

E. STRATEGIES

Introduction

New development will be guided by 7 key strategies. These strategies address the reality of redevelopment in urban neighborhoods. They address the likelihood of market fluctuations over a lifetime, the challenges in getting a project financed, and how to make best use of existing conditions. They are interrelated and must be used in tandem with one another.

Overall strategy: use new development to heal existing problems

1. NEW DEVELOPMENT

Strategy: Build in flexibility, even in large or state buildings

Summary of Proposed New Residential and Comm'l Space

The goal for new housing in South Downtown was to create a *diversity of housing* to accommodate a wide variety of households, ages, work spaces, and commercial needs.

Building types would reflect the urbanity of the heart of a city.

The market focus would be on the upper-income sector. Hartford has a glut of small housing units, 600 sf or less, built with the most economical construction (built in the 70's as studios for the insurance company secretaries). There is an unmet need for other markets.

Aiming to attract the person who can afford to choose to live anywhere, this housing selection would appeal to both people who want apartments with back yards, and those who just want a balcony, those who just want to be downtown, and those who want all the interior finishes of an older building. (Note: the 1000 sf apartment category would contain both luxury and economy apartments.)

Proposed New Residential Space

This is the range of housing unit types and sizes that may result after 50 years of development. Household types may range from single family houses to penthouse suites, studio apartments to apartment buildings and residential hotels. While new development and rehabilitation may raise the rent for the average apartment, the neighborhood would contain affordable housing, approximately 10% of the total units. These would be in the form of small units (650 sf), housing over stores, the occasional studio over a garage, and some portion of live/work units. More choices would be available to more people than now.

TOTAL HOUSING UNITS: 1331

Houses: 1

1 @ 3000-4000 sf

Rowhouses: 143

143 @ 3000-4000 sf ea.

Note: 57 will contain a 1000 sf apt

Luxury Apartments: 35

23 (@ 3-4000 sf ea., 12 @ 2000 sf ea.

Medium-sized Apartments: 1052

695 @ 1000 sf ea. in apt. bldgs

57 @ 1000 sf: these are apts. in rowhouses

300 @ 850 sf ea. in apt. bldgs

Live/Work Units: 100

100 @ 1750 sf: 1000 sf living space, 750 sf work space



Rowhouses like these would line Capitol & Buckingham

POTENTIAL NEW COMMERCIAL SPACE: 696,300 sf (plus 150,000 sf outside NRZ)

	Retail	Comm'l
1. Shops facing Bushnell Towers: turned to face Main St.:	16, 800 sf	50,400 sf
2. Big development site (Capitol/Clinton):	30,000 sf	150,000 sf
3. 5 new buildings (Elm, Main): 1st floor retail	20,000 sf	80,000 sf
4. A portion of housing space:		
If 50 % of rowhouses contained 1 floor @ 1000 sf (70,000 sf)	17,500 sf	52,500 sf
If 100 % of live/work contained 1 space @ 420 sf (42,000 sf)	22,000 sf	20,000 sf
If 33 % of apartments (@ 1000 sf) (70,000 sf)	30,000 sf	40,000 sf
5. Affordable commercial space: 1st floor pkg garage, shops < 300 sf)	3,800 sf	5,000 sf
TOTAL:	98,300	

sf 598,000 sf

Note: other commercial (just beyond neighborhood boundary line): corner Park/John St., new Park/Main, and new Main : 46,700 sf 102,000 sf

Focusing new development near The Bushnell

Residents concur that this should be a mixed-use, multi-use facility. Building massing should be such that it can co-exist with rowhouses on the rest of the block, and not so large that it holds every use in the world. If it becomes larger than half the area of the block, then uses should be spread out down the whole street to ensure that the street maintains a level of activity outside of this major complex.



Creating other kinds of commercial space

1. Liner buildings

While these buildings may seem odd to some, liner buildings actually serve many purposes useful to the neighborhood as a whole. They provide less expensive retail or office space, often lacking close to successful commercial streets. This type of space is very suitable for a watch repair or tailor shop, or a law office close to the courthouse. It can be considered "affordable" commercial space.



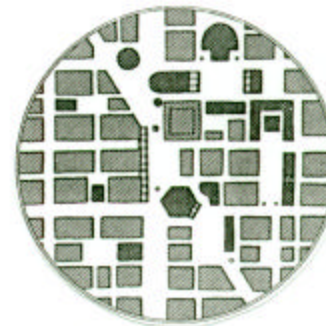
Spread dev't out along street

2. Live/work use

Another strategy is the emerging market category, the live/work type. These are spaces that offer flexibility, just as the name implies, and can range in use from simply a home office or studio to a workshop with a front retail space.

This market is often supplied by loft spaces in cities, this type of flexible commercial/residential space is sought after by people looking to have an alternative to the conventional spaces in houses and apartments. In Hartford, most people are familiar with this type of space in the Colt Building.

At first these would be located in the liner buildings, but as the plan develops they may be located in other buildings (live/work can take any form). Liner buildings may also be used as conventional apartment buildings. The type is not different from rowhouses, per se, the only common feature is that they probably don't have private outdoor space in the rear of the property.



Avoid creating a mega-building

The proposal currently shows this space only in liner buildings, but this will expand as the neighborhood develops. This type can even be considered as "starter" housing.

3. State parking garage addition (@ 60 Washington)

One solution for improving safety on the sidewalk is to put spaces with human activity on the street side. Improving this long stretch of Buckingham Street can be accomplished best by creating small shops in the front of the parking garage's first level (only about 15-20' deep needed).

But if the building in question happens to be owned by the state, there is (to date) no ability for the state to permit a commercial use within its own building. It begs the question: *why can't the State have multi-use buildings?* This strategy is needed for a neighborhood to *co-exist* with state buildings.

2. BUILDING TYPES

Strategy: Model new development on successful building types

New development will be modeled on successful building types found in South Downtown and other urban neighborhoods. These types are sometimes called *robust* because they are very flexible, allowing many different uses over their lifetimes.

Robust buildings typically are less than 45' wide, to permit natural light and air to enter from both sides. They are often less than 5 stories tall, so all floors are accessible. Their interiors are easily subdivided or opened up to enable infinite plan variations as uses change. Because of this flexibility, these buildings may be used for residential or commercial use, depending on their location and what the market will bear. This is the cornerstone principle for new development in South Downtown.

