The Town of HAMDEN, CONNECTICUT

"Land of the Sleeping Giant"

Sunday, October 28, 2007

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Charrette Team

Robert Orr & Associates LLC

ARCHITECTURE AND URBANISM

Robert Orr, Lead
Susan Bridgewater, Project Manager
Jonus Maciunas, Development
Sue Tamset, Architect
Bill Ellis, Planning and Streetcars

Planimetrics, LLC

PLANNING AND ZONING CONSULTANT

Bruce Hoben, Planner

Consultants

Chester (Rick) Chellman, Traffic Engineer
Javier Cifuentes, Architect, CAD Consultant
Bill Dennis, Architect and Urbanist
Mary Dennis, Landscape Architect
Lois Fisher, Smartcode Consultant
Catherine Johnson, Architect and Urbanist
Russell Preston, Architect and Urbanist
Wladyslaw Prosol, Rendering Artist

PAVED AREAS
1938

PAVED AREAS
2002

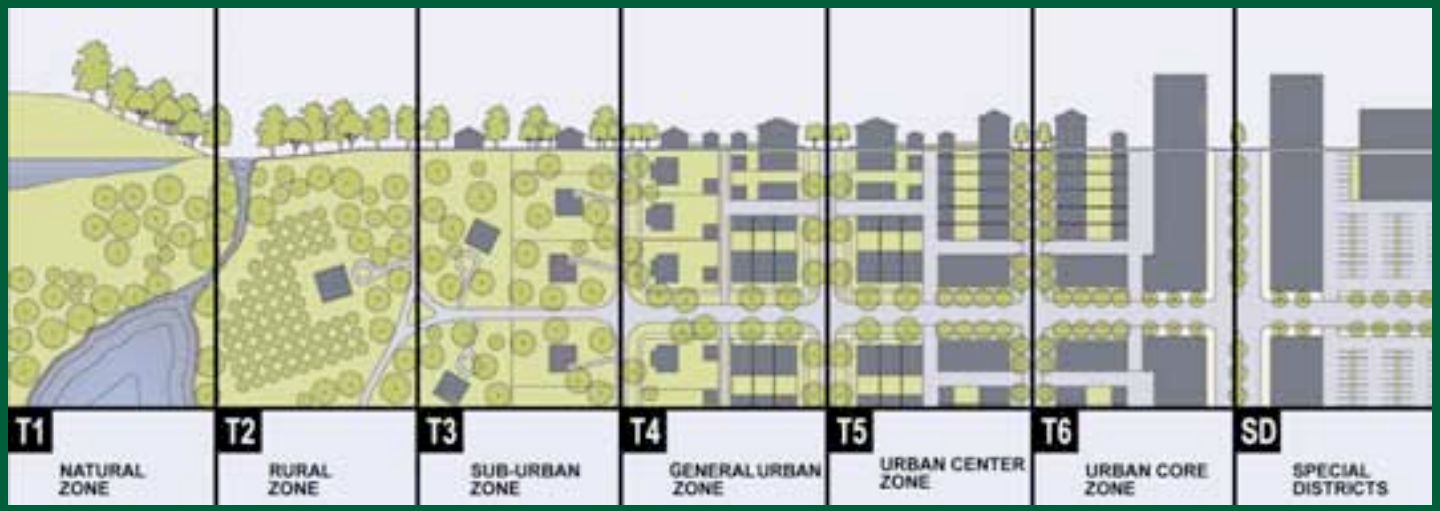
LA FRITERIE
GRILL SANDWICHS SALLE AU TAP

Smart Code

What is a SmartCode?

Transect-Based Zoning

Conventional Zoning



Transect Zoning

Visual Preference Survey-Your input is needed!

What building heights would you prefer in the project area? *Use one dot per column.*

MIRACLE MILE

1-3 stories max.

3-4 stories max.

4-5 stories max.

DIXWELL WHITNEY (TOWN CENTER):

2-3 stories max.

3-7 stories max.

4-5 stories max.

8 stories max.

5-6 stories max.

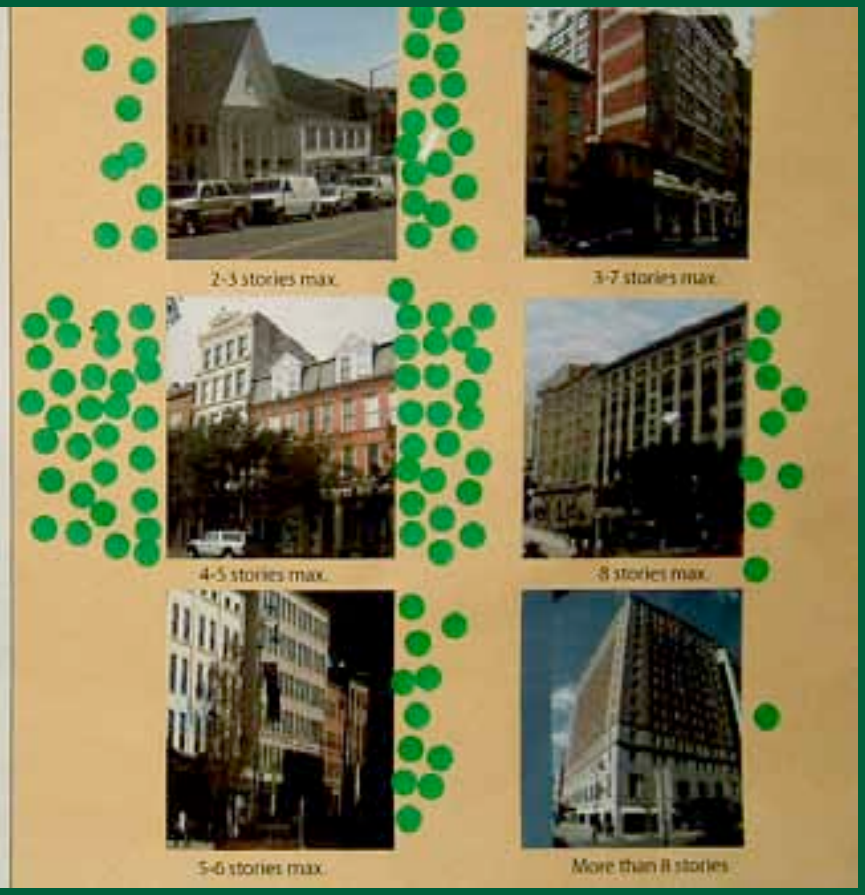
More than 8 stories

Hamden, CT SmartCode
Visual Preference Survey

Visual Preference Survey-Results So Far

Magic Mile

Town Center



2-3 Stories

3-4 Stories

4-5 Stories

T1 - Natural

T2 - Rural

T3 Sub-Urban (the American Dream)

T4 General Urban

T4 General Urban

T4 General Urban

T5 Urban Center-New zone for Hamden

T6 Urban Core (civic center)

Common Lawn

Porch & Fence

Terrace

Light Court

Forecourt

Stoops

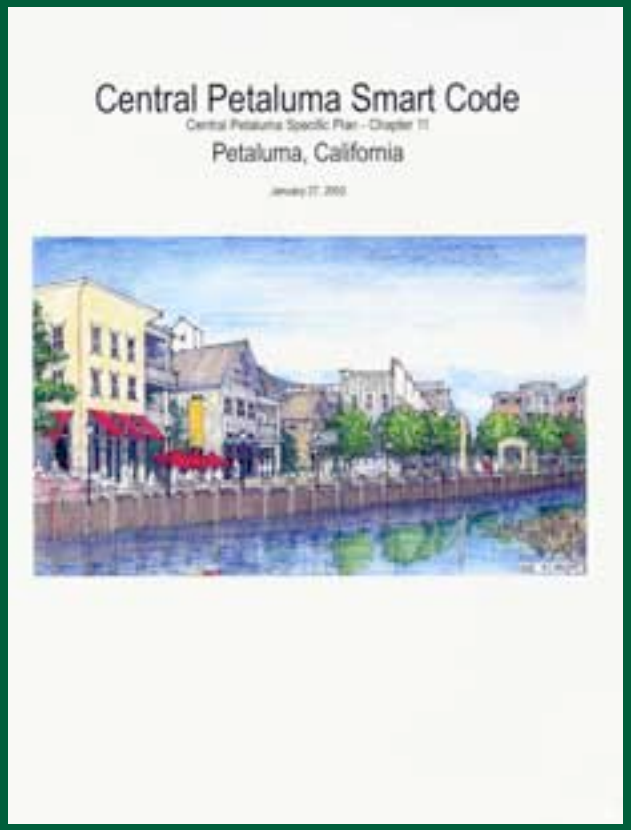
Shopfront & Awning

Gallery

Arcade

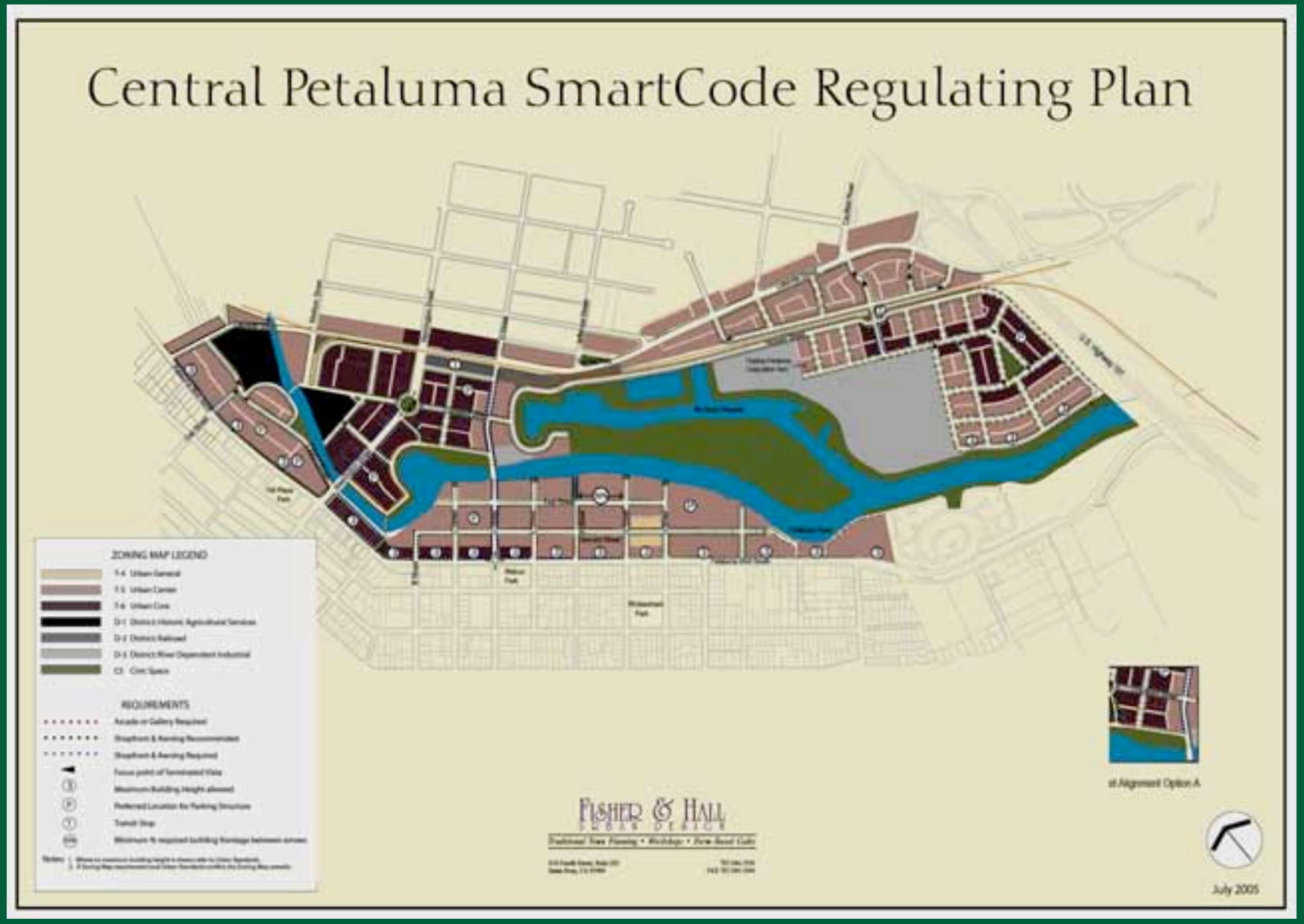
Cross block passages

Petaluma' SmartCode – First in U.S.


Central Petaluma Smart Code

Central Petaluma Specific Plan - Chapter 11

Petaluma, California


Central Petaluma SmartCode Regulating Plan
ZONING MAP LEGEND
REQUIREMENTS
Fisher & Hall
July 2005

Before

After

Before

After

Before

After

Before

After

After

Regulating Plan

T1

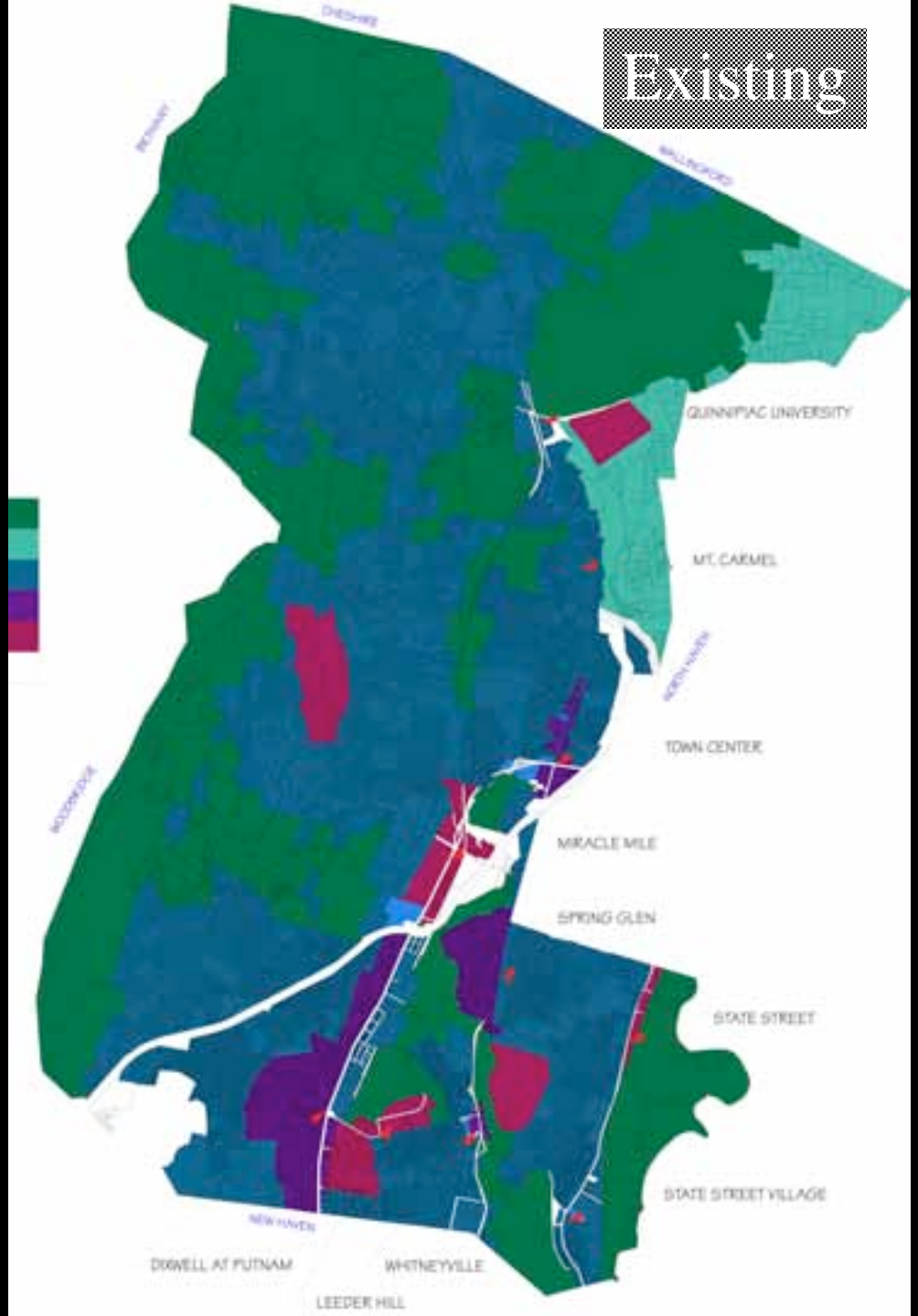
T2

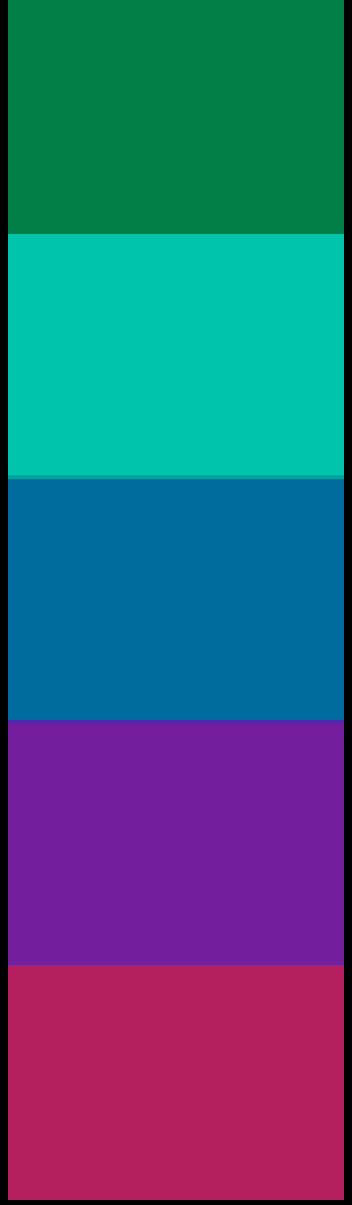
T3

T4

T5

T6


Existing
QUINNIPIAC UNIVERSITY
MT. CARMEL
TOWN CENTER
MIRACLE MILE
SPRING GLEN
STATE STREET
STATE STREET VILLAGE
DIXWELL AT PUTNAM
WHITNEYVILLE
LEEDER HILL



T1

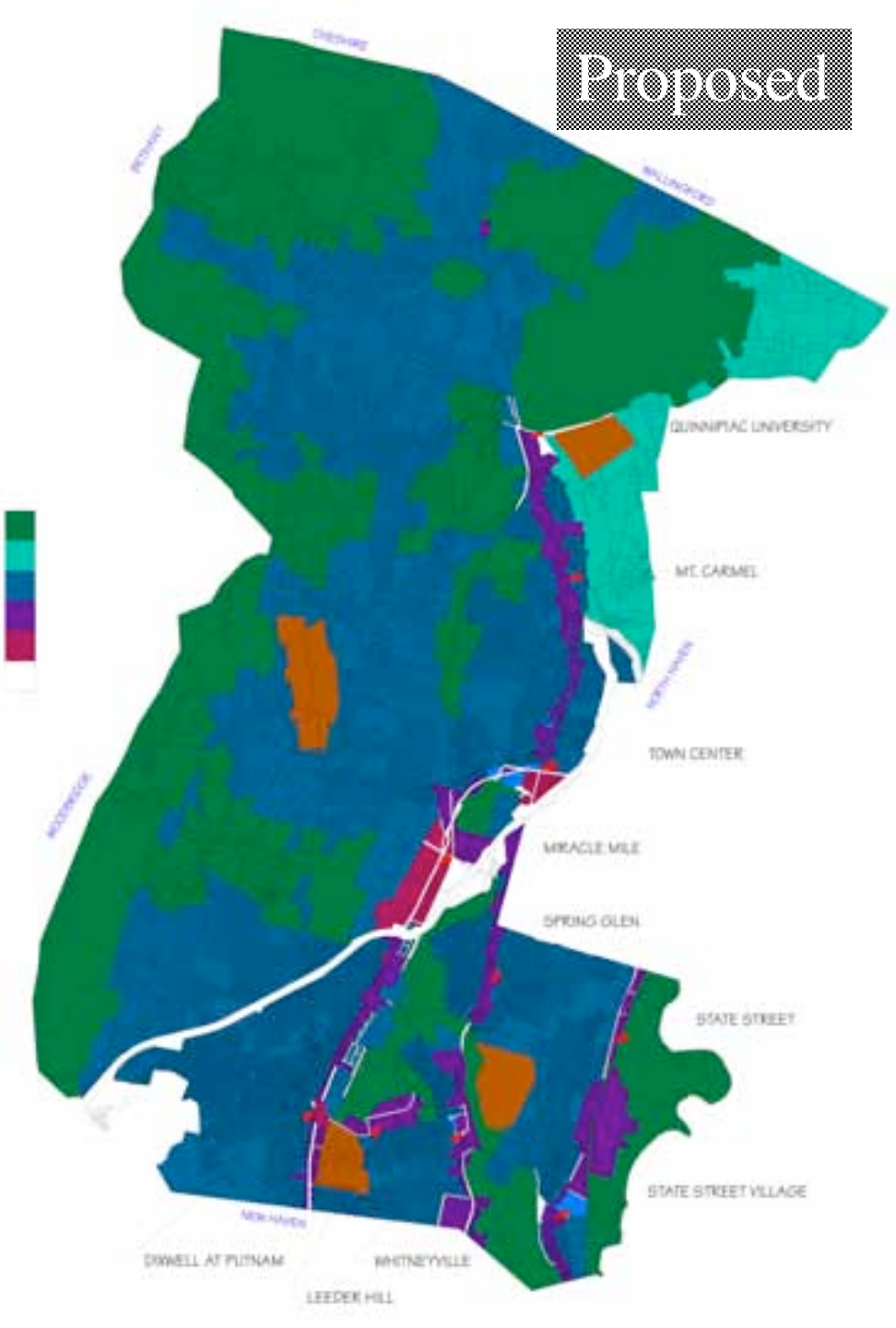
T2

T3

T4

T5

T6


Proposed
QUINNIPIAC UNIVERSITY
MT. CARMEL
TOWN CENTER
MIRACLE MILE
SPRING GLEN
STATE STREET
STATE STREET VILLAGE
DWIGHT AT PUTNAM
WHITNEYVILLE
LEEDER HILL

Sample Developed Regulating Plan

ZONING MAP LEGEND

- T-4 Urban General
- T-5 Urban Center
- T-6 Urban Core
- D-1 District: Historic Agricultural Services
- D-2 District: Railroad
- D-3 District: River Dependent Industrial
- CS Civic Space

REQUIREMENTS

- Arcade or Gallery Required
- Shopfront & Awning Recommended
- Shopfront & Awning Required
- Focus point of Terminated Vista
- (3) Maximum Building Height allowed
- (P) Preferred Location for Parking Structure
- (T) Transit Stop
- (50%) Minimum % required building frontage between arrows

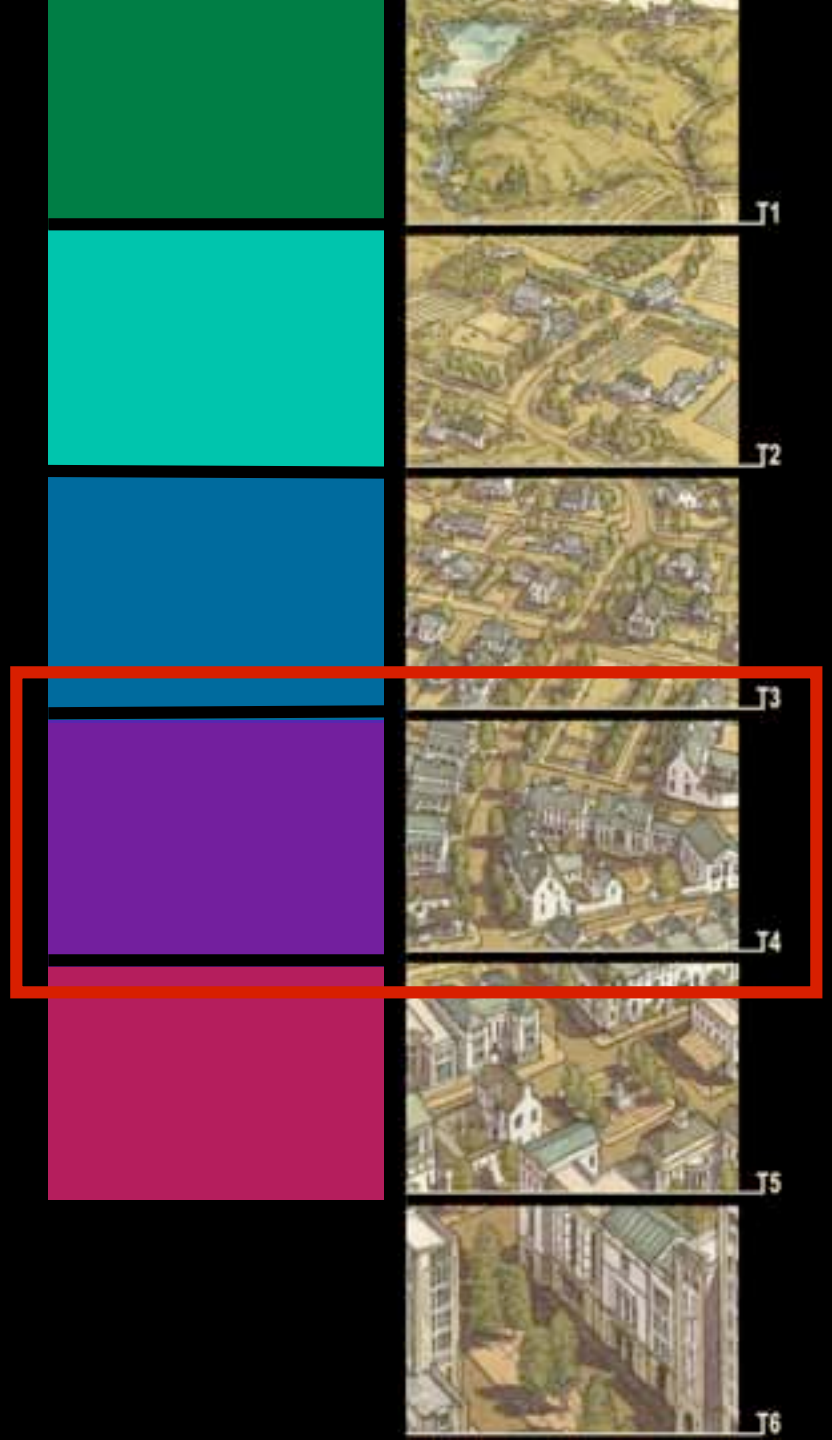
Notes: 1. Where no maximum building height is shown, refer to Urban Standards.
2. If Zoning Map requirements and Urban Standards conflict, the Zoning Map prevails.

