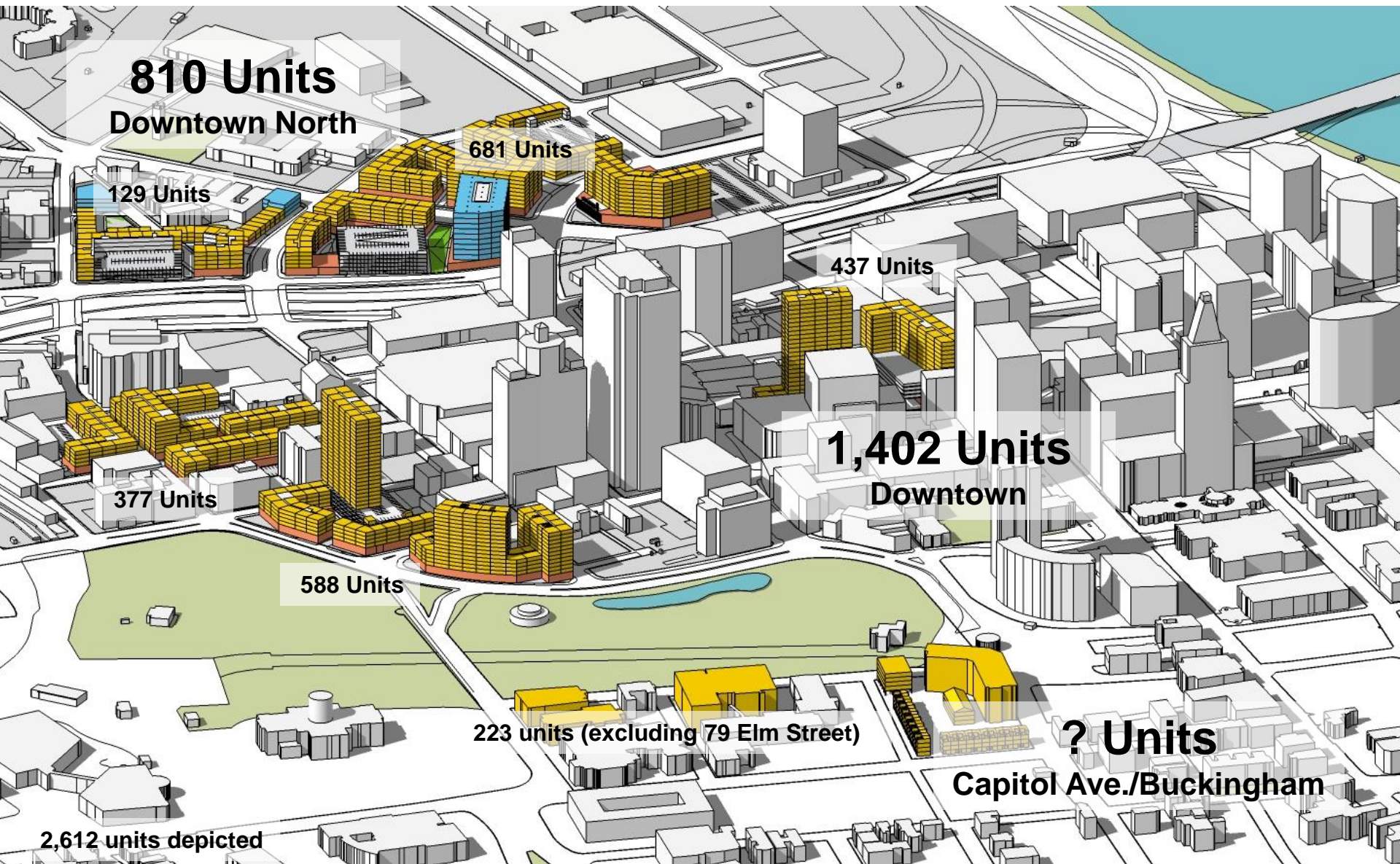
Ninigret Partners, LLC  
Utile, Inc.  
FHI

August 1, 2014

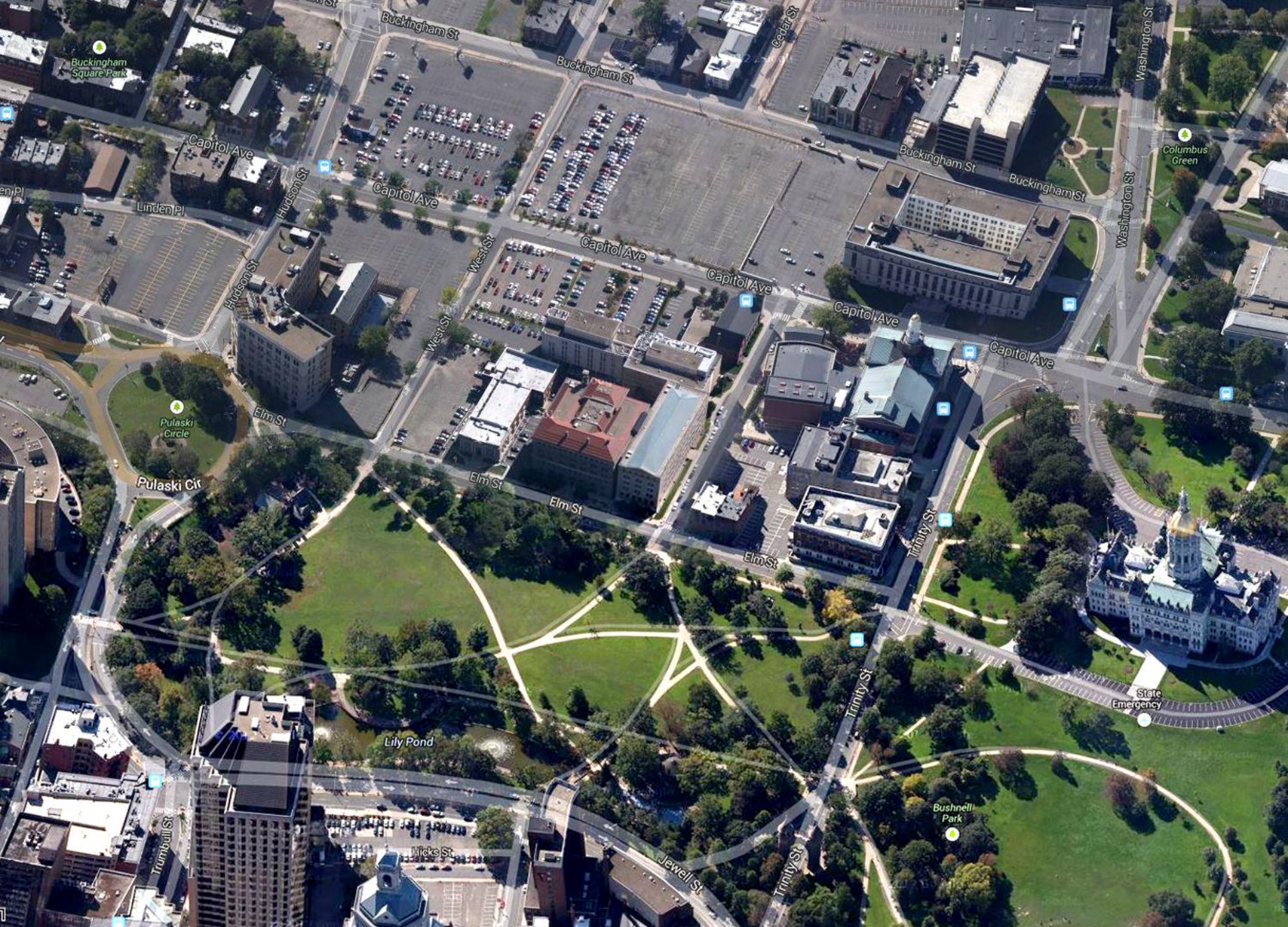
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- **Review of Retrofit Development Opportunities**
- **Review of Previous Study**
- **Row House Types**
- **In Situ Block Tests**
- **Parking Considerations**
- **Neighborhood Views**

