

DDS- Planning & Zoning: Plan Review Application



Submission date: **17 May 2022, 10:17AM**
Receipt number: **771**
Related form version: **2**

Application Type

Check all that apply: **Special Permit**

Property Information

Property Address: **1390 park st No coordinates found**
Zoning District: **DT-3**
Parcel ID: **158-403-077**
Property Owner: **1390-1400 Park street LLC**
Address of Property Owner: **2074 Park St. Ste 101 06106**
Email: **n.sweeney@lifecaredesign.com**

Applicant

Name of Applicant: **Lifecare Design Inc.**
File Date: **05/12/2022**
Address: **1429 Park St Ste 201 06106 No coordinates found**
Phone: **860-726-4672**
Email: **n.sweeney@lifecaredesign.com**

Primary Point of Contact

Name:	Natalie Sweeney
Phone:	860-726-4672 m 203-448-7390
Email	n.sweeney@lifecaredesign.com

Project Narrative

Please describe your application action(s) and provide as much detail as possible. Attach additional pages if necessary:

continuing the market theme in the 1390 building with eating and drinking areas as well as an event space for live music

Zoning Map Change Application

Proposed Zone:

Describe the existing use of land and buildings in the zone change area:

Reason for this request:

Zoning Appeal Application

Are you an aggrieved party?

Permit or Violation Number:

State your reason for appealing the decision of the administrator or enforcement officer:

Variance Application

Please state the particular hardship* or unnecessary difficulty that prompts this application and the site the section of the zoning regulations that you are seeking relief from:

Subdivision Application

Number of lots to be created:

Area of each lot in square feet:

Street frontage of each of the new lots in feet:

Lot Combination Application

Addresses of lots to be combined

Map/Block/Lot for each property to be combined:

Liquor Permit Application

Please upload a copy of your State of CT Liquor Permit below.

Sign Permit Application

1. Is this sign proposed outside of the building line?

Maximum extension from building line:

2. Is this sign proposed outside of the street line?

Maximum extension from the Street line

3. Is the sign luminated?

4. Engineer Name (if any):

Phone:

Address:

5. Minimum distance from lowest point to the sidewalk:

6. Maximum height of sign from lowest point of established grade:

7. Distance from the nearest outdoor sign:

8. Square feet of surface for one face of the sign:

9. Wording of the sign (include all words):

Description of work (upload additional files if necessary)

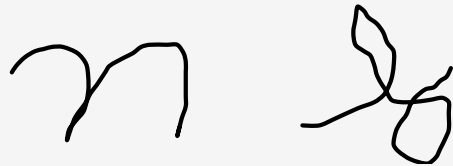
Upload any supporting materials below.

[21729 A-1 LOWER LEVEL REVISIONS.pdf](#)

[1390 PARK SITE PLAN SUB AMENDED.pdf](#)

Signatures

Signature of Applicant



[Link to signature](#)

Printed Name of Applicant:

Natalie Sweeney

Date:

05/12/2022

If you are not the property owner, you must attach a Letter of Authorization from the property owner to apply.

Letter of Authorization from Property Owner

[site plan Review Authorization - 1390.pdf](#)

Date:

05/12/2022

1390 -1400 Park Street, LLC



February 1, 2022

Historic Review Commission
Development Services
260 Constitution Plaza
Hartford, CT 06103

To Whom It May Concern:

Please accept this letter as authorization for Natalie Sweeney and/or Hermann Cartes-Barrios of Lifecare Design to submit the project at 1390 Park Street, Hartford for Site Plan Review on my behalf.

Please contact me with any questions at (860) 796-8174.

Thank you.

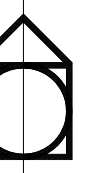
Sincerely,



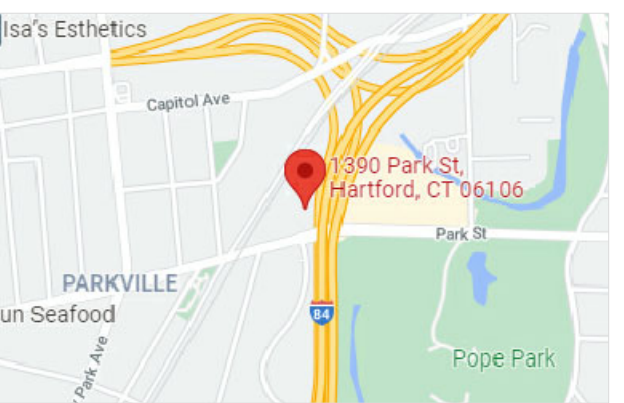
Carlos Mouta



1390 PARK ST
BUILDING
ALTERATIONS
1390 PARK ST.
HARTFORD, CT 06106



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key plan	
issue or revision	date
REVISION AS PER HISTORIC COMMISSION	12/10/21

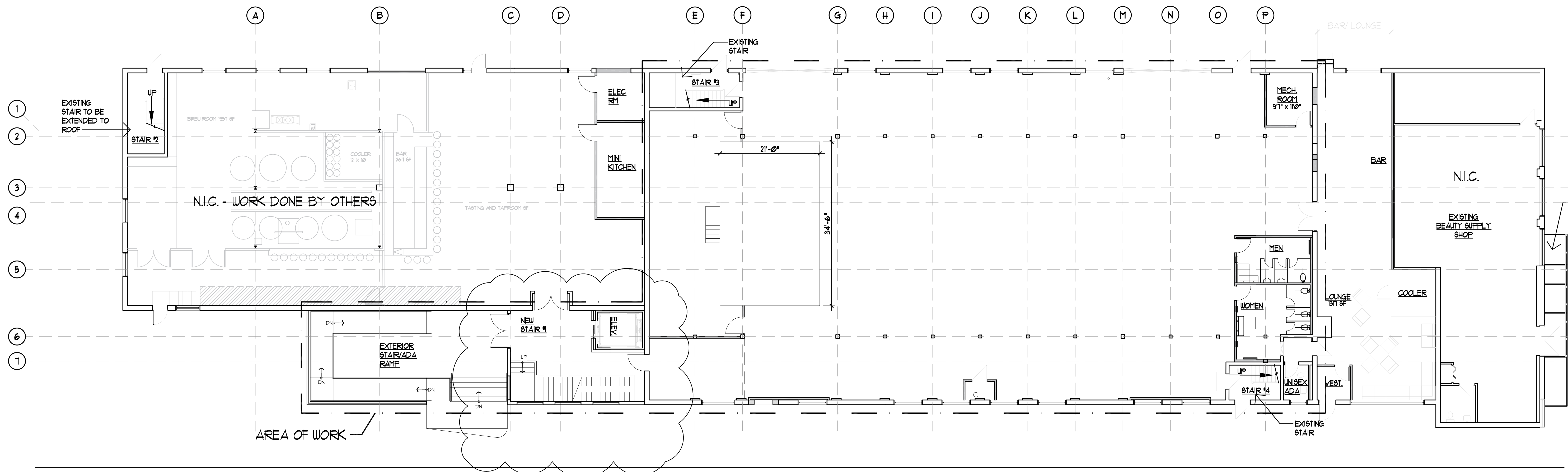
drawing title
LOWER & UPPER LEVEL FLOOR PLAN

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number

sheet

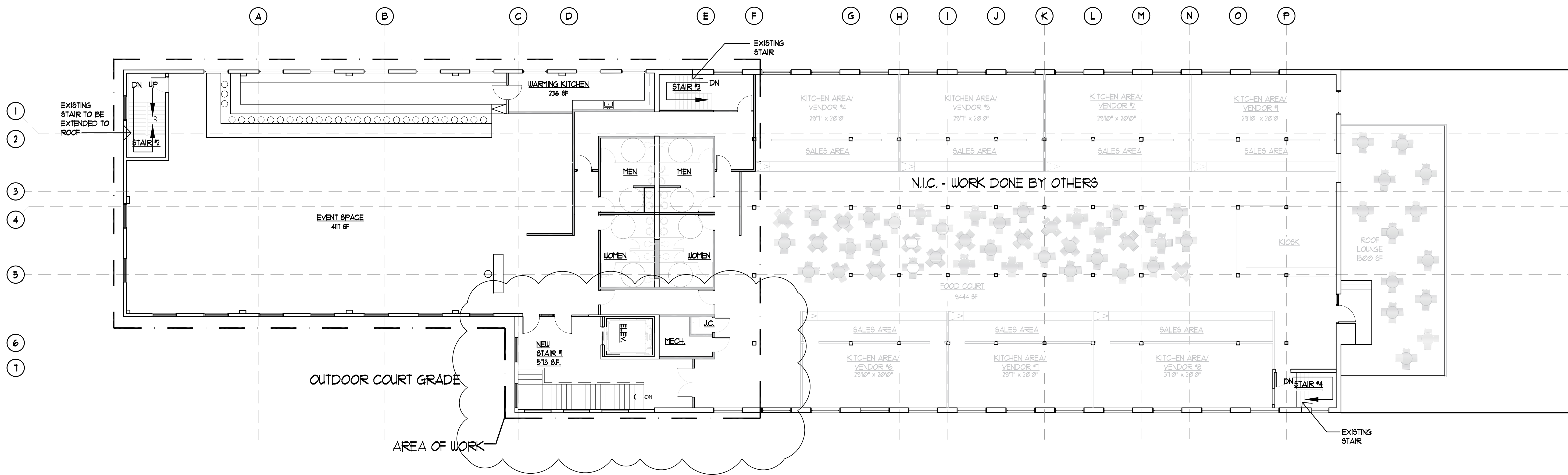
of

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① LOWER LEVEL FLOOR PLAN WITH ELEVATOR LOBBY ADDITION

SCALE: 3/32"=1'-0"



② UPPER LEVEL FLOOR PLAN WITH ELEVATOR LOBBY ADDITION

SCALE: 3/32"=1'-0"

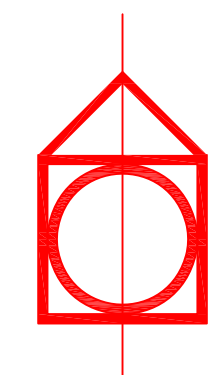
**PKV, LLC
PARKVILLE MARKET
1390 PARK ST. BUILDING
ALTERATIONS
1390 Park St. Hartford, Ct. 06106**

LIST OF DRAWINGS

- T-1 COVER SHEET
- SU SURVEY PLAN
- SP-1 PROPOSED SITE PLAN, ZONING INFORMATION & SITE DETAILS
- SP-2 LANDSCAPE PLAN AND SITE DETAILS CONT'D
- SP-3 PARKING PLAN, LIGHTING LAYOUT & SITE DETAILS CONT'D
- A-1 PROPOSED GROUND & 2ND FLOOR PLAN
- A-2 PROPOSED ROOF PLAN
- A-3 EXTERIOR ELEVATIONS



SITE PLAN AMENDED



LIFECARE DESIGN INC.

1429 Park Street, Ste 201, Hartford, Ct 06106 860 726-4672

**NOV. 30th 2021
REV MARCH 2022**

Revisions

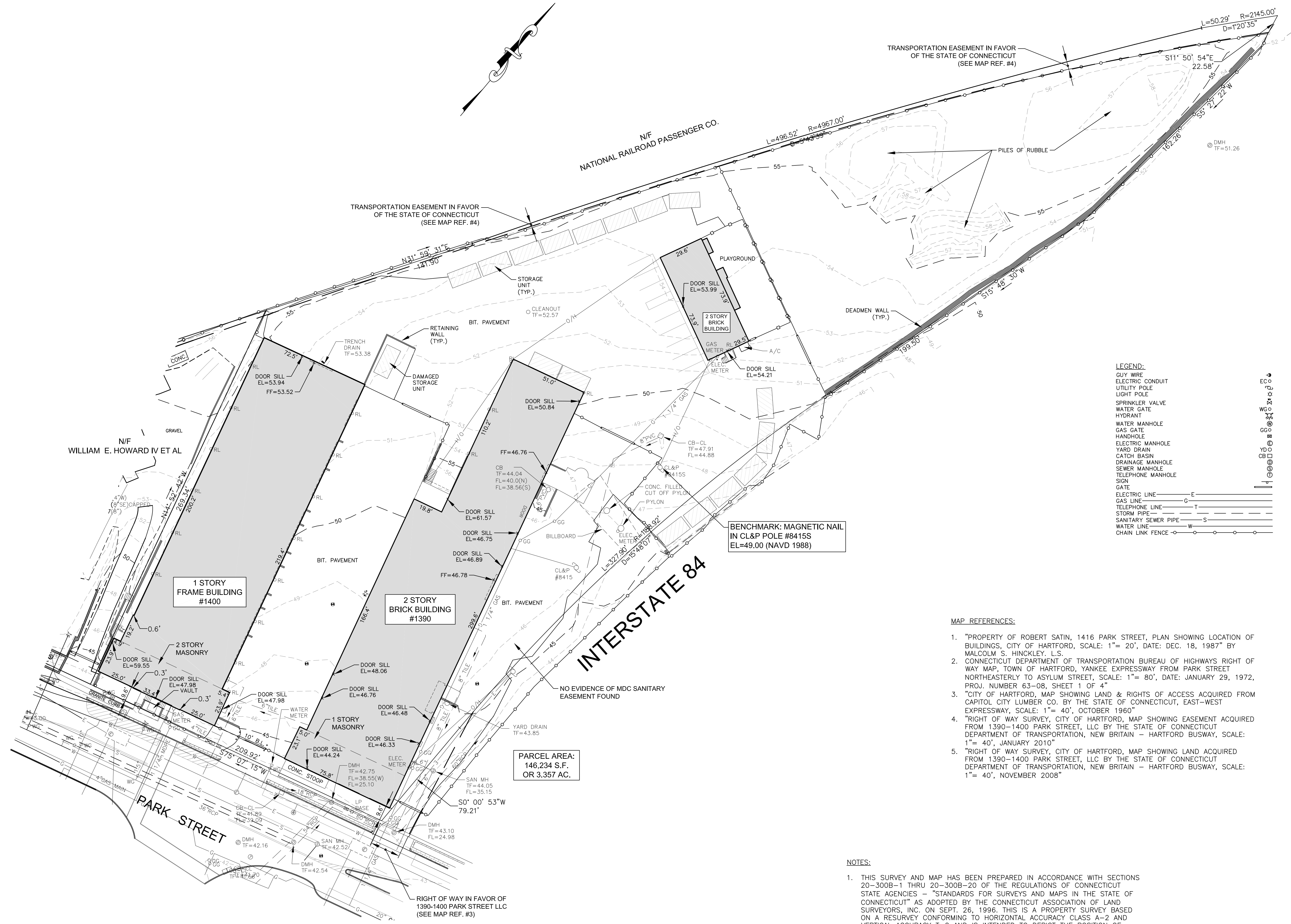
DATE	DESCRIPTION
8/6/18	8/6/18

Horizontal Datum	HORIZONTAL
Vertical Datum	VERTICAL
Compiled By	
P.C. Check By	
Designed By	
Drawn By	
Checked By	
Scale	SCALE
Date	DATE
Project No.	PROJNO
File No.	FILE#
DWG Name	DWGNAME

PROPERTY SURVEY
 PROPERTY OF
1390-1400 PARK STREET LLC
 1390-1400 PARK STREET
 HARTFORD, CONNECTICUT

Sheet	Of
3	50

The location of the underground utilities shown on this plan have been obtained from the best available sources. The actual location of these utilities should be verified in the field by the contractor. There may be other utilities not shown on these plans. Any damage made to existing utilities by the contractor shall be the sole responsibility of the contractor.



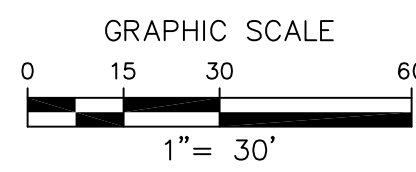
- LEGEND:**
- GUY WIRE
 - ELECTRIC CONDUIT
 - UTILITY POLE
 - LIGHT POLE
 - SPRINKLER VALVE
 - WATER GATE
 - HYDRANT
 - WATER MANHOLE
 - GAS GATE
 - HANDHOLE
 - ELECTRIC MANHOLE
 - YARD DRAIN
 - CATCH BASIN
 - DRAINAGE MANHOLE
 - SEWER MANHOLE
 - TELEPHONE MANHOLE
 - SIGN
 - GATE
 - ELECTRIC LINE — E
 - GAS LINE — G
 - TELEPHONE LINE — T
 - STORM PIPE — S
 - SANITARY SEWER PIPE — W
 - WATER LINE — W
 - CHAIN LINK FENCE — C

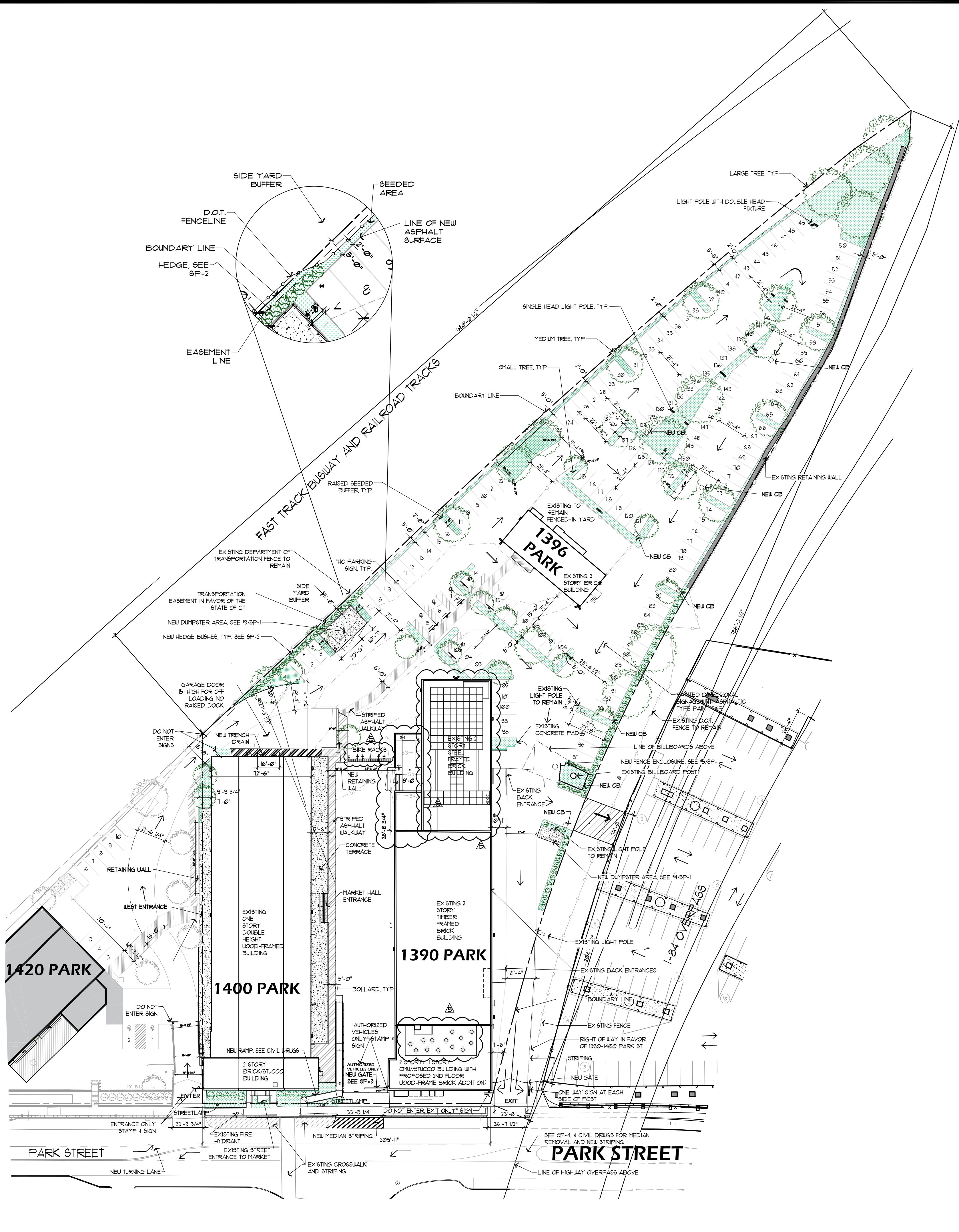
- MAP REFERENCES:**
- "PROPERTY OF ROBERT SATIN, 1416 PARK STREET, PLAN SHOWING LOCATION OF BUILDINGS, CITY OF HARTFORD, SCALE: 1" = 20', DATE: DEC. 18, 1987" BY MALCOLM S. HINCKLEY, L.S.
 - CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS RIGHT OF WAY MAP, TOWN OF HARTFORD, YANKEE EXPRESSWAY FROM PARK STREET NORTHEASTERLY TO ASYLUM STREET, SCALE: 1" = 80', DATE: JANUARY 29, 1972, PROJ. NUMBER 63-08, SHEET 1 OF 4"
 - "CITY OF HARTFORD, MAP SHOWING LAND & RIGHTS OF ACCESS ACQUIRED FROM CAPITOL CITY LUMBER CO. BY THE STATE OF CONNECTICUT, EAST-WEST EXPRESSWAY, SCALE: 1" = 40', OCTOBER 1960"
 - "RIGHT OF WAY SURVEY, CITY OF HARTFORD, MAP SHOWING EASEMENT ACQUIRED FROM 1390-1400 PARK STREET, LLC BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION, NEW BRITAIN - HARTFORD BUSWAY, SCALE: 1" = 40', JANUARY 2010"
 - "RIGHT OF WAY SURVEY, CITY OF HARTFORD, MAP SHOWING LAND ACQUIRED FROM 1390-1400 PARK STREET, LLC BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION, NEW BRITAIN - HARTFORD BUSWAY, SCALE: 1" = 40', NOVEMBER 2008"

- NOTES:**
- THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH SECTIONS 20-300B-1 THRU 20-300B-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES - "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPT. 26, 1996. THIS IS A PROPERTY SURVEY BASED ON A RESURVEY CONFORMING TO HORIZONTAL ACCURACY CLASS A-2 AND VERTICAL ACCURACY T-2 AND IS INTENDED TO DEPICT THE POSITION OF BOUNDARIES WITH RESPECT TO LOCATIONS OF ALL BOUNDARY MONUMENTATION; APPARENT IMPROVEMENTS AND FEATURES; RECORD EASEMENTS AND VISIBLE EVIDENCE OF THE USE THEREOF; RECORD AND APPARENT MEANS OF INGRESS AND EGRESS; LINES OF OCCUPATION AND DEED RESTRICTIONS PERTAINING TO THE LOCATION OF BUILDINGS OR OTHER IMPROVEMENTS.
 - THIS SURVEY IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.

TO MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

By _____
PAUL W. HUMPHREYS, L.S.
LIC. NO. 12322



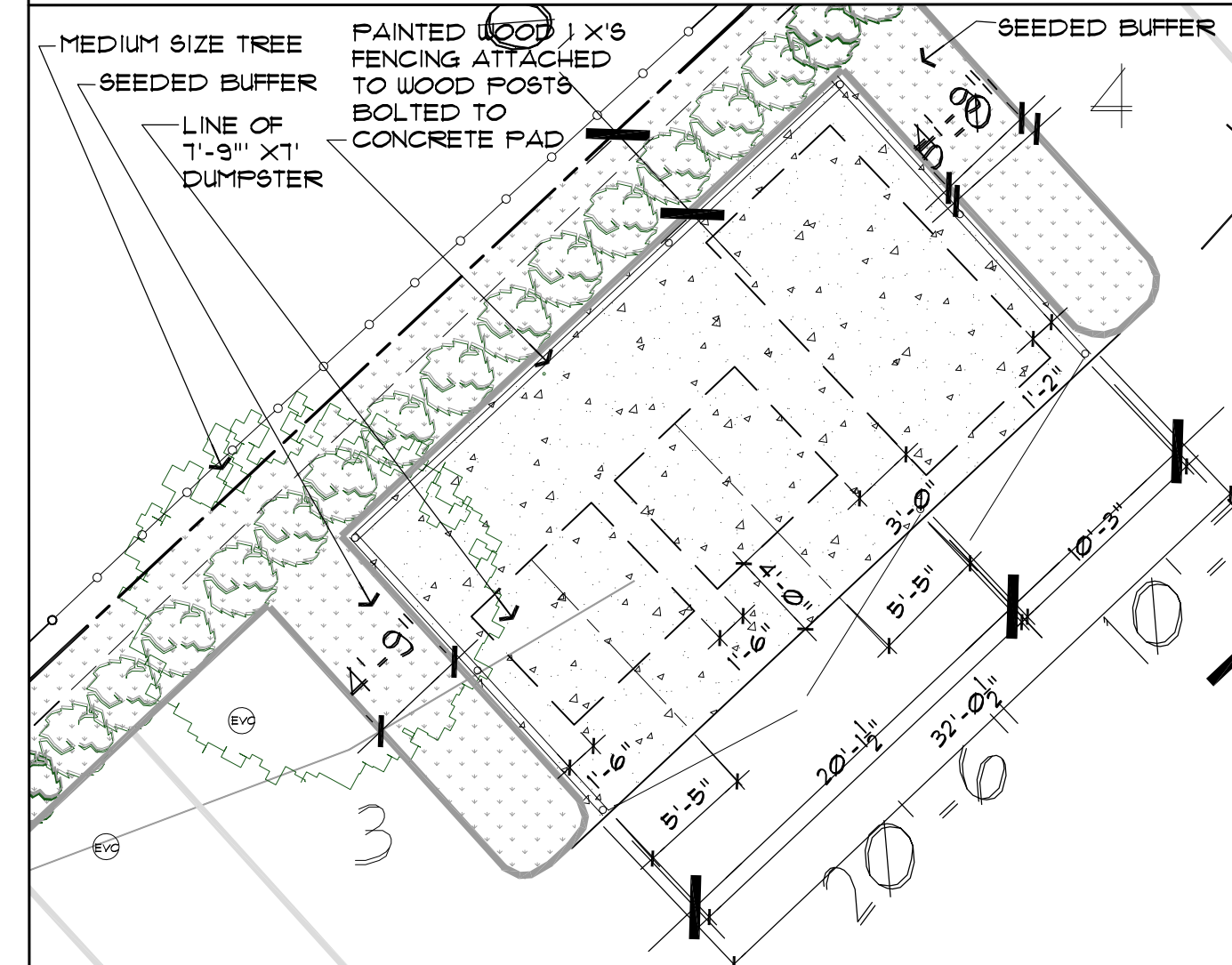


① PROPOSED SITE PLAN & ZONING INFORMATION

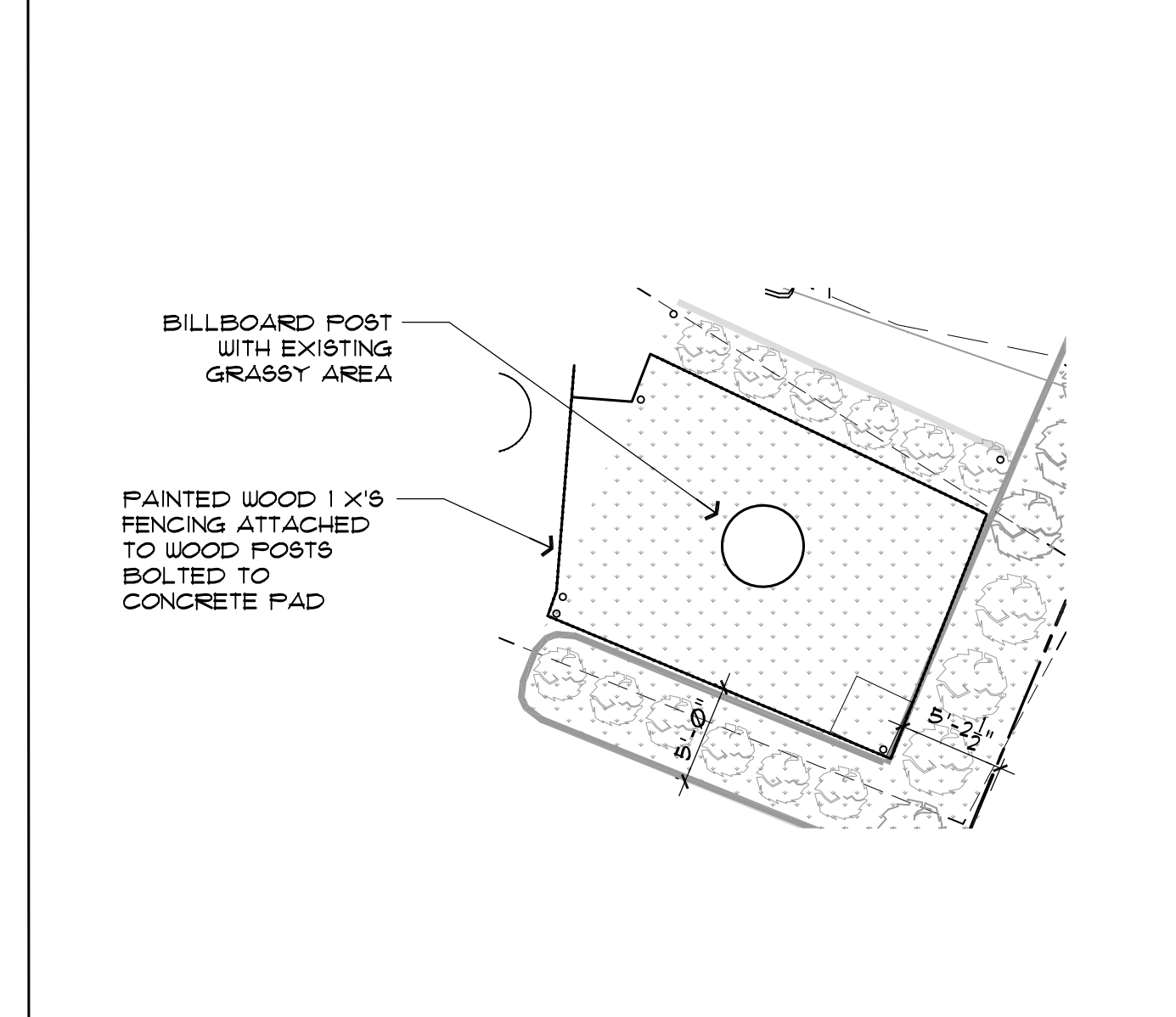
ZONE DT-3 T.O.D. OVERLAY STOREFRONT BLDG TYPE (1390 PARK) AND GENERAL BLDG TYPE (1400 PARK)