Description of South Downtown Typologies

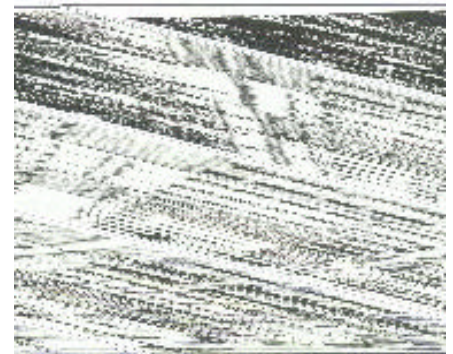
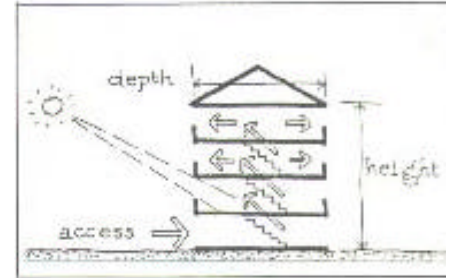
The six building types that will be used as models in South downtown are:

- TYPE 1 Mixed-use 6 - 8 story (*55 Elm*)
- TYPE 2 Mixed-use 4 -6 story (*The Linden*)
- TYPE 3 Apartment house: 3 - 4 story
- TYPE 4 Liner bldg: 3 - 4 story
- TYPE 5 Rowhouse: 2 - 5 stories
- TYPE 6 House: 2.5 - 3.5 stories

Building Size (massing)

Buildings will transition from large scale State buildings to smaller scale houses (on Cedar, etc.) in the Capitol to Buckingham block, and on the west side of Cedar Street. Generally speaking, taller buildings will frame Bushnell Park, and the Washington Street Capitol district; buildings on Main and Park Streets will fit in with their existing neighbors, as will buildings on the interior of the neighborhood.

The required minimum building height for each street will be indicated on the *Regulating Plan*, which will accompany the *Urban and Architectural Code* guiding new development.



BUILDING TYPOLOGIES

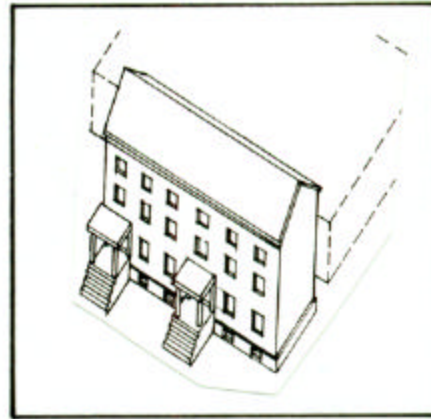
South Downtown Neighborhood Strategic Plan