# Downtown Residential Development Scenario











**55 Elm**  
146 units

**79 Elm**  
Not feasible

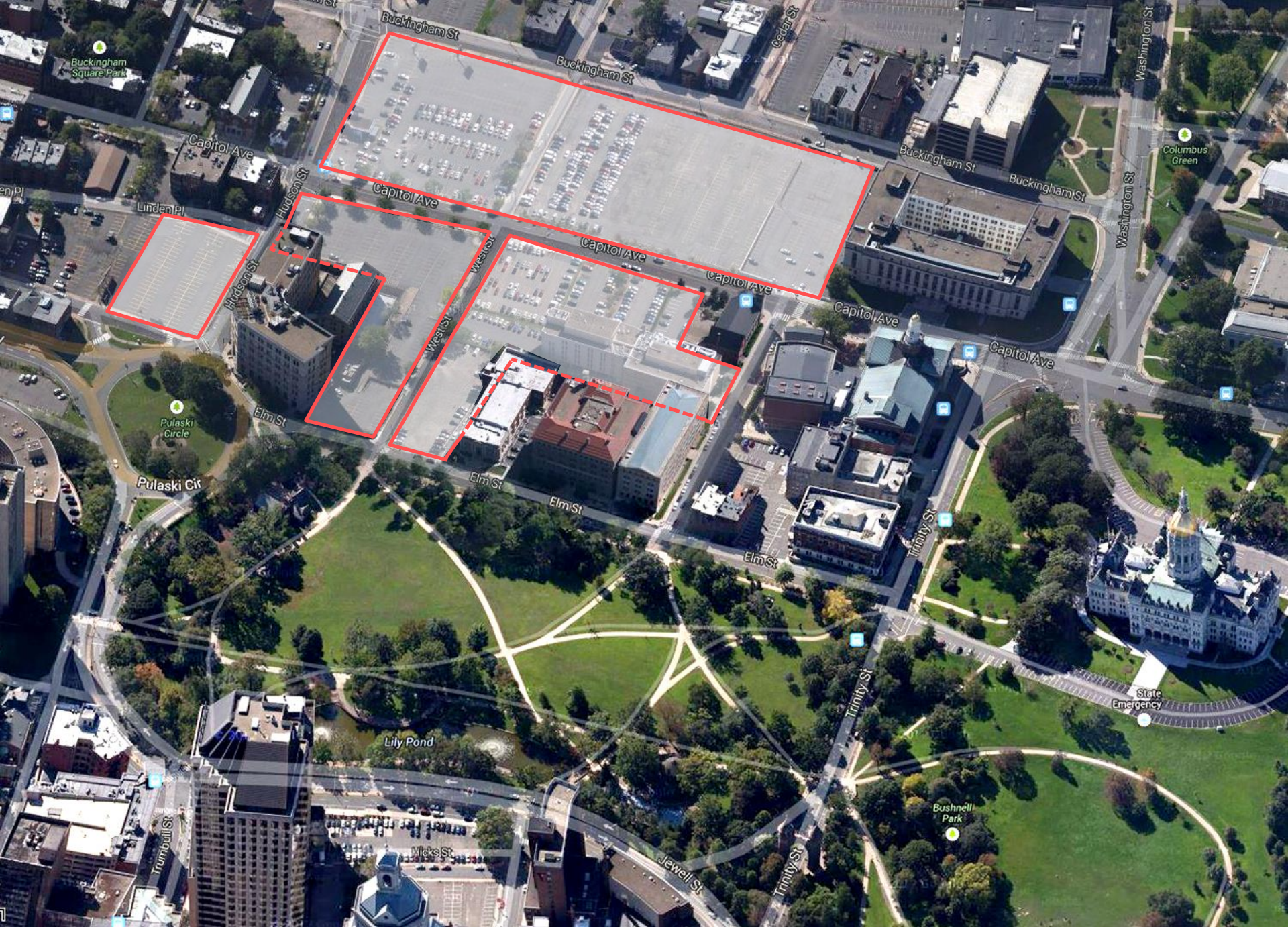
**18-20 Trinity**  
42 units

**30 Trinity**  
35 units

**223 units**









# Existing Condition



# Parcels Tested



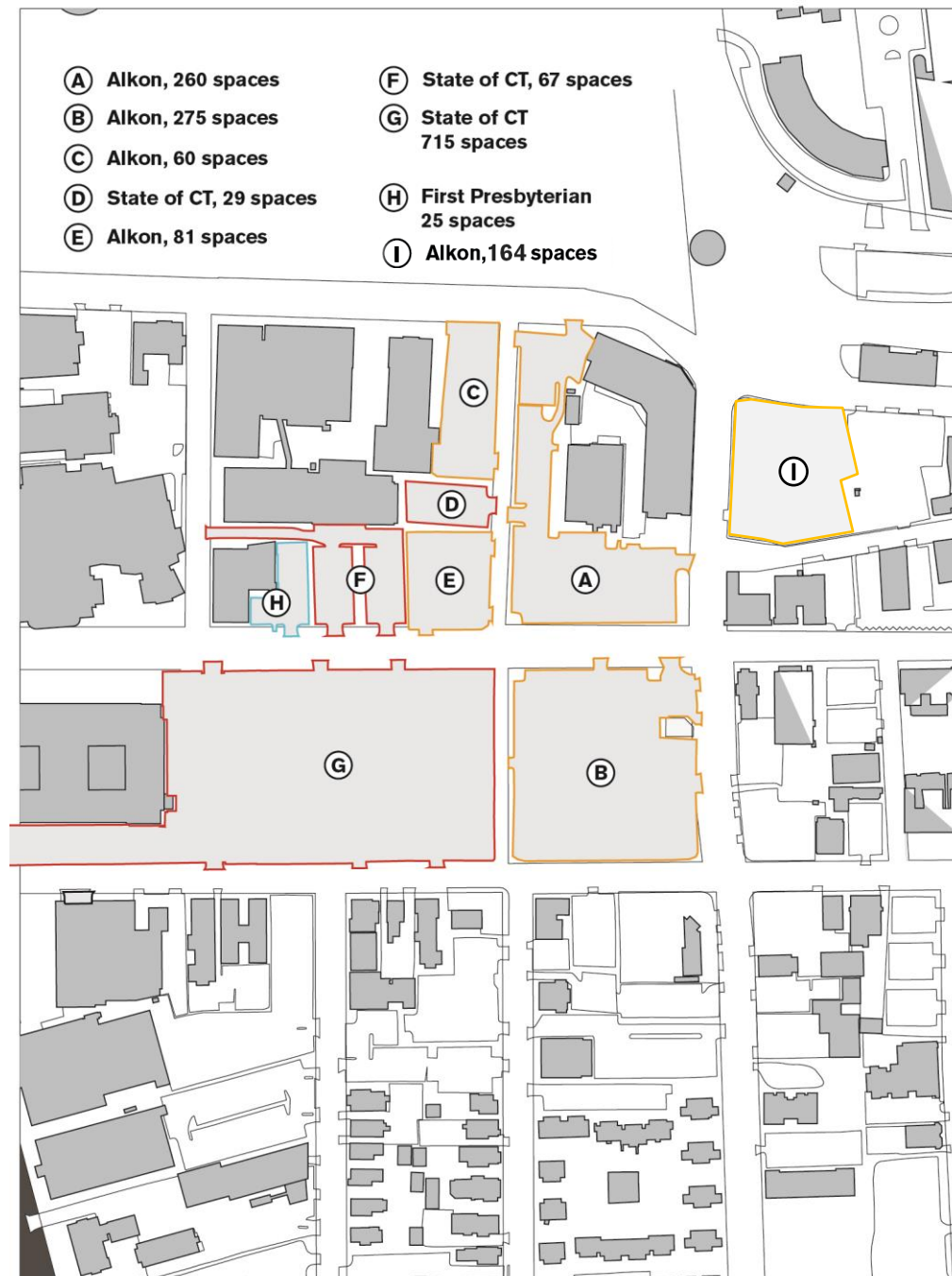


# Parcel Ownership



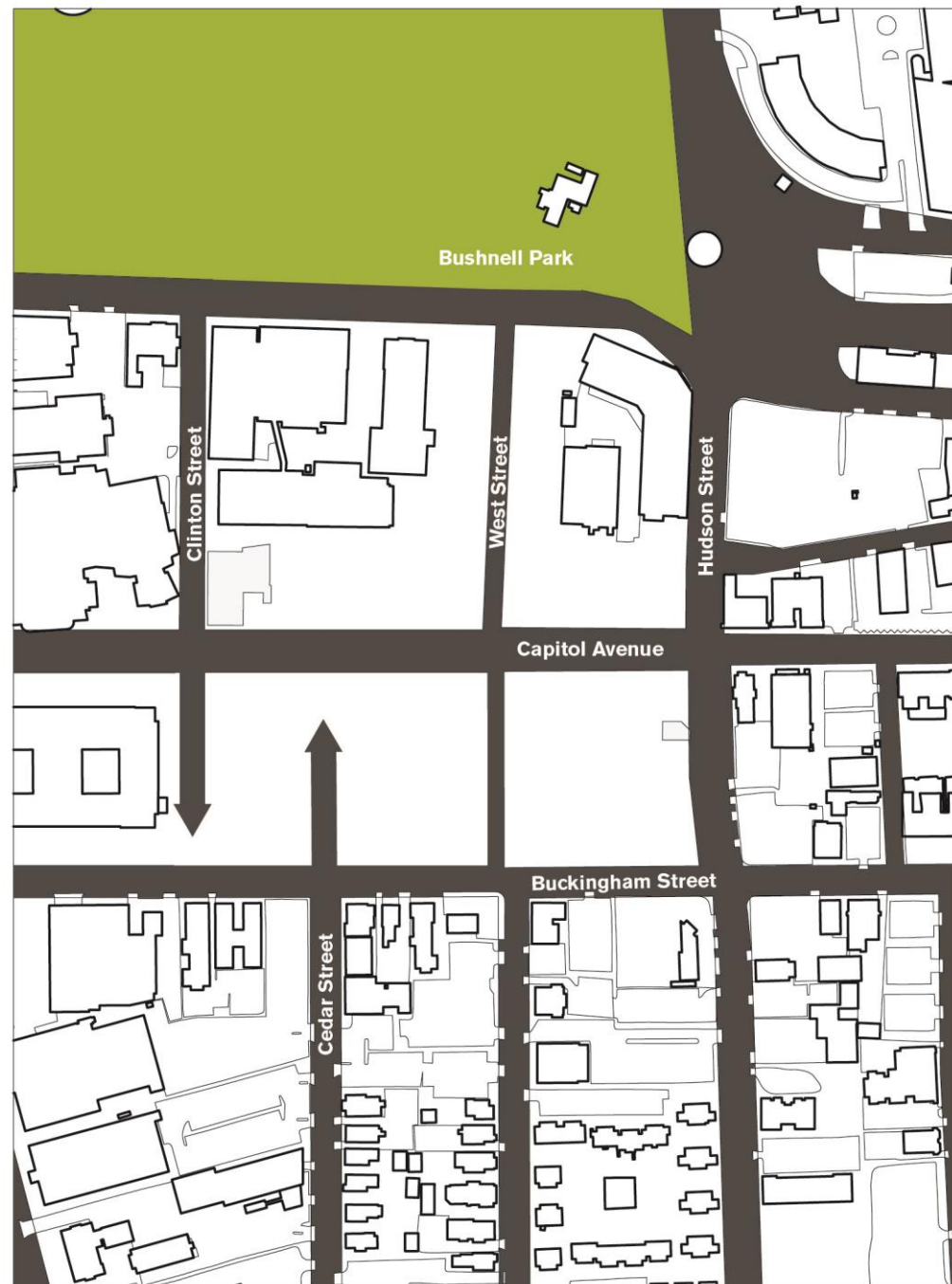
# Parking Lots

- ~1676 spaces in total (not counting the church's lot)