Illustrative Plans

Spring Glen

10
15
Whitney Ave
Norris St
Thornton St
Wakefield St
Elgin St
Ardmore St
Spring Glen
Woodlawn St
Ingram St
Elliot St
Harmon St
Hawthorne Ave
Central Ave
Park Ave
Russell St
Athol Pl
Waite St
Terrace Ave
Ford St
Bassett Park
Glen Pkwy
Churchill Rd
Bowthmore St
Haverford St
Garmatt Rd
Gilles Rd
Dessa Dr
Ridgewood Ave
Sloff St

Spring Glen


T1
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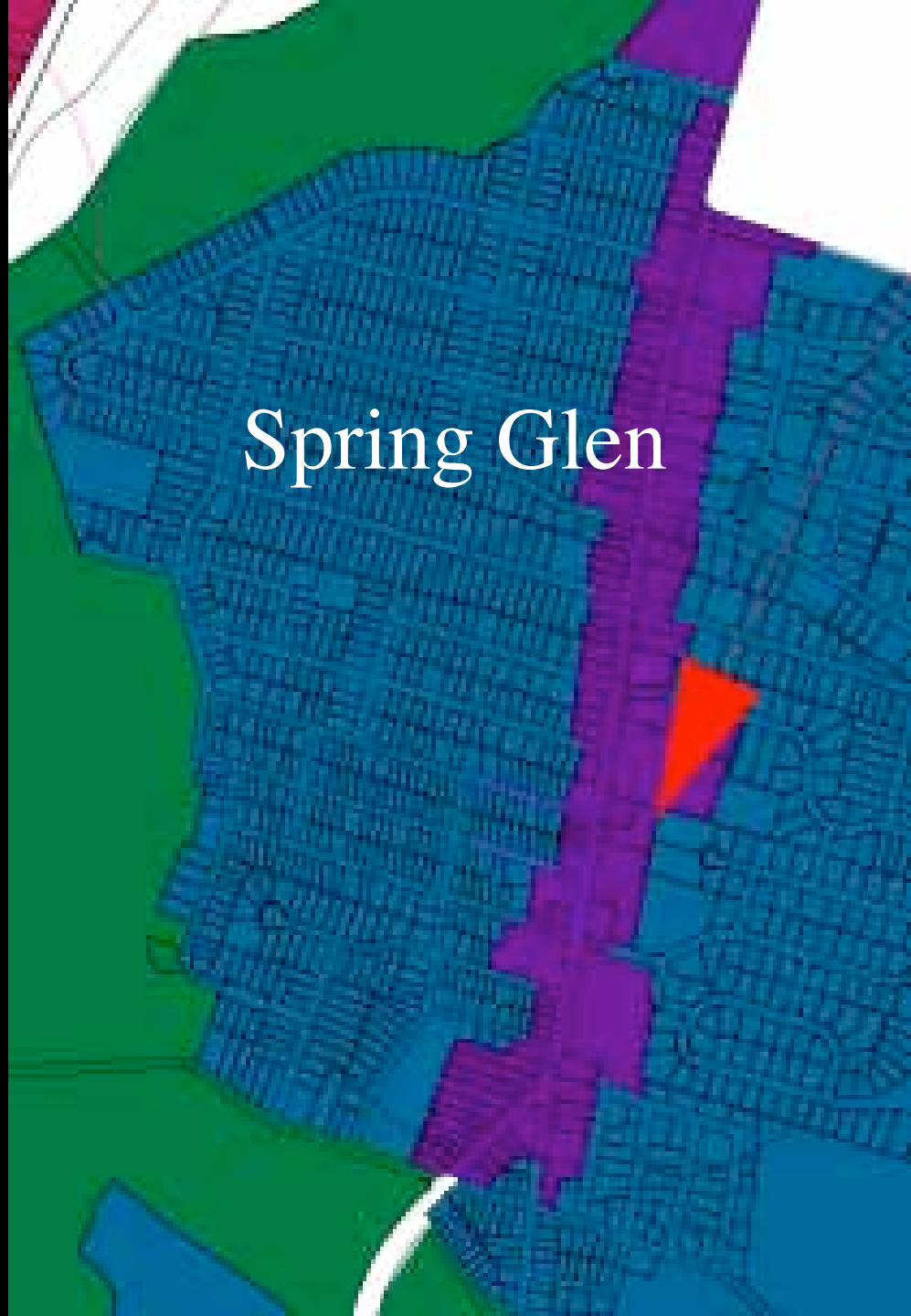
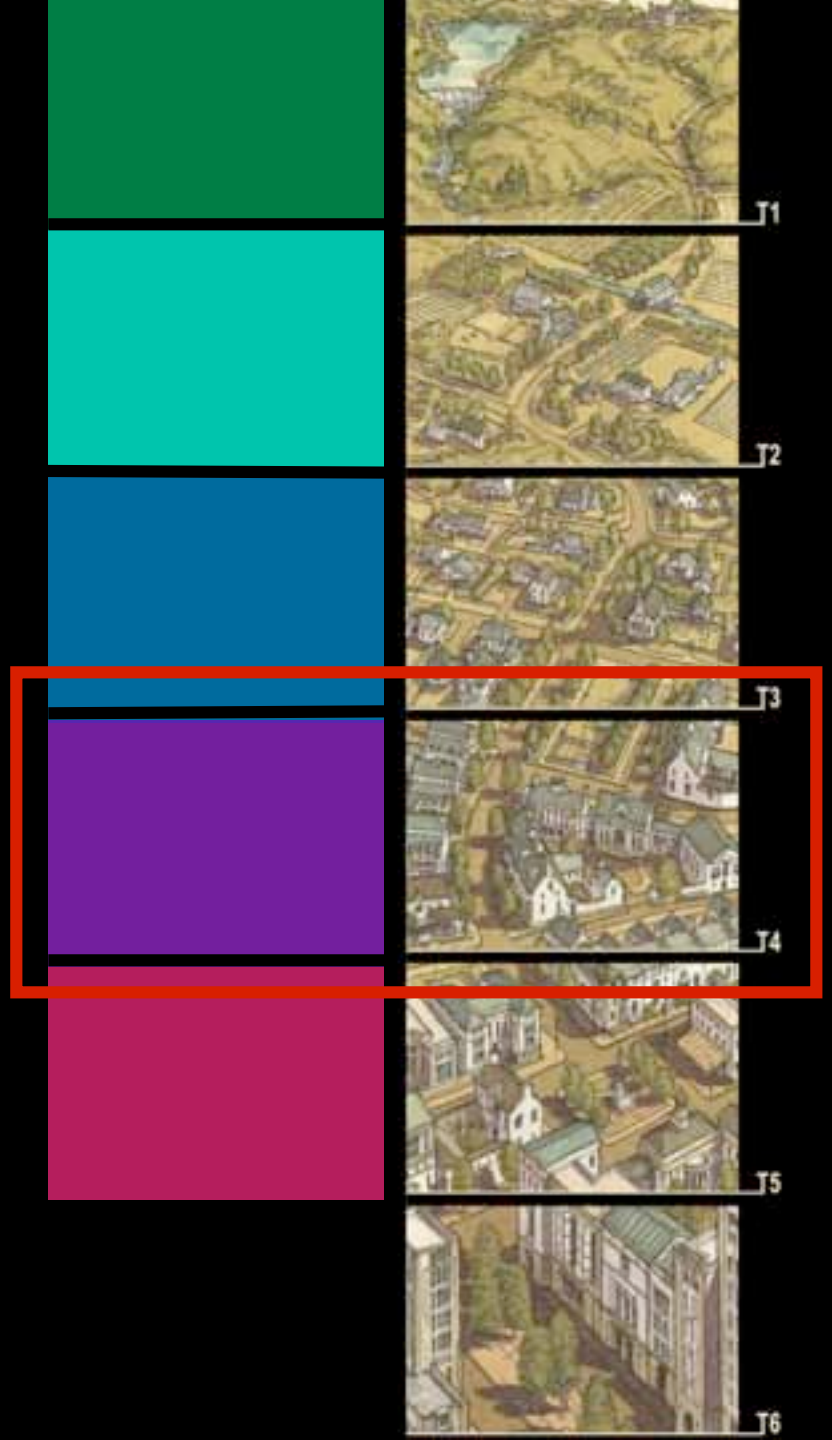
T4
T5
T6


Spring Glen

WHITNEY AVENUE
CARHALT ROAD

Whitneyville

Whitneyville


T1
T2
T3
T4
T5
T6

Whitneyville

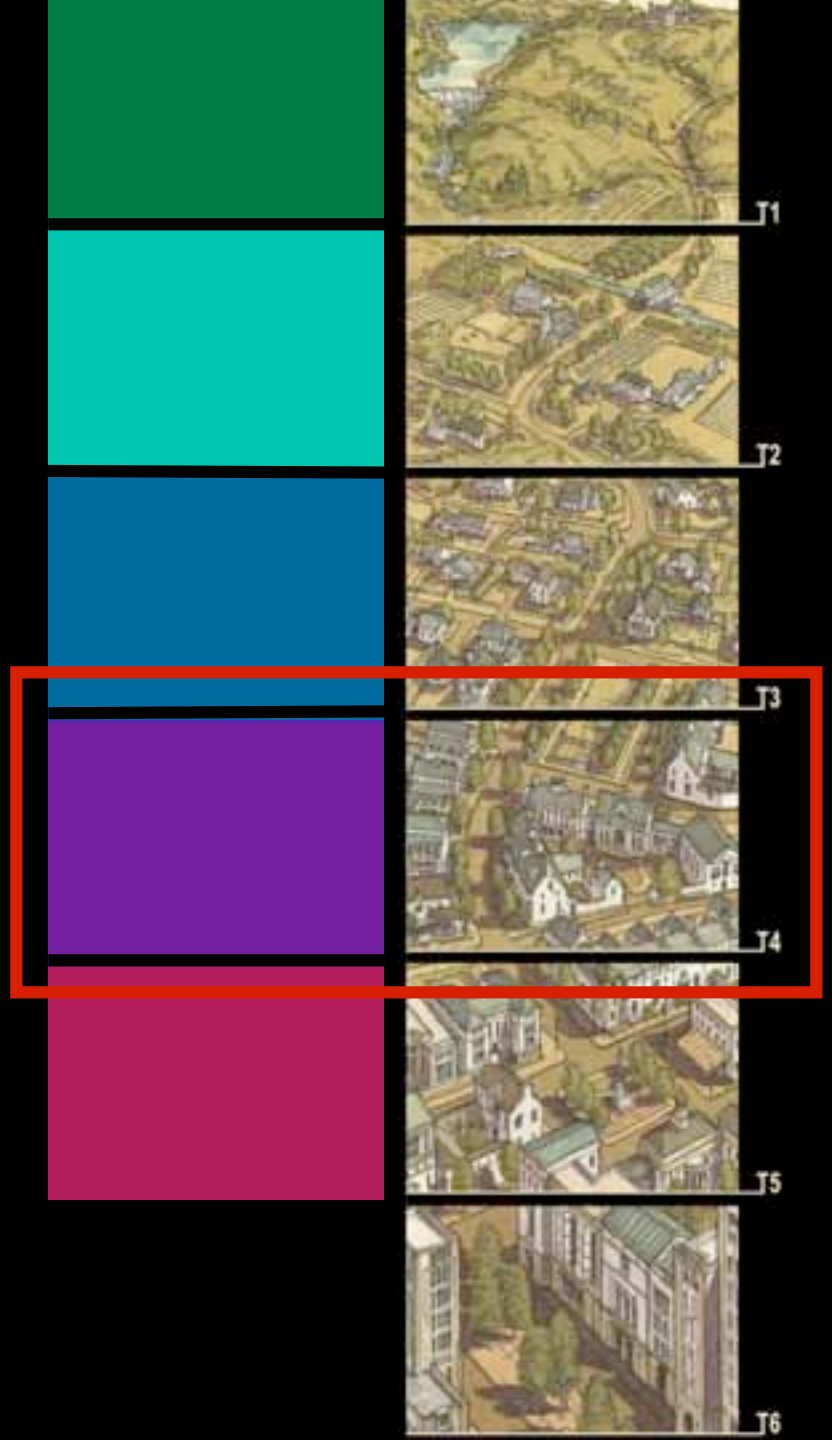
Stoops Hiding On-Grade Parking Under Housing

Foot Bridges

Newhall

Hamden Park Dr
Hamden Park Industrial Dr
Mill Pond Rd
Monroe St
Dudley St
Ashley St
Chestnut St
Oakley St
Hancock St
Lincoln St
Lewis St
W Reed St
Reed St
Cedar St
Hancock Ave
Chestnut Ave
Lincoln Ave
Hancock Pl
Chestnut Pl
Lincoln Pl
Hancock Ct
Chestnut Ct
Lincoln Ct
Hancock Dr
Chestnut Dr
Lincoln Dr
Hamden Park Cir
Chestnut Cir
Lincoln Cir
Hamden Ave
Hamden Pl
Hamden Ct
Hamden Dr
Hamden

Newhall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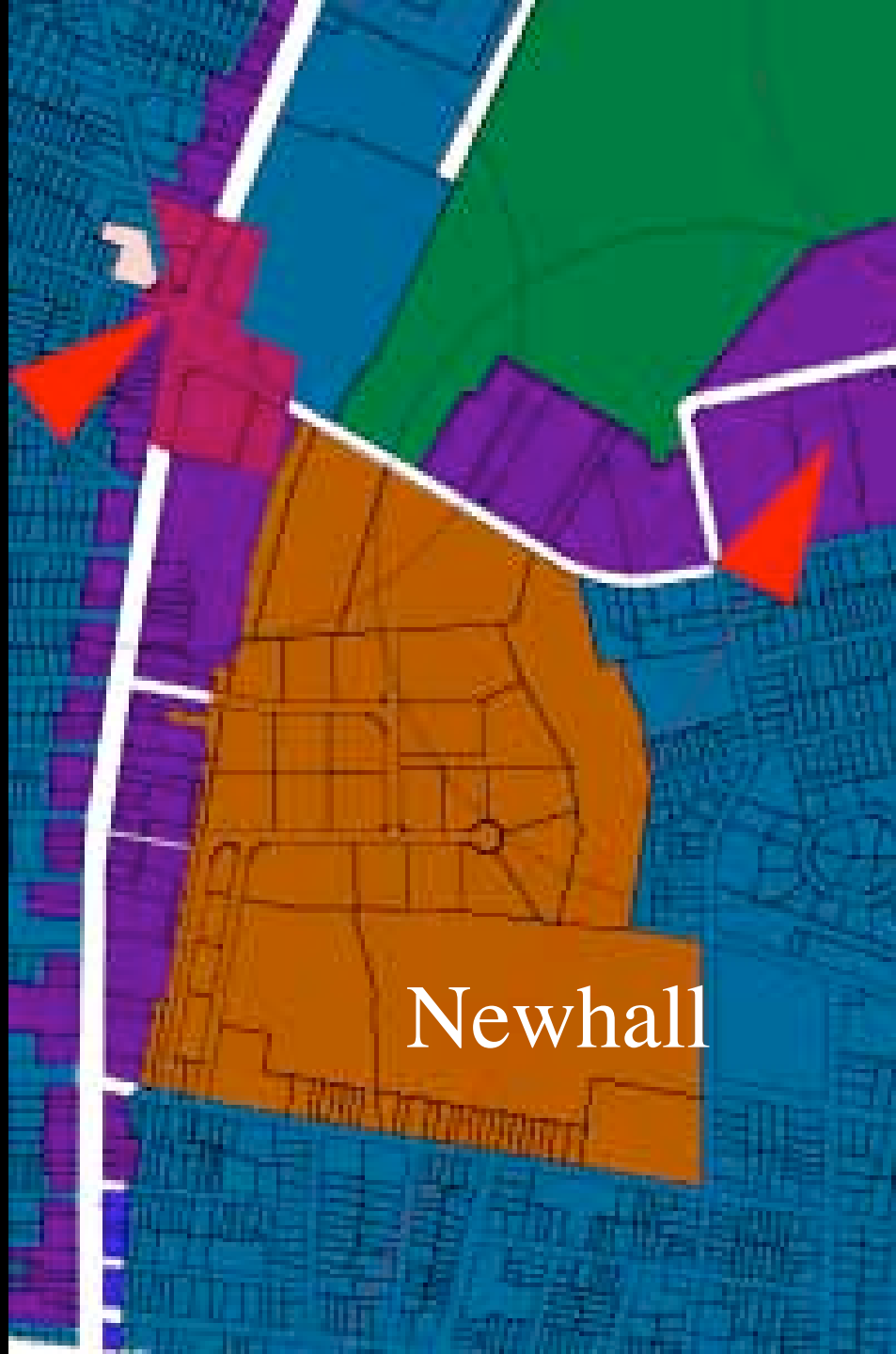
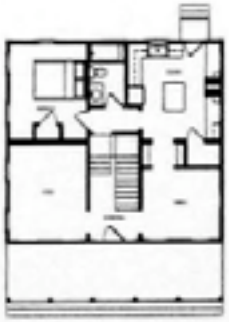

Newhall

"Swing Blocks" That Become Permanent Housing

Mixed-Use Buildings Edging Neighborhood Green

Modular Housing

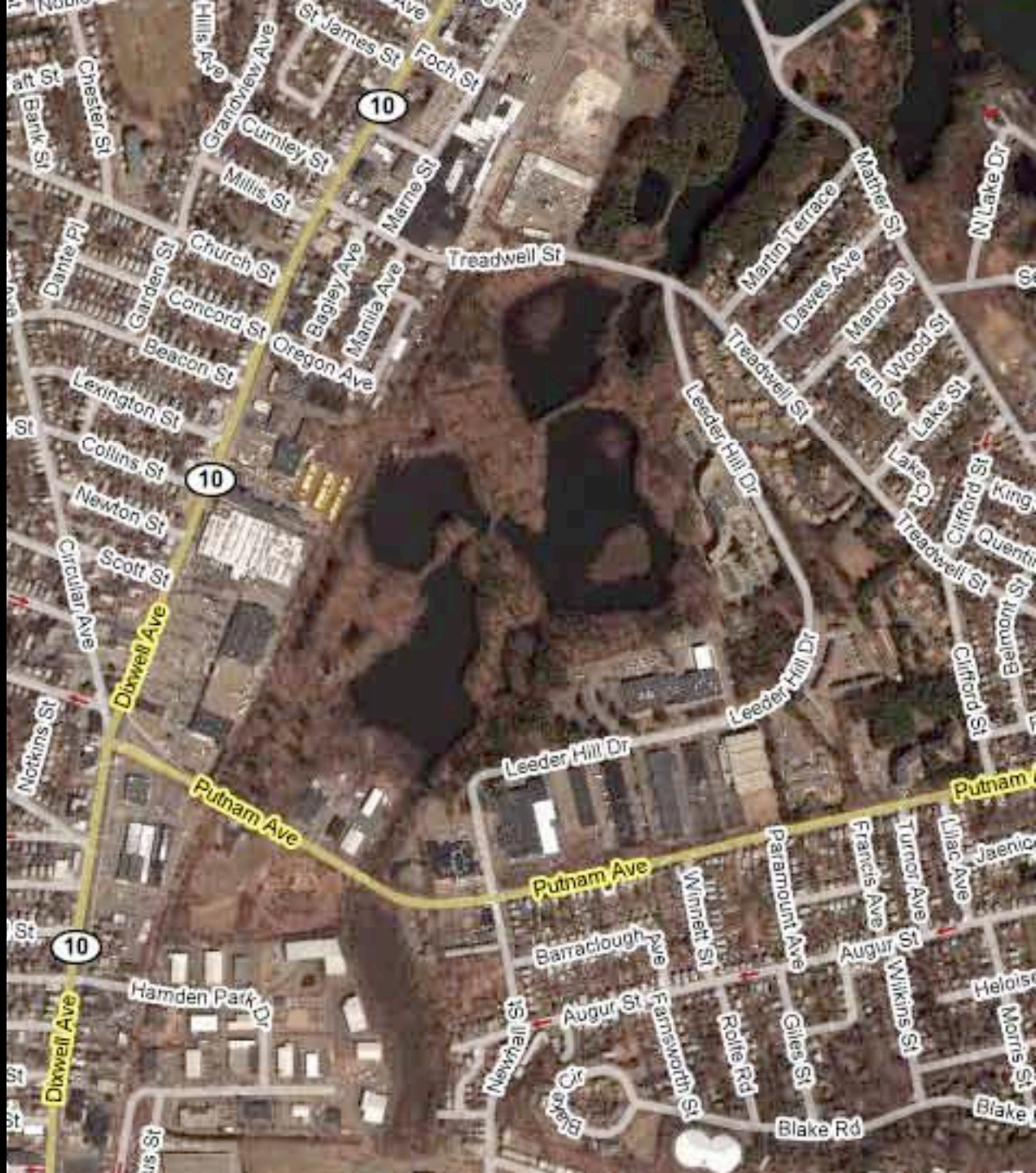
FIRST FLOOR



FIRST FLOOR

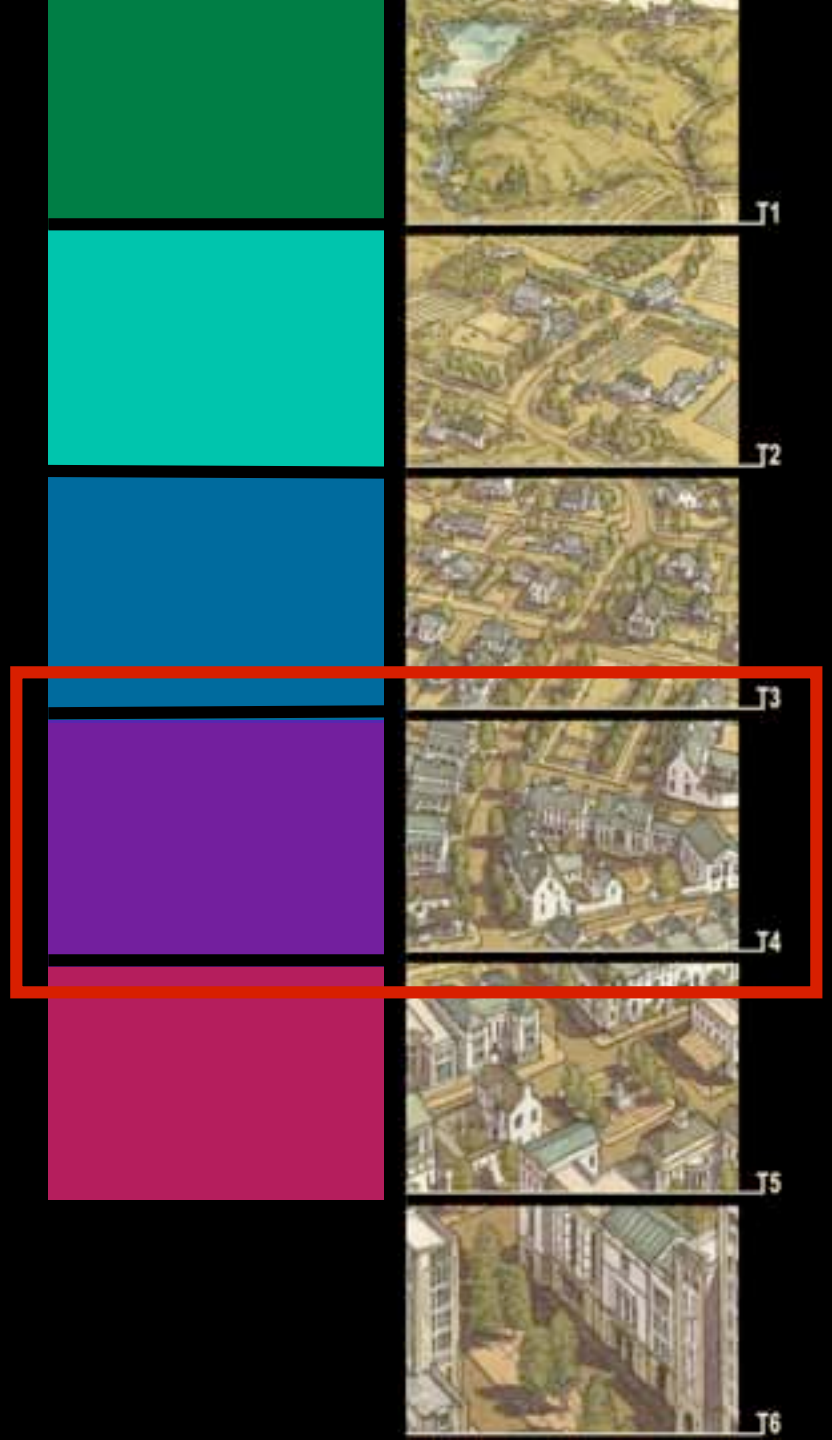
SECOND FLOOR

Leeder Hill



St James St
Foch St
Hills Ave
Grandview Ave
Chester St
Bank St
Cumley St
Millis St
Marne St
Treadwell St
Church St
Dante Pl
Garden St
Concord St
Bagley Ave
Manila Ave
Oregon Ave
Beacon St
Lexington St
Collins St
Newton St
Scott St
Circular Ave
Dixwell Ave
Notkins St
Putnam Ave
Leeder Hill Dr
Martin Terrace
Mather St
N Lake Dr
Dawes Ave
Manor St
Wood St
Fern St
Lake St
Lake Ct
Clifford St
Belmont St
Winnett St
Paramount Ave
Francis Ave
Turnor Ave
Lilac Ave
Barraclough Ave
Augur St
Wilkins St
Hamden Park Dr
Newhall St
Farnsworth St
Rolfe Rd
Giles St
Blake Rd
Morris St
10