1



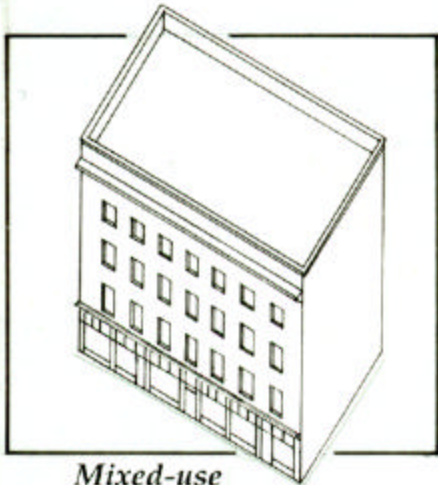
*Mixed-use
6 - 8 story*

4



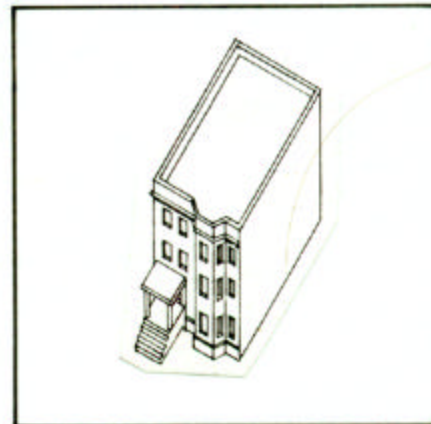
Liner building

2



*Mixed-use
4 - 6 story*

5



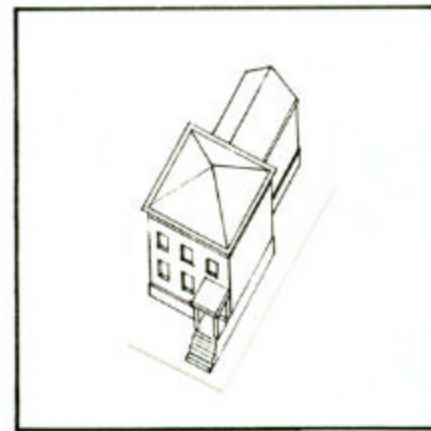
Rowhouse

3



Apartment house

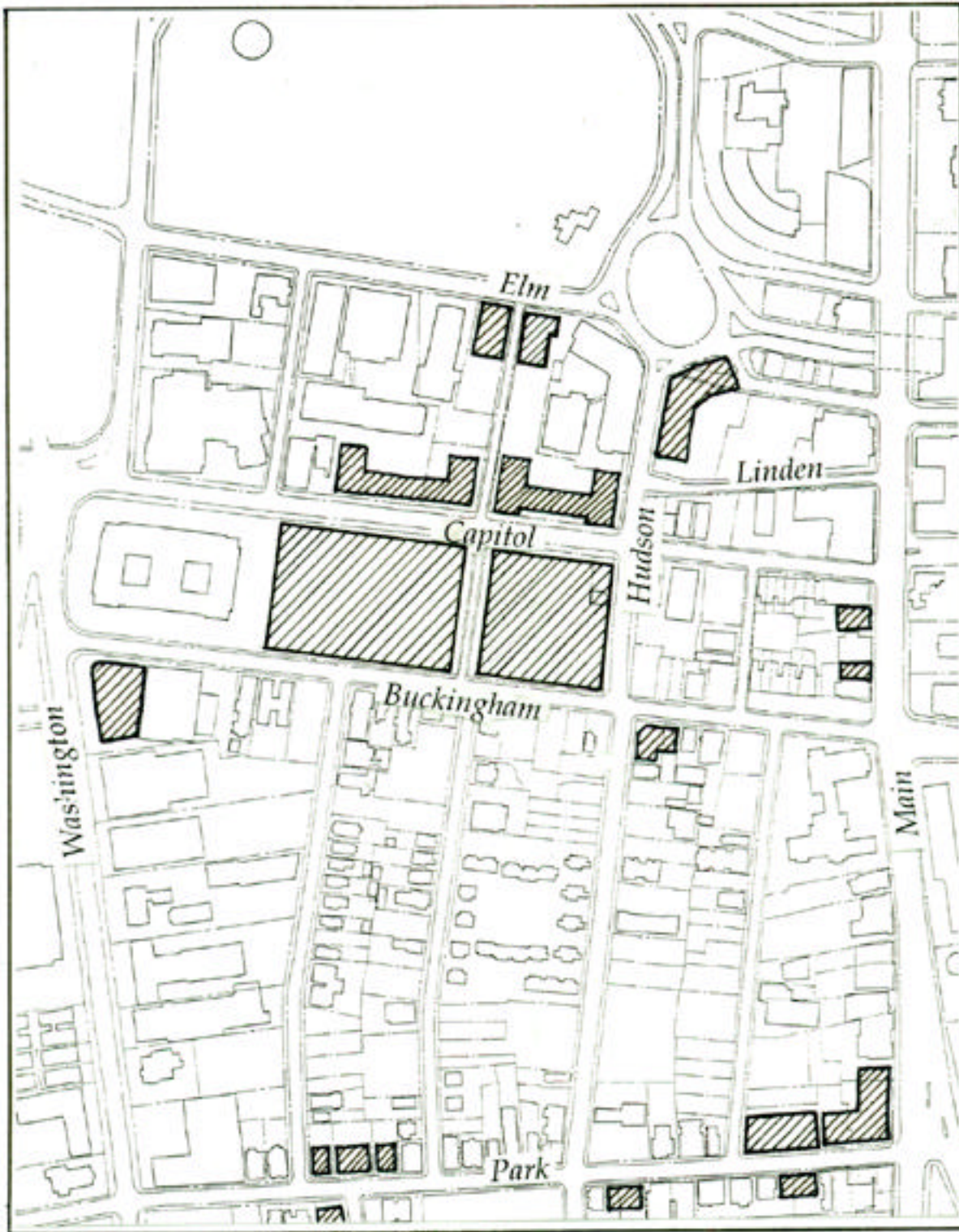
6



House

KEY SITES

South Downtown Neighborhood Strategic Plan



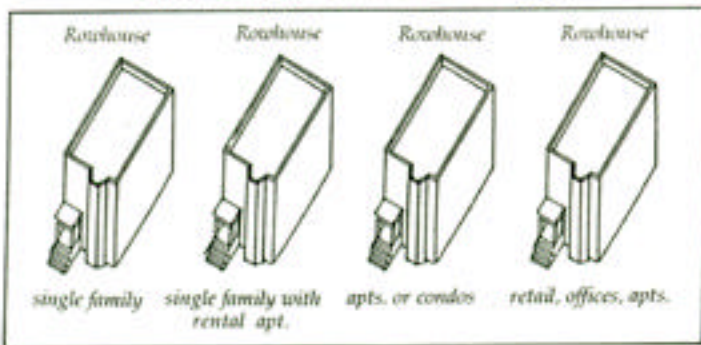
Catherine Johnson, Architect & Town Planner, 2001

Flexibility

Robust building types are exceptionally adaptable, and permit a variety of uses and occupancy without any physical building changes. A rowhouse, for example, can at different times in its lifetime alternately be a single-family house, with a rental apartment, several apartments, or a mix of offices, apartments and a ground floor shop.

This flexibility would work well in South Downtown. Depending the retail environment, Capital Avenue could at different times, and on different blocks, include occasional retail uses on the first story (like Newbury Street, Boston). Changes in the economic climate later on would permit a change to something else just as easily: that's the beauty of specifying building *type* rather than building *use*.

The Flexibility of the Rowhouse Building Type



Variation of Type

When such classical building types such as the rowhouse is used in new development, there are myriad variations on plan as well as exterior treatment (3 versions shown here).

The facade can be masonry or wood, 2.5 - 5 stories, have front and rear yards of different setbacks, and different roof treatments (dormers, roof gardens...). Even if a single building type were used in a neighborhood, the variety of interpretations would create different streets each with their own unique character.

Mixed use: vertical mix

While it is often argued that suburban development is "easier" to do (get built in a shorter time frame) there are several distinct advantages to investing in an urban downtown that make it worthwhile. First, you can build more. Suburban zoning typically specifies a single use (commercial or residential), while downtown development permits mixed use outright. More development means more income from the project. Second, site planning and costs are minimized, as real estate development is maximized as a general practice. And infrastructure costs such as septic etc. are absent, as sewers exist. Third, in times of economic downturns, downtown development can adapt to a changing market with the other uses in the building to compensate for a temporary vacancy.



On certain streets, occasional ground floor retail use would mix well with residential use



Rowhouses can be built with many variations, in building width, height, and facade detailing

3. RETAIL

Strategy: Reinforce existing retail in neighborhood centers first

Existing Retail

Main Street and Park Street are the neighborhood's commercial streets, and have very different characters. As suburban malls pulled away the regional department stores that were the anchors on Main Street over the past three decades, Main Street changed gradually over the past century from a street with primarily retail to now predominantly institutional. Together with the decrease in local population, stores have struggled to stay. Now what's left is primarily *neighborhood commercial* (small convenience stores on Park Street, nail and hair salons, discount furniture, insurance offices, one restaurant and a cafe). However, about 90% of the retail space on Main Street (within South Downtown) is vacant. (See plan.)

Both streets have the potential to become great retail streets, but presently suffer from not only population deficits, but some physical conditions as well. The key principles of retail reveal some of the problems on Main and Park Streets. The rule of thumb is that a shopping street has a maximum length of approximately 1300 feet (about a 5-minute walk) of continuous retail frontage. Shoppers are likely to lose interest when gaps greater than 30'. A gap can be a blank wall, a parking lot or non-retail business without anything in its windows (a real estate agency or bank). Stores need to face the street directly in order to advertise their wares. And creating a retail streets with only a single retail side is exceedingly more difficult than the traditional two-sided retail street (such success is rare). And sidewalks need to be wider than residential streets in order to offer a welcoming pedestrian environment and encourage browsing.

This quick assessment shows that Main and Park have some inherent physical barriers to promoting a retail environment. The first break from the retail at State House Square walking south on Main Street is the 300' long blank wall to the right of the MDC (south of Gold). On what *should* be one of the liveliest blocks downtown is dismal and bleak.

The lack of businesses facing Main Street (across from the Athenaeum) results in a lack of activity. People are reluctant to walk on this side of the street and, therefore, do not venture south of Gold Street. It's no wonder why retail space in the Linden and elsewhere is vacant.

Ideas for New Retail

In *The Downtown Hartford Economic and Urban Design Strategy (1998)*, a Hartford Courant survey described the top five preferences for potential retail for downtown Hartford: bookstores, specialty food restaurants, bank ATM's, specialty clothing, and gift shops. The study goes on to say that while "big box" stores are types not suited for downtown Hartford, some retail stores typically located in suburban locations that could work well here.



Typical corner store, Park St.



Bushnell Towers shop facing parking lot



Bringing merchandise out to street entlivers sidewalk



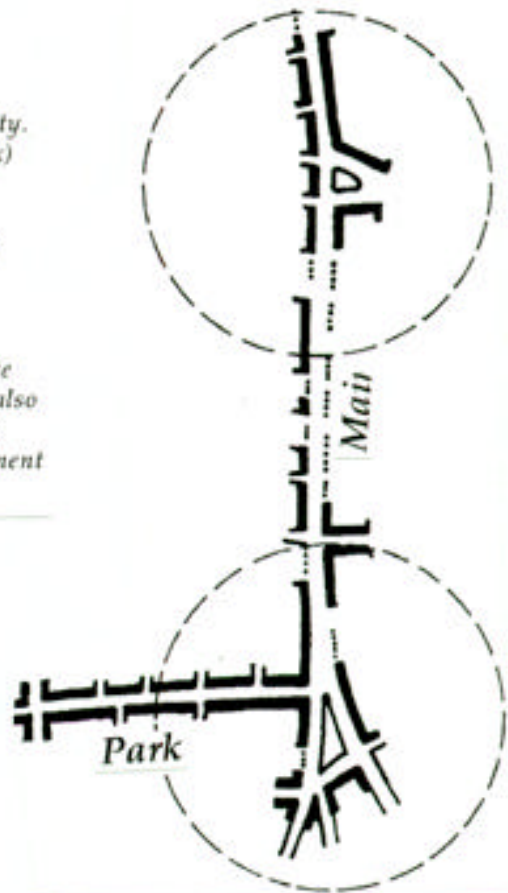
This grocery store in Boston fits nicely with its neighbors (Roslindale)

RETAIL ON MAIN AND PARK

Stores are most successful when assembled in close proximity. Streets with retail lengths of about 1325' (a 5-minute walk) are the ideal.