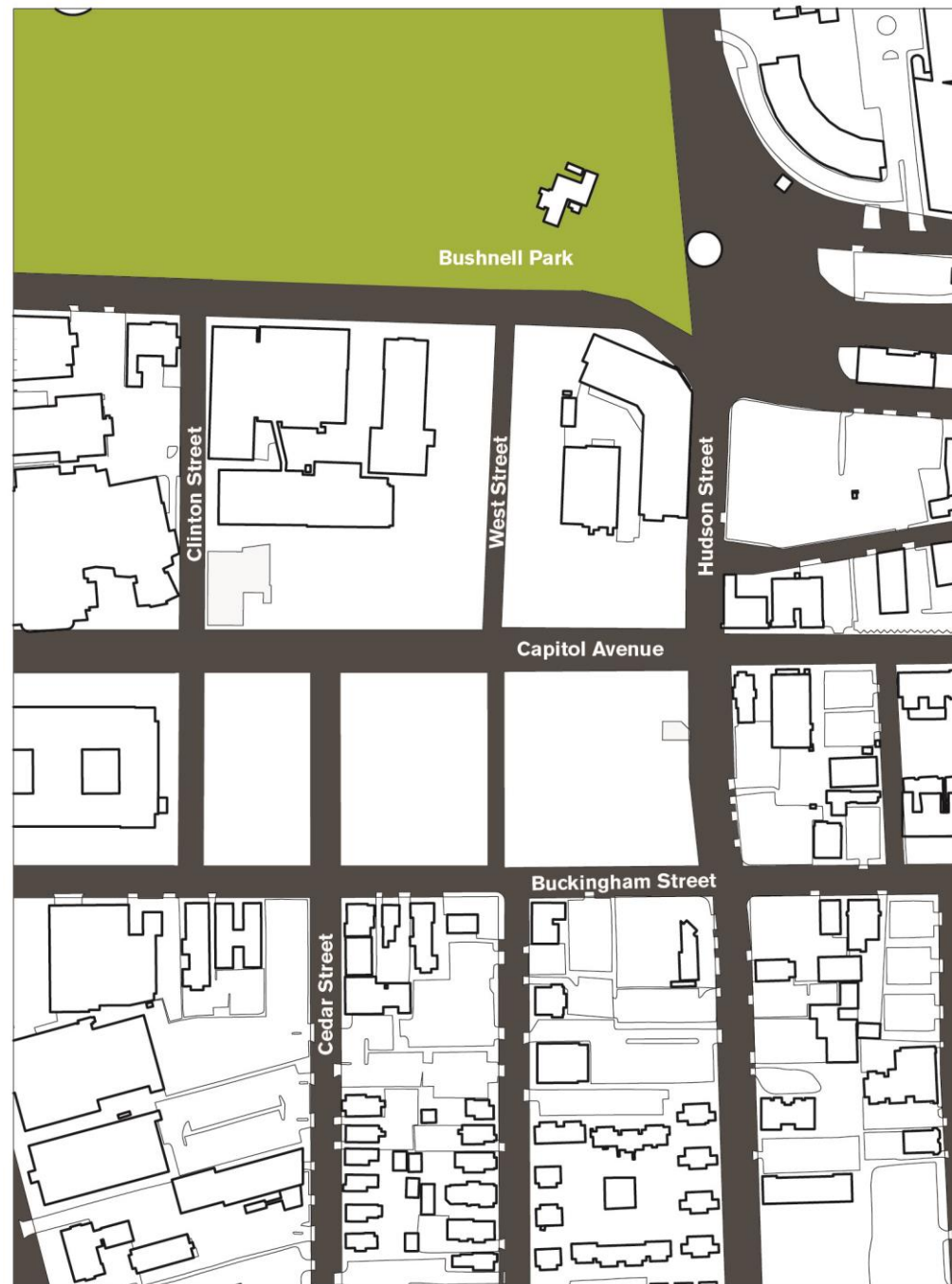




# Extend Street Grid



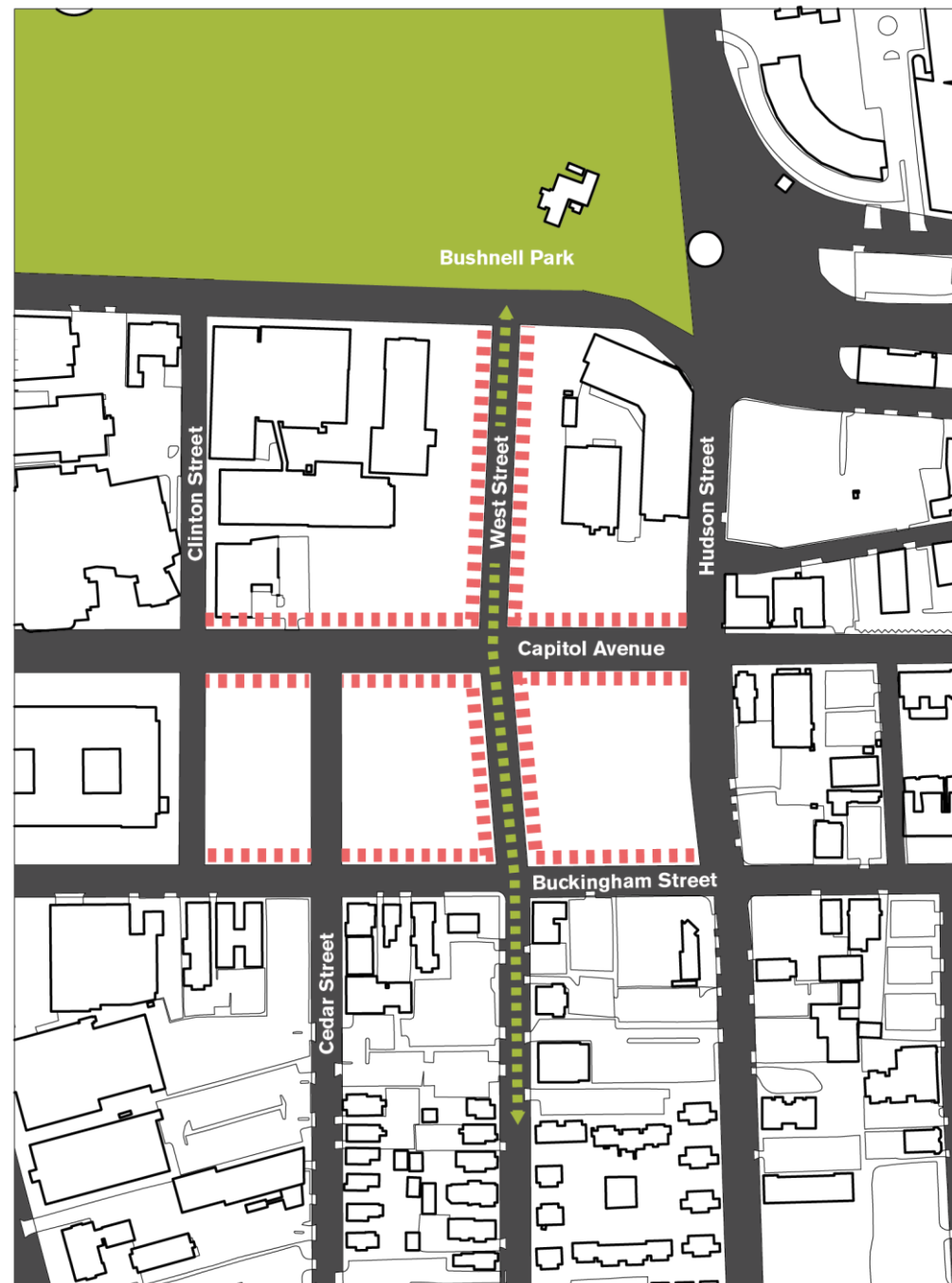
# Extend Street Grid



Review of Previous Study

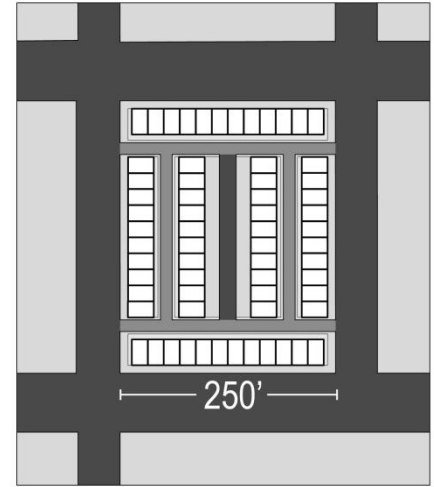
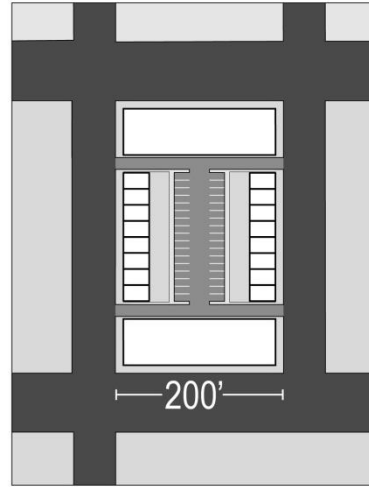
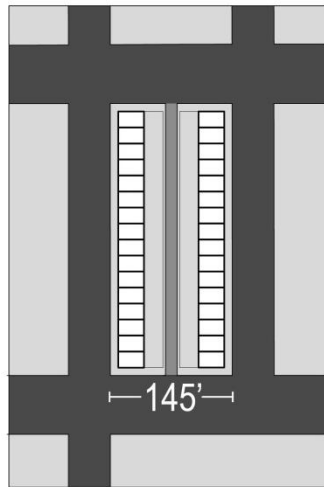
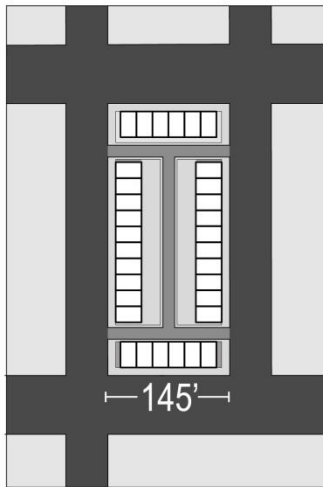
# Connect to Park