Leeder Hill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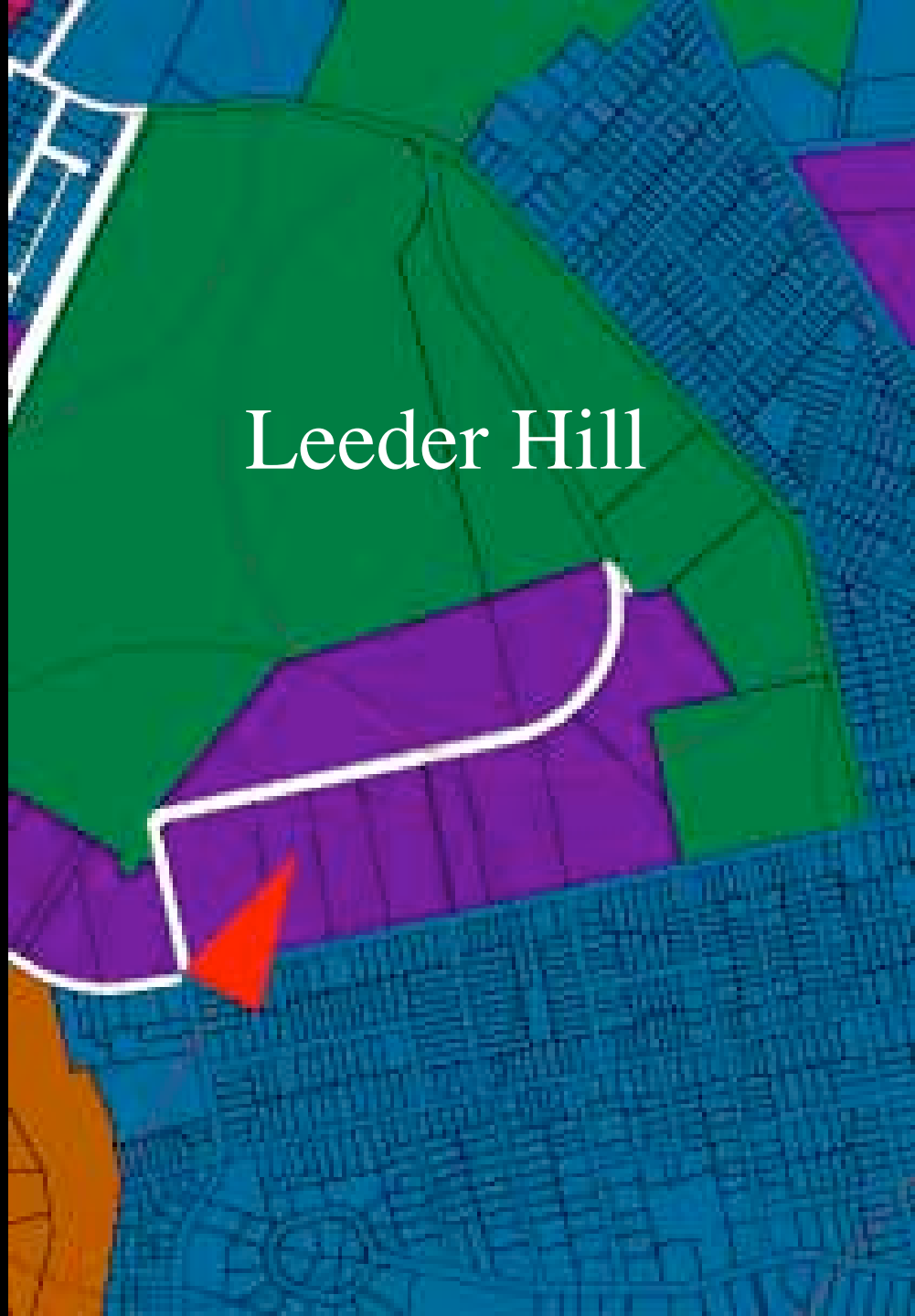
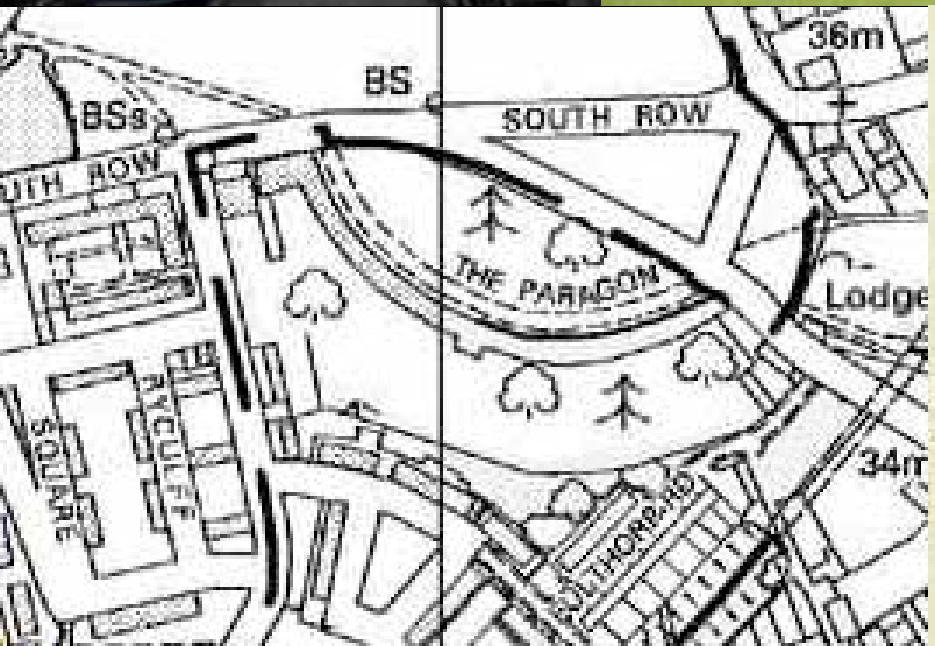
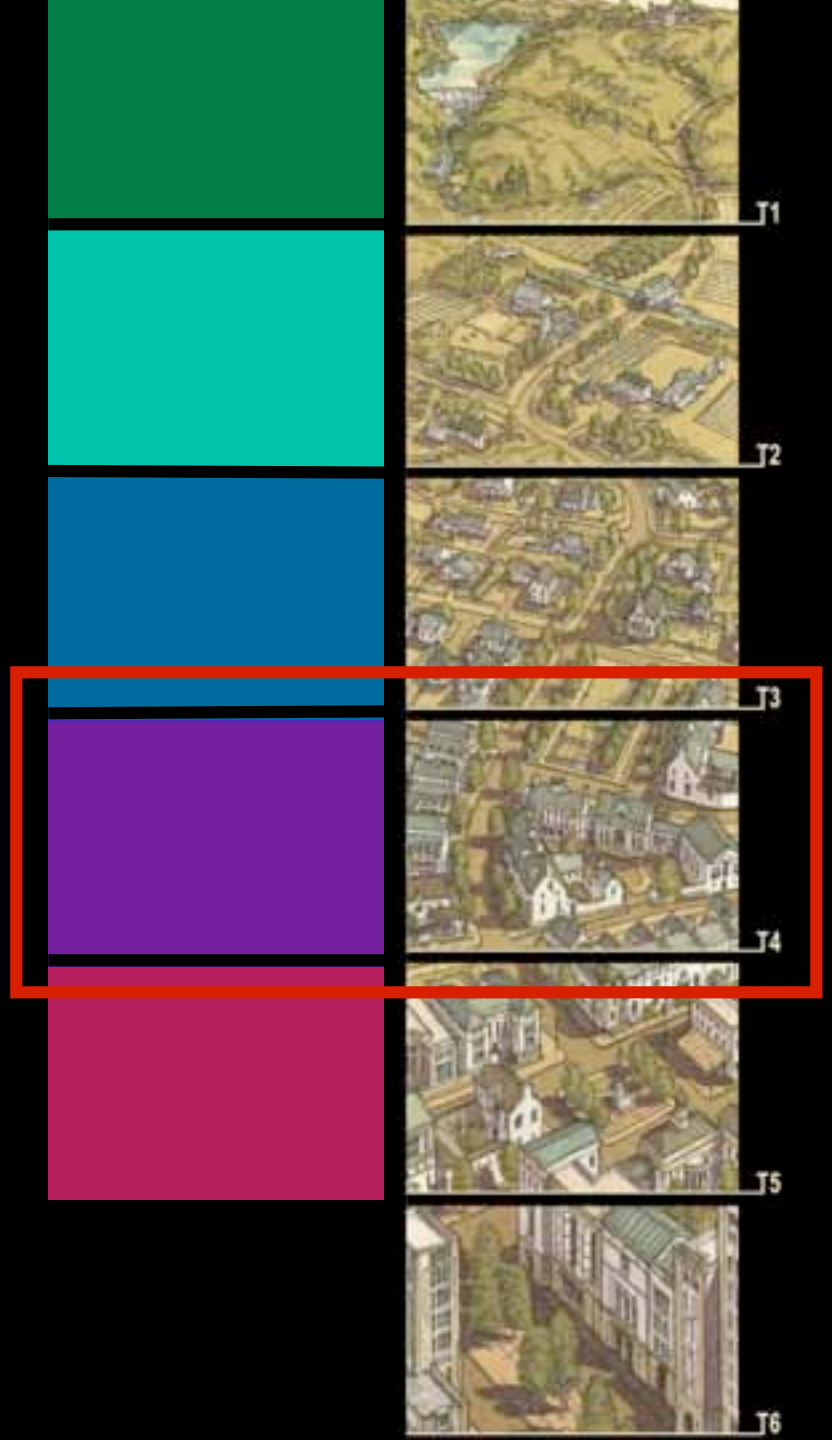

Leeder Hill

Inspiration - The Paragon at Blackheath



State Street

State Street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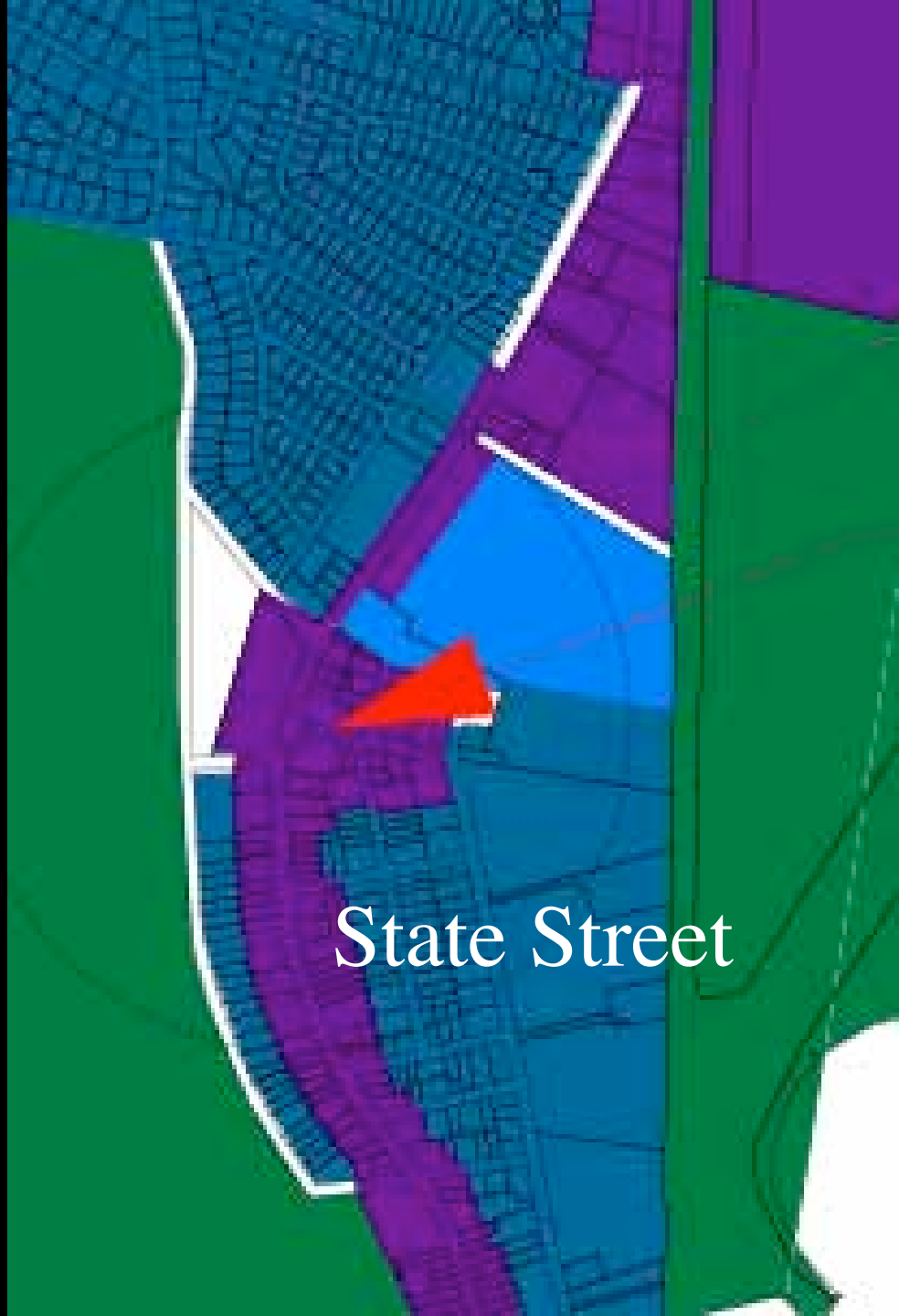
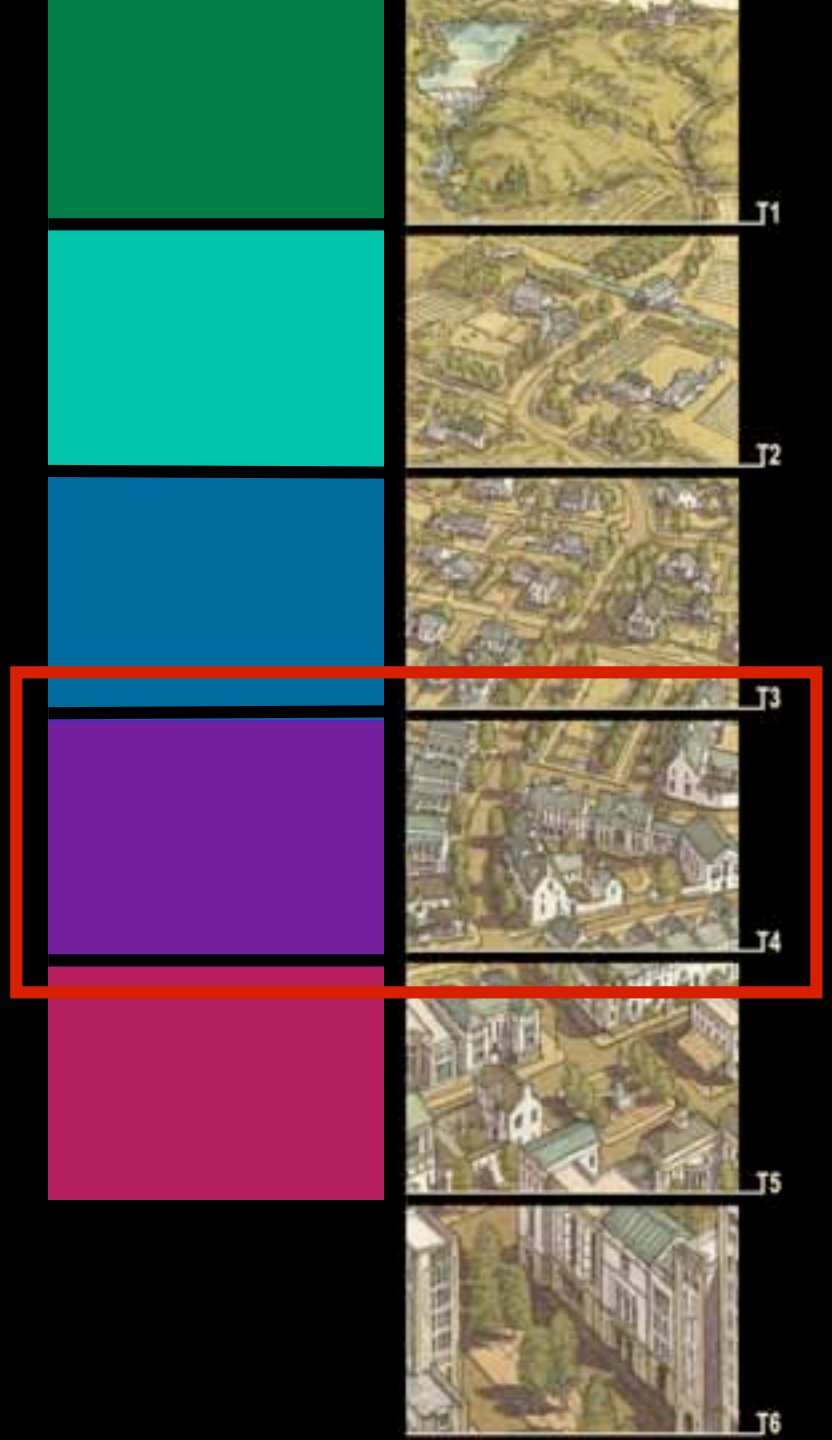

State Street

Dixwell/Putnam

Dixwell at Putnam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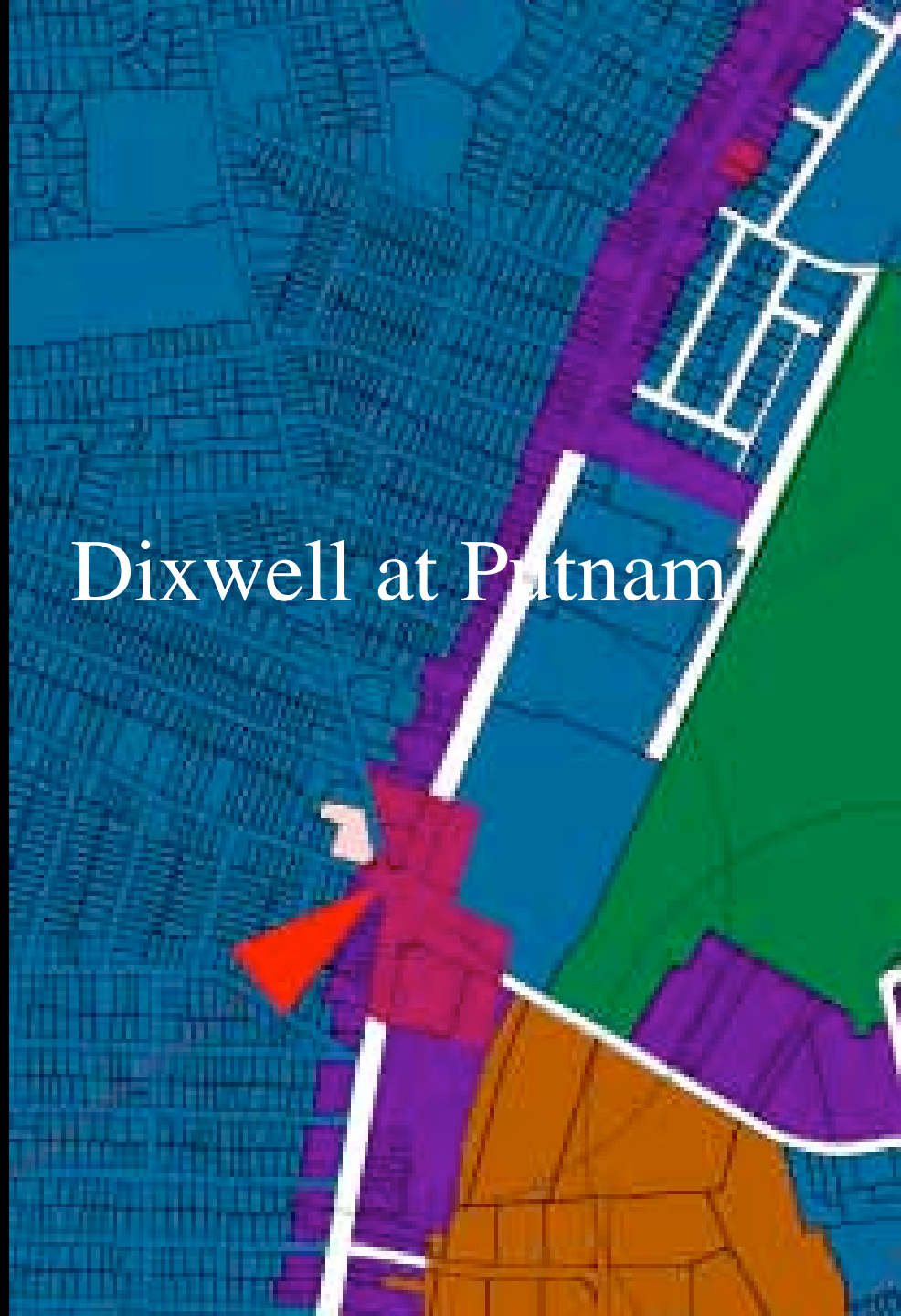
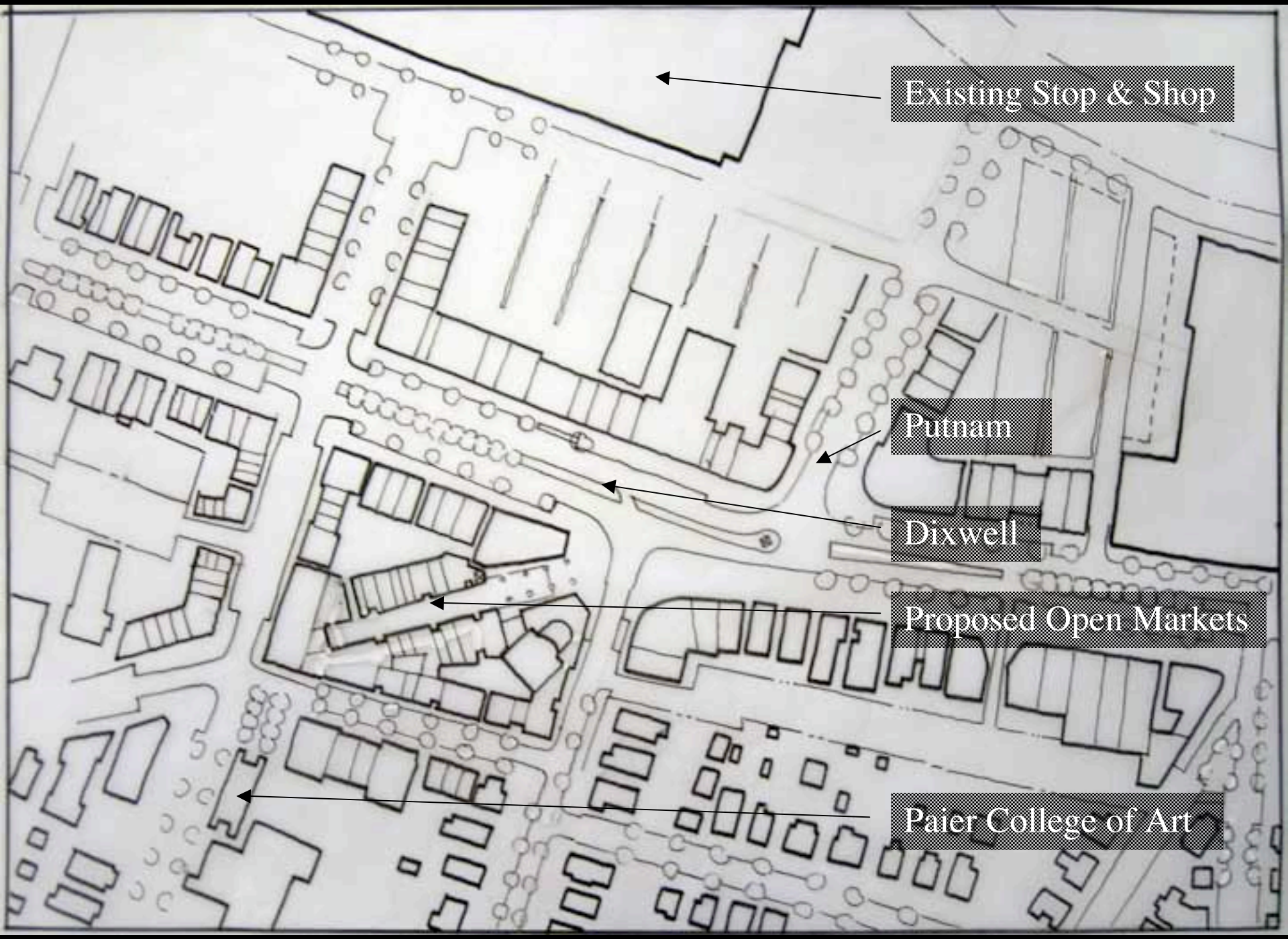