Downtown Hartford can support these two retail streets if great effort is made to fill in the gaps between existing development, so a continuous retail frontage results.

Two centers would be the focus of the shopping district: State House Square (north) and South Green (South). These are also transit hubs, and creating amenities here (cafe, telephone, waiting areas) will further reinforce a welcoming environment for the shopper.



- Retail Frontage possible
- - - Non-retail Frontage (Institutional...)



EXISTING RETAIL



RECOMMENDED RETAIL

are bookstores, furnishings, and music stores. These types of stores can flourish in urban neighborhoods and complement specialty retailing districts. The new foot traffic that may grow once the convention center (Adriaen's Landing) is built may be the impetus to support such new retail.

Opportunities

Plenty of space is available for immediate occupancy, and new development. The Linden has 14,000 sf retail space on the first floor on Main Street. Many residents suggest this would be a good location for a market (like Cheese 'n' Stuff or Hall's in West Hartford).

A farmer's market could be created at the corner of Hudson and Park in the existing auto body shop (*see p. 28*) drawing regional and neighborhood interest. The corner of Gold and Main, across the street from the Wadsworth Athenaeum can be retrofitted (*see Future Possibilities*). Building upon ideas suggested in the *Market Study* for Park Street, the Park Street frontage of 55 Hudson needs to be redeveloped or businesses will have difficulty succeeding with so many vacant lots.

Recommendations

Main Street can be enhanced to support retail better. Buildings and key sites close to such important pedestrian draws as the museum, library, and theater must be given particular attention. Gaps need to be filled so that shoppers' attention is maintained. Greater effort must be made to either side of churches and other institutional buildings, where retail will remain absent.

Workshops should be given for owners of existing small shops on merchandizing (*how to better display wares, and create specialty niches so every store can compete*). This can turn around existing stores in the short-term and give them a better footing when new development moves into the neighborhood. The hours of business for existing stores should be extended. This would require coordination among store owners (a Main St. manager can help.)

Entrances to buildings are of vital importance: fewer than one entrance per 75' should be discouraged in new development. Existing Main Street buildings which currently permit only rear entrance need to open their front doors, so more activity is put on Main Street. Uses for first floors that include some human occupancy (especially after 5 p.m.) until retail can be attracted must be encouraged.

Infrastructure Needed to Support Retail

Attracting retail into urban neighborhoods like South Downtown is far more difficult than to the average suburban crossroad. While many municipalities tend to take a hands off approach, and leave infrastructure investment to the private sector, this could be deadly to an urban downtown trying to level the playing field for developers.

At a minimum, three areas of infrastructure investment are critical: a) well-identified parking areas near the retail streets. Parking can be a short walk away, but the perception that it is available and easy to reach from the stores is the important thing. b) widening sidewalks to permit greater pedestrian space, and making streetscape improvements, c) connecting the residential interior of the neighborhood better to the retail streets (creating new east/west streets).



Enlivening the edge makes streets more interesting



Improvements in circulation can have a bearing on local economic development.

4. HERITAGE RESOURCES

Strategy: Secure existing buildings, trees, and cultural resources.

The neighborhood's historic buildings and mature trees are its most valuable resource. As extensive demolition over the past three decades has removed a significant portion of South Downtown, it is vital that all existing buildings are maintained and remain. Older buildings give a sense of continuity to a neighborhood, link the present to the past, and often set the standard for higher quality new development.

The best way to protect historic properties and trees is to create historic districts. South Downtown already has three national districts. A new district should be created tying the remaining sections of the neighborhood together. The recommended district shown below is based upon a survey of significant buildings. A "significant" building is one that is considered as such for one of three reasons:

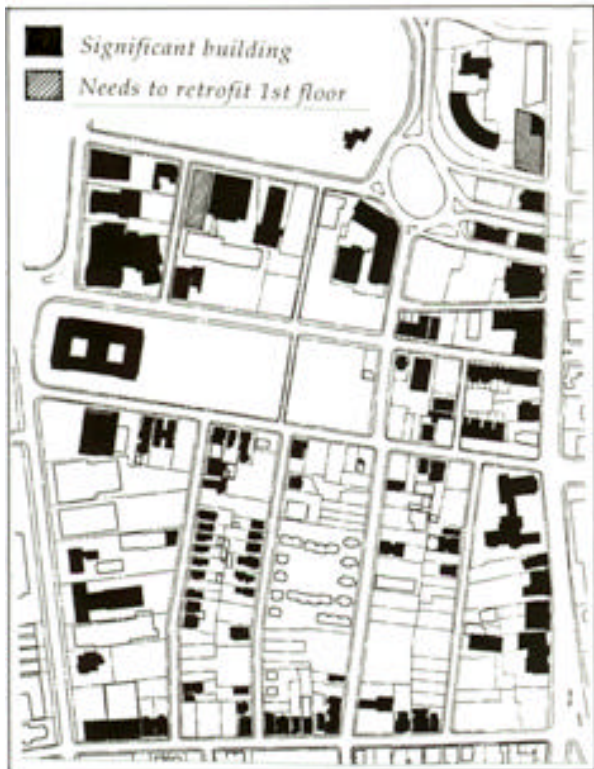
1) historical, 2) contributes to the urban environment, or 3) is taller than one story. Note: not all significant buildings are historic, but review should occur periodically to update district