## Prioritize Frontage

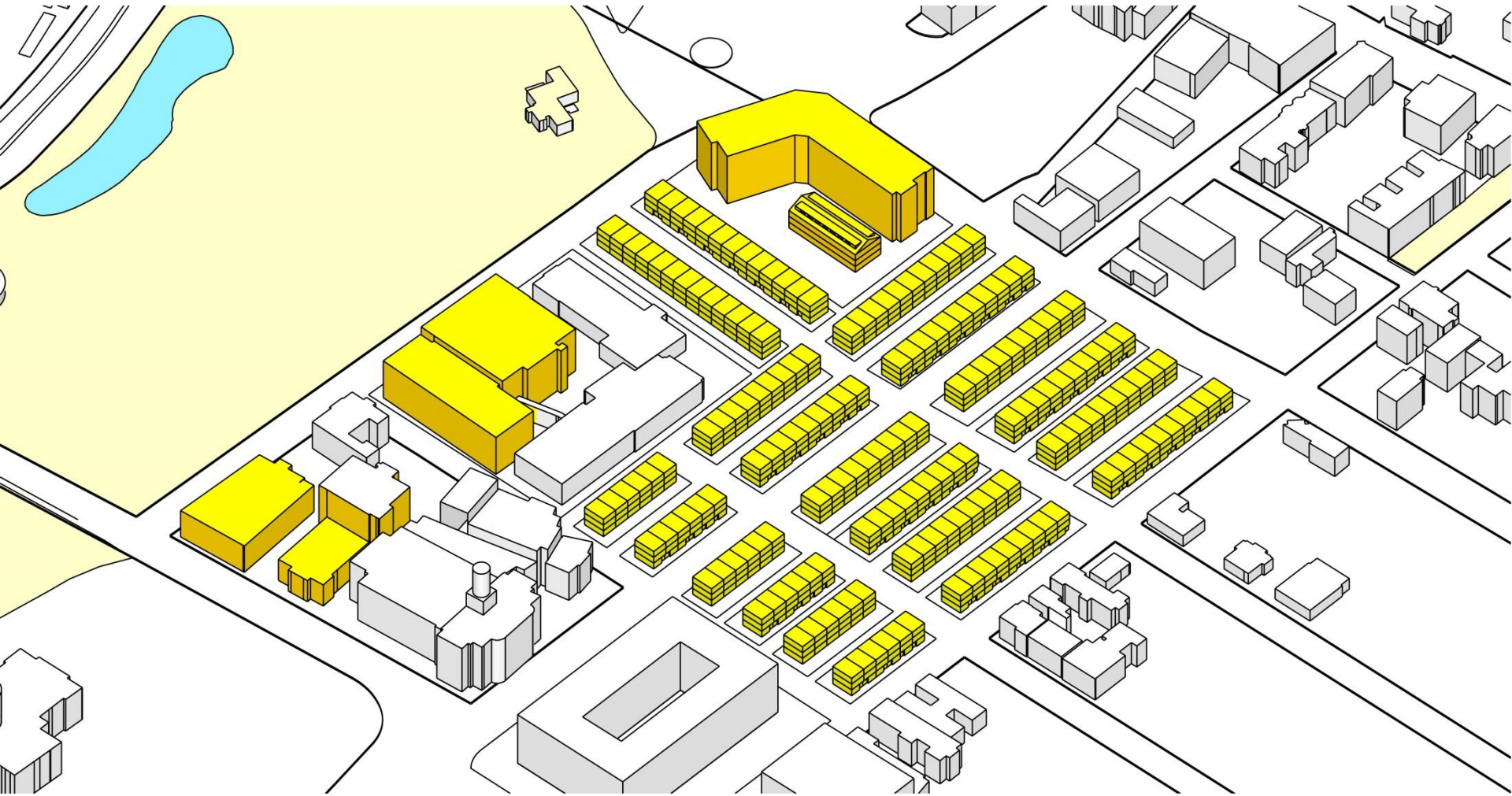




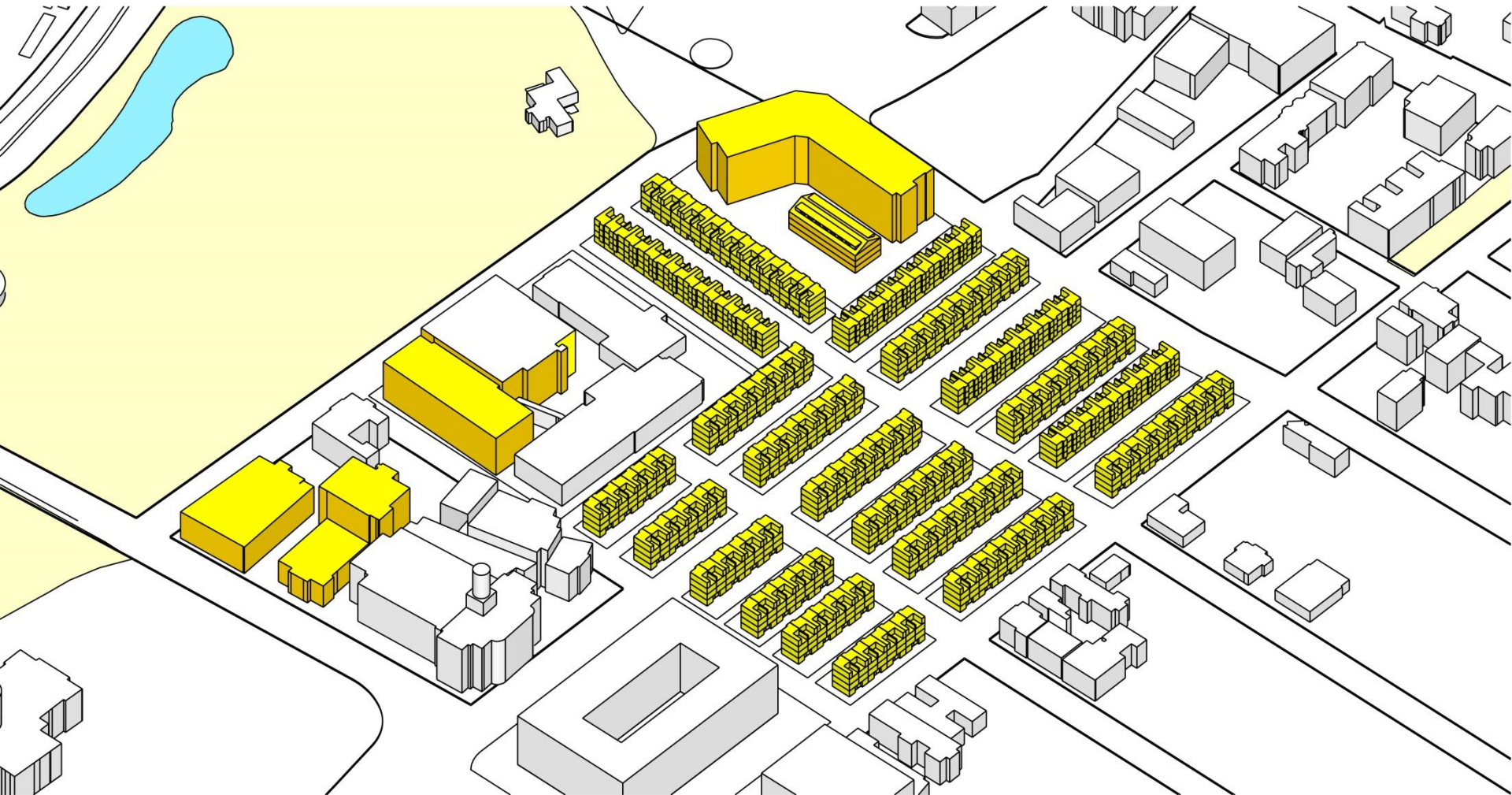
# Previous Study: Rowhouse Block Layouts