Section 4.3.2			C. Uses		
No.	Title	Requirement (General)	Proposed		
A. Building Siting					
1	Multiple Principal Buildings		permitted	16	Primary Street Ground Story
2	Min Front Lot Line Coverage	85%	75% variance accorded by COH	17	Upper Stories
3	Occupation of Corner		NA	18	Parking within Building
4	Front Build-to-Zone	at or maximum 5' behind the Building line	At Building Line	19	Entrance to Parking/Loading within Building
5	Corner Build-to-Zone	at or maximum 5' behind the Building line	NA	20	Required Occupied Space
6	Minimum Side Setback	abutting adjacent building or minimum 7.5'	0'-106' variance accorded by COH	21	Min Transparency Ground Story of Front Façade
7	Minimum Rear Setback	10'	119'-164' non-conforming lot	22	Min Transparency Per Story
8	Minimum Lot Width	none		23	Blank Wall Limits
8	Maximum Building Width	none		24	Primary Street Façade Entrance Type
9	Maximum Building Coverage	90%	27%	24	Secondary Façade Entrance
9	Maximum Impervious Area	no limitation	90%	25	Principal Entrance Location
9	Add'l Semi-Pervious Area	10%	NA	26	Required # Street Entrances
10	Parking/Loading Locations	rear yard or internal to building (refer to 4.3.2.C.)	Rear	27	Ground Story Vertical Façade Divisions
11	Permitted Vehicular Access	one driveway off each abutting secondary street; no secondary street left to zoning administrator	Front	28	Horizontal Façade Divisions
B. Height					
12	Minimum Overall Height	2 stories and 40'	2 stories variance for 40' accorded by COH	29	Permitted Roof Types
13	Maximum Overall Height	8 stories; 5 stories on lower Main Street	2 stories		
14	Ground Story Min Height	14'	10'		
14	Ground Story Max Height	24'	21'		
15	Upper Stories Min Height	9'	9'		
15	Upper Stories Max Height	14'	14'		

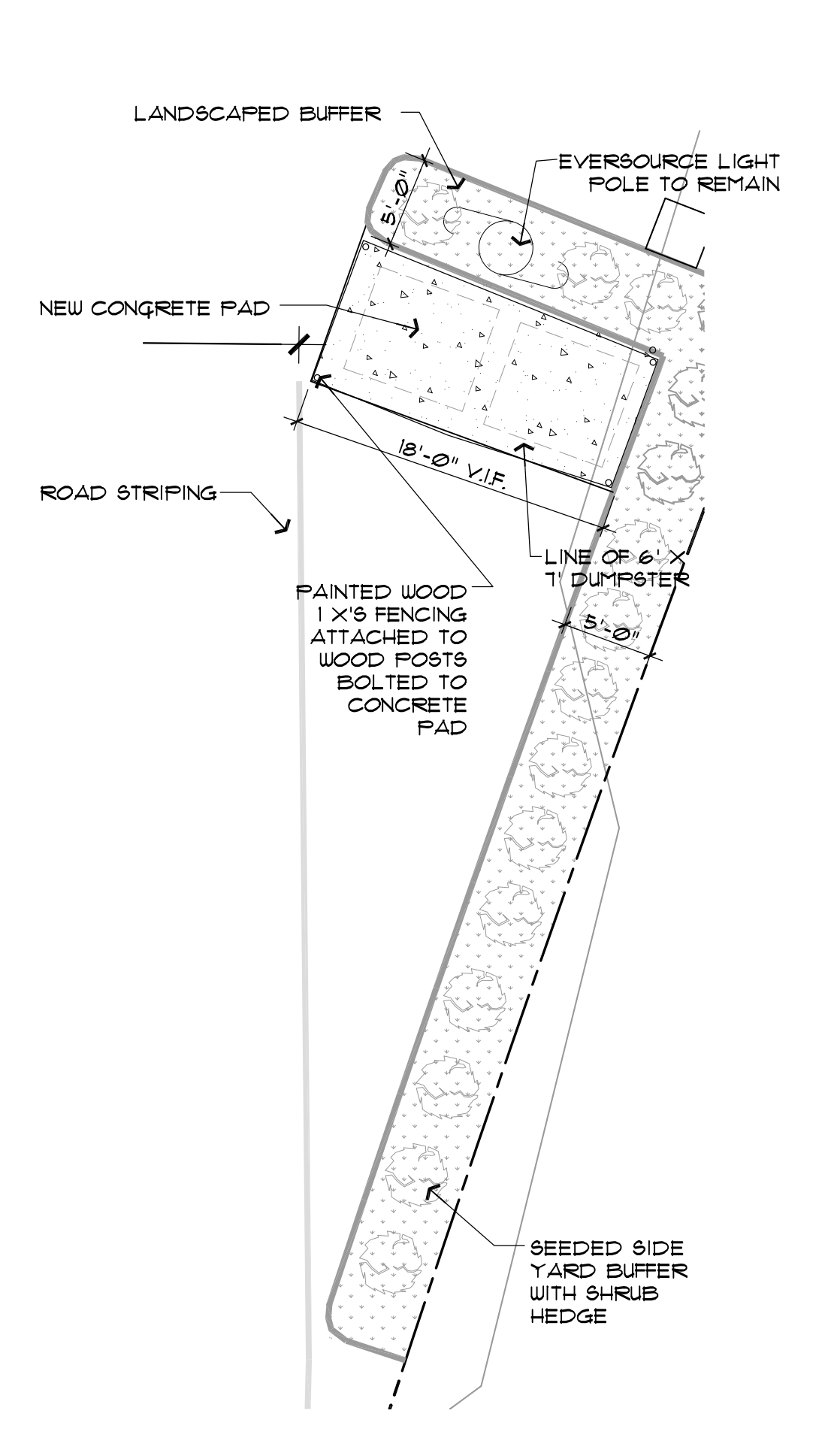
② ZONING INFORMATION



③ EXIST. DUMPSTER ENCLOSURE 1400 PARK SCALE: 1/8" = 1'-0"



⑤ EXIST. BILLBOARD POST FENCE ENCLOSURE SCALE: 1/8" = 1'-0"

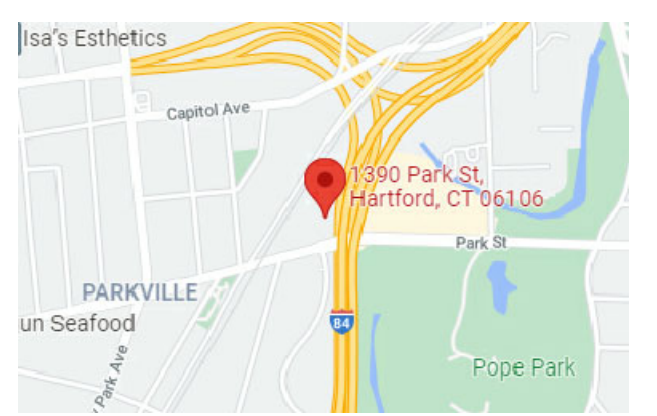


④ EXIST. DUMPSTER ENCLOSURE 1390 PARK SCALE: 1/8" = 1'-0"

PKV, LLC
2047 PARK ST.
HARTFORD, CT 06106

**1390 PARK ST
BUILDING
ALTERATIONS**
1390 PARK ST.
HARTFORD, CT 06106

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Hartford Ct. 06106
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key plan

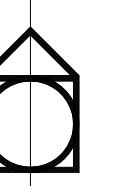
issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
SUPERSEDES SP-1 SUBMITTED 8/18	12/20/18
REVISIONS AS PER P 4 Z COMMENTS DATED 2/19	2/19/19
REVISIONS AS PER ALLIANCE DUMPSTER CLEARANCE REQUIREMENTS	6/7/19
REVISIONS AS PER P42 COMMENTS (ELIZABETH SANDERSON)	10/10/19
REVISIONS AS PER P42 COMMENTS (ELIZABETH SANDERSON)	11/19/19
REVISIONS AS PER NEW TENANT	11/29/21

drawing title
PROPOSED SITE PLAN, ZONING INFORMATION & SITE DETAILS

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number
	SP-1
	sheet
	of X

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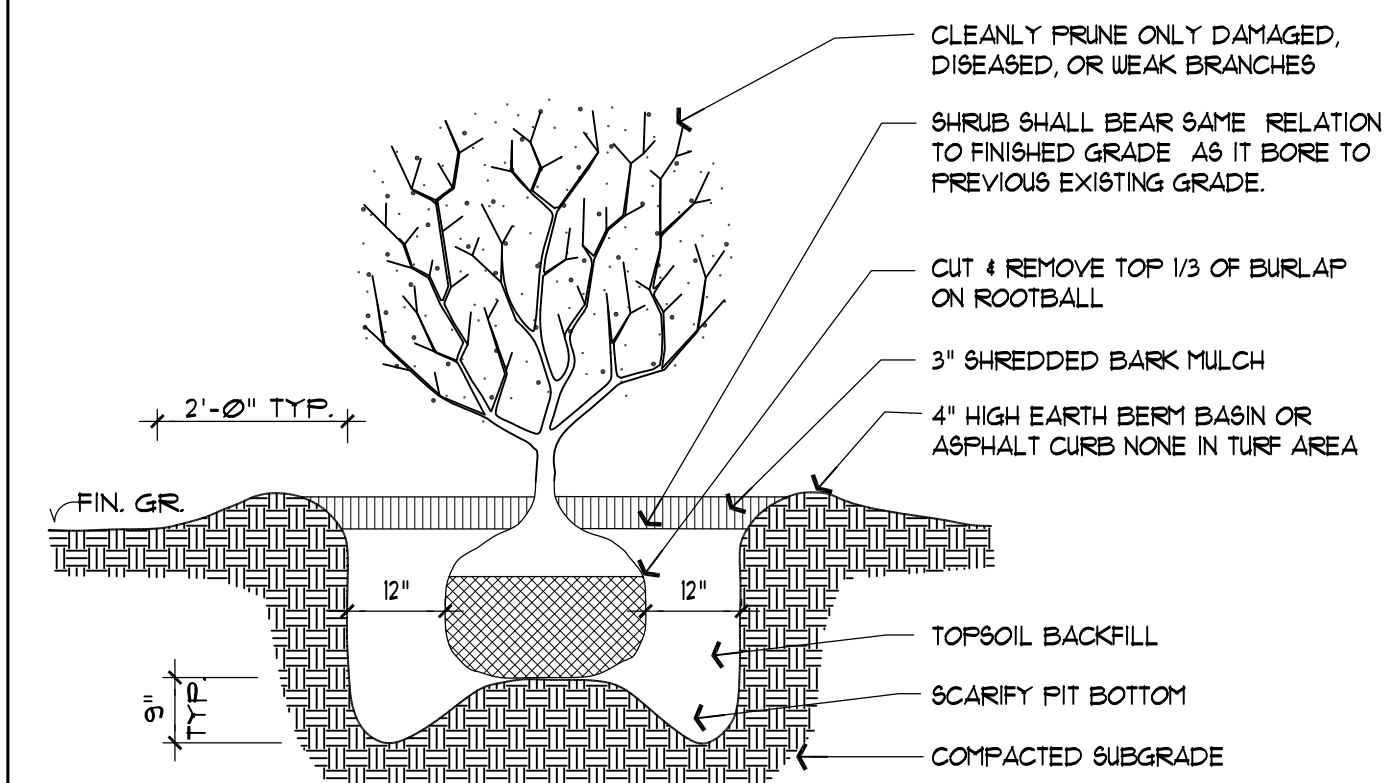
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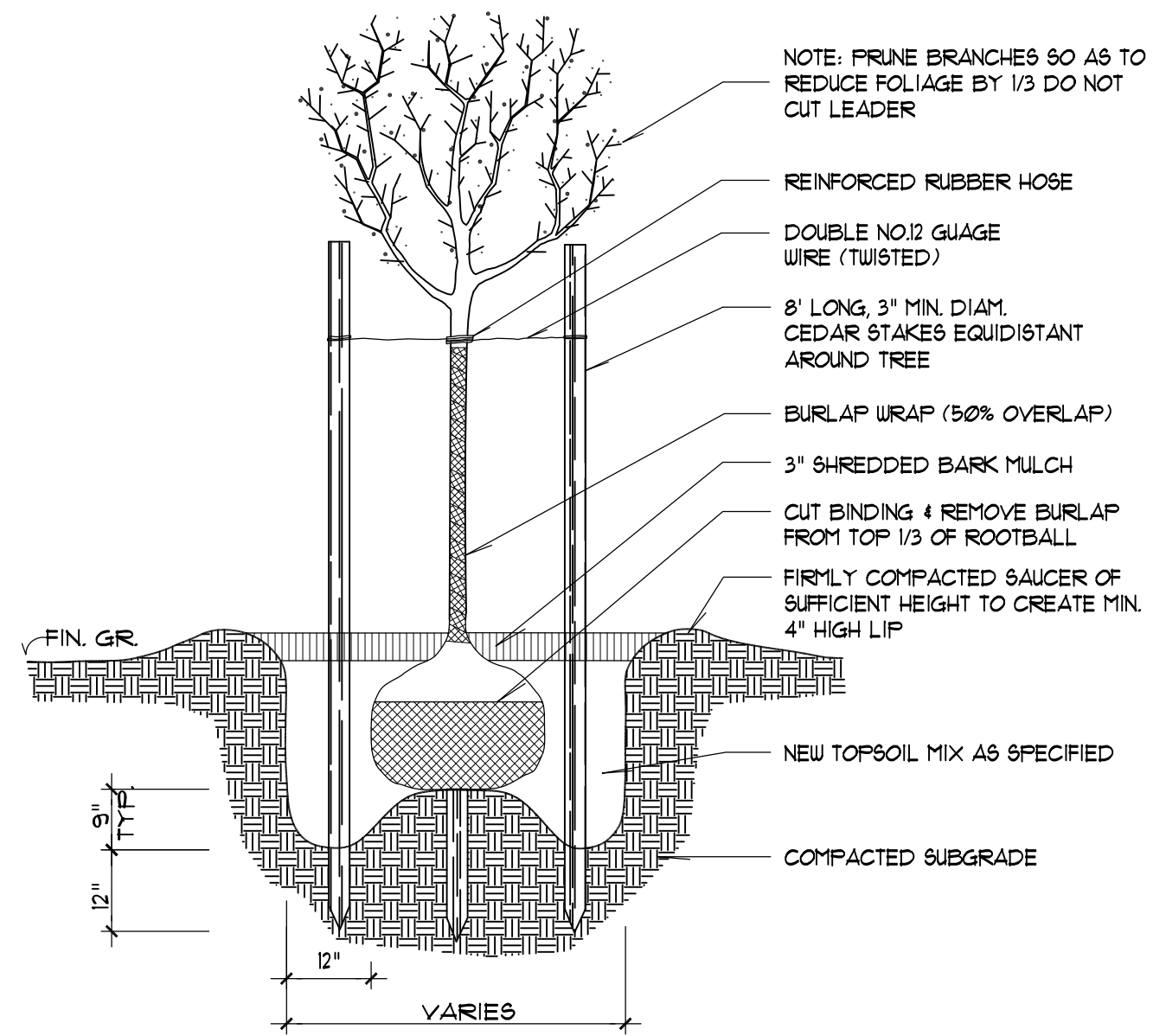


1 LANDSCAPING PLAN



NOTES:
1. IF CONTAINERS ARE USED CAREFULLY REMOVE TOP 1/3 OF CONTAINER (IF CONTAINER IS NON-ORGANIC, REMOVE COMPLETELY). CUT VARIOUS SLITS IN ORGANIC CONTAINER TO FACILITATE ROOT PENETRATION (OR REMOVE CONTAINER BOTTOM).
2. DO NOT ALLOW ANY PORTION OF CONTAINER TO REMAIN EXPOSED.
3. WATER THOROUGHLY SUBSEQUENT TO INSTALLATION.

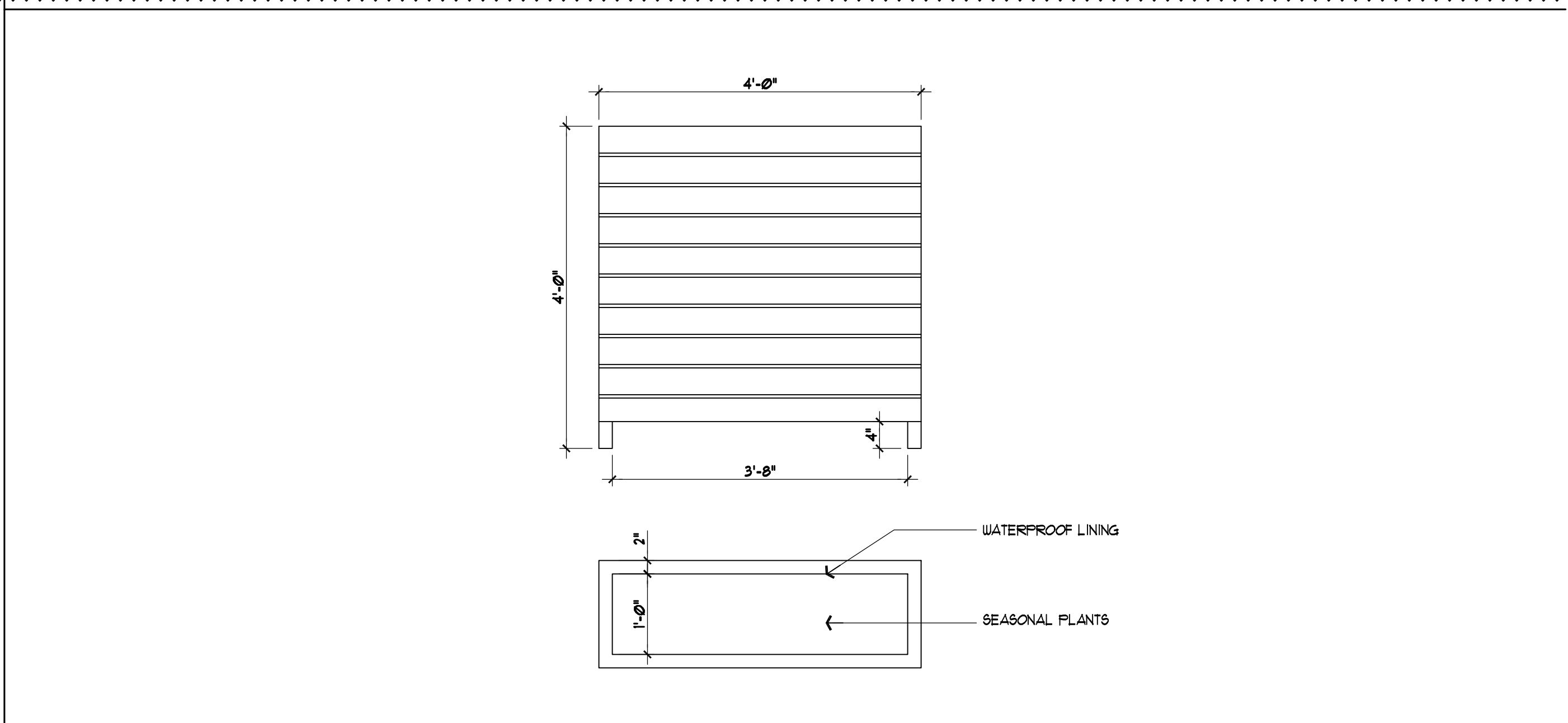
SHRUB PLANTING DETAIL (BALL & BURLAP) SECTION



DECIDUOUS TREE PLANTING DETAIL SECTION

PROVIDE STRUCTURAL SOIL AS NEEDED PER SPECIES OF TREE. EXTEND BENEATH PARKING SURFACE BEYOND RAISED SEEDED PARKING ISLAND

2 PLANTING DETAILS



3 TYPICAL ROOFTOP PLANTER DETAIL

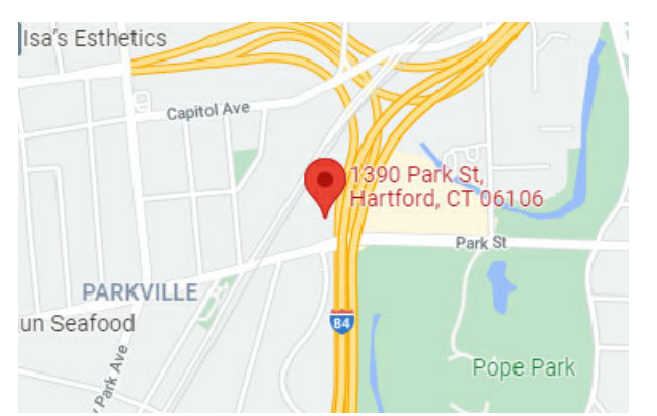
SCALE: 3/4" = 1"

QTY	SPECIES
130	W-SHRUBS: BOXWOOD, BUXUS. PROVIDE 5 GAL. CONTAINER OR 18" BALLED AND BURLAPED SPACED 24" O.C. MIN. TO 36" O.C. MAX.
6	X-LARGE TREES: MAPLE, RED ACER, RUBUS. PROVIDE 15" CALIBER MINIMUM
14	Y-MEDIUM TREES: NORWAY SPRUCE, EUROPEAN LARCH, BEECH. PROVIDE 15" CALIBER MINIMUM
15	Z-SMALL TREES: LILAC TREE, SYRINGA RETICULATA, PROVIDE 15" CALIBER MINIMUM
	TREE CANOPY REQUIRED: 15% OF 146,234 S.F. = 21,935 S.F. PROVIDED: 21,920 S.F.

PROVIDE HEALTHY TOPSOIL FOR SEEDED AREAS, SEED SHALL CONSIST OF DROUGHT TOLERANT SPECIES OF KENTUCKY BLUEGRASS, RYEGRASS, AND FINE FESCUES.