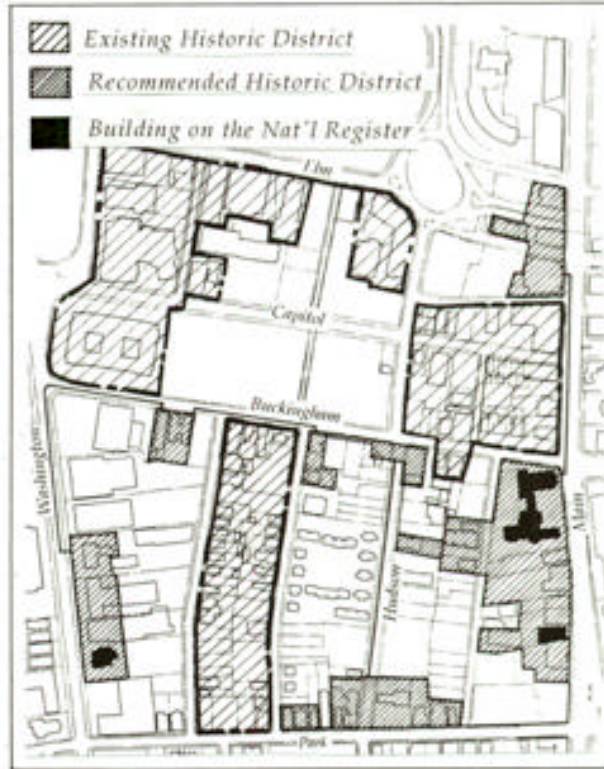
Older buildings link us to the past and



often set standards for higher quality new development



SIGNIFICANT BUILDINGS



HISTORIC REGISTER DISTRICTS

5. URBAN DESIGN

Strategy: Improve the safety of streets and quality of public spaces by employing sound urban design principles

Pedestrian Frontage

The quality of the neighborhood's streets varies. South Downtown has many of the most enjoyable streets to walk downtown, but also has many streets which require some amount of determination to walk down, as they offer few amenities to look at except cars. Streets with poor frontage for the pedestrian total 2 miles in length in the neighborhood (60% of the neighborhood).

Improving Street Quality

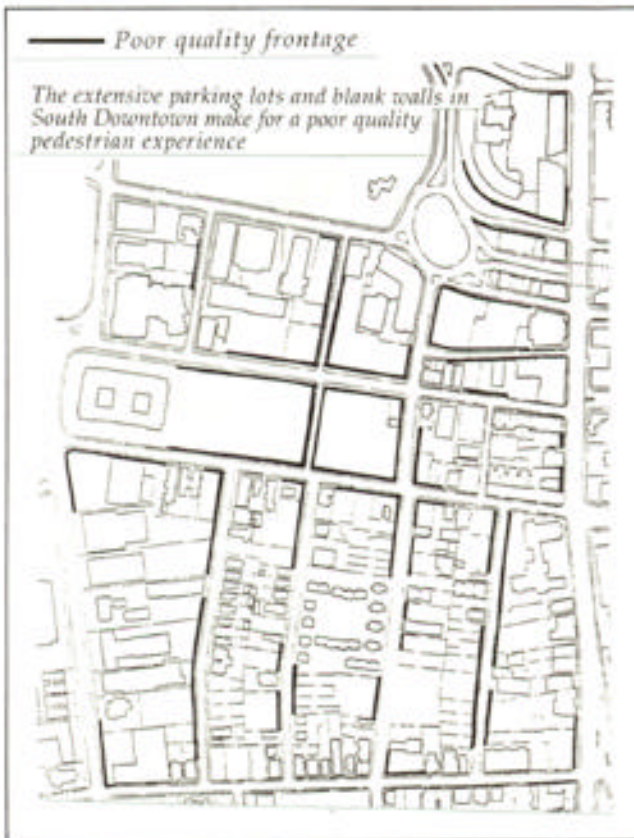
The sidewalk plays a complex role in supporting pedestrian use against the inhibiting effect of vehicular traffic. By locating parking on-street or behind buildings, the sidewalk becomes an area reserved primarily for pedestrians. Parked cars can serve as one of the most effective barriers between pedestrians and moving vehicles. Reducing the number of driveways on a block further decreases pedestrian and vehicle conflict, and increases on-street parking.



Parking lots next to sidewalks makes for a poor quality pedestrian experience

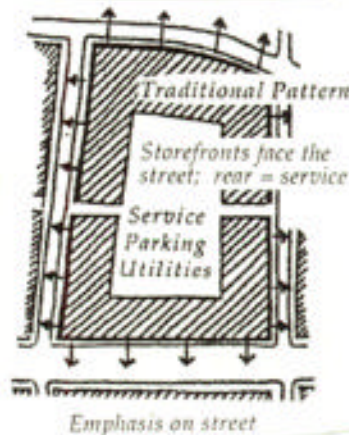
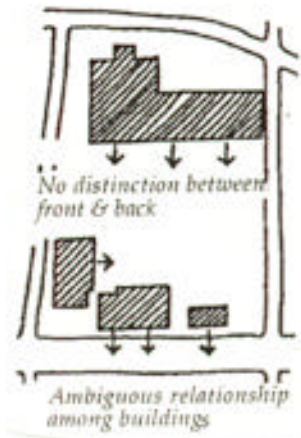


Large curb cuts reduce sidewalk safety



PEDESTRIAN FRONTAGE

Existing



Intelligent site design can eliminate conflicts between pedestrian and motorist better than any other technique, while also making more

Narrow streets enable more people to cross them comfortably, and aid in disciplining traffic speed. Accidents involving cars with speeds below 35 mph usually result in less fatalities for both pedestrian and driver. One of the easiest ways to decrease the effective width of the roadbed is with on-street parking, or occasionally increasing the sidewalk width and planting strip at intersections.

Unfortunately, a common "improvement" is to widen the intersection to allow faster turning at the corners for large vehicles, applying a modern (suburban street) standard to a street needing no alteration at all. The result is a longer crossing time for pedestrians, often requiring one to run to make the walk signal in time.

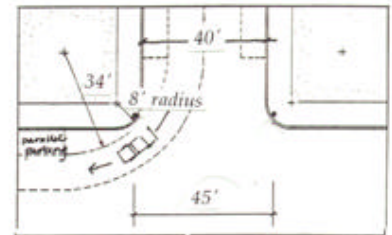
The streets handle a significant volume of traffic because of the number of employees who work in the State buildings, and use our streets to commute to and from work. Capitol Avenue is one of the major east/west streets through the city. Hudson and Buckingham are the direct routes to the highway on-ramps. While these streets function well in serving motorists' needs, the interface with the pedestrian must be given greater priority in design choices that are made.

Current street dimensions are excellent for both maintaining safe travel speeds and permitting comfortable crossing at intersections for the pedestrian. However, any proposal to widen streets or increase radii at street corners could allow cars to speed up, significantly reducing safety for pedestrians. In order to ensure that the pedestrian is given priority in South Downtown on its streets, street reconstruction projects need to be reviewed carefully, preferably with an independent advisor representing the NRZ.

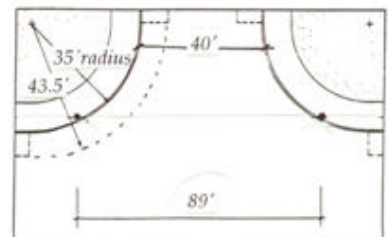
Two areas that should be made priorities for traffic calming solutions are the two gateways into the neighborhood: Main and Park, and Capitol Avenue and Washington. Both intersections are extremely wide, and threatening to the pedestrian. Isles of safety, choked down lanes, landscaped bumpouts and textured crosswalks would help both intersections considerably in disciplining traffic, and would also aid in signaling the entrances to the neighborhood and downtown.