Dixwell at Putnam

Wrap + Ship


Existing Stop & Shop
Putnam
Dixwell
Proposed Open Markets
Paier College of Art

Murray Street
Nelkins Street
Fourth Street
Old Fire Station
New Alliance Bank
Diswell Avenue
STONE
STOP + SHOP
Farmington Canal Trail

Progress from Outdoor Market to Covered Arcade

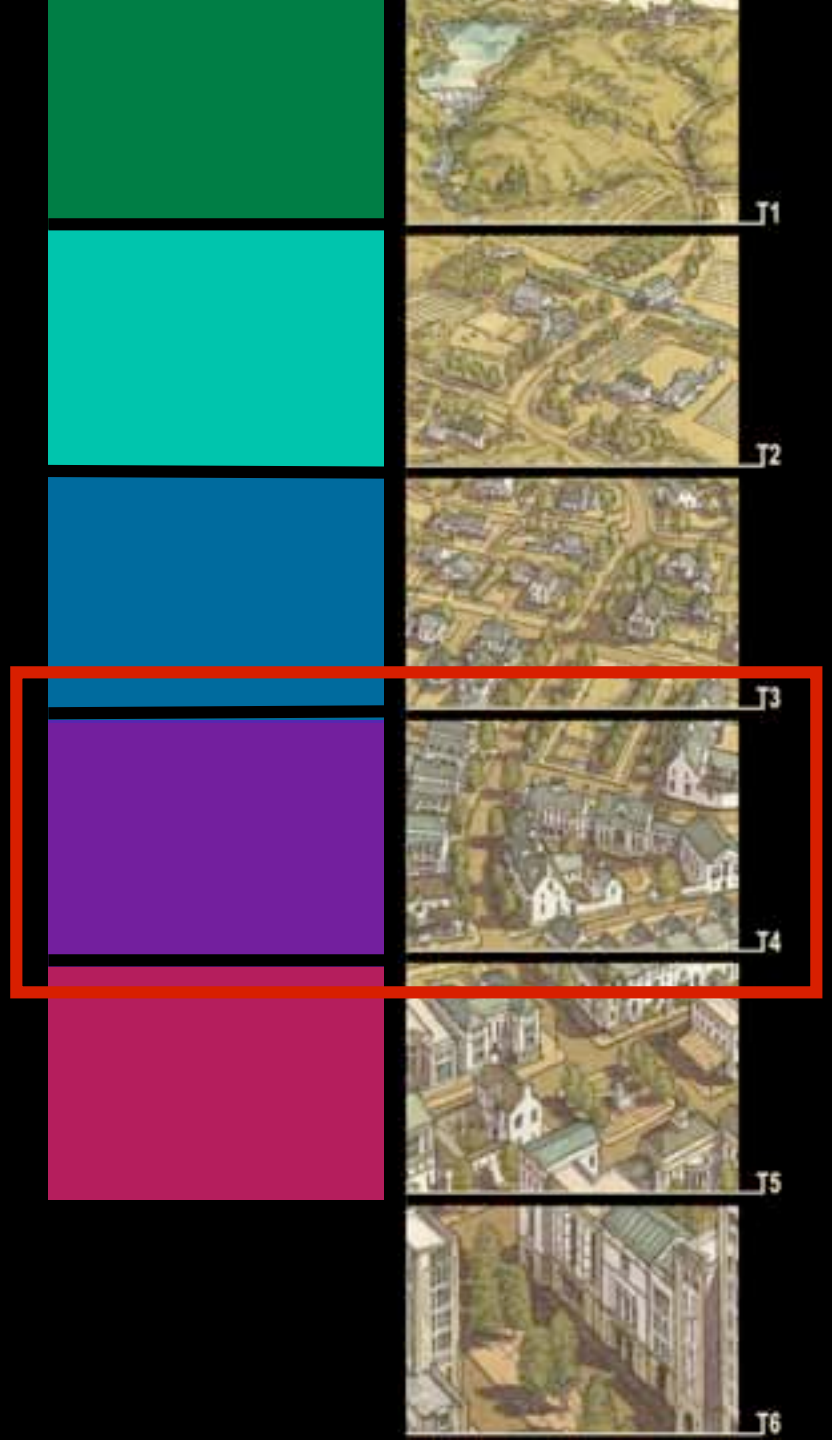
Salvation Army with School Bus Parking Behind

Kennington Cross Road
Kennington Park Road
Kennington Park Place
Kennington Park Gardens
Kennington Park Place
Kennington Park Gardens
Kennington Park Place
Kennington Park Gardens

House Types

Proposed New Residential Streets

Dixwell - Benham to Mather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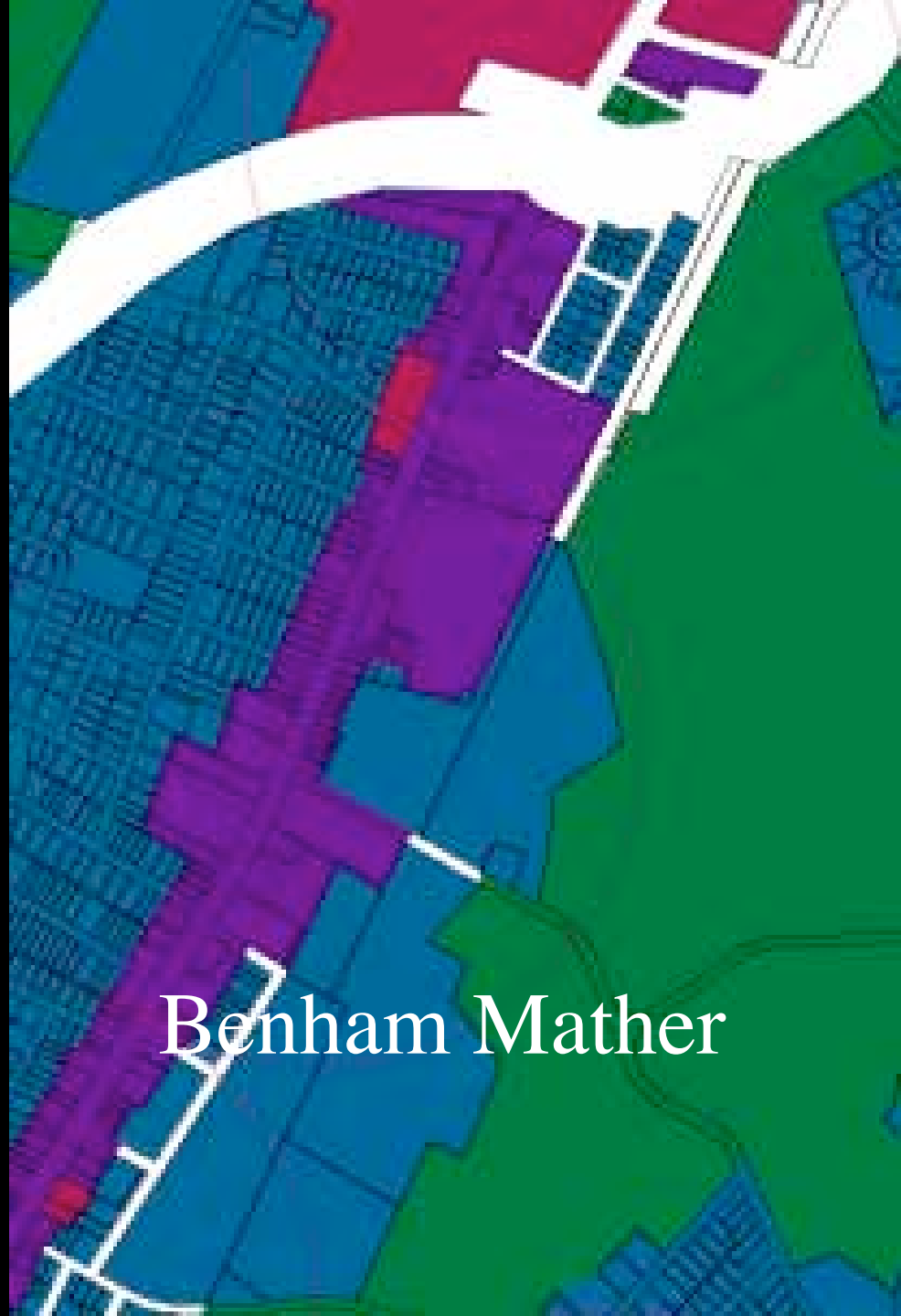
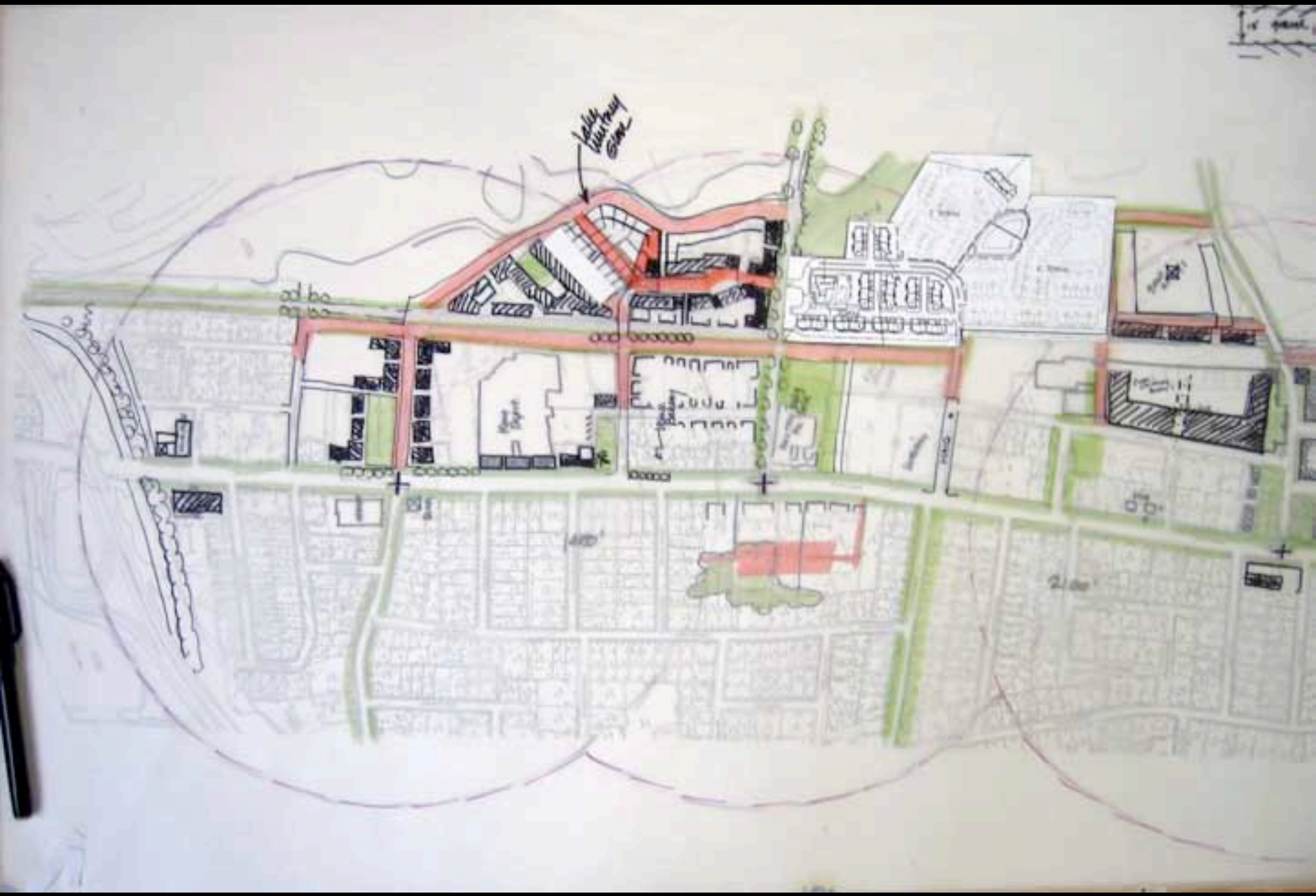
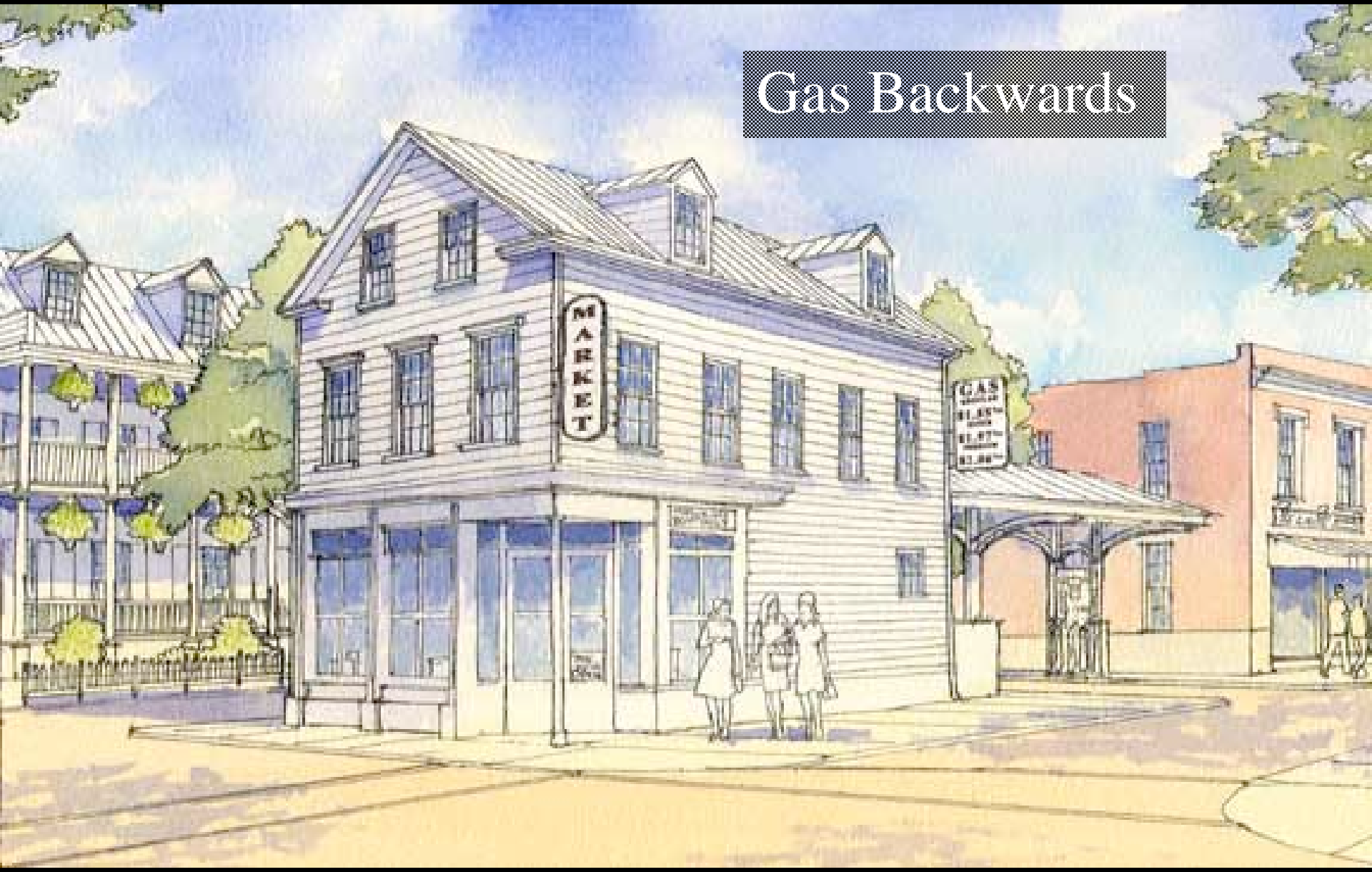

Benham Mather



Park Edge Transitions

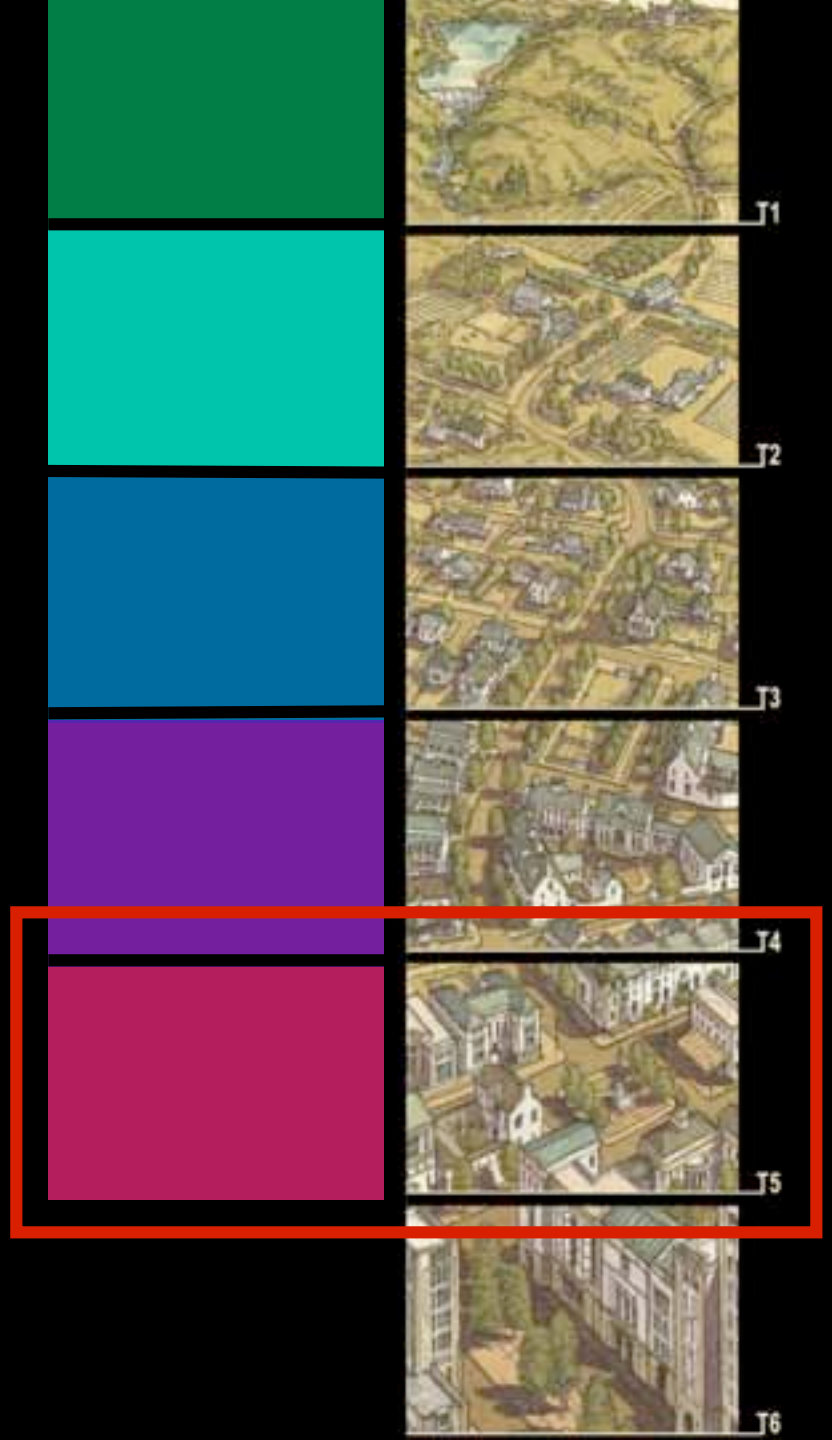
Gas Backwards



Magic Mile

Skiff St Ext
Max Ave
Shepard Ave
Centerbrook Rd
Worth Ave
Glen House Rd
Skiff St
Eastgate Ln
Max Ave
Dawell Ave
Whitney Ave
Norris St
Thornton St
Wakefield St
Elgin St
Wilbur Cross Pkwy
Weybosset St
10
15