4 LANDSCAPING LEGEND

SCALE: N.T.S.



key plan

issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
REVISIONS AS PER P 4 Z COMMENTS DATED 8/19	2/19/19
REVISIONS AS PER P 4 Z COMMENTS	2/19/19
NEW BACKGROUND AS PER ALLOWANCE	2/17/19
DUMPSTER CLEARANCE REQUIREMENTS	2/17/19
NEW BACKGROUND SHADING REVISIONS AS PER P 17 COMMENTS (ELIZABETH SANDERSON)	10/10/19
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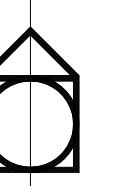
drawing title
LANDSCAPE PLAN AND SITE DETAILS CONT'D

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
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11/30/2021	h.c.b.
seal	sheet number

SF-2
sheet
4 of 10

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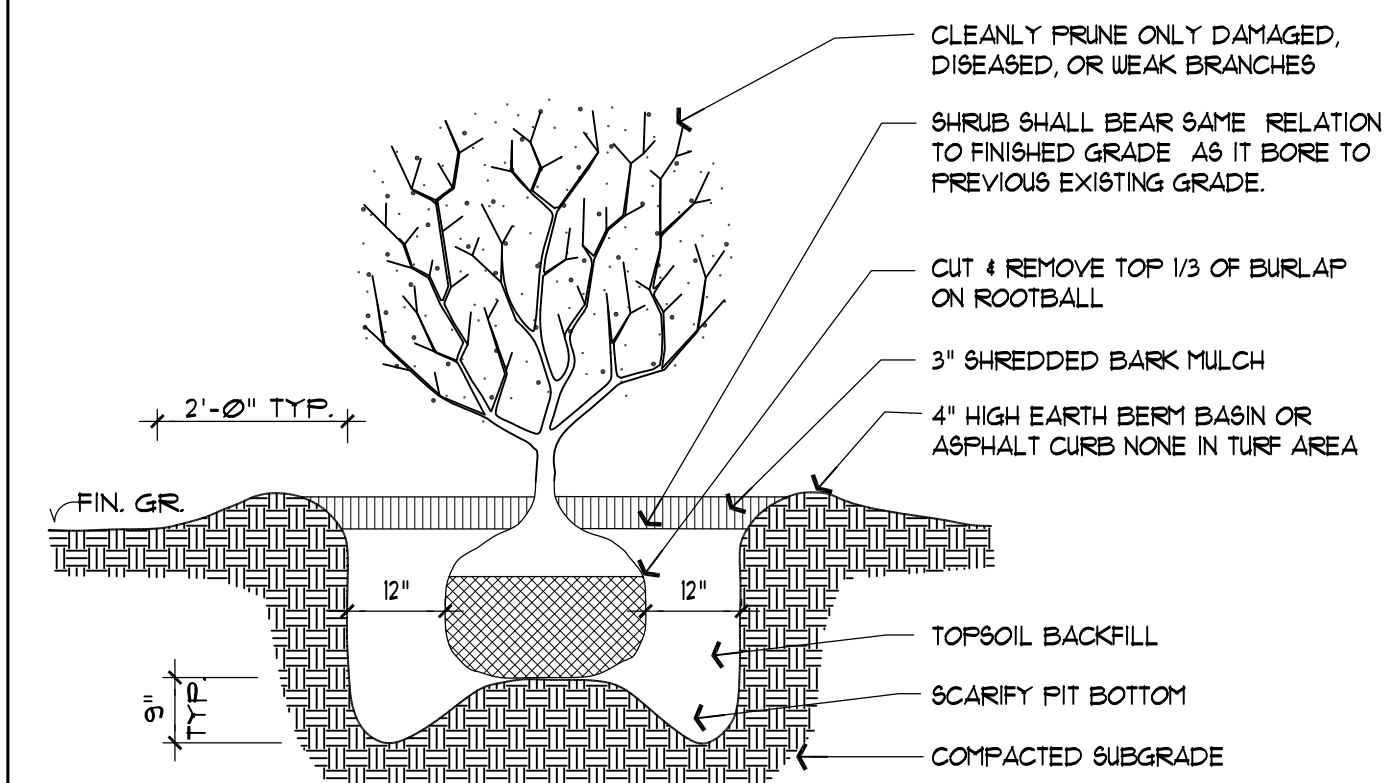
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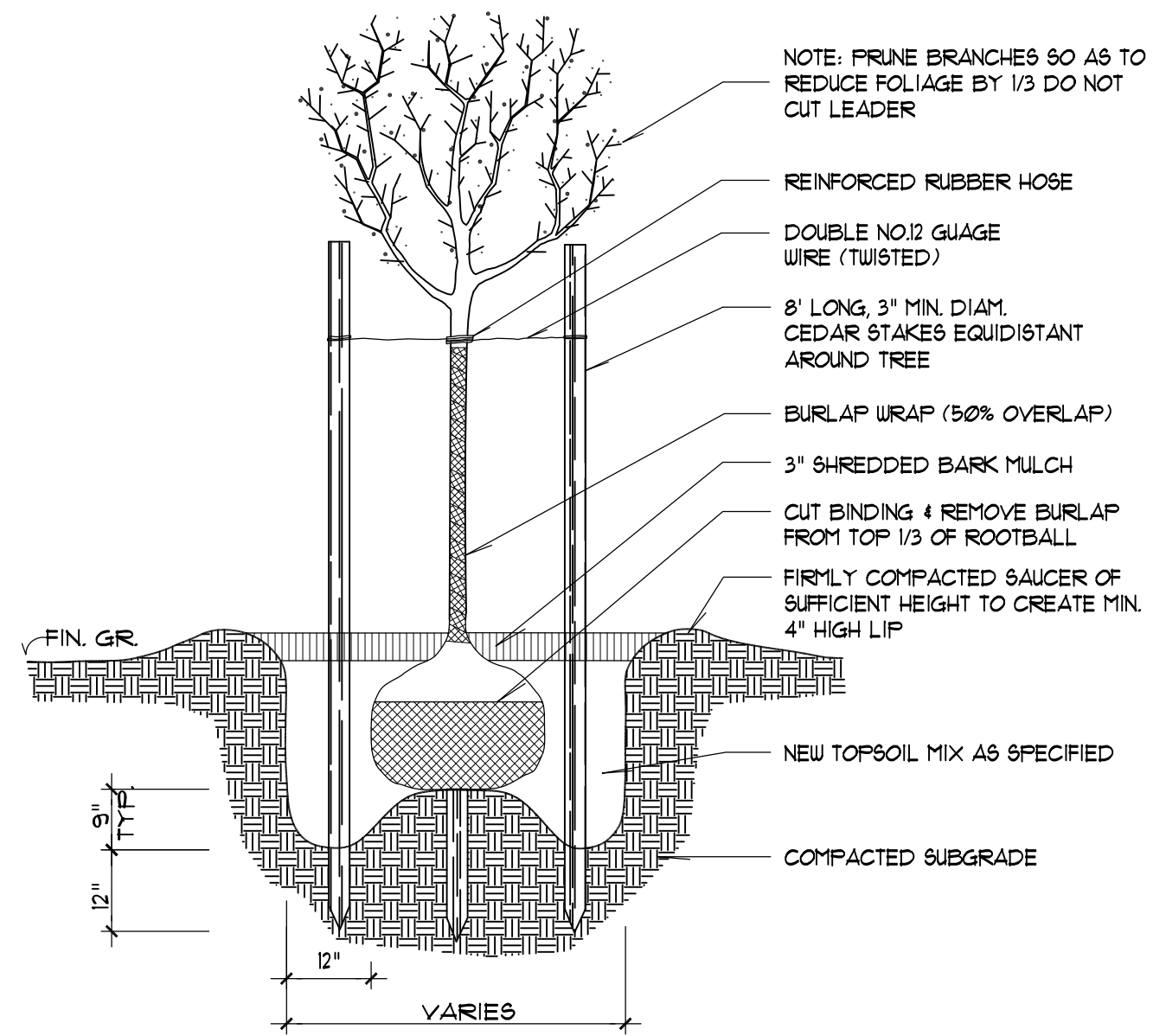


1 LANDSCAPING PLAN



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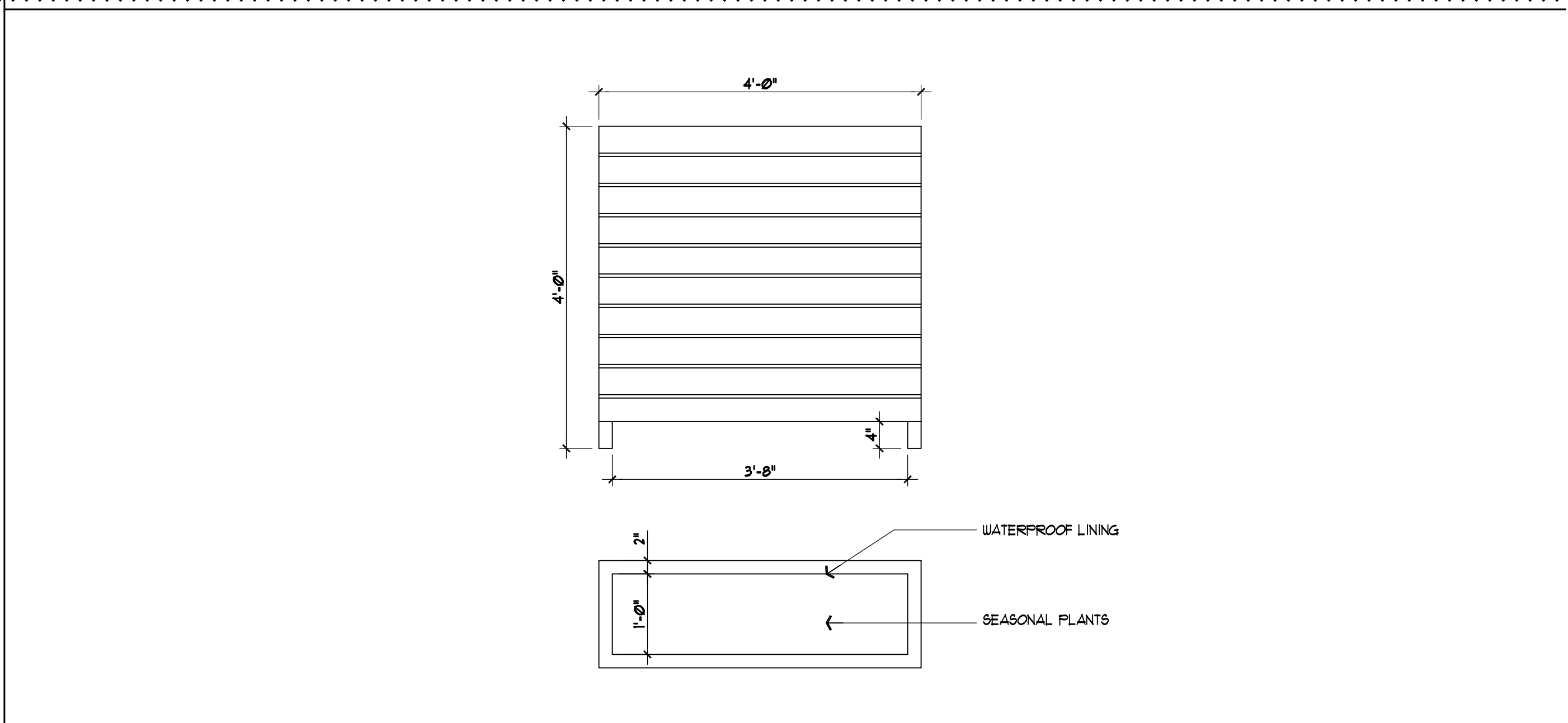


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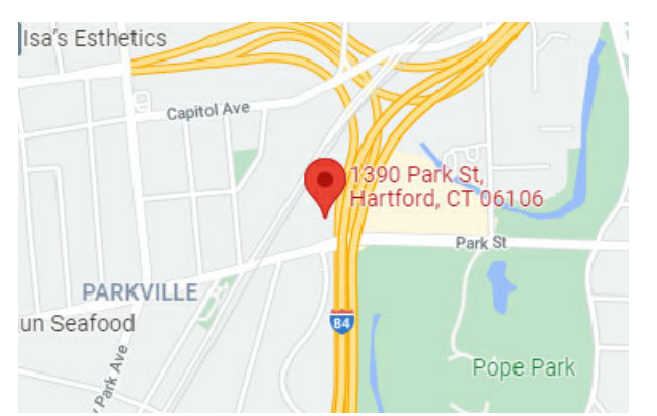
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4 LANDSCAPING LEGEND



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SF-2
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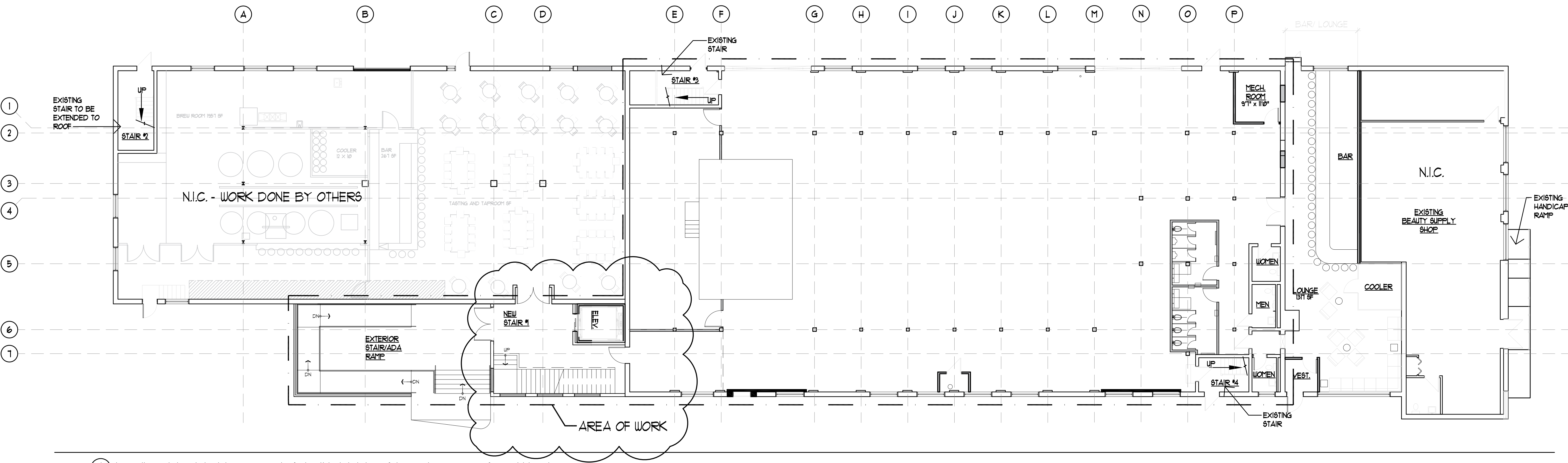
issue or revision	date
REVISION AS PER HISTORIC COMMISSION	12/10/21

drawing title
LOWER & UPPER LEVEL FLOOR PLAN

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number

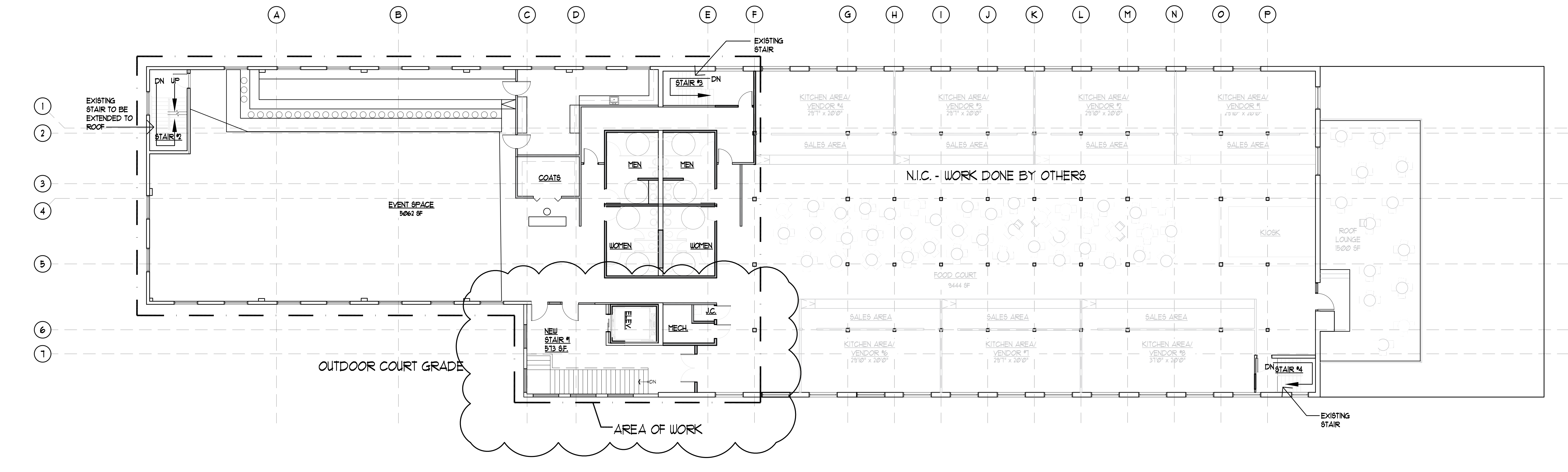
sheet
of

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① LOWER LEVEL FLOOR PLAN WITH ELEVATOR LOBBY ADDITION

SCALE: 3/32"=1'-0"



② UPPER LEVEL FLOOR PLAN WITH ELEVATOR LOBBY ADDITION

SCALE: 3/32"=1'-0"

PKV, LLC

2047 PARK ST.
HARTFORD, CT 06106

1390 PARK ST
BUILDING
ALTERATIONS

1390 PARK ST.
HARTFORD, CT 06106

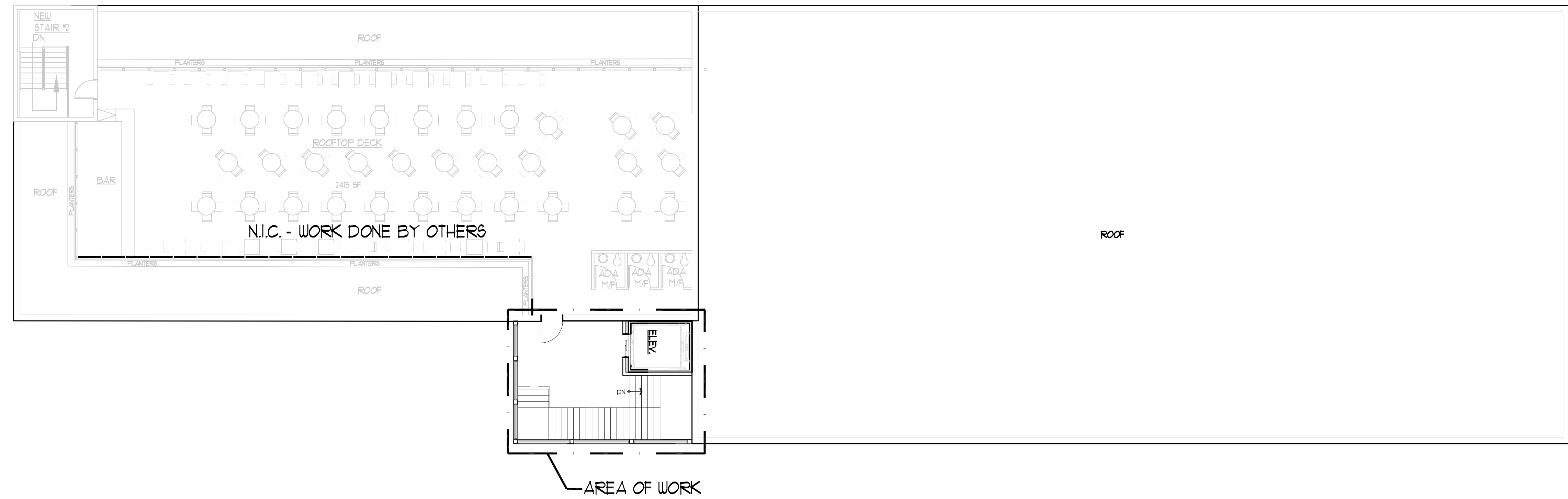


LIFECARE DESIGN INC.

1429 Park St. Ste 201
Hartford Ct. 06106

architecture - planning - interior design

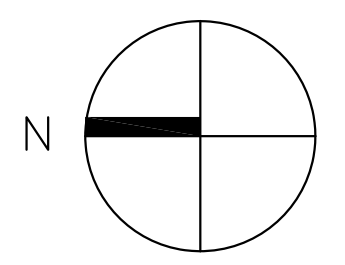
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key plan	
issue or revision	date

drawing title
ROOFTOP FLOOR PLAN

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number



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Paul Ashworth

From: Paul Ashworth
Sent: Wednesday, June 29, 2022 11:45 AM
To: Natalie Sweeney
Cc: Hartford Planning Division; Hermann Cartes-Barrios
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633
Attachments: 1390Park_PublicNoticeInstructions_for07262022.pdf; 1390Park_abutterslist_150feet.pdf; 1390park_PublicHearingNotice_for07262022.docx

Hi Natalie,

I'm glad we could clear up the uses requested on the phone yesterday and finalize the special permit language. The request is now for Entertainment Assembly with a Drinking Place. In order to allow time for additional information and analysis by both Staff and your development team, we have rescheduled the request from the 7/12/22 Planning & Zoning Commission (PZC) hearing to the 7/26/22 meeting of the PZC. This later meeting date is within the timeline allowed by the State of Connecticut so no extension is required. Please find public notice instructions and documents attached.

Site Plan: You previously received and responded to comments for the site plan. I'm still reviewing your responses. Staff may have follow-up regarding the design of the site and the site plan.

Please find the requirements for a special permit for entertainment assembly with a drinking place below.

Formatting: Consider a narrative format as a response to the following request for information. Many applicants use the narrative format with labeled sections assigned to each category – security plan, noise mitigation plan, transportation management etc. It is also common to reference supporting documents within the narrative – “Please see Attachment 1, Transportation Management Plan” etc. The Commission has responded favorably to this type of submittal in the past.

(5)Approval of Drinking & Entertainment Assembly Places. Establishments that combine the sale of alcoholic beverages with Entertainment Assembly uses (refer to [3.3.5 K.](#)) require a separate special permit (per [1.3.4](#) Special Permits). This includes facilities for banquets, parties, events, dancing, and other entertainment. This use is subject to the following conditions:

(a)These establishments are limited to the locations where Entertainment Assembly uses are permitted per [3.3.5 K.](#) and Figure 3.2 -A Table of Principal Uses. **Complete.**

(b)Food is required to be served. – Please confirm how food will be provided at all times either through a menu or confirmation that the food vendors in the market will be open and accessible to patrons of the entertainment venue.

(c)Applicants must submit:

(i)Menu

(ii)Security plan

~~(iii)Parking management plan, except in the DT-1 zoning district~~

(iv)Floor plan(s) – **Complete.**

(v)Noise mitigation plan

(vi)The commission may also require any additional information pertaining to the application that it deems necessary to aid in its decision.

- **Per Sec.1.3.4.D(2)** – Special Permits shall show that they: Do not create safety hazards in the proposed vehicular and pedestrian circulation pattern; Will not seriously degrade traffic levels of service without providing adequate mitigation measures; and provide pedestrian amenities.
 - o Please provide a transportation management analysis that determines necessary mitigations to the pedestrian, bicycle and vehicular systems on Park St and the connections to the nearby transit station. This study should include all currently proposed uses on the entire property. This may not need to be a full traffic study because the property is located in the Transit Oriented Development overlay and the focus should be on pedestrian, bicycle and transit modes, but at the least it should be an analysis by a professional that determines necessary improvements to the existing infrastructure to ensure safe conditions in light of the additional flow. [Please see Section 1.3.3\(B\)\(16\)\(A\) for details.](#)
 - o Please discuss the impact of this increase in users on the site and on the pedestrian streetscape and the connection to the nearby transit station.
- Please confirm hours of operation of the Entertainment Assembly and Drinking Place use.
- Please confirm that the hours of operation of the roof-top areas (both of them) will coincide only with those of the food vendors in the market hall. If they are to operate outside of market or food vendor business hours a special permit for a drinking place and a special permit for an outdoor café associated with a drinking place shall be required.

(6)**Hours of Operation.** Drinking Places shall serve alcohol only during the hours authorized by Connecticut general statutes section 30-91, provided, however, that the commission may further restrict such hours as a condition of a special permit.

Please reach out to me with any questions,

Paul Ashworth

Senior Planner

City of Hartford - Department of Development Services

Planning & Zoning Division

he/him

260 Constitution Plaza, 1st Floor

Desk: 860-757-9055

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Please be advised that unless it is expressly stated, this correspondence does not constitute a zoning permit, certificate of zoning compliance, certification of a legal nonconforming use, or other approval within the Division’s jurisdiction. If a permit or approval is desired, an application, application fee, and all required supporting documentation must be submitted to the Zoning Administrator in accordance with the Hartford Zoning Regulations. Please visit www.hartfordct.gov/dds and click on “Our Services” to begin the application process.

Make an appointment online: <https://developmentservices.setmore.com/>

From: Natalie Sweeney <n.sweeney@lifecaredesign.com>

Sent: Monday, June 27, 2022 11:13 PM

To: Paul Ashworth <Paul.Ashworth@hartford.gov>

Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrios <hcb@lifecaredesign.com>

Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please contact the helpdesk at 860-757-9411 if you have any questions.

Hi Paul,

Here are the drawings for 1390 Park and 1420 Park. I sent in an application for 1420 Park last Friday. I color coded the uses for 1390 as per your more recent email, dated 6-14-22. Below are responses to the comments in red.

Thank You,

Natalie

From: Paul Ashworth <Paul.Ashworth@hartford.gov>

Sent: Monday, April 18, 2022 1:51 PM

To: Natalie Sweeney <n.sweeney@lifecaredesign.com>

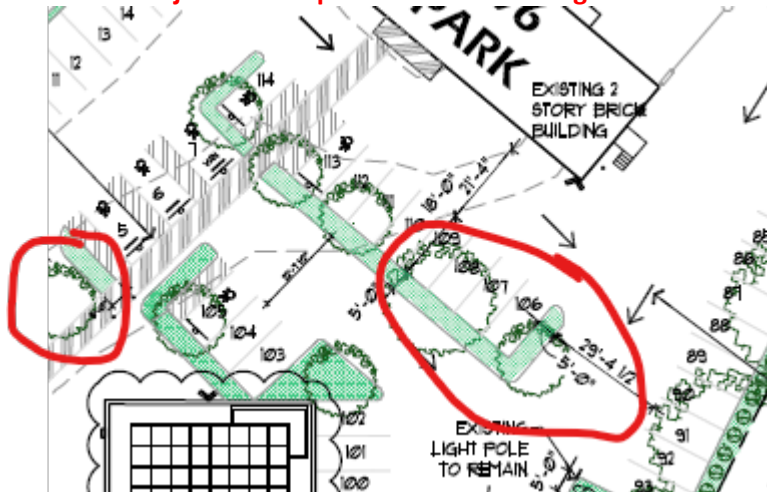
Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrios <hcb@lifecaredesign.com>

Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943

Hi Natalie,

I was able to take a look at the site plan amendment to 1390 Park St. Please respond to each of the comments listed below:

1. Please show a bike rack detail confirming design consistent w/ section 7.3.3.
Bike rack for multiple bikes and as per reg. 7.3.3 shown on A-3.
2. Just northwest of the new bike rack a comment has been removed calling out a "Painted, Slotted mountable curb." A landscape island is also missing however a tree is still shown that location. Please describe the changes made here and verify that the siting table is up to date (total ISR should be increased). **Asphalt curb was removed and striped instead. One ada space was relocated to allow better clearance towards trash compactor. One space removed to allow for relocated ada striping. 3 spaces, 5 bushes and 1 large tree removed to create drive to spillover parking under DOT overpass. One small tree and buffer removed to allow for clearance around bike rack. One small tree removed at north east corner of building to allow for walkway. See A-1, A-2, A-3 for notes and revisions clouds. Changes did not affect Total ISR, the green buffer by walk and at drive increased ISR by .05%, not enough to round up 90%.**
3. Has the zoning table been updated with the increase in building coverage?
There is no change to building coverage, new addition increased coverage from 27% to 27.25% so left it at 27% on matrix. Landscaping legend and parking have been updated on A-2 and A-3.
4. Adjacent to the north of the 1390 Park building there appear to have been some changes to parking lot layout. There are now trees shown floating in asphalt. What changed here? **Old drafting not updated when parking stalls were adjusted as explained in #2. Drafting has been rectified.**



5. Please cloud all changes and provide a narrative describing the changes to the site layout and their purpose. Additional comments may generated depending on changes made. **Everything clouded, see drawings attached. Description at #2 above.**
6. Please label the proposed use of each tenant space. **Labled on A-1 and A-2**
7. The provided elevation drawings match the Historic Commission approved elevation drawings. **Comment Met.**

Thank you,
Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Berschet, Paige
Sent: Monday, March 28, 2022 5:01 PM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Paul Ashworth <Paul.Ashworth@hartford.gov>
Subject: 1390 Park St - Site Plan Application

Hello Natalie,

Thank you for submitting your Site Plan Application for 1390 Park St. The application review is assigned to Paul Ashworth who will be in touch with any questions/comments from staff.

Let us know if you have any questions.

Best,

Paige Berschet
Administrative Assistant
City of Hartford - Department of Development Services
Planning & Zoning Division
she/her/hers
260 Constitution Plaza, 1st Floor
oneplan@hartford.gov
Desk: 860-757-9029

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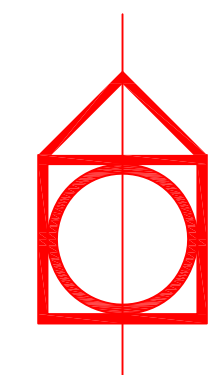
**PKV, LLC
PARKVILLE MARKET
1390 PARK ST. BUILDING
ALTERATIONS
1390 Park St. Hartford, Ct. 06106**

LIST OF DRAWINGS

- T-1 COVER SHEET
- SU SURVEY PLAN
- SP-1 PROPOSED SITE PLAN, ZONING INFORMATION & SITE DETAILS
- SP-2 LANDSCAPE PLAN AND SITE DETAILS CONT'D
- SP-3 PARKING PLAN, LIGHTING LAYOUT & SITE DETAILS CONT'D
- A-1 PROPOSED GROUND & 2ND FLOOR PLAN
- A-2 PROPOSED ROOF PLAN
- A-3 EXTERIOR ELEVATIONS



SITE PLAN AMENDED



LIFECARE DESIGN INC.

1429 Park Street, Ste 201, Hartford, Ct 06106 860 726-4672

**NOV. 30th 2021
REV MARCH 2022**

FINAL REV JUNE 5TH 2022

Revisions

DATE	DESCRIPTION
8/6/18	8/16/18

Horizontal Datum HORIZONTAL

Vertical Datum VERTICAL

Compiled By

P.C. Check By

Designed By

Drawn By

Checked By

Scale SCALE

Date DATE

Project No. PROJNO

File No. FILE#

DWG Name DWGNAME

PROPERTY SURVEY
PROPERTY OF
1390-1400 PARK STREET LLC
1390-1400 PARK STREET
HARTFORD, CONNECTICUT

Sheet	Of
3	50

The location of the underground utilities shown on this plan have been obtained from the best available sources. The actual location of these utilities should be verified in the field by the contractor. There may be other utilities not shown on these plans. Any damage made to existing utilities by the contractor shall be the sole responsibility of the contractor.