Trees between street and sidewalk, with the additional protection of parked cars, creates a perception of safety for the pedestrian.



Traditional Design: 8' radius
Pedestrian crossing distance: 45'
Time required to cross: 9.6 seconds



Typical Modern Standard: 35' radius
Pedestrian crossing distance: 89'
Time required to cross: 20.2 seconds



Main Street is intimidating for pedestrians to cross

Improving Security by Retrofitting Facades

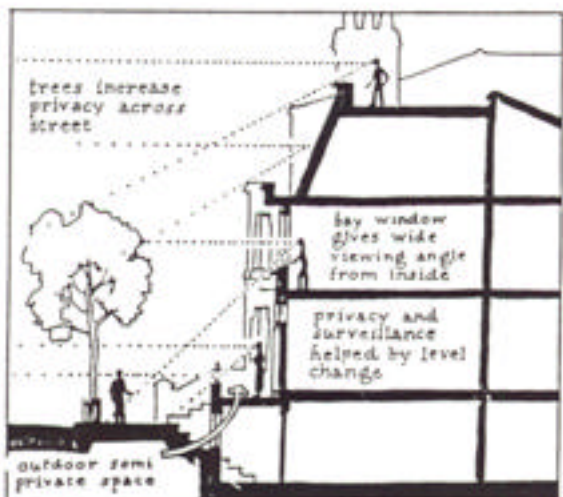
By and large, most neighborhood buildings have good visibility of the street. However, some buildings have ignored some of the tried and true rules of good urbanism, those built mostly in the past 30 years. These buildings have blank walls to the street on the first floor, thereby compromising the safety and visibility of the sidewalk outside. The blank wall can come in the form of parking, blocked up windows, or no windows at all. Removing the main entrance from the front of the building to the rear also reduces the activity on the street and in turn, its safety.

Principles of good urban design will be employed to improve the safety of the street (sidewalks). By requiring that main entrances will be from the street, eliminating blank walls on the street side, and encouraging habitable space (*space whose use involves human presence*), more "eyes on the street" will be created. Habitable space should be at least 20' deep, be located in the front of the building, and contain at least 30% windows to ensure visibility of the street.

Building in Surveillance into Site Planning

Site planning is critical to creating safe exterior space outside a building. It is important to establish a clear delineation between *public* and *private* space. By treating all land outside the living unit as common outdoor space, a resident has little control over who approaches his home: without a street, the house has no public side and, therefore, no formal approach; without backyards, the unit has no private outdoor space.

The solution to eliminate ambiguous ownership of urban space is to create a clear distinction between *front* and *back*. This is easily accomplished by requiring the fronts of all buildings to face the street, backs facing other backs of buildings. This placement creates public space in front of the living unit and private space behind.



A level change helps surveillance of sidewalks and the stoop

creates a semi-public outdoor space



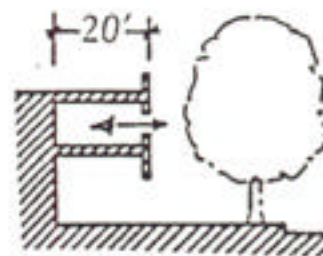
Blank facades reduce sidewalk safety



Parks located behind buildings reduce safety and visibility



No defensible outdoor space (yard) makes it difficult to control who approaches the living unit



Requiring habitable space looking onto the street assures pedestrians their presence is known

Improving Local Circulation: Creating New Streets

Local circulation for residents can be improved by introducing new streets and access drives through long blocks. Streets are the way we circulate through a neighborhood. Smaller blocks are usually found at the heart of the city because land is more precious, and more people want to be there. In stark comparison, however, the blocks from Buckingham to Park Street are nearly a 1/4 mile long (1325 feet)!

A neighborhood with *small* blocks gives more choice of routes than one with *large* blocks. Smaller blocks offer greater permeability, greater visibility, and improve people's choices: the smaller the block, the easier it is to see from one junction to the next in all directions. Circulation can be improved by carving new streets through long blocks. New development will be built along these new streets, making passage safe and streets interesting.

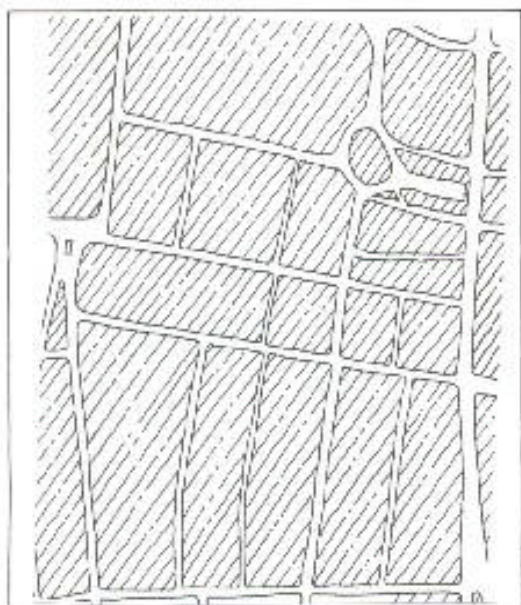
New streets will be create, permitting greater choices for residents and more opportunity to develop vacant land in the neighborhood. The proposal for new streets requires no demolition to construct. Some existing streets would be widened in order to permit more on-street parking. Public/private partnerships could potentially fund the construction in some areas. Access driveways will allow greater access to parking behind retail and offices enfronting Main and Park streets. During construction, there may also be an opportunity to upgrade aging and inadequate sewer and water infrastructure, and lay DSL cable or any other utility.

Creating Attractive Streets

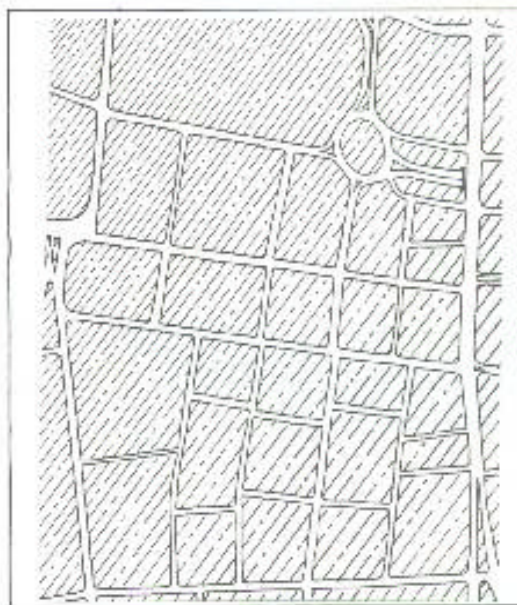
Streets will be made more attractive and be distinctly different from one another. Each street in a neighborhood will have its own character. Different tree species, spacing, pedestrian-scaled lighting, and sidewalk treatment will contribute to creating a unique look different from others nearby. Even more of an influence will be the street's urban design: street width, building type, building height. Even a single street can change the feel from block to block: the future Capitol Avenue, near Main, near Hudson, near Clinton.