# Test 1

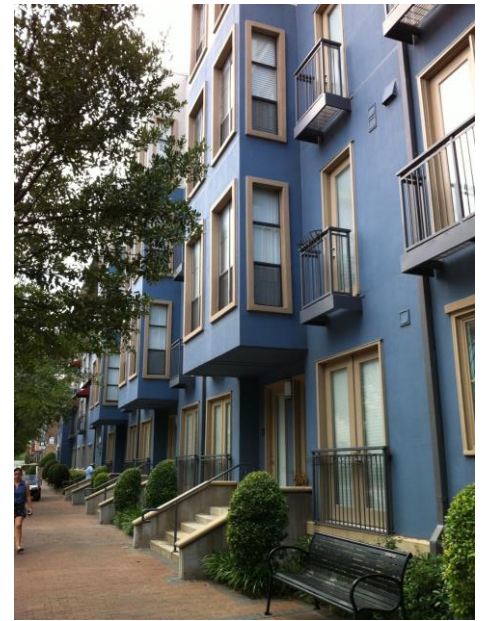


# Test 2

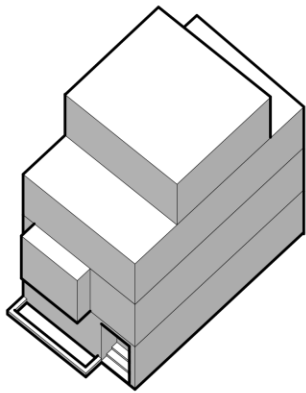




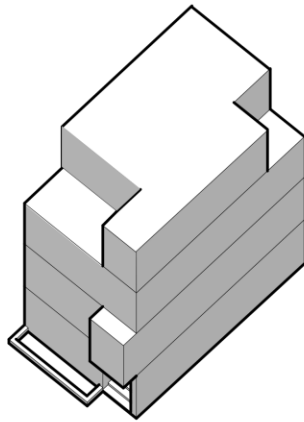
# Examples



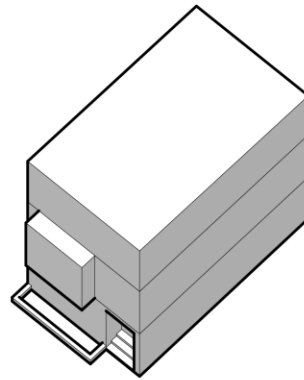
# Rowhouse Types



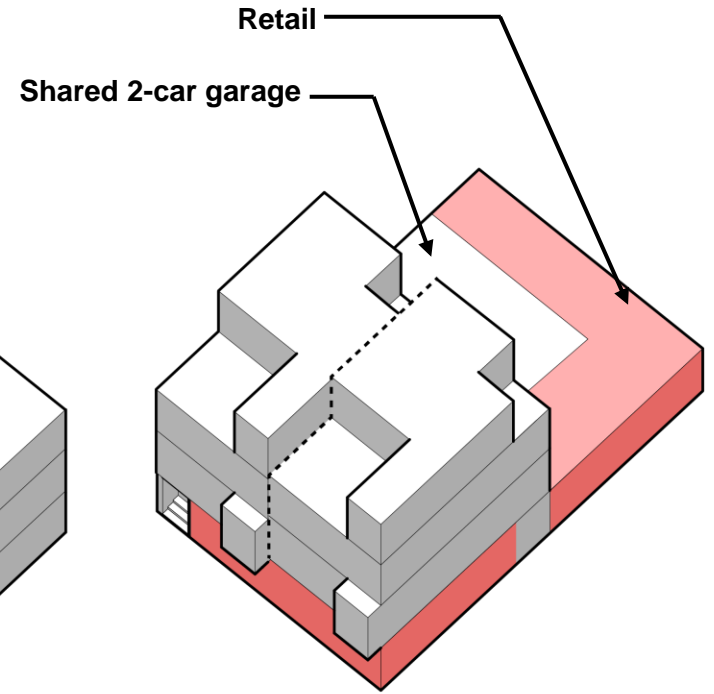
**Type A**  
1,800 SF Living Area  
400 SF Garage  
2 parking spaces