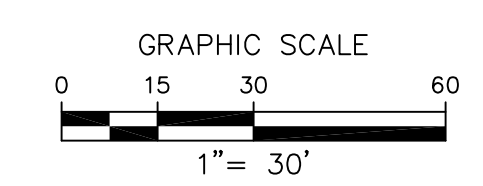
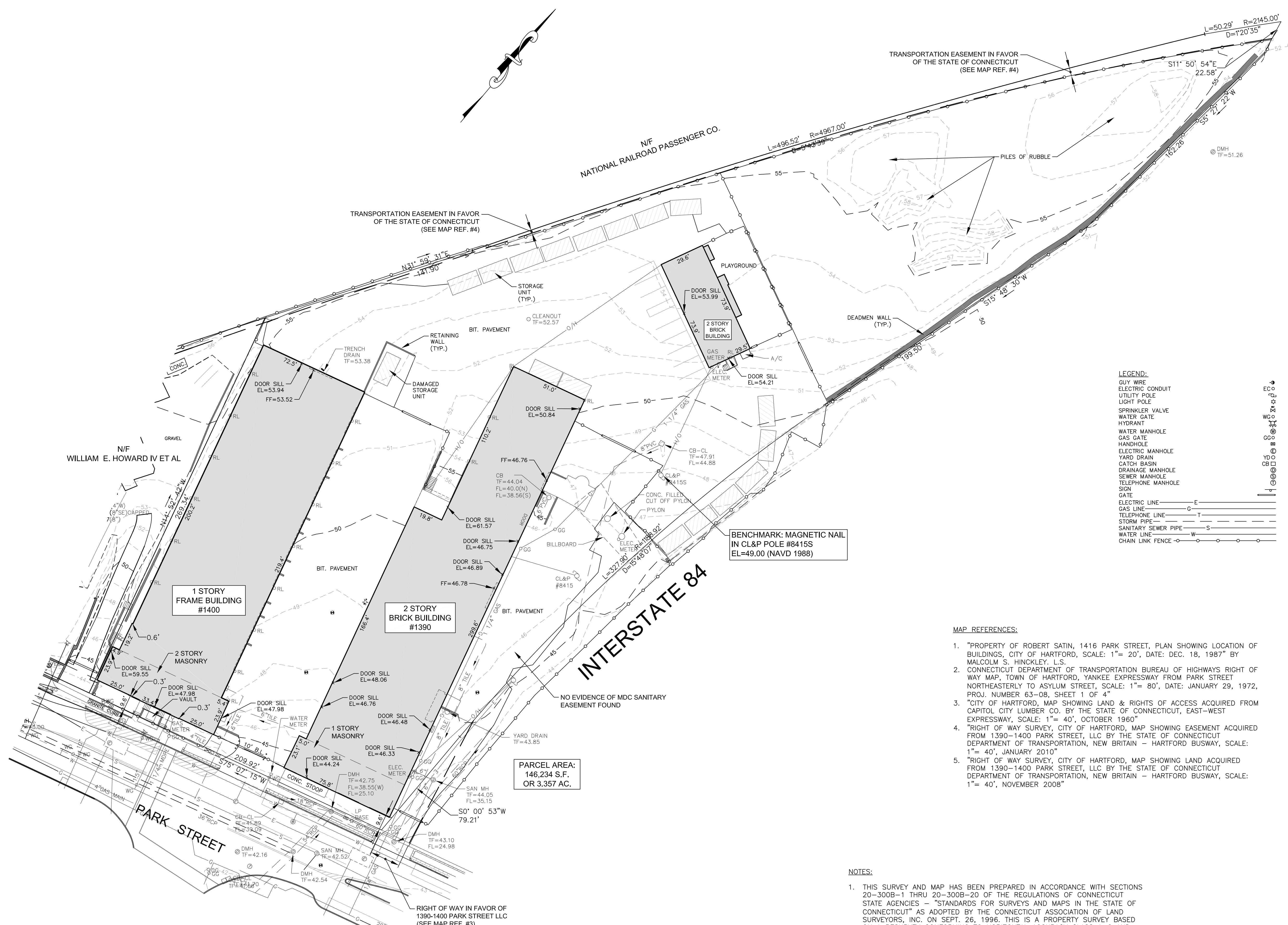
- LEGEND:**
- GUY WIRE
 - ELECTRIC CONDUIT
 - UTILITY POLE
 - LIGHT POLE
 - SPRINKLER VALVE
 - WATER GATE
 - HYDRANT
 - WATER MANHOLE
 - GAS GATE
 - HANDHOLE
 - ELECTRIC MANHOLE
 - YARD DRAIN
 - CATCH BASIN
 - DRAINAGE MANHOLE
 - SEWER MANHOLE
 - TELEPHONE MANHOLE
 - SIGN
 - GATE
 - ELECTRIC LINE
 - GAS LINE
 - TELEPHONE LINE
 - STORM PIPE
 - SANITARY SEWER PIPE
 - WATER LINE
 - CHAIN LINK FENCE

- MAP REFERENCES:**
- "PROPERTY OF ROBERT SATIN, 1416 PARK STREET, PLAN SHOWING LOCATION OF BUILDINGS, CITY OF HARTFORD, SCALE: 1" = 20', DATE: DEC. 18, 1987" BY MALCOLM S. HINCKLEY, L.S.
 - CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS RIGHT OF WAY MAP, TOWN OF HARTFORD, YANKEE EXPRESSWAY FROM PARK STREET NORTHEASTERLY TO ASYLUM STREET, SCALE: 1" = 80', DATE: JANUARY 29, 1972, PROJ. NUMBER 63-08, SHEET 1 OF 4"
 - "CITY OF HARTFORD, MAP SHOWING LAND & RIGHTS OF ACCESS ACQUIRED FROM CAPITOL CITY LUMBER CO. BY THE STATE OF CONNECTICUT, EAST-WEST EXPRESSWAY, SCALE: 1" = 40', OCTOBER 1960"
 - "RIGHT OF WAY SURVEY, CITY OF HARTFORD, MAP SHOWING EASEMENT ACQUIRED FROM 1390-1400 PARK STREET, LLC BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION, NEW BRITAIN - HARTFORD BUSWAY, SCALE: 1" = 40', JANUARY 2010"
 - "RIGHT OF WAY SURVEY, CITY OF HARTFORD, MAP SHOWING LAND ACQUIRED FROM 1390-1400 PARK STREET, LLC BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION, NEW BRITAIN - HARTFORD BUSWAY, SCALE: 1" = 40', NOVEMBER 2008"

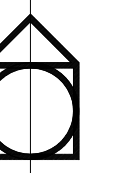
- NOTES:**
- THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH SECTIONS 20-300B-1 THRU 20-300B-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES - "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPT. 26, 1996. THIS IS A PROPERTY SURVEY BASED ON A RESURVEY CONFORMING TO HORIZONTAL ACCURACY CLASS A-2 AND VERTICAL ACCURACY T-2 AND IS INTENDED TO DEPICT THE POSITION OF BOUNDARIES WITH RESPECT TO LOCATIONS OF ALL BOUNDARY MONUMENTATION; APPARENT IMPROVEMENTS AND FEATURES; RECORD EASEMENTS AND VISIBLE EVIDENCE OF THE USE THEREOF; RECORD AND APPARENT MEANS OF INGRESS AND EGRESS; LINES OF OCCUPATION AND DEED RESTRICTIONS PERTAINING TO THE LOCATION OF BUILDINGS OR OTHER IMPROVEMENTS.
 - THIS SURVEY IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.

TO MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

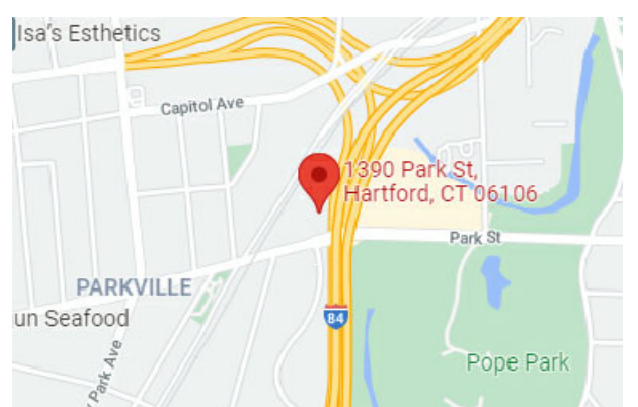
By _____
PAUL W. HUMPHREYS, L.S.
LIC. NO. 12322



1390 PARK ST
BUILDING
ALTERATIONS
1390 PARK ST.
HARTFORD, CT 06106



LIFECARE DESIGN INC.
1429 Park St. Ste 201
Hartford Ct. 06106
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key plan

issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
SUPERSEDES SP-1 SUBMITTED 8/18	12/20/18
REVISIONS AS PER P 4 Z COMMENTS DATED 2/18	2/19/19
REVISIONS AS PER ALLIANCE	6/17/19
DUMPSTER CLEARANCE REQUIREMENTS (ELIZABETH SANDERSON)	10/10/19
REVISIONS AS PER P4Z COMMENTS (ELIZABETH SANDERSON)	11/19/19
REVISIONS AS PER NEW TENANT (ELIZABETH SANDERSON)	11/29/21
CLARIFICATIONS TO P4Z COMMENTS DATED 8-16-22	6/5/22

drawing title
**PROPOSED SITE PLAN,
ZONING INFORMATION &
SITE DETAILS**

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number
	SP-1
	sheet
	of X

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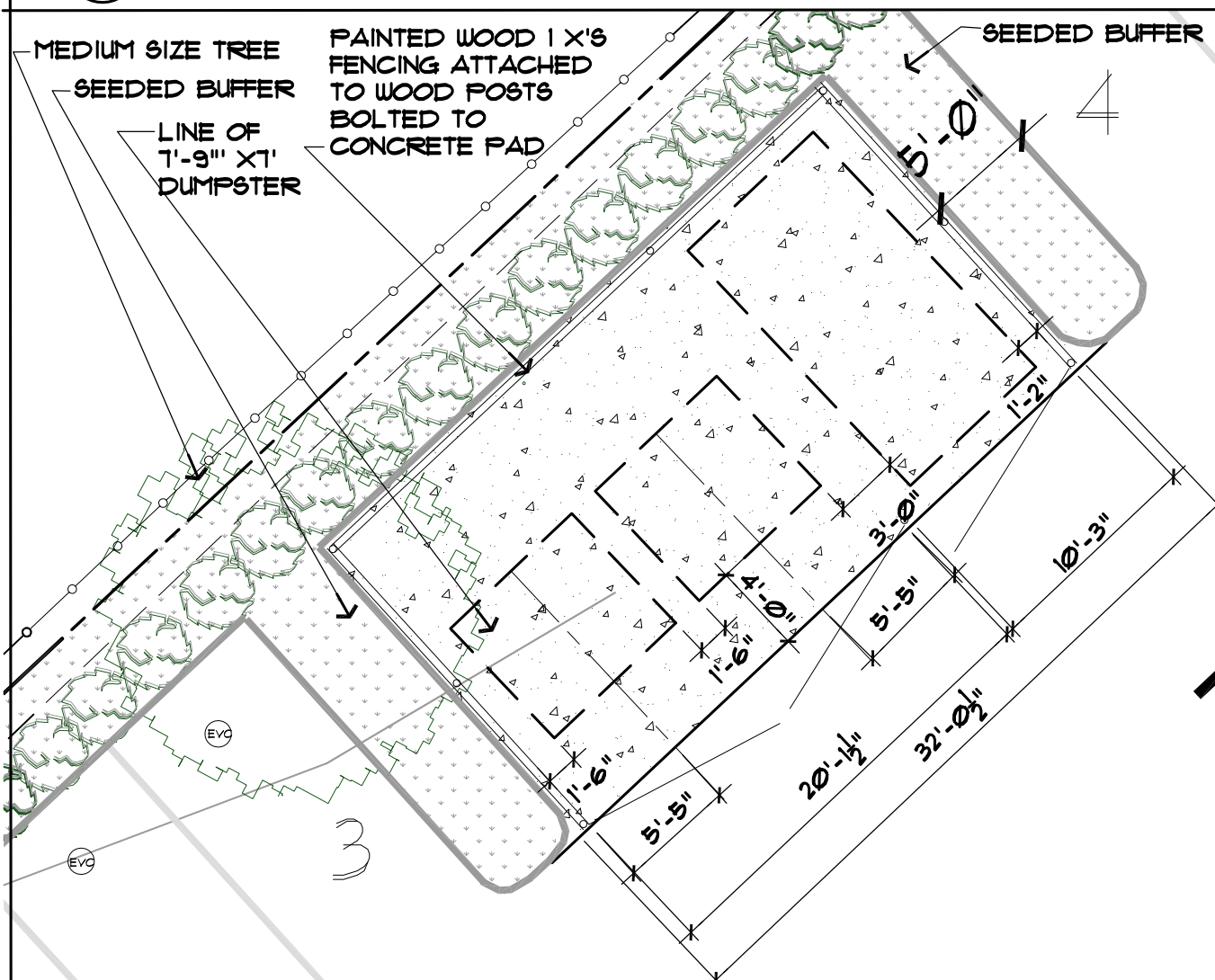
ZONE DT-3 T.O.D. OVERLAY STOREFRONT BLDG TYPE (1390 PARK) AND GENERAL BLDG TYPE (1400 PARK)

Property Address:	1390-1400 Park Street	C. Uses							
Area of Property in SF and Acres:	146,326.01 s.f. or 3.35 acres	16	Primary Street Ground Story	retail, service & office category of uses permitted by district, except in DT-2 on Bushnell park frontage	general retail, complies for 1390, variance accorded for 1400 park				
Length of Front Lot Line:	209.92'	17	Upper Stories	any use permitted by district	general retail, complies for 1390 park, variance				
Section 4.3.2									
No. Title	Requirement (General)	Proposed							
A. Building Siting									
1	Multiple Principal Buildings	permitted	18	Parking within Building	permitted fully in any basement and/or in rear of upper floors	NA			
2	Min Front Lot Line Coverage	85%	75% variance accorded by COH	19	Entrance to Parking/Loading within Building	any rear, side, or Secondary Street Facade	NA		
3	Occupation of Corner	NA				20	Required Occupied Space	minimum 30' deep on all full floors from Primary Street facade	complies
D. Street Façade Requirements									
4	Front Build-to-Zone	at or maximum 5' behind the Building line	At Building Line	21	Min Transparency Ground Story of Front Façade	65%	1390-65% and 1400-75%		
5	Corner Build-to-Zone	at or maximum 5' behind the Building line	NA	22	Min Transparency Per Story	15%	1390-50% and 1400-27.5%		
6	Minimum Side Setback	abutting adjacent building or minimum 7.5'	0'-106' variance accorded by COH	23	Blank Wall Limits	required per floor on all stories (refer to 4.18.4.B.)	complies		
7	Minimum Rear Setback	10'	119'-164' non-conforming lot	24	Primary Street Façade Entrance Type	storefront, arcade	1390=storefront, 1400=stoop		
8	Minimum Lot Width	none		24	Secondary Façade Entrance	storefront, arcade, stoop	stoop		
8	Maximum Building Width	none		25	Principal Entrance Location	Primary Street facade	primary street		
9	Maximum Building Coverage	90%	2.7%	26	Required # Street Entrances	1 per each 75' of Primary Street facade	complies		
9	Maximum Impervious Area	no limitation	90%	27	Ground Story Vertical Façade Divisions	every 30' of Primary Street facade width; every 60' secondary facade	complies		
9	Add'l Semi-PerVIOUS Area	10%	NA	28	Horizontal Façade Divisions	required within 3' of the top of the ground story and 5th floor above the	existing buildings, complies		
10	Parking/Loading Locations	rear yard or internal to building (refer to 4.3.2.C.)	Rear	29	Permitted Roof Types	parapet, pitched, flat, tower	parapets		
11	Permitted Vehicular Access	one driveway off each abutting secondary street; no secondary street left to zoning administrator	Front						

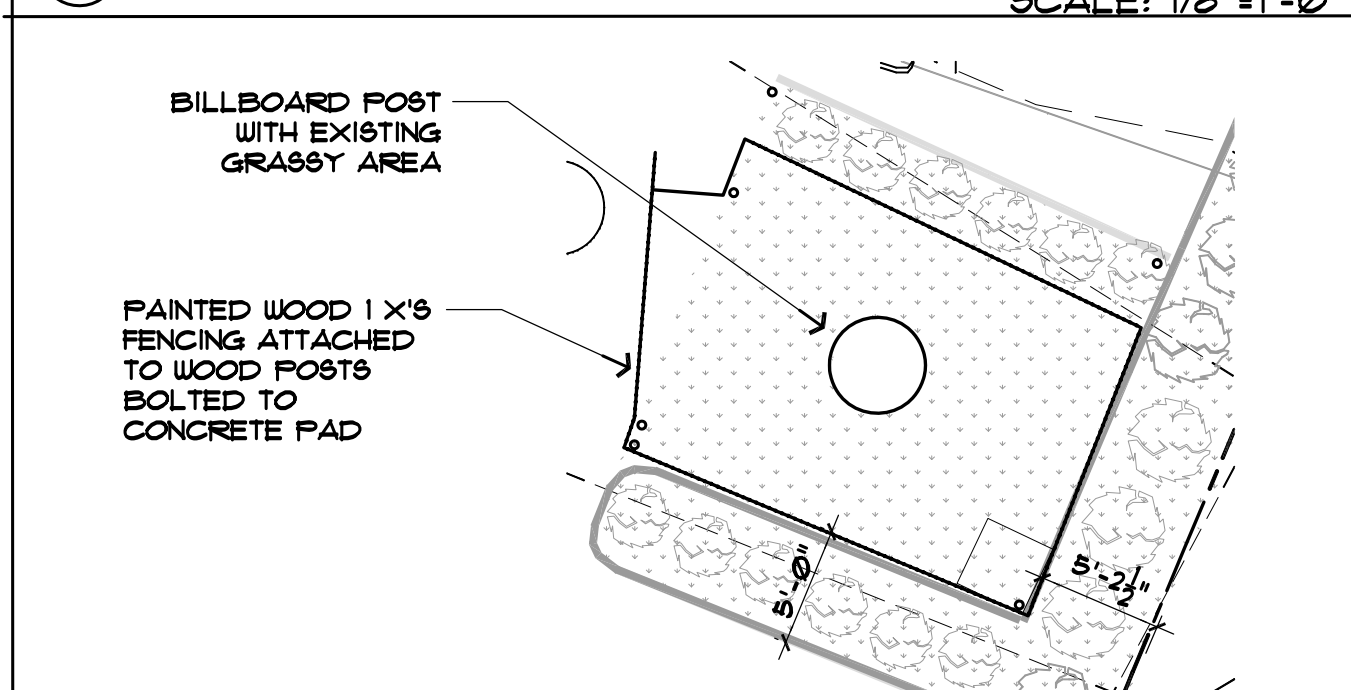
B. Height

12	Minimum Overall Height	2 stories and 40'	2 stories variance for 40' accorded by COH
13	Maximum Overall Height	8 stories; 5 stories on lower Main Street	2 stories
14	Ground Story Min Height	14'	10'
14	Ground Story Max Height	24'	21'
15	Upper Stories Min Height	9'	9'
15	Upper Stories Max Height	14'	14'

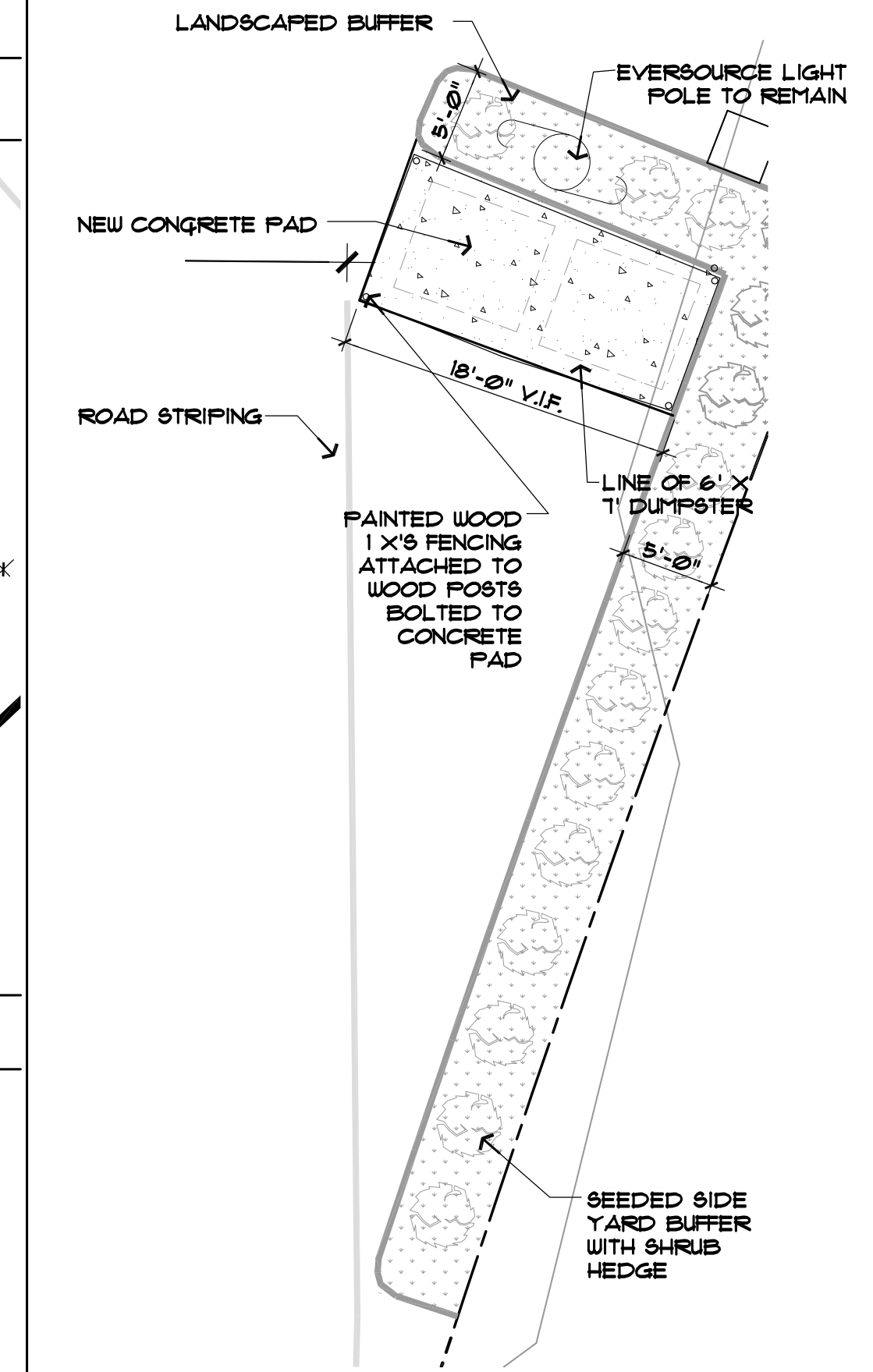
2 ZONING INFORMATION



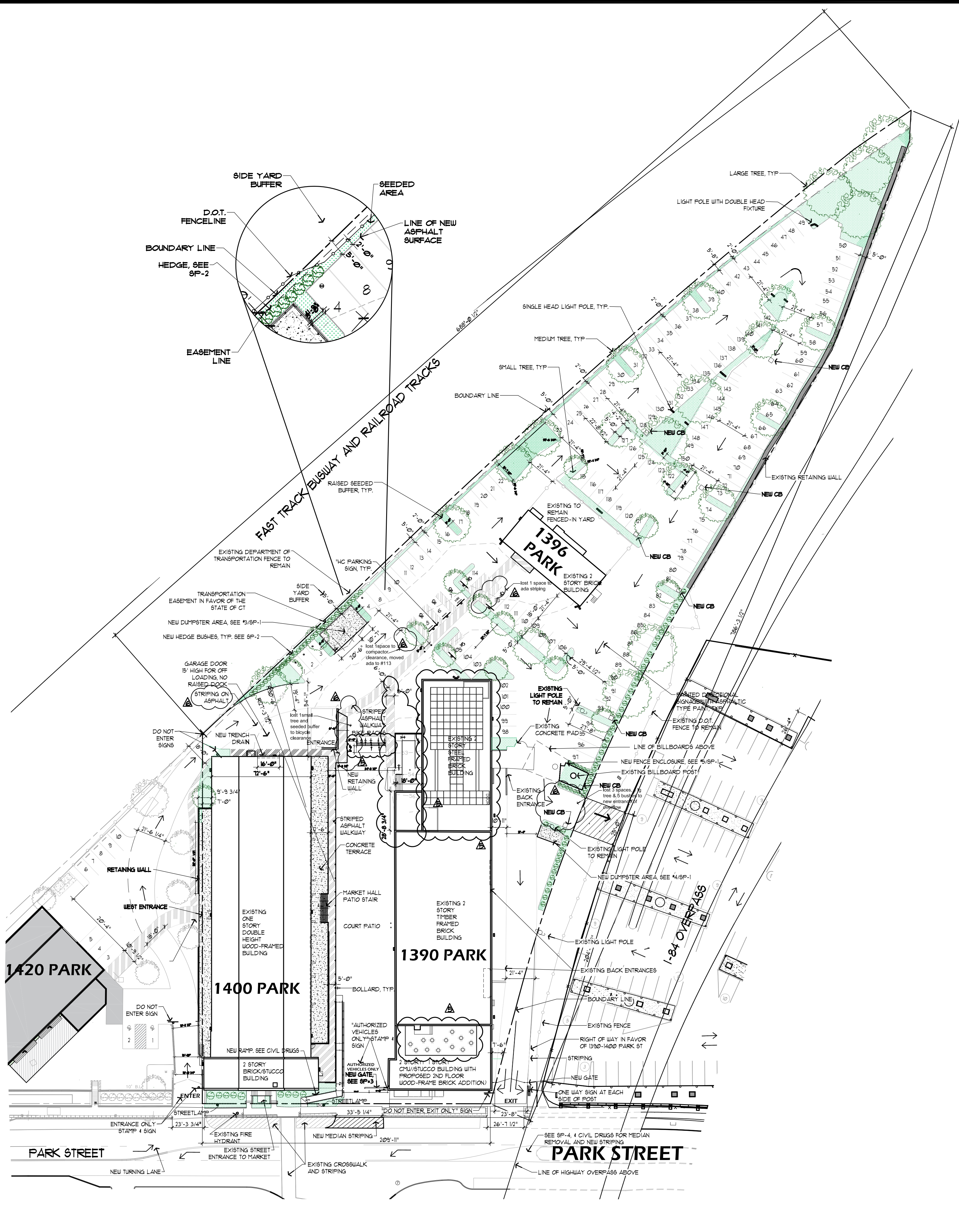
3 EXIST. DUMPSTER ENCLOSURE 1400 PARK
SCALE: 1/8"=1'-0"



5 EXIST. BILLBOARD POST FENCE ENCLOSURE
SCALE: 1/8"=1'-0"



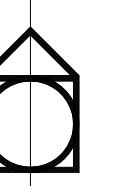
4 EXIST. DUMPSTER ENCLOSURE 1390 PARK
SCALE: 1/8"=1'-0"