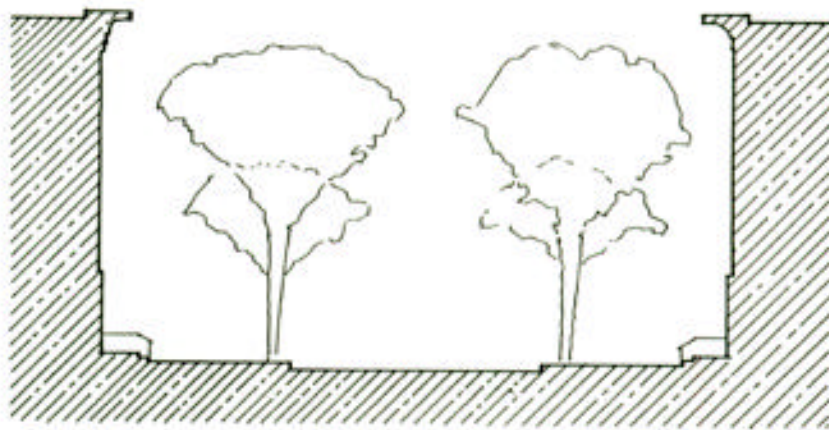
Even a narrow access drive can improve local circulation



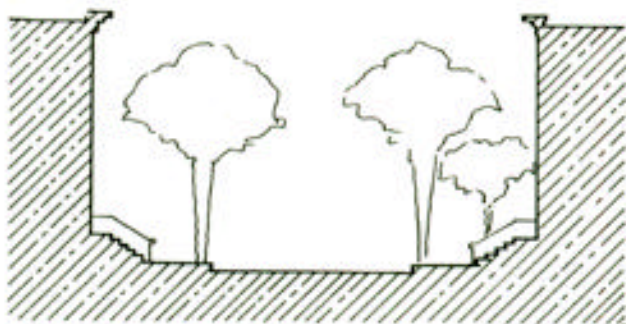
Existing Street Network



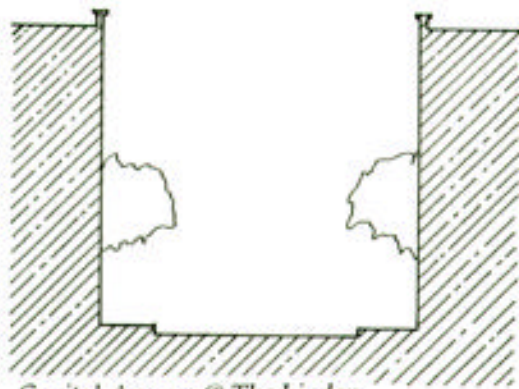
Proposed Street Network



Capitol Avenue @ West Street



Capitol Avenue @ Hudson



Capitol Avenue @ The Linden

Street Character

Streets will have different characters, depending on their widths, building types, and heights, trees, and proximity of the building to the sidewalk. Even along a single street, such as Capitol Avenue, the street's character may change block to block.

CAPITOL AVENUE

Street Sections

6. AFFORDABLE HOUSING

Historically, neighborhoods have always contained a variety of building types and household sizes. A natural progression over time permitted a great variation of lot sizes within a small geographic area. As a neighborhood became more popular, larger lots were subdivided. As a result, neighborhoods had residents with a variety of household incomes, as each neighborhood contains large, medium and small lots.

Continuing this tradition will enable affordable housing to be built into South Downtown as the neighborhood develops. Some common forms of affordable housing include apartments over stores, small lots, studio apartments over garages, and some live/work space. In addition, liner buildings will permit some affordable commercial uses in what would otherwise be throw-away space.

In any case, no where in South Downtown will anyone be able to identify an area of "affordable housing" concentrated together. This housing will be found throughout the neighborhood, built along with other private development, as each owner sees fit. A rule of thumb that no more than five units should be grouped together will assure a natural distribution of moderately sized units among others.

Linking to Transit to Make Housing More Affordable

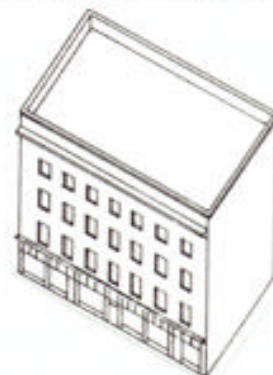
Another way to make housing more affordable to more people is to offer options for transportation. The typical US household requires each adult to own a car in order to travel to work and attend to daily or weekly necessities. This expense can run up to \$5,000 -6,500 annually.

By offering another transit choice, such as bus or employment within walking distance of the home for at least one of the members of the household, the need for a second car could be eliminated. This in turn would be the annual payment for a \$65,000 mortgage. Residents of South Downtown who now rent could actually purchase a new unit without any increase in individual salaries.



Improving transit choices and creating housing near transit can reduce housing costs significantly for the average family

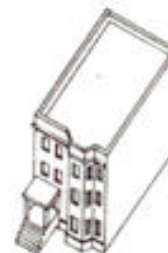
AFFORDABLE HOUSING



Apts. over shops



Liner buildings (screens parking)



Apt. in rowhouse



Small accessory apt.



Mix of large and small lots together

7. PARKING

Strategy: Maximize parking, and make it less visible

Proposal

Parking will be relocated to the interior of blocks, where it will be well-identified but less visible from the street. Parking will be maximized in the outer blocks of the neighborhood where the large employment centers and retail areas are located. Alleys will permit access to these parking areas, and link them to one another.