**Type B**  
1,892 SF Living Area  
400 SF Garage  
2 parking spaces

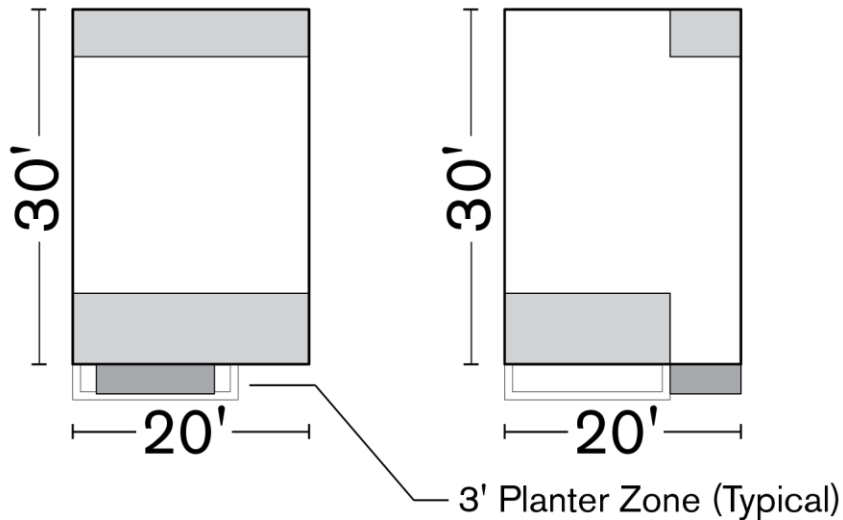


**Type C**  
1,400 SF Living Area  
400 SF Garage  
2 parking spaces



**Type D**  
1,942 SF Living Area (over retail)  
450 SF Shared garage  
Shared entry  
1 space/unit

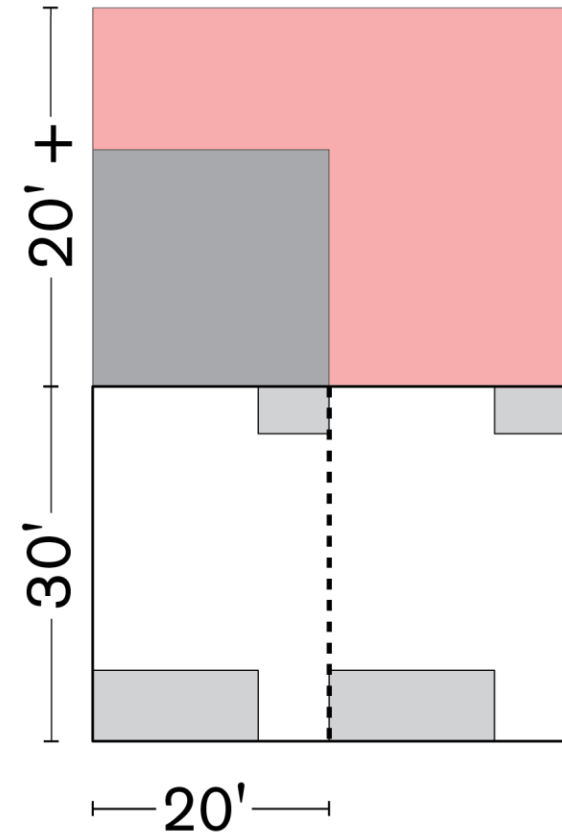
# Modular Potential



**Type A**  
1,800 SF Living Area  
400 SF Garage  
2 parking spaces

**Type B**  
1,892 SF Living Area  
400 SF Garage  
2 parking spaces

**Type C**  
1,400 SF Living Area  
400 SF Garage  
2 parking spaces



**Type D**  
1,942 SF Living Area (over retail)  
450 SF Shared garage  
Shared entry  
1 space/unit



Rowhouse Types

# Rowhouse Family



Wood Palette



Brick Palette



Type A

Type B

Type C

Type D

# Rowhouse Test Fit





# Rowhouse Test Fit Parcel Ownership

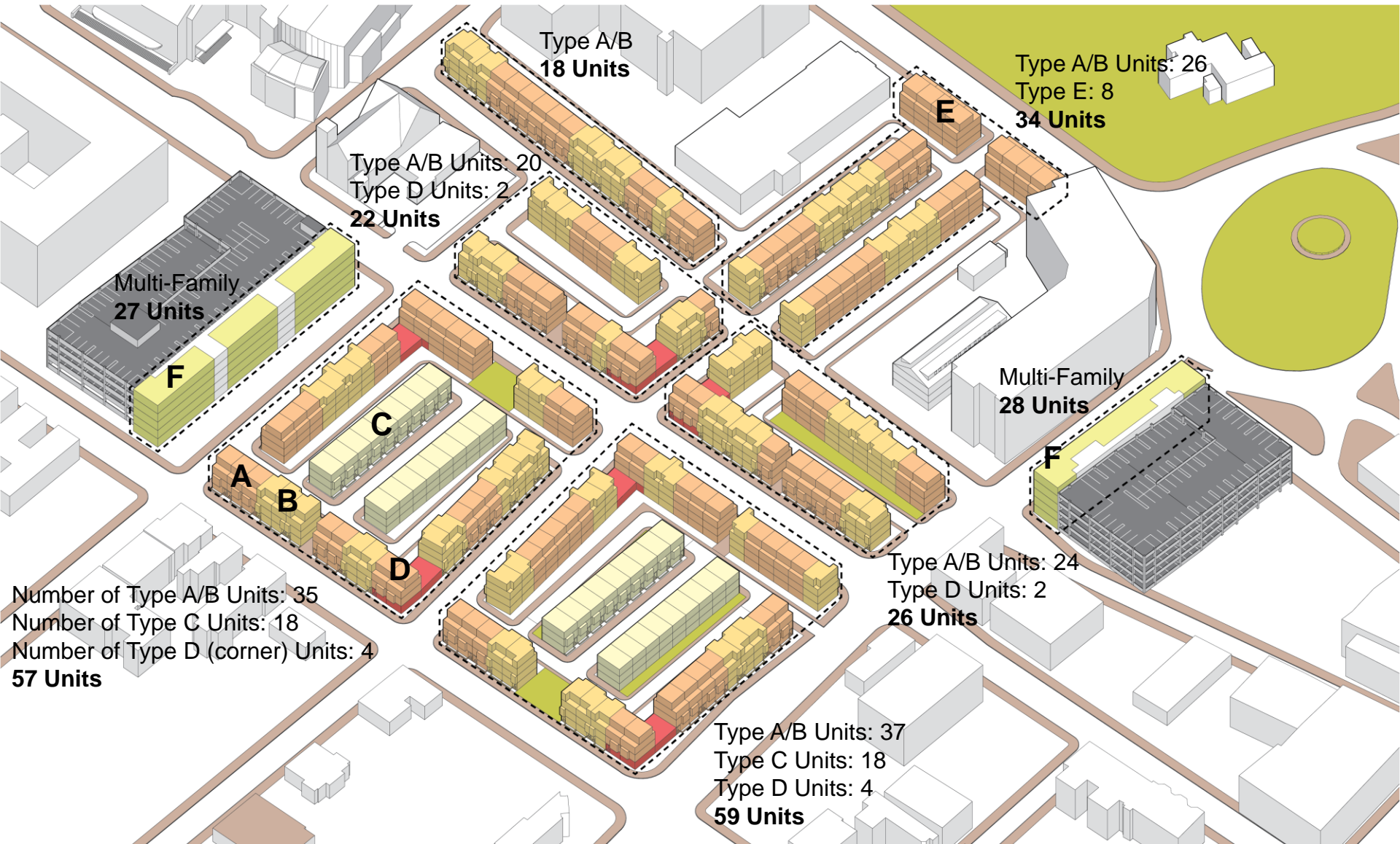


# Neighborhood Aerial

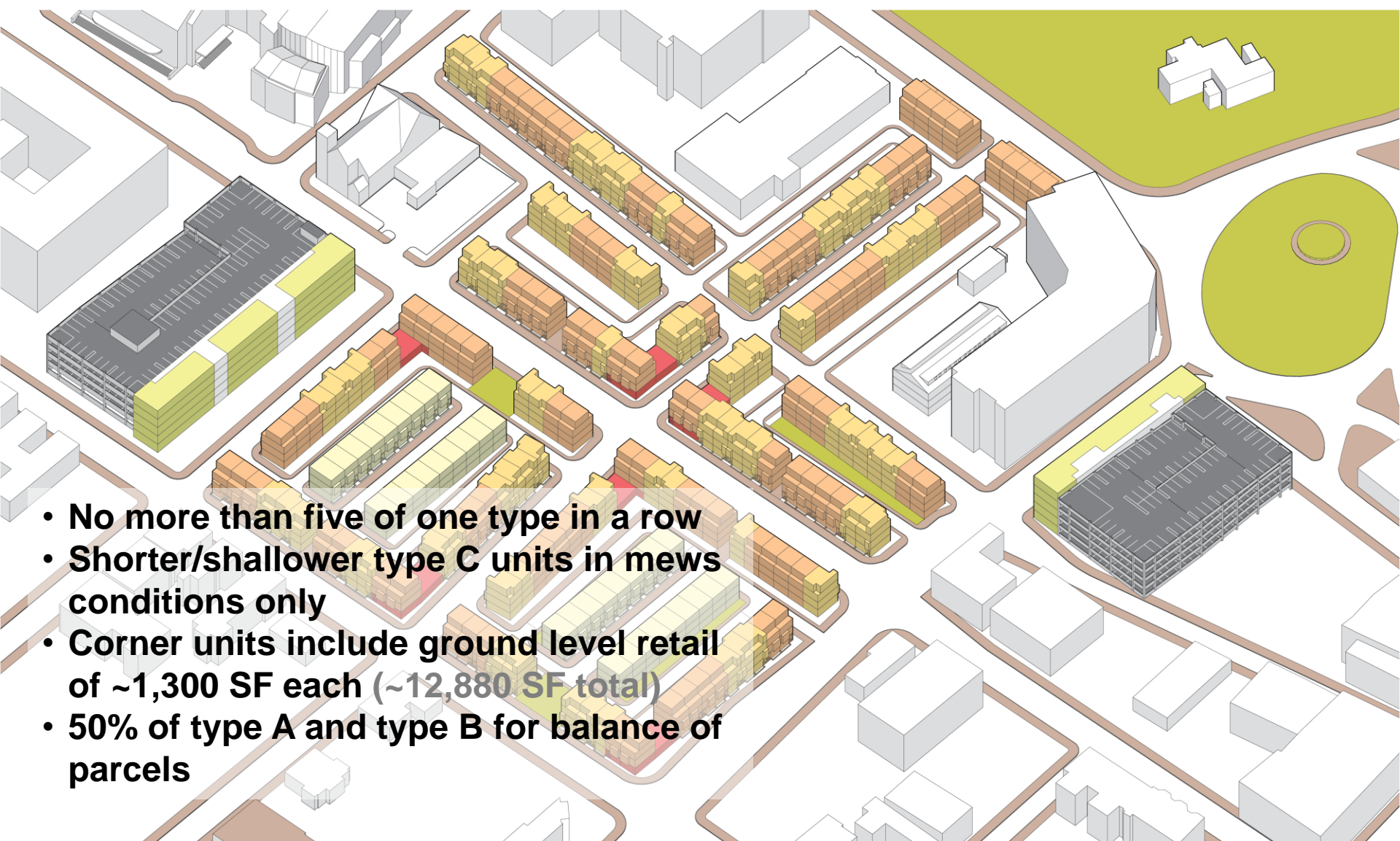




# Neighborhood Aerial

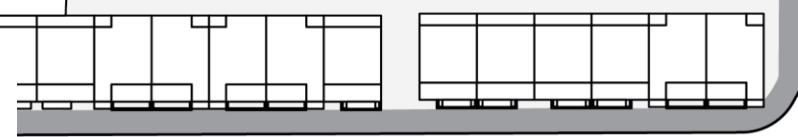


# Neighborhood Aerial: Rowhouse Placement

- 
- No more than five of one type in a row
  - Shorter/shallower type C units in mews conditions only
  - Corner units include ground level retail of ~1,300 SF each (~12,880 SF total)
  - 50% of type A and type B for balance of parcels



# Mews Block Condition



Capitol Avenue



Buckingham Street

In Situ Block Test

# Mews Block





# Rowhouse Test Fit Stats

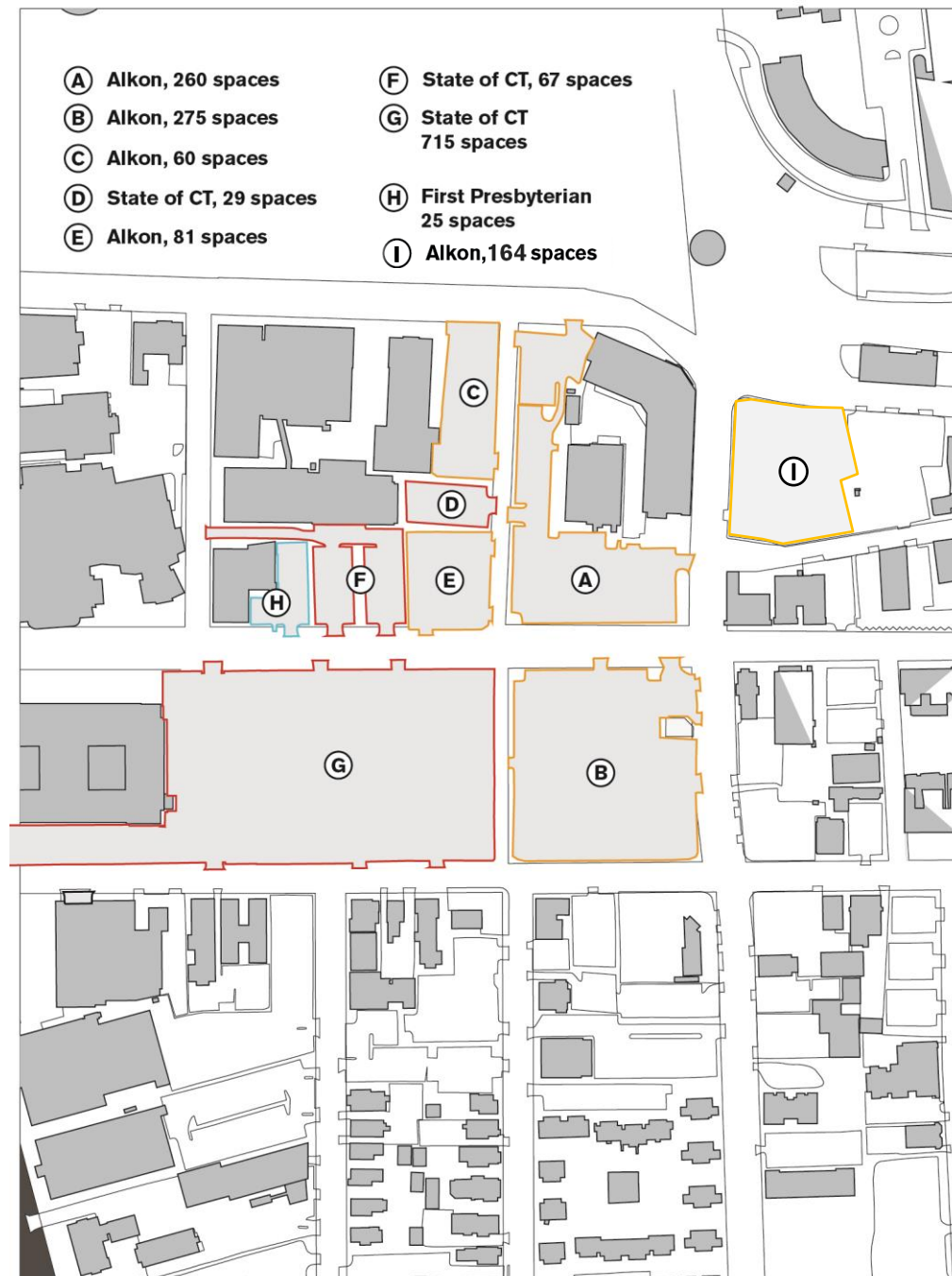
RESIDENTIAL UNITS	Number	GSF	GSF(-Garage)	Spaces/Unit	Total Spaces
Type A1 - 3-bed	26	2,200	1,800	2	52
Type A2 - 3-bed	26	2,200	1,800	2	52
Type A3- 3-bed	25	2,200	1,800	2	50
Type B1 - 3-Bed	30	2,292	1,892	2	60
Type B2 - 3-Bed	20	2,292	1,892	2	40
Type B3 - 3-Bed	33	2,292	1,892	2	66
Type C1 - Mews Rowhouse	10	1,800	1,400	1	10
Type C2 - Mews Rowhouse	10	1,800	1,400	1	10
Type C3 - Mews Rowhouse	8	1,800	1,400	1	8
Type C4 - Mews Rowhouse	8	1,800	1,400	1	8
Type D - Corner Units	6	1,942	2,342	1 (shared garage)	6
Type E - Stick Built	8	2,500	2,100	2	16
Type F - Multi Family	55	1,000		1 (garage)	55
<b>Total</b>	<b>265</b>				<b>435</b>