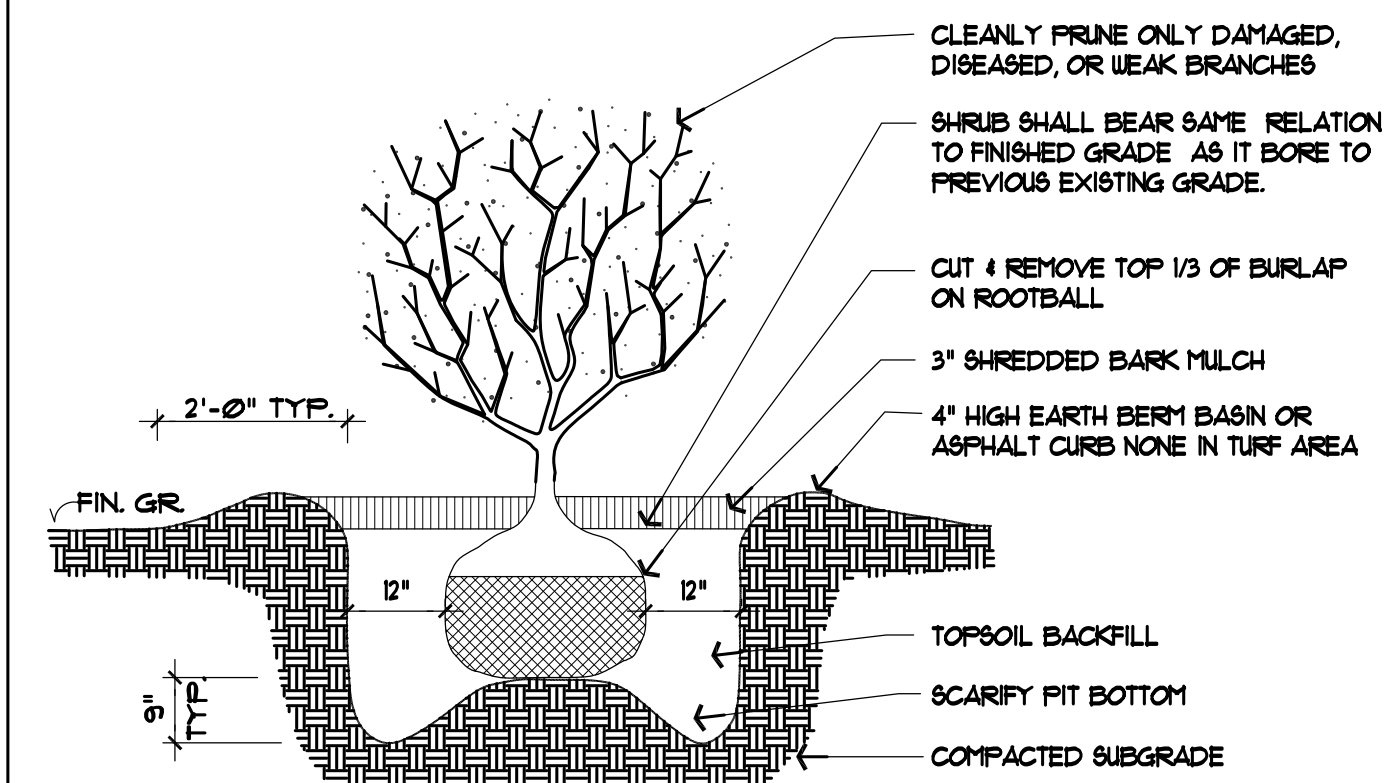
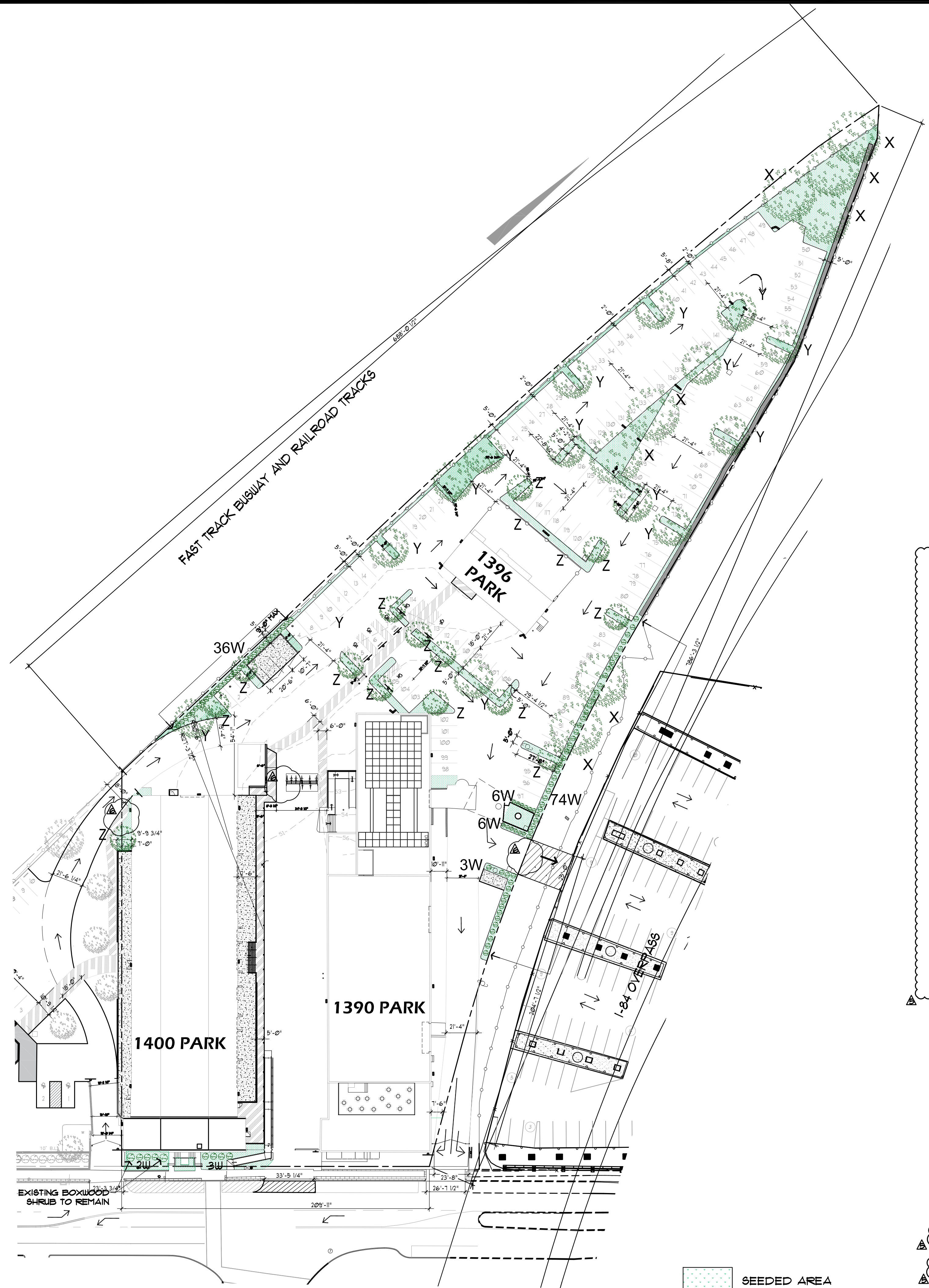
1 PROPOSED SITE PLAN & ZONING INFORMATION



1390 PARK ST
BUILDING
ALTERATIONS
1390 PARK ST.
HARTFORD, CT 06106

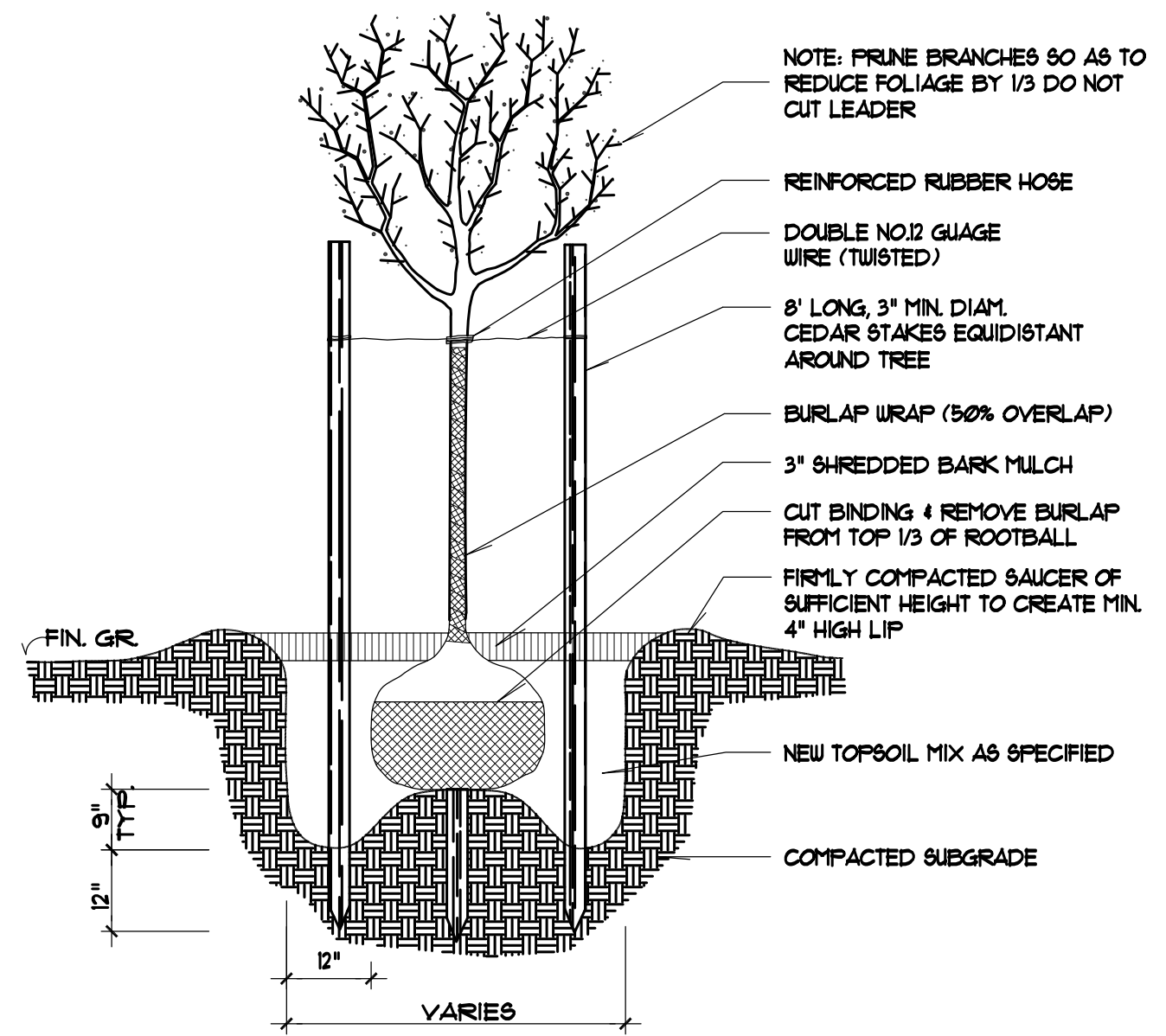


LIFECARE DESIGN INC.
1429 Park St. Ste 201
Hartford Ct. 06106
architecture - planning - interior design
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NOTES:
1. IF CONTAINERS ARE USED CAREFULLY REMOVE TOP 1/3 OF CONTAINER (IF CONTAINER IS NON-ORGANIC, REMOVE COMPLETELY). CUT VARIOUS SLITS IN ORGANIC CONTAINER TO FACILITATE ROOT PENETRATION (OR REMOVE CONTAINER BOTTOM).
2. DO NOT ALLOW ANY PORTION OF CONTAINER TO REMAIN EXPOSED.
3. WATER THOROUGHLY SUBSEQUENT TO INSTALLATION.

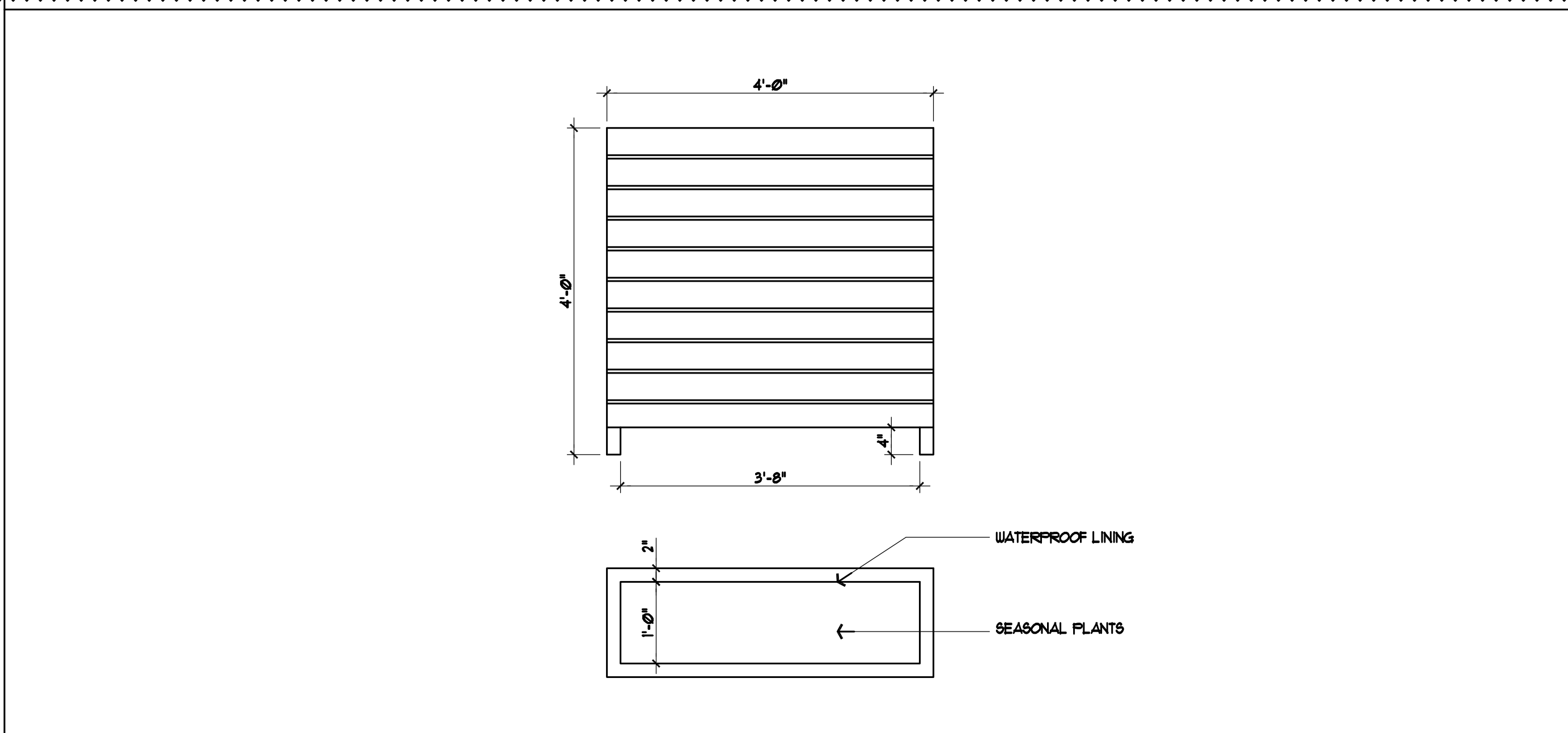
SHRUB PLANTING DETAIL (BALL & BURLAP) SECTION



DECIDUOUS TREE PLANTING DETAIL SECTION

PROVIDE STRUCTURAL SOIL AS NEEDED PER SPECIES OF TREE. EXTEND BENEATH PARKING SURFACE BEYOND RAISED SEEDED PARKING ISLAND

2 PLANTING DETAILS



3 TYPICAL ROOFTOP PLANTER DETAIL

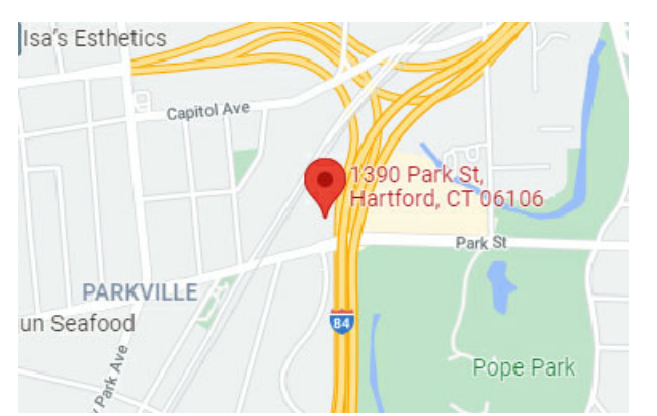
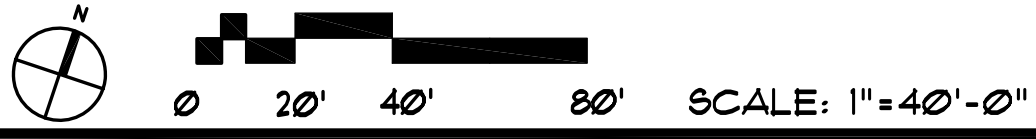
SCALE: 3/4"=1'

QTY	SPECIES
130	W-SHRUBS: BOXWOOD, BUXUS, PROVIDE 5 GAL. CONTAINER OR 18" BALLED AND BURLAPED SPACED 24" O.C. MIN. TO 36" O.C. MAX.
6	X-LARGE TREES: MAPLE, RED ACER RUBRUM, PROVIDE 18" CALIBER MINIMUM
14	Y-MEDIUM TREES: NORDBEAN, EUROPEAN, CARRINUS-BETULUS, PROVIDE 18" CALIBER MINIMUM
16	Z-SMALL TREES: LILAC TREE, SYRINGA RETICULATA, PROVIDE 18" CALIBER MINIMUM
TREE CANOPY REQUIRED: 15% OF 146,234 S.F. = 21,935 S.F. PROVIDED: 21,920 S.F.	

PROVIDE HEALTHY TOPSOIL FOR SEEDED AREAS, SEED SHALL CONSIST OF DROUGHT TOLERANT SPECIES OF KENTUCKY BLUEGRASS, RYEGRASS, AND FINE FESCUES.

4 LANDSCAPING LEGEND

1 LANDSCAPING PLAN



issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
REVISIONS AS PER P & Z COMMENTS DATED 8/19	2/19/19
NEW BACKGROUND AS PER ALLOWABLE DISTRICT CLEARANCE REQUIREMENTS	5/7/19
NEW BACKGROUND SHADING REVISIONS AS PER P&Z COMMENTS, RE: ELIZABETH SANDERSON	10/10/19
REVISIONS AS PER NEW TENANT	11/30/21
CLARIFICATIONS TO P&Z COMMENTS DATED 8/16/22	6/5/22

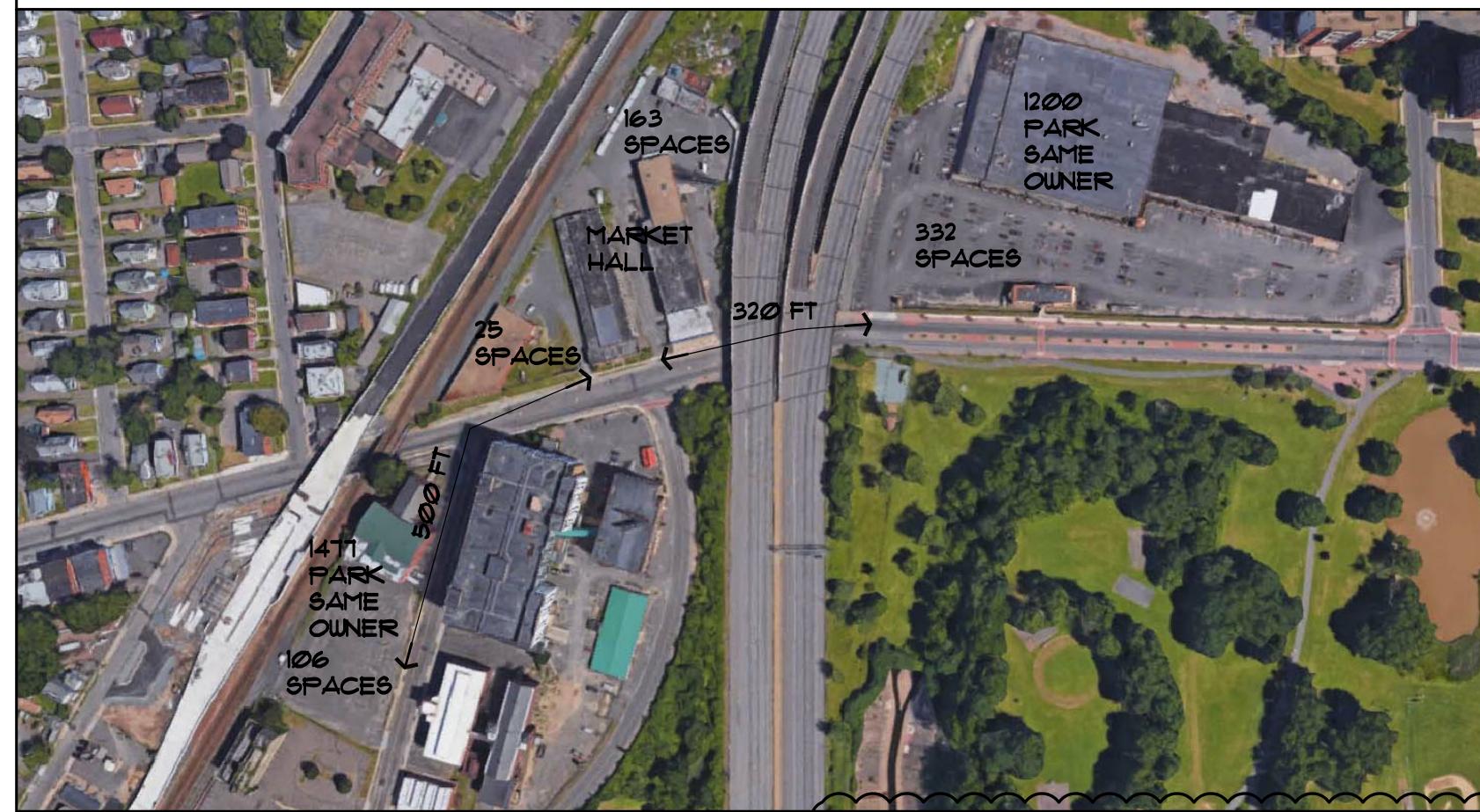
drawing title
LANDSCAPE PLAN AND SITE DETAILS CONT'D

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number

SF-2
sheet
4 of 10

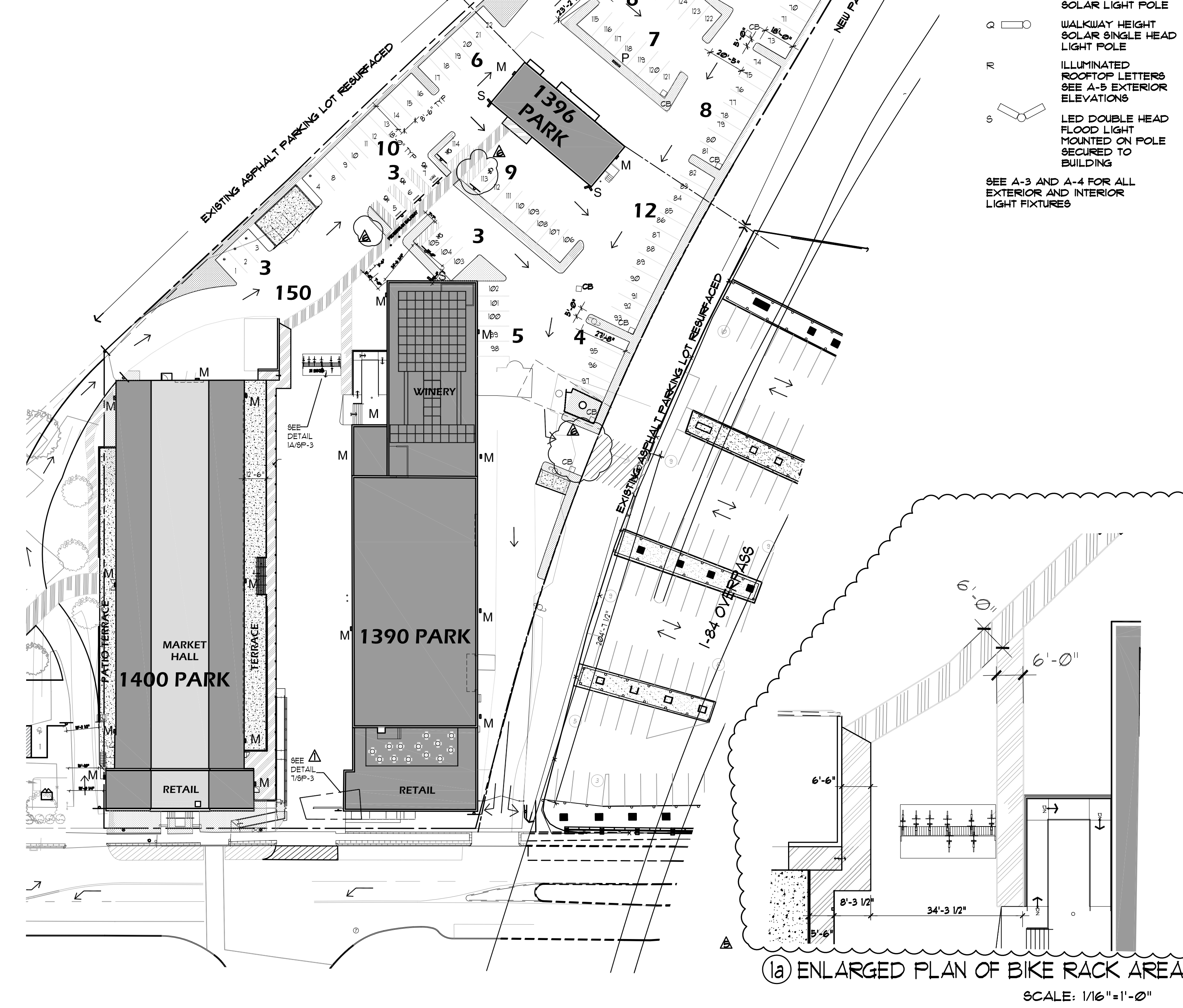
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ADJACENT ADDITIONAL PARKING: TOTAL 463 ADJACENT SPACES BETWEEN 2'-500 FEET AWAY