Magic Mile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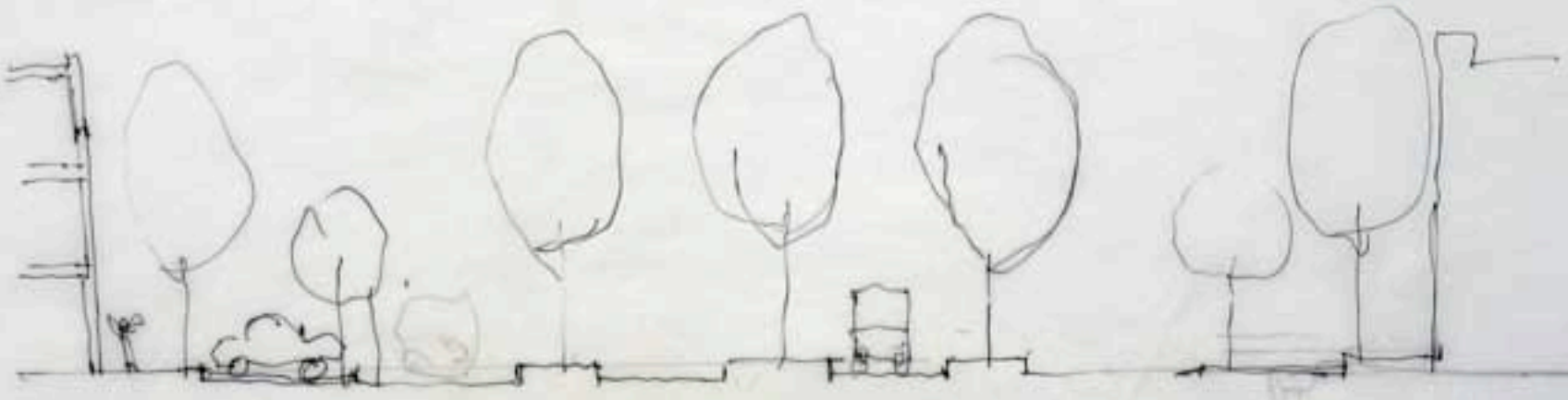
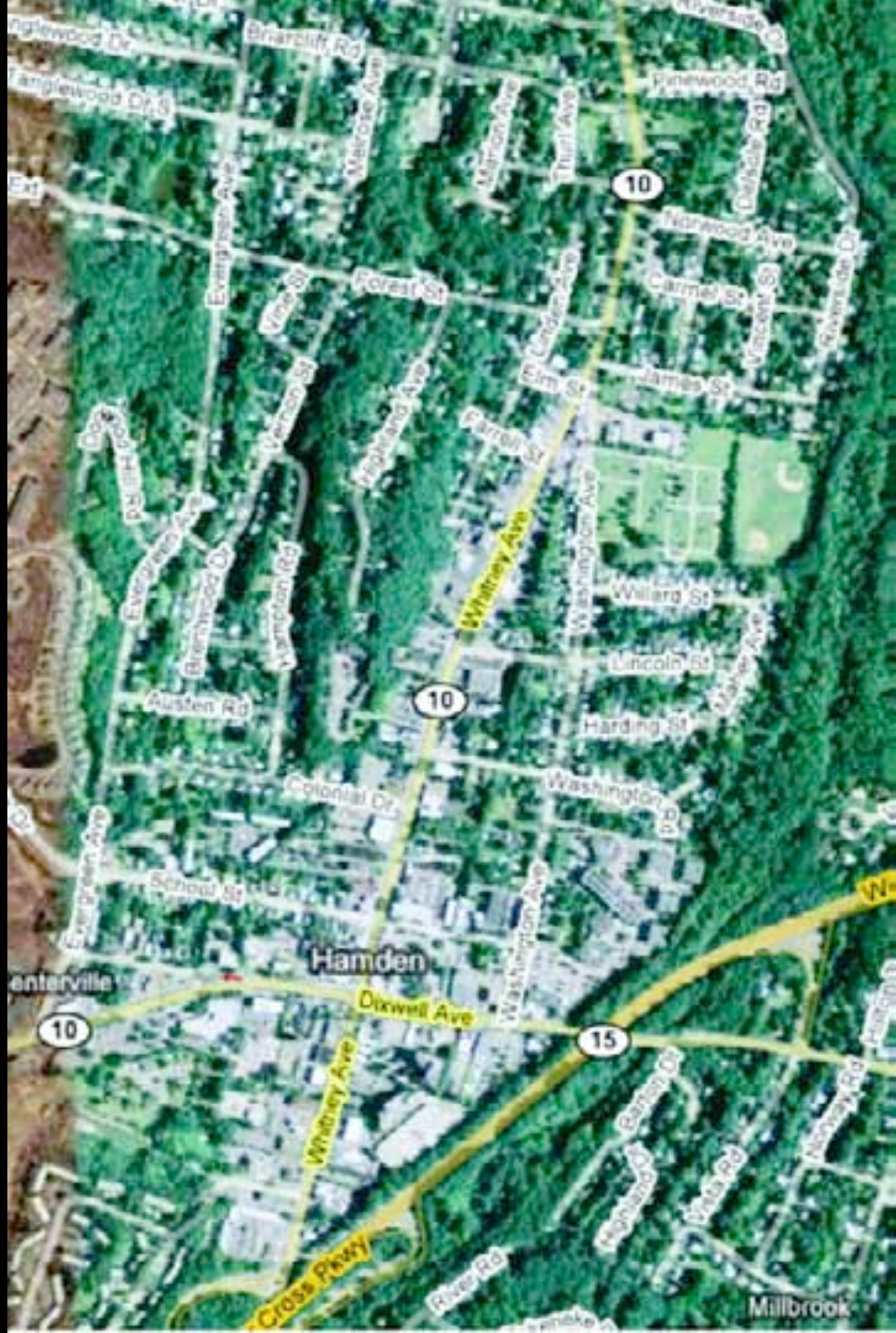
Magic Mile

Magic Mile

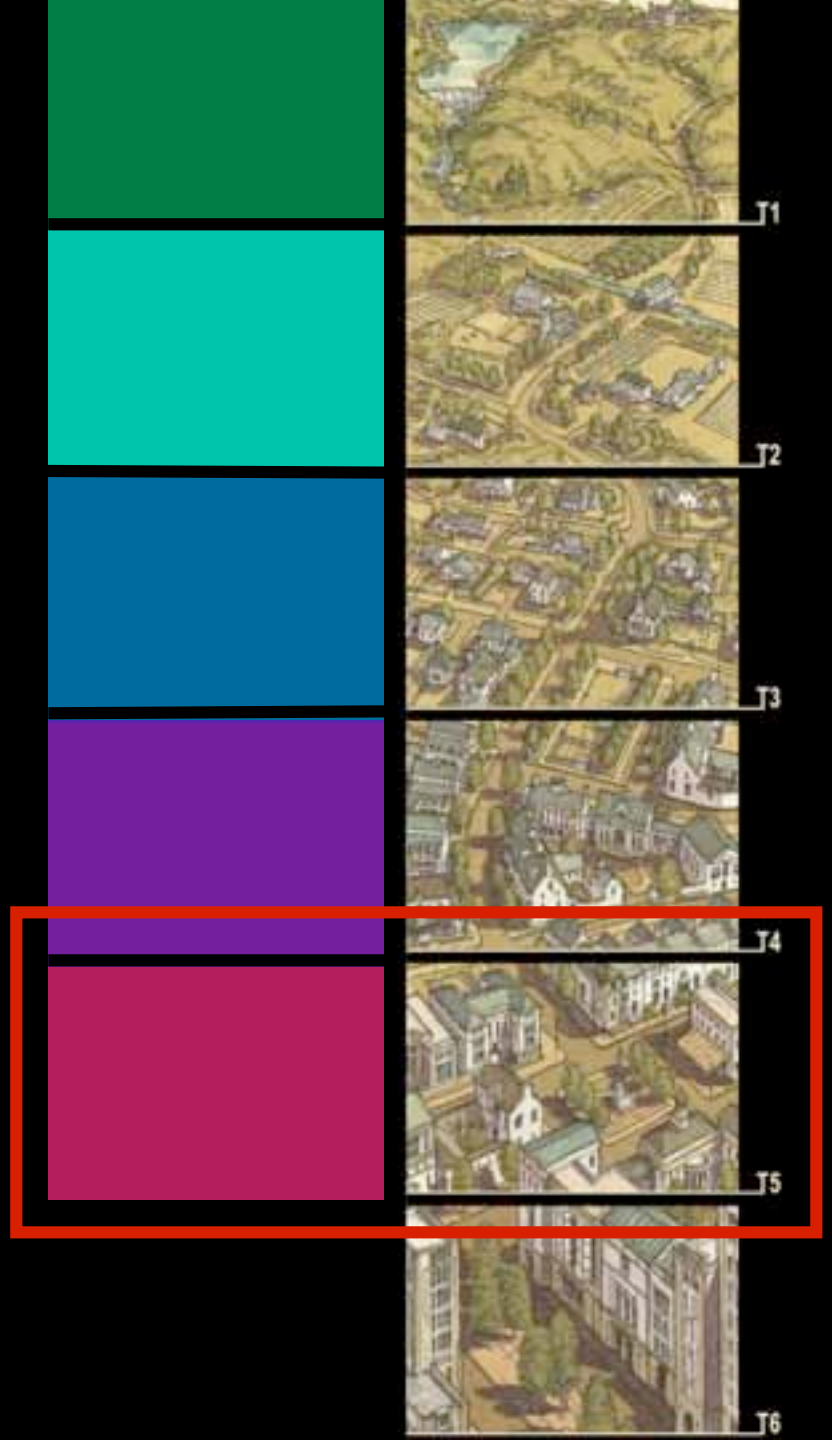
New Haven



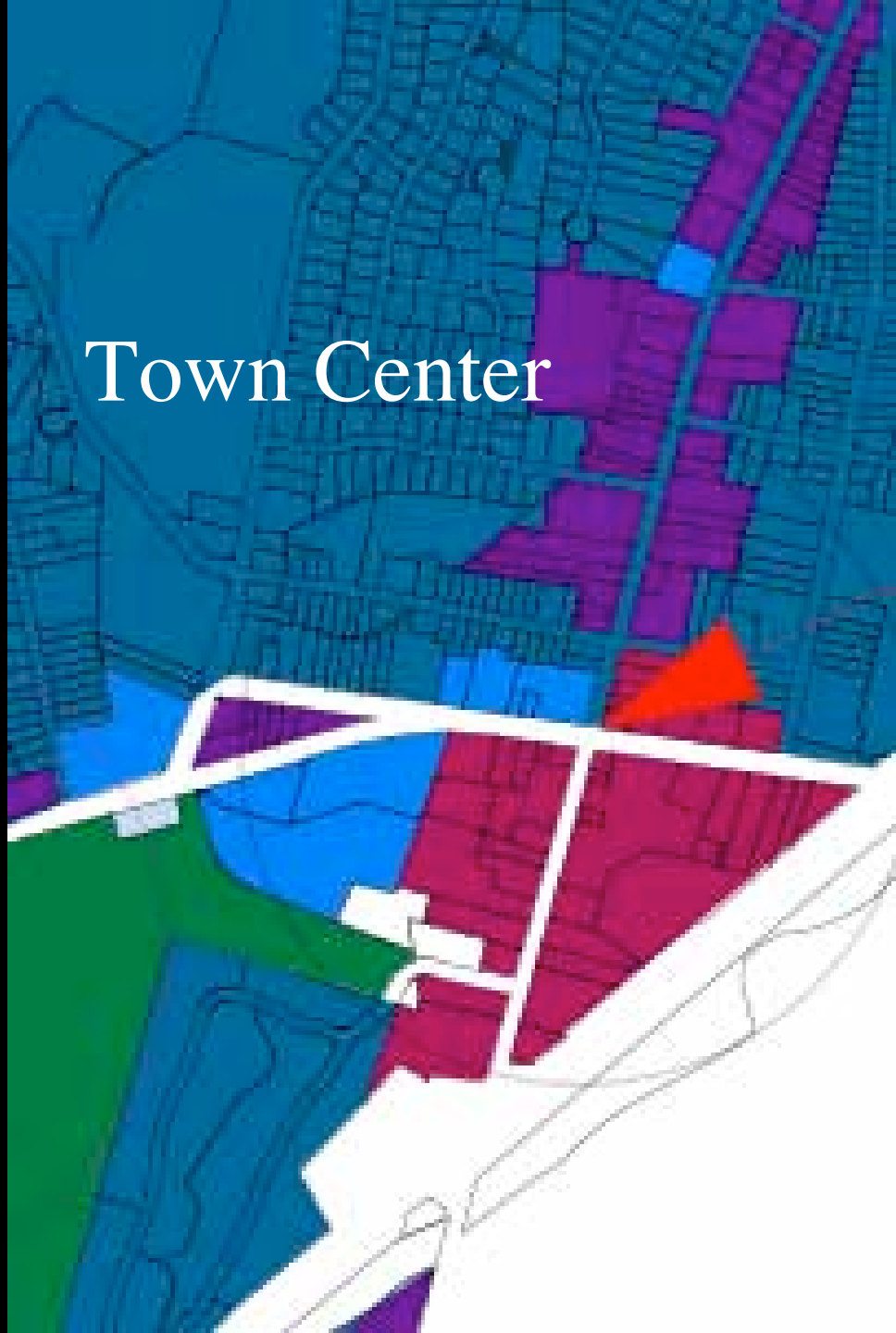
Town Center


Briarcliff Rd
Pinewood Rd
Forest St
Carmel St
James St
Whitney Ave
Willard St
Lincoln St
Austen Rd
Harding St
Colonial Dr
Washington Ave
School St
Hamden
Dixwell Ave
Cross Pkwy
River Rd
Millbrook
10
15

Town Center

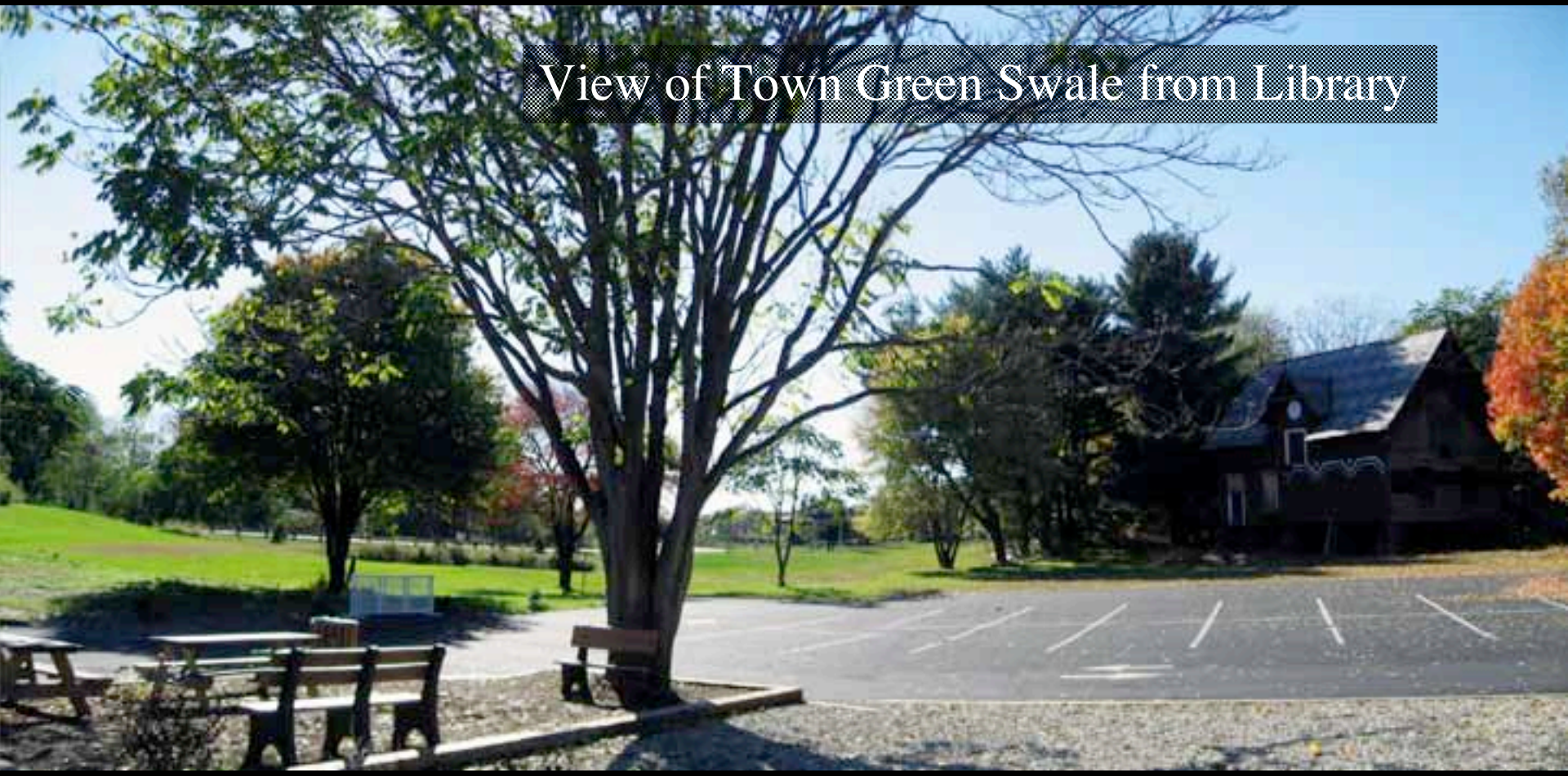


Town Center

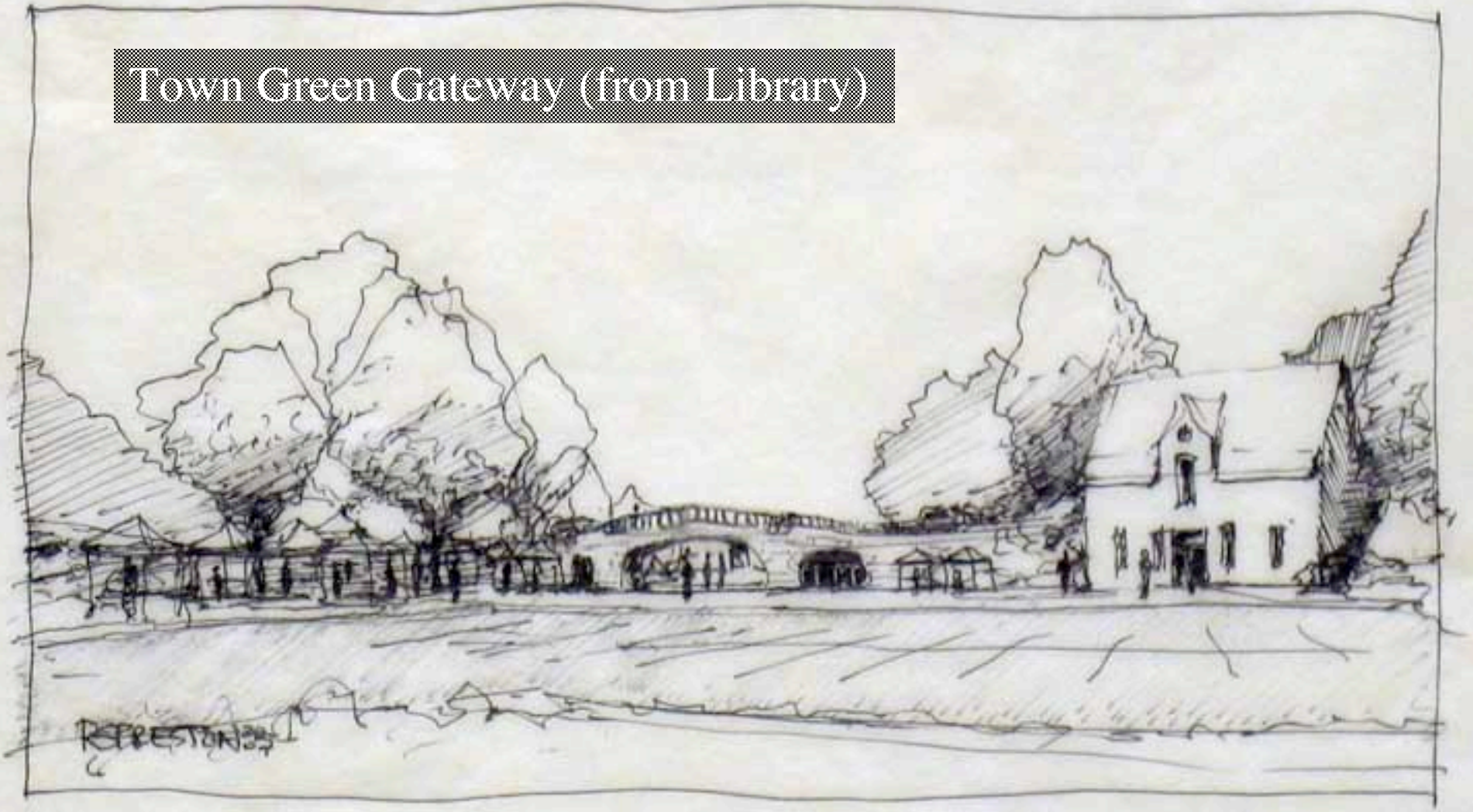


Town Green

Inspiration - Palace Gardens at Caserta

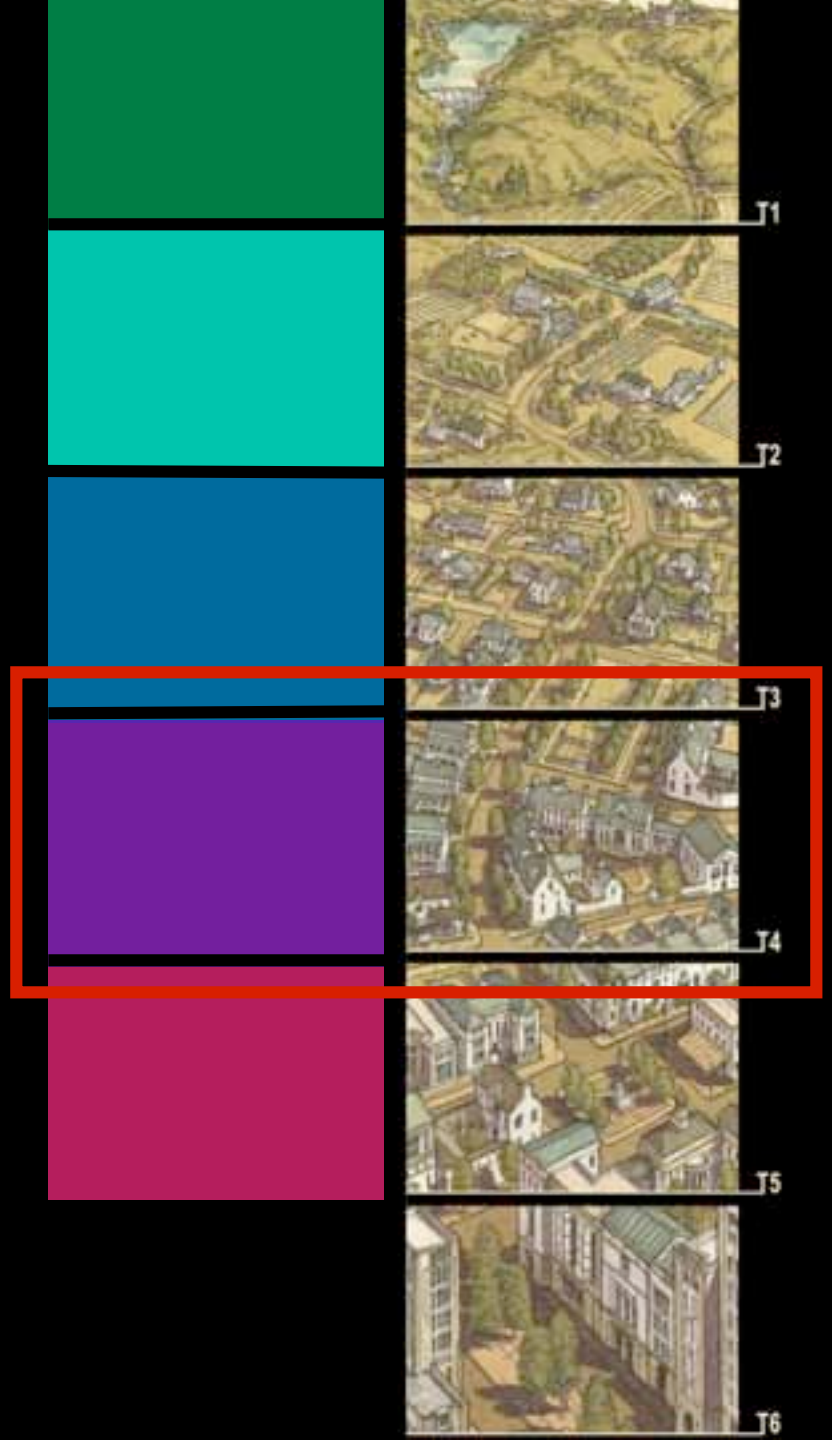

View of Town Green Swale from Library

Town Green Gateway (from Library)