PARKING	Total Spaces
Garage	574
Surface	79
<b>Total</b>	<b>653</b>

RETAIL	GSF
<b>Ground Level</b>	<b>~12,880</b>

# Existing Parking Lots

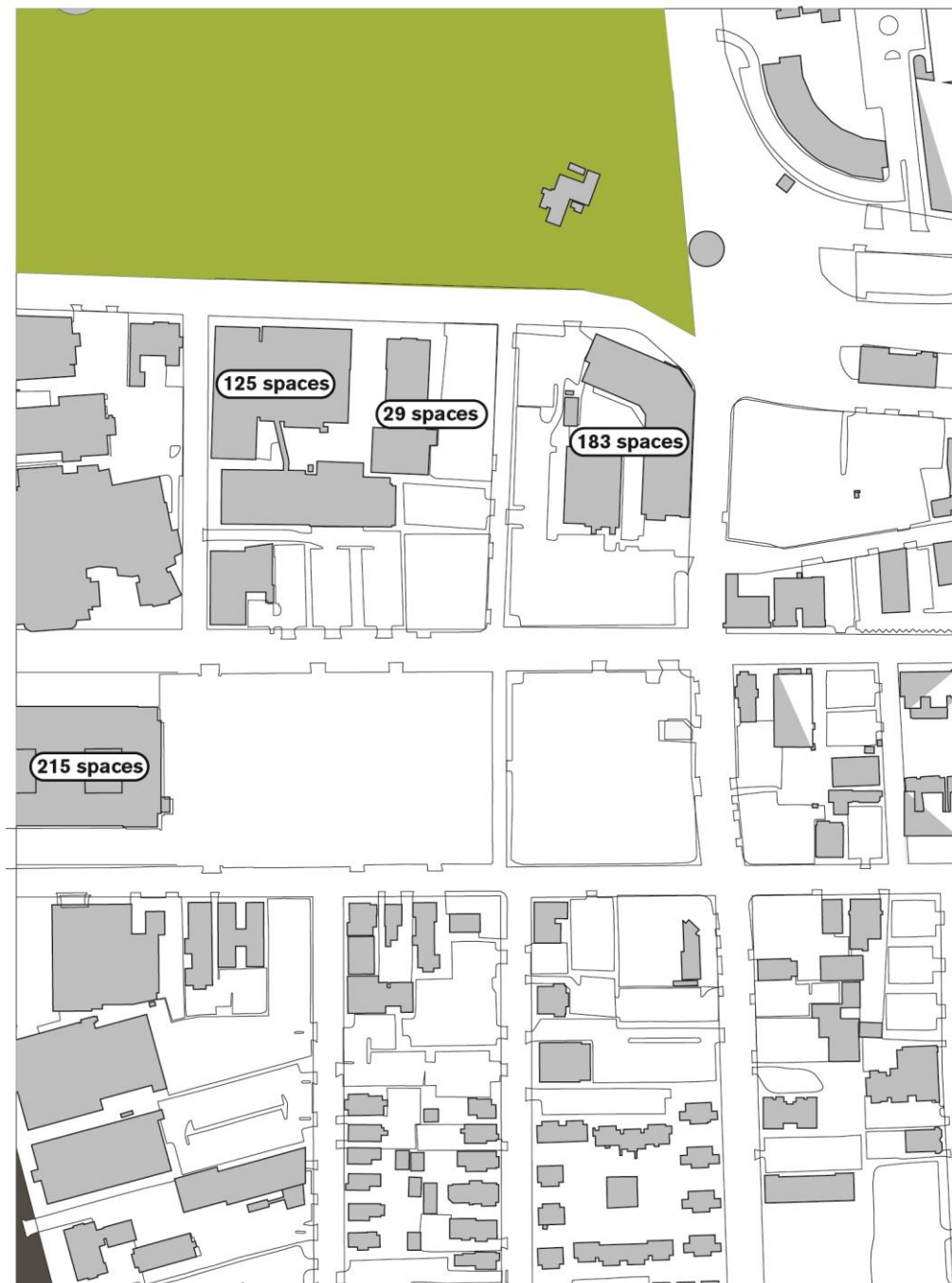
- ~1676 spaces in total (not counting the church's lot)





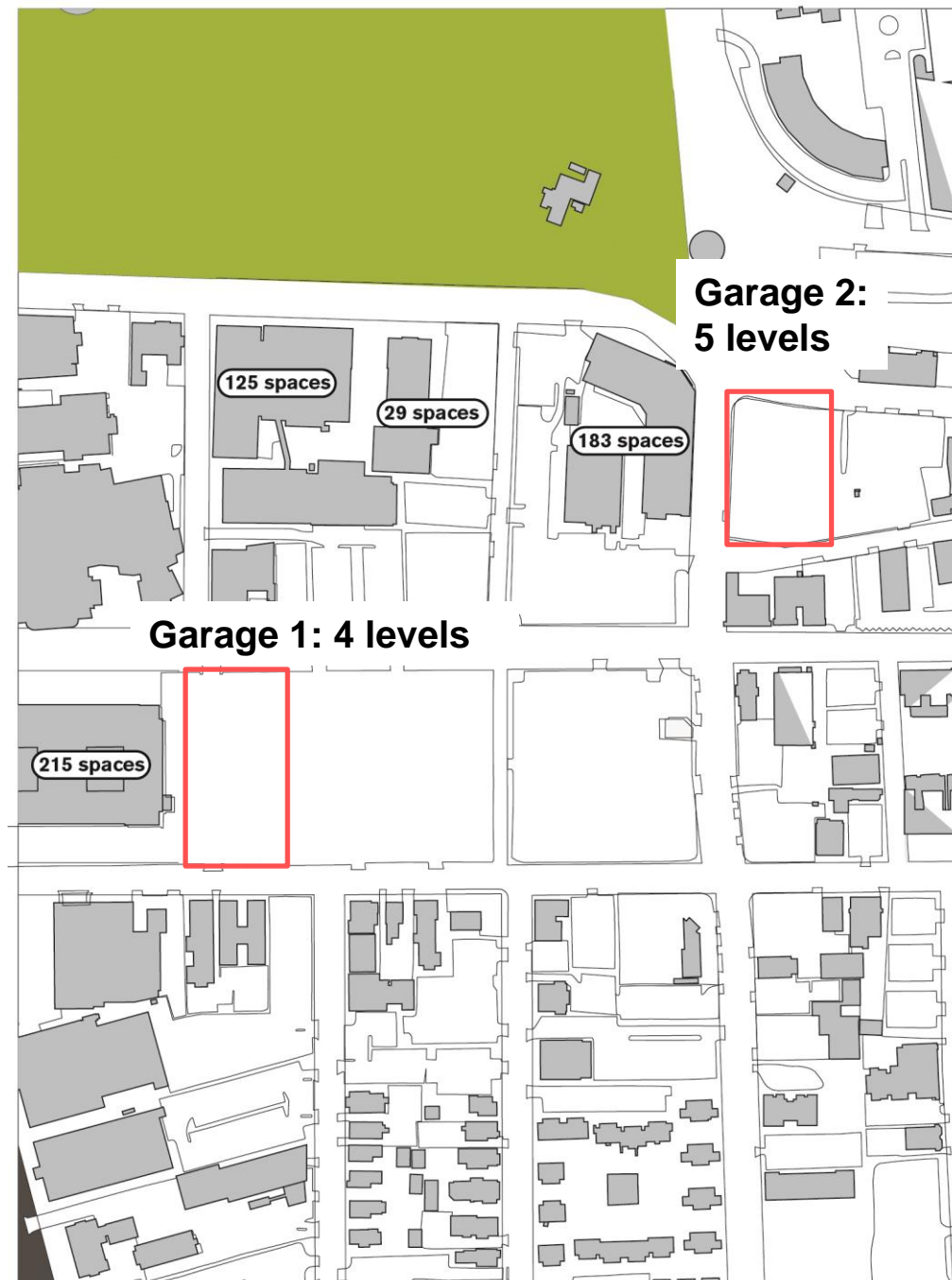
# 552 Spaces Needed

- **79 Elm Office**
  - 190,000 gsf at 65% efficiency, at 1,000 sf/space = 125 spaces
- **Appellate Court**
  - 29 spaces in existing lot
- **Large State Office:**
  - 326250 gsf at 65% efficiency, at 1,000 sf/space = 215 spaces
- **55 Elm Retrofit:**
  - 146 units x 1.25 = 183 spaces