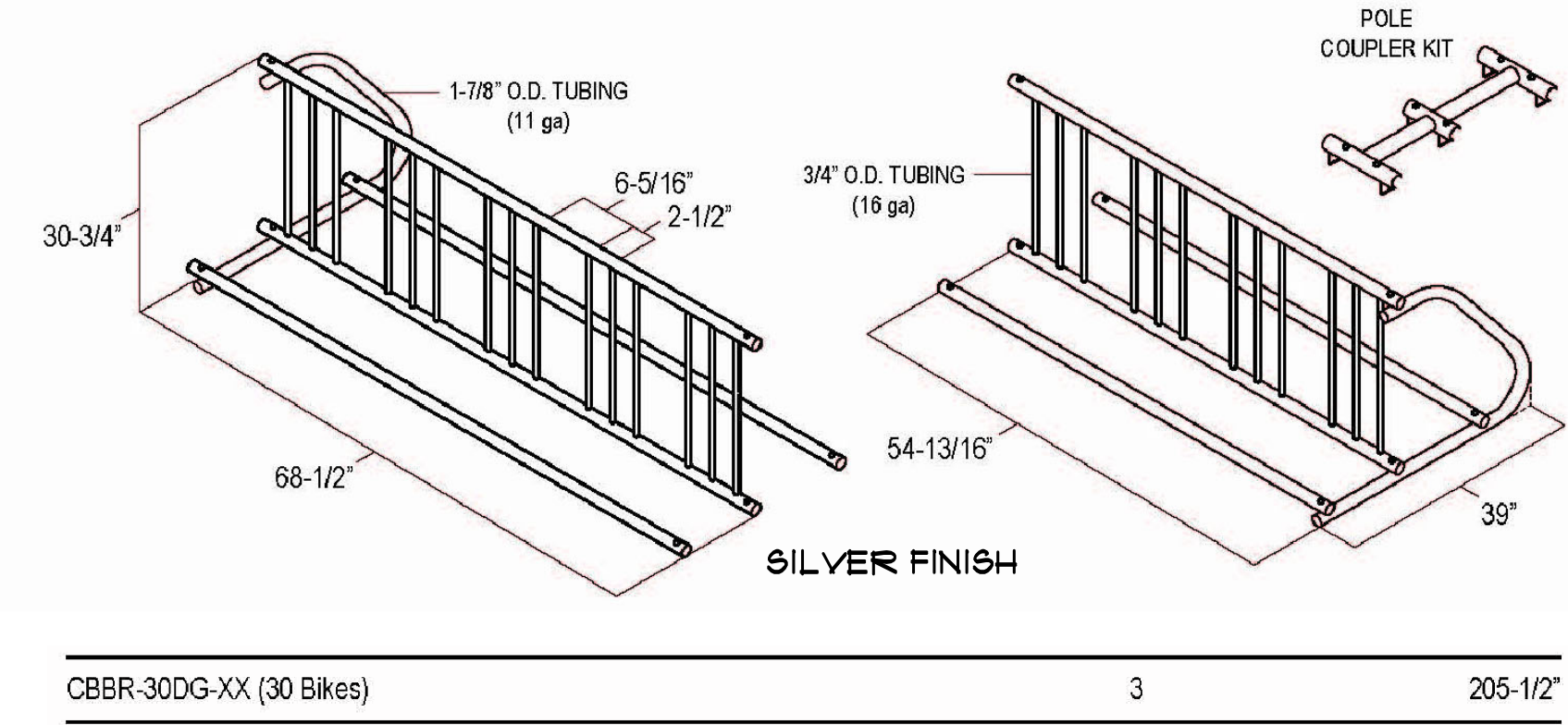


	REQUIRED	PROPOSED
PARKING SPACES	141 (332x15 BIKE CREDIT/2 TRANSIT CREDIT)	150
ADA SPACES	6	6 (2 VAN SPACE INCLUDED, 3 SPACE 5.6, 105 (VAN) 113)
ADJACENT SPACES	n/a	432 ADJACENT SPACES WITHIN 500 FT.
BICYCLE SPACES	n/a	62
SCOOTER SPACES	n/a	0
MOTORCYCLE	n/a	0

NOTE: THE CITY OF HARTFORD ENGINEER RESERVES THE RIGHT TO CHANGE TRAFFIC PATTERNS AND ENSURE THE PUBLIC SAFETY AT THE INTERSECTIONS WHEN AND IF DEEMED NECESSARY

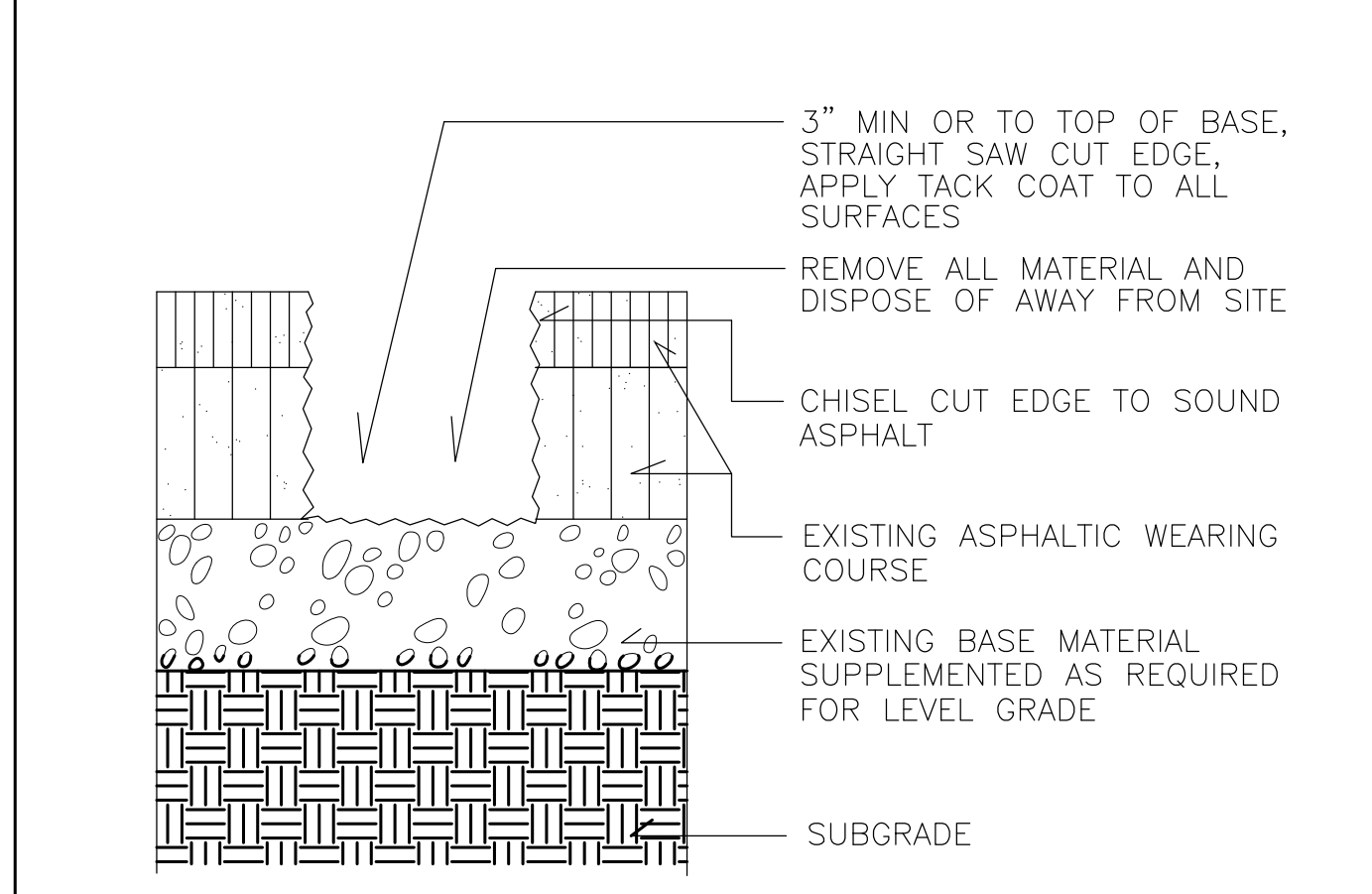


1a ENLARGED PLAN OF BIKE RACK AREA
SCALE: 1/16" = 1'-0"

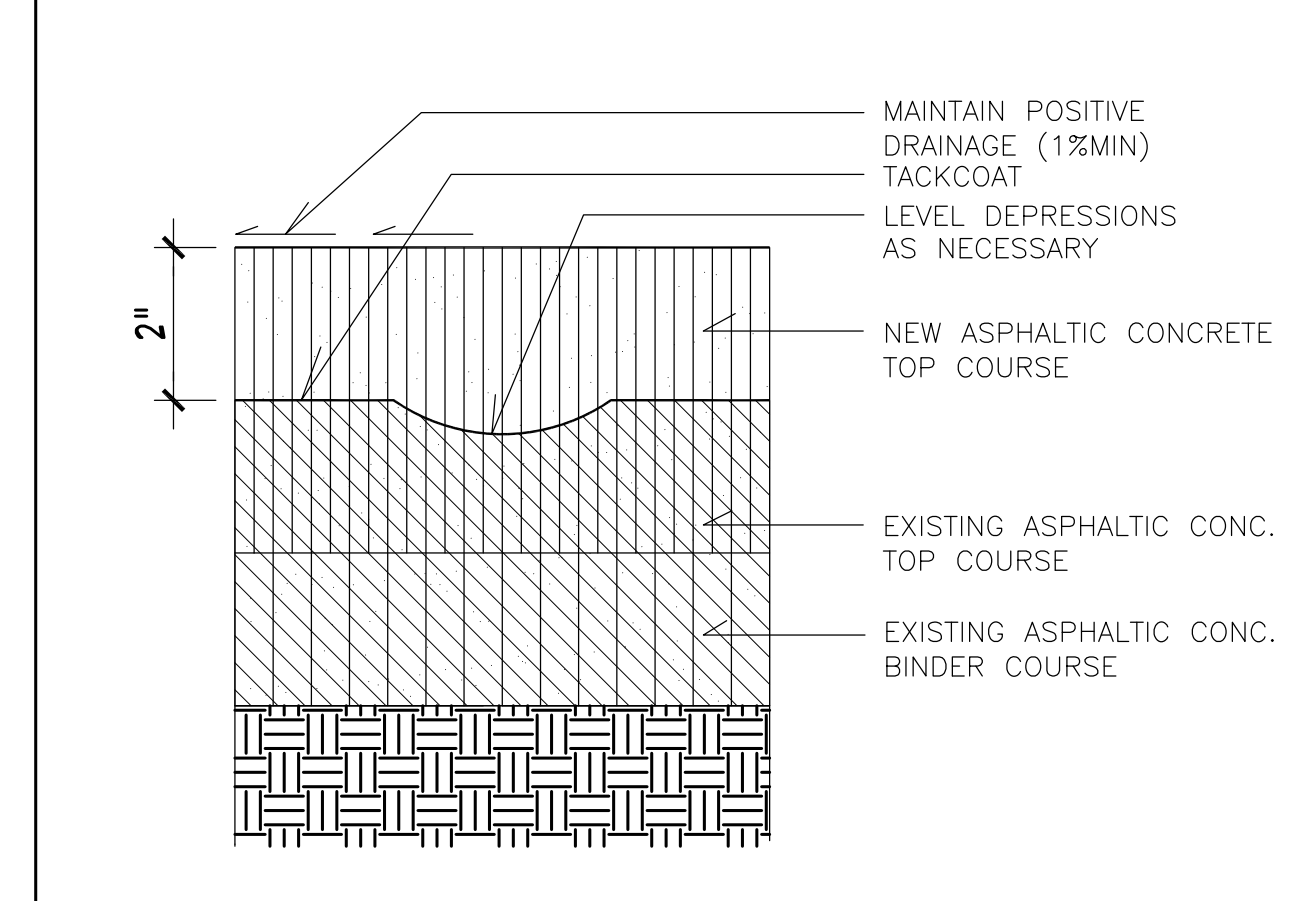


CHAINS AND U-LOCKS SUPPORTED AT 2 POINTS OF FRAME

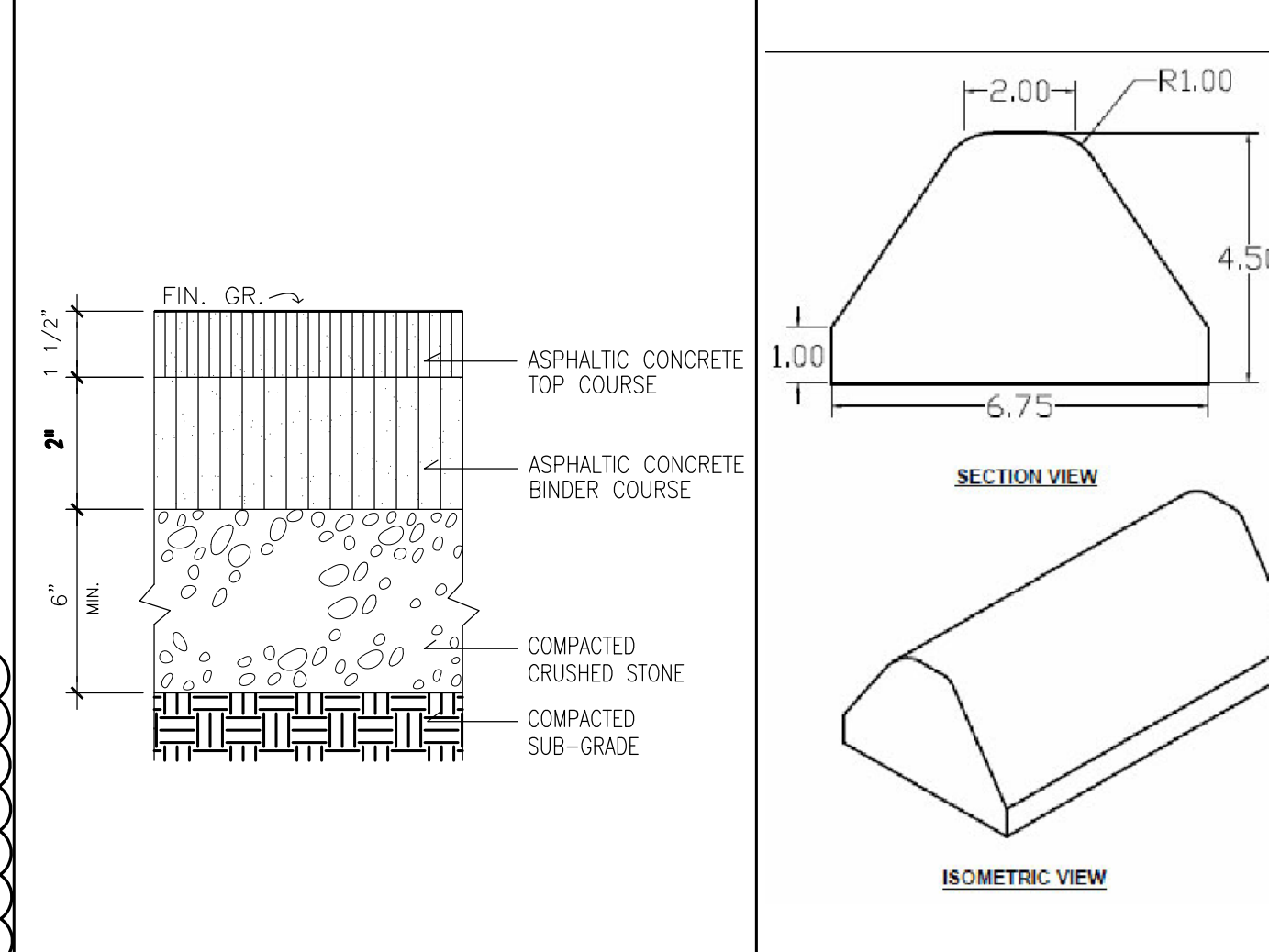
2 TYP. BIKE RACK DETAIL
SCALE: N.T.S.



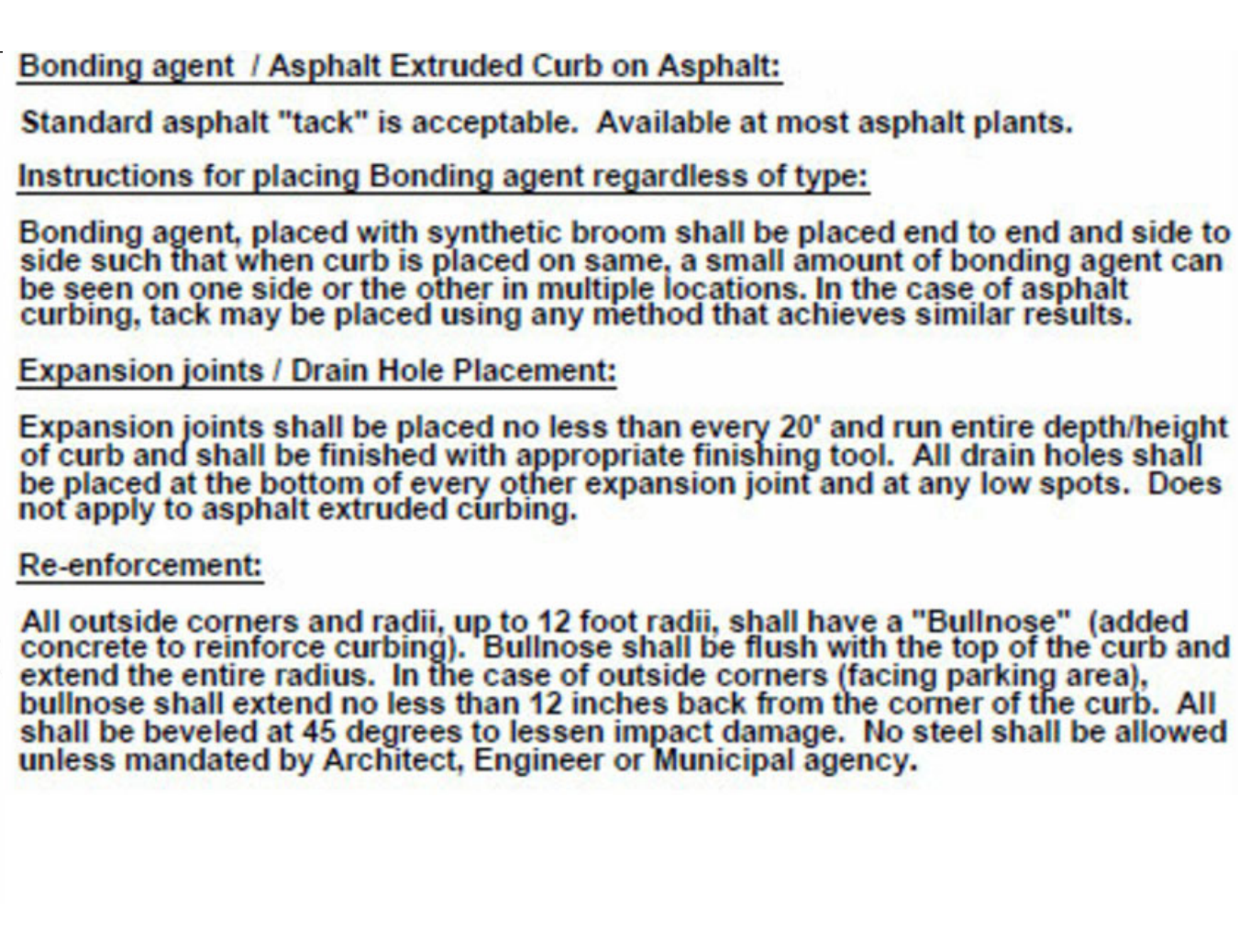
3 ASPHALT PATCH DETAIL, TYP



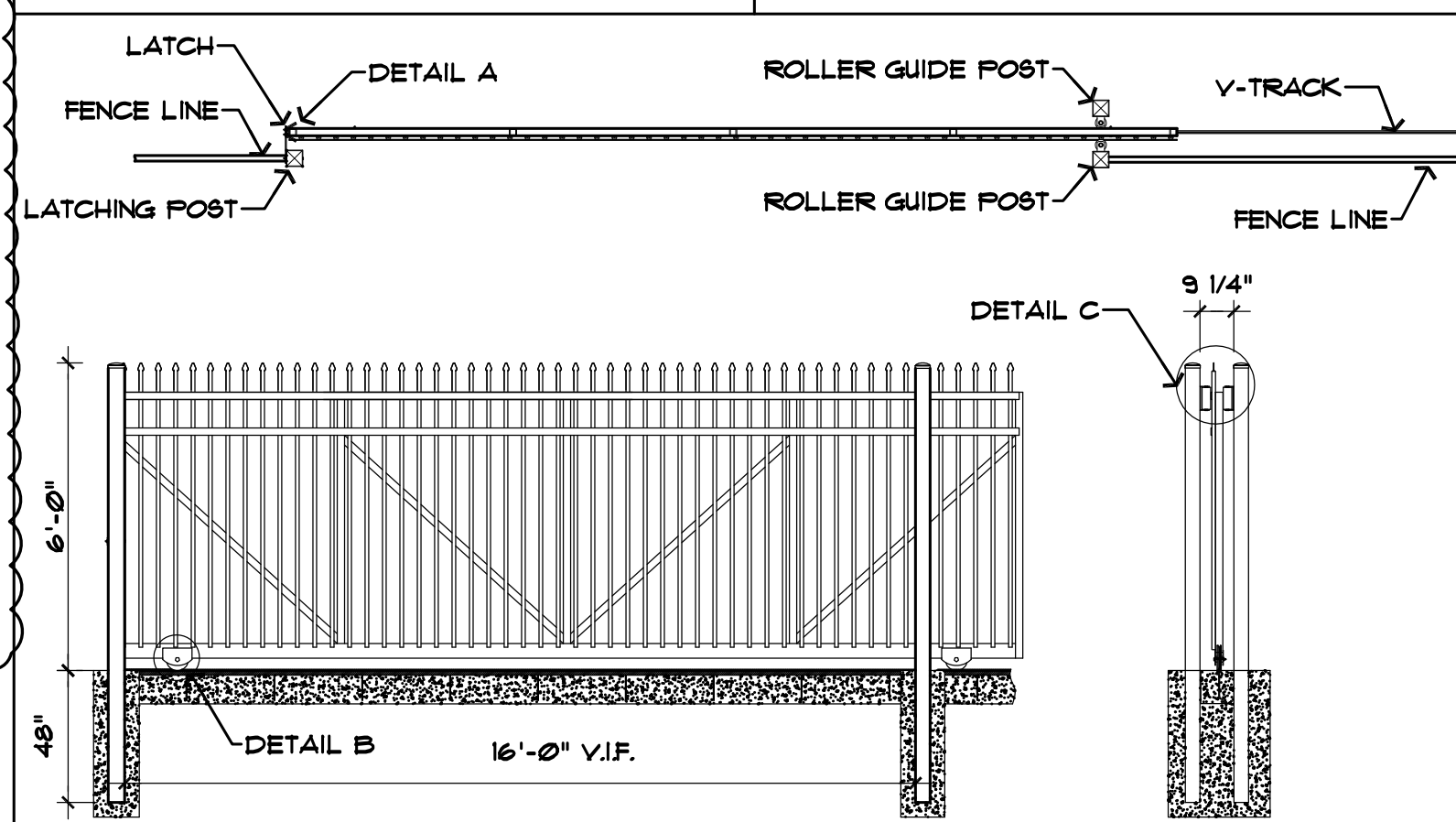
4 ASPHALT RESURFACING SECTION, TYP



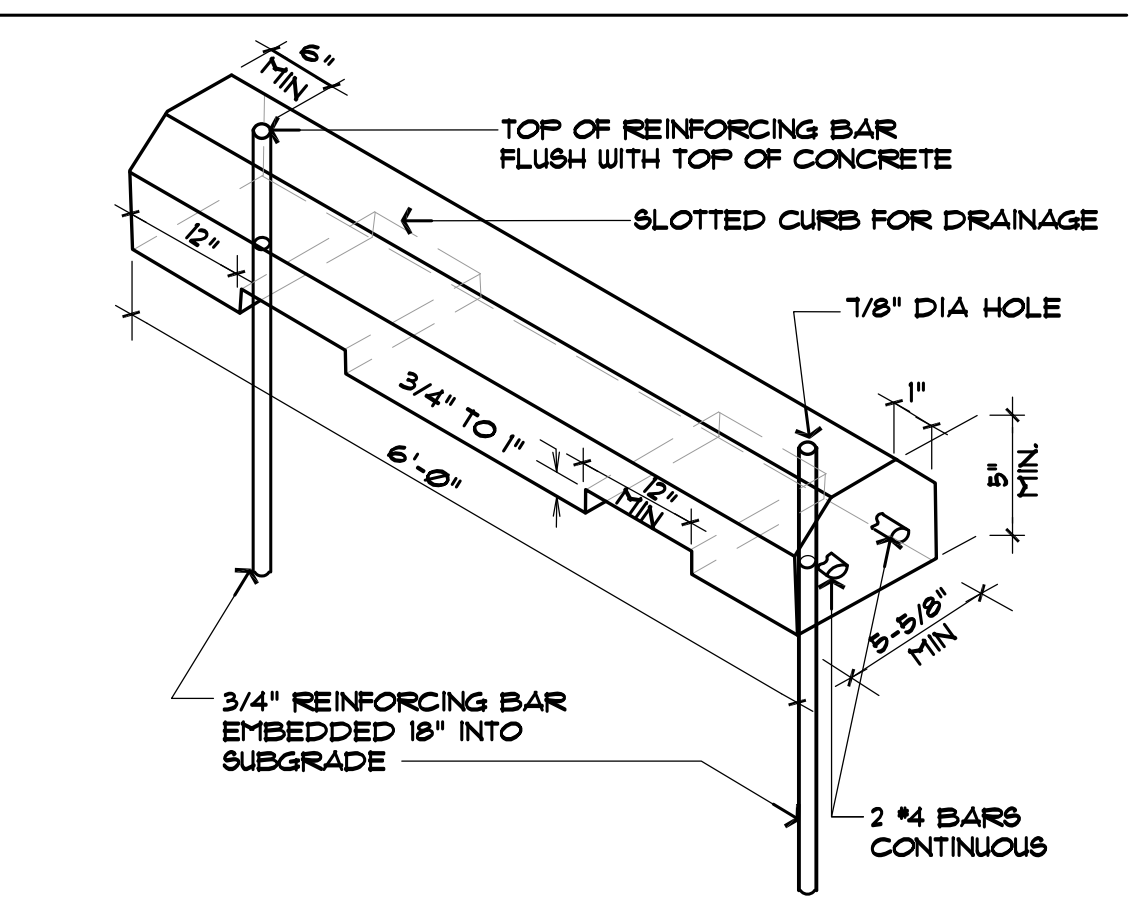
5 TYPICAL ASPHALT PAVING FOR ROAD OR PARKING LOT



6 ASPHALT CURB DETAIL

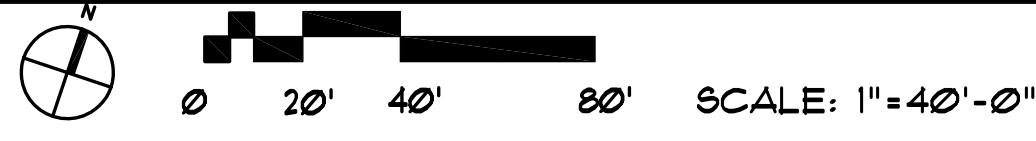


7 EXISTING GATE PLAN SECTION AND ELEVATION
SCALE: 1/4" = 1'-0"



8 WHEEL STOP DETAIL, TYP
SCALE: N.T.S.

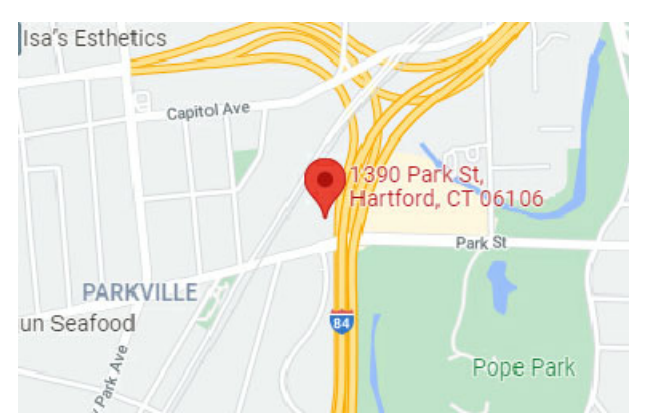
1 PARKING PLAN



PKV, LLC
2047 PARK ST.
HARTFORD, CT 06106

1390 PARK ST
BUILDING
ALTERATIONS
1390 PARK ST.
HARTFORD, CT 06106

LIFECARE DESIGN INC.
1429 Park St. Ste 201
Hartford Ct. 06106
architecture - planning - interior design
WWW.LIFECAREDESIGN.COM