Quinnipiac

Quinnipiac


T1
T2
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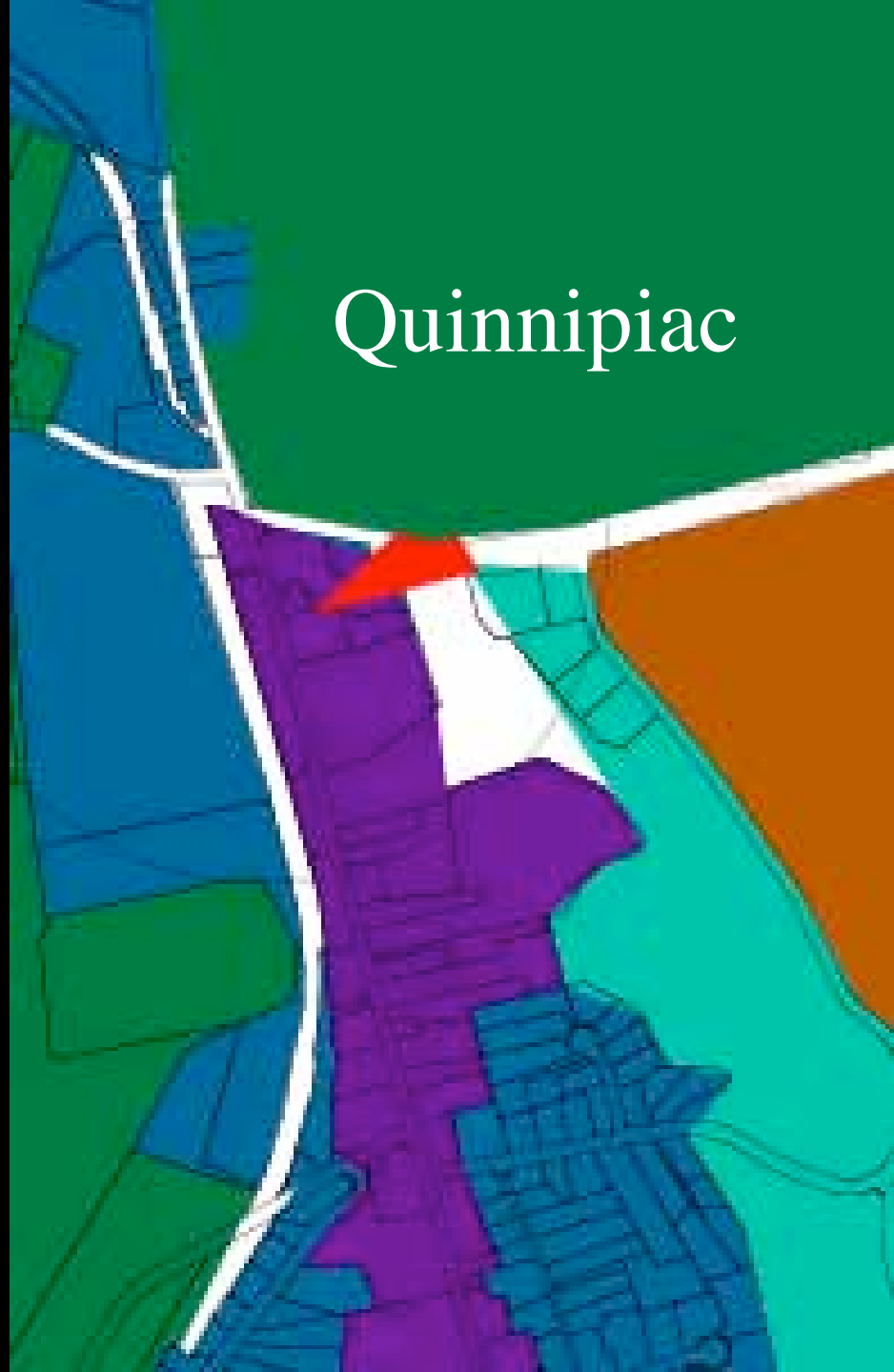
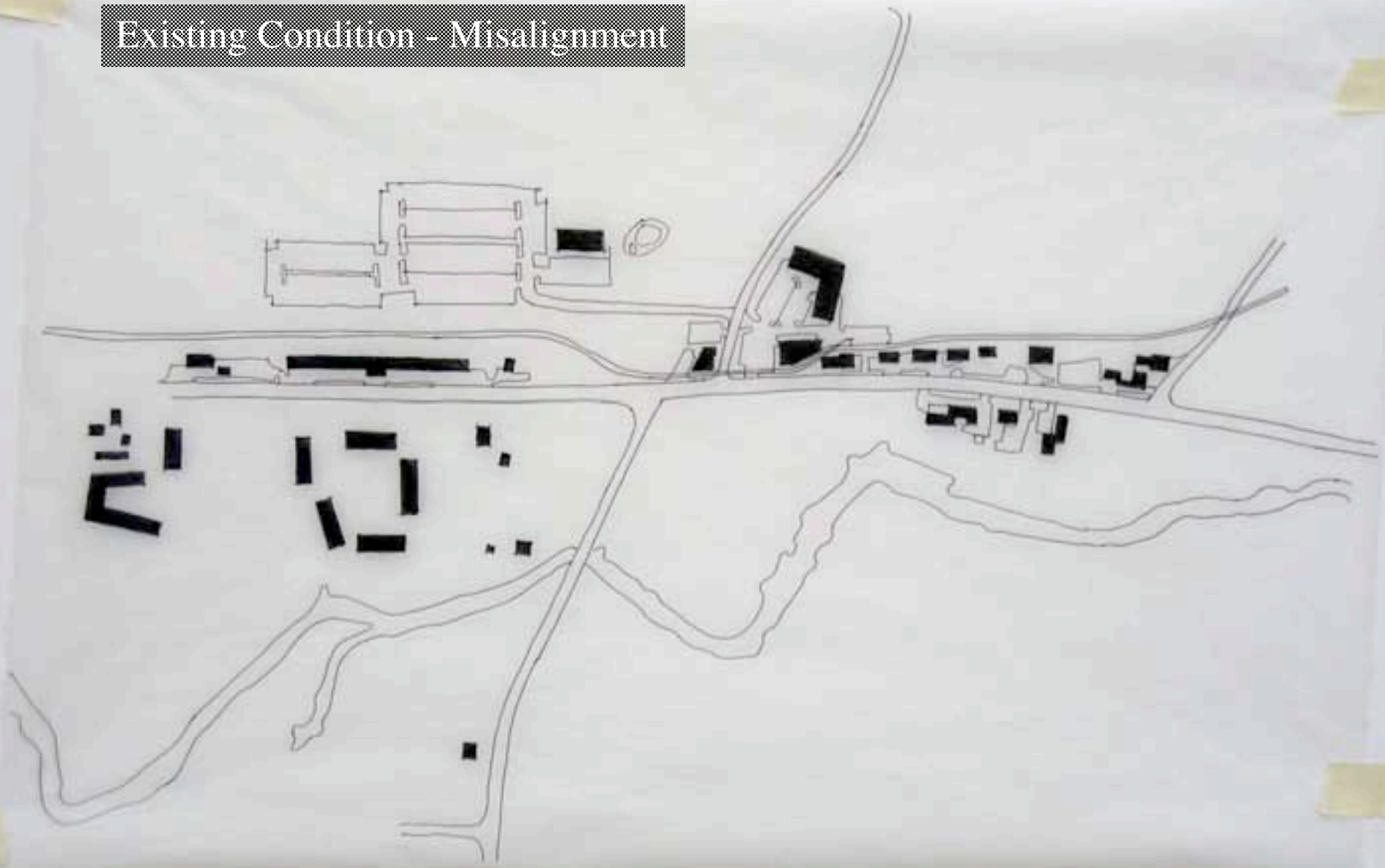
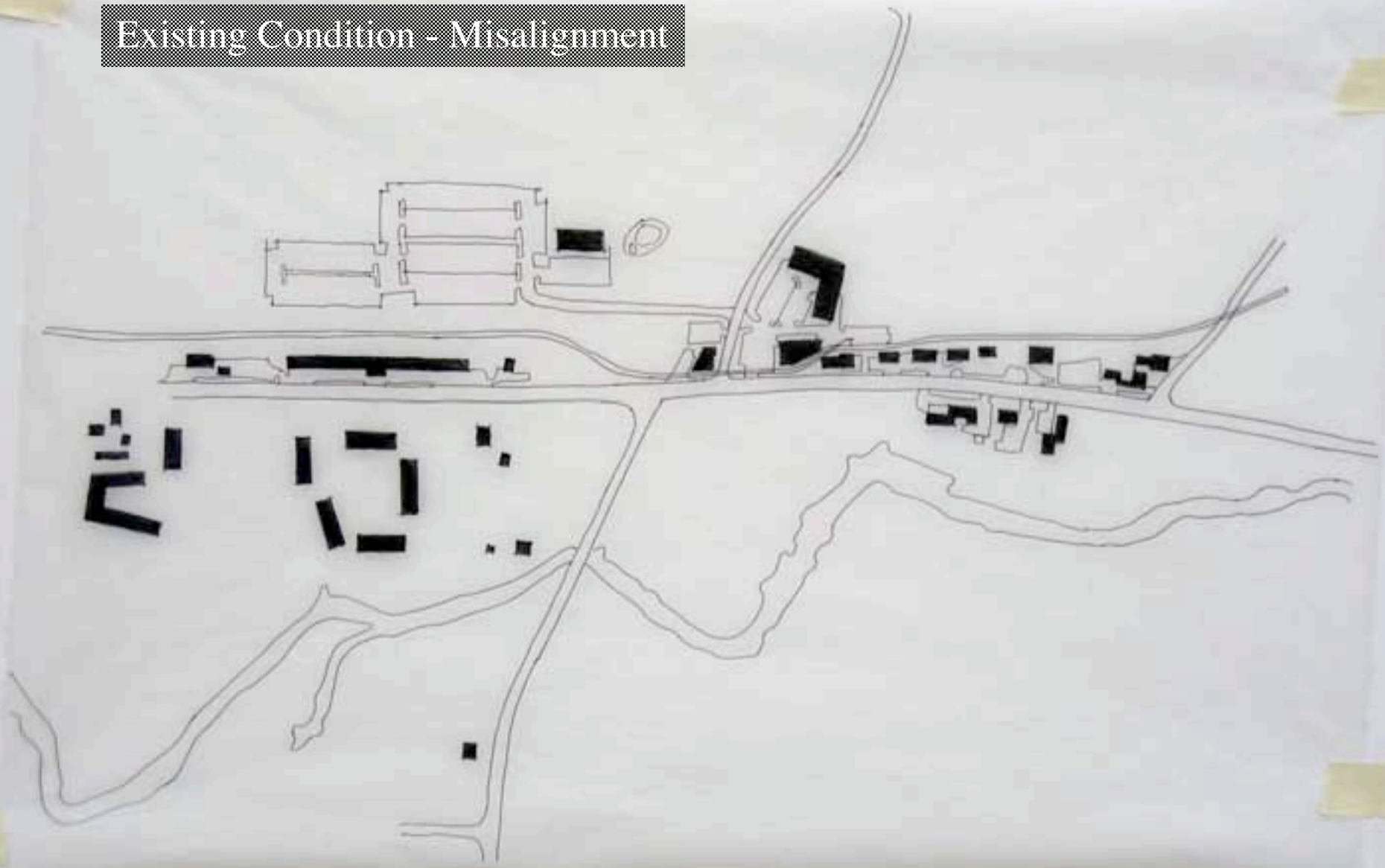

Quinnipiac

Existing Condition - Misalignment

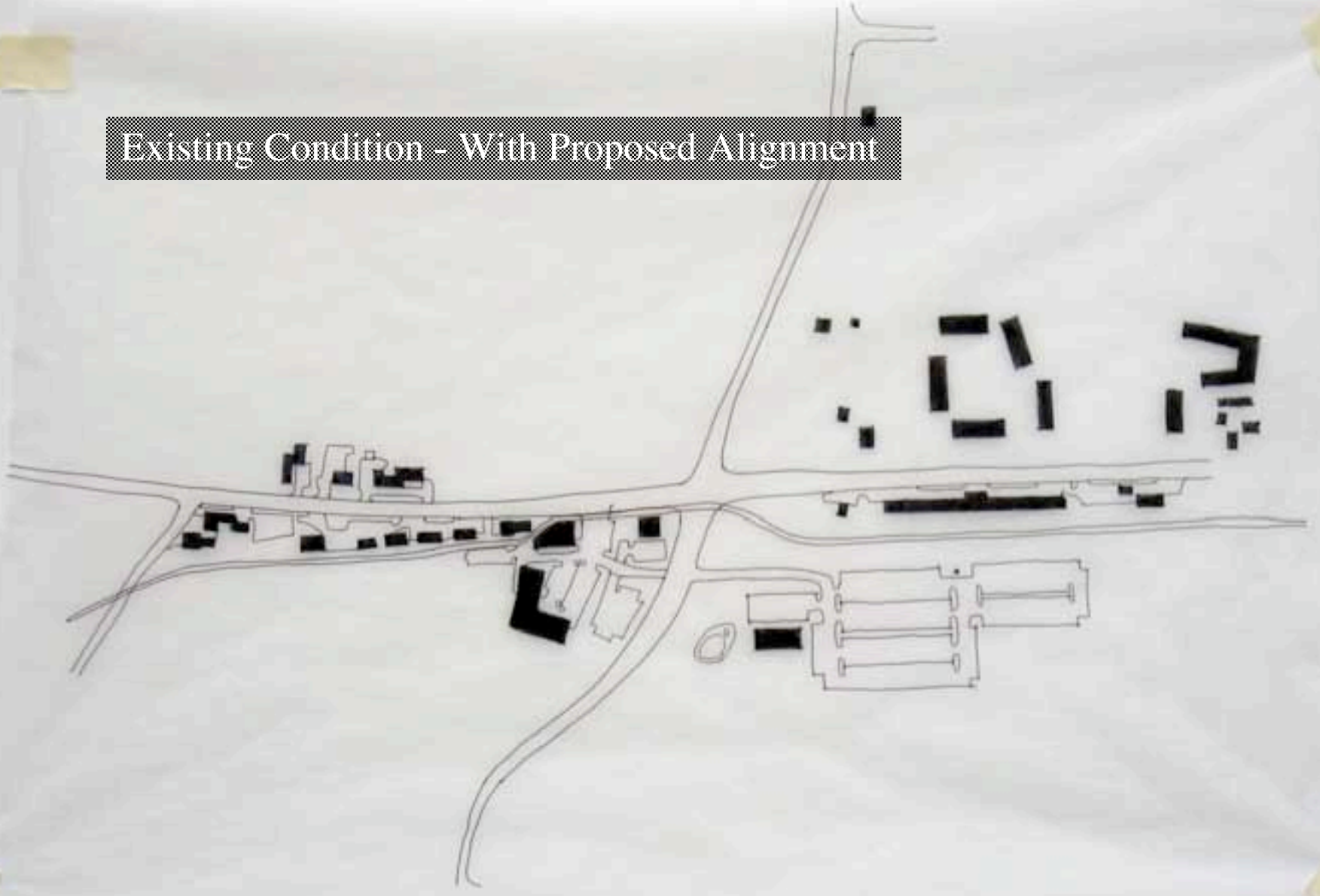


Existing Condition - Misalignment

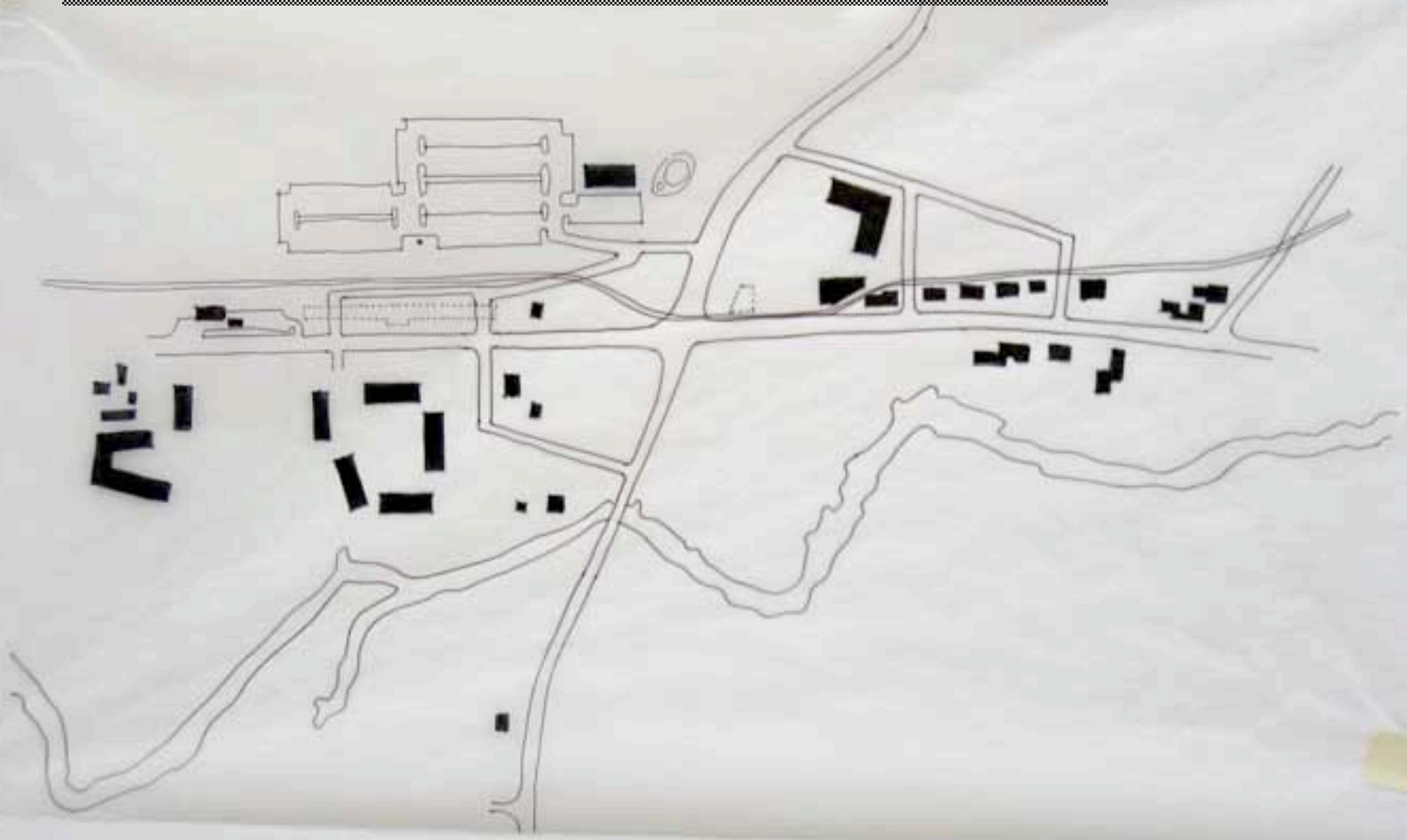


DOT Proposed Condition - Alignment

Existing Condition - With Proposed Alignment



Proposed New Street Network (with Alignment Condition)

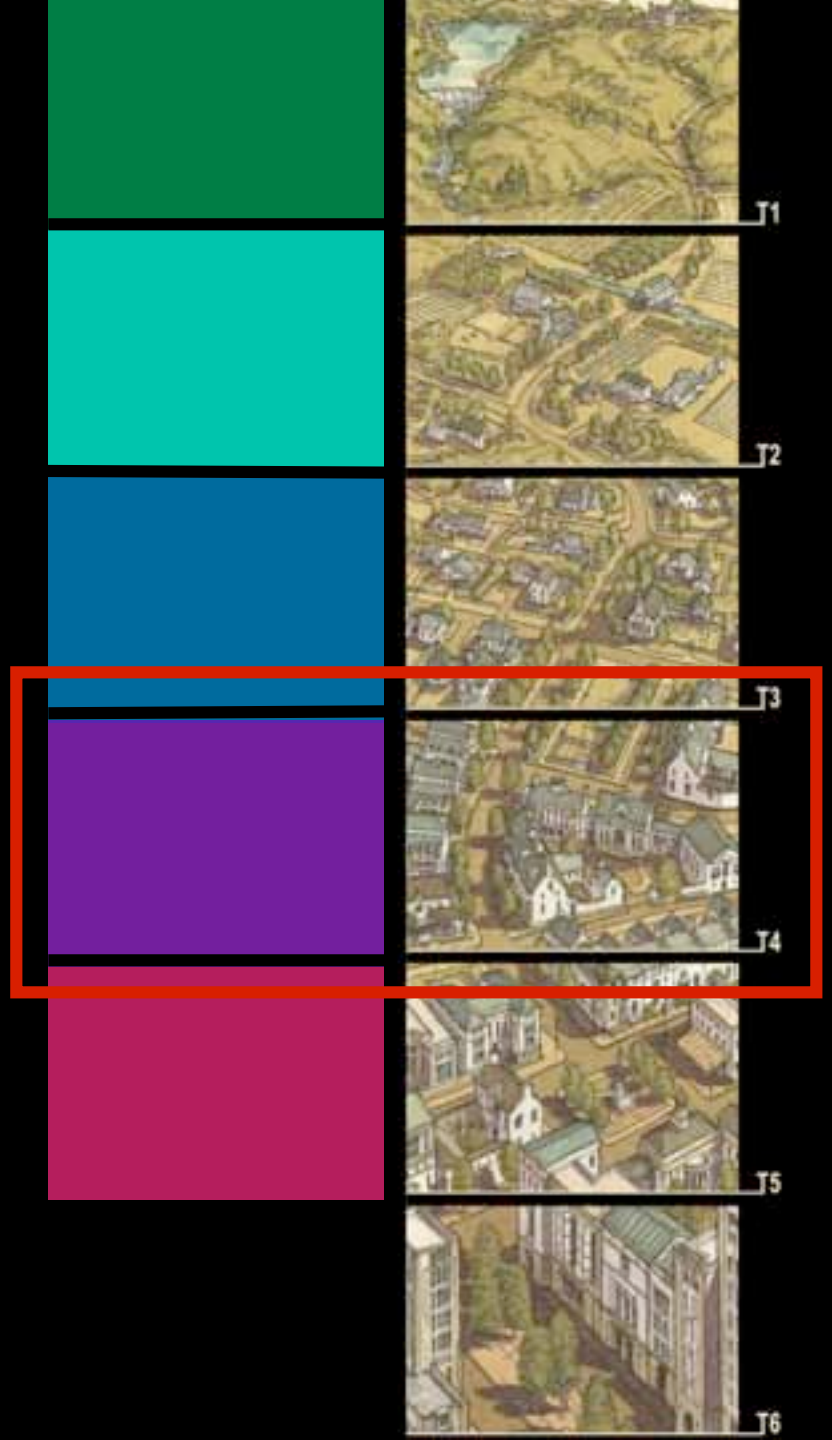


Affordable Housing

Mt. Carmel

Home Pl
10
Woodruff St
Woodruff St
Whitney Ave
Murphy Rd
Evergreen Ave
Murphy Rd
New Rd
10
22
Ives St
22
Dickerman St
Tabor Rd
Dickerman St
Villa Rd
S New Rd
Whitney Ave
Bolton St
10
Mt Carmel Conn
S New Rd
40
Charlton Hill Rd