# 2-Garage Scenario

- **607 spaces needed**
  - 552 spaces for existing bldgs
  - 27 spaces for Garage 1 apts (3 residential levels; 4 garage levels)
  - 28 spaces for Garage 2 apts (4 residential levels; 5 garage levels)
- **653 spaces provided**
  - 574 in garage/lot
  - 79 on-street
- **Surplus of 46 spaces**





# Interior Block Parking: Examples



*An important condition for controlling the streets was to resolve the parking of cars inside the blocks. The following options were developed: the individual parking space, the inner parallel street (inside the block), and the half-sunken parking garage. The street could be reduced to its basic identity: a 39-foot profile with one-way traffic and double sidewalks. The scheme provides one parking place per house.*

# Interior Block Parking: Examples





# Interior Block Parking: Boston's Back Bay





Parking Considerations

# Mews Block





# Mews Condition – Interior Block ‘Street’



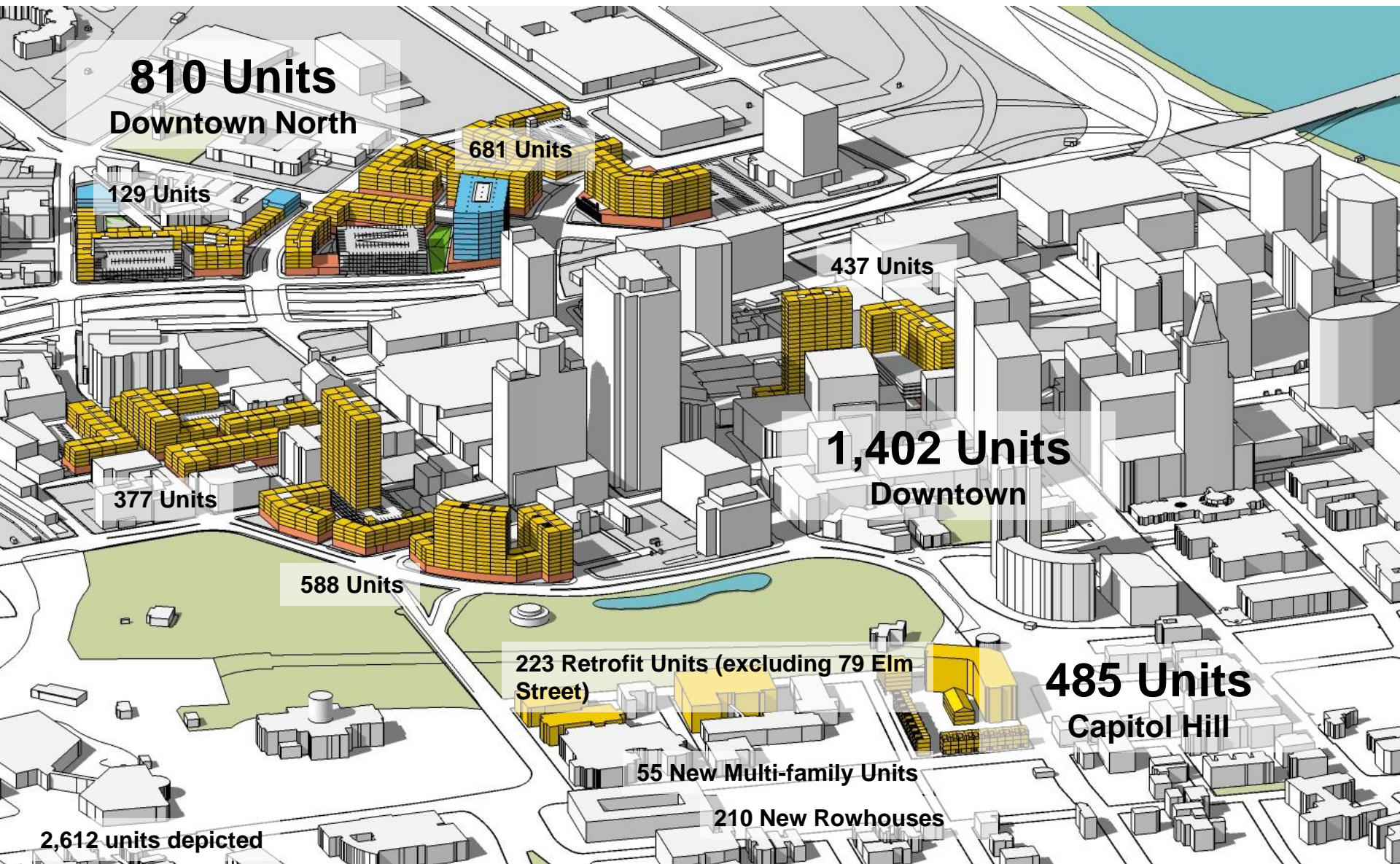


# Toward Bushnell Park along West St.





# Downtown Residential Development Scenario

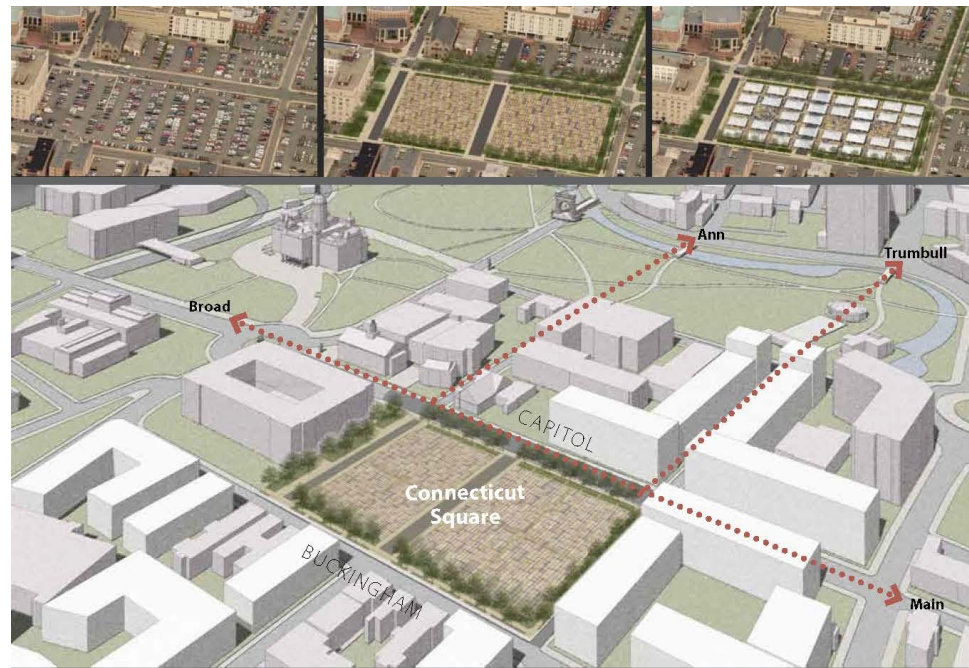




# iQuilt Plan

## Connecticut Square at Capitol Ave

- Transformation of a 6.3 acre, 700-car State owned surface parking lot into a sustainable, mixed-use public square.
- The space will continue to serve much of the time as parking for the State and for Bushnell patrons.
- New electrical and lighting infrastructure will allow the square to host festivals, markets and performances on nights, weekends, and holidays.
- Its new perimeter landscaping will enhance the surrounding streets and neighborhoods.
- Green infrastructure for stormwater will make the Connecticut Square and its surrounding streets a model of multi-use, sustainable design.

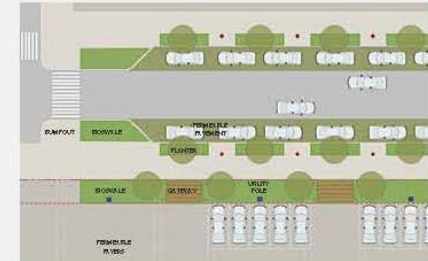
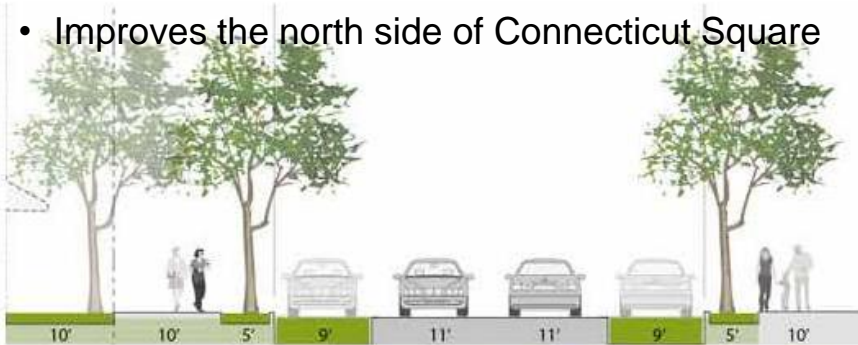




# iQuilt Plan

## Capitol Ave Streetscape Design

- Creates a Complete Street connecting Downtown with the State's Legislative Office Building and State Capitol
- Environmental Improvements-Crosswalks of permeable pavers, bioswales
- Provide amenities for a broader range of users- Transit riders, Cyclists, Pedestrians
- Improves the north side of Connecticut Square



Proposed street and sidewalk reconfiguration of Capitol Avenue, with potential housing and mixed uses on the north side along Connecticut Square



# iQuilt Plan

## Pulaski Circle

- This project will reconfigure the existing but obsolete traffic circle with a smaller (148' diameter) two-lane roundabout, designed to modern standards.
- This will dramatically improve the area's walkability, while accommodating vehicular traffic in a more efficient manner.