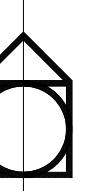
key plan	issue or revision	date
	SITE PLAN REVIEW SUBMISSION	8/6/18
	REVISIONS AS PER P + Z COMMENTS DATED 2/18	2/19/19
	REVISIONS AS PER PZ COMMENTS TELIZABETH SANDROSCAU	10/10/19
	REVISIONS AS PER NEW TENANT	11/30/21
	CLARIFICATIONS TO PZ COMMENTS DATED 8-18-22	6/5/22

drawing title
PARKING PLAN, LIGHTING LAYOUT & SITE DETAILS CONT'D

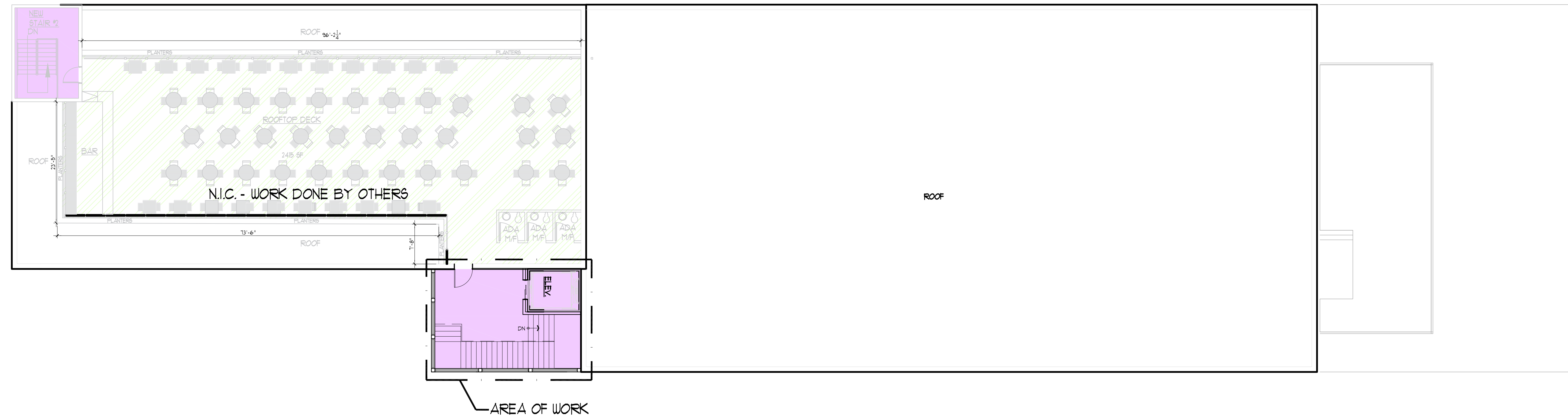
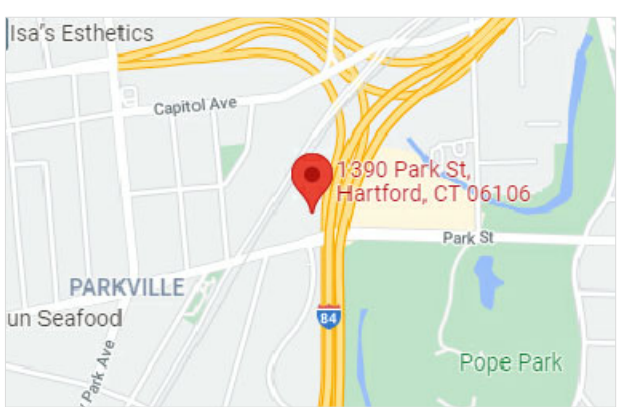
scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number
	SP-3
	sheet
	X of X

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1390 PARK ST
BUILDING
ALTERATIONS
1390 PARK ST.
HARTFORD, CT 06106



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1429 Park St. Ste 201
Hartford Ct. 06106
architecture - planning - interior design
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- 16,483 SF
EVENT /ENTERTAINMENT ASSEMBLY
- 9810 SF
EATING PLACE W/ DRINKING
- 1123 SF
DRINKING PLACE
- 5610 SF
EATING AND/OR CRAFTSMAN INDUSTRIAL/TBD
- 1800 SF
NEIGHBORHOOD RETAIL
- PUBLIC FACILITIES
- CIRCULATION/ EGRESS
- UTILITY
- OUTDOOR SPACE ACCESSORY TO ADJACENT OR BELOW USE OF SAME COLOR

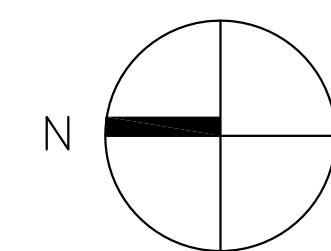
key plan	
issue or revision	date

drawing title
ROOFTOP FLOOR PLAN

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number

A-2
sheet

X of X



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Parkville Market Campus

1390-1420 Park Street, Hartford CT 06106

Special Permit Submission

July, 29th 2022



LIFECARE DESIGN INC.

1429 Park St. Ste 201
Hartford, CT 06106

The Parkville Market Campus is now entering its second phase of construction with minor changes to the original vision of uses (listed on the attached traffic study). A brewery is still being offered at the 1420 Park building and the Market will still be expanded with food vendors and extra dining in the middle portion of 1390 Park. Vendors will be on the upper level with a small amount of seating and the lower level will have a large dining hall with accessory bar. This dining hall will primarily accommodate the outdoor seating for when it gets cold or rains and will also be rented out to private parties or functions. The room on the north end, upper level and labeled winery in the traffic study, will be a rentable event space with roof lounge. The roof lounge will only be in service with the event, it will not function on its own. The lower level room is TBD, originally thought of as part of the Market with games to support the dining hall, it now will be used for storage until we see what would fit well with the other uses, most likely an eating venue or craftsman industrial. See Drawing A-1 and A-2.

'Food is required to be served. – Please confirm how food will be provided at all times either through a menu or confirmation that the food vendors in the market will be open and accessible to patrons of the entertainment venue.'

Menu

Food will be served at all times within the space either through a catering partner with a catering food license or through the restaurant Operators within the Market. The menu will depend on the event format, but the menus within the Market cover a wide range of appetizers, full meals and desserts, including; tacos, pizza, sandwiches, pasta, ice cream, etc. Our catering partners offer a full gamut of dining options from passed appetizer to full sit down meals.

Security plan

In our current operations, Parkville Market has security on the property every day from at least 4PM to close and the property has overnight security every night. For special events and large entertainment gatherings, we bring on additional security to support, including team members assigned to managing parking, access to the property and support with safe alcohol service and will use the same consideration in staffing private events and entertainment events at the venue, where needed. We have over 50 cameras on the property, with more being added as part of this phase.

Noise mitigation plan

Parkville Market is working with a sound engineer to install the proper acoustic and sound absorption equipment within the space.

'Per Sec.1.3.4.D(2) – Special Permits shall show that they: Do not create safety hazards in the proposed vehicular and pedestrian circulation pattern; Will not seriously degrade traffic levels of service without

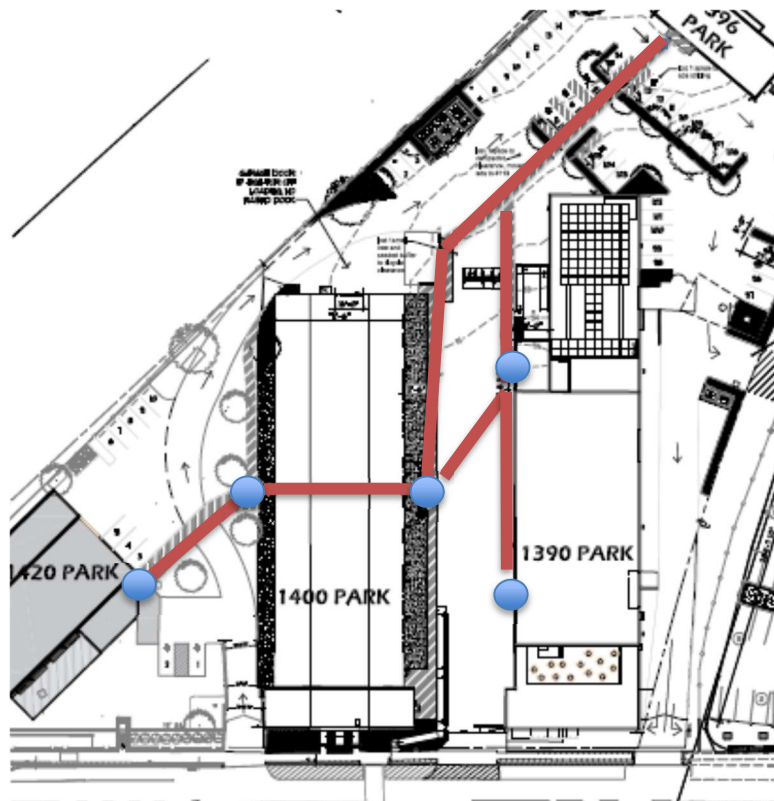
providing adequate mitigation measures; and provide pedestrian amenities. Please provide a transportation management analysis that determines necessary mitigations to the pedestrian, bicycle and vehicular systems on Park St and the connections to the nearby transit station. This study should include all currently proposed uses on the entire property. This may not need to be a full traffic study because the property is located in the Transit Oriented Development overlay and the focus should be on pedestrian, bicycle and transit modes, but at the least it should be an analysis by a professional that determines necessary improvements to the existing infrastructure to ensure safe conditions in light of the additional flow.

Please discuss the impact of this increase in users on the site and on the pedestrian streetscape and the connection to the nearby transit station’.

Transportation management analysis

A Traffic Study was created by Beta Engineering for the whole occupied campus when the designed phase was started and incorporated the increase in traffic flow (see attached) that not only considered vehicles, but pedestrian, pedestrian for mass transit and from bikes. Park street has sidewalks and crosswalks to the main entrance of the campus which is the ramp located on the east side of the central building. One entrance from the street provide additional security since the entry lands in the central patio and entry/exit drives are too narrow to allow a pedestrian path. The west side of the frontage also has a steep berm/slope to navigate. Once up the ramp and in the campus, circulation from one building to the next happens through an east west direction where the central building has aligned entrance/exit doors midway through the long building on the east and west facades. A pedestrian striped path will take patrons to the Brewery at 1420 Park or they can cross the outdoor patio to the 1390 building and enter at its central entrance on the west side of this building. Striped walkways extend down from the parking where the accessible parking stalls are located to funnel people on a safe path and away from vehicular circulation. Bicycle stalls are positioned close to the central patio so they avoid the parking area altogether.

- Entry Points
- Circulation paths



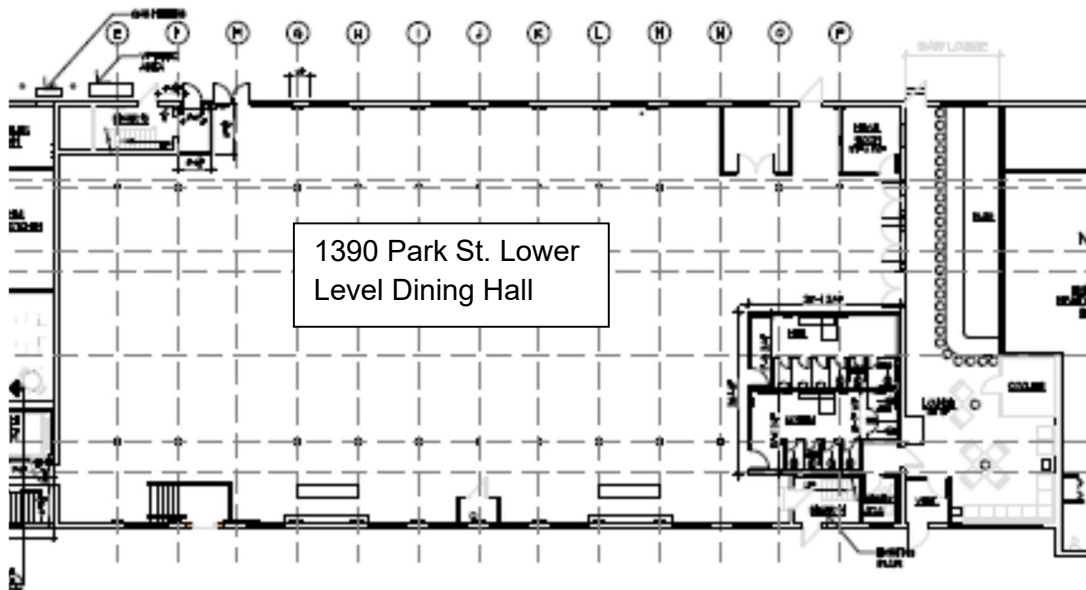
Please confirm hours of operation of the Entertainment Assembly and Drinking Place use.

This space will primarily be in operation for the following:

- During private events, scheduled through our events team in accordance with our current property hours of operation (listed below)
- Additional seating for market patrons during colder months when our patio is closed. The Operating hours in this use case will likely be on Friday evenings, Saturdays and Sundays, when our traffic is highest.
- Entertainment events scheduled by our Events team, within the current Market operating hours.
- Current Market Operating Hours:
 - Monday: 11AM - 8PM
 - Tuesday :11AM - 10PM
 - Wednesday: 11AM - 11PM
 - Thursday: 11AM - 11PM
 - Friday: 11AM - 12AM
 - Saturday: 11AM - 12AM
 - Sunday: 11AM - 8PM

The small outdoor dining area above the first floor of 1390 will be only used for the adjacent food vendors during Market Operating hours. The Roof Top Lounge on the north end will be used only when the room below is rented for events and will close when the event is over.

The lower level dining hall, see below, will be the first part of this expansion before the circulation tower construction starts and leads way to the upper level projects. This room will keep the existing stair, maintain ADA entrance through the bar and have additional bathrooms built. A stage will be built later, sized for what the market can sustain. Currently, the hall will start with a temporary platform for ambient music as part of the dining hall experience.



Paul Ashworth

From: Paul Ashworth
Sent: Wednesday, August 3, 2022 3:29 PM
To: Natalie Sweeney
Cc: chelsea@parkvillemarket.com; Hartford Planning Division
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Natalie,

The provided traffic analysis is dated July 2018 and does not include the proposed Entertainment Assembly w/ drinking place use or the additional restaurant/retail space in the 1390 building. It references only the brewery at 1420, the entirety of the 1400 building and a potential winery at 1390. Another use that will be generating significant trips to this property is the recently approved Adult Use Cannabis retailer at 1396.

Additionally, the cannabis retailer was approved on July 26, 2022 with the following condition of approval. It may be more efficient to include these changes as part of your current site plan. Please consider coordinating with the 1396 applicant to meet these requirements.

“The applicant shall submit a site plan that will include, at a minimum, the following elements: (1) reorganization of the portion of the parking lot in front of the 1396 Park Street building, with the existing painted curbed to be flipped and moved further north, and upgraded to a curbed and landscaped island, to avoid cars backing in/out of parking spaces and preventing traffic circulation directly in front of the building; (2) installation of bollards or large planters to protect the pedestrian-only zone in front of the building, (3) installation of an awning along the building front façade to provide a protected and designated space for pedestrian queuing, and (4) a painting of a pedestrian walkway extending in front of the building. Alternative designs may be deemed acceptable by Planning Staff if pedestrian safety and access are adequately addressed.”

Thank you,

Paul Ashworth

Senior Planner

City of Hartford - Department of Development Services

Planning & Zoning Division

he/him

260 Constitution Plaza, 1st Floor

Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Paul Ashworth <>

Sent: Tuesday, August 2, 2022 5:31 PM

To: Natalie Sweeney <n.sweeney@lifecaredesign.com>

Cc: chelsea@parkvillemarket.com; Hartford Planning Division <oneplan@hartford.gov>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Confirmed receipt,

Thank you Natalie!

Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Sent: Tuesday, August 2, 2022 12:13 PM
To: Paul Ashworth <Paul.Ashworth@hartford.gov>
Cc: chelsea@parkvillemarket.com; Hartford Planning Division <oneplan@hartford.gov>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Sorry, here you go.

From: Paul Ashworth <Paul.Ashworth@hartford.gov>
Sent: Tuesday, August 2, 2022 11:02 AM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: chelsea@parkvillemarket.com; Hartford Planning Division <oneplan@hartford.gov>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Natalie,
Thank you for sending over the narrative. The narrative references a transportation management plan by BETA Engineering. I think it was missing as an attachment.
Could you send that over?

I'm writing the staff report today so we need all the information in order for it to be included in the analysis.

Thank you,
Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor

Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Sent: Tuesday, August 2, 2022 8:36 AM
To: Paul Ashworth <Paul.Ashworth@hartford.gov>
Cc: chelsea@parkvillemarket.com
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Paul,

Here is the narrative for the Parkville market special permit. Chelsea, please let me know if what I have added to your operations answers is correct before Paul releases this to the other committee members. I believe you needed to release this today Paul?

Thanks,

Natalie

From: Paul Ashworth <Paul.Ashworth@hartford.gov>
Sent: Friday, July 29, 2022 6:14 PM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrios <hcb@lifecaredesign.com>; Carlos Mouta <carlos@parkvillemgmt.com>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Natalie,

You mentioned in your email today (attached) if there was anything else you needed to do for this hearing. We still need copies of the sign affidavits for both commission level items, this one 1390 Park, and the other special permit application at 1420 Park. I would also direct you back to the comments below, originally delivered on 6/29/22.

A complete response to those should be received by our division by end of day Monday 8/1/22 in order for them to be included in the staff report. I do not recommend going to the hearing without a full response to comments on file.

All the best,

Paul Ashworth

Senior Planner

City of Hartford - Department of Development Services

Planning & Zoning Division

he/him

260 Constitution Plaza, 1st Floor

Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Paul Ashworth <>
Sent: Tuesday, July 26, 2022 10:37 AM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Natalie,

Do you have an estimated date of response to special permit comments issued 6/29/22?
They're below in this email chain for reference.

Thank you,
Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Paul Ashworth <>
Sent: Monday, July 25, 2022 6:07 PM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Natalie,
Please find the public notice requirements for this item attached. I apologize for delivering these later than usual.

Let me know if you have any questions,
Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services

Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Hartford Planning Division <oneplan@hartford.gov>
Sent: Thursday, July 14, 2022 4:07 PM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Paul Ashworth <Paul.Ashworth@hartford.gov>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hello Natalie,

As we discussed on the phone, the Public Hearing for 1390 Park is officially rescheduled for the August 9th Planning & Zoning Commission Meeting because of scheduling conflicts.

Best,

Paige Berschet
Administrative Assistant
City of Hartford - Department of Development Services
Planning & Zoning Division
she/her/hers
260 Constitution Plaza, 1st Floor
oneplan@hartford.gov
Desk: 860-757-9029

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From: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Sent: Thursday, July 7, 2022 1:46 PM
To: Paul Ashworth <Paul.Ashworth@hartford.gov>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrrios <hcb@lifecaredesign.com>
Subject: Re: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Paul, yes thats ok, can we still have the 26th date?

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From: Paul Ashworth <Paul.Ashworth@hartford.gov>
Sent: Thursday, July 7, 2022 12:11:37 PM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrios <hcb@lifecaredesign.com>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Natalie,

I just got off the phone w/ Hermann discussing this. After reviewing this project with the Director, she confirmed the Outdoor Café use should be added to this application to facilitate the use of the existing outdoor café area between the buildings by the new Entertainment Assembly/Drinking Place use. Further, the Entertainment Assembly use should also include this area between the buildings. The presence of a stage and the past use of this area as an entertainment assembly space supports this request.

I've attached a revised public notice letter for the abutter notice. Please use this in place of the previous version.

Please confirm via response to this email that you consent to the revision of the application as stated above.

Thank you and please let me know

Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Paul Ashworth <>
Sent: Wednesday, June 29, 2022 11:45 AM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrios <hcb@lifecaredesign.com>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943 & COMM-2022-0633

Hi Natalie,

I'm glad we could clear up the uses requested on the phone yesterday and finalize the special permit language. The request is now for Entertainment Assembly with a Drinking Place. In order to allow time for additional information and analysis by both Staff and your development team, we have rescheduled the request from the 7/12/22 Planning & Zoning Commission (PZC) hearing to the 7/26/22 meeting of the PZC. This later meeting date is within the timeline allowed by the State of Connecticut so no extension is required. Please find public notice instructions and documents attached.

Site Plan: You previously received and responded to comments for the site plan. I'm still reviewing your responses. Staff may have follow-up regarding the design of the site and the site plan.

Please find the requirements for a special permit for entertainment assembly with a drinking place below.

Formatting: Consider a narrative format as a response to the following request for information. Many applicants use the narrative format with labeled sections assigned to each category – security plan, noise mitigation plan, transportation management etc. It is also common to reference supporting documents within the narrative – “Please see Attachment 1, Transportation Management Plan” etc. The Commission has responded favorably to this type of submittal in the past.

(5)Approval of Drinking & Entertainment Assembly Places. Establishments that combine the sale of alcoholic beverages with Entertainment Assembly uses (refer to [3.3.5 K.](#)) require a separate special permit (per [1.3.4](#) Special Permits). This includes facilities for banquets, parties, events, dancing, and other entertainment. This use is subject to the following conditions:

(a)These establishments are limited to the locations where Entertainment Assembly uses are permitted per [3.3.5 K.](#) and Figure 3.2 -A Table of Principal Uses. **Complete.**

(b)Food is required to be served. – Please confirm how food will be provided at all times either through a menu or confirmation that the food vendors in the market will be open and accessible to patrons of the entertainment venue.

(c)Applicants must submit:

(i)Menu

(ii)Security plan

~~(iii)Parking management plan, except in the DT-1 zoning district~~

(iv)Floor plan(s) – **Complete.**

(v)Noise mitigation plan

(vi)The commission may also require any additional information pertaining to the application that it deems necessary to aid in its decision.

- **Per Sec.1.3.4.D(2)** – Special Permits shall show that they: Do not create safety hazards in the proposed vehicular and pedestrian circulation pattern; Will not seriously degrade traffic levels of service without providing adequate mitigation measures; and provide pedestrian amenities.
 - Please provide a transportation management analysis that determines necessary mitigations to the pedestrian, bicycle and vehicular systems on Park St and the connections to the nearby transit station. This study should include all currently proposed uses on the entire property. This may not need to be a full traffic study because the property is located in the Transit Oriented Development overlay and the focus should be on pedestrian, bicycle and transit modes, but at the least it should be an analysis by a professional that determines necessary improvements to the existing infrastructure to ensure safe conditions in light of the additional flow. [Please see Section 1.3.3\(B\)\(16\)\(A\) for details.](#)
 - Please discuss the impact of this increase in users on the site and on the pedestrian streetscape and the connection to the nearby transit station.
- Please confirm hours of operation of the Entertainment Assembly and Drinking Place use.
- Please confirm that the hours of operation of the roof-top areas (both of them) will coincide only with those of the food vendors in the market hall. If they are to operate outside of market or food vendor business hours a special permit for a drinking place and a special permit for an outdoor café associated with a drinking place shall be required.

(6)Hours of Operation. Drinking Places shall serve alcohol only during the hours authorized by Connecticut general statutes section 30-91, provided, however, that the commission may further restrict such hours as a condition of a special permit.

Please reach out to me with any questions,
Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Sent: Monday, June 27, 2022 11:13 PM
To: Paul Ashworth <Paul.Ashworth@hartford.gov>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrios <hcb@lifecaredesign.com>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please contact the helpdesk at 860-757-9411 if you have any questions.

Hi Paul,

Here are the drawings for 1390 Park and 1420 Park. I sent in an application for 1420 Park last Friday. I color coded the uses for 1390 as per your more recent email, dated 6-14-22. Below are responses to the comments in red.

Thank You,

Natalie

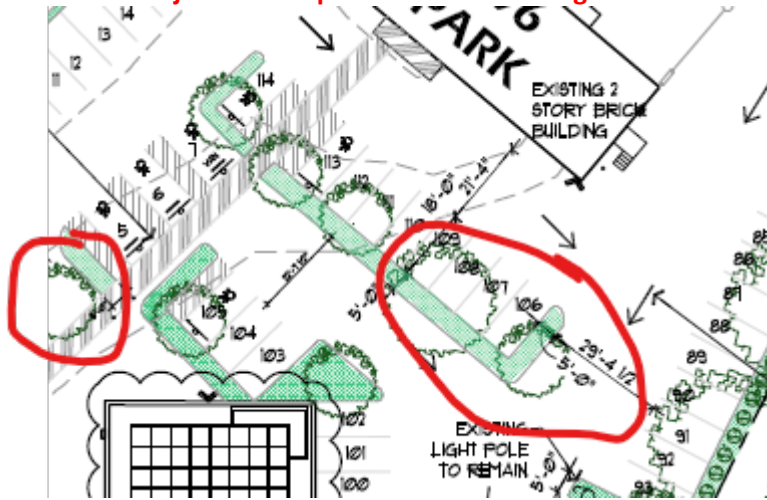
From: Paul Ashworth <Paul.Ashworth@hartford.gov>
Sent: Monday, April 18, 2022 1:51 PM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Hermann Cartes-Barrios <hcb@lifecaredesign.com>
Subject: RE: 1390 Park St - Site Plan Application - ADMIN-2022-2943

Hi Natalie,

I was able to take a look at the site plan amendment to 1390 Park St. Please respond to each of the comments listed below:

1. Please show a bike rack detail confirming design consistent w/ section 7.3.3.
Bike rack for multiple bikes and as per reg. 7.3.3 shown on A-3.

- Just northwest of the new bike rack a comment has been removed calling out a “Painted, Slotted mountable curb.” A landscape island is also missing however a tree is still shown that location. Please describe the changes made here and verify that the siting table is up to date (total ISR should be increased). **Asphalt curb was removed and striped instead. One ada space was relocated to allow better clearance towards trash compactor. One space removed to allow for relocated ada striping. 3 spaces, 5 bushes and 1 large tree removed to create drive to spillover parking under DOT overpass. One small tree and buffer removed to allow for clearance around bike rack. One small tree removed at north east corner of building to allow for walkway. See A-1, A-2, A-3 for notes and revisions clouds. Changes did not affect Total ISR, the green buffer by walk and at drive increased ISR by .05%, not enough to round up 90%.**
- Has the zoning table been updated with the increase in building coverage?
There is no change to building coverage, new addition increased coverage from 27% to 27.25% so left it at 27% on matrix. Landscaping legend and parking have been updated on A-2 and A-3.
- Adjacent to the north of the 1390 Park building there appear to have been some changes to parking lot layout. There are now trees shown floating in asphalt. What changed here? **Old drafting not updated when parking stalls were adjusted as explained in #2. Drafting has been rectified.**



- Please cloud all changes and provide a narrative describing the changes to the site layout and their purpose. Additional comments may generated depending on changes made. **Everything clouded, see drawings attached. Description at #2 above.**
- Please label the proposed use of each tenant space. **Labeled on A-1 and A-2**
- The provided elevation drawings match the Historic Commission approved elevation drawings. **Comment Met.**

Thank you,
Paul Ashworth
 Senior Planner
 City of Hartford - Department of Development Services
 Planning & Zoning Division
 he/him
 260 Constitution Plaza, 1st Floor
 Desk: 860-757-9055

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Make an appointment online: <https://developmentservices.setmore.com/>

From: Berschet, Paige
Sent: Monday, March 28, 2022 5:01 PM
To: Natalie Sweeney <n.sweeney@lifecaredesign.com>
Cc: Hartford Planning Division <oneplan@hartford.gov>; Paul Ashworth <Paul.Ashworth@hartford.gov>
Subject: 1390 Park St - Site Plan Application

Hello Natalie,

Thank you for submitting your Site Plan Application for 1390 Park St. The application review is assigned to Paul Ashworth who will be in touch with any questions/comments from staff.

Let us know if you have any questions.