Mt. Carmel


T1
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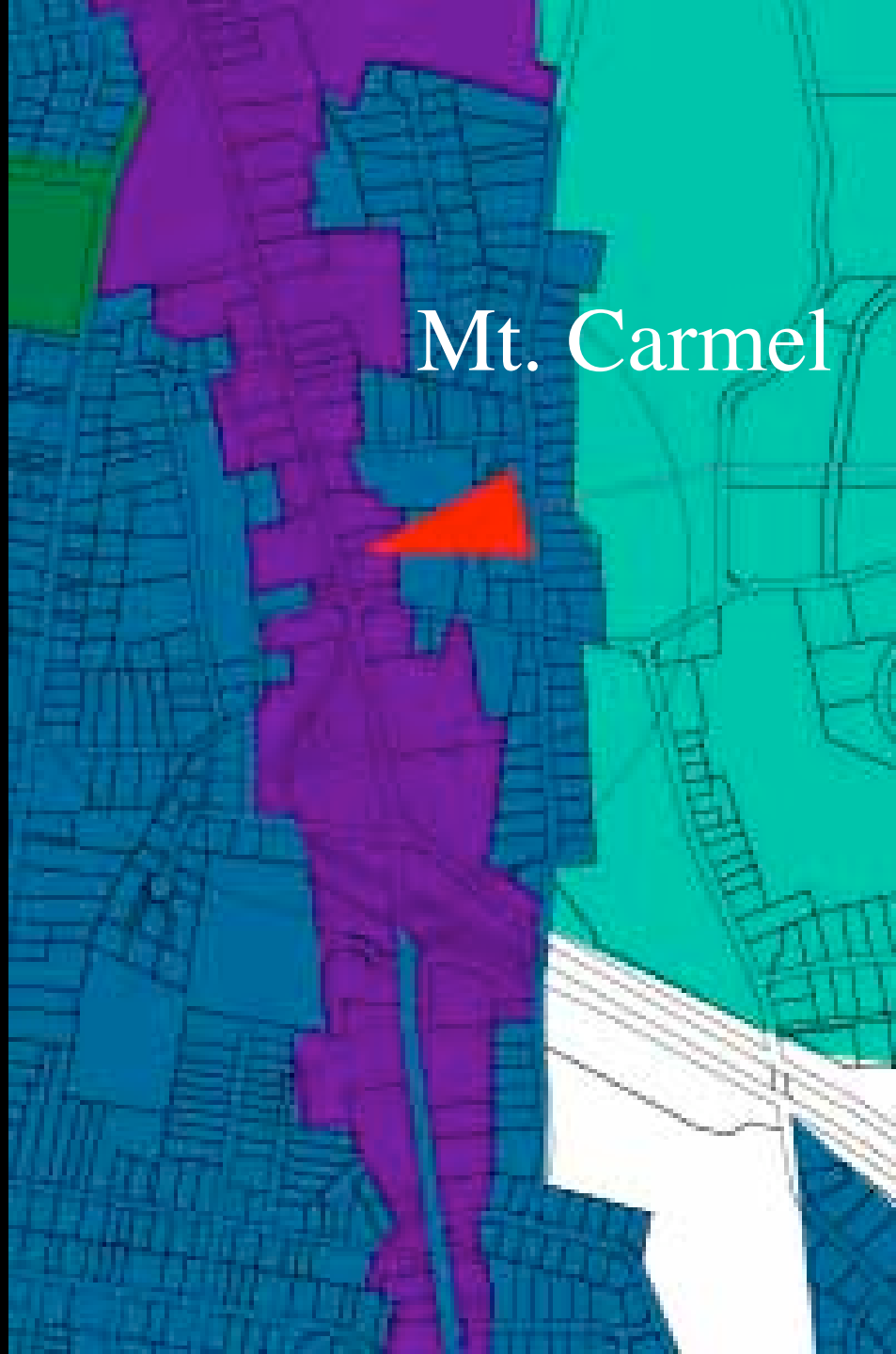
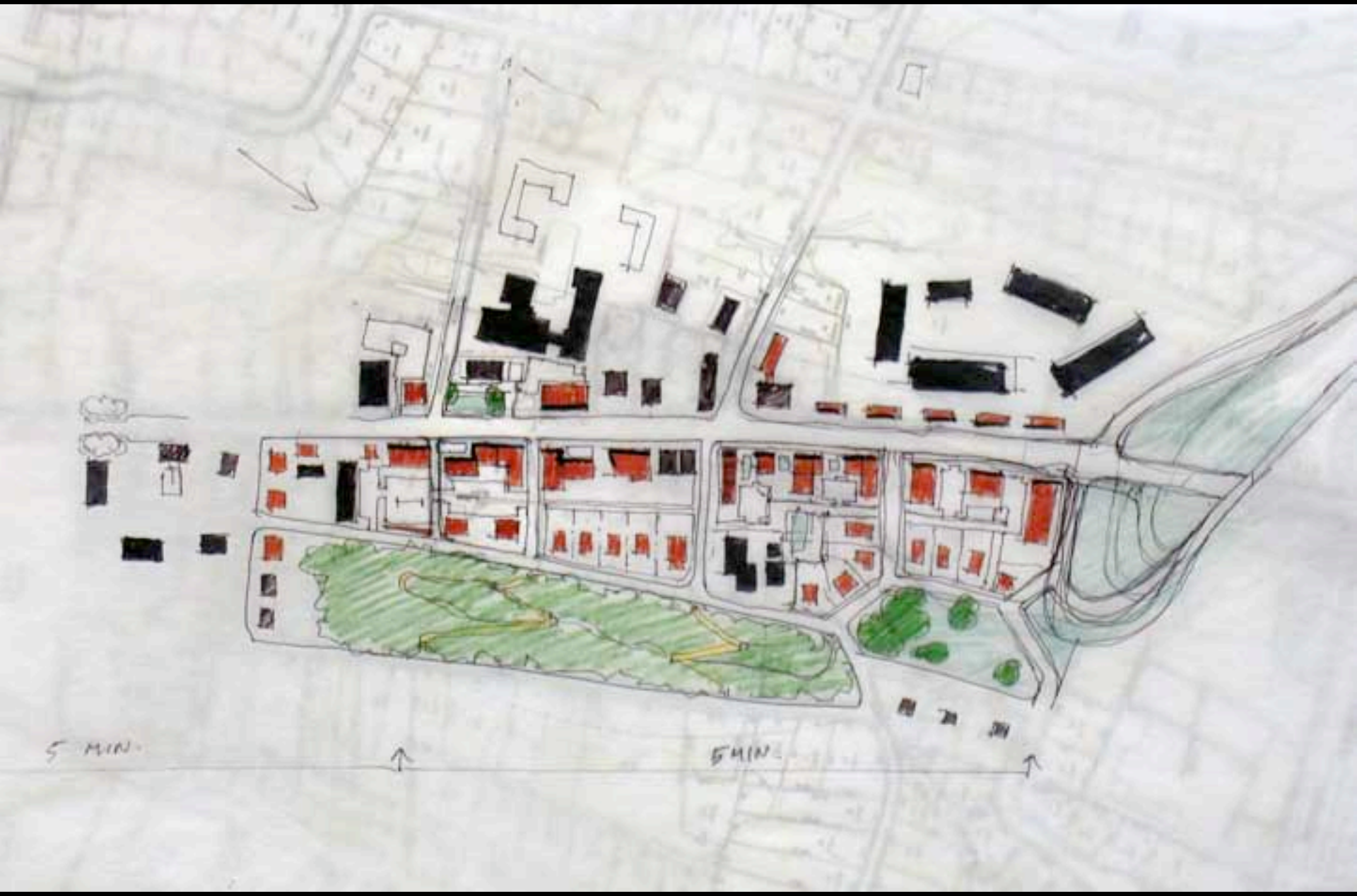
T5
T6


Mt. Carmel


5 MIN.
5 MIN.

Traffic

2340
A-AAABLE
Auto Insurance
A + ACCOUNTING & TAX PREP, LLC
HAMDEN MEDICAL SERVICES
Family Medical Care
Law Offices of
Esty & Buckner, LLC
HAMDEN FLORIST
DEKISA
ENTER
PARKING IN REAR

Bushnell
51
FAST
ENTER
Average Speeds: 35 MPH
Many Over 40 MPH
Vehicle Impact Speed vs. Pedestrian Injuries
Usually Fatal
Small Injuries
Accident Severity (6=Fatal)
0 1 2 3 4 5 6 7
10 12 14 16 18 20 22 24 26 28 30 32 34 36 38
Impact Speed (MPH)

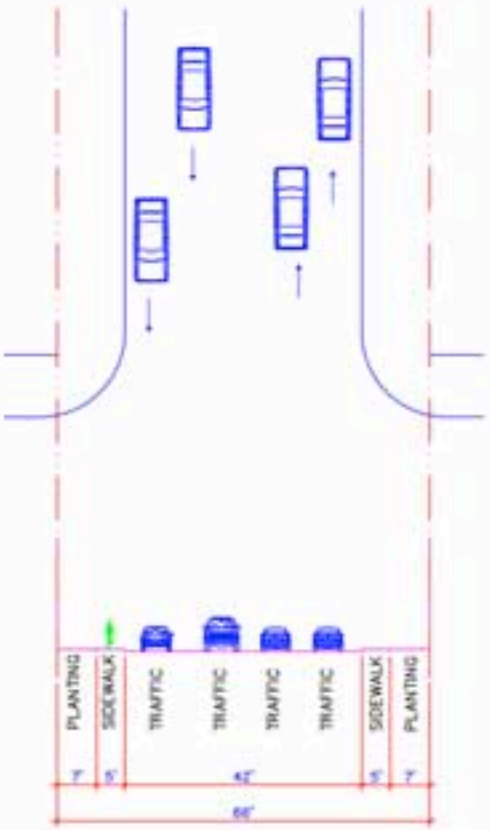
FOR SALE

Proposed

Thoroughfare Refinements

Existing

Whitney Avenue

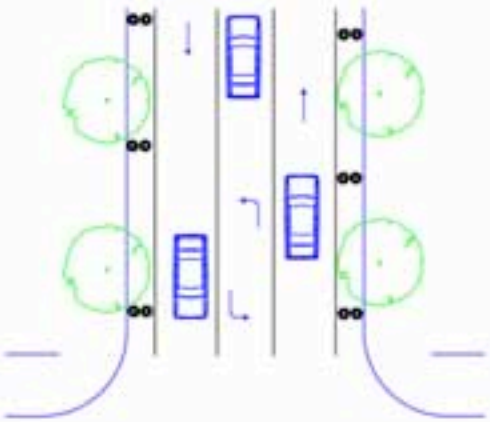


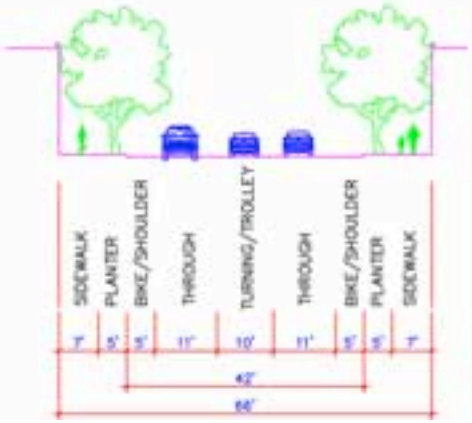
Proposed

Whitney Avenue #1

ST-66-42 (same curb line)

South of SR 40



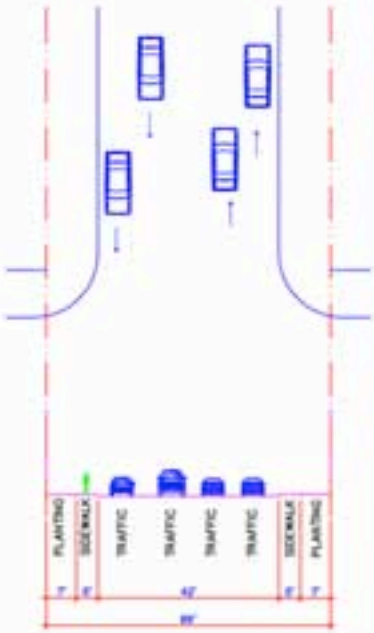


2340
A-AAABLE
Auto Insurance
A + ACCOUNTING & TAX PREP, LLC
HAMDEN MEDICAL SERVICES
Family Medical Care
Law Offices of
Esty & Buckner, LLC
HAMDEN FLORIST
DEKISA
ENTER
PARKING IN REAR

COLDWELL
BANKER

Existing Proposed

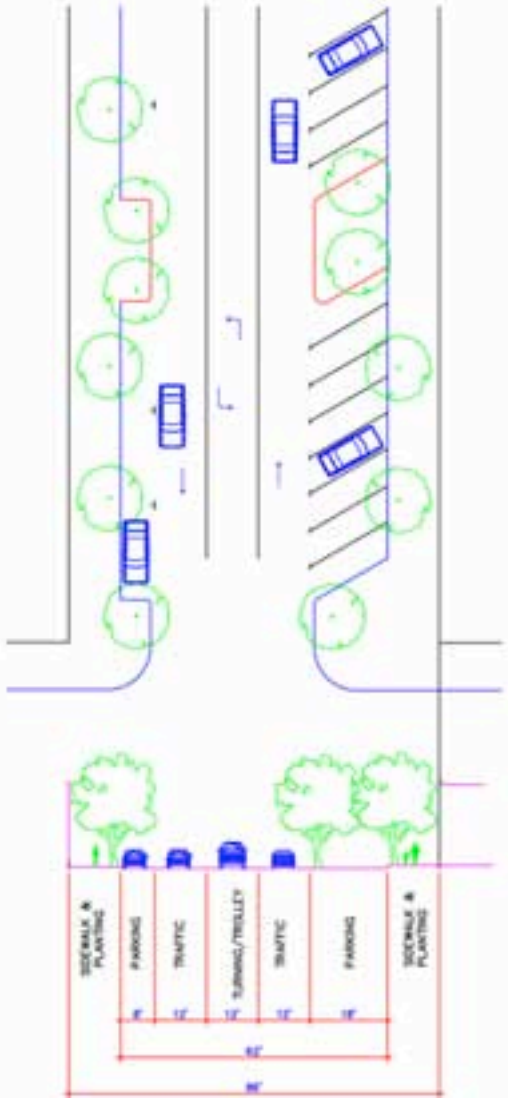
Whitney Avenue



Whitney Avenue #2

ST-86-62P (new curb line)

South of SR 40



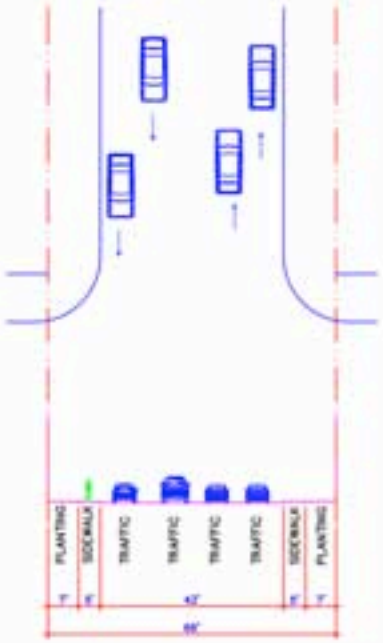
Existing Proposed

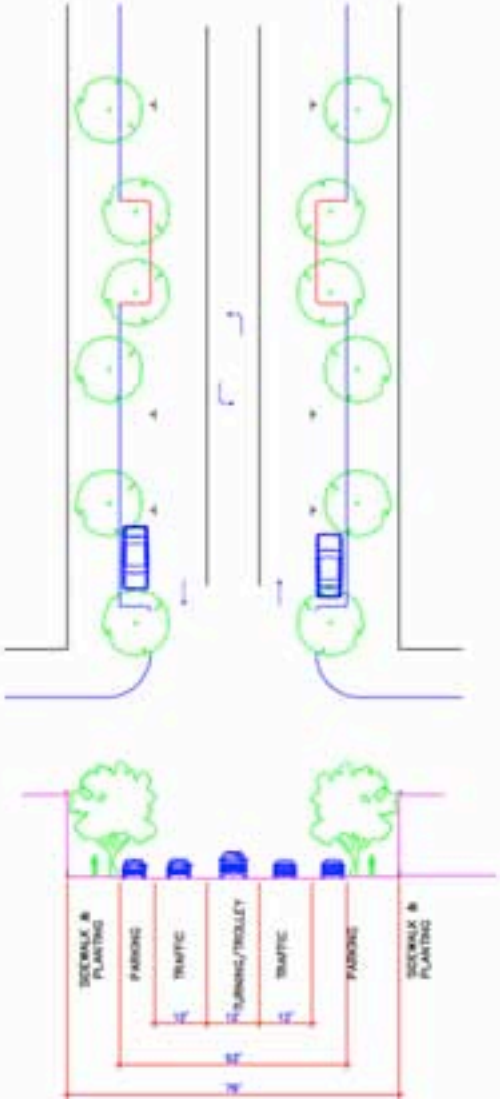
Whitney Avenue #3

ST-76-52P (new curb line)

South of SR 40

Whitney Avenue

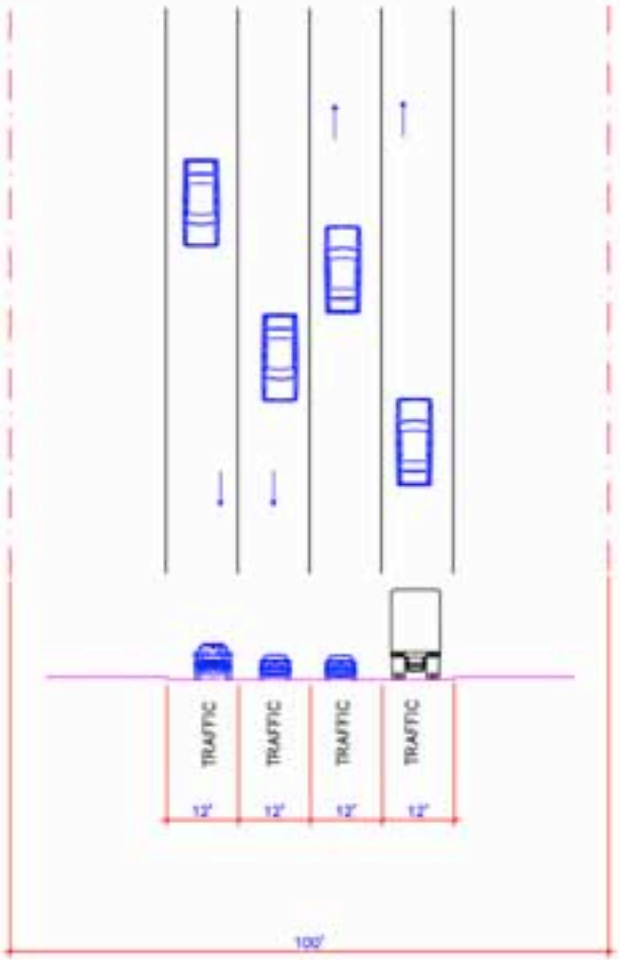




Existing

Dixwell Avenue

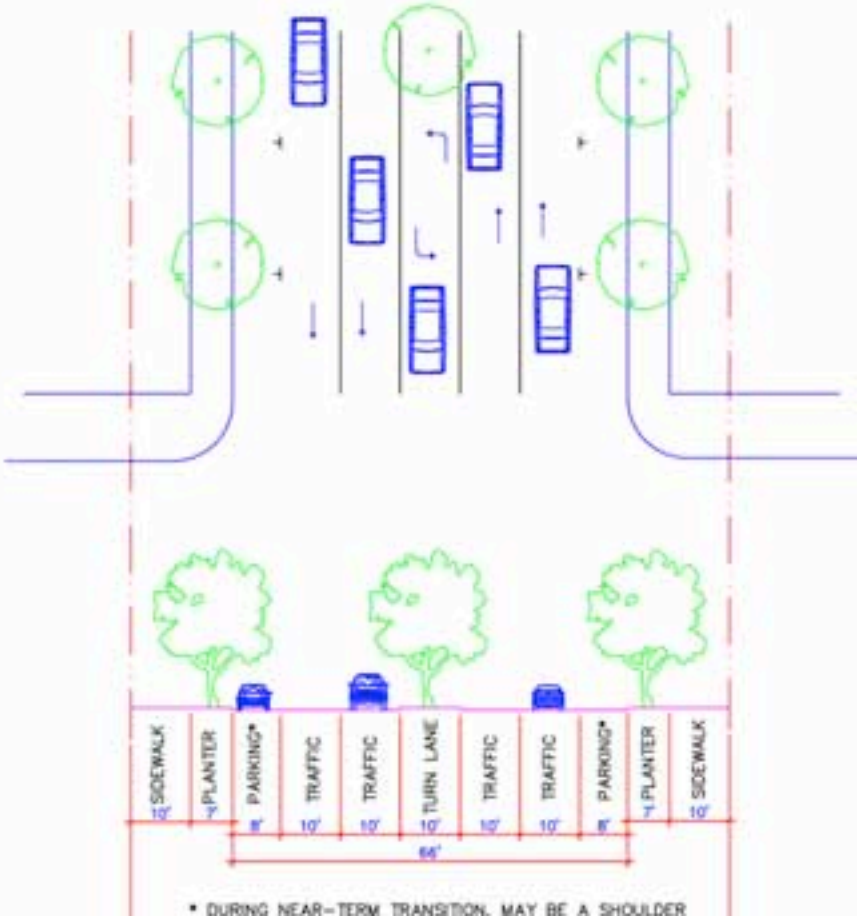
(without Turn Lane)



Proposed

Dixwell Avenue #2

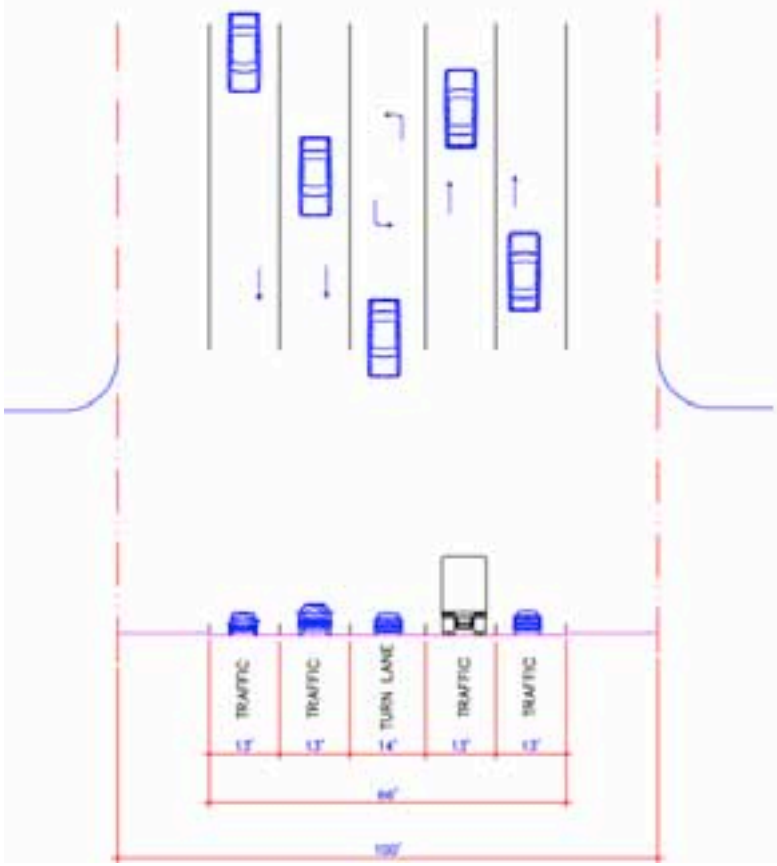
ST–100–66P



Existing

Dixwell Avenue

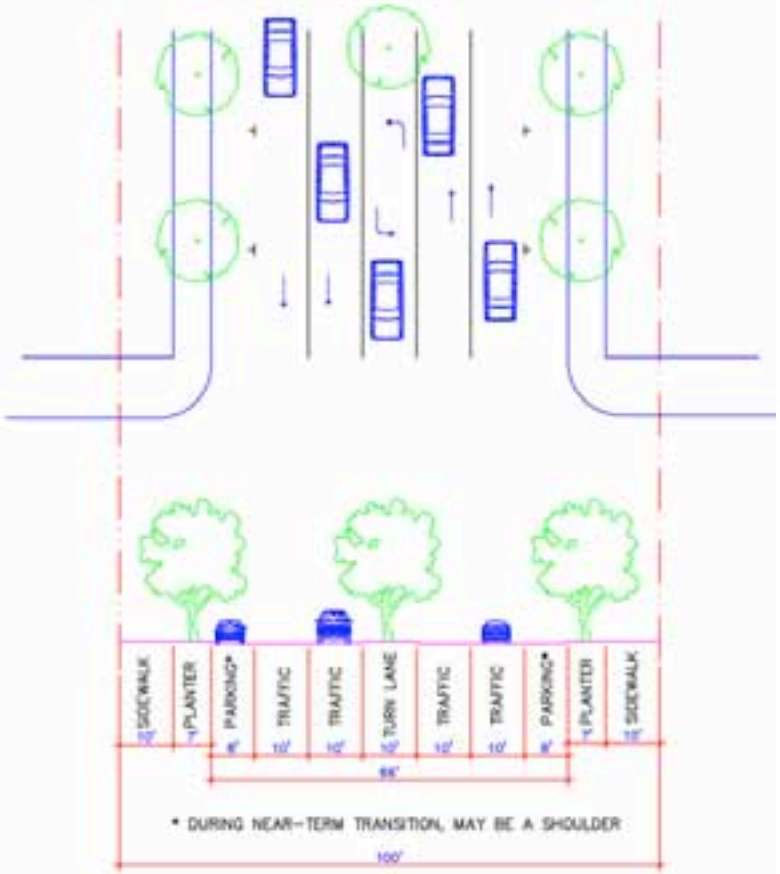
Benham to Collins



Proposed

Dixwell Avenue #2

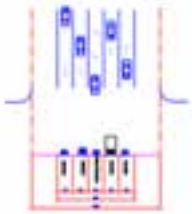
ST-100-66P (same curb line)