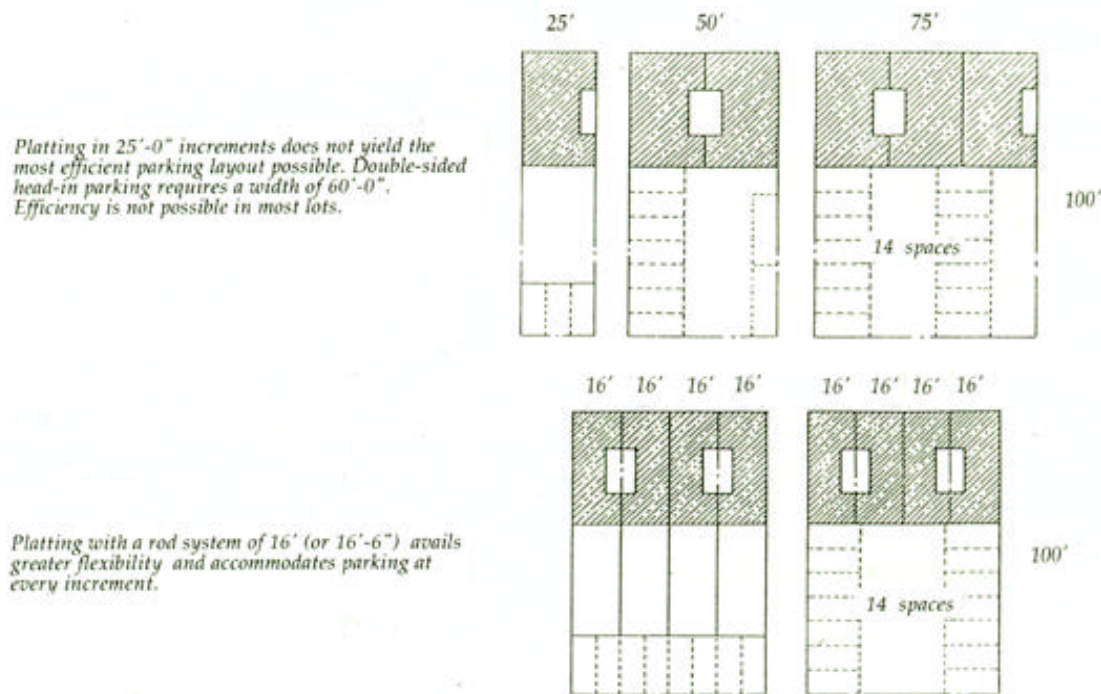
Wherever possible, shared parking will be encouraged for areas where existing businesses abut residential areas. The lot behind Buckingham between Wadsworth and Hudson could potentially become a 2-level parking garage, thereby doubling capacity. Some streets will be widened (West and John) to provide more on-street parking. Lots will not abut a street in any case, without being screened by an enclosure wall.

At the scale of individual lots, as new lots are laid out, they should be platted to accommodate the modern parking space as a standard module (rather than the American convention of 25'-0" increments). 60' to 66' wide lots accommodate two-sided head-in parking

Parking for State Employees

The challenge is to create a strategy that maximizes parking spaces at a minimum cost and permits new parking structures to be built while maintaining existing parking. The strategy is to relocate this surface parking to three general areas, using (primarily) existing state properties, and to create the highest number of spaces in each location. The other objective is to create these new parking facilities as economically as possible.

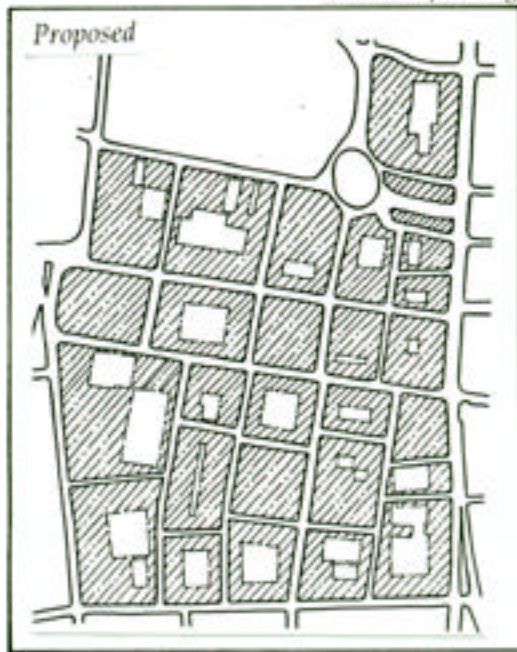
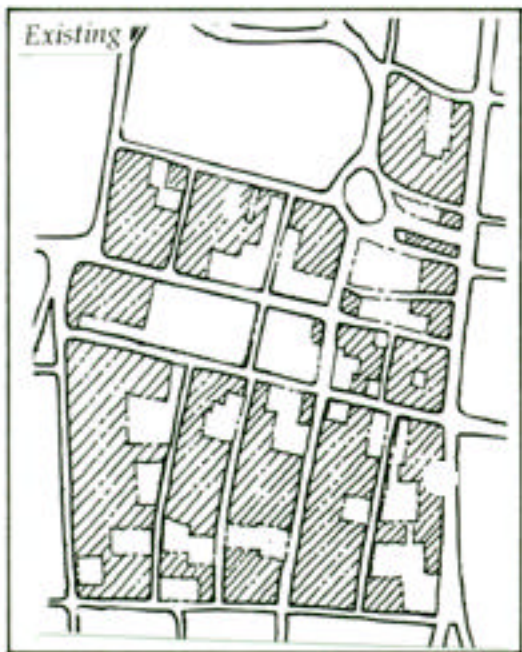
Parking for State employees will be relocated from the large lots on Capitol Avenue to garages behind Washington and Clinton Streets. In a later phase, a major underground parking facility will be built between Capitol Avenue and Buckingham. Some State land may be sold or leased to ignite private development. A detailed description of the state parking strategy can be found in the *Appendix*.



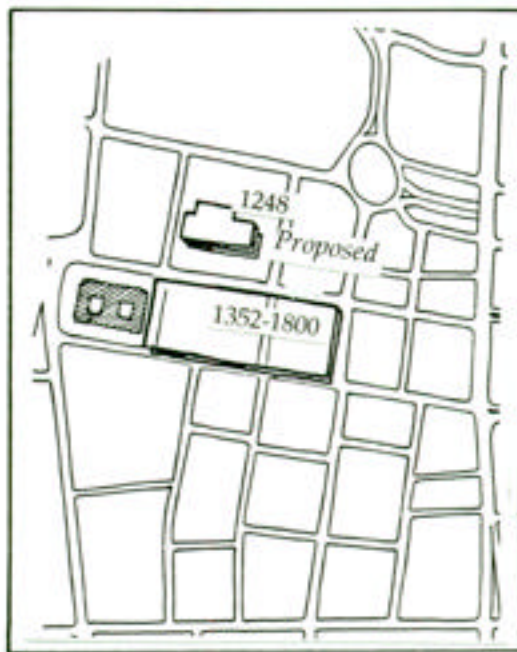
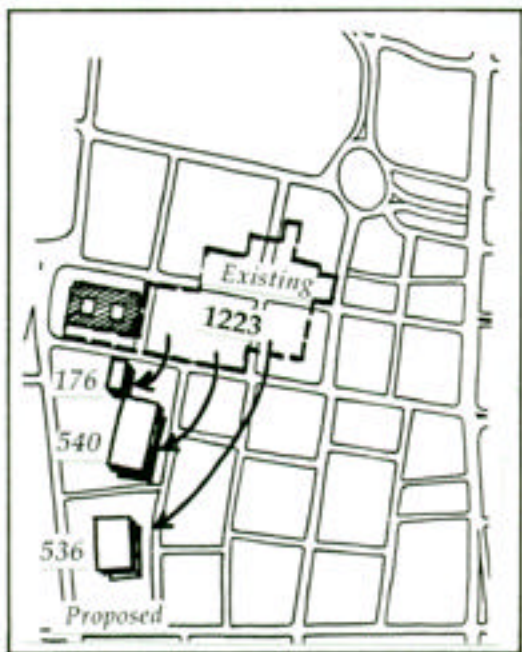
PARKING

South Downtown Neighborhood Strategic Plan

White = parking



NEIGHBORHOOD PARKING



STATE PARKING