Best,

Paige Berschet
Administrative Assistant
City of Hartford - Department of Development Services
Planning & Zoning Division
she/her/hers
260 Constitution Plaza, 1st Floor
oneplan@hartford.gov
Desk: 860-757-9029

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July 31, 2018

Mr. Frederick D. Peck
Senior Planner
City of Hartford
Housing, Economic Development, Planning & Zoning
250 Constitution Plaza, 4th Floor
Hartford, CT 06120

Re: Parkville Market Traffic Impact Study

Dear Mr. Peck:

BETA Group has prepared this Traffic Impact and Site Access Study to evaluate the potential impacts on the local transportation network associated with the redevelopment of the sites at 1390 – 1400 Park Street in Hartford, CT. This is the former site of The Bishop Ladder Company and is bounded by Park Street to the south, CT FastTrack to the north, 1420 Park Street to the west, and the I-84 Overpass to the east. The site location is shown in Figure 1.

The site is planned to be redeveloped to accommodate the 20,000 square-foot Parkville Market. The developer also hopes to attract a winery to occupy an additional 5,000 square-foot space. The market and winery will be housed in existing buildings on the site. The site will have driveway access along Park Street and will provide 191 off-street parking spaces.

A 10,000 square-foot beer brewery and spirits distillery are anticipated at the existing building located on the adjacent property at 1420 Park Street. Although the development is on a separate site and has different ownership, the market and winery will share Park Street driveway access and parking with the brewery and distillery. The brewery and distillery will provide an additional 24 off-street parking spaces.

Traffic operations at the site were analyzed for the weekday midday and afternoon system peak periods, as well as the Saturday peak period. Neither the market nor the winery will be open during the morning peak hour.

Access was examined at each of the three existing site driveways. The area used to examine the traffic impact for the project includes the Park Street/Pope Park Highway intersection and the Park Street/Bartholomew Avenue intersection.

This study includes:

- Evaluation of future “no build” traffic operations at the study area intersections,
- A description of future operations within the project site,
- Estimation of future trips generated by the development,
- Evaluation of future traffic operations at the study area intersections with the site fully developed,
- Evaluation of turning paths for anticipated vehicle types
- Evaluation of intersection sight distances at driveways
- Evaluation of accident history on Park Street in the vicinity of the site
- Parking generation data

EXISTING CONDITIONS

This section will present existing conditions related to the site and to traffic volumes and traffic operations at the study area intersections.

Site Conditions

The project site currently contains the Bishop Ladder building and the adjacent Bestflor Distributors, Inc. building. A driveway exists between the two buildings. A second driveway is located to the east of the Bestflor Distributors building. Although the eastern driveway is located on property owned by the State of Connecticut, City land records indicate that the State has granted a right of way to and from Park Street.

To the west of the Parkville Market and winery site is an unoccupied building that will house the beer brewery and spirits distillery. The brewery/distillery site has separate driveway access on Park Street. The parking lots for the two sites are divided by wire fencing.

Intersection Geometry/Traffic Control

Existing geometry and traffic control measures at each study intersection are described below. Park Street is generally a two-lane, two-way roadway running in the east/west direction with on-street parallel parking on either side.

1. Park Street at Pope Park Highway and Bishop Ladder driveway
The intersection of Park Street at Pope Park Highway and Bishop Ladder driveway is a four-legged, unsignalized intersection. The eastbound and westbound Park Street approaches are free flowing and auxiliary left turn lanes are included on each approach. The northbound Pope Park Highway approach is stop controlled and consists of a single lane. The southbound Bishop Ladder driveway approach consists of a single lane and is unsigned. A sliding gate and bollards are installed at the driveway.
2. Park Street at Bartholomew Avenue
The intersection of Park Street and Bartholomew Avenue is a three-legged unsignalized intersection. The eastbound and westbound Park Street approaches are free flowing. An auxiliary left turn lane is located on the westbound approach. The northbound Bartholomew Avenue approach is stop controlled and consists of a single lane.
3. Park Street and Bestflor Distributors driveway
The intersection of Park Street and Bestflor Distributors driveway is a three-legged unsignalized intersection. The eastbound and westbound Park Street approaches each consists of a single lane and are free flowing. The southbound Bestflor Distributors driveway approach consists of a single lane and is unsigned. Left turns cannot be made out of the driveway due to the presence of a raised median island on Park Street.
4. Park Street at 1420 Park Street driveway
The intersection of Park Street and the 1420 Park Street driveway is a three-legged unsignalized intersection. The eastbound and westbound Park Street approaches consist of a single lane and are free flowing. The southbound 1420 Park Street driveway approach consists of a single lane and is unsigned.

Existing Transit Service and Walkability

The market site offers convenient access for transit users. The site is located approximately 700' from the CTfastrak station located at the southeast corner of Park Street and Francis Street. Additional CTTransit bus stops and bus shelters are located immediately to the south and to the west of the site.

The combined corridor ridership for CTfastrak and CTTransit exceeded 17,000 users for an average weekday and 11,000 users for an average Saturday in April 2018.

The market is also expected to attract a considerable number of pedestrian users in part due to the mix of interacting land uses surrounding the site. This includes over 300,000 square feet of commercial space as well as residential, retail, and dining. Sidewalks including streetscape amenities are located on all block faces. Brick paved crosswalks are located at Park Street intersections, and traffic signals, where provided, include exclusive pedestrian phases.

Existing Traffic Volumes

Turning movement counts (TMC's) were collected from 11 AM to 1 PM and 4 PM to 6 PM on Tuesday, May 1, 2018 and Thursday May 3, 2018 and from 12 PM to 2 PM on Saturday, April 28, 2018 and Saturday, May 5 2018.

Turning movement data was reviewed and it was determined that the midday peak hour occurs between 12:00 PM and 1:00 PM, the afternoon peak hour was between 4:30 PM and 5:30 PM, and the Saturday midday peak hour was between 12:45 PM and 1:45 PM.

Accident Data

The most recent three years of available accident data within the study area were reviewed. The data was procured from the Connecticut Crash Data Repository for the years 2015 through 2017 along Park Street between Bartholomew Avenue and the I-84 Overpass. The data listed a total of twenty-one (21) accidents within the area during this time period. The accidents included eight (8) rear end collisions, five (5) angle collisions, two (2) sideswipe collisions, and six (6) unclassified collisions. The angle collisions included three crashes involving vehicles making turns out of Bartholomew Avenue, one crash involving a vehicle making a turn out of Pope Park Highway, and one crash involving a vehicle pulling entering traffic from a parked position on Park Street. There was one fatal accident in which a vehicle struck a bridge pier or support.

FUTURE CONDITIONS

The following section will present the analysis of future conditions at the project intersections.

The market is expected to open in early 2019. Based on the proximity of the opening date no growth factor was applied to the existing traffic volumes.

Parkville Market anticipates opening seven days a week. It will operate from approximately 9:00 AM to approximately 10:00 PM Sunday through Thursday and from approximately 9:00 AM to approximately 1:00 AM on Fridays and Saturdays. The 20,000 square foot market will consist of about fifty vendor bays, each between 200 and 400 square feet in size. Vendors will sell a broad assortment of fresh, ethnic-oriented produce, meats, seafood, and baked goods. The Market is expected to employ approximately 75 individuals.

A 5,000 square foot winery is to be located at the north end of the eastern market hall building, although no tenant has been identified to date.

It is anticipated that local musicians and DJs will occasionally provide entertainment on Thursday, Friday, and Saturday evenings. The live entertainment is expected to serve as an enhancement to the market experience as opposed to a separate attraction.

The vendor bays will be divided between two existing buildings. During market hours the area between the two buildings will be closed to vehicular traffic, providing a safe space for pedestrians crossing between buildings.

With the central site driveway being closed during market hours, patrons will access the site via the driveway located at 1420 Park Street (which will be designated one-way inbound). Existing fencing separating the brewery and market lots will be removed so that traffic can access the market parking lot. Upon departure, market traffic will continue to circulate in a clockwise direction and exit at the eastern site driveway located between the eastern market building and the I-84 overpass (which will be designated one-way outbound).

The western driveway will be a one-way entrance and the eastern driveway will be a one-way exit. The western driveway will be 15 feet wide while the eastern driveway will be 18'-8 ½" wide. Each driveway is currently anticipated to operate with a single lane. The owner has indicated that Parkville Market has reached an agreement with the City under which the existing median currently preventing left turns out of the eastern driveway will be shortened so that the maneuver can be made.

Additional signage and pavement markings are recommended to convey the proposed one way circulation pattern. At a minimum, the following should be provided:

- One-way signs (CTDOT #31-1177 & #31-88) at the exit (eastern) driveway
- Do not enter signs (CTDOT #31-1119) at the entrance (western) driveway
- Authorized vehicles only (MUTCD #R5-11) at the delivery (central) driveway
- Pavement marking arrows within the parking lot circulation area
- Do not enter signs (CTDOT #31-1119) at the pinch point near the rear of the western market hall building

1420 Park Street Trip Generation

Traffic generated by the brewery anticipated for the adjacent lot at 1420 Park Street was calculated using the Institute of Transportation Engineers' (ITE) *Trip Generation 10th Edition*, an industry standard for estimating site-generated traffic. The brewery consists of 8,500 square feet of gross floor area dedicated to the operation of a pub and 1,500 square feet of gross floor area dedicated to brewing.

The pub is anticipated to operate as a Drinking Place, as defined by Land Use Code 925 in Trip Generation. Based on an 8,500 square foot gross floor area the pub is expected to generate 72 trips (48 entering and 24 exiting) during the weekday afternoon peak hour. Because Drinking Place data was unavailable for the midday and Saturday peak hours, the pub was considered to operate as a Quality Restaurant during these periods, as defined by Land Use Code 931 in Trip Generation. The pub is anticipated to generate 27 trips (22 entering and 5 exiting) during the weekday midday peak hour and 65 trips (38 entering and 27 exiting) during the Saturday peak hour.

The 1,500 square foot brewing area operates under a Manufacturing use, as defined by Land Use Code 140 in Trip Generation. The brewing area is expected to generate one trip during the weekday midday, weekday afternoon, and Saturday peak hours.

It should be noted that the vehicular traffic generated by the brewery was reduced to account for modal splits (trips made by non-automobile means). Considerable transit and pedestrian use is anticipated due

to the availability of transit options and mix of interacting land use. Based on the average peak period mode share and vehicle occupancy identified in Table C.5 of the ITE *Trip Generation Handbook, 3rd Edition*, 68 percent of trips were estimated to be made by motor vehicles, 16 percent were estimated to be made by transit, and 16 percent were estimated to be made by walking or bicycle.

1380-1400 Park Street Trip Generation

Traffic generated by the site was determined by separating the two primary uses: the market and the winery. The market-related traffic was calculated using ITE's *Trip Generation, 10th Edition*. The 20,000 square foot market will dedicate 9,500 square feet to food sales and 10,500 square feet to merchandise sales. The collection of food vendors are anticipated to operate as a High Turnover Sit Down Restaurant (Land Use Code 932) while the merchandise vendors are expected to operate similarly to a Shopping Center (Land Use Code 820).

The restaurant portion of the market hall is anticipated to generate 92 midday peak hour trips (46 entering and 46 exiting); 53 afternoon peak hour trips (33 entering and 20 exiting); and 68 Saturday peak hour trips (35 entering and 33 exiting).

The merchandise portion of the market hall is anticipated to generate 23 midday peak hour trips (12 entering and 11 exiting); 37 afternoon peak hour trips (18 entering and 19 exiting); and 48 Saturday peak hour trips (24 entering and 24 exiting).

Trip generation for the anticipated winery was estimated using *Trip Generation's* data for a Winery (Land Use Code 970). Based on 5,000 square feet of gross floor area, the winery could be expected to generate approximately 14 weekday midday peak trips (8 entering and 6 exiting), 39 weekday afternoon peak trips (12 entering and 27 exiting), and 131 Saturday peak trips (62 entering and 69 exiting).

Due to the convenient access to transit service, walkable area, and mix of interacting uses, the site was considered to be an infill site, in which higher percentages of non-motor vehicle mode trips could be anticipated. Based on average afternoon general retail mode shares for an infill site as provided in Table C.5 of ITE's *Trip Generation Handbook, 3rd Edition*, 68% of the site generated trips were estimated to be made by motor vehicle, 16% by transit, and 16% by walking or bicycle. Additionally, a 95 percent vehicle mode share was used to account for vehicle occupancy as described in chapter 7.4.1 of the *Trip Generation Handbook*. These adjustments have been included in the above trip generation data for the market hall and the winery.

A summary of the aforementioned site trips are summarized in Table 1.

Table 1 - Site-Generated Traffic Summary

Land Use	ITE Code	Gross Floor Area (s.f.)	Midday Trips	PM Trips	Saturday Trips
Winery	(970) Winery	5,000	14	39	131
Brewery (Brewing)	(140) Manufacturing	1,500	1	1	1
Brewery (Pub)	(925) Drinking Place/ (931) Quality Restaurant	8,500	27	73	65
Market (Food Stands)	(932) High Turnover Sit Down Restaurant	9,500	92	53	68
Market (Merchandise)	(820) Shopping Center	10,500	23	37	48
		Total Trips	134	166	265

Parkville Market Business	ITE Code	Gross Floor Area (s.f.)	Midday Trips (Bikes/Peds) ²	Midday Trips (Transit) ²	PM Trips (Bikes/Peds) ²	PM (Transit) ²	SaturdayTrips (Bikes/Peds) ²	Saturday Trips (Transit) ²
Winery	(970) Winery	5,000	3	3	9	9	29	29
Brewery (Brewing Operation)	(140) Manufacturing	1,500	0	0	0	0	0	0
Brewery (Pub)	(925) Drinking Place/ (931) Quality Restaurant ¹	8,500	6	6	16	16	15	15
Market (Food Stands)	(932) High Turnover Sit Down Restaurant	9,500	20	20	12	12	15	15
Market (Merchandise Stands)	(820) Shopping Center	10,500	5	5	8	8	11	11
Total Trips			35	35	45	45	70	70

¹ ITE does not provide trip generation rates for a Drinking Place for AM or Saturdays. Therefore Quality Restaurant was used.

² Infill adjustment applied due to walkability of area, convenient transit service, and mix of interacting land uses. 68% motor vehicles, 16% transit, and 16% pedestrians/bicyclists per Trip Generation Table C.5

Estimated Trip Distribution

Traffic distribution was completed for each of the land uses on site. Site generated trips were assigned based on existing patterns. During the midday peak hour 45% of vehicles are expected to access the site to and from the east along Park Street and 55% of vehicles are expected to access the site to and from the west along Park Street. During the afternoon peak hour 51% of vehicles are expected to access the site to and from the east along Park Street and 49% of vehicles are expected to access the site to and from the west along Park Street. During the Saturday peak hour 52% of vehicles are expected to access the site to and from the east along Park Street and 48% of vehicles are expected to access the site to and from the west along Park Street.

Vehicle Access and Site Circulation

Delivery vehicles will access the site via the central driveway during morning hours only, prior to the opening of the market. Following completion of their deliveries, the vehicles will exit the site via either the central or eastern driveway.

Vendors have been notified that the maximum length of delivery vehicle permitted on site is twenty feet. This corresponds to a passenger car as defined by the American Association of State Highway and Transportation Officials. Nonetheless, there may be occasions when it is necessary for a larger vehicle to enter the site. Therefore, a 30 foot long single unit truck was used to analyze turning paths for vehicles entering, circulating through, and exiting the site.

Figures 2 and 3 show turning paths for delivery vehicles entering and exiting the site via left turns and right turns, respectively. The analysis shows that a single unit truck is able to enter the central driveway, deliver goods to the market buildings, circulate through the parking area, and exit via the eastern driveway.

All other traffic will enter the site via the western driveway and exit via the eastern driveway. Although this circulation pattern will typically be utilized by passenger vehicles a single unit truck was also used to analyze these turning movements. Figures 4 and 5 show turning paths for single unit trucks entering and exiting the site via left turns and right turns, respectively. The analysis shows that the Park Street median that currently obstructs left turns out of the eastern driveway would need to be removed in order to facilitate left turns out of the driveway. Otherwise the driveways and internal parking area are suitable for single unit trucks to navigate.

Intersection sight distance was analyzed at the delivery (central) driveway and the customer exit (eastern) driveway. Figures 6 and 7 show the required and provided sight distance for the driveways. In all instances the available sight distance exceed the required values.

TRAFFIC OPERATIONS

The following section provides a description of the methodology used to evaluate traffic conditions and the results of the Level of Service and queuing analysis.

Analysis Methodology

Intersection operations at the project intersections were evaluated using the SYNCHRO software package (Version 9). Traffic operations are defined by Level of Service (LOS), which is a qualitative measure that associates LOS with vehicle delays. The criteria for unsignalized intersections are different than for signalized intersections because drivers expect different performance levels from each type of intersection. The relationship between LOS and delay is summarized in Table 2.

Table 2 - Level of Service Criteria

LOS	Unsignalized Intersection Criteria	Signalized Intersection Criteria
	Average Total Delay (Seconds per Vehicle)	Average Total Delay (Seconds per Vehicle)
A	< 10.0	< 10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	> 50.0	> 80.0

Traffic Operational Analysis Results

The following section presents the results of the Level of Service and delay for the future background conditions during the weekday midday, weekday afternoon, and Saturday midday peak hours. Analysis results are presented below in Table 3.

Table 3 - Level of Service (Average Delay in seconds per vehicle) Summary

Intersection	Approach	Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
		Existing	Build	Existing	Build	Existing	Build
Park St./ Pope Park Hwy./ Central Dwy.	NB	C (18.8)	C (24.2)	F (106.1)	F (155.3)	C (20.0)	D (28.4)
	WB	A (8.7)	A (8.7)	A (9.6)	A (9.6)	A (8.6)	A (8.6)
Park St./ Bartholomew Ave.	NB	C (19.8)	C (21.8)	D (34.1)	E (41.3)	D (29.1)	E (39.6)
	WB	A (8.9)	A (9.1)	A (9.4)	A (9.6)	A (8.7)	A (9.0)
Park St./West Dwy.	EB	N/A	A (8.8)	N/A	A (9.6)	N/A	A (9.6)
Park St./ East Dwy.	SB	N/A	C (18.2)	N/A	D (32.2)	N/A	E (36.6)

During the midday peak hour all approaches operate at LOS C or better during both the No Build and Build conditions.

During the afternoon peak hour the northbound Pope Park Highway approach to Park Street operates at LOS F during both the Existing and Build conditions. Average delay increases by 49.2 seconds as a result of site generated traffic. The northbound Bartholomew Avenue approach to Park Street operates at LOS D during the Existing condition and LOS E during the Build condition. Average delay increases by 7.2 seconds as a result of site generated traffic. The southbound exit from the site operates at LOS D during the Build condition with an average delay of 32.2 seconds.

During the Saturday peak hour, the northbound Pope Park Highway approach to Park Street operates at Level of Service C during the Existing condition and LOS D during the Build condition. Average delay increases by 8.4 seconds as a result of site generated traffic. The northbound Bartholomew Avenue approach to Park Street operates at LOS D during the Existing condition and LOS E during the Build

condition. Average delay increases by 10.5 seconds as a result of site generated traffic. The southbound exit from the site operates at LOS E during the build condition with an average delay of 36.6 seconds.

Queue Analysis

Table 4 shows 95th percentile queue lengths for the eastbound left turn from Park Street into the site, the southbound exit from the site onto Park Street, and the westbound left turn from Park Street onto Bartholomew Avenue.

Queue lengths at the eastbound left turn from Park Street into the site are minimal for all periods analyzed. The existing left turn lane at this location should be extended approximately 50' back from the proposed entrance driveway. This provides sufficient storage space for the anticipated queues. Extending the eastbound left turn lane at the site driveway would result in minor shortening of the westbound left turn lane for vehicles turning from Park Street onto Bartholomew Avenue. The models indicated that minimal queuing occurs at the westbound left turn lane during the peak hours analyzed.

The eastbound left turn lane at the site driveway currently extends to the central site driveway which will be exclusively used by delivery vehicles. Replacing this segment of the lane with a painted median may discourage customers from making prohibited left turns into the central driveway and creating conflicts with pedestrians within the site crossing between the two market buildings. Additionally, it is recommended that the existing gate be closed during market hours.

Table 4 – 95th% Queue Lengths (Feet) Summary

Intersection	Approach	Midday Peak Hour		PM Peak Hour		Sat. Peak Hour	
		Existing	Build	Existing	Build	Existing	Build
Park St./ West Dwy.	EB	N/A	4'	N/A	5'	N/A	7'
Park St./East Dwy.	SB	N/A	20'	N/A	50'	N/A	92'
Park St./Bartholomew Ave.	WB	3'	3'	8'	8'	5'	5'

The longest queue lengths at the exit from the site occur during the Saturday peak hour period. During this interval the 95th percentile queue extends 92' back into the site.

Mitigation

The delay and queuing at the eastern (exit) driveway could be mitigated by providing two turn lanes – an exclusive left turn lane and an exclusive right turn lane. The proposed exit is 18'-8 1/2" wide at its narrowest point. This would accommodate two 9'-4" turn lanes. Removal of the Park Street median is required to accommodate left turns from the proposed left turn lane (see Figure 7). This scenario was analyzed using Synchro software. Results are summarized in Table 5.

Table 5 –Level of Service (Avg. Delay in sec. per Vehicle) and Queue Summary for Site Exit with Mitigation

	Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	Build	Build w/ Mitigation	Build	Build w/ Mitigation	Build	Build w/ Mitigation
LOS/Avg. Delay (s.)	C (18.2)	C (16.8)	D (32.2)	D (26.2)	E (36.6)	D (25.1)
Queue Length (ft.)	20'	12'	50'	30'	92'	46'

With the additional turn lane the exit driveway operates at Level of Service D as opposed to Level of Service E with the single lane. Average delay is reduced from 36.6 seconds to 25.1 seconds. The 95th percentile queue length is reduced from 92' to 46'. Average delay and queue length are also reduced during the midday and afternoon peak hours.

Although the eastern driveway operates at Level of Service D or better for each peak period with the mitigation, the central driveway should not be ruled out as an egress for future use. Should the market ever encounter issues with utilizing the State owned property at the eastern driveway, or should the market experience greater traffic demand than anticipated, this driveway would be necessary for accommodating exiting vehicles.

PARKING GENERATION

ITE's Parking Generation, 4th Edition was used to estimate peak parking demand for the market, winery, and brewery. Results are summarized in Table 6. Peak parking demand is expected to occur on a Saturday evening, when the winery, brewery, and food portion of the market all are expected to generate the highest demand. An infill adjustment was applied to the base parking demand due to the walkability of the area, convenient transit service, and mix of interacting land uses. During the Saturday evening peak hour a demand for 273 parking spaces can be anticipated. This exceeds the number of spaces being provided on site. During the Saturday evening peak motorists may need to utilize the Pope Commons parking lot to the east of the site. Pope Commons is owned by the developer of Parkville Market and space is reportedly available. Advising Market employees to park in the Pope Commons lot would free up on site parking for customers.

Table 6 –Peak Parking Demand

Land Use	ITE Code	Gross Floor Area (s.f.)	Peak Parking Demand	Parking Spaces
Winery	(931) Quality Restaurant	5,000	16.40 vehicles per 1,000 sq. ft. GFA	82
Brewery (Brewing Operation)	(140) Manufacturing	1,500	1.02 vehicles per 1,000 sq. f.t GFA	2
Brewery (Pub)	(931) Quality Restaurant	8,500	16.40 vehicles per 1,000 sq. ft. GFA	139
Market (Food Stands)	(932) High Turnover Sit Down Restaurant (No Bar or Lounge)	9,500	13.5 vehicles per 1,000 sq. ft. GFA	128
Market (Merchandise Stands)	(820) Shopping Center	10,500	2.87 vehicles per 1,000 sq.ft. GFA	30
Total (Unadjusted)				381
Total (Adjusted)				273

CONCLUSIONS

Using standard traffic engineering practices, this Traffic Impact and Site Access study has:

- Evaluated future “no build” traffic operations at the study area intersections,
- Provided a description of future operations within the project site,
- Provided an estimate of future trips generated by the development,
- Evaluated future traffic operations at the study area intersections with the site fully developed,
- Evaluated turning paths for anticipated vehicle types
- Evaluated intersection sight distances at driveways
- Evaluated accident history on Park Street in the vicinity of the site

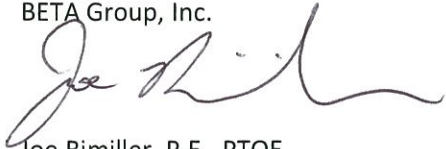
This study shows that:

- Based on an analysis of trip generation, the proposed market and winery development is expected to generate 121 trips during the midday peak hour, 137 trips during the afternoon peak hour, and 264 trips during the Saturday peak hour.
- Traffic operational analysis at the unsignalized intersections within the study area indicate that the northbound Pope Park Highway and Bartholomew Avenue approaches to Park Street will experience moderate increases in delay due to site generated traffic.
- The eastern driveway operates at LOS E during the PM peak period and LOS F during the Saturday peak period. Providing two turn lanes – an exclusive left turn lane and an exclusive right turn lane – would considerably reduce the delay experienced during the periods, although the LOS’ remain unchanged.
- The existing Park Street eastbound left turn lane at the proposed site entrance should be extended 50’ in order to provide sufficient storage space for queued vehicles accessing the site. This results in minor shortening of the westbound left turn lane from Park Street onto Bartholomew Avenue.
- Replacing the existing left turn lane at the delivery (central) driveway with a painted median may prevent customers from attempting to turn at this location and create conflict with pedestrians crossing between market buildings. Such conflicts could further be avoided by keeping the existing gate closed during market hours.
- The existing raised median island on Park Street at the exit (eastern) driveway should be shortened in order to allow left turn movements from the driveway onto Park Street. When doing so the City should account for the likelihood the vehicles will be executing the maneuver from a left turn lane on the eastern side of the driveway.
- Signage and pavement markings at the site driveways and within the site are recommended in order to identify the intended circulation pattern and avoid vehicular conflict.
- The central site driveway may need to be utilized by non-delivery vehicles in the future if site traffic eventually exceeds anticipated demand.
- The Pope Commons parking lot located to the east of the market may be needed for overflow parking during peak times such as Saturday evenings. Requiring market employees to park in the Pope Commons lot is advisable.

Mr. Frederick D. Peck
July 31, 2018
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If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.



Joe Rimiller, P.E., PTOE
Senior Traffic Engineer

cc: Jim Ford, City of Hartford
Kevin Henry, Parkville Management
Jessica Heckman, Parkville Management
Herman Cartes-Barrios, Lifecare Design
Natalie Sweeney, Lifecare Design
Carlos Mouta
File

Job No: 6018



Parkville N.R.Z.

Parkville Revitalization Association

11 New Park Avenue

Hartford, CT. 06106

Hartford Planning & Zoning Commission
Department Of Development Services
260 Constitution Plaza, 1st Floor
Hartford, CT. 06103

August 3, 2022

Subject: 1390 Park Street, Hartford, CT 06106

Special Permit Application and Site Plan for Approval of Use of proposed
Entertainment Assembly & Outdoor Café associated with a Drinking Place
in CX-2/TOD Zone destination.

Dear Hartford Planning & Zoning Commission Members:

I am pleased to inform you that on June 22, 2022, the Parkville Revitalization Association ("N.R.Z.") at our Wed., June 22, 2022 monthly meeting voted (9) Yes & (0) No with One Abstention to support and endorse the Special Permit and Site Plan application that is being proposed at 1390 Park Street, Hartford, CT. We believe the applicant and her team demonstrated the knowledge, expertise, and cognizance that is aligned with our Committees' vision for the future of our Parkville Neighborhood.

Parkville Revitalization Association (N.R.Z.) believes this proposal complements the other existing businesses located in this area of Parkville. The proposed plan is designed very comprehensively, & thought out on many levels for the flow & movement of customers, including overflow parking and marked walking paths to the facility, to the myriad cameras placed around proposed facility.

Parkville Revitalization Association (N.R.Z.) looks at this Special Permit and Site Plan Application to approve a Entertainment Assembly & Outdoor Café associated with a Drinking Place favorably.

Respectfully,



David Morin
President (N.R.Z.)
Parkville Revitalization Association
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