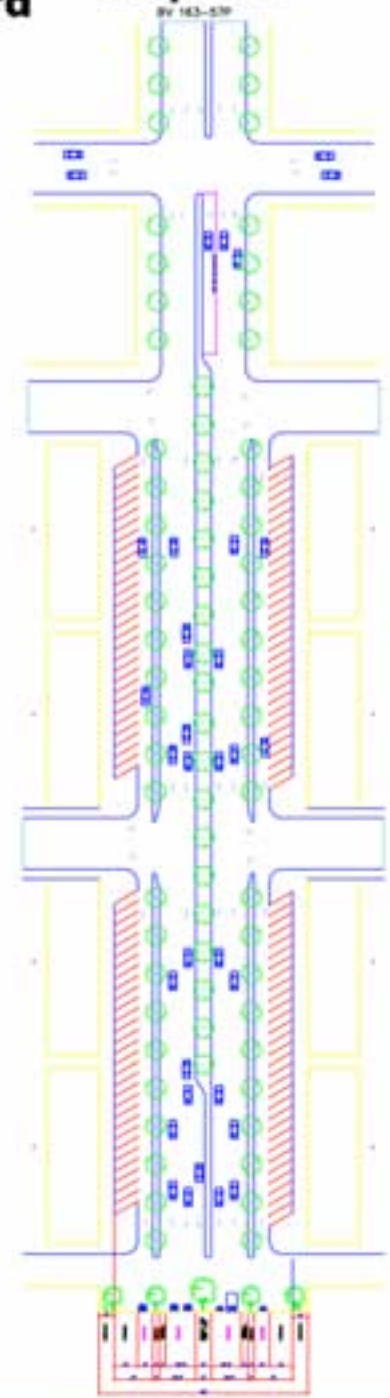


Dixwell Boulevard

Proposed

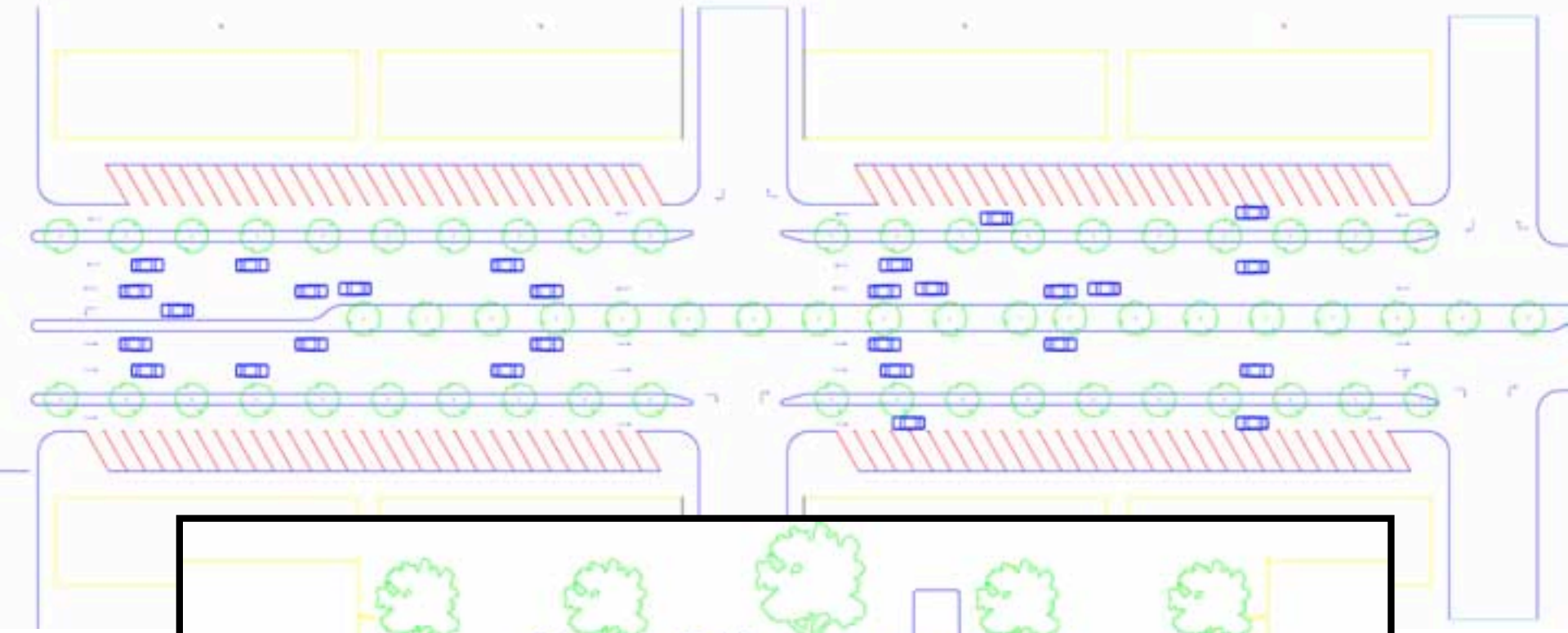
Existing

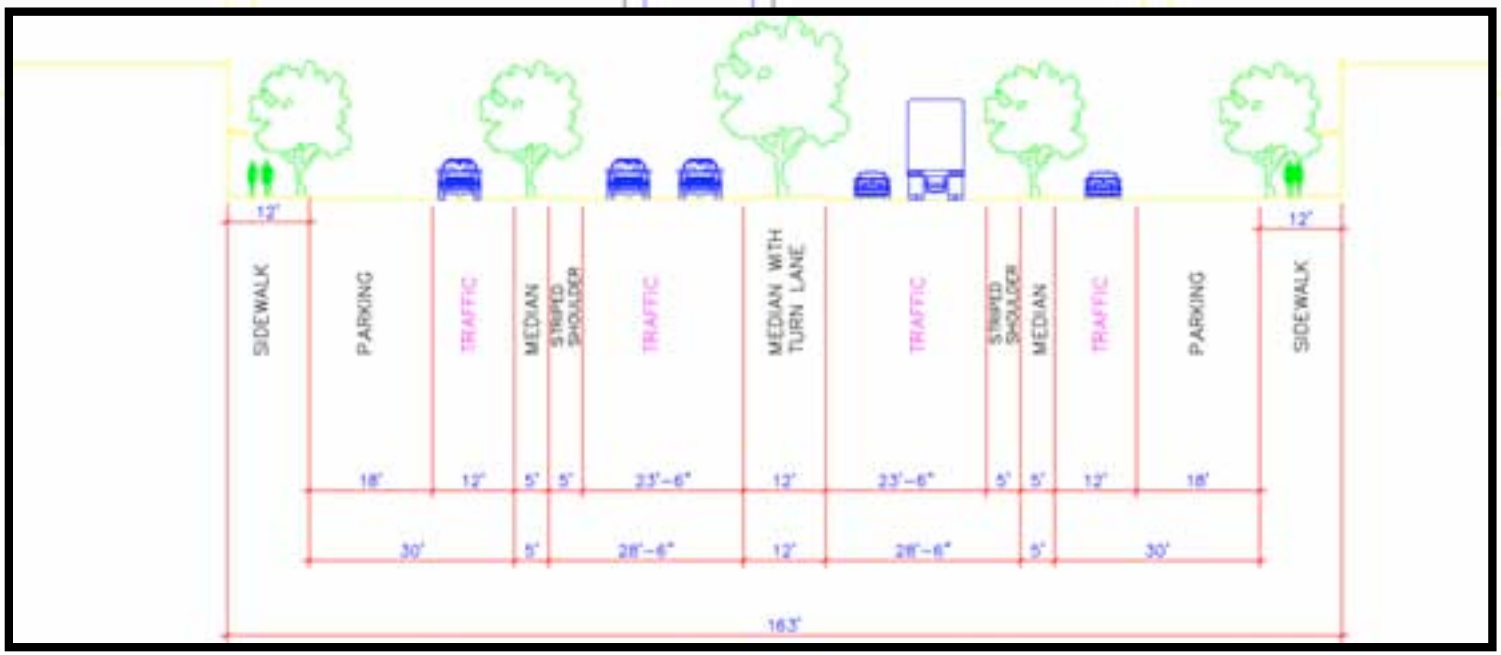




Proposed

BV 163-57P





Notes:

The "Proposed" diagram shows several concepts including: a multi-way boulevard concept with significant on-street parking; limiting cross-street left turns; and general access management in an urbar form.

One-way streets should be phased out in Hamden.

Driveways, where no median is present, should align across thoroughfares. Existing misalignments, such as the easterly driveway near Whitney & Worth, should be realigned.

TABLE 3A. VEHICULAR LANE DIMENSIONS

TABLE 3A: Vehicular Lane Dimensions. This table assigns lanes to Transect Zones based on lane width, which is the principal determinant of traffic (design) speed. The most typical assemblies are shown in Table 3B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T4	T5	T6
Below 20 mph	8 feet	☐	☐	X	X		
20-25 mph	9 feet	☐	☐	X	X	☐	☐
25-35 mph	10 feet	☐	☐	X	X	X	X
25-35 mph	11 feet	☐	☐		X	X	X
Above 35 mph	12 feet	☐	☐			☐	☐

DESIGN SPEED	PARKING LANE WIDTH						
20-25 mph	(Angle) 18 feet				X	X	☐
20-25 mph	(Parallel) 7 feet			X	X	X	
25-35 mph	(Parallel) 8 feet			☐	X	X	☐
Above 35 mph	(Parallel) 9 feet					☐	☐

X BY RIGHT

☐ BY WARRANT

Note: This table is provided for general guidance. Many other factors, especially including the amount of off-street parking and the length of a particular street aide in determining appropriate street widths and cross-section elements. The traffic volumes along a particular thoroughfare are also quite important.

The specific street sections that have been calibrated for Hamden have taken these factors into account. Other areas of Town that have not had specific street calibrations can use this and Table 3B for additional guidance and design assistance.

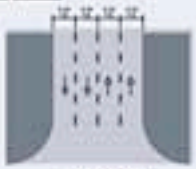
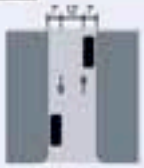
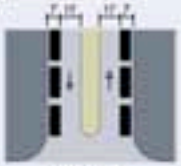
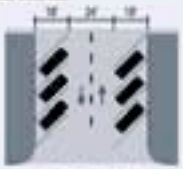
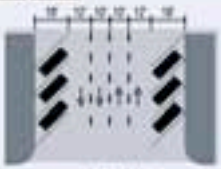
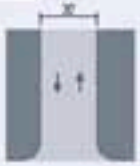
There are no known instances of one-way streets being necessary or appropriate in Hamden as the Town continues to grow in accordance with the SmartCode.

TABLE 3B. VEHICULAR LANE & PARKING ASSEMBLIES

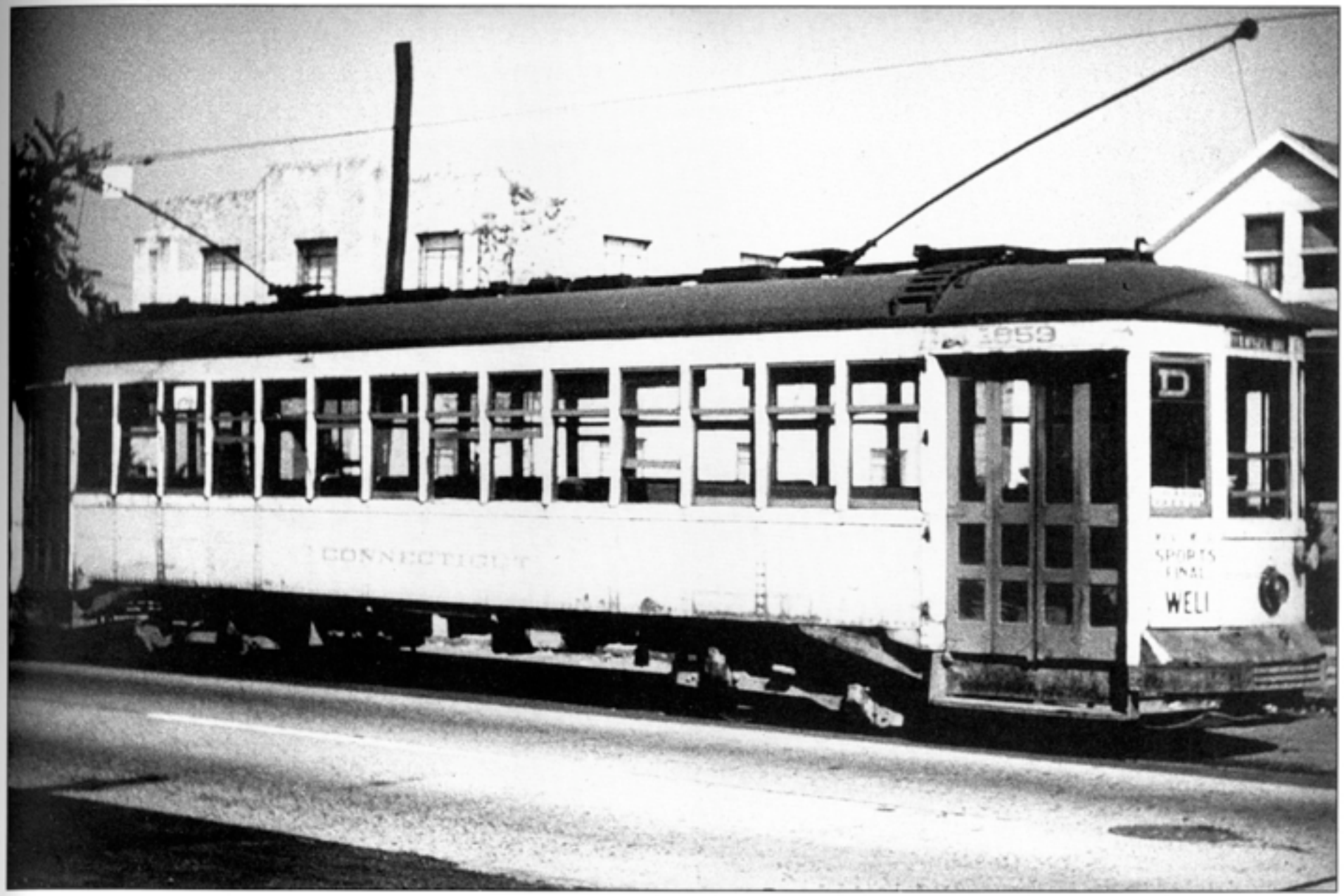
Hamden, Connecticut

TABLE 3B: Vehicular Lane & Parking Assemblies. This table shows lane widths, parking provisions, and Turning Radii based on the projected design speeds for the various Transect Zones. See Table 17 for more on turning radii.

TWO WAY MOVEMENT →

a. NO PARKING	T1 T2 T3	T1 T2	T1 T2
			
Design ADT	2,500 VPD	22,000 VPD	36,000 VPD
Pedestrian Crossing	5 Seconds	9 Seconds	13 Seconds
Design Speed	20-25 MPH	30-35 MPH	35 MPH and above
b. YIELD PARKING	T3 T4		
			
Design ADT	1,000 VPD		
Pedestrian Crossing	7 Seconds		
Design Speed	Below 20 MPH		
c. PARKING ONE SIDE PARALLEL	T4 T5	T4 T5 T6	T5 T6
			
Design ADT	16,000 VPD	15,000 VPD	32,000 VPD
Pedestrian Crossing	8 Seconds	11 Seconds	13 Seconds
Design Speed	25-30 MPH	25-30 MPH	25-30 MPH
d. PARKING BOTH SIDES PARALLEL	T4 T5 T6	T5 T6	T5 T6
Design ADT	15,000 VPD	22,000 VPD	32,000 VPD
Pedestrian Crossing	10 Seconds	13 Seconds	15 Seconds
Design Speed	25-30 MPH	25-30 MPH	35 MPH and above
e. PARKING BOTH SIDES DIAGONAL	T5 T6	T5 T6	T5 T6
			
Design ADT	15,000 VPD	22,000 VPD	31,000 VPD
Pedestrian Crossing	17 Seconds	20 Seconds	23 Seconds
Design Speed	20-25 MPH	25-30 MPH	25-30 MPH
f. PARKING ACCESS	T3 T4	T5 T6	
			
Design ADT			
Pedestrian Crossing	3 Seconds	6 Seconds	
Design Speed			

Streetcars

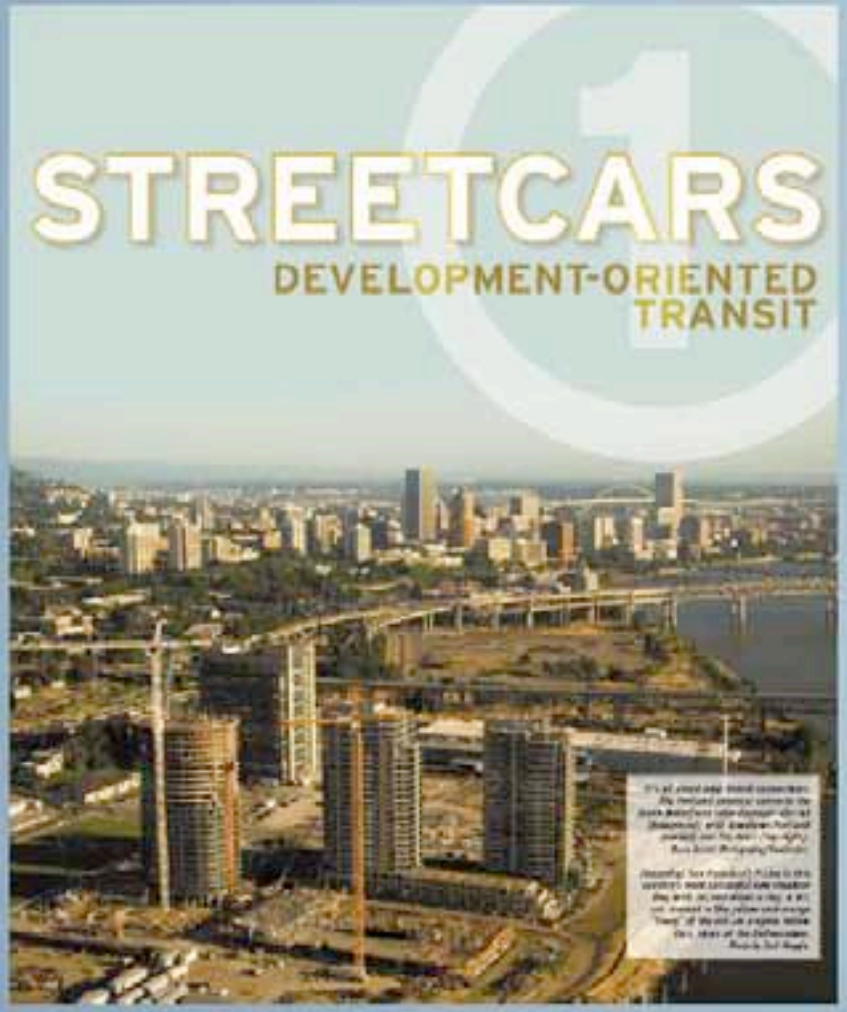


This view, titled "End of the Line," shows the trolley car on Dixwell Avenue in 1948 on the last day it ran in Hamden. (Photograph by Leonora Larson.)

Why Streetcars and Why Now?

- *Relatively inexpensive – recent streetcar systems have ranged in price from $6 (Kenosha) to $55 Million (Portland Phase I)*
- *Uniquely suited to serve high density development occurring in downtowns*
- *Hugely successful in promoting intense development and vibrant street life*
- *Easily integrated into built environments because they can run in mixed traffic and share stops with buses*
- *And they feed regional transit systems, making transit more convenient and providing that last mile connection*

Streetcar Was a Watershed Event in Portland's Downtown



In the Pearl

- *100 Projects worth over $2.3 Billion, including 7,248 housing units & 4.6 Million square feet of commercial space*
- *25% of housing is affordable*
- *Developers built at 90% of allowable density along the line, twice as high as three blocks and further from the line*
- *Portland achieved its 20 year housing goal in 7 years and issued a record number of permits 7 years in a row*

In South Waterfront

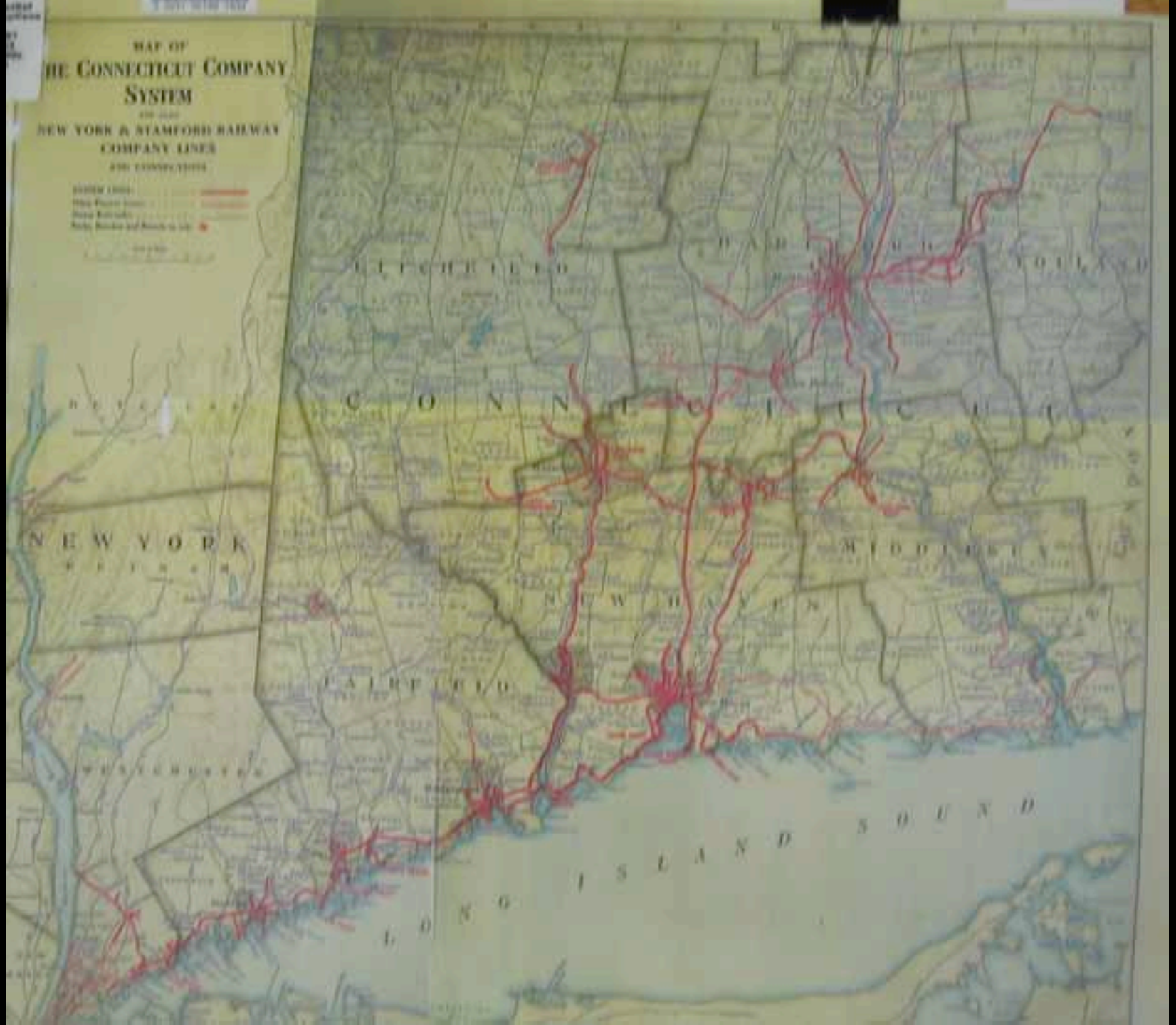
- *Connects to downtown via streetcar and to OHSU by aerial tram*
- *An even more ambitious redevelopment effort with 3,000 housing units planned*
- *4 Residential towers are out of the ground*

Streetcars are Development-Oriented Transit

	Start of Service	Initial Track Miles	Initial System Cost Per Track Mile	Initial System Cost	Development Investment	Return on Investment
Kenosha	2000	2.0	3.10	6.20	150	2319.35%
Little Rock	2004	2.5	7.84	19.60	200	920.41%
Tampa	2003	2.4	20.13	48.30	1000	1970.39%
Portland (1)	2001	4.8	11.50	55.20	1046	1794.93%
Portland (Ext.)	2005	1.2	14.83	17.80	1353	7501.12%

Source: Reconnecting America

TABLE 1: *Private Returns on the Public Investment*


MAP OF
THE CONNECTICUT COMPANY
SYSTEM
NEW YORK & STAMFORD RAILWAY
COMPANY LINES
LITCHFIELD
HARTFORD
TOLLAND
CONNECTICUT
NEW YORK
MIDDLESEX
NEW HAVEN
FAIRFIELD
WESTCHESTER
LONG ISLAND SOUND

The Town of HAMDEN, CONNECTICUT

"Land of the Sleeping Giant"

Sunday, October 28, 2007